








**CHAMPION**

**1979**







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#### International symbol identification

|       |                          |
|-------|--------------------------|
| [A]   | Austria                  |
| [B]   | Belgium                  |
| [CH]  | Switzerland              |
| [D]   | Germany                  |
| [DK]  | Denmark                  |
| [E]   | Spain                    |
| [F]   | France                   |
| [GB]  | Great Britain            |
| [IRL] | Ireland                  |
| [NL]  | Netherlands              |
| [S]   | Sweden                   |
| [SF]  | Finland                  |
| [USA] | United States of America |

|   |    |
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#### Important

Spark plug gap settings are given in millimetres. Practical equivalents are as follows:

|      |      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|------|
| mm.  | 0.4  | 0.5  | 0.6  | 0.7  | 0.8  | 0.9  | 1.0  |
| ins. | .016 | .020 | .025 | .028 | .032 | .035 | .040 |

This catalogue is effective from 1st February 1979 and supersedes all previous catalogues. Whilst every care is taken in compiling these recommendations they do not form part of any contract and as such we do not accept any responsibility in respect of any claim whatsoever and howsoever caused arising from the publication of this catalogue.





|   | mm     |     | mm |
|---|--------|-----|----|
| <b>ABARTH</b>                           |        |     |    |
| A 112, A 112 70 HP                      | RN-7Y  | 0,7 |    |
| Fiat Abarth 124 Rally                   | N-63Y  | 0,6 |    |
| Fiat Abarth 131 Rally                   | N-6Y   | 0,6 |    |
| <b>AC</b>                               |        |     |    |
| Greyhound                               | L-85   | 0,5 |    |
| Cobra 4727 cc, 289                      | F-11Y  | 0,9 |    |
| 7010 cc, 428                            | F-9Y   | 0,9 |    |
| 3 Litre V6, ME 3000                     | RN-9Y  | 0,6 |    |
| <b>ALFA ROMEO</b>                       |        |     |    |
| 1750 (All models), Spider Junior 1.3,   |        |     |    |
| 1.6                                     | N-7Y   | 0,6 |    |
| GTA Junior 1.3, Montreal                | N-6Y   | 0,6 |    |
| Giulietta 1.3, 1.6                      | N-8Y   | 0,6 |    |
| Giulia Nuova Super 1300, 1600, GT       |        |     |    |
| Junior 1.3, 1.6; Junior Z 1600,         |        |     |    |
| Spider Junior 1300, 1600                | N-7Y   | 0,6 |    |
| Alfasud, Ti, L, N, 5M, Alfasud Sprint,  |        |     |    |
| Super, Giardinetta (1200, 1300, 1350,   |        |     |    |
| 1500)                                   | N-6Y   | 0,6 |    |
| Alfetta, 1.6, 1.6GT, 1.8, 1.8GT         | N-8Y   | 0,6 |    |
| Alfetta 2000, GTV, Spider Veloce        | N-3    | 0,6 |    |
| <b>ALPINE (Renault)</b>                 |        |     |    |
| Berlinette 85                           | L-85   | 0,6 |    |
| 1100 [E]                                | L-87Y  | 0,6 |    |
| 1100 S, 1300, 1600 S (120 HP)           | N-62R  | 0,5 |    |
| 1300 S                                  | N-62R* | 0,5 |    |
| *Racing                                 | N-57R  | 0,5 |    |
| 1600 S                                  | N-62R  | 0,5 |    |
| 1600 S (160 HP)                         | N-57R  | 0,5 |    |
| A 310 (140 HP)                          | N-62R* | 0,5 |    |
| *Hard driving                           | N-60R  | 0,5 |    |
| A310 V6                                 | BN-9Y  | 0,6 |    |
| A106-A108, All models - Fast driving    | L-62R  | 0,4 |    |
| A110 All models - except 1500           | N-62R* | 0,4 |    |
| *Hard driving                           | N-60R  | 0,4 |    |
| *Racing                                 | N-57R  | 0,4 |    |
| A110-1300 [E]                           | L-85   | 0,6 |    |
| A110-1500                               | L-62R* | 0,4 |    |
| *Hard driving                           | L-60R  | 0,4 |    |
| *Racing                                 | L-57R  | 0,4 |    |
| Alpine R5                               | BN-9Y  | 0,7 |    |
| <b>ARGYLL</b>                           |        |     |    |
| V-8 eng                                 | N-12Y  | 0,6 |    |
| <b>ASTON MARTIN</b>                     |        |     |    |
| DB5, DB6, DB6 Mk II F.I., DBS (6 Cyl)   |        |     |    |
| Volante                                 | N-9Y   | 0,6 |    |
| V8 Fuel Injection                       | N-9Y   | 0,6 |    |
| V-8 Carb. 5340 cc, DBS                  | N-12Y  | 0,6 |    |
| Vantage                                 | N-10PY | 0,6 |    |
| Lagonda                                 | N-10PY | 0,6 |    |
| <b>AUDI (AUTO-UNION)</b>                |        |     |    |
| 50 (1,3 Litre 60 HP)                    | N-7Y   | 0,7 |    |
| 50 LS (1,1 Litre 50 HP)                 | N-8Y   | 0,7 |    |
| 50 GL (1,1 Litre 60 HP)                 | N-6Y   | 0,7 |    |
| 60, 72, 75                              | N-8Y   | 0,7 |    |
| →1968: 80 HP                            | N-8Y   | 0,7 |    |
| 80, L (1,3 Litre 55 HP)                 | N-8Y   | 0,7 |    |
| 80 S (1,5 Litre 75 HP)                  | N-8Y   | 0,7 |    |
| 80 LS (1,5/1,6 Litre 75 HP)             | N-8Y   | 0,7 |    |
| 80 GL (1,5 Litre 85 HP)                 | N-7Y   | 0,7 |    |
| 80 GL (1,6 Litre 85 HP)                 | N-8Y   | 0,7 |    |
| 80 GT (1,6 Litre 100 HP)                | N-6Y   | 0,7 |    |
| 80 GTE (1,6 Litre 110 HP)               | N-6Y   | 0,7 |    |
| 77 →: 80, (1,3 Litre 55 HP)             | N-8Y   | 0,7 |    |
| 80 (1,6 Litre 75 HP 85 HP)              | N-8Y   | 0,7 |    |
| 80 (1,6 Litre 110 HP)                   | N-6Y   | 0,7 |    |
| Super 90                                | N-7Y   | 0,7 |    |
| 77 →: 100 (1,6 Litre 85 HP)             | N-8Y   | 0,7 |    |
| 100 5E, L5E, GL5E                       | N-7Y   | 0,7 |    |
| 100 5E (S)                              | N-8Y   | 0,7 |    |
| 100 (831)                               | N-7Y   | 0,7 |    |
| 100 (80 HP), L/LS (1,8 Litre)           | N-8Y   | 0,7 |    |
| 100 S (90 HP), 100 LS (100 HP)          | N-7Y   | 0,7 |    |
| 100 GL, 100 Coupe S (112, 115 HP)       | N-6Y   | 0,7 |    |
| 100 2 Litre (115 HP), 2,2 Litre (136    |        |     |    |
| HP)                                     | N-7Y   | 0,7 |    |
| 100 5.S 2,2 Litre Carb. (115 HP)        | N-6Y   | 0,7 |    |
| NSU All models (except TTS & RO 80)     | N-7Y   | 0,7 |    |
| TTS                                     | N-60Y  | 0,7 |    |
| <b>AUSTIN</b>                           |        |     |    |
| Allegro (1100, 1300, 1500, 1750 cc.)    | N-9Y   | 0,6 |    |
| Allegro 1750 Sport, 1750HL              | N-9Y   | 0,6 |    |
| Maxi 1500, 1750, HL                     | N-9Y   | 0,6 |    |
| Mini 1100 Special, Mini 850, 1000,      |        |     |    |
| Clubman, 1275 GT                        | N-9Y   | 0,6 |    |
| Mini-Cooper, "S" (970, 1071 cc,         |        |     |    |
| 1275 cc)                                | N-9Y   | 0,6 |    |
| A35 (948 cc) Saloon, Countryman, A40    |        |     |    |
| Farina (948 & 1098 cc), A55, A60        |        |     |    |
| Gasoline                                | N-5    | 0,6 |    |
| A60 (Diesel)                            | AG-32  |     |    |
| A99, A110                               | N-12Y  | 0,6 |    |
| 1100; 1300 & GT; 1800 Mk I, Mk II &     |        |     |    |
| "S", Mk III, 2200                       | N-9Y   | 0,6 |    |
| 18/22: 1800 & 2200HL; 3 Litre           | N-9Y   | 0,6 |    |
| <b>AUSTIN HEALEY</b>                    |        |     |    |
| 3000 & Mk III, Sprite (948 & 1098 cc)   | N-12Y  | 0,6 |    |
| Sprite 1275 cc                          | N-9Y   | 0,6 |    |
| <b>AUTHI</b>                            |        |     |    |
| Morris 1100, MG 1100, Mini 850,         |        |     |    |
| 1000, 1275 GT, Mini LS, Austin DL,      |        |     |    |
| Austin 1300, Victoria, Victoria         |        |     |    |
| 1300TC, MG 1300, MG-S, Mini             |        |     |    |
| Cooper 1300                             | N-9Y   | 0,6 |    |
| <b>AUTOBIANCHI</b>                      |        |     |    |
| Bianchina, Panoramica                   | L-87Y  | 0,6 |    |
| 500 Giardiniera                         | L-82Y  | 0,6 |    |
| Primula 65C, Coupé, A111                | N-9Y   | 0,7 |    |
| Primula S                               | N-7Y   | 0,6 |    |
| A 112, A 112E                           | RN-9Y  | 0,7 |    |
| A.112 Abarth, A 112 Abarth 70 HP        | RN-7Y  | 0,7 |    |
| <b>BENTLEY</b>                          |        |     |    |
| 1957 →: Continental "S" 1959: "S"       | N-5    | 0,6 |    |
| S2, S3, Continental (V8) →1974:         |        |     |    |
| Type "T", Corniche                      | N-14Y  | 0,6 |    |
| 1974 →: Type "T", Corniche              | RN-14Y | 0,8 |    |
| <b>B.M.W.</b>                           |        |     |    |
| 316, 318, 320, 320, 6 cyl. 320 i, 323 i | N-10Y  | 0,6 |    |
| 320 i [S]                               | N-10Y  | 0,6 |    |
| 518 10.75 → Gasoline engine (Normal)    | N-10Y  | 0,6 |    |
| 520 6-Cylinder engines, 525, 528,       |        |     |    |
| 528 i                                   | N-10Y  | 0,6 |    |
| 520, 520 i                              | N-10Y  | 0,6 |    |
| 530 i                                   | N-10Y  | 0,6 |    |
| 635 CSJ Coupé, 630 CS, 633 CSi          | N-10Y  | 0,6 |    |
| 728, 730, 733 i                         | N-10Y  | 0,6 |    |
| 1502                                    | N-10Y  | 0,6 |    |
| 1500/1600 (All models), 1602, 1800,     |        |     |    |
| 1802, 2000 (All models), 2002           |        |     |    |
| Turbo                                   | N-8Y   | 0,6 |    |
| 2002, ti, tii (→1972)                   | N-8Y   | 0,6 |    |
| 2002, tii (1973 →)                      | N-10Y  | 0,6 |    |
| 2.5, 2.8, 3.0, 3.3 Litre (All models)   | N-10Y  | 0,6 |    |
| <b>BOND</b>                             |        |     |    |
| 250 G, Mk F                             | L-5    | 0,5 |    |
| 250 G Twin                              | L-81/  | 0,5 |    |
|   | L-82   |     |    |
| Equipe GT 4S, GT 2 + 2 (1147 cc)        | L-87Y  | 0,5 |    |
| Equipe GT 4S (1300 cc), Equipe 2 Litre  |        |     |    |
| GT, 875                                 | N-10Y  | 0,6 |    |
| Bug                                     | N-11Y  | 0,6 |    |





|   | mm     |     | mm |
|---|--------|-----|----|
| <b>BRISTOL</b>                          |        |     |    |
| 401, 402, 403, 404, 405, 406            | Z-10   | 0,5 |    |
| 407, 408, 409, 410                      | J-10Y  | 0,9 |    |
| 411 (Series 1-3)                        | J-11Y  | 0,9 |    |
| 411 (Series 4), 412                     | RJ-11Y | 0,9 |    |
| 411 (Series 5)                          | RJ-11Y | 0,9 |    |
| 412 (5.9)                               | RN-12Y | 0,6 |    |
| 603S (5.9), 603E (5.2)                  | RN-12Y | 0,6 |    |
| <b>CHRYSLER-FRANCE (SIMCA)</b>          |        |     |    |
| 1970 →:                                 |        |     |    |
| 1000 All models                         | N-7Y   | 0,6 |    |
| 1000 Rallye II (eng. 371 G4)            | N-6Y   | 0,6 |    |
| 1100, 1100 TI                           | N-7Y   | 0,6 |    |
| 1100 [S]                                | N-9Y   | 0,6 |    |
| 1100S (eng. 353 S)                      | N-6Y   | 0,6 |    |
| 1200S (eng. 354F 4)                     | N-6Y   | 0,6 |    |
| 1301, 1301S, long reach                 | N-7Y   | 0,6 |    |
| 1307S                                   | N-7Y*  | 0,6 |    |
| *cold Fouling                           | N-9Y   | 0,6 |    |
| 1307 GLS                                | N-9Y   | 0,6 |    |
| 1308 GT, S, GLS, 1309                   | N-9Y   | 0,6 |    |
| 160, 180, 2 Litre                       | N-7Y   | 0,6 |    |
| Bagheera All models                     | N-7Y   | 0,6 |    |
| → 1970:                                 |        |     |    |
| 900, SIM "4", 1000, All models          | N-7Y   | 0,6 |    |
| 1100 All models                         | N-7Y   | 0,6 |    |
| 1100S                                   | N-7Y*  | 0,6 |    |
| *cold Fouling                           | N-9Y   | 0,6 |    |
| 1200S                                   | N-6Y   | 0,6 |    |
| 1300, 1301, Super Flash, Rush, Super    |        |     |    |
| Rush short reach                        | H-8    | 0,6 |    |
| 1500, 1501 Special, 1000 (→ 1968)       | N-9Y   | 0,6 |    |
| 1500 [GB], 1501 Special [GB]            | N-7Y   | 0,6 |    |
| 1976 →:                                 |        |     |    |
| 1005 L, S1006 GLS, 1610, 1609           | N-7Y   | 0,6 |    |
| 1508S, 1508GT [S], [E]                  | N-9Y   | 0,6 |    |
| 1977 →: Rancho                          | N-9Y   | 0,6 |    |
| Horizon LS, GL, GLS, SX                 | N-9Y   | 0,6 |    |
| Rally III                               | N-2/   | 0,6 |    |
| *racing                                 | N-60R* | 0,6 |    |
| <b>CHRYSLER (G.B.)</b>                  |        |     |    |
| 424                                     | N-9Y   | 0,8 |    |
| 180, 2 Litre                            | N-7Y   | 0,6 |    |
| Alpine GL (1294 cc)                     | N-7Y   | 0,6 |    |
| Alpine S, GLS, GL (1442 cc)             | N-9Y   | 0,6 |    |
| Avenger 1300, 1600 (150 CD carb)        | N-9Y   | 0,8 |    |
| Avenger GLS, GT (175 CD carb)           | N-7Y   | 0,8 |    |
| Sunbeam 1978 →: 930 cc                  | RN-9Y  | 0,6 |    |
| 1978 →: 1300 cc, 1600 cc                | RN-9Y  | 0,7 |    |
| <b>CHRYSLER-ESPANA</b>                  |        |     |    |
| 1000GT Rally                            | N-6Y   | 0,6 |    |
| 1000S, 1000GLS, Special                 | N-7Y   | 0,6 |    |
| 900, 900 S                              | N-9Y   | 0,6 |    |
| 1200GL, GLE                             | N-9Y   | 0,6 |    |
| 1200LS, GLS, Campero, 1200 Special,     |        |     |    |
| 1200 TI                                 | N-7Y   | 0,6 |    |
| Dodge 3700, 3700GT                      | N-14Y  | 0,6 |    |
| 180, 2 Litre                            | N-7Y   | 0,6 |    |
| 150 all models                          | N-7Y   | 0,6 |    |
| <b>CITROEN (→ page 44)</b>              |        |     |    |
| CX 2000, CX 2200                        | L-87Y  | 0,7 |    |
| CX 2400, GTI, Prestige                  | L-87Y  | 0,6 |    |
| 2CV Special, 2CV2, 2CV3                 | L-85   | 0,7 |    |
| 2CV4, 2CV6                              | L-85/  | 0,6 |    |
|   | L-88A  |     |    |
| Dyane 4, 6, Mehari, Ami 6, Ami 8        |        |     |    |
| Citroen 8 Familiar                      | L-87Y  | 0,6 |    |
| Ami Super                               | N-7Y   | 0,7 |    |
| Visa 650 cc                             | BN-6Y  | 0,7 |    |
| Visa 1124 cc                            | BN-9Y  | 0,7 |    |
| GS, GS 1015 short reach                 | L-82Y  | 0,7 |    |
| GS 1015 long reach                      | N-7Y   | 0,6 |    |
| GSX, G Special                          | N-7Y   | 0,7 |    |
| GSX2                                    | N-7Y/  | 0,6 |    |
|   | N-9Y   |     |    |
| GS 1130                                 | N-7Y   | 0,7 |    |
| GS Berlina, Junior, Break, Pallas       | N-7Y   | 0,7 |    |
| GS 1220                                 | N-7Y/  | 0,6 |    |
|   | N-9Y   |     |    |
| LN                                      | L-87Y  | 0,6 |    |
| SM All models                           | N-10Y  | 0,7 |    |
| AK 400                                  | L-87Y  | 0,7 |    |
| AK 350                                  | L-87Y  | 0,7 |    |
| D Special, D Super, D Super 5           | L-87Y  | 0,7 |    |
| DS20, DS21, DS23, DS19, ID19, ID20      | L-87Y  | 0,7 |    |
| <b>DACIA</b>                            |        |     |    |
| 1100, 1300                              | L-87Y  | 0,6 |    |
| <b>DAF (→ Volvo)</b>                    |        |     |    |
| 600, 750, Daffodil, 33, 44, 46          | L-85   | 0,6 |    |
| 55, 66, 66SL, Coupe, Break, 55          |        |     |    |
| Marathon, 66 Marathon (1100, 1300)      | L-87Y  | 0,6 |    |
| <b>DAIHATSU</b>                         |        |     |    |
| Charade                                 | N-10Y  | 0,7 |    |
| Spider, Compagno (¾" reach)             | N-5    | 0,6 |    |
| Consorte                                | N-9Y   | 0,7 |    |
| Charmant                                | N-10Y  | 0,7 |    |
| <b>DAIMLER</b>                          |        |     |    |
| Sovereign 3.4                           | N-12Y  | 0,6 |    |
| Sovereign 4.2, 4.2 Limousine,           |        |     |    |
| Landaulette Limousine 4.2 L, Vanden     |        |     |    |
| Plas 4.2                                | N-11Y  | 0,6 |    |
| Sovereign 2.8                           | N-7Y   | 0,6 |    |
| Double Six, Double Six EFI, Vanden Plas |        |     |    |
| 5.3                                     | N-10Y  | 0,6 |    |
| Other models ¾" reach                   | N-8    | 0,6 |    |
| <b>DATSUN &amp; NISSAN</b>              |        |     |    |
| → 1975: 100A Cherry (1000 cc)           | N-9Y   | 0,8 |    |
| 1975 →: 100A Cherry (1000 cc)           | RN-9Y  | 0,8 |    |
| → 1975: 120A Cherry (1200 cc)           | N-9Y   | 0,8 |    |
| 1975 →: 120A Cherry (1200 cc)           | RN-9Y  | 0,8 |    |
| → 1975: 120Y Sunny (1200 cc)            | N-9Y   | 0,8 |    |
| 1975 →: 120Y Sunny (1200 cc)            | RN-9Y  | 0,8 |    |
| → 1975: 140J Violet (1400 cc)           | N-9Y   | 0,8 |    |
| 1975 →: 140J Violet (1400 cc)           | RN-9Y  | 0,8 |    |
| → 1975: 160B Bluebird (1600 cc) &       |        |     |    |
| 160J Violet                             | N-9Y   | 0,8 |    |
| 1975 →: 160B Bluebird & 160J Violet     |        |     |    |
| (1600 cc)                               | RN-9Y  | 0,8 |    |
| → 1975: 180B Bluebird (1800 cc)         | N-9Y   | 0,8 |    |
| 1975 →: 180B Bluebird (1800 cc)         | RN-9Y  | 0,8 |    |
| → 1975: 180B SSS Bluebird               |        |     |    |
| (1800 cc 2 Carb)                        | N-7Y   | 0,8 |    |
| 1975 →: 180B SSS Bluebird (1800 cc      |        |     |    |
| 2 Carb)                                 | RN-7Y  | 0,8 |    |
| → 1975: 160J SSS (1600 cc 2 Carb)       | N-7Y   | 0,8 |    |
| 1975 →: 160J SSS (1600 cc 2 Carb)       | RN-7Y  | 0,8 |    |
| → 1975: Laurel Saloon (4-               |        |     |    |
| Cylinder engines & 6-Cylinder           |        |     |    |
| engines 2000 cc)                        | N-9Y   | 0,8 |    |
| 1975 →: Laurel Saloon (4-Cylinder       |        |     |    |
| engines & 6-Cylinder engines            |        |     |    |
| 2000 cc)                                | RN-9Y  | 0,8 |    |
| → 1975: Laurel Coupe (2000 cc)          | N-7Y   | 0,8 |    |
| 1975 →: Laurel Coupe (2000 cc)          | RN-7Y  | 0,8 |    |
| → 1975: 240K, 240KGT (2400 cc)          | N-7Y   | 0,8 |    |
| 1975 →: 240K, 240KGT (2400 cc)          | RN-7Y  | 0,8 |    |
| → 1975: 240Z (2400 cc 2 Carb)           | N-7Y   | 0,8 |    |
| 1975 →: 240Z (2400 cc 2 Carb)           | RN-7Y  | 0,8 |    |
| → 1975: 260C (2600 cc)                  | N-7Y   | 0,8 |    |
| 1975 →: 260C (2600 cc)                  | RN-7Y  | 0,8 |    |
| → 1975: 260Z (2600 cc 2 Carb)           | N-7Y   | 0,8 |    |
| 1975 →: 260Z (2600 cc 2 Carb)           | RN-7Y  | 0,8 |    |
| 280Z (2800 cc)                          | N-10Y  | 0,7 |    |
| 1000                                    | N-9Y   | 0,8 |    |
| 1200, 1300, 1400, 1600, 1800, 2000      | N-9Y   | 0,8 |    |
| 1600SSS, 1800SSS                        | N-7Y   | 0,8 |    |





|                                       | mm         |     | mm |
|---------------------------------------|------------|-----|----|
| <b>DE TOMASO</b>                      |            |     |    |
| Pantera Gruppo 3                      | BL-11Y     | 0,6 |    |
| Deauville, Pantera L & GTS,           |            |     |    |
| Longchamp 2 + 2                       | BL-13Y     | 0,6 |    |
| Mangusta                              | F-9Y       | 0,6 |    |
| Pantera Gruppo 4                      | BL-60R     | 0,6 |    |
| <b>FAIRTHORPE</b>                     |            |     |    |
| Atomota                               | L-5        | 0,5 |    |
| Atom                                  | L-85       | 0,5 |    |
| Atom Major, Electrina                 | N-5        | 0,6 |    |
| Electron                              | N-3        | 0,6 |    |
| Electron Minor (Herald, Ford)         | N-5        | 0,6 |    |
| Spitfire 1200 cc                      | L-87Y      | 0,6 |    |
| Spitfire 1300 cc                      | N-9Y       | 0,6 |    |
| Zeta (Ford Zephyr)                    | N-8        | 0,8 |    |
| Racing                                | N-5        | 0,8 |    |
| EM-3, EM-3A                           | L-87Y      | 0,6 |    |
| Rockette, TX-1 TX-GT, TXS; EM Mk VI   | N-9Y       | 0,6 |    |
| TXSS 2500PI                           | N-9Y       | 0,9 |    |
| <b>FERRARI</b>                        |            |     |    |
| 365 GTC 4, 365 GTS, 400               | N-6Y       | 0,6 |    |
| 340 Dino                              | UN-19Y     |     |    |
| Dino 206/GT, 246 GT, 246 GTS          | N-60Y*     | 0,5 |    |
| *Town driving                         | N-6Y       | 0,5 |    |
| Dino 308 GT 4, 365 GT 4 2 + 2,        |            |     |    |
| BB 365, 400 GT, 308 GTB               | N-7Y       | 0,6 |    |
| Dino 208 GT 4, 208 GTB, BB 512        | N-6Y       | 0,6 |    |
| <b>FIAT</b>                           |            |     |    |
| 500 Giardiniera                       | L-82Y      | 0,6 |    |
| [F], [SF]                             | L-85       | 0,6 |    |
| 500 D, F, L                           | L-87Y      | 0,6 |    |
| 500 D, F [SF]                         | L-85       | 0,6 |    |
| 850                                   | N-9Y       | 0,6 |    |
| 850 Special, Sport, Spider            | N-7Y       | 0,6 |    |
| 124, 124 Special, 125                 | N-9Y       | 0,6 |    |
| 124 Special T 1400                    | N-7Y       | 0,6 |    |
| 124 Special T 1600                    | N-6Y       | 0,6 |    |
| 124 Sport (1438, 1600, 1800)          | N-6Y       | 0,6 |    |
| 125 Special                           | N-7Y       | 0,6 |    |
| 500 R (mot. 126)                      | L-81Y/     | 0,6 |    |
|                                       | L-82Y      |     |    |
| 126 all models                        | L-82Y      | 0,6 |    |
| 126 Bambino 650 [D] 1976 →:           |            |     |    |
| long reach                            | N-7Y       | 0,6 |    |
| 127 all models                        | RN-9Y      | 0,7 |    |
| 127 Sport                             | RN-7Y      | 0,7 |    |
| 128 all models                        | RN-9Y      | 0,7 |    |
| (128 Spider) X 1/9                    | RN-7Y      | 0,7 |    |
| 130, 130 B & Coupe                    | N-9Y       | 0,6 |    |
| 131 Mirafiori 1300, 1600              | N-9Y       | 0,6 |    |
| 131 Mirafiori 1800                    | RN-9Y      | 0,7 |    |
| 131 Super Mirafiori 1300, 1600        | N-7Y       | 0,6 |    |
| 131 Abarth Rally                      | N-6Y       | 0,6 |    |
| 131 Racing                            | N-7Y       | 0,6 |    |
| Dino 2400                             | N-60Y      | 0,6 |    |
| 132, GL, GLS (1600, 1800, 2000)       | N-7Y       | 0,6 |    |
| Ritmo 60, 65 HP                       | RN-9Y      | 0,7 |    |
| 600, D, Multipla, 1100 (D, F, R & TV) | L-87Y      | 0,6 |    |
| 1200, 1800, 2100                      | L-85       | 0,6 |    |
| 1300, 1500, 1500 C & L, 1600 S,       |            |     |    |
| 1800 B, 2300, 2300 S                  | N-9Y       | 0,6 |    |
| Campagnola                            | N-9Y       | 0,6 |    |
| 850 Fam., 238, 241, 242, 900 T        | N-9Y       | 0,6 |    |
| 127 Fiorino                           | RN-9Y      | 0,7 |    |
| <b>FORD (D)</b>                       |            |     |    |
| 68-70: 12 M 1300/50 HP, 1500          | N-9Y       | 0,6 |    |
| 68-70: 12 M 1300/53 HP, 1700          | N-7Y       | 0,6 |    |
| 68-70: 15 M 1500                      | N-9Y       | 0,6 |    |
| 68-70: 15 M, -TS, 1500/1700-S         | N-7Y       | 0,6 |    |
| 68-72: 17 M 1500/60 HP, 1700/65 HP    | N-9Y       | 0,6 |    |
| 68-72: 17 M 1700/70 & 75 HP;          |            |     |    |
| 1800/82 HP                            | N-7Y       | 0,6 |    |
| 68-72: 17/20 M 2000/85 HP             | N-9Y       | 0,6 |    |
| 68-72: 17/20 M TS, -RS, 2000/90       |            |     |    |
| HP 2300, 2600                         | N-7Y       | 0,6 |    |
| 69-72: Capri 1300, 1500/60 HP (LC)    | N-9Y       | 0,6 |    |
| 69-72: 1500/65 HP (HC)                | N-7Y       | 0,6 |    |
| 72-73: 1300/1600 In line OHC          | F-7Y       | 0,6 |    |
| 69-72: 2000 V 6                       | N-9Y       | 0,6 |    |
| 69-73: All GT/RS (V 4 + V 6)          | N-7Y       | 0,6 |    |
| 74 →: Capri II 1300 54 HP             | RN-7Y      | 0,6 |    |
| 74 →: 1600 68 HP, 72 HP, 88 HP        | F-7Y       | 0,6 |    |
| 74 →: 2300 108 HP 3000 138 HP         | RN-7Y      | 0,6 |    |
| Escort 940 cc - 50 HP                 | RN-9Y/N-9Y | 0,6 |    |
| → 74: Escort 1100, 1300, GT, Sport    | N-7Y       | 0,6 |    |
| 76 →: Fiesta 40, 45, 53 HP            | RBN-9Y     | 0,6 |    |
| 76 →: Fiesta 1,3 Litre 66 HP          | RN-7Y      | 0,6 |    |
| 73 →: Escort 2000 RS                  | F-7Y       | 0,6 |    |
| Granada/Consul 72-73: 1700,           |            |     |    |
| 2300, 2600, 3000                      | N-7Y       | 0,6 |    |
| 75 →: Escort 1100, 1300, GT, Sport    | RN-7Y      | 0,6 |    |
| 74 →: 1700, 2000 (V 4), 2300,         |            |     |    |
| 2600, 2800i, 3000 (V 4 & 6)           | RN-7Y      | 0,6 |    |
| 1977 →: Granada Ghia 2,8 Litre (135   |            |     |    |
| HP)                                   | RN-7Y      | 0,6 |    |
| Granada LS, 2,8 Litre                 | RN-7Y      | 0,6 |    |
| 72 →: 74 2000 In line                 | F-7Y       | 0,6 |    |
| 70 →: Taunus 1300, 1600, GT           | F-7Y       | 0,6 |    |
| 70 →: 72 2000, 2300, (V 6)            | N-7Y       | 0,6 |    |
| 73 →: 2000, 2300, (V 6)               | RN-7Y      | 0,6 |    |
| 1977 →: Taunus Sport 2 Litre (98 HP   |            |     |    |
| 4-Cylinder engines)                   | F-7Y       | 0,6 |    |
| <b>FORD [E]</b>                       |            |     |    |
| Fiesta: 957 cc, 1117 cc               | RBN-9Y     | 0,6 |    |
| 1.3                                   | RN-7Y      | 0,6 |    |
| <b>FORD [GB]</b>                      |            |     |    |
| Anglia: (105 E 997 cc/123 E 1198 cc)  | N-9Y       | 0,6 |    |
| Capri 1: 1300 & GT, 1600 & GT         |            |     |    |
| (OHV eng.)                            | N-9Y       | 0,6 |    |
| 1600 & GT (OHC)                       | F-7Y       | 0,6 |    |
| 2000 GT, 3000 GT & E                  | N-9Y       | 0,6 |    |
| Capri 2: 1300, 3000 GT, Ghia,         |            |     |    |
| RS3100                                | RN-9Y      | 0,6 |    |
| 1600, GT, 2000, GT, Ghia, S           | F-7Y       | 0,6 |    |
| Consul: 1972 → 1973: V4 & V6          | N-9Y       | 0,6 |    |
| 1974 →: V4 & V6                       | RN-9Y      | 0,6 |    |
| 2000 OHC                              | F-7Y       | 0,6 |    |
| Corsair: Corsair & GT (1500 cc), V4   |            |     |    |
| 1700 cc, 2000 cc, E & GT              | N-9Y       | 0,6 |    |
| Cortina Mk I: 1200, 1500              | N-9Y       | 0,6 |    |
| Mk II: 1300, 1600, E, "Cross Flow",   |            |     |    |
| 1500                                  | N-9Y       | 0,6 |    |
| Mk III: → 1974: 1300, 1600            |            |     |    |
| "Cross Flow"                          | N-9Y       | 0,6 |    |
| 1974 →: 1300, 1600 "Cross Flow"       | RN-9Y      | 0,6 |    |
| 1600, GT, 2000 & 2000E, GT, OHC       | F-7Y       | 0,6 |    |
| Mk IV: 1300                           | RN-9Y      | 0,6 |    |
| 1600, Ghia, 2000                      | F-7Y       | 0,6 |    |
| 2.3 V6                                | RN-9Y      | 0,6 |    |
| Lotus Mk I & II                       | N-7Y       | 0,6 |    |
| Escort: 1968 → 73: 1100, 1300, GT,    |            |     |    |
| XL, Sport Mexico                      | N-9Y       | 0,6 |    |
| 1974 →: 1100, 1300, E, XL,            |            |     |    |
| Sport, Mexico, Ghia                   | RN-9Y      | 0,6 |    |
| 1600 OHV                              | RN-9Y      | 0,6 |    |
| RS1600, RS1800                        | N-6Y       | 0,6 |    |
| RS2000, Mexico 1600 OHC               | F-7Y       | 0,6 |    |
| Fiesta: 957 cc & 1117 cc              | RBN-9Y     | 0,6 |    |
| 1.3                                   | RN-9Y      | 0,6 |    |
| Granada: 1972 → 73: 2500, 3000        | N-9Y       | 0,6 |    |
| 1974 →: 2500, 3000                    | RN-9Y      | 0,6 |    |
| 2000                                  | F-7Y       | 0,6 |    |
| 1977 →: 2.3 & 2.8                     | RN-7Y      | 0,6 |    |
| Zephyr/Zodiac: Mk IV, V4, V6 &        |            |     |    |
| Executive                             | N-9Y       | 0,6 |    |
| <b>FUJI (→ Subaru)</b>                |            |     |    |
| <b>GAZ</b>                            |            |     |    |
| 69 AM                                 | L-90       | 0,6 |    |
| <b>GILBERN</b>                        |            |     |    |
| 1800, Invader (Mk I-III)              | N-9Y       | 0,6 |    |
| Genie, PI 130                         | N-6Y       | 0,6 |    |





|  | mm               |     | mm |
|--|------------------|-----|----|
| <b>GINETTA</b>   |                  |     |    |
| G15, G21 (1600, 1800, 3 Litre) .....   | N-9Y             | 0,6 |    |
| <b>GLAS</b>  |                  |     |    |
| 1004, S & TS, 1204, S & TS, 1304,<br>S & TS, 1700, TS GT, 2600 VS,<br>3000 VS, 1300 GT* .....                    | N-9Y             | 0,7 |    |
| *Hard driving .....  | N-6Y             | 0,7 |    |
| Goggomobil All 14 mm Ø .....   | L-81/<br>L-82    | 0,6 |    |
| Models T, TS, TL 250, 300, 400 cc .....  | K-9              | 0,6 |    |
| Isar 600, 700 .....  | L-85             | 0,7 |    |
| <b>GOGGOMOBIL (→ Glas)</b>   |                  |     |    |
| <b>GORDINI (→ Renault)</b>   |                  |     |    |
| <b>HILLMAN</b>   |                  |     |    |
| Avenger 1250; 1500, GT & GLS 1500... ..  | N-7Y             | 0,8 |    |
| Avenger 1300, 1600 (150 CD carb) .....   | N-9Y             | 0,8 |    |
| GLS, GT (175 CD carb) .....  | N-7Y             | 0,8 |    |
| Avenger Tiger .....  | N-6Y             | 0,6 |    |
| Hillman GT; Hunter 1 & 2, GL, GLS,<br>GT, DL/Estate .....  | N-9Y             | 0,8 |    |
| Hunter 1500 & 1725 (Super, de Luxe) .....  | N-9Y             | 0,8 |    |
| Hunter S .....   | N-9Y             | 0,8 |    |
| Husky (875 cc), IMP Californian .....  | N-9Y             | 0,6 |    |
| 1963-73: Imp .....   | N-9Y             | 0,8 |    |
| 1965-73: Super Imp .....   | N-9Y             | 0,8 |    |
| 1974 →: Imp, Super Imp, Imp de Luxe .....  | RN-9Y            | 0,8 |    |
| 1966-73: Imp Sport .....   | N-9Y             | 0,8 |    |
| 1974 →: Imp Sport (TC) .....   | RN-9Y            | 0,8 |    |
| 1967-71: Minx 1500 .....   | N-9Y             | 0,6 |    |
| Minx 1600, Super Minx 1600 .....   | N-5              | 0,6 |    |
| Minx 1725, Super Minx 1725 .....   | N-9Y             | 0,6 |    |
| <b>HINO CONTESSA</b>   |                  |     |    |
| 1300 $\frac{3}{4}$ " reach .....   | N-5              | 0,6 |    |
| 900 $\frac{1}{2}$ " reach .....  | L-85             | 0,6 |    |
| <b>HOLDEN</b>  |                  |     |    |
| 6 Cylinder Engines 1976-78: HX, HZ ...   | BL-11Y           | 0,9 |    |
| 1971-76: HQ, HJ Models (173 c.i.,<br>202 c.i.) .....   | BL-11Y           | 0,9 |    |
| 1963-71 EH, HD, HR, HK, HT, HG<br>(149, 179, 161, 186 c.i.) .....  | N-12Y            | 0,9 |    |
| Note: X2 & 186S engine .....   | N-9Y             | 0,9 |    |
| V-8 Engines 1971-78: HQ, HJ, HX, HZ<br>(253, 308, 350 c.i.) .....  | BL-11Y           | 0,9 |    |
| 1970 HG (253, 308 c.i.) .....  | BL-11Y           | 0,9 |    |
| 1968-70: HK, HT, HG (307, 327,<br>350 c.i.) .....  | J-12Y            | 0,9 |    |
| Torana 8 Cyl. LH, LX .....   | BL-11Y           | 0,9 |    |
| SLR 5000 .....   | BL-9Y            | 0,9 |    |
| 1972-78: 6 Cyl. LJ, LH, LX .....   | BL-11Y           | 0,9 |    |
| All XU1 Models .....   | N-9Y             | 0,9 |    |
| 1969-71: 6 Cyl. LC (except XU1) ...  | N-11Y            | 0,9 |    |
| 1961-76: 4 Cyl. HB, LC, LJ (except<br>1600 and 1760 engine) .....  | N-9Y             | 0,8 |    |
| LC, LJ: 1600 cc .....  | BL-9Y            | 0,7 |    |
| LJ, TA: 1760 cc .....  | BL-9Y            | 0,7 |    |
| TA 1300 cc .....   | N-9Y             | 0,8 |    |
| LH, LX: 1900 cc .....  | L-82Y            | 0,7 |    |
| Gemini all models .....  | N-9Y             | 0,7 |    |
| Sunbird all models .....   | L-82Y            | 0,7 |    |
| <b>HONDA</b>   |                  |     |    |
| S 800, S 800 C .....   | R-6/<br>A-6      | 0,5 |    |
| N 360, N 400; N 600, G, AT & GTL,<br>Coupe Z .....   | N-3              | 0,5 |    |
| 12 mm Ø .....  | R-6/<br>A-6      | 0,5 |    |
| 1300 "99 & 9", "77 & 7" .....  | N-6Y             | 0,5 |    |
| Civic, 1200, 1500 .....  | RN-10Y/<br>N-10Y | 0,7 |    |
| Civic CVCC 1200, 1500 .....  | N-7              | 0,7 |    |
| Accord 1600 .....  | RN-10Y/<br>N-10Y | 0,7 |    |
| <b>HUMBER</b>  |                  |     |    |
| Sceptre: .....   |                  |     |    |
| 1600 cc .....  | N-5              | 0,6 |    |
| 1725 cc .....  | N-9Y             | 0,8 |    |
| Imperial .....   | N-9Y             | 0,6 |    |
| <b>HYUNDAI</b>   |                  |     |    |
| Pony .....   | N-10Y            | 0,7 |    |
| <b>INNOCENTI</b>   |                  |     |    |
| Mini Minor Mk III, Mini T, Mini Matic,<br>Mini 1000, 1001, Mini Cooper Mk III,<br>J-5, Regent (1300, 1500) ..... | N-9Y             | 0,6 |    |
| Mini 90, 120, Mini Cooper Export 1300,<br>Mini De Tomaso .....   | N-9Y             | 0,6 |    |
| <b>ISO</b>   |                  |     |    |
| Grifo L, GL, Fidias, Lele, Lele Sport .....  | J-6              | 0,8 |    |
| Grifo (7L) .....   | RN-10Y           | 0,9 |    |
| <b>ISUZU</b>   |                  |     |    |
| Bellel, Bellet, 1500 Bellet, 2000, Florian<br>1600, 1800 TS .....  | N-5              | 0,7 |    |
| 1600 S, 1600 GT, 117 Coupe, Gemini<br>1600 .....   | N-9Y             | 0,7 |    |
| <b>JAGUAR</b>  |                  |     |    |
| Mk I & II (2.4 Litre), 240 .....   | N-5              | 0,6 |    |
| Mk II (3.4 & 3.8 Litre), 340 .....   | N-12Y            | 0,6 |    |
| 3.4 Litre "S", 3.8 Litre "S" .....   | N-12Y            | 0,6 |    |
| Mk X, 3.8 Litre .....  | N-12Y            | 0,6 |    |
| Mk X, 4.2 Litre, 420, 420 G .....  | N-11Y            | 0,6 |    |
| XJ-3.4L .....  | N-12Y            | 0,6 |    |
| XJ5.3 EFI, XJ5.3 EFI C .....   | N-10Y            | 0,9 |    |
| XJ-S 5.3 EFI Coupe .....   | N-10Y            | 0,9 |    |
| XJ-6 (2.8 Litre) .....   | N-7Y             | 0,6 |    |
| XJ-6 (4.2 L), XJ-6L & C (4.2L Series<br>2) .....   | N-11Y            | 0,6 |    |
| XJ-12, XJ-12L & XJ-12C (Series 2) ...  | N-10Y            | 0,7 |    |
| E Type (3.8 Litre) .....   | N-12Y            | 0,6 |    |
| E Type (4.2 Litre) Series 1 & 2 .....  | N-11Y            | 0,6 |    |
| E Type (5.3 Litre V-12 Series 3), XJS ...  | N-10Y            | 0,9 |    |
| <b>JENSEN</b>  |                  |     |    |
| 4 Litre, 14 mm, $\frac{1}{2}$ " reach .....  | L-85             | 0,6 |    |
| 4 Litre Interceptor, 541 .....   | N-8              | 0,6 |    |
| 541 R & S .....  | N-8*             | 0,6 |    |
| *Hard driving .....  | N-5              | 0,6 |    |
| R 51 .....   | N-5              | 0,6 |    |
| C-V8, V-8FF, Mk I-IV, SP, Interceptor,<br>Director .....   | J-11Y            | 0,9 |    |
| 1974 →: Interceptor 3 .....  | RJ-11Y/XJ-11Y    | 0,9 |    |
| V-8 4475 cc .....  | N-9Y             | 0,9 |    |
| Healey Sport .....   | N-9Y             | 0,6 |    |
| <b>KIA</b>   |                  |     |    |
| All models .....   | N-10Y            | 0,8 |    |
| <b>LADA</b>  |                  |     |    |
| 1200, 1300, 1500, 1600 .....   | N-9Y             | 0,6 |    |
| <b>LAMBORGHINI</b>   |                  |     |    |
| Islero 400 GTS .....   | N-6Y             | 0,6 |    |
| Espada 400 GT, Jarama 400 GT &<br>GTS .....  | N-3G             | 0,6 |    |
| Miura P400S, P400SV .....  | N-6Y*            | 0,6 |    |
| *Hard driving .....  | N-60Y            | 0,6 |    |
| Urraco P 200 .....   | N-4G             | 0,6 |    |
| Urraco P250, P300, Silhouette .....  | N-63Y            | 0,6 |    |
| Urraco L240 .....  | N-63Y            | 0,6 |    |
| Espada, Islero, Jarama (eng. L-401) ...  | N-2              | 0,6 |    |
| Miura (eng. L-400 TP) .....  | N-2              | 0,6 |    |
| Countach .....   | N-3G             | 0,6 |    |
| <b>LANCIA</b>  |                  |     |    |
| Beta 1300, 1400, 1600, 2000 (GPL,<br>Coupe, HPE, Spider, Berlina) .....  | N-7Y             | 0,6 |    |





|   |                   |     |  |                   |     |
|---|-------------------|-----|--|-------------------|-----|
|   |                   |     |  |                   |     |
| Beta Montecarlo   | RN-7Y             | 0,6 | 280.S 1.76 → (156 HP)                            | Type 116 N-9Y     | 0,7 |
| Beta 1800 (Sedan, Coupe, HPE, Scorpion)   | N-9Y              | 0,6 | 280, 280.C, 280.CE,                              |                   |     |
| Flaminia 2500   | N-5               | 0,6 | 280.E  | Type 123 N-9Y     | 0,7 |
| Flaminia injection  | N-6Y              | 0,5 | 300.SEL, 3.5                                     | Type 109 N-7Y     | 0,7 |
| Flaminia Coupe, GT2500/2800   | N-4               | 0,6 | 300.SEL, 6.3                                     | Type 109 N-8Y     | 0,7 |
| Flavia 1.5 Litre, 1.8 Litre, Carb.  | N-5               | 0,6 | 350.SL (→ Eng. No. 007429)                       | N-7Y              | 0,7 |
| Flavia 1.8 Litre injection  | N-6Y              | 0,5 | 350.SL (Eng. No. 7430 →)                         | N-8Y              | 0,7 |
| Flavia 1.8 Litre Coupe  | N-4               | 0,6 | 350.SLC (→ Eng. No. 00949)                       | N-7Y              | 0,7 |
| Flavia 1800, LX   | N-7Y              | 0,6 | 350.SLC (Eng. No. 00950 →)                       | N-8Y              | 0,7 |
| Fulvia, Coupe, Coupe Rallye 1.3 & S, Montecarlo 3, Sport 1.3 S                      | N-7Y              | 0,6 | 450.SL   | Type 107 N-9Y     | 0,7 |
| Fulvia Coupe Rallye 1.6 HF, 1.3 HF, Sport 1600                                      | N-7Y              | 0,6 | 450.SLC, 5.0                                     | N-9Y              | 0,7 |
|   |                   |     | 600  | Type 100 N-9Y     | 0,7 |
|   |                   |     | All models → 1967:                               |                   |     |
|   |                   |     | long reach - Carburation                         | N-7Y              | 0,6 |
|   |                   |     | - Injection                                      | N-6Y              | 0,6 |
| Gamma 2000, 2500 (Berlina, Coupe)   | N-6Y              | 0,6 | D-Jetronic Models                                |                   |     |
| Safari  | N-7Y              | 0,6 | 280.CE, 280E                                     | Type 114 N-8Y     | 0,7 |
| Stratos   | N-60Y             | 0,6 | 280.SE, 280.SEL                                  | Type 116 N-8Y     | 0,7 |
| 2000, LX, Coupe, Coupe HF, IE   | N-7Y              | 0,6 | 280.SL, 280.SLC                                  | Type 107 N-8Y     | 0,7 |
|   |                   |     | 350.SE, 350.SEL, 350.SLC                         | Type 116 N-8Y     | 0,7 |
|   |                   |     | 350.SL, 350.SLC                                  | Type 107 N-8Y     | 0,7 |
|   |                   |     | 450.SE, 450.SEL                                  | Type 116 N-8Y     | 0,7 |
|   |                   |     | 450.SL, 450.SLC                                  | Type 117/107 N-8Y | 0,7 |
|   |                   |     | K-Jetronic Models                                |                   |     |
|   |                   |     | 280.SE, 280.SEL                                  | Type 116 N-9Y     | 0,7 |
|   |                   |     | 280.SL, 280.SLC                                  | Type 107 N-9Y     | 0,7 |
|   |                   |     | 350.SE, 350.SEL, 350.SLC                         | Type 116 N-9Y     | 0,7 |
|   |                   |     | 350.SL, 350.SLC                                  | Type 107 N-9Y     | 0,7 |
|   |                   |     | 450.SE, 450.SEL, 6.9                             | Type 116 N-9Y     | 0,7 |
|   |                   |     | 450.SL, 450.SLC                                  | Type 117/107 N-9Y | 0,7 |
|   |                   |     |  |                   |     |
| <b>LOTUS</b>  |                   |     | <b>M.G.</b>                                      |                   |     |
| Seven 1558 cc (Lotus)   | N-7Y              | 0,6 | MGA 1.4, 1.5, 1.6 OHV eng.                       | N-5               | 0,6 |
| Seven 1300 cc/1600 cc (Ford)  | N-9Y              | 0,6 | M.G.B. 1800, GT, 1100, 1300, MGC                 | N-9Y              | 0,6 |
| Elan All models   | N-7Y              | 0,6 |  |                   |     |
| Europa (Renault 1565 cc) Europa   |                   |     | M.G.B. GT 3.5 L V-8                              | L-92Y             | 0,9 |
| Special, Twin Cam   | N-7Y              | 0,6 | Midget 948 cc, 1098 cc & 1500 cc                 | N-12Y             | 0,6 |
| 74 →: Elite, Eclat, Esprit, Sprint  | N-8Y              | 0,6 | Midget 1275 cc                                   | N-9Y              | 0,6 |
|   |                   |     |  |                   |     |
| <b>MARCOS</b>   |                   |     | <b>MITSUBISHI (→ page 44)</b>                    |                   |     |
| Volvo B 30  | L-82Y             | 0,6 | Minica 70, 1/2" reach                            | L-85              | 0,7 |
| Mini GT 850, 1500, 1600, 2 Litre, 3 Litre   | N-9Y              | 0,6 | 3/4" reach                                       | N-5               | 0,7 |
|   |                   |     | Minica 70, GSS 1/2" reach                        | L-81/L-82         | 0,7 |
|   |                   |     | 3/4" reach                                       | N-3               | 0,7 |
|   |                   |     | Minica 2 G 21, 2G 22                             | N-9Y              | 0,7 |
|   |                   |     | Mirage/Colt II F, 1100 cc, Debonair 2000         | N-5               | 0,7 |
|   |                   |     | Mirage/Colt II FSS, Colt Galant AI, II, III, GTO | N-3               | 0,7 |
|   |                   |     | Mirage/Colt Galant GTO-R                         | RN-9Y/N-9Y        | 0,7 |
|   |                   |     | Jeep J20, J30, 500, 600                          | J-8               | 0,7 |
|   |                   |     | Galant 1600, 1700, 1800, 2000                    |                   |     |
|   |                   |     | Single Carb. Models                              | RN-12Y            | 0,7 |
|   |                   |     | Twin Carb. Models                                | RN-9Y             | 0,7 |
|   |                   |     | Lancer 1400, Celeste 1400                        | RN-12Y            | 0,7 |
|   |                   |     | Lancer 1600, Celeste 1600                        |                   |     |
|   |                   |     | Single Carb. Models                              | RN-12Y            | 0,7 |
|   |                   |     | Twin Carb. Models                                | RN-9Y             | 0,7 |
|   |                   |     | Sigma 1600, 1850, 2000                           |                   |     |
|   |                   |     | Single Carb. Models                              | RN-12Y            | 0,7 |
|   |                   |     | Twin Carb. Models                                | RN-9Y             | 0,7 |
|   |                   |     | Lancer 1200, Debonair                            | N-9Y              | 0,7 |
|   |                   |     | Celeste 2000, GS, GT                             | RN-12Y            | 0,7 |
|   |                   |     |  |                   |     |
| <b>MASERATI</b>   |                   |     | <b>MITSUBI SEKI (→ Toyota)</b>                   |                   |     |
| Sebring   | N-6Y              | 0,6 | Orient KF  | J-7               | 0,6 |
| Indy (4.7, 4.9) Mexico (4.2, 4.7), Ghibly (4.7 & SS 5000)                           | N-7Y*             | 0,6 | Orient KM  | J-8               | 0,6 |
| *Town driving   | N-9Y              | 0,6 |  |                   |     |
| Khamsin, Bora (4.7, 4.9)  | N-9Y              | 0,6 |  |                   |     |
| Merak 2000, Kyalami   | N-9Y              | 0,7 |  |                   |     |
| Merak, Merak SS, Quattroporte   | N-9Y              | 0,7 |  |                   |     |
|   |                   |     |  |                   |     |
| <b>MATRA</b>  |                   |     | <b>MONTEVERDI</b>                                |                   |     |
| M 530 1/2" reach  | L-82Y             | 0,5 | 375/4  | J-11Y             | 0,9 |
| 3/4" reach  | N-6Y              | 0,5 | Safari 7.2 eng.                                  | RN-12Y            | 0,9 |
| Bagheera & Bagheera S, M550   | N-7Y              | 0,6 | Safari 5.2 eng.                                  | RJ-11Y            | 0,9 |
| Rancho  | N-9Y              | 0,7 |  |                   |     |
|   |                   |     |  |                   |     |
| <b>MAZDA</b>  |                   |     | <b>MORGAN</b>                                    |                   |     |
| Sedan, Estate & Coupé 1000, 1200, 1300, 1500, 1500 SS Sport, 1600, 1800, 121 (2000) | N-9Y              | 0,8 | 4/4 Aquaplane Head                               | N-5               | 0,6 |
| GLC, Meiser (1300 cc)   | N-10Y             | 1,2 | 4/4 Series 3, 4, Ford, OHV eng.                  | N-9Y              | 0,6 |
| 323 (1000 cc, 1300 cc)  | RN-9Y/ N-9Y       | 0,8 | 4/4 V Series Ford 1500 cc, 1600 cc & GT          | N-9Y              | 0,6 |
| 616, 929  | N-9Y              | 0,8 | → 1976: Plus-Four-Plus                           | L-87Y             | 0,6 |
| 1200 SL Sport, 808 & 818 (1600 cc)  | N-7Y              | 0,8 |  |                   |     |
| → 1975: R100 & Coupé, RX3   |                   |     |  |                   |     |
| Sedan & Coupé   | N-178B            | 0,6 |  |                   |     |
| R360 & Coupé  | L-85              | 0,6 |  |                   |     |
| → 1975: RX2, RX3, RX4, Sedan & Coupé  | N-178B            |     |  |                   |     |
| 1975 →: RX2, RX3, RX4, RX5 Cosmo  | RN-180B           |     |  |                   |     |
|   |                   |     |  |                   |     |
| <b>MERCEDES-BENZ</b>  |                   |     |  |                   |     |
| 200, 220, 230, 230.C,   |                   |     |  |                   |     |
| 230.4   | Type 115/123 N-8Y | 0,7 |  |                   |     |
| 230.6, 250  | Type 114 N-7Y     | 0,7 |  |                   |     |
| 250, 250.C  |                   |     |  |                   |     |
| (Eng. 130)  | Type 114/123 N-8Y | 0,7 |  |                   |     |
| 250.C, 250.CE (Eng. 114)  | Type 114 N-7Y     | 0,7 |  |                   |     |
| 250.S   | Type 108 N-8Y     | 0,7 |  |                   |     |
| 280.S, 280.SE, 280.SEL  | Type 108 N-7Y     | 0,7 |  |                   |     |
| 280.SEL, 3.5  | Type 111 N-7Y     | 0,7 |  |                   |     |
| 280.SE  | Type 111 N-8Y     | 0,7 |  |                   |     |
| 280.SL  | Type 113 N-7Y     | 0,7 |  |                   |     |
| 280, 280.C, 280.CE,   |                   |     |  |                   |     |
| 280.E   | Type 114 N-8Y     | 0,7 |  |                   |     |
| 280.S → 12.75 (160 HP)  | Type 116 N-8Y     | 0,7 |  |                   |     |





|  |     | mm |  |       | mm  |
|--|-----|----|--|-------|-----|
| Plus 8, (1/2" reach) ..... L-92Y                               | 0,6 |    | 304, 304S (1975 →), 304 SLS ..... BN-9Y            | 0,6   |     |
| 1977 → Plus 8, (3/4" reach) ..... N-12Y                        | 0,6 |    | 305 GL, GR, SR, XLS, XR5 ..... BN-9Y               | 0,6   |     |
| <b>MORRIS</b>  |     |    | 203, 403 & 404 All models short reach ..... L-88A  | 0,6   |     |
| Marina 1.8 TC, GT ..... N-9Y                                   | 0,9 |    | 404 Carb. long reach ..... N-9Y                    | 0,6   |     |
| Marina 1.3, 1.8 ..... N-9Y                                     | 0,6 |    | 404 injection long reach ..... N-6Y                | 0,5   |     |
| Marina 1700 ..... BN-9Y  | 0,9 |    | 504 (1796 cc) Carb., 504L ..... N-7Y               | 0,6   |     |
| Mini 850, 1000, Clubman, 1275 GT ... N-9Y                      | 0,6 |    | 504, GLXM7, 504 GL (1971 cc) Carb. [E] ..... N-9Y  | 0,6   |     |
| Mini Cooper "S" 970, 1071 & 1275 cc N-9Y                       | 0,6 |    | 504 TI ..... N-9Y                                  | 0,6   |     |
| Oxford 5 & 6 ..... N-5   | 0,6 |    | 504 Coupe V6, 604 & injection ..... BN-9Y          | 0,6   |     |
| Minor 1000 ..... N-9Y  | 0,6 |    | <b>PMC</b> (→ Datsun & Nissan)                     |       |     |
| Oxford 6 (Diesel) ..... AG-32                                  |     |    | <b>POBEDA</b>                                      |       |     |
| 1100, 1300, 1300GT, 1800, 2200 ..... N-9Y                      | 0,6 |    | All models ..... D-16                              | 0,8   |     |
| 18/22: 1800, 1800HL, 2200HL ..... N-9Y                         | 0,6 |    | <b>POLSKI FIAT</b>                                 |       |     |
| <b>MOSKVICH-SCALDIA</b>  |     |    | Fiat 125 P, 101 ..... N-9Y                         | 0,6   |     |
| Moskvich 412, 427, 434 ..... N-9Y                              | 0,7 |    | 126 P ..... L-81Y/                                 | 0,6   |     |
| Zaz 12 V 4 ..... L-85  | 0,7 |    | 132 P/1600 ..... N-7Y                              | 0,6   |     |
| Scaldia 1400, 408, 426 ..... H-8                               | 0,6 |    | Monte Carlo & Acropolis (1600, 1800) N-6Y          | 0,6   |     |
| 407 ..... H-10   | 0,6 |    | Polonez 1300 cc & 1500 ..... N-9Y                  | 0,6   |     |
| <b>NISSAN</b> (→ Datsun & Nissan)                              |     |    | <b>PORSCHE</b>                                     |       |     |
| Nissan Skyline & Gloria, 1500 cc (G15), 2000 cc (G7) ..... N-5 | 0,8 |    | 1600, Super, Super 75, 90, 95, 912 ..... L-82Y     | 0,7   |     |
| 1800 cc (G18) ..... N-9Y                                       | 0,8 |    | 911 (2.0; 2.2; 2.4), L, T ..... N-6Y               | 0,7   |     |
| 2000 GT (L20A), President 6-Cylinder engines ..... N-7Y        | 0,8 |    | 911S (2.0; 2.2; 2.4), 911E, Carrera 2,7 ..... N-2  | N-2G  | 0,7 |
| President (V-8) ..... N-11Y                                    | 0,9 |    | Carrera 3 Litre ..... N-2G                         | 0,7   |     |
| 1800 cc (L18) ..... N-7Y                                       | 0,8 |    | Turbo 3.0, 3.3 ..... N-59G/                        | 0,7   |     |
| <b>NISSHIN KOGYO</b>   |     |    |  | N-84G |     |
| Sun Car ..... J-8  | 0,6 |    | 911 (2.7), 911 S (2.7), 911 SC, 3 Litre ..... N-6Y | N-2G  | 0,7 |
| <b>NOBEL</b>   |     |    | 914/6 ..... N-6Y                                   |       | 0,7 |
| 200 ..... UK-10/K-9  | 0,7 |    | 914 (1.7; 1.8; 2.0 Litre) ..... N-7                |       | 0,7 |
| <b>NSU</b> (→ Audi-NSU)  |     |    | 924 ..... N-7Y                                     |       | 0,7 |
| <b>OPEL</b>  |     |    | 928 ..... N-10Y                                    |       | 0,7 |
| Admiral A, B 2.8 Litre, E ..... L-82Y                          | 0,7 |    | <b>PRAGA</b>                                       |       |     |
| Ascona 1.2, 1.6 (60 + 80 HP) ..... L-82Y                       | 0,7 |    | 18 mm Ø ..... D-16                                 | 0,7   |     |
| Ascona 1.6 S- eng. 75 HP (01.75 →) ..... L-82Y                 | 0,7 |    | 14 mm Ø ..... L-10                                 | 0,7   |     |
| Ascona 1.6 S- eng. 80 HP (→ 12.74) ..... N-7Y                  | 0,7 |    | <b>PRINCESS</b>                                    |       |     |
| Ascona 1.9 Litre, 2 Litre (100 HP) ..... L-82Y                 | 0,7 |    | 3L Mk I, Mk II ..... N-12Y                         | 0,6   |     |
| Commodore (All models) ..... L-82Y                             | 0,7 |    | 4 Litre Limousine ..... N-8                        | 0,6   |     |
| Diplomat 2.8, -E ..... L-82Y                                   | 0,7 |    | 4 Litre R ..... N-9Y                               | 0,6   |     |
| GT 1100, 1900 ..... L-82Y                                      | 0,7 |    | 1100, 1300, 1500 ..... N-9Y                        | 0,6   |     |
| Kadett (All except 1.5 Exp.) ..... L-82Y                       | 0,7 |    | 1800, 1800 HL, 2200 HL, 2200 HLS ... N-9Y          | 0,6   |     |
| Kadett 1.5 Export ..... N-9Y                                   | 0,7 |    | Series "O" 1700 cc, 2000 cc ..... BN-9Y            | 0,9   |     |
| Kapitan 2.8 ..... L-82Y  | 0,7 |    | <b>RELIANT</b>                                     |       |     |
| Manta 1.2; 1.6 (60 + 68 HP) ..... L-82Y                        | 0,7 |    | Anadol ..... N-9Y RN-9Y                            | 0,6   |     |
| Manta 1.6 S- eng. 75 HP (01.75 →) ... L-82Y                    | 0,7 |    | → 1974: Rebel, Regal OHV eng. .... N-12Y           | 0,6   |     |
| Manta 1.6 S- eng. 80 HP (→ 12.74) ... N-7Y                     | 0,7 |    | 1974 →: Rebel, Regal OHV eng. .... RN-9Y           | 0,6   |     |
| Manta 1.9 S- & E- eng. .... L-82Y                              | 0,7 |    | Regal SV eng. .... L-10                            | 0,5   |     |
| Manta SR, 2 Litre (100 HP) ..... L-82Y                         | 0,7 |    | Robin, Super Robin ..... RN-12Y                    | 0,6   |     |
| Manta GT/E, 2 Litre (110 HP) ..... L-82Y                       | 0,7 |    | 750, 850, Kitten ..... RN-12Y                      | 0,6   |     |
| Monza ..... L-82Y  | 0,7 |    | Sabre (Ford eng.), Sabre GT ..... N-9Y             | 0,8   |     |
| Rekord B, C, Rek. II 1.7, 1.9, 2000E ... L-82Y                 | 0,7 |    | → 1974: Scimitar, Scimitar GTE ..... N-9Y          | 0,6   |     |
| Rekord E All models ..... L-82Y                                | 0,7 |    | 1974 →: Scimitar, Scimitar GTE ..... RN-9Y         | 0,6   |     |
| Rekord II 1.7 S- eng. (→ 12.74) ..... N-7Y                     | 0,7 |    | <b>RENAULT</b>                                     |       |     |
| Senator ..... L-82Y  | 0,7 |    | Rodeo R4, R5, TS, L, LS ..... L-87Y/               | 0,6   |     |
| 8-Cylinder eng. V-8, 4, 6 & 5.4 ..... J-6/UJ-6                 | 0,9 |    |  | L-88A |     |
| <b>PANTHER</b>   |     |    | R4GTL ..... L-92Y                                  | 0,6   |     |
| J72SE 4.2 ..... N-11Y  | 0,6 |    | R5 Alpine ..... BN-9Y                              | 0,6   |     |
| J72V12 ..... N-10Y   | 0,6 |    | R5, Coupé [E] ..... BN-7Y                          | 0,6   |     |
| Deville 4.2 ..... N-11Y  | 0,6 |    | R5, GTL ..... L-92Y                                | 0,7   |     |
| Deville V.12 ..... N-10Y                                       | 0,6 |    | R5, TL, R5 Automatic ..... L-88A                   | 0,6   |     |
| Rio/Special ..... BN-7Y  | 0,6 |    | R5TS 1300 cc ..... L-87Y                           | 0,6   |     |
| Lima ..... RBL-7Y  | 1,1 |    | R6, R8 ..... L-87Y/                                | 0,7   |     |
| <b>PEUGEOT</b>   |     |    |  | L-88A |     |
| 104 All models ..... BN-9Y                                     | 0,6 |    | R10 All models ..... L-87Y/                        | 0,7   |     |
| 204 (→ 1975) All models ..... N-6Y                             | 0,6 |    |  | L-88A |     |
| 204 (1975 →) All Tapered seat ..... BN-9Y                      | 0,6 |    | R12 ..... L-88A                                    | 0,6   |     |
| 304 (→ 1975) All models ..... N-7Y                             | 0,6 |    | R12 TS, TR, TL, short reach ..... L-87Y            | 0,6   |     |
| 304S (→ 1975) All models ..... N-6Y                            | 0,6 |    | R12 Gordini ..... N-2G                             | 0,6   |     |





|   |                 | mm  |                                    |               | mm  |
|---|-----------------|-----|------------------------------------|---------------|-----|
| R12 TL, GTL, long reach                         | N-9Y            | 0,6 | 96 Sport High speed                | UK-16V        | 0,6 |
| R14, TS   | BN-9Y           | 0,6 | V-4 Models $\frac{1}{2}$ " reach   | L-82Y         | 0,6 |
| R15 TL, GTL 1289 cc                             | L-87Y           | 0,6 | $\frac{3}{4}$ " reach              | N-9Y          | 0,6 |
| R15 TS 1565 cc                                  | N-7Y            | 0,6 | 99, L, E, EA, TS (1.7, 1.8)        | N-11Y         | 0,6 |
| R15 1647 cc                                     | N-9Y            | 0,6 | 99, L, LE, EMS (2.0)               | N-8Y          | 0,7 |
| R16, R16L, TL, TS                               | N-9Y            | 0,6 | Combi Coupè                        | N-8Y          | 0,6 |
| R16 TX eng. type 843/01                         | N-7Y            | 0,6 | Turbo 2 Litre                      | N-7Y          | 0,7 |
| R16 TX [GB]                                     | N-9Y            | 0,6 |                                    | N-4G          |     |
| R16 TX [S]                                      | N-7Y            | 0,7 |                                    |               |     |
| R16 [S]   | N-9Y            | 0,7 | <b>SABRA</b>                       |               |     |
| R17 TS  | N-7Y            | 0,6 | Sports, Autocar, Sabra Camel 12,   |               |     |
| R17 TL  | N-9Y            | 0,7 | Sussita 12, Gilboa                 | N-5           | 0,6 |
| R17 Gordini eng. type 844/12                    | N-2G            | 0,6 | Luxe                               | L-87Y         | 0,6 |
| R17 Gordini eng. type 843/13                    | N-7Y            | 0,6 |                                    |               |     |
| R18 (1397 cc)                                   | N-12Y           | 0,6 | <b>SCALDIA</b> (→ Moskvich)        |               |     |
| R18 (1647 cc), TS                               | N-9Y            | 0,6 |                                    |               |     |
| R20, R20L, R20TL, R20GTL                        | N-7Y            | 0,6 | <b>SEAT</b>                        |               |     |
| R20 TS  | BN-7Y           | 0,6 | 600, 600D & E, 1400, 1400 c        | L-92Y         | 0,6 |
| R30 TS & Injection                              | BN-9Y           | 0,6 | 600E (Export), 600L Especial       | L-87Y         | 0,6 |
| 4CV, Dauphine, Floride, Fregate,                |                 |     | 850 Especial, 850 Sport (Coupè,    |               |     |
| Caravelle                                       | L-88A           | 0,7 | Spider)                            | N-7Y          | 0,6 |
|   |                 |     | 850 & 850D                         | N-9Y          | 0,6 |
| <b>RENAULT-ESPANA</b> (FASA)                    |                 |     | 850D Especial                      | N-7Y          | 0,6 |
| 4 CV  | L-10/<br>L-88A  | 0,6 | 1430 (1430 cc), 1500               | N-9Y          | 0,6 |
| Dauphine Gordini Ondine                         | H-8/<br>L-88A   | 0,6 | 1430 Especial (1600 cc)            | N-7Y          | 0,6 |
| R4, R4TL  | L-87Y/<br>L-88A | 0,6 | 1430 Especial (1800 cc)            | N-6Y          | 0,6 |
| R5, R5TL, R5GTL, R5TS                           | L-87Y/<br>L-88A | 0,6 | 124 Sport (1600 cc, 1800 cc)       | N-6Y          | 0,6 |
| R5 Copa   | BN-7Y           | 0,6 | 124, 124D, 124LS, 124 D-Especial   |               |     |
| R6, R6TL  | L-87Y/<br>L-88A | 0,6 | (1430 cc)                          | N-9Y          | 0,6 |
| R7, R7TL  | L-87Y/<br>L-88A | 0,6 | 124D-Especial (1600 cc/1800 cc)    | N-7Y          | 0,6 |
| R8, R8TS, R10                                   | L-87Y/<br>L-88A | 0,6 | 127 (903 cc/1010 cc) all versions  | N-9Y          | 0,6 |
| R12, R12TL, R12S                                | L-87Y/<br>L-88A | 0,6 | 128-3P (1200 cc/1430 cc)           | N-9Y          | 0,6 |
| R14 TL, GTL, TS                                 | BN-9Y           | 0,6 | 131 (1430 cc) all versions         | N-9Y          | 0,6 |
| R18 GTS (1647 cc)                               | N-9Y            | 0,6 | 131 (1600 cc/1800 cc) all versions | N-7Y          | 0,6 |
| Alpine 1000                                     | L-87Y/<br>L-88A | 0,6 | 132 (1600 cc/1800 cc) all versions | N-7Y          | 0,6 |
| Alpine 1300                                     | L-85            | 0,6 | 133 gasolina normal                | N-9Y          | 0,6 |
|   |                 |     | 133 gasolina super                 | N-7Y          | 0,6 |
|   |                 |     | Sport 1200/Sport 1430              | N-9Y          | 0,6 |
|   |                 |     | <b>SIMCA</b> (→ CHRYSLER-FRANCE)   |               |     |
| <b>RILEY</b>                                    |                 |     |                                    |               |     |
| Elf, Kestrel 1100, Kestrel 1300, One            |                 |     | <b>SINGER</b>                      |               |     |
| Point Five, 4/68, 4/72                          | N-9Y            | 0,6 | 1967 →:                            |               |     |
|   |                 |     | New Gazelle (1500, 1725)           | N-9Y          | 0,6 |
| <b>ROLLS-ROYCE</b>                              |                 |     | Vogue 1600 cc                      | N-5           | 0,6 |
| Silver Wraith Series E6.6:1 Silver Cloud        |                 |     | Vogue 1725 cc; Chamois & Sport     | N-9Y          | 0,6 |
| 6.6:1   | N-8             | 0,6 | Gazelle VI, 1500 & Automatic       | N-9Y          | 0,6 |
| Silver Wraith 8:1, Silver Cloud 8:1             | N-5             | 0,6 |                                    |               |     |
| Phantom V (V-8), Silver Cloud, Series II,       |                 |     | <b>SKODA</b>                       |               |     |
| III (V8)  | N-14Y           | 0,6 | 1970 →:                            |               |     |
| → 1974: Silver Shadow, Corniche,                |                 |     | S100, S100L                        | L-92Y         | 0,6 |
| Phantom VI                                      | N-14Y           | 0,6 | 105, S110L, 110LS, 110R, 120L,     |               |     |
| 1974 →: Silver Shadow, Corniche,                |                 |     | 120LS                              | L-82Y         | 0,6 |
| Phantom VI, Camargue Landauette                 | RN-14Y          | 0,8 | → 1969:                            |               |     |
|   |                 |     | 440, 445, 450, 900, 1101, 1102,    |               |     |
| <b>ROVER</b>                                    |                 |     | 1200, 1201, Octavia Combi          | L-10          | 0,8 |
| 95, 100, 3 Litre                                | N-5             | 0,8 | Felicia, Octavia Touring Sports    | L-85          | 0,8 |
| 110   | N-4             | 0,8 | 1000MB, 1100MB, 1000MBX            | L-82Y         | 0,6 |
| 2000 1- Carb., 2200SC                           | N-9Y            | 0,6 |                                    |               |     |
| 2000 TC 2- Carb., 2200 TC                       | N-7Y            | 0,6 | <b>STEYR PUCH</b>                  |               |     |
| 2300, 2600 [GB]                                 | BN-9Y           | 0,6 | 500, 650TR2, 700                   | L-85          | 0,7 |
| 3,5 L V-8, 3500 & S, Range Rover                |                 |     | Haflinger                          | L-5           | 0,7 |
| $\frac{1}{2}$ " reach                           | L-92Y           | 0,6 | Pinzgauer                          | XMN-12        | 0,6 |
| 1976 →: 3500, Range Rover $\frac{3}{4}$ " reach | N-12Y           | 0,8 |                                    |               |     |
|   |                 |     | <b>STEYR FIAT</b>                  |               |     |
| <b>SAAB</b>                                     |                 |     | 126                                | L-82Y         | 0,6 |
| 1965 →: 95 & 96                                 | K-9             | 0,6 |                                    |               |     |
| 750 GT High speed                               | K-60R           | 0,5 | <b>SUBARU</b>                      |               |     |
| 750GT Normal                                    | UK-7            | 0,6 | 360 cc                             | L-81/<br>L-82 | 0,7 |
| Monte Carlo 850, Sonnett II, 96 Sport           |                 |     | 450 cc, Sambar 360 cc Pick Up      | L-82          | 0,7 |
| Normal  | UK-7            | 0,6 | 490 cc Rex                         | N-7           | 0,8 |
|   |                 |     | 1000MG6, 1000MH1                   | N-5           | 0,7 |
|   |                 |     | FF-1 1100 cc Sedan de Luxe &       |               |     |
|   |                 |     | Stationcar                         | N-9Y          | 0,7 |
|   |                 |     | 1300, 1100                         | N-9Y          | 0,7 |
|   |                 |     | 1600 GFT, 1400, 1600 Leme          | N-10Y         | 0,8 |
|   |                 |     | 1600 DL, GL                        | N-10Y         | 0,7 |





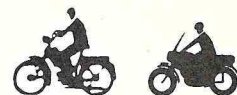
|  | mm               |     | mm |
|--|------------------|-----|----|
| <b>SUNBEAM</b>   |                  |     |    |
| Rapier V (1725 cc) — H120, Alpine  |                  |     |    |
| 1725 cc  | N-9Y             | 0,8 |    |
| Alpine 1500, 1600, 2400  | N-5              | 0,6 |    |
| Imp Sport, Stiletto, Minx, Vogue   | N-9Y             | 0,8 |    |
| Tiger V-8  | F-11Y            | 0,9 |    |
| Californian, Chamois, Chamois Sport  | N-9Y             | 0,6 |    |
| <b>SUZUKI</b>  |                  |     |    |
| Fronte 71, 360   | L-86             | 0,7 |    |
| Fronte 71SSS, 360SSS   | L-81/<br>L-82    | 0,7 |    |
| LG-50  | L-86             | 0,5 |    |
| <b>SYRENA</b>  |                  |     |    |
| 105, 750 cc  | UK-10            | 0,6 |    |
| 850  | L-81/<br>L-82    | 0,6 |    |
| <b>TATRA</b>   |                  |     |    |
| 18 mm Ø  | K-17             | 0,6 |    |
| 14 mm Ø  | L-10             | 0,6 |    |
| Tatraplan  | L-10             | 0,6 |    |
| P.50   | UK-10            | 0,6 |    |
| <b>TOYOTA</b>  |                  |     |    |
| Carina 1600 (2T), 2000   | N-10Y/<br>RN-10Y | 0,8 |    |
| Celica 1600 LT, ST, GT, 2000   | N-10Y/<br>RN-10Y | 0,8 |    |
| Century 3400 8 cyl. eng.   | N-12Y/<br>RN-12Y | 0,8 |    |
| Corolla 1100 (K), 1400 (T), 1200 (3KC)                                     | N-10Y/<br>RN-10Y | 0,8 |    |
| 1400 (T-B) Sprinter, 1600 (2T) Sprinter 1600 (2T)                          | N-10Y/<br>RN-10Y | 0,8 |    |
| 1600 (T2C)   | N-6Y             | 0,8 |    |
| 1600 (12T), Sprinter 1600 (12T)  | N-8Y             | 0,9 |    |
| Corona 1500 (2R), 1600 (12R), 1600 (2T)                                    | N-10Y/<br>RN-10Y | 0,8 |    |
| 1600S (4R), Mk II 1600 (7R), 1700 (6R), Mk I 1900 (8R)                     | N-7Y/<br>RN-7Y   | 0,8 |    |
| Mk II 2000 (18R), 1800, 2200   | N-9Y/<br>RN-9Y   | 0,8 |    |
| Cressida 1986 cc   | RN-9Y            | 0,8 |    |
| Crown 1900 4 cyl. (3R), 2000 6 cyl. (M) Mk II 2000, 2600                   | N-10Y/<br>RN-10Y | 0,8 |    |
| 2000 4 cyl. (5R), 2300 6 cyl. (2M), 2600 6 cyl. (4M)                       | N-7Y/<br>RN-7Y   | 0,8 |    |
| Publica 800 (2U), 700UP (10L)  | L-85             | 0,7 |    |
| Publica  | N-9Y/<br>RN-9Y   | 0,8 |    |
| Starlet 1290 cc  | N-10Y/<br>RN-10Y | 1,0 |    |
| Trueno 1600 (2T)   | N-9Y/<br>RN-9Y   | 0,8 |    |
| 1000 (2K)  | N-9Y/<br>RN-9Y   | 0,8 |    |
| All other models: → 1976   | N-9Y             | 0,7 |    |
| <b>TRABANT</b>   |                  |     |    |
| 600, 601   | UK-10            | 0,6 |    |
| 14 mm  | L-81/<br>L-82    | 0,6 |    |
| <b>TRIUMPH</b>   |                  |     |    |
| Dolomite 1300, 1500, 1500HL, 1850, 1850HL                                  | N-12Y            | 0,6 |    |
| Dolomite Sprint  | BN-9Y            | 0,6 |    |
| GT6, Mk I, II, III   | N-9Y             | 0,6 |    |
| 1961-70 Herald 1200, 12/50   | L-87Y            | 0,6 |    |
| 1967-71: Herald 13/60  | N-9Y             | 0,6 |    |
| Spitfire Mk I, II: Normal  | L-87Y            | 0,6 |    |
| Stage 2 Tuned  | L-5              | 0,6 |    |
| Spitfire Mk III, IV  | N-9Y             | 0,6 |    |
| Spitfire 1500, 1500 TC; Stag, Toledo                                       | N-12Y            | 0,6 |    |
| TR4, TR4A  | L-87Y            | 0,6 |    |
| TR5, TR6, 2,5 PI   | N-9Y             | 0,6 |    |
| TR7  | N-12Y            | 0,6 |    |
| 1300, 1500 & TC, 2000 (6-Cylinder engines), 2500S & TC, Vitesse 6, 2 Litre | N-12Y            | 0,6 |    |
| <b>T.V.R.</b>  |                  |     |    |
| Mk III 1622 cc   | N-5              | 0,6 |    |
| 1798 cc, 1300, S3  | N-9Y             | 0,6 |    |
| Mk IV 1800S, Vixen 1600, Tina, Tuscan V-6, 1600 M                          | N-9Y             | 0,6 |    |
| Tuscan SE  | F-9Y             | 0,6 |    |
| 2500   | N-12Y            | 0,6 |    |
| 2500M  | N-9Y             | 0,6 |    |
| 3000 ML, 3000 M, Taimar  | RN-9Y            | 0,6 |    |
| Turbo models   | N-6Y             | 0,6 |    |
| <b>VANDEN PLAS (→ Princess)</b>  |                  |     |    |
| Princess 1300  | N-9Y             | 0,6 |    |
| Vanden Plas 1500, Allegro  | N-9Y             | 0,6 |    |
| 18/22: 1800, 1800 HL, 2200 HL, HLS   | N-9Y             | 0,6 |    |
| <b>VAUXHALL (→ page 44)</b>  |                  |     |    |
| Cavalier L, GL, Coupe (1.6, 1.9, 2.0)                                      | L-82Y            | 1,0 |    |
| Cavalier 1300  | N-9Y             | 1,0 |    |
| Chevette L, GL, E  | N-9Y             | 1,0 |    |
| Chevette 2300 HS   | RBL-7Y           | 1,0 |    |
| Cresta PA & PB, 2,6 Litre  | N-5              | 0,8 |    |
| Cresta, De Luxe, PC & PB 3,3 Litre   | N-9Y             | 0,8 |    |
| Firenza 1159 cc  | N-6Y             | 0,8 |    |
| Firenza 1256 cc  | N-9Y             | 0,8 |    |
| Firenza 1600, 2000   | BL-9Y            | 0,8 |    |
| Firenza 1800, 2300 & Sport   | RBL-7Y           | 0,8 |    |
| Magnum 1800, 2300  | RBL-7Y           | 1,0 |    |
| Velox PA & PB, 2,6 Litre   | N-5              | 0,8 |    |
| Velox PB 3.3 Litre; Ventora FD 1 & 2                                       | N-9Y             | 0,8 |    |
| 1972-73: Ventora FE 2  | N-9Y             | 0,8 |    |
| 1974 →: Ventora FE 2   | RN-9Y            | 0,8 |    |
| Victor F, Series 2   | J-8              | 0,8 |    |
| Victor FB 1508 cc, 1595 cc; 101 FC   | J-6              | 0,8 |    |
| Victor FD 1600, FD 2000  | BL-9Y            | 0,8 |    |
| Victor FD 3300, FE 3300, Viscount  | N-9Y             | 0,8 |    |
| Victor FE 1800, FE 2300  | RBL-7Y           | 1,0 |    |
| Viva HA, HB & HC, 1159 cc  | N-9Y             | 0,8 |    |
| Viva HA, HB & HC "90"  | N-6Y             | 0,8 |    |
| Viva HB 1600 & GT 2000   | BL-9Y            | 0,8 |    |
| 1971-73: Viva HC 1256 cc   | N-9Y             | 0,8 |    |
| 1974 →: Viva HC 1256 cc, E, L, SL  | N-9Y             | 1,0 |    |
| Viva HC 1600   | BL-9Y            | 1,0 |    |
| Viva HC 1800 & 2300  | RBL-7Y           | 1,0 |    |
| VX 4/90 FB (1508 & 1595 cc), FC  | N-9Y             | 0,8 |    |
| VX 4/90 FD   | BL-9Y            | 0,8 |    |
| VX 4/90 FE 2300  | RBL-7Y           | 0,8 |    |
| 1976 →: VX 1800, 2300  | RBL-7Y           | 1,0 |    |
| <b>VERNONS</b>   |                  |     |    |
| Gordon   | L-81/<br>L-82    | 0,5 |    |
| <b>VOLGA</b>   |                  |     |    |
| M21, M22, M24  | H-10             | 0,6 |    |
| <b>VOLKSWAGEN</b>  |                  |     |    |
| Derby Standard 0,9 Litre (40 HP)   | N-8Y             | 0,7 |    |
| Derby L 0,9 Litre (40 HP)  | N-8Y             | 0,7 |    |
| Derby S 1,1 Litre (50 HP)  | N-8Y             | 0,7 |    |
| Derby LS 1,1 Litre (50 HP)   | N-8Y             | 0,7 |    |
| Derby LS 1,1 Litre (60 HP)   | N-6Y             | 0,7 |    |
| Derby LS 1,3 Litre (60 HP)   | N-8Y             | 0,7 |    |
| Derby GLS 1,1 Litre (50 HP)  | N-8Y             | 0,7 |    |
| Derby GLS 1,3 Litre (60 HP)  | N-7Y             | 0,7 |    |
| Golf 1,1 Litre 50 HP, MOD75  | N-8Y             | 0,7 |    |
| Rabbit 1,6 Litre [S]   | N-8Y             | 0,7 |    |





| Golf 1,6 Litre 75 HP/85 HP, 1.5 Litre 70 HP, MOD78              | N-8Y        | 0,7 | B 16B: PV 544 Sports, Amazon S, P120, PV 444            | J-10Y | 0,7 |
|---|-------------|-----|---|-------|-----|
| Golf GTi 1,6 Litre 110 HP                                       | N-6Y        | 0,7 | B 18A: 121, 131, 142, 144, 221, Amazon P120             | L-87Y | 0,7 |
| Passat 1,3 Litre 55 HP/60 HP Exp.                               |             |     | B 18B: P1800S, 142S, 144S, 123 GT, 223                  | L-82Y | 0,7 |
| Passat 1,5 Litre 75 HP  | N-8Y        | 0,7 | P1800   | L-82Y | 0,7 |
| Passat 1,5 Litre 85 HP  | N-7Y        | 0,7 | B 18D: 122S, 122, 132S, 220, PV 544, 210 normal service | L-87Y | 0,7 |
| Passat 1,6 Litre 75 HP/85 HP                                    | N-8Y        | 0,7 | 343, 343 L  | L-87Y | 0,6 |
| Polo 0,9 Litre 40 HP, 1,1 Litre 50 HP                           | N-8Y        | 0,7 | <b>VW-PORSCHE</b>                                       |       |     |
| Polo 1,1 Litre 60 HP  | N-6Y        | 0,7 | 914 (1.7 L)   | N-7   | 0,6 |
| Polo (1272 cc)  | N-7Y        | 0,7 | 914 (2.0 L)   | N-7   | 0,6 |
| Scirocco 1,1 Litre 50 HP, MOD75                                 | N-8Y        | 0,7 | 914 (1.8 L)   | N-7   | 0,6 |
| Scirocco 1,5 Litre 70 HP  | N-8Y        | 0,7 | 914-6   | N-6Y  | 0,7 |
| Scirocco 1,6 Litre 75 HP/85 HP                                  | N-8Y        | 0,7 |   |       |     |
| Scirocco GTi  | N-6Y        | 0,7 | <b>WARSZAWA</b>   |       |     |
| K-70 (75, 90, 100 HP)   | N-7Y        | 0,7 | 18 mm   | UK-10 | 0,7 |
| Air cooled 1200, 1300, 1302, 1303, 1500, 1600, including Ghia & |             |     | 14 mm   | H-8   | 0,7 |
| Transporter   | L-88A       | 0,6 | <b>WARTBURG (A.W.E.)</b>                                |       |     |
| 411/412 All models, 914, 914-4                                  | N-7         | 0,6 | All models: 18 mm Ø                                     | UK-10 | 0,6 |
|   |             |     | 1971 →: 14 mm Ø   | L-88A | 0,6 |
| <b>VOLVO (→ page 44)</b>  |             |     | <b>WOLSELEY</b>   |       |     |
| 1976 →: Volvo 66 All models                                     | L-92Y       | 0,6 | Hornet, Six, 16/60, 18 85                               | N 9Y  | 0,6 |
| B 19A, B 19F  | N-10Y       | 0,7 | 6/99, 6/110   | N 12Y | 0,6 |
| B 20A: 131, 142, 144, 145, 242, 244                             | L-82Y       | 0,7 | 1100, 1300, 1500, 2200HL                                | N 9Y  | 0,6 |
| B 20B: 142S, 144S, 145S, P 1800S                                | L-82Y       | 0,7 |   |       |     |
| B 20D: 142, 144, 145  | L-82Y       | 0,7 | <b>YALTA</b>  |       |     |
| B 20E: P1800, 144E, 144GLE, 145E, 1800ES                        | L-81Y       | 0,7 | 3A3, 966 cc   | L 85  | 0,6 |
| B 20F: 144E, 144GL, 145E  | L-82Y       | 0,7 | Saporodshe  | H-8   | 0,6 |
| B 21E: 244  | N-8Y        | 0,7 | <b>ZASTAVA</b>  |       |     |
| B 21A: 242, 244, 245DL  | N-10Y       | 0,7 | 750   | L-87Y | 0,6 |
| B 21F: 244  | N-8Y        | 0,7 | 101, 1300, 125 PZ                                       | N-9Y  | 0,6 |
| B 27: 264, 265DL, A, E, F                                       | BN-9Y       | 0,7 |   |       |     |
| B 27E (150 HP)  | BN-7Y       | 0,7 | <b>ZAZ (→ Moskvich)</b>                                 |       |     |
| B 30A: 164  | L-82Y       | 0,7 | V4 966  | L-85  | 0,7 |
| B 30E: 164E   | L-81Y/L-82Y | 0,7 | 968   | L-88A | 0,7 |
| B 30F: 164E, 164TE  | L-82Y       | 0,7 |   |       |     |
| B 4B: PV 444, PV 445: 14 mm Ø                                   | J-7         | 0,7 |   |       |     |
| 10 mm Ø   | UY-6        | 0,7 |   |       |     |
| B 14A: PV 444, PV 445: 14 mm Ø                                  | J-8         | 0,7 |   |       |     |
| 10 mm Ø   | UY-6        | 0,7 |   |       |     |
| B 16A: PV 544, Amazon P120, PV 444                              | J-7         | 0,7 |   |       |     |







|  | NORM.             | GOLD PALL. | mm  |  | NORM.           | GOLD PALL. | mm  |
|--|-------------------|------------|-----|--|-----------------|------------|-----|
| <b>AGRATI GARELLI</b>  |                   |            |     | <b>ASPES</b>   |                 |            |     |
| 125 cc: 2T Capri .....   | L-90              | L-9G       | 0,5 | 125 cc: Hopi 125 Cross RG .....  | N-2             | N-2G       | 0,5 |
| 98 cc: Sport .....   | L-81/<br>L-82     | L-4G       | 0,5 | Hopi 125 CRC, Hopi 125 RGS .....   | N-2             | N-2G       | 0,5 |
| 95 cc: KL-100 .....  | L-86              | L-9G       | 0,5 | Hopi 125 RGL .....   | N-2             | N-2G       | 0,5 |
| 80 cc: 2T Capri .....  | L-90              | L-9G       | 0,5 | Hopi 125 RGL .....   | N-2             | N-2G       | 0,5 |
| Rekord KL 100 E 5V .....   | L-77J             | L-3G       | 0,5 | Hopi 125 RGCR, Hopi 125  |                 |            |     |
| 75 cc: KL-75 .....   | N-3               | N-3G       | 0,5 | Regolarità .....   | N-2             | N-2G       | 0,5 |
| 50 cc: Sport 50 .....  | L-81/<br>L-82     | L-4G       | 0,5 | Hopi 125 Cross .....   | N-2             | N-2G       | 0,5 |
| Capri Furgone .....  | L-86              | L-9G       | 0,5 | Juma 125 .....   | N-2             | N-2G       | 0,5 |
| Cross Austria .....  | N-4               | N-4G       | 0,5 | 50 cc: Sioux 50 .....  | L-86/<br>L-89CM | L-9G       | 0,5 |
| Ciclone, Rekord, Cross KL 50,<br>(4V-5V) → 1.5 HP .....  | N-5               |            | 0,5 | Mini Sioux 50 .....  | L-86/<br>L-89CM | L-9G       | 0,5 |
| Ciclone, Rekord, Cross KL 50,<br>(4V-5V) 1.5 HP → .....  | N-2               | N-2G       | 0,5 | Navaho .....   | N-5             |            | 0,5 |
| Bimatic, Luxus 2000, Gran Turismo,<br>Scugnizzo, Gulp 3V, Gulp 4V, Gulp<br>Flez, Gulp Matic, Mini 25 Km/h,<br>Eureka, Flex, Matic, K, Duoped,<br>Vip (3V-2V-mono), Mokick,<br>Europed, Bonanza, Katia-M-K-K2 ... | L-90/<br>L-89CM   |            | 0,5 | Scrambler .....  | L-88A           |            | 0,5 |
| Mokick Sport [D] .....   | N-5               |            | 0,5 | Navaho RCR .....   | N-2             | N-2G       | 0,5 |
| Nurburg R5 .....   | N-2               | N-2G       | 0,5 | Navaho CRC .....   | N-2             | N-2G       | 0,5 |
| <b>AGS</b>   |                   |            |     | <b>AUTOMOTO</b>  |                 |            |     |
| 125 cc: Zundapp .....  | L-78              | L-4G       | 0,5 | 232 cc: 232 (Villiers) .....   | L-81/<br>L-82   | L-6G       | 0,5 |
| <b>AJS</b>   |                   |            |     | 197 cc: 197 2 stroke .....   | L-86            | L-9G       | 0,5 |
| 750 cc: 33, 33CSR .....  | N-4               | N-4G       | 0,5 | 175 cc: 175 2 stroke .....   | L-86            | L-9G       | 0,5 |
| 370 cc: Y.5 Scrambler .....  | N-3               | N-3G       | 0,5 | 125 cc: VM 125 (AMC) 125<br>(Aubier-Dunne) .....   | L-86            | L-9G       | 0,5 |
| 250 cc: 14CSR, Y.4 Scrambler .....   | N-3               | N-3G       | 0,5 | <b>AVELLO</b>  |                 |            |     |
| 37 A.T. Trials .....   | N-5               | N-4G       | 0,5 | 250 cc: MC 250 Sport .....   | N-2             | N-2G       | 0,5 |
| Stormer Models, long reach .....   | N-3               | N-3G       | 0,5 | 175 cc: MC 175 Sport .....   | N-2             | N-2G       | 0,5 |
| Stormer Models, short reach .....  | L-78              | L-4G       | 0,5 | 150 cc: T & S .....  | L-57R           | L-2G       | 0,5 |
| <b>ALL STATE</b>   |                   |            |     | 125 cc: MV, 3V .....   | J-62R           |            | 0,5 |
| 3/8" reach 14 mm Ø .....   | J-8               | UJ-11G     | 0,5 | 4V .....   | L-85            | L-9G       | 0,5 |
| 1/2" reach 14 mm Ø .....   | L-90/<br>L-89CM   | L-9G       | 0,5 | Sport .....  | L-57R           | L-2G       | 0,5 |
| Tapered seat 18 mm Ø .....   | F-14Y             |            | 0,5 | Mc 50 Dakota Sport, Pirl-A6 .....  | L-78            | L-4G       | 0,5 |
| <b>A.M.C.</b>  |                   |            |     | Cobra, Cobra T, X30, X-20, Gocela<br>Borrascio, Minicross .....  | L-86            | L-89CM     | 0,5 |
| 250 cc: Sport .....  | L-62R             | L-4G       | 0,4 | Coronado, Carabella, Especial, Super<br>Minicross Nacional/MC 50 Dakota ...  | L-88A           | L-9G       | 0,5 |
| 4 stroke, ACT .....  | L-81/<br>L-82     | L-6G       | 0,5 | Minicross, Minicross Super .....   | L-86            | L-9G       | 0,5 |
| 175 cc: Sport .....  | L-62R             | L-4G       | 0,4 | <b>BATAVUS (→ page 44)</b>   |                 |            |     |
| 4 stroke .....   | L-81/<br>L-82     | L-8G       | 0,5 | G50, Mosquito, M40, TS49 .....   | L-86            | L-9G       | 0,5 |
| 150 cc: Sport .....  | L-62R             | L-4G       | 0,4 | Transport (JLO FM48) .....   | L-90/<br>L-89CM | L-9G       | 0,5 |
| 125 cc: 4 stroke .....   | L-81/<br>L-82     | L-6G       | 0,5 | TS49S .....  | L-78            | L-4G       | 0,5 |
| 2 stroke .....   | L-86              | L-9G       | 0,5 | <b>BENELLI</b>   |                 |            |     |
| 100 cc: 2 stroke .....   | L-86              | L-9G       | 0,5 | 900 cc: 900 Sei .....  | A-6Y            |            | 0,6 |
| Models 3/4" reach .....  | N-5               | N-4G       | 0,5 | 750 cc: 750 Sei .....  | A-6Y            |            | 0,6 |
| Mustang .....  | L-81/<br>L-82     | L-6G       | 0,5 | 650 cc: Tornado .....  | N-4             | N-4G       | 0,5 |
| <b>AMERICAN EAGLE</b>  |                   |            |     | 500 cc: 500 Quattro, 500LS .....   | A-6Y            |            | 0,6 |
| 750 cc: Super Sport, Classic, Eagle .....  | N-3               | N-3G       | 0,5 | 350 cc: 350 RS .....   | A-6Y            |            | 0,6 |
| 405 cc: Talon MX .....   | N-60/<br>N-2      | N-2G       | 0,5 | 250 cc: 250 Quattro .....  | Z-6             |            | 0,6 |
| 360 cc: Talon .....  | N-60/<br>N-2      | N-84G      | 0,5 | Super Sport, El Diablo, Barracuda 4/5<br>Speed Calif., Sprite, 250 2C, 250   |                 |            |     |
| 350 cc: Cheeta, Marauder, Savage,<br>Road Sport .....  | UL-19V/<br>UL-17V |            |     | Sport Speciale, 250 2CE .....  | N-3             | N-3G       | 0,5 |
| 250 cc: Geronimo MX, Trial Sport .....   | L-62R             | L-4G       | 0,4 | 200 cc: Sprite, Sprite Calif., Sprite El<br>Diablo .....   | N-3             | N-3G       | 0,5 |
| 175 cc: Wrangler TR/SCR .....  | L-62R             | L-4G       | 0,4 | 180 cc: Vulcano, Olimpia, 4/5 Calif. ...   | N-3             | N-3G       | 0,5 |
| 150 cc: Renegade TR/SCR .....  | N-3               | N-3G       | 0,5 | 125 cc: Sprite 4/5, Sprite Calif.,<br>Olimpia, El Diablo, 2T-125 SV  |                 |            |     |
| <b>AMF HARLEY DAVIDSON</b>   |                   |            |     | Turismo, Cross, Enduro .....   | N-3             | N-3G       | 0,5 |
| (→ HARLEY DAVIDSON)  |                   |            |     | Sport Speciale, Leoncino Cross,<br>Leoncino 125, 125 Sport Speciale,<br>125 C, 125 CE, 1252 CE .....                             | N-3             | N-3G       | 0,5 |
| <b>ANKER</b>   |                   |            |     | 100 cc: Gazelle, Prilla Olimpia .....  | N-4             | N-4G       | 0,5 |
| Ankermatic .....   | L-86              | L-9G       | 0,5 | 90 cc: 90 Trial, 90 Turismo .....  | N-3             | N-3G       | 0,5 |
| <b>ANZANI eng.</b>   |                   |            |     | 75 cc: Antilope .....  | N-4             | N-4G       | 0,5 |
| 322 cc: 2 stroke .....   | L-85              | L-9G       | 0,5 | 65 cc: Dynamo Compact, Scrambler .....   | N-4             | N-4G       | 0,5 |
|  |                   |            |     | 50 cc: Woods, Cougar, Hornet .....   | N-4             | N-4G       | 0,5 |
|  |                   |            |     | Bobo, Motorella, Gentleman, Caddy,<br>Magnum .....   | N-8             |            | 0,5 |
|  |                   |            |     | Export 3VK, 50 Cross, 50 Turissmo,<br>Export FA, Mofa, Moped, City Bike,<br>Mini Bike, Fireball, Fireball Trail,<br>Monaco ..... | N-4             | N-4G       | 0,5 |
|  |                   |            |     | <b>BETA</b>  |                 |            |     |
|  |                   |            |     | 350cc: 350GS. CR .....   | N-2             | N-2G       | 0,5 |





|  | NORM.   | GOLD<br>PALL. |  |   | NORM.   | GOLD<br>PALL. |  |
|--|---------|---------------|---|---|---------|---------------|---|
| 250 cc: 250GS. CR .....                | N-2     | N-59G         | 0,5   | 350 cc: Matador Mk IX, Sherpa T,            |         |               |   |
| 125 cc: 125RC .....                    |         | N-59G/        | 0,5   | Alpina .....                                | N-12Y   |               | 0,5   |
|  |         | N-84G         |   | TSS 350 .....                               | N-57R** | N-82G         | 0,5   |
| 125CR .....                            |         | N-57G/        | 0,5   |   | N-54R*  | N-80G         | 0,4   |
|  |         | N-82G         |   | Pursang Mk V, Mk VI .....                   | N-3**   | N-3G          | 0,5   |
| Enduro 6V, 125G6, 125SG .....          | L-78    | L-4G          | 0,5   |   | N-57R*  | N-82G         | 0,5   |
| 125ES .....                            | L-78    | L-4G          | 0,5   | 250 cc: Frontera, Metralla GT,              |         |               |   |
| 110cc: Cross Italia 110, TV110 .....   | N-4     | N-4G          | 0,5   | Metralla Mk II, Matador Mk II,              |         |               |   |
| 50 cc: Hobby, Speciale .....           | L-86    | L-9G          | 0,5   | SO, K250 .....                              | N-3     | N-3G          | 0,5   |
| M1, M2, S1, S2 .....                   | N-5     |               | 0,5   | Matador Mk IV, Saturno .....                | N-9Y    | N-4G          | 0,5   |
| Pullman, Holly, Holly TT, Bambi        |         |               |   | Matador Mk III .....                        | N-3/    | N-3G          | 0,4   |
| TR6, M-4, B12, SL5 .....               | L-86/   |               | 0,5   |   | N-60R   |               |   |
|  | L-89CM  |               |   | Sherpa S, Astro .....                       | N-57R   | N-82G         | 0,4   |
| SL5 [USA] .....                        | N-5     |               | 0,5   | Pursang Mk IV, V, VI, VII .....             | N-3     | N-3G          | 0,5   |
| Cross 50, Cross Speciale 4M,           |         |               |   |   | N-57R   | N-82G         | 0,6   |
| Cross Speciale 5M, Boy, Camoscio,      |         |               |   |   | N-54R   | N-80G         | 0,4   |
| Cross, Trial, CR4, CR40, MX4,          |         |               |   | TSS 250 .....                               |         |               |   |
| MX5, MX6 .....                         | L-81/   | L-6G          | 0,5   | Sherpa T, Alpina, Matador                   |         |               |   |
|  | L-82    |               |   | 250, SD .....                               | N-12Y   |               | 0,5   |
| <b>BM</b>                              |         |               |   | 200 cc: Sherpa S .....                      | N-4     | N-4G          | 0,5   |
| Automatique SA .....                   | L-86    | L-9G          | 0,5   | Sherpa S Mk III, Pursang Mk V .....         | N-57R   | N-82G         | 0,4   |
| Sport .....                            | L-81/   | L-6G          | 0,5   | El Tigre, Mercurio, Metisse,                |         |               |   |
|  | L-82    |               |   | Senior 200 .....                            | N-3     | N-3G          | 0,5   |
| Giromat .....                          | N-4     | N-4G          | 0,5   | 175 cc: Alpina, Lobito Mk VI .....          | N-12Y   |               | 0,5   |
|  |         |               |   | Lobito, Lobito Mk V .....                   | N-3     | N-3G          | 0,5   |
| <b>B.M.W.</b>                          |         |               |   | Campera, Campera Mk II,                     |         |               |   |
| 990 cc: R100/7 .....                   | N-7Y    | N-3G          | 0,7   | Lobito Mk VII .....                         | N-5     | N-4G          | 0,5   |
| R100S, R100RS .....                    | N-6Y    | N-3G          | 0,7   | Mercurio .....                              | L-86    | L-9G          | 0,5   |
| 900 cc: R90S, R90/6 .....              | N-6Y    | N-3G          | 0,7   | Pursang Mk V, Sherpa S Mk III .....         | N-57R   | N-82G         | 0,4   |
| 800 cc: R80/7 .....                    | N-10Y   |               | 0,7   | 155 cc: Mercurio, Campera,                  |         |               |   |
| 750 cc: R75/5, R75/6, R75/7 .....      | N-7Y    | N-3G          | 0,7   | Mercurio GT .....                           | L-86    | L-9G          | 0,5   |
| 650 cc: R65 .....                      | N-6Y    |               | 0,6   | Tralla .....                                | L-81/   | L-6G          | 0,5   |
| 600 cc: R60/5, R60/6, R60/7 .....      | N-7Y    | N-3G          | 0,7   |   | L-82    |               |   |
| R60 & R69 Series: 1/2" reach .....     | L-81/   | L-6G          | 0,6   | 150 cc: Mercurio 150 .....                  | L-86    | L-9G          | 0,5   |
|  | L-82    |               |   | 125 cc: Alpina 125, Lobito Mk III,          |         |               |   |
| 3/4" reach .....                       | N-3     | N-3G          | 0,6   | Mk VI .....                                 | N-12Y   |               | 0,5   |
| 500 cc: R50/5 .....                    | N-7Y    | N-3G          | 0,7   | Lobito 125, Tralla 101, 102,                |         |               |   |
| R50 & R51 Series: 1/2" reach .....     | L-81/   | L-6G          | 0,6   | Streaker, Lobito Mk VI Frontera .....       | L-81/   | L-6G          | 0,5   |
|  | L-82    |               |   |   | L-82    |               |   |
| 3/4" reach .....                       | N-3     | N-3G          | 0,6   | Sherpa T125 .....                           | L-81/   | L-6G          | 0,5   |
| R45S .....                             | N-6Y    |               | 0,6   |   | L-82    |               |   |
| R45N .....                             | N-10Y   |               | 0,6   | Mercurio 125, Junior 125,                   |         |               |   |
| 250 cc: R27 .....                      | L-81/   | L-6G          | 0,6   | Junior GT2 .....                            | L-86    | L-9G          | 0,5   |
|  | L-82    |               |   | TSS 125, Lobito 125 [USA],                  |         |               |   |
| <b>B.S.A.</b>                          |         |               |   | Lobito Mk V, Pursang Mk VI,                 |         |               |   |
| 750 cc: A75 Rocket 3 .....             | N-3     | N-3G          | 0,5   | Sherpa S .....                              | N-57R   | N-82G         | 0,4   |
| 650 cc: A65, A65LC, A65R, A65T .....   | N-4     | N-4G          | 0,5   | Pursang Mk V .....                          | N-54R   | N-80G         | 0,4   |
| A65H, A65FS, A65L, A65SS .....         | N-3     | N-3G          | 0,5   | 100 cc: Junior 100, Lobito 100, Tiron ..... | L-86    | L-9G          | 0,5   |
| Thunderbolt, Firebird, Lightning ..... | N-3     | N-3G          | 0,5   | Sherpa S100, Lobito K .....                 | L-57R   | L-2G          | 0,4   |
| 500 cc: A50, A50C, A50CC .....         | N-4     | N-4G          | 0,5   | 75 cc: Lobito T74 .....                     | L-86    | L-9G          | 0,5   |
| A50W .....                             | N-3     | N-3G          | 0,5   | 74 cc: Junior 74, Brinco, Junior GT2,       |         |               |   |
| B50MX, Victor Moto-Cross .....         | N-3     | N-3G          | 0,5   | Lobito 74, Frontera, Streaker .....         | L-81/   | L-6G          | 0,5   |
| B50SS, Gold Star .....                 | N-4     | N-4G          | 0,5   |   | L-82    |               |   |
| B50T Victor Trail .....                | N-4     | N-4G          | 0,5   | Lobito Mk VII .....                         | L-86    | L-9G          | 0,5   |
| 440 cc: Victor B44R, B44S, Victor      |         |               |   | Lobito Mk III, Mk VI, long reach .....      | N-4     | N-4G          | 0,5   |
| B44ET, B44GP, B44VS .....              | N-4     | N-4G          | 0,5   | Short reach .....                           | L-86    | L-9G          | 0,5   |
| 350 cc: B40 .....                      | N-5     | N-4G          | 0,5   | 50 cc: Chispa 50, Tiron, 49 GT .....        | L-86/   |               | 0,5   |
| B40SS90 .....                          | N-4     | N-4G          | 0,5   |   | L-89CM  |               |   |
| 250 cc: B25R/SS Gold Star .....        | N-3     | N-3G          | 0,5   | *Exhaust side                               |         |               |   |
| B25T Victor, B25 Starfire .....        | N-3     | N-3G          | 0,5   | **Inlet side                                |         |               |   |
| Bantam 175 cc: D5, D7 .....            | L-85    | L-9G          | 0,5   | <b>CADY</b> ( → Motobecane)                 |         |               |   |
| D10, D14, D14/4, D14/S,                |         |               |   | <b>CAN-AM</b>                               |         |               |   |
| Bantam 175, Bushman .....              | N-4     | N-4G          | 0,5   | 175 cc: TNT .....                           | N-2     | N-2G          | 0,5   |
| <b>BULTACO</b>                         |         |               |   | 250 cc: TNT .....                           | N-2     | N-2G          | 0,5   |
| 370 cc: Frontera 370 .....             | N-3     | N-3G          | 0,5   | Qualifier .....                             | N-2     | N-2G          | 0,5   |
| Pursang 370 .....                      | N-57R*  | N-82G         | 0,5   | <b>CAPRI</b>                                |         |               |   |
|  | N-3**   | N-3G          | 0,5   | 150 cc, 125 cc, 98 cc, 80 cc, 70 cc,        |         |               |   |
| 360 cc: Astro 360 .....                | N-57R*  | N-82G         | 0,5   | 50 cc .....                                 | L-86    | L-9G          | 0,5   |
|  | N-3**   | N-3G          | 0,5   | <b>CARABELA</b>                             |         |               |   |
| El Bandido Mk II, Pursang .....        | N-3*    | N-3G          | 0,5   | 125 cc: Caliente .....                      | N-5     | N-4G          | 0,5   |
|  | N-57R** | N-82G         | 0,5   | <b>CASAL</b> ( → Metalurgia Casal)          |         |               |   |
| El Montadero .....                     | N-3**   | N-3G          | 0,5   | 125 cc: Motor M-232 .....                   | L-86    | L-9G          | 0,5   |
|  | N-12Y*  |               | 0,5   | Kart .....                                  |         | L-2G          | 0,5   |
| Frontera .....                         | N-3     | N-3G          | 0,5   |   |         |               |   |







|   | NORM. | GOLD PALL. | mm |  | NORM. | GOLD PALL. | mm |
|---|-------|------------|----|--|-------|------------|----|
| 50 cc: Motors M-140, M-147,<br>M-148, M-149 ..... L-86 L-9G 0,5<br>Motors M-151, M152, M-153 ..... L-82 L-6G 0,5<br>Motor M-154 ..... L-78 L-4G 0,5   |       |            |    |  |       |            |    |
| <b>CAZENAVE-VAP-PALOMA</b>  |       |            |    |  |       |            |    |
| Velovap, Peggy, Super Peggy, 610, 671,<br>672, 673, 674, 675, DK, Pat, La<br>Baulle ..... L-89CM L-9G 0,5   |       |            |    |  |       |            |    |
| <b>CAZENEVA</b>   |       |            |    |  |       |            |    |
| 200 cc: Ultima (eng.) ..... L-85 L-9G 0,5   |       |            |    |  |       |            |    |
| <b>CCM</b>  |       |            |    |  |       |            |    |
| 250 cc MX ..... N-3 N-3G 0,5<br>500 cc MX, B5, 550 cc B6, 580 cc<br>M-148, M-149 ..... L-86 L-9G 0,5<br>Enduro (8:1 c.r.) ..... N-4 N-4G 0,5  |       |            |    |  |       |            |    |
| <b>CECCATO</b>  |       |            |    |  |       |            |    |
| 175 cc: 175T ..... L-85 L-9G 0,5<br>175S ..... N-3 N-3G 0,5<br>125 cc: 125T ..... N-8 0,5<br>125S ..... N-3 N-3G 0,5<br>100 cc: 100T ..... L-85 L-9G 0,5<br>100S ..... N-3 N-3G 0,5<br>75 cc ..... N-3 N-3G 0,5<br>49 cc ..... L-85 L-9G 0,5  |       |            |    |  |       |            |    |
| <b>CHIORDA</b>  |       |            |    |  |       |            |    |
| Moped 50 ..... L-86 L-9G 0,5  |       |            |    |  |       |            |    |
| <b>CIMATTI</b>  |       |            |    |  |       |            |    |
| 160 cc: ST-160, C-160 ..... N-3 N-3G 0,5<br>150 cc: C-150 ..... L-86 L-9G 0,5<br>Ariete ..... N-3 N-3G 0,5<br>100 cc: ST-100, C-100 ..... L-86 L-9G 0,5<br>XR-100 ..... N-3 N-3G 0,5<br>50 cc: C-50, S-50, Basket, Piper, Bat<br>Boy & Baby, Clan, Chic ..... L-86 L-9G 0,5<br>Piper 4 M ..... L-81/ L-6G 0,5<br>L-82<br>Kaimen ..... N-4 N-4G 0,5<br>City Bike ..... L-86/ L-9G 0,5<br>L-89CM  |       |            |    |  |       |            |    |
| <b>CLAEYS-FLANDRIA (→ Flandria)</b>   |       |            |    |  |       |            |    |
| <b>COSSACK</b>  |       |            |    |  |       |            |    |
| Ural 650 ..... L-86 L-9G 0,5<br>Dnieper 650 ..... L-81/ L-6G 0,5<br>L-82<br>Jupiter 350 ..... L-81/ L-6G 0,5<br>L-82<br>Voskhod 175 ..... L-81/ L-6G 0,5<br>L-82<br>Minsk 125 ..... L-81/ L-6G 0,5<br>L-82<br>Planeta 350 ..... L-81/ L-6G 0,5<br>L-82<br>Mars ..... L-85 0,5<br>M 63, M 66 ..... L-85 L-6G 0,5   |       |            |    |  |       |            |    |
| <b>COTTON (→ Villiers)</b>  |       |            |    |  |       |            |    |
| Minarelli (eng.) ..... L-81/ L-6G 0,5<br>L-82   |       |            |    |  |       |            |    |
| <b>CSEPEL</b>   |       |            |    |  |       |            |    |
| ..... L-10 L-9G 0,5   |       |            |    |  |       |            |    |
| <b>CYRUS</b>  |       |            |    |  |       |            |    |
| 73 cc: Royal Trial 80, Royal S5 ..... L-78 L-4G 0,5<br>49 cc: Royal Super ..... L-78 L-4G 0,5   |       |            |    |  |       |            |    |
| <b>CZ</b>   |       |            |    |  |       |            |    |
| 400 cc: Moto-Cross, Grand Prix ..... L-57R L-2G 0,5   |       |            |    |  |       |            |    |
| 381 cc 1977: RV 400 MX ..... L-60R 0,5<br>360 cc: Moto-Cross ..... L-57R L-2G 0,5<br>250 cc: Moto-Cross, Grand Prix ..... L-57R L-2G 0,5<br>Enduro ..... L-78 L-4G 0,5<br>Deluxe, Custom (Spts. roadster) ..... L-86 L-9G*<br>1977: 250 MX ..... L-60R 0,5<br>175 cc: Sport, Trail ..... L-86 L-9G* 0,5<br>1977: Enduro ..... L-86 L-9G* 0,5<br>125 cc: Moto-Cross, Grand Prix ..... L-57R L-2G 0,5<br>Roadster ..... L-86 L-9G* 0,5<br>90 cc: Trail ..... L-81/ L-4G 0,5<br>L-82<br>*For Hard driving ..... L-81/ L-6G 0,5<br>L-82   |       |            |    |  |       |            |    |
| <b>DALESMAN</b>   |       |            |    |  |       |            |    |
| 125 cc: Trail, MX (Puch) ..... N-3 N-3G 0,5<br>Enduro (Sachs) ..... L-81/ L-6G 0,5<br>L-82  |       |            |    |  |       |            |    |
| <b>DAYTON</b>   |       |            |    |  |       |            |    |
| Albatros ..... L-81/ L-6G 0,5<br>L-82<br>Flamingo, Continental ..... L-86 L-9G 0,5  |       |            |    |  |       |            |    |
| <b>DEMM</b>   |       |            |    |  |       |            |    |
| 125 cc: 125N, 125T ..... L-85 L-9G 0,5<br>125 GT ..... L-86 L-9G 0,5<br>49 cc ..... L-86 L-9G 0,5   |       |            |    |  |       |            |    |
| <b>DERBI</b>  |       |            |    |  |       |            |    |
| 190 cc: 2002, 2002 Grand Prix ..... N-2 N-2G 0,6<br>2002AA ..... N-2 0,6<br>49 cc: Antorcha, Scotmatic, Antorcha<br>Olimpica Campeona E, Antorcha<br>Tricampeona SE, Coyotte Super E 4V,<br>Coyotte SE, Correcaminos, Derbi<br>Matic ..... L-86 L-9G 0,5<br>Derbi Gran Sport, Derbi 74 ..... L-81/ L-6G 0,5<br>Variant (E, N, SL, TT) ..... L-82<br>GT4V, Montreal<br>4V, GTS 4V, Antorcha Especial,<br>Cross, Cross Diablo ..... L-86/ L-9G 0,5<br>L-89CM<br>Cross 75 Competition, Cliente ..... N-57G/ N-82G 0,5  |       |            |    |  |       |            |    |
| <b>D.K.W.</b>   |       |            |    |  |       |            |    |
| 500 cc: NZ500 ..... L-81/ L-6G 0,6<br>L-82<br>350 cc: NZ350, RT350S ..... L-81/ L-6G 0,6<br>L-82<br>RT350, SB350 ..... L-86 L-9G 0,5<br>250 cc: RT250/1, RT250/2, SB250 ..... L-86 L-9G 0,5<br>RT250S ..... L-81/ L-6G 0,6<br>L-82<br>200 cc: KS200, RT200 ..... L-86 L-9G 0,5<br>RT200SV, RT200/2, SB200 ..... L-81/ L-6G 0,5<br>L-82<br>175 cc: RT175 ..... L-86 L-9G 0,5<br>155 cc: M155 ..... L-57R L-2G 0,5<br>150 cc: RT150/4 ..... L-86 L-9G 0,5<br>127 cc: RT127 ..... L-81/ L-6G 0,5<br>L-82<br>125 cc: RT125, RT125 Lusso ..... L-78 L-4G 0,5<br>125 GS Special ..... L-77J L-3G 0,5<br>100 cc: RT100 ..... L-86 L-9G 0,5<br>Hummel, Luxe & Super: Hobby,<br>Bambi ..... L-86 L-9G 0,5<br>Hummel Sport ..... L-81/ L-6G 0,5<br>L-82 |       |            |    |  |       |            |    |
| <b>DMW (→ Villiers)</b>   |       |            |    |  |       |            |    |
| <b>DNIEPER (→ Cossack)</b>  |       |            |    |  |       |            |    |
| <b>DOT</b>  |       |            |    |  |       |            |    |
| 246 cc: Villiers Trials ..... L-81/ L-6G 0,5<br>L-82  |       |            |    |  |       |            |    |





|  | NORM.           | GOLD<br>PALL.   |  |  | NORM.           | GOLD<br>PALL.   |  |
|--|-----------------|-----------------|---|--|-----------------|-----------------|---|
| 197 cc: Villiers Trials                | L-81/<br>L-82   | L-6G            | 0,5   | <b>E.M.C. PUCH</b>                         |                 |                 |   |
| Scramblers                             | L-57R           | L-2G            | 0,4   | 250 cc & 125 cc                            | L-85            | L-9G            | 0,5   |
| 175 cc: Trials                         | L-81/<br>L-82   | L-6G            | 0,5   | 125 cc: 125 cc R Racer                     | L-57R           | L-2G            | 0,4   |
| Vale Onslow conversions Trials         |                 |                 |   | <b>EVERTON</b>                             |                 |                 |   |
| $\frac{3}{4}$ " reach                  | N-3             | N-3G            | 0,5   | Moto-Cross & TT                            | L-86            | L-9G            | 0,5   |
| Scramblers                             | N-57R           | N-57G/<br>N-82G | 0,5   | Racer                                      | N-57R           | N-57G/<br>N-82G | 0,4   |
| Guazzoni                               | N-5             | N-4G            | 0,5   | <b>FAMEL</b>                               |                 |                 |   |
| 50 cc: Vivi Monza                      | L-86            | L-9G            | 0,5   | Mirage 74, Phantom F77, F11, F76,          |                 |                 |   |
| Miscellaneous Dot eng.                 | L-5             | L-4G            | 0,5   | Sport, Tricarro (Fan Cooled)               | L-78            | L-4G            | 0,5   |
| Miscell. Minarelli eng.                | L-81/<br>L-82   | L-6G            | 0,5   | F111, F25 (Air Cooled)                     | L-86            | L-9G            | 0,5   |
| Other models → Villiers                |                 |                 |   | F25 Sport, Sport Corrida, F17 Super 4      |                 |                 |   |
|  |                 |                 |   | (Water Cooled)                             | N-2             | N-2G            | 0,5   |
|  |                 |                 |   | Saguy                                      | L-86            | L-9G            | 0,5   |
| <b>DUCATI</b>                          |                 |                 |   | <b>FANTIC MOTOR</b>                        |                 |                 |   |
| 900 cc: 900 GT, GTS, S, SD, SS         | L-88A           | L-9G            | 0,6   | 125 cc: Chopper 125                        | N-4             | N-4G            | 0,5   |
| Darmah                                 | L-88A           | L-9G            | 0,6   | Caballero 125 Regularità                   | N-60R           | N-2G            | 0,5   |
| 860 cc: SS Desmo, 860 GT, GTS          | L-88A           | L-9G            | 0,6   | Caballero RC 125                           |                 | N-57G/<br>N-82G | 0,5   |
| 750 cc: 750 GT, S, SS, Special SS      | L-82Y           |                 | 0,5   | Caballero 125 Cross                        |                 | N-59G/<br>N-84G | 0,5   |
| 500 cc: 500 GTL, Sport, Desmo Twin,    | L-81/<br>L-82   | L-6G            | 0,6   | Trial 125 (TX250 moteur)                   | L-86            | L-9G            | 0,5   |
| GTV                                    | L-82Y           |                 | 0,5   | 100 cc: Caballero Cross Strada, TX92       |                 |                 |   |
| V2                                     |                 |                 |   | Caballero 100 Cross                        | N-3             | N-3G            | 0,5   |
| 450 cc: Desmo, Mk III, Mk III D, RT,   | L-81/<br>L-82   | L-6G            | 0,5   | 50 cc: Concord (XKE20, XKE25,              |                 |                 |   |
| Regularita, Scrambler, TS, Vigili      | L-82Y           |                 | 0,5   | XKE30)                                     | L-86            | L-89CM          | 0,5   |
| 350 cc: 350 Mono                       | L-81/<br>L-82   | L-6G            | 0,6   | Caballero Super Speciale,                  |                 |                 |   |
| Desmo, GTL, GTV, Sport                 | L-81/<br>L-82   | L-6G            | 0,6   | Caballero Competition,                     |                 |                 |   |
| 3 Mk III, 3 Mk III D                   | L-81/<br>L-82   | L-6G            | 0,5   | Regularità 72                              | N-60R           | N-2G            | 0,4   |
| Forza, Vento                           | L-86            | L-9G            | 0,5   | X 9 Caballero Competition GM               | N-60R           | N-2G            | 0,5   |
| 250 cc: Daytona                        | L-78            | L-4G            | 0,5   | Chopper short reach, Diablo Cross,         |                 |                 |   |
| Monza                                  | L-85            | L-6G            | 0,5   | Turismo Internazionale, TX Ranger,         |                 |                 |   |
| Mk III                                 | L-57R           | L-2G            | 0,5   | 4-Matic                                    | L-85            | L-9G            | 0,5   |
| Road                                   | L-86            | L-9G            | 0,5   | TX-7 Mini Matic & Deputy, Roma             | L-86            | L-9G            | 0,5   |
| 125 cc: Scrambler                      | L-86            | L-9G            | 0,5   | Lei, Rally Issimo                          | L-86/<br>L-89CM |                 | 0,5   |
| Regularita                             | L-2             | L-3G            | 0,5   | TX-6 Mini Cross, Gran Turismo              |                 |                 |   |
| Six Days                               |                 | L-2G/<br>L-3G   | 0,5   | (4V, 6V), Gran Turismo (Four GT,           |                 |                 |   |
| 24H                                    | L-81/<br>L-82   | L-6G            | 0,5   | Super Six GT)                              | L-81/<br>L-82   | L-6G            | 0,5   |
| 200 cc: TS                             | L-86            | L-9G            | 0,5   | Caballero 50, TX 182, Caballero            |                 |                 |   |
| 160 cc: S, TS                          | L-86            | L-9G            | 0,5   | Regularità 50 (4V, 6V)                     | L-81/<br>L-82   | L-6G            | 0,5   |
| Monza Jnr.                             | L-78            | L-4G            | 0,5   | Caballero Regularità (Super 6 M)           | L-81/<br>L-82   |                 | 0,5   |
| 100 cc: Pronto                         | L-86            | L-9G            | 0,5   | Caballero 50 short reach                   | L-77J           | L-3G            | 0,5   |
| 75 cc: TT Senda                        | L-86            | L-9G            | 0,5   | Caballero 50 RC long reach                 |                 | N-55G/<br>N-80G | 0,5   |
| Turismo                                | L-81/<br>L-82   | L-6G            | 0,5   | Super Rocket                               | L-85            | L-6G            | 0,5   |
| 50 cc: Mini 2, 3, Senda, Pronto, Cross | L-86/<br>L-89CM |                 | 0,5   | Super T, Rocket, Chopper long              |                 |                 |   |
| Scrambler                              | L-81/<br>L-82   | L-6G            | 0,5   | reach                                      | N-4             | N-4G            | 0,5   |
|  |                 |                 |   | Barron Economy                             | L-88A           |                 | 0,5   |
| <b>DUCSON</b>                          |                 |                 |   | <b>F.B. MINARELLI</b> (→ Minarelli)        |                 |                 |   |
| 49 cc: All models                      | L-86            | L-9G            | 0,5   | <b>FICHTEL &amp; SACHS</b> (→ Sachs)       |                 |                 |   |
| S9, S12, S15, S20                      | L-86/<br>L-89CM | L-9G            | 0,5   | 250 cc, 200 cc, 175 cc, 125 cc             | L-86            | L-9G            | 0,5   |
| <b>DUNKLEY</b>                         |                 |                 |   | <b>FLANDRIA</b>                            |                 |                 |   |
| 65 cc: Whippet Sports                  | L-10            | L-9G            | 0,5   | Libelle A, Libelle AF, Libelle 3V, Record; |                 |                 |   |
| 60 cc: Whippet                         | L-10            | L-9G            | 0,5   | Super S, Special S, Special V, 5V,         |                 |                 |   |
| <b>DUNSTALL</b>                        |                 |                 |   | Record Trial, Record P, Record S,          |                 |                 |   |
| 750 cc: Triumph 750                    | N-3             | N-3G            | 0,5   | Apollo, Apollo AF, Apollo R, Apollo        |                 |                 |   |
| Norton                                 | N-4             | N-4G            | 0,5   | FV, Mondial, Mini Mondial, Sportif,        |                 |                 |   |
| <b>DURKOPP</b>                         |                 |                 |   | Sportif 3, Sportif 4, Mistral, Euroluxe,   |                 |                 |   |
| Dianette Mokick                        | L-86            | L-9G            | 0,5   | Mini Euroluxe, Indiana, Comet 4,           |                 |                 |   |
| <b>E.M.C.</b>                          |                 |                 |   | Tornado, 127 FVA, 127 3A SP 327,           |                 |                 |   |
| 350 cc                                 | N-5             | N-4G            | 0,5   | SP 427, SP 527, GT 627, Galet,             |                 |                 |   |
| 125 cc: Jap                            | L-10            | L-9G            | 0,5   | Velomat, Floride, Princesse, Mirage,       |                 |                 |   |
| 125 cc: RR                             | L-57R           | L-2G            | 0,4   | Cambera, VS, Parisienne, Concorde,         |                 |                 |   |
|  |                 |                 |   | Trophee, Primus Special, Alouette,         |                 |                 |   |
|  |                 |                 |   | Camaro, Dyno, Hobby, Luna, Bang,           |                 |                 |   |
|  |                 |                 |   | Futura, Furie, Monza, 137 F, 037,          |                 |                 |   |
|  |                 |                 |   | AFA, 137FV, 137FVA, SP 227,                |                 |                 |   |
|  |                 |                 |   | SP 237, SP 727, SP 737                     | L-86/<br>L-89CM | L-9G            | 0,5   |







|   | NORM.           | GOLD PALL.      | mm  |   | NORM.           | GOLD PALL.      | mm  |
|---|-----------------|-----------------|-----|---|-----------------|-----------------|-----|
| 4.3 HP, 5 HP eng. ....  | L-81/<br>L-82   | L-6G            | 0,6 | <b>GIULIETTA PERIPOLI</b>   |                 |                 |     |
| Vedette ....  | L-90/<br>L-89CM | L-9G            | 0,5 | 50 Sport, 50 Junior .....   | L-81/<br>L-82   | L-6G            | 0,5 |
| Monomatic Comet .....   | L-86            | L-9G            | 0,5 | 25 Picobello .....  | L-86            | L-9G            | 0,5 |
| <b>FN</b>   |                 |                 |     | Transporter 6.25 HP .....   | L-78            | L-4G            | 0,5 |
| T52, 50 .....   | L-89CM          | L-9G            | 0,5 | <b>GOEBEL</b>   |                 |                 |     |
| 125T .....  | L-86            | L-9G            | 0,5 | Mofa types .....  | L-90/<br>L-89CM | L-9G            | 0,5 |
| <b>FUCHS</b>  |                 |                 |     | Mopeds .....  | L-86            | L-9G            | 0,5 |
| .....   | L-90/<br>L-89CM | L-9G            | 0,5 | <b>GOLDBERG (Motorgraziella)</b>  |                 |                 |     |
| <b>GARELLI (→ Agrati Garelli)</b>   |                 |                 |     | 25 & 40 .....   | L-90/<br>L-89CM | L-9G            | 0,5 |
| <b>GAZELLE</b>  |                 |                 |     | <b>GORI</b>   |                 |                 |     |
| JLO FP50 & G50, Minarette, FBM &<br>Laura (eng.) .....  | L-86            | L-9G            | 0,5 | 250 cc: 250 Competizione, Cross,<br>Regolarità .....                          | L-54R           | L-55G           | 0,5 |
| <b>GILERA (→ Moto Vespa [E])</b>  |                 |                 |     | 125 cc: Cross, Regolarità, Competizione<br>Racing .....                       | L-57R           | L-2G            | 0,5 |
| 600 cc: Mercurio 600 .....  | L-81/<br>L-82   | L-6G            | 0,5 | 125 Sport .....   | L-78            | L-4G            | 0,5 |
| 500 cc: Saturno T, 500 Sport .....  | L-81/<br>L-82   | L-6G            | 0,5 | 50 cc: Regolarità 6V, Cross 6V .....  | L-57R           | L-2G            | 0,5 |
| 500 High speed .....  | L-57R           | L-2G            | 0,4 | Regolarità 5V, DGS, Piccino, Bassotto,<br>Scrambler (5V, 6V) JC 5 Sachs ..... | L-86            | L-9G            | 0,5 |
| Jubilee 500 VT .....  | L-86            | L-9G            | 0,5 | <b>GORICKE</b>  |                 |                 |     |
| B500 .....  | N-60Y           | N-84G           | 0,5 | Mofa .....  | L-90/<br>L-89CM | L-9G            | 0,5 |
| 300 cc: B300 1/2" reach .....   | L-86            | L-9G            | 0,5 | Moped .....   | L-86            | L-9G            | 0,5 |
| 3/4" reach .....  | N-3             | N-3G            | 0,5 | <b>GREEVES</b>  |                 |                 |     |
| 4T Twin .....   | N-60Y           | N-84G           | 0,5 | Hawkstone .....   | L-57R           | L-2G            | 0,5 |
| 250 cc: Nettuno T .....   | L-86            | L-9G            | 0,5 | 24 MX1, MX2, RBS, RDS .....   | L-57R           | L-2G            | 0,5 |
| 200 cc: 4T, Super, Motocarro .....  | N-4             | N-4G            | 0,5 | 24 RES, 24 RFS .....  | N-57R           | N-80G           | 0,5 |
| 175 cc: 175 5V Regolarità Racing .....  | N-60Y           | N-84G           | 0,5 | 24 MX4 .....  | N-60            | N-2G            | 0,5 |
| Arcore .....  | N-2             | N-2G            | 0,5 | 36 MX4, Griffon 56 & 58, Pathfinder .....                                     | N-3             | N-3G            | 0,5 |
| Other models .....  | N-4             | N-4G            | 0,5 | 35 RFS .....  | N-57R           | N-82G           | 0,5 |
| 150 cc: 4T Jubilee Extra .....  | N-4             | N-4G            | 0,6 | 360, M63A .....   | N-3             | N-3G            | 0,5 |
| G150 Sport short reach: Cast iron<br>head .....   | L-88A           | L-9G            | 0,5 | 24 TJS .....  | N-9Y            | N-4G            | 0,5 |
| long reach: Aluminium heads .....   | N-4             | N-4G            | 0,5 | Anzani (eng.) .....   | L-86            | L-9G            | 0,5 |
| Arcore & Arcore Export .....  | N-3             | N-3G            | 0,5 | 24 TJ .....   | L-81/<br>L-82   | L-6G            | 0,5 |
| 125 cc: 125 5V Regolarità .....   | N-57R           | N-57G/<br>N-82G | 0,5 | Other Scramblers .....  | L-64Y           |                 | 0,5 |
| Arcore, Arcore Export (4 stroke) ...  | N-3             | N-3G            | 0,5 | Others → Villiers   |                 |                 |     |
| 125 6V Regolarità .....   |                 | N-59G/<br>N-84G | 0,5 | <b>GUILER</b>   |                 |                 |     |
| 125 TG I, 125 GRI .....   | N-4             | N-4G            | 0,5 | .....   | L-90/<br>L-89CM | L-9G            | 0,5 |
| 125 Cross .....   |                 | N-59G/<br>N-84G | 0,5 | <b>GUZZI (→ Moto Guzzi)</b>   |                 |                 |     |
| 98 cc: 4T Jubilee, SS .....   | N-3             | N-3G            | 0,5 | <b>HARLEY-DAVIDSON</b>  |                 |                 |     |
| 4T 6 Giorni .....   | N-60Y           | N-84G           | 0,5 | 1200 cc: 1975 →: FLH, FX, FXE .....   | N-12Y           |                 | 0,6 |
| 90 cc: Jubilee .....  | N-4             | N-4G            | 0,5 | → 1974: Electra Glide, Duo-Glide .....  | J-12Y           |                 | 0,6 |
| 50 cc: Enduro, RS, CB1 4V Super<br>(→ 40 Km/h) .....  | N-5             |                 | 0,5 | → 1974: Super-Glide .....   | J-12Y           |                 | 0,6 |
| Trial, Touring, RS, Enduro (40 Km/h<br>→) .....   | N-4             | N-4G            | 0,5 | → 1974: FL, FLH, FX, FXE .....  | J-12Y           |                 | 0,6 |
| GR2 .....   | N-4             | N-4G            | 0,5 | 1000 cc: Sportster, XL, XLH, XLCH .....                                       | H-8             |                 | 0,6 |
| 50 6V Racing .....  | N-57R           | N-57G/<br>N-82G | 0,5 | 350 cc: 1961-74: Sprint, C, H,<br>SS-350, SX-350, 350GT, 350GTA ..            | N-3             | N-3G            | 0,5 |
| Touring (S) .....   | N-5             |                 | 0,5 | 250 cc: 1978 →: MX 250 .....  |                 | N-59G/<br>N-84G | 0,5 |
| CBA, Grande .....   | L-90/<br>L-89CM |                 | 0,5 | 1978 →: 250 SS .....  | N-3             | N-3G            | 0,5 |
| <b>GIMSON</b>   |                 |                 |     | 1976: SX-250 .....  | N-2             | N-2G            | 0,5 |
| Variomatic .....  | L-90/<br>L-89CM | L-9G            | 0,5 | 1974-75: SX-250 .....   | N-3             | N-3G            | 0,5 |
| Super Polaris, Racing Canigo TT .....   | L-86/<br>L-89CM | L-9G            | 0,5 | 1975-76: SS-250 .....   | N-2             | N-2G            | 0,5 |
| Elite, Skipper Trial, Jumper Cross .....  | L-86/<br>L-89CM |                 | 0,5 | 175 cc: 1976: SS-175 .....  | N-2             | N-2G            | 0,5 |
| <b>GITANE</b>   |                 |                 |     | 1974-76: SX-175 .....   | N-2             | N-2G            | 0,5 |
| Dimo, Daytona, Rallye Daytona, Corsa<br>Super, Cricke I, Sport Grand Prix,<br>Turismo Grand Prix, Trial Grand Prix,<br>Gran Sport Champion, Gran<br>Turismo Champion, Super<br>Champion, Pull ..... | L-89CM          | L-9G            | 0,5 | 125 cc: 1976: SS-125 .....  | N-2             | N-2G            | 0,5 |
| Super Polaris, Racing Camigo TT .....   | L-86            | L-9G            | 0,5 | 1975-76: SXT-125 .....  | N-2             | N-2G            | 0,5 |
|   |                 |                 |     | 125 cc: 1975-76: (I) SS-125,<br>SXT-125 .....                                 | N-3             | N-3G            | 0,5 |
|   |                 |                 |     | 1974 SX-125 .....   | N-4             | N-4G            | 0,5 |
|   |                 |                 |     | 125 cc: ML 125 Aletta SS, 125 RC .....  | N-2             | N-2G            | 0,5 |
|   |                 |                 |     | 125 Ale d'uno, 125 Aletta deluxe ...  | N-3             | N-3G            | 0,5 |
|   |                 |                 |     | 1968-74 Rapido ML, MLS .....  | N-12Y           |                 | 0,6 |
|   |                 |                 |     | 1968-74 M-125, SX-125 .....   | N-12Y           |                 | 0,6 |
|   |                 |                 |     | 100 cc: 1970-74 Baja MSR, SR-100 ..   | N-3             | N-3G            | 0,5 |
|   |                 |                 |     | 90 cc: 1973-74 X-90, Z-90 .....   | N-12Y           |                 | 0,6 |





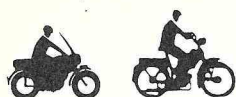
|  | NORM.  | GOLD<br>PALL. |  |                                      | NORM.  | GOLD<br>PALL. |  |
|--|--------|---------------|---|--------------------------------------|--------|---------------|---|
| 65 cc: 1972-73 Shortster MC-65 .....       | N-12Y  |               | 0,6   | CB350G, XL350, CB350 (4 Cyl.) ...    | A-8Y   |               | 0,7   |
| 1967-72 M-65, M-65S .....                  | N-12Y  |               | 0,6   | 250 cc: CJ250T, CB250T .....         | RN-3   | N-3G          | 0,7   |
| 50 cc: 1965-67 M-50, M-50S .....           | N-3    | N-3G          | 0,5   | CB250, CL250 (14 mm),                |        |               |   |
| <b>HELKAMA</b>                             |        |               |   | CB250K4, G5 .....                    | N-3    | N-3G          | 0,7   |
| eng.: Minarelli VI, Garelli Horizontal     |        |               |   | CB250F .....                         | A-6/   | A-6G          | 0,7   |
| CH 30, Sachs 502/A1 .....                  | L-89CM | L-9G          | 0,5   | CB250T, CB250N (Dream/Hawk)          | R-6    |               |   |
| <b>HERCULES</b>                            |        |               |   |                                      | A-6/   | A-6G          | 0,7   |
| 350 cc: 350 GS .....                       |        | N-57G/        | 0,5   | MR250, MT250 .....                   | R-6    |               |   |
|  |        | N-84G         |   | RSC/MT250 .....                      | N-3    | N-3G          | 0,7   |
| 250 cc: 250 GS .....                       |        | N-57G/        | 0,5   | CR250 R, M .....                     |        | N-80G         | 0,6   |
|  |        | N-84G         |   |                                      |        | N-2G/         | 0,5   |
| 175 cc: 175 GS .....                       |        | N-57G/        | 0,5   |                                      |        | QN-2G         |   |
|  |        | N-84G         |   | TL250, XL250 .....                   | A-8Y   |               | 0,7   |
| 175 SE (F & S) .....                       | L-86   | L-9G          | 0,5   | FL250 .....                          | N-4    | N-4G          | 0,7   |
| 125 cc: 125 Military, 125 GS .....         |        | N-57G/        | 0,5   | 200 cc: CB200T, CL200, CB200 .....   | A-6Y   |               | 0,7   |
|  |        | N-84G         |   | 185 cc: CD185T .....                 | Z-6    | Z-7G          | 0,7   |
| K125X .....                                | L-78   | L-9G          | 0,5   | 175 cc: CB175 .....                  | P-7**  | P-7G          | 0,7   |
| K125S .....                                | L-78/  | N-57G/        | 0,5   | CD175 .....                          | P-7**  | P-7G          | 0,5   |
|  | L-57R  | N-84G         |   | XL175, MR175 .....                   | N-3    | N-3G          | 0,5   |
| 100 cc: K100, 101, 102, 103S .....         | L-86   | L-4G          | 0,5   | XL175 (12 mm) .....                  | A-8/   |               | 0,7   |
| K105X, 100X .....                          | L-78   | L-4G          | 0,5   |                                      | R-8    |               |   |
| K100 GS .....                              | L-78/  | L-4G          | 0,5   | All other models .....               | P-7**  | P-7G          | 0,7   |
|  | L-57R  |               |   | 125 cc: 10 mm .....                  | Z-6    | Z-7G          | 0,5   |
| 75 cc: K75 GS .....                        | L-78/  | L-4G          | 0,5   | 12 mm CB125JX .....                  | P-7**  | P-7G          | 0,5   |
|  | L-57R  |               |   | CB125T (1977 →) .....                | Z-8/   |               | 0,7   |
| 50 cc: K50 RLC (Watercooled)               | N-2    | N-2G          | 0,5   |                                      | Z-7G   |               |   |
| K50 Ultra LC (watercooled)                 | N-2    | N-2G          | 0,5   | CD125, SL125 .....                   | P-7**  | P-7G          | 0,7   |
| K50RX, K50SX, K50 Sprint                   | L-78   | L-4G          | 0,5   | CM125T .....                         | Z-8    |               | 0,7   |
| K50 GS .....                               | L-78/  | L-4G          | 0,5   | CR125 .....                          |        | N-84G         | 0,5   |
|  | L-57R  |               |   | MT125 .....                          | N-3    | N-3G          | 0,7   |
| K50RL, K50 Ultra, K50RC                    | L-78   | L-4G          | 0,5   | RSC/MT125 .....                      |        | N-80G         | 0,6   |
| MF1, MF2, 221MEH, 222 MF,                  |        |               |   | SL125 .....                          | P-7**  | P-7G          | 0,7   |
| CB1, Hercumotor Mks I & II                 | L-90   | L-9G          | 0,5   | CB125, CB125J, CG125,                |        |               |   |
| 220PL, MP1, 222TS, 222TH,                  |        |               |   | CT125, SL125S, TL125, TL125S,        |        |               |   |
| Castboy, Corvette, Grey Wolf               | L-86   | L-9G          | 0,5   | XL125, XL125S .....                  | A-6/   | A-6G          | 0,7   |
| <b>HIRO MOTORI</b>                         |        |               |   |                                      | R-6    |               |   |
| 125 & 250 cc .....                         |        | N-57G/        | 0,5   | 125S [I] .....                       | A-6/   | A-6G          | 0,6   |
|  |        | N-82G         |   |                                      | R-6    |               |   |
| <b>H.M.W.</b>                              |        |               |   | 105 cc: CG110 .....                  | A-6/   | A-6G          | 0,7   |
| 50N & De Luxe N .....                      | L-86   | L-9G          | 0,5   |                                      | R-6    |               |   |
| <b>HODAKA</b>                              |        |               |   | S110 .....                           | A-10   |               | 0,7   |
| 125 cc: 125 Wombat Combat .....            | L-81/  | L-6G          | 0,5   | 100 cc: CB, XL .....                 | A-6/   | A-6G          | 0,7   |
|  | L-82   |               |   |                                      | R-6    |               |   |
| 100 cc: ACE90, ACE100 .....                | J-4    | UJ-7G         | 0,5   | XL100S (1978 →) .....                | Z-8    | Z-7G          | 0,7   |
| Super rat .....                            | L-57R  | L-2G          | 0,4   | 90 cc: ATC90, S90, CT90 .....        | P-7**  | P-7G          | 0,7   |
| ACE100MX .....                             | J-4    | UJ-7G         | 0,5   | Trial .....                          | P-7**  |               | 0,5   |
| <b>HONDA (→ page 44)</b>                   |        |               |   | CD90, C90 .....                      | P-8Y   |               | 0,7   |
| 1047 cc: CBX .....                         | A-8Y   |               | 0,7   | CB90JX .....                         | A-6/   | A-6G          | 0,5   |
| 1000 cc: GL1000 Goldwing K1, K2 .....      | A-8Y*  |               | 0,7   |                                      | R-6    |               |   |
| 900 cc: CB900F .....                       | A-6Y   |               | 0,7   | Cub 90 .....                         | Z-10   | Z-10G         | 0,5   |
| 750 cc: CB750 4 Cyl. all models .....      | A-8Y   |               | 0,7   | SL90 .....                           | P-7**  | P-7G          | 0,7   |
| 650 cc: CB650 .....                        | A-8Y   |               | 0,7   | **Use RP-7 where radio frequency     |        |               |   |
| 550 cc: CB550, F, K, Super Sport .....     | A-8Y   |               | 0,7   | interference suppression is          |        |               |   |
| 500 cc: CB500F, Super Sport (4 Cyl.) ..... | A-8Y   |               | 0,7   | required                             |        |               |   |
| CX500, GL500 .....                         | A-8Y   |               | 0,7   | 75 cc: XE75, XL75 .....              | Z-8    | Z-10G         | 0,7   |
| CB500T .....                               | N-3    | N-3G          | 0,7   | XR75 .....                           | Z-8    | Z-7G          | 0,7   |
| 450 cc: all models .....                   | N-3    | N-3G          | 0,7   | YR75, CE75 .....                     | Z-10   | Z-10G         | 0,5   |
| 400 cc: CB400F, GL400 .....                | A-8Y*  |               | 0,7   | NF75 .....                           | L-89CM |               | 0,7   |
| CB400-AT, CB400T, CB400N                   |        |               |   | 70 cc: ATC70, C70, CF70, CL70,       |        |               |   |
| (Dream/Hawk) .....                         | A-6/   | A-6G          | 0,7   | CM70, CT70, SL70, ST70, XL70 ...     | Z-8    | Z-7G          | 0,7   |
|  | R-6    |               |   | CD70, Cub 70, Trail 70, Mini         |        |               |   |
| 360 cc: CB360T .....                       | N-3    | N-3G          | 0,7   | Trail .....                          | Z-10   | Z-10G         | 0,7   |
| CJ360T .....                               | RN-3   | N-3G          | 0,7   | 50 cc: Amigo, C50, CD50, CD50 Sport, |        |               |   |
| 350 cc: CB350K4 .....                      | N-3*   | N-3G          | 0,7   | CE50, CS50, CT50, XE50 .....         | Z-8    | Z-7G          | 0,7   |
| *High speed .....                          | N-60/  | N-2G          | 0,7   | CB50, CB50JX, Novio                  |        |               |   |
|  | N-2    |               |   | (PF50DXR), P50, P50L, PC50,          |        |               |   |
| *For prolonged high speed substitute       |        |               |   | PF50, PS50, SS50Z, SS50ZK2,          |        |               |   |
| A-6Y .....                                 |        |               |   | TL50, XL50, Z50J .....               | Z-10   | Z-10G         | 0,6   |
| CB350F .....                               | A-6/   | A-6G          | 0,7   | ST50, CF50, Z50, CY50 .....          | Z-10   |               | 0,7   |
|  | R-6    |               |   | SS50, SS50M .....                    | Z-6/   | Z-7G          | 0,6   |
|  |        |               |   |                                      | Z-8    |               |   |
|  |        |               |   | Camino .....                         | L-87Y  |               | 0,5   |
|  |        |               |   | Amigo 11, Canguro, PF50MR2,          |        |               |   |
|  |        |               |   | NC50, NF50, PA50 .....               | L-89CM | L-9G          | 0,6   |
|  |        |               |   | PM50 .....                           | L-86   | L-9G          | 0,7   |
|  |        |               |   | Road Express .....                   | L-92Y  |               | 0,7   |
|  |        |               |   | <b>HOPEAPAASKY</b>                   |        |               |   |
|  |        |               |   | Express (eng.) .....                 | L-86   | L-9G          | 0,5   |





|   | NORM.           | GOLD<br>PALL. |     |   | NORM.             | GOLD<br>PALL.   |            |
|---|-----------------|---------------|-----|---|-------------------|-----------------|------------|
| <b>HOPEASAUMA</b>   |                 |               |     | 246 cc 1977: 250 I.S. D.T. ....   | L-60R             | L-2G            | 0,5        |
| Demm (eng.) ....  | L-86            | L-9G          | 0,5 | 90 cc: Trail, Cross/Roadster, Babetta,<br>Robot, Cezeta ....                        | L-86              | L-9G            | 0,5        |
| <b>HOPEASIPI</b>  |                 |               |     | 59 cc: Jawetta, 550, 555, Manet, M20<br>208B (Babetta), Jawa Moped. ....            | L-86<br>L-89CM    | L-9G<br>L-9G    | 0,5<br>0,5 |
| NSU, Demm (eng.) ....   | L-86            | L-9G          | 0,5 | 50 cc: Scooter ....   | L-81/<br>L-82     | L-6G            | 0,5        |
| Mosquito (eng.) ....  | L-90/<br>L-89CM | L-9G          | 0,5 | *For Continuous high speed ....   | L-57R             | L-2G            | 0,5        |
| <b>HUSQVARNA</b>  |                 |               |     | <b>J.L.O.</b>   |                   |                 |            |
| 450 cc: 450 Moto-cross ....   | N-6Y*           | N-3G          | 0,5 | All models ....   | L-86              | L-9G            | 0,5        |
| CR460 ....  | N-6Y            | N-3G          | 0,5 | <b>JUPITER (→ Cossack)</b>  |                   |                 |            |
| 400 cc: 400 Moto-cross ....   | N-6Y*           | N-3G          | 0,5 | -2 ....   | L-86              | L-9G            | 0,5        |
| 360 cc: 360 Sportsman Enduro ....   | N-4             | N-4G          | 0,5 | -3 (350) ....   | L-86              | L-9G            | 0,5        |
| 360 Moto-cross ....   | N-6Y*           | N-3G          | 0,5 | eng.: Sachs MA50/2, MA50/3, Garelli<br>horizontal CH30 ....                         | L-89CM            | L-9G            | 0,5        |
| 250 cc: 250 Moto-cross ....   | N-6Y*           | N-3G          | 0,5 | <b>KAWASAKI (→ page 44)</b>   |                   |                 |            |
| CR 250 ....   | N-6Y            | N-3G          | 0,5 | 1000 cc: Z 1000, Z1R ....   | N-4               | N-4G            | 0,7        |
| 250 Sportsman Enduro ....   | N-60            | N-2G          | 0,5 | 900 cc: Z1, Z 900 ....  | N-4               | N-4G            | 0,8        |
| 125 cc: 125 Moto-cross, CR 125 ....   | N-2             | N-2G          | 0,5 | 750 cc: 750 H2 Mach III (coil<br>ignition) ....                                     | L-77J             | L-3G            | 0,6        |
| WR 125 ....   | N-3             | N-3G          | 0,5 | Mach IV (coil ignition) ....  | L-78              | L-4G            | 0,6        |
| *High speed ....  | N-57            | N-57G         | 0,5 | C.D. ignition ....  | UL-17V/<br>UL-19V |                 |            |
| <b>ILO ROCKWELL (→ J.L.O.)</b>  |                 |               |     | Z 750 (2 cyl.) ....   | N-5               | N-4G            | 0,8        |
| G & V49 & 50, F 48 cc ....  | L-86            | L-9G          | 0,5 | 750RS ....  | N-4               | N-4G            | 0,6        |
| <b>INDIAN</b>   |                 |               |     | 650 cc: 650 RS ....   | N-4               | N-4G            | 0,6        |
| 750 cc: Enfield 750 ....  | N-4             | N-4G          | 0,5 | Z 650 ....  | N-4               | N-4G            | 0,9        |
| 500 cc: Velo 500 ....   | N-3             | N-3G          | 0,5 | 500 cc: 500S-(H) Mach III, SS<br>(coil ignition) ....                               | L-78              | L-4G            | 0,9        |
| 125 cc: ME-125, MCL-125 ....  | N-3             | N-3G          | 0,5 | C.D. ignition ....  | UL-17V/<br>UL-19V |                 |            |
| 100 cc: Scrambler (short reach) ....  | L-86            | L-9G          | 0,5 | KH 500 ....   | L-78              | L-4G            | 1,0        |
| Scrambler, Competition (long reach) ....  | N-3             | N-3G          | 0,5 | 450 cc: F12MX ....  | L-78              | L-4G            | 0,5        |
| ML-100, MT-100, ME-100 ....   | J-4J            | UJ-7G         | 0,5 | 400 cc: S3 (400) Normal driving SS ....   | L-78              | L-4G            | 0,6        |
| 75 cc: SE-74, MX-76, SR-74, ME-76 ...   | L-78            | L-4G          | 0,5 | High speed ....   | L-77J             | L-3G            | 0,5        |
| 50 cc: Super Scrambler ....   | L-81/<br>L-82   | L-6G          | 0,5 | KZ 400, Z 400 ....  | N-3               | N-3G            | 0,8        |
| JC-54, SE-64, JC, 5A ....   | L-81/<br>L-82   | L-6G          | 0,5 | RS 400 ....   | N-4               | N-4G            | 0,6        |
| Mini-mini ....  | L-88A           | L-9G          | 0,5 | KH 400 ....   | L-78              | L-4G            | 0,8        |
| <b>INTRAMOTOR-GLORIA</b>  |                 |               |     | 350 cc: 350T (A7SS) Avenger ....  | UL-17V/<br>UL-19V |                 |            |
| Blanco ....   | L-86/<br>L-89CM |               | 0,5 | 350S (A) 1968 (coil ignition) ....  | L-78              | L-4G            | 0,7        |
| Scout ....  | N-5             | N-4G          | 0,5 | 1969-71: C.D. ignition ....   | UL-17V/<br>UL-19V |                 |            |
| <b>ITALJET</b>  |                 |               |     | 350 3-Cylinder engines ....   | L-77J             | L-3G            | 0,5        |
| 125 cc: Coyote ....   | L-81/<br>L-82   | L-6G          | 0,5 | 350 E (F-5) (F-9) Big Horn ....   | L-20V/<br>L-19V   |                 |            |
| Buccaneer, Kangaroo ....  | N-3             | N-3G          | 0,5 | Mach 2S2* ....  | L-78              | L-4G            | 0,5        |
| Kit-Kat short reach ....  | L-81/<br>L-82   | L-6G          | 0,5 | *High speed ....  | L-77J             | L-3G            | 0,5        |
| Kit-Kat long reach ....   | N-5             | N-4G          | 0,5 | A7R ....  | N-57R             | N-57G/<br>N-82G | 0,5        |
| 50 cc: X50R, 50 Cross Corvo ....  | L-81/<br>L-82   | L-6G          | 0,5 | 250 cc: 250S (A1) Samurai → 1969:<br>(coil ignition) Normal driving ....            | L-81/<br>L-82     | L-6G            | 0,5        |
| Teen Ager/Scimitar, Junior C ....   | L-81/<br>L-82   | L-6G          | 0,5 | High speed ....   | L-78              | L-4G            | 0,5        |
| Pop Corn ....   | N-5             | N-4G          | 0,5 | 250 SS, 250 TR, 250 (S1) ....   | L-78              | L-4G            | 0,7        |
| Junior C4M ....   | L-81/<br>L-82   | L-6G          | 0,5 | KH 250 ....   | L-77J             |                 | 0,7        |
| Mini Bambino, JC5A, JT5A, MT5A ....   | L-86            | L-9G          | 0,5 | KT 250 ....   | L-81/<br>L-82     | L-6G            | 0,7        |
| JC5B, JC5C ....   | L-86            | L-9G          | 0,5 | KX 250 ....   |                   | N-2G            | 0,6        |
| <b>ITALTELAI</b>  |                 |               |     | 1970-71: C.D. ignition ....   | L-20V/<br>L-19V   |                 |            |
| Pacer, Laser ....   | N-5             |               | 0,5 | 250T (A1SS), 250E (F-8) Enduro,<br>Normal driving ....                              | L-78              | L-4G            | 0,5        |
| <b>JAWA</b>   |                 |               |     | High speed ....   | L-77J             | L-3G            | 0,5        |
| Mustang 23M ....  | L-90            |               | 0,5 | F-4 Enduro, F-21 M Scrambler ....   | L-78              | L-4G            | 0,5        |
| Mustang Erica ....  | L-86            |               | 0,5 | 250 MX, KX ....   | N-2               | N-2G            | 0,6        |
| 500 cc: Speedway 500 DT ....  | N-60R           | N-84G         | 0,5 | KL 250 ....   | N-4               | N-4G            | 0,7        |
| 497 cc 1977: 500 DT ....  | L-54R           |               | 0,5 | KE 250 ....   | N-3               | N-3G            | 0,7        |
| 350 cc: 350 Calif III & IV Super Sport,<br>350 de-luxe, Javelin, Javelin Super,<br>Tradesman .... | L-81/*<br>L-82  | L-6G*         | 0,5 | Z 250 ....  | A-6Y              |                 | 0,8        |
| 344 cc: 634 Series ....   | L-86*           | L-4G*         | 0,5 | KZ 200 ....   | N-4               | N-4G            | 0,7        |
| 1977: 350 TS ....   | L-86            | L-9G          | 0,5 | 175 cc: F-3 Bushwacker & Other<br>models "F" (coil ignition) Normal<br>driving .... | L-81/<br>L-82     | L-6G            | 0,5        |
| 1977: 350 I.S. D.T. ....  | L-60R           | L-2G          | 0,5 |   |                   |                 |            |
| 1977: 360 I.S. D.T. ....  | L-60R           | L-2G          | 0,5 |   |                   |                 |            |
| 250 cc: 250 Calif III ....  | L-81/<br>L-82   | L-6G          | 0,5 |   |                   |                 |            |





|                                   | NORM.           | GOLD<br>PALL.   |     |                                | NORM.           | GOLD<br>PALL. |     |
|-----------------------------------|-----------------|-----------------|-----|--------------------------------|-----------------|---------------|-----|
| High speed                        | L-78            | L-4G            | 0,5 | 200 cc: SX 200                 | N-4             | N-4G          | 0,5 |
| 175E (F-7) Enduro (C.D. ignition) | L-20V/<br>L-19V |                 |     | Grand Prix Formula 200         | N-4             | N-4G          | 0,5 |
| KE175, KD175                      | L-77J           | L-3G            | 0,6 | Jet 200, Pony 200              | N-3             | N-3G          | 0,5 |
| 125 cc: All models "B", 125 DX    | L-86            | L-9G            | 0,5 | Honda 50 [E]                   | Z-10            | Z-10G         | 0,5 |
| 125E (F-6) Enduro, 125 TR         | L-78            | L-4G            | 0,5 | Lambretta [E]                  | L-86            | L-9G          | 0,5 |
| 125 MX                            | N-2             | N-59G/<br>N-84G | 0,6 |                                |                 |               |     |
| (KS125A), KC125                   | L-86            | L-4G            | 0,7 | <b>LAURA MOTOREN</b>           |                 |               |     |
| KD-125, KE 125                    | L-78            | L-4G            | 0,6 | eng.: M48, F38, M54            | L-86/<br>L-89CM | L-9G          | 0,5 |
| KX125                             |                 | N-59G/<br>N-84G | 0,6 |                                |                 |               |     |
| KH-125                            | N-3             | N-3G            | 0,7 | <b>LAVALETTE</b>               |                 |               |     |
| 120 cc: C1DL, C2, CAS             | L-86            | L-9G            | 0,5 |                                | L-86            | L-9G          | 0,5 |
| 100 cc: KH100, KE100, KM100       | L-78            | L-4G            | 0,7 |                                |                 |               |     |
| KD100, KV100                      | L-82            | L-6G            | 0,7 | <b>LAVERDA</b>                 |                 |               |     |
| 90 cc: G1L, G1DL, G1TR, J1        | L-86            | L-9G            | 0,5 | 1200 cc                        | N-3             | N-3G          | 0,6 |
| 90S (G3SS) Bushmaster, G3TA,      |                 |                 |     | 1000 cc                        | N-3             | N-3G          | 0,6 |
| GA1, A2, A3, J1TR, KM-90          | L-82            | L-6G            | 0,5 | 750 cc: SS, Sport, SFC         | N-57R           | N-57G         | 0,6 |
| (MCI), KE90, KC90 (→ 1978)        | L-78            | L-4G            | 0,7 |                                |                 | N-82G         |     |
| KC90 (1978 →)                     | N-3             | N-3G            | 0,7 | GT, GS, SF                     | N-2             | N-2G          | 0,6 |
| 90 SS, 90 TR                      | L-78            | L-4G            | 0,7 | 500 cc: Alpina                 | A-6Y            |               | 0,5 |
| 80 cc: KX 80                      | L-78/<br>L-4G   |                 | 0,7 | 350 cc: 350 Alpina             | A-6Y            |               | 0,5 |
| 75 cc: Dynamite                   | L-86            | L-9G            | 0,5 | 250 cc: 250 2T, 2TR, LH2       | N-2             | N-2G          | 0,6 |
| KV75                              | L-82            | L-6G            | 0,7 | 200 cc: Trial                  | N-3             | N-3G          | 0,5 |
|                                   |                 |                 |     | 175 cc: LZ                     | N-2             | N-2G          | 0,5 |
|                                   |                 |                 |     | 125 cc: Enduro, LZ, Regularita | N-2             | N-2G          | 0,6 |
|                                   |                 |                 |     | 60 cc: Scooter                 | L-86            | L-9G          | 0,5 |
| <b>KIEFT</b>                      |                 |                 |     | <b>LEOPARD</b>                 |                 |               |     |
| 215, K50, 49 cc                   | L-90            | L-9G            | 0,5 |                                | L-86            | L-9G          | 0,5 |
| <b>KREIDLER</b>                   |                 |                 |     | <b>MAGNEET</b>                 |                 |               |     |
| Flory 12, Flory 13                | L-86/<br>L-89CM |                 | 0,5 | Sachs 50/2                     | L-86            | L-9G          | 0,5 |
| MF2, MG2C, MF2CL, MP2             | L-86/<br>L-89CM |                 | 0,5 | BMW, ETI                       | L-81/<br>L-82   | L-6G          | 0,5 |
| 50 cc: Florett GT, TM             | L-82            |                 | 0,5 |                                |                 |               |     |
| Florett                           | L-86/<br>L-89CM | L-9G            | 0,5 | <b>MAICO</b>                   |                 |               |     |
| Florett RS, RSH, RS Cockpit (→    |                 |                 |     | 500 cc: Z5                     | N-57            | N-82G         | 0,5 |
| Mot. No. 5-176- 223)              | L-82            |                 | 0,5 | MC501                          | N-2             | N-2G          | 0,5 |
| Florett RSH, RS, RS Cockpit       | L-77J           | L-3G            | 0,5 | 450 cc: MC450                  | N-2             | N-2G          | 0,5 |
| Mofa, Moped                       | L-86/<br>L-89CM | L-9G            | 0,5 | 440 cc: MC440T, GS, 440T       | N-2             | N-2G          | 0,5 |
| Mokick, 3L, 4L, 5L                | L-86            | L-9G            | 0,5 | 400 cc: MC400 (→ 72)           | L-77J           | L-3G          | 0,5 |
| RS-L, RS-G, RSH-G                 | L-81/<br>L-82   |                 | 0,5 | MC400T                         | N-2             | N-2G          | 0,5 |
| RS-GS, RSH-GS                     | L-81/<br>L-82   |                 | 0,5 | GS 400T                        | N-2             | N-2G          | 0,5 |
| J-50, J-51, J-51/1                | L-81/<br>L-82   | L-6G            | 0,5 | X5 Normal driving              | L-78            | L-4G          | 0,5 |
|                                   |                 |                 |     | Hard driving                   | L-60            | L-3G          | 0,5 |
|                                   |                 |                 |     | Taifun                         | L-77J           | L-3G          | 0,5 |
|                                   |                 |                 |     | 500                            | L-86            | L-9G          | 0,5 |
|                                   |                 |                 |     | 350 cc: Taifun 350             | L-81/<br>L-82   | L-6G          | 0,5 |
|                                   |                 |                 |     | 350, GS350, GS360, 360         | L-77J           | L-3G          | 0,5 |
| <b>KTM</b>                        |                 |                 |     | 277 cc: M277S                  | L-86            | L-9G          | 0,5 |
| All models                        | L-77J           | L-3G            | 0,5 | 250 cc: M250S I, M250S II      | L-86            | L-9G          | 0,5 |
| Comet, Cornett, Hobby             | L-90/<br>L-89CM | L-9G            | 0,5 | M250, GS250                    | L-77J           | L-3G          | 0,5 |
| Rotax (eng.)                      | L-86            | L-9G            | 0,5 | GS 250/5                       | N-2             | N-2G          | 0,5 |
| Automatic Mofa                    | L-86            |                 | 0,5 | MC250 (→ 72)                   | L-77J           | L-3G          | 0,5 |
|                                   |                 |                 |     | MC 250T, Magnum                | N-2             | N-2G          | 0,5 |
|                                   |                 |                 |     | MD 250                         | N-2             | N-2G          | 0,5 |
|                                   |                 |                 |     | M250 Military                  | N-2             | N-2G          | 0,5 |
|                                   |                 |                 |     | GS 250T                        | N-2             | N-2G          | 0,5 |
|                                   |                 |                 |     | T-5                            | L-78            | L-4G          | 0,5 |
| <b>LAMBRETTA (SERVETA)</b>        |                 |                 |     | 200 cc: M200                   | L-86            | L-9G          | 0,5 |
| 50 cc: Luna                       | N-4             | N-4G            | 0,5 | 175 cc: M175, 175              | L-86            | L-9G          | 0,5 |
| Puma (4V, 5V) Puma Cross          | L-86/<br>L-89CM | L-9G            | 0,5 | Fanal 175, Passat 175          | L-81/<br>L-82   | L-6G          | 0,5 |
| 75 cc: Vega                       | N-4             | N-4G            | 0,5 | 150 cc: M150, M151, M153, M156 | L-86            | L-9G          | 0,5 |
| Cometa                            | N-4             | N-4G            | 0,5 | 125 cc: M125, M126, Blizzard   | L-86            | L-9G          | 0,5 |
| Voga S                            | N-4             | N-4G            | 0,5 | MD125SS, GS125 (→ oct. 73)     | L-77J           | L-3G          | 0,5 |
| Cometa 7sl                        | N-4             | N-4G            | 0,5 | GS125K                         | N-2             | N-2G          | 0,5 |
| 125 cc: Starstream                | N-4             | N-4G            | 0,5 | RS125                          | L-54R           | L-55G         | 0,4 |
| Super Starstream                  | N-4             | N-4G            | 0,5 | Moto-cross                     | L-78/<br>L-61Y  | L-4G          | 0,5 |
| Grand Prix 125                    | N-4             | N-4G            | 0,5 | Road racer                     | L-78            | L-4G          | 0,5 |
| Linea 125                         | N-4             | N-4G            | 0,5 | Typhon Scrambler               | L-81/<br>L-82   | L-6G          | 0,5 |
| 150 cc: Li 150                    | N-4             | N-4G            | 0,5 | MC125 (→ oct. 73)              | L-77J           | L-3G          | 0,5 |
| SX 150                            | N-4             | N-4G            | 0,5 | MC125K                         | N-2             | N-2G          | 0,5 |
| Li 150 Special                    | N-4             | N-4G            | 0,5 | 50 cc: MD50                    | L-77J           | L-3G          | 0,4 |
| Grand Prix Formula.150            | N-4             | N-4G            | 0,5 |                                |                 |               |     |
| 150 GP                            | N-4             | N-4G            | 0,5 |                                |                 |               |     |
| Special 150                       | N-4             | N-4G            | 0,5 |                                |                 |               |     |







|   | NORM.           | GOLD<br>PALL.   |     |                                       | NORM.           | GOLD<br>PALL.   |     |
|---|-----------------|-----------------|-----|---------------------------------------|-----------------|-----------------|-----|
| <b>MALAGUTI</b>                         |                 |                 |     | <b>MINSEL</b>                         |                 |                 |     |
| 125 cc: Cavalcione 125                  | N-3             | N-3G            | 0,5 | L-200, M-150, M-100                   | UK-10           | K-11G           | 0,5 |
| Cavalcione Cross Racing                 | N-2             | N-2G            | 0,5 | M-60, M-50                            | L-90            | L-9G            | 0,5 |
| 50 cc: Dribbling, Tubbo                 | N-4             | N-4G            | 0,6 | <b>MITSUI (→ Yamaha)</b>              |                 |                 |     |
| Europino-GT, Prisma, Superquattro,      |                 |                 |     | <b>MOBYLETTE (GAC) (→</b>             |                 |                 |     |
| Minicross, Ronco 21                     | L-86            | L-9G            | 0,6 | Motobecane)                           |                 |                 |     |
| Hombre, Cavalcione, Super               | L-86            | L-9G            | 0,6 | AV-51, AV-52, AV-70, SP-95, SP-96,    |                 |                 |     |
| Europino 3 Marce, Fifty                 | L-86            | L-9G            | 0,5 | Moby Cross                            | L-86/<br>L-89CM | L-9G            | 0,5 |
| Quattrotto, Motorik, Totem Rally        | N-5             | N-4G            | 0,5 | AV-89, D-55, D55 TT, AV-188           | L-86/<br>L-89CM |                 | 0,5 |
| Motorik Junior, Gran Turismo 3          |                 |                 |     | Other models: short reach             | L-86            | L-9G            | 0,5 |
| Marce, Cavalcione Super Cross,          |                 |                 |     | long reach                            | N-5/<br>N-88    | N-4G            | 0,5 |
| Sportivo, Super Cinque, Olimpique,      |                 |                 |     |                                       |                 |                 |     |
| Supertre, Ronchino Baby                 | L-86            | L-9G            | 0,5 | <b>MONARK</b>                         |                 |                 |     |
| <b>MALANCA</b>                          |                 |                 |     | 1238, LM16, Automat, 1248, Compact,   |                 |                 |     |
| 125 cc: 125 E2C, E2CS, Scrambler, Bibi, |                 |                 |     | Compact Custom                        | L-86            | L-9G            | 0,5 |
| Zeta, Mascotte, Minizet a, Tigrotto     |                 |                 |     | 1379, Standard, 1228, 50SS            | L-86            | L-9G            | 0,5 |
| GT Sport                                | L-7J            | L-3G            | 0,5 | 80TS                                  | L-78            | L-4G            | 0,5 |
| 50 cc: Duplimatic, Mascotte B, Turismo  |                 |                 |     | <b>MONDIAL</b>                        |                 |                 |     |
| Turbo, Jolly B, Jolly 3M, Leoncino      |                 |                 |     | 175, 160, 125 & 48 cc                 | L-85            | L-9G            | 0,5 |
| (3M, 4M) Cross 3M, Big Competizione,    |                 |                 |     | 175 cc: 175SS                         | L-57R           | L-2G            | 0,4 |
| Testa Rossa (4M, 5M) Tigre (4M, 5M)     |                 |                 |     | 125 cc: 125SS                         | L-57R           | L-2G            | 0,4 |
| Country (4M, 5M) Lord (4M, 5M)          |                 |                 |     | <b>MONET GOYON</b>                    |                 |                 |     |
| Export, Roxi                            | L-86*           | L-9G            | 0,5 | 350 cc: 350PS4                        | L-86            | L-9G            | 0,5 |
| *Automatic Transmission                 | L-89CM          | L-9G            | 0,5 | 232 cc: Sports M2VS                   | L-81/<br>L-82   | L-6G            | 0,5 |
| <b>MANUFRANCE</b>                       |                 |                 |     | 200 cc: M2V                           | L-86            | L-9G            | 0,5 |
|   | L-90/<br>L-89CM | L-9G            | 0,5 | 125 cc: Pullmann, VM125               | L-86            | L-9G            | 0,5 |
| <b>MANURHIN</b>                         |                 |                 |     | 112 cc: Dolina, Castor                | L-86            | L-9G            | 0,5 |
| 74 cc                                   | L-86            | L-9G            | 0,5 | <b>MONTESA</b>                        |                 |                 |     |
| <b>MATCHLESS</b>                        |                 |                 |     | 360 cc: Cappa GP, Scrambler           | N-57R           | N-57G/<br>N-82G | 0,5 |
| 750 cc: G15, G15CS, G15CSR              | N-6Y            | N-4G            | 0,5 | Cappa 360 VA/VB                       | N-60R           | N-59G/<br>N-84G | 0,5 |
| 500 cc: G80 Major                       | N-4             | N-4G            | 0,5 | Enduro 360                            | N-2             | N-2G            | 0,5 |
| G80CS Marksman, G85CS                   | N-57R           | N-57G/<br>N-82G | 0,4 | Cota 348, T                           | N-12Y           |                 | 0,5 |
| <b>MERCURY</b>                          |                 |                 |     | 250 cc: Cota 247, T                   | L-85            | L-9G            | 0,5 |
| 98 cc: Grey Streak                      | L-86            | L-9G            | 0,5 | Cappa 250, 250MX & GP                 | L-60R           | L-3G            | 0,5 |
| <b>METALURGIA CASAL</b>                 |                 |                 |     | Impala Sport, Scorpion                | L-5             | L-4G            | 0,5 |
| K192, KS84SS, K164                      | L-86            | L-9G            | 0,5 | Competition Kit                       | L-60R           | L-3G            | 0,5 |
| K191A                                   | L-86/<br>L-89CM | L-9G            | 0,5 | Cappa VA250, VB250                    | N-57R           | N-57G/<br>N-82G | 0,5 |
| K191, K191-G, K185                      | L-78            | L-4G            | 0,5 | King Scorpion, Rapita 250             |                 |                 |     |
| K181, K184, K187, K190, K190GB          | L-81/<br>L-82   | L-6G            | 0,5 | Automix, Enduro 250, H, K             | N-3             | N-3G            | 0,5 |
| K188 Cross, K181S, K182S, K184S         | L-78            | L-4G            | 0,5 | 175 cc: Impala Turismo, Impala        |                 |                 |     |
| K185S, K188 Enduro                      | L-78            | L-4G            | 0,5 | Comando, Kenya 175, Texas 175         | L-86            | L-9G            | 0,5 |
| K180, K165                              | L-86            | L-9G            | 0,5 | Impala Sport                          | L-5             | L-4G            | 0,5 |
| K166, K167, K168, K177, K190-NL,        |                 |                 |     | Cota 172                              | N-4             | N-4G            | 0,6 |
| K190-SW, K196                           | L-86/<br>L-89CM | L-9G            | 0,5 | 125 cc: Cappa 125MX                   | L-60R           | L-3G            | 0,5 |
| K197, K187SS                            | L-86            | L-9G            | 0,5 | Cappa 125 VA, VB                      | N-54R           | N-55G/<br>N-80G | 0,5 |
| K166 Boss, K168 Boss                    | L-86/<br>L-89CM | L-9G            | 0,5 | Enduro 125                            | N-3             | N-3G            | 0,5 |
| K166-F, K168-F, K166-C, K168-C          | L-86/<br>L-89CM | L-9G            | 0,5 | Cota 123, 123T                        | N-4             | N-4G            | 0,5 |
| <b>MINARELLI</b>                        |                 |                 |     | 74 cc: Cota 74, 74T                   | N-4             | N-4G            | 0,5 |
| 125 cc: 125 Cross, Regolarità           | N-60R           | N-84G           | 0,4 | Enduro 75                             | N-3             | N-3G            | 0,5 |
| 125/6 Regolarità, 125/5 Cross 76...     |                 | N-57G/<br>N-82G | 0,5 | 50 cc: Mini Montesa, Rapita 50S,      |                 |                 |     |
| 50 cc: V1, V1A, V1-KS, E2, G1, V2       | L-89CM/<br>L-86 | L-9G            | 0,5 | Scorpion 50R, Cota 49, Cota 25        |                 |                 |     |
| P680, P3N, P3A, P4, P4A, P6             | L-81/<br>L-82   | L-6G            | 0,5 | (A, C)                                | L-82/<br>L-89CM |                 | 0,5 |
| P4R, P6R, P4CS, P4CSA, P6CS,            |                 |                 |     | Brio 50, Mini-mini 50, Mini 50, Ciclo |                 |                 |     |
| P6CSA                                   | N-4             | N-4G            | 0,5 | Sport Brio 50, Ciclo Montessa 50,     |                 |                 |     |
| P6 Super                                | L-78            | L-4G            | 0,5 | Fura 50                               | L-86            | L-9G            | 0,5 |
| 50 Cross                                |                 | N-57G/<br>N-82G | 0,5 | <b>MORBIDELLI</b>                     |                 |                 |     |
| P6 Competition                          | N-60R           | N-84G           | 0,4 | 125 cc: water cooled                  | N-80G           |                 | 0,5 |







|  | NORM.            | GOLD<br>PALL. |  |  | NORM.                | GOLD<br>PALL.   |  |
|--|------------------|---------------|---|--|----------------------|-----------------|---|
| <b>MOSQUITO</b>  |                  |               |   |  |                      |                 |   |
| L-90/<br>L-89CM  |                  | L-9G          | 0,5   | 100 cc: New 100 (long reach), N32 101<br>New Sport 100 (short reach)   | N-3<br>L-81/<br>L-82 | N-3G<br>L-4G    | 0,5<br>0,5  |
| <b>MOTOBECANE-<br/>MOTOCONFORT</b>   |                  |               |   |  |                      |                 |   |
| 350 cc: 2 & 3-Cylinder engines   | N-3              | N-3G          | 0,5   | 50 cc: 4MP Turbo Speciale, 5ST<br>Speciale   | L-60R                | L-3G            | 0,6   |
| 125 cc: short reach  | L-78             | L-4G          | 0,5   | 3M Turbo, 3CV, 4MP Turbo, 5ST,<br>4MR, 5M, 3M/S Turbo, 4M  | L-81/<br>L-82        | L-4G            | 0,5   |
| long reach   | N-3              | N-3G          | 0,5   | 4M, 6M   | L-86                 | L-9G            | 0,5   |
| Cady, AV42, AV44, AV46, AV49MR,<br>AV49, AV65, AV69, AV88,<br>AV188TC, AV89, EEG, S16, Grand<br>Tourisme & Grand Sport, 50V, 50VL  | L-88A/<br>L-86   | L-9G          | 0,5   | S5, S5K, 3M, 3MK, 3MV, 4MP   | L-86/<br>L-89CM      |                 | 0,5   |
| SP50, SPR, SP90, SP90R, Speciale 98,<br>Speciale TT, AV50S SP94  | L-81/<br>L-82    | L-4G          | 0,5   | M0 Kick, Gyromat, Convert, M01,<br>M02, M03, M04   | N-5                  |                 | 0,5   |
| D89, D50R, D98, D52, D52TT   | L-81/<br>L-82    | L-6G          | 0,5   | <b>MOTO MORINI</b>   |                      |                 |   |
| Moby M1, Mini-moby, M1PR, M1PRT,<br>M1L, AV146   | L-90             | L-9G          | 0,5   | 500 cc: 2-Cylinder engines   | N-4                  | N-4G            | 0,5   |
| Moby Scooter (long reach)  | N-88/<br>N-5     | N-4G          | 0,6   | 350 cc: 3 $\frac{1}{2}$ , 3 $\frac{1}{2}$ Sport  | N-4                  | N-4G            | 0,5   |
| Moby Scooter (short reach)   | L-90             | L-9G          | 0,6   | 250 cc: 1976 →: 250  | N-4                  | N-4G            | 0,5   |
| <b>MOTOBECANE-<br/>MOTOCONFORT-CADY</b>  |                  |               |   |  |                      |                 |   |
| M1, M1PR, X1, X1L, M3PRT, M3PRTS,<br>X75, X7L, H40S, H40TL, H40TS,<br>H50S, H50LC, H40TLC, X7VS,<br>X7AVL, H40VS, H40VL, H50VS,<br>H50VLC, H40VLC, 85L, 88L,<br>88LC, L94TTe, L92N, L93e, 92DL,<br>93DL, L-99c, L-99eF, AV44,<br>AV49, 99Z | L-88A/<br>L-89CM | L-9G          | 0,5   | 175 cc: Tresette, Settebello   | N-4                  | N-4G            | 0,5   |
| Trial  | L-88A            | L-9G          | 0,5   | Tresette Sprint, Corsaro Regolarità  | N-3                  | N-3G            | 0,5   |
| <b>MOTOBI (→ Benelli)</b>  |                  |               |   |  |                      |                 |   |
| <b>MOTO BM</b>   |                  |               |   |  |                      |                 |   |
| 125 cc: Antares Cross, Sideral, Gran<br>Turismo, Antares Gran Turismo  | N-4              | N-4G          | 0,6   | 165 cc: Regolarità   | N-4                  | N-4G            | 0,5   |
| 49 cc: Dai-Dai, Gambalesta 17, 15,<br>Velocino   | L-86             | L-9G          | 0,6   | 150 cc: 150SS, 160R, GT, Corsaro<br>150 & Sport, Corsaro GT 150, Super<br>150 & Sport, Corsaro GT 150, Super | N-4                  | N-4G            | 0,5   |
| Colombina 8, 21, Dog, Zebretta 3,<br>2, 4, Trik-Trak Turbo Export, Wally<br>Turbo Export, Jaquarino Cross,<br>Jaquarino Turismo, Jaquarino Lusso<br>Export   | L-86             | L-9G          | 0,6   | 125 cc: Corsaro Sport Lusso, Super<br>Sport, Country T, Country 125, SL,<br>GT, 125R, Monello                | N-4                  | N-4G            | 0,5   |
| <b>MOTO GUZZI</b>  |                  |               |   |  |                      |                 |   |
| 1000 cc: V1000 Convert, V1000 SP   | N-9Y             |               | 0,5   | 100 cc: Sbarazzino, 100R   | N-3                  | N-3G            | 0,5   |
| 850 cc: 850 Le Mans  | N-7Y             |               | 0,5   | 50 cc: Dollaro   | N-4                  |                 | 0,5   |
| Altri modelli, 850 cc - 1977   | N-9Y             |               | 0,5   | Corsarino ZZ50, Scrambler, Super<br>Scrambler ZT-Z   | N-4                  | N-4G            | 0,5   |
| 750 cc: 750S, V7 (Special, Sport)  | N-9Y             |               | 0,5   | <b>MOTO VESPA [E]</b>  |                      |                 |   |
| 500 cc: Nuovo Falcone, Falcone,<br>Sahara, Ercole  | N-4              | N-4G          | 0,5   | 160 cc: Vespa 160  | L-86                 | L-9G            | 0,5   |
| V50  | N-6Y             |               | 0,6   | 150 cc: Vespa 150  | L-86                 | L-9G            | 0,5   |
| 400 cc: 400GTS   | A-6Y             |               | 0,5   | 125 cc: Vespa 125 T3 Primavera   | L-86                 | L-9G            | 0,5   |
| 350 cc: 350GTS   | A-6Y             |               | 0,5   | 75 cc: Vespa 75  | L-81/<br>L-82        | L-6G            | 0,5   |
| V35  | N-6Y             |               | 0,6   | 50 cc: Vespino TN, GL, GS, TS  | L-86/<br>L-89CM      |                 | 0,5   |
| 250 cc: 254  | Z-6              |               | 0,6   | Vespino TL, Rally, Lujo  | L-89CM               | L-9G            | 0,5   |
| 250TS  | N-3              | N-3G          | 0,5   | 125 cc: Gilera 125 GR I, GT I, GT 2  | N-4                  |                 | 0,5   |
| 125 cc: Turismo, Tutto Terreno   | N-3              | N-3G          | 0,5   | 75 cc: Gilera 75 (Cross, Enduro)   |                      | N-57G/<br>N-82G | 0,5   |
| 110 cc: Lario  | L-86             |               | 0,5   | 50 cc: Gilera 50 (RS, RL, RA, RE)  | N-5                  |                 | 0,5   |
| 75 cc: Dingo-Ranchera  | L-86             |               | 0,5   | <b>MOTO VILLA</b>  |                      |                 |   |
| 50 cc: Nibbio, Cross   | N-4              | N-4G          | 0,5   | 450 cc: 350 Six Days   | N-2                  | N-2G            | 0,5   |
| Dingo, Trotter, Furgino  | L-86/<br>L-89CM  | L-9G          | 0,5   | 380 cc: 350 Cross  | N-2                  | N-2G            | 0,5   |
| Chiu, Magnum   | N-8              |               | 0,5   | 308 cc: Everest 348 Trial  | N-9Y                 |                 | 0,6   |
| <b>MOTO MERIDEN (→ Triumph)</b>  |                  |               |   |  |                      |                 |   |
| <b>MOTORI MORINI FRANCO</b>  |                  |               |   |  |                      |                 |   |
| 125 cc: 125 S, 125 GT, Strade  | N-3              | N-3G          | 0,6   | 250 cc: 250 Cross, Six Days  | N-2                  | N-2G            | 0,5   |
| 125 Trial  | N-9Y             |               | 0,5   | 125 cc: 125 Cross Canguro  | N-2                  | N-2G            | 0,5   |
|  |                  |               |   | <b>MOVESA-PEUGEOT [E] (→<br/>Peugeot)</b>  |                      |                 |   |
|  |                  |               |   | <b>MUNCH 4</b>   |                      |                 |   |
|  |                  |               |   | 1200 cc: Mammot 1200 TTS   | N-60Y                | N-59G/<br>N-84G | 0,6   |
|  |                  |               |   | 1000 cc: Mammot 1000 TTS   | N-60Y                | N-59G/<br>N-84G | 0,6   |
|  |                  |               |   | <b>MUSTANG</b>   |                      |                 |   |
|  |                  |               |   | TT Super, Cross Special  | L-81/<br>L-82        | L-6G            | 0,5   |
|  |                  |               |   | Mamba  | L-81/<br>L-82        | L-6G            | 0,5   |
|  |                  |               |   | <b>M.V. AGUSTA</b>   |                      |                 |   |
|  |                  |               |   | 750 cc: Four, 4C75   | N-3                  |                 | 0,5   |
|  |                  |               |   | 750 GT, 750S, 750 GTS, 750<br>Sport, America   | N-2                  |                 | 0,5   |
|  |                  |               |   | 600 cc: Four, 199, 4C6   | N-3                  |                 | 0,5   |
|  |                  |               |   | 350 cc: 350 B T-S, GT, Scrambler,<br>Sport   | N-3                  |                 | 0,5   |
|  |                  |               |   | 250 cc: Raid   | L-81/<br>L-82        |                 | 0,5   |
|  |                  |               |   | 250B   | N-3                  |                 | 0,5   |







|   | NORM.         | GOLD<br>PALL. |  |  | NORM.            | GOLD<br>PALL.   |  |
|---|---------------|---------------|---|--|------------------|-----------------|---|
| 235 cc: Tevere, TT  | N-3           |               | 0,5   | <b>OSSA</b>                                      |                  |                 |   |
| 175 cc: 175CS   | L-81/<br>L-82 |               | 0,5   | 500 cc: Yankee, 500 SS                           | N-3              | N-3G            | 0,6   |
| 175CST, L   | N-8           |               | 0,5   | 350 cc: Explorer 350, Trial 350                  | N-9Y             | N-4G            | 0,6   |
| 125 cc: 125S, GT, GTL, GTLS, TRA-<br>TRL, E, Centomila, Turismo EL,<br>Regolarità | L-78          |               | 0,5   | Super Pioneer 350                                | N-3              | N-3G            | 0,6   |
| 50 cc: Germano Turismo  | L-85          |               | 0,5   | 250 cc: Trial Explorer                           | N-9Y             | N-4G            | 0,6   |
| Germano Sport   | L-78          |               | 0,5   | Enduro 250, American Enduro                      | N-3              | N-3G            | 0,6   |
| Mini Bike Racing  | L-86          |               | 0,5   | Moto-cross, Desert 250                           | N-2              | N-2G            | 0,6   |
|   |               |               |   | 250 Sport, Turismo, Super Pioneer,<br>Trofes 250 | N-3              | N-3G            | 0,6   |
|   |               |               |   | Phantom 250                                      | N-57R            | N-57G/<br>N-82G | 0,6   |
| <b>M.Z.</b>   |               |               |   | Phantom AS 250                                   | N-57R            | N-57G/<br>N-82G | 0,6   |
| 250 cc: ES 250/2 Trophy, Trophy   |               |               |   | 250 E7 "6 Dias"                                  | N-3              | N-3G            | 0,6   |
| Deluxe  | L-82          | L-6G          | 0,5   | 230 cc: 230 TR                                   | N-88             | N-3G            | 0,6   |
| ETS 250 Trophy-Sport  | L-78          | L-4G          | 0,5   | Explorer 230, Trial 230                          | N-9Y             | N-4G            | 0,6   |
| ETS 250 I.G.  | L-78          | L-4G          | 0,5   | Super Pioneer 230                                | N-3              | N-3G            | 0,6   |
| TS 250 Sport  | L-78          | L-4G          | 0,5   | 175 cc: 175 Sport, Super Pioneer                 | N-3              | N-3G            | 0,6   |
| TS 250/1 Supa 5   | L-82          | L-6G          | 0,5   | Phantom AS 175                                   | N-57R            | N-57G/<br>N-82G | 0,6   |
| 175 cc: ES 175/2 Trophy   | L-78          | L-4G          | 0,5   | Enduro & American, 6 Dias                        | N-3              | N-3G            | 0,6   |
| 150 cc: ES 150/1 Trophy, Super  | L-82          | L-6G          | 0,5   | Moto Cross                                       | N-57R            | N-57G/<br>N-82G | 0,6   |
| ETS 150   | L-78          | L-4G          | 0,5   | 160 cc: 160 GT T2                                | N-4              | N-4G            | 0,6   |
| ETS 150 Trophy-Sport  | L-78          | L-4G          | 0,5   | 150 cc: Phantom 150                              | N-3              | N-3G            | 0,6   |
| TS 150  | L-82          | L-6G          | 0,5   | 125 cc: Moto-cross                               | N-2              | N-2G            | 0,6   |
| TS 150 Sport  | L-82          | L-6G          | 0,5   | 125 Super Pioneer, Enduro                        | N-3              | N-3G            | 0,6   |
| 125 cc: ES 125/1 Trophy   | L-82          | L-6G          | 0,5   | Phantom AS 125                                   | N-57R            | N-2G            | 0,6   |
| TS 125 Alpine   | L-82          | L-6G          | 0,5   | 50 cc: Ossita 50                                 | L-90             | L-9G            | 0,5   |
| TS 125  | L-82          | L-6G          | 0,5   |  |                  |                 |   |
| 50 cc: Simson S50B  | L-82          | L-6G          | 0,5   |  |                  |                 |   |
|   |               |               |   | <b>PARILLA</b>                                   |                  |                 |   |
| <b>NEGRINI</b>  |               |               |   | 150 cc:  | N-3              | N-3G            | 0,5   |
| Harvard   | N-5           |               | 0,5   | 125 cc:  | N-88/<br>N-5     | N-4G            | 0,5   |
|   |               |               |   | 48 cc:   | L-90             | L-9G            | 0,5   |
| <b>NEVAL</b>  |               |               |   | <b>PENTON (→ KMT-Penton)</b>                     |                  |                 |   |
| 125 cc: Elt, Trail, Elt Sports,<br>Scrambles                                      | L-81/<br>L-82 | L-6G          | 0,5   | 125 cc: Six-day Enduro, alloy, Six-day           | L-78             | L-4G            | 0,5   |
| Trials, Commuter  | L-85          |               | 0,5   | 100 cc: Berkshire Enduro, alloy, Enduro          | L-78             | L-4G            | 0,5   |
|   |               |               |   |  |                  |                 |   |
| <b>NORTON</b>   |               |               |   | <b>PEUGEOT</b>                                   |                  |                 |   |
| 850 Mk IA   | N-9Y          | N-4G          | 0,5   | 175 cc: 176 Grand Sport                          | N-3              | N-3G            | 0,5   |
| 750 cc: Commando Fastback,<br>Commando S, Commando                                |               |               |   | 155 cc: P155, P156                               | L-85             | L-9G            | 0,5   |
| Roadster  | N-7Y*         | N-4G          | 0,6   | 150 cc: 150 cc:                                  | L-85             | L-9G            | 0,5   |
| *Fast driving   | N-6Y          | N-3G          | 0,6   | 125 cc: 125 cc:                                  | L-86             | L-9G            | 0,5   |
| 745 cc: Atlas, Ranger P11A  | N-6Y          | N-3G          | 0,6   | 100 cc: 100 cc, 5-52-53                          | L-90             | L-9G            | 0,5   |
| 650 cc: Mercury   | N-4           | N-4G          | 0,4   | TSA, GL10  | L-88A/<br>L-89CM | L-9G            | 0,5   |
|   |               |               |   | SX-5T [E]  | L-86             | L-9G            | 0,5   |
| <b>N.S.U.</b>   |               |               |   | All models: 101, 102, 103, 104                   | L-88A/<br>L-89CM | L-9G            | 0,5   |
| 500 cc: Consul 20TS, Super Luxe   | L-86          | L-9G          | 0,7   | GT10F3, SX5                                      | L-88A            | L-9G            | 0,5   |
| Super Max, Super Fox  | L-81/<br>L-82 | L-6G          | 0,7   | GT 10  | L-88A            |                 | 0,5   |
| Max N, L & Special  | L-81/<br>L-82 | L-6G          | 0,7   | 102B, 104B, 104C, 104T, 104VN [E]                | L-88A/<br>L-89CM | L-9G            | 0,5   |
| 300 cc: Consul 1 OS-T351  | L-86          | L-9G          | 0,7   | S55, S157  | L-86             | L-9G            | 0,5   |
| 350 cc: OHC   | L-86          | L-9G          | 0,5   |  |                  |                 |   |
| 250 cc: 251 OSL, Max, Super Max   | L-86          | L-9G          | 0,5   | <b>PIAGGIO (Moto Vespa)</b>                      |                  |                 |   |
| D251 OSL, 175 ZD  | K-9/<br>UK-10 | K-8G          | 0,5   | 200 cc: Vespa Rally 200, P200E                   | N-4              | N-4G            | 0,5   |
| 200 cc: 210 ZDB, 14 mm Ø  | L-86          | L-9G          | 0,5   | 150 cc: Vespa 150 Sprint (Veloce,<br>Super)      | L-86             | L-9G            | 0,5   |
| 201 DSL, 201 ZD Pony  | K-9/<br>UK-10 | K-8G          | 0,5   | 125 cc: Vespa 125 PX, ET3, Super,<br>TS, GTR     | L-86             | N-4G            | 0,5   |
| Super Lux   | L-86          | L-9G          | 0,5   | Primavera  | L-81/<br>L-82    | L-6G            | 0,5   |
| 175 cc: Max, Prima  | L-81/<br>L-82 | L-6G          | 0,5   | 90 cc: Vespa 90                                  | L-81/<br>L-82    |                 | 0,5   |
| 150 cc: Prima   | L-81/<br>L-82 | L-6G          | 0,5   | 50 cc: Vespa 50 R, Special                       | L-86/<br>L-89CM  |                 | 0,5   |
| 125 cc: Fox 51-55, Super Fox  | L-86          | L-9G          | 0,5   | Vespa 50S  | L-81/<br>L-82    |                 | 0,5   |
| 98 cc: Quick  | UK-10         | K-12G         | 0,5   | Cia, Boxer, Bravo (all other models)             | L-90/<br>L-89CM  |                 | 0,5   |
|   |               |               |   |  |                  |                 |   |
| <b>NVT</b>  |               |               |   | <b>PLANET</b>                                    |                  |                 |   |
| Easy Rider  | N-5           | N-4G          | 0,5   | All models 2 stroke                              | L-86             | L-9G            | 0,5   |
| Rambler 125   | N-2           | N-2G          | 0,6   |  |                  |                 |   |
| Rambler 175   | N-3           | N-3G          | 0,6   |  |                  |                 |   |
| Ranger  | N-5           | N-4G          | 0,5   |  |                  |                 |   |
|   |               |               |   |  |                  |                 |   |
| <b>OGLAND</b>   |               |               |   |  |                  |                 |   |
| eng.: Sachs MA50/2, MA50/3  | L-89CM        | L-9G          | 0,5   |  |                  |                 |   |





|   | NORM.            | GOLD<br>PALL. |  |   | NORM.                           | GOLD<br>PALL.   |  |
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| <b>PLANETA</b> ( → Cossack)                                       |                  |               |   | 49 cc: Confort 402, 403, GT404,<br>TT404 .....  | L-81/<br>L-82<br>L-86           |                 | 0,5   |
| <b>PRIOR</b>  |                  |               |   | Confort 501, GT504, TT504 .....   |                                 | L-9G            | 0,5   |
| 173 cc: K175 .....  | UK-10            | K-12G         | 0,5   | <b>RIZZATO</b>  |                                 |                 |   |
| 50 cc: Sachs .....  | L-78             | L-4G          | 0,5   | Califfo, Califfo Super, Califfo de luxe,<br>Ringo Turismo, Mini Califfo.....  | L-90/<br>L-89CM<br>L-81<br>L-82 |                 | 0,5   |
| <b>PROMOT</b>   |                  |               |   | Super Sprint, Cross 6V .....  |                                 |                 | 0,5   |
| 125 cc: .....   | L-86             | L-9G          | 0,6   | <b>ROTAX</b>  |                                 |                 |   |
| <b>PUCH</b> (Steyr-Daimler-Puch) ( → page 44)                     |                  |               |   | 125 .....   | L-86                            | L-9G            | 0,5   |
| 250 cc: 250SG, 250 .....  | L-86             | L-9G          | 0,5   | 18 mm Ø .....   | D-16                            |                 | 0,5   |
| 250 GS .....  | N-2              | N-2G          | 0,5   | <b>ROYAL ENFIELD</b>  |                                 |                 |   |
| MC250 .....   | N-3              | N-3G          | 0,5   | 750 cc: Interceptor .....   | N-4                             | N-4G            | 0,5   |
| 175 cc: MC175, MC175-4, MC175-5,<br>175 GS .....                  |                  | N-2G          | 0,5   | 350 cc: Bullet 1/2" reach .....   | L-85                            | L-9G            | 0,5   |
| 175 SV .....  | L-85             | L-9G          | 0,6   | Bullet 3/4" reach .....   | N-5                             | N-4G            | 0,5   |
| 175 SVS .....   | L-81/<br>L-82    | L-6G          | 0,5   | <b>SACHS</b>  |                                 |                 |   |
| 125 cc: M125 short reach .....                                    | L-5              | L-4G          | 0,6   | 350 cc: GS 350, MC 350 .....  |                                 | N-57G           | 0,5   |
| GS 125 .....  |                  | N-2G          | 0,5   | 250 cc: GS 250, MC 250 .....  |                                 | N-57G/<br>N-82G | 0,5   |
| long reach .....  | N-3              | N-3G          | 0,5   | 200 cc: Type 200.....   | K-9                             | K-8G            | 0,5   |
| Trial, Trail .....  | N-3              | N-3G          | 0,5   | 175 cc: Type 175.....   | UK-10                           | K-12G           | 0,5   |
| MC125S .....  | N-2              | N-2G          | 0,6   | GS 175, MC 175.....   |                                 | N-57G/<br>N-82G | 0,5   |
| 125 cc: RL 125 .....  | L-86             | L-9G          | 0,6   | 150 cc: Type 150.....   | UK-10                           | K-12G           | 0,5   |
| 50 cc: VZ50-4, M50SE .....  | L-86             | L-9G          | 0,5   | 125 cc: Moto-cross, Enduro, Cross<br>country .....  | L-78*                           | L-4G            | 0,5   |
| GS 50 .....   |                  | L-2G          | 0,5   | *Hard driving .....   | L-57R                           | L-2G            | 0,4   |
| M50 Sport, M50 Jet, SDR, R50V ..                                  | L-78             | L-4G          | 0,5   | GS 125, MC 125 .....  |                                 | N-57G/<br>N-82G | 0,5   |
| MS50L, US50-4, U250 .....   | L-86             | L-9G          | 0,5   | 100 cc: Moto-cross, Enduro, Cross<br>country .....  | L-78*                           | L-4G            | 0,5   |
| Mofa Maxi, X30 .....  | L-88A/<br>L-89CM | L-9G          | 0,5   | *Hard driving .....   | L-57R                           | L-2G            | 0,4   |
| Mofa Maxi [DK] .....  | H-12             |               | 0,5   | 100/2 .....   | D-16                            |                 | 0,5   |
| Mofa Maxi [D] [S] [CH] .....                                      | L-90             |               | 0,5   | 100/3 .....   | UK-10                           | K-12G           | 0,5   |
| Mofa Maxi [NL] [F] [A] [SF]<br>[GB] .....                         | L-88A/<br>L-86   |               | 0,5   | 80 cc: Sport, Grand Sport<br>eng. MA50/2, MA50/3, MA50/4, 502,<br>503, 504, 505 [DK] [SF] [N] [S]<br>[NL] [D] ..... | L-86/<br>L-89CM                 | L-9G            | 0,5   |
| <b>PUCH-AVELLO</b>  |                  |               |   | Other countries .....   | L-86                            | L-9G            | 0,5   |
| Cobra Super Espana .....  | L-85/<br>L-82    |               | 0,5   | 50S, 50A, 80S, 1251/5A.....   | L-78                            | L-4G            | 0,5   |
| Cobra 6C (Alemania, Espana) .....                                 | L-86             |               | 0,5   | 50 SW .....   | N-2                             |                 | 0,5   |
| Cobra T/75 X-30, X20.....   | L-86/<br>L-89CM  |               | 0,5   | 1251/6B .....   | L-77J                           |                 | 0,5   |
| Minicross, Minicross Super .....                                  | L-86             |               | 0,5   | <b>SANGLAS</b>  |                                 |                 |   |
| Gacela Borrasca, Cobra TX30 .....                                 | L-86/<br>L-89CM  |               | 0,5   | 500S .....  | N-9Y                            |                 | 0,6   |
| <b>PYRKIJA</b>  |                  |               |   | 400 & 350 cc .....  | N-9Y                            |                 | 0,5   |
| DKW, Zundapp (eng. ) .....  | L-86             | L-9G          | 0,5   | <b>SAROLEA</b>  |                                 |                 |   |
| HMW (eng. ) .....   | L-90/<br>L-89CM  | L-9G          | 0,5   | HMW 50N .....   | L-86                            | L-9G            | 0,5   |
| <b>RABBIT</b>   |                  |               |   | <b>S.C.O.</b>   |                                 |                 |   |
| 1/2" reach .....  | L-90/<br>L-89CM  | L-9G          | 0,5   | Super, Racer, Minor, Popular,<br>Transporter .....  | L-86                            | L-9G            | 0,5   |
| 3/8" reach .....  | J-6              | UJ-7G         | 0,5   | <b>SCOTT</b>  |                                 |                 |   |
| <b>RABENEICK</b>  |                  |               |   | 595 cc: Flying Squirrel.....  | L-85                            | L-9G            | 0,5   |
| .....   | L-86             | L-9G          | 0,5   | 344 cc: racer .....   | L-57R                           | L-2G            | 0,4   |
| <b>RALEIGH</b>  |                  |               |   | <b>SEMIAC</b>   |                                 |                 |   |
| RM6 Runabout .....  | L-86/<br>L-89CM  | L-9G          | 0,5   | VAP 610 .....   | L-90/<br>L-89CM                 | L-9G            | 0,6   |
| <b>RCA</b>  |                  |               |   | <b>SERVETA-HONDA</b>  |                                 |                 |   |
| 350 cc: Twin .....  | L-86             | L-9G          | 0,5   | Honda 50 [E] .....  | Z-10                            | Z-10G           | 0,5   |
| <b>REX</b>  |                  |               |   | PC 50 Super .....   | Z-10                            |                 | 0,5   |
| eng. : Sachs MA50/2, MA50/3, MA50/<br>4, 502, 503, 504, 505 ..... | L-86/<br>L-89CM  | L-9G          | 0,5   | PS 50 (Combi, Turismo, Deportivo) ...   | Z-10                            |                 | 0,5   |
| <b>RICKMAN</b>  |                  |               |   |   |                                 |                 |   |
| 250 cc: Moto-cross .....  | L-77J            | L-3G          | 0,5   |   |                                 |                 |   |
| 125 cc: Micro Metisse (Zundapp) .....                             | L-57R            | L-2G          | 0,4   |   |                                 |                 |   |
| 100 cc: Micro Metisse (Hodaka).....                               | J-4              | UJ-7G         | 0,5   |   |                                 |                 |   |
| <b>RIEJU</b>  |                  |               |   |   |                                 |                 |   |
| 75 cc: TT406 .....  | L-81/<br>L-82    |               | 0,5   |   |                                 |                 |   |







|                                      | NORM.           | GOLD PALL.      |     |  | NORM.         | GOLD PALL.      |     |
|--------------------------------------|-----------------|-----------------|-----|--|---------------|-----------------|-----|
| <b>SERVETA</b> (→ Lambretta)         |                 |                 |     | TS 125C $\frac{3}{4}$ " reach          | N-3           | N-3G            | 0,6 |
| <b>SILK</b>                          |                 |                 |     | K 125                                  | L-87Y         | L-9G            | 0,6 |
| Silk 700S                            | L-78            | L-4G            | 0,5 | TM125                                  | N-2           | N-2G            | 0,5 |
| <b>S.I.S.</b>                        |                 |                 |     | RM125, B, C                            | N-2           | N-59G/<br>N-84G | 0,6 |
| 50 cc: V5 Turismo                    | L-78            | L-4G            | 0,5 | 120 cc: KT120, B100, B105P             | J-4J          | UJ-7G           | 0,5 |
| <b>SOLEX</b> (→ Velosolex)           |                 |                 |     | TC120 II, TC120MR II                   | L-78          | L-4G            | 0,5 |
| <b>SOLIFER</b>                       |                 |                 |     | B120                                   | L-81Y         | L-6G            | 0,5 |
| eng.: Anker-Laura F38                | L-86/<br>L-89CM | L-9G            | 0,5 | B120 M                                 | L-87Y         | L-9G            | 0,6 |
| Berini, Express, Pluvier             | L-86            | L-9G            | 0,5 | 100 cc: AC100, AS100                   | L-78          | L-4G            | 0,5 |
| Tomos                                | L-78            | L-4G            | 0,5 | GT100, GP100                           | L-78          | L-4G            | 0,6 |
| <b>SOLO</b>                          |                 |                 |     | RM100, B, C                            | N-2           | N-59G/<br>N-84G | 0,5 |
| Mofa Motor Type 236                  | L-89CM          |                 | 0,5 | TS 100 A/B, GT100                      | L-78          | L-4G            | 0,6 |
| Moped Motor Type 237                 | L-86            |                 | 0,5 | TS 100 C                               | N-3           | N-3G            | 0,6 |
| Mofas 712, 713, 725, 726             | L-86/<br>L-88A  |                 | 0,5 | TC 100, FA                             | L-78          | L-4G            | 0,7 |
| <b>SPARTA</b>                        |                 |                 |     | A100RT                                 | N-2           | N-2G            | 0,4 |
| JLO FP50, TV-G50                     | L-86            | L-9G            | 0,5 | A100K, A100, TC100                     | L-81/<br>L-82 | L-6G            | 0,6 |
| JLO Piano G50AV, GE50                | L-86            | L-9G            | 0,5 | A100 M                                 | L-87Y         | L-9G            | 0,6 |
| MB50, MC50 & M23                     | L-90/<br>L-89CM | L-9G            | 0,5 | TC100K short reach                     | L-78          | L-4G            | 0,5 |
| <b>STEEN</b>                         |                 |                 |     | TC100K long reach                      | N-3           | N-3G            | 0,5 |
| 100 cc: F-100 Series (Hodaka)        | J-4             | UJ-7G           | 0,5 | 90 cc: TS-90 Honcho, TC-90, Blazer     | L-78          | L-4G            | 0,5 |
| <b>STEYR-DAIMLER-PUCH</b> (→ PUCH)   |                 |                 |     | RV 90                                  | L-87Y         | L-9G            | 0,6 |
| <b>SUN</b> (→ Villiers)              |                 |                 |     | K 90                                   | L-92Y         | L-9G            | 0,6 |
| <b>SUZUKI</b> (→ page 44)            |                 |                 |     | 80 cc: All models Series "K"           | J-4J          | UJ-7G           | 0,5 |
| 1000 cc: GS 1000                     | N-4             | N-4G            | 0,7 | FR 80, FR 80K                          | L-92Y         | L-9G            | 0,6 |
| 750 cc: GS 750B/DB                   | N-3             | N-3G            | 0,7 | RM 80                                  | N-2           | N-59G/<br>N-84G | 0,7 |
| GT 750A/B                            | N-3             | N-3G            | 0,7 | 75 cc: TM 75, CM 75                    | L-78          | L-4G            | 0,6 |
| 550 cc: GT550A/B, GS 550DB           | N-4             | N-4G            | 0,7 | RV75                                   | L-87Y         |                 | 0,6 |
| 500 cc: T500R Titan, GT 500 A        | L-81/<br>L-82   | L-6G            | 0,6 | 70 cc: FR 70                           | L-86          | L-9G            | 0,5 |
| T500 Titan, T500-2, Mk II, Mk III    | L-78            | L-4G            | 0,5 | 55 cc: M30, M31                        | J-4J          | UJ-7G           | 0,5 |
| RG500, RG3                           | E56R            |                 |     | 50 cc: FR 50                           | L-92Y         | L-9G            | 0,6 |
| 400 cc: TM400R Cyclone, TS 400       | N-3             | N-3G            | 0,6 | TS50, AC50                             | L-82          | L-6G            | 0,7 |
| GS 400B                              | N-3             | N-3G            | 0,7 | RM50, Landie                           | L-92Y         |                 | 0,6 |
| 380 cc: GT 380 M/A/B                 | N-3             | N-3G            | 0,7 | RV50, OR50                             | L-87Y         | L-9G            | 0,7 |
| 370 cc: SP 370                       | A-8Y            |                 | 0,7 | Suzy 50                                | J-4J          |                 | 0,5 |
| RM 370                               | N-2             | N-2G            | 0,7 | Suzy Mk II, F50 Scooterette, RG50      | L-86          | L-9G            | 0,5 |
| 350 cc: T350 II Rebel                | L-81/<br>L-82   | L-6G            | 0,5 | K50, F50 Cutlass, MT 50R Trial         | L-87Y         | L-6G            | 0,6 |
| 300 cc: T305, TC30R, Rebel           | L-78            | L-4G            | 0,5 | Hopper, GT50                           |               |                 |     |
| 250 cc: PE250                        | N-2             | N-2G            | 0,6 | A50, AP50, AS50, AC50 Mk II,           |               |                 |     |
| RM 250, B, C                         | N-3             | N-3G            | 0,6 | Maverick, CM50                         | L-78          | L-4G            | 0,5 |
| T20, T250, TC250, T250 II, T250J     | L-78*           | L-4G            | 0,5 | A50P, A50KB, A50PB, A50M, M50          | L-82Y         | L-6G            | 0,6 |
| *Fast driving                        | L-60R           | L-3G            | 0,4 | GT50K, FR80K, FM50, JR50,              |               |                 |     |
| RL 250, TS 250                       | N-4             | N-4G            | 0,6 | FZ50, FY50                             | L-92Y         | L-9G            | 0,6 |
| TS250R, GT250, TM250M.A,             |                 |                 |     | TS 50R Gaucho, U 50                    | L-81/<br>L-82 | L-6G            | 0,5 |
| GT 250A/B/C                          | N-3             | N-3G            | 0,7 | <b>S.W.M.</b>                          |               |                 |     |
| GT 250X7                             | N-2/<br>N-2G    |                 | 0,7 | Guanaco 320 TL, MTL                    | N-10Y         |                 | 0,5 |
| TS 250M                              | N-4             | N-4G            | 0,7 | Alpaca 125 TL                          | N-10Y         |                 | 0,5 |
| TS 250A/B                            | N-3             | N-3G            | 0,7 | RS250                                  |               | N-59G/<br>N-84G | 0,5 |
| RH 250                               |                 | N-59G/<br>N-84G | 0,6 | RS 175 GS                              |               | N-59G/<br>N-84G | 0,5 |
| 200 cc: T200, TC200                  | L-78            | L-4G            | 0,5 | RS 125 GS, R2 125 MC                   |               | N-59G/<br>N-84G | 0,5 |
| 185 cc: TS185R Sierra, TS185M/B,     |                 |                 |     | <b>TAARNBY:</b>                        |               |                 |     |
| TC185                                | L-82            | L-6G            | 0,7 | All models                             | L-86          | L-9G            | 0,5 |
| TS185C                               | N-6Y            |                 | 0,6 | <b>TEMPO</b>                           |               |                 |     |
| GT185A/B                             | L-78            | L-4G            | 0,6 | Tempo Sprint 820                       | L-78*         | L-4G            | 0,5 |
| 175 cc: PE175                        |                 | N-2G            | 0,6 | *High speed                            | L-77J         | L-2G            | 0,5 |
| 125 cc: T125 If Stinger, 125J        | L-78            | L-4G            | 0,5 | 100 cc: Fighter 220, Fighter 230       | L-78*         | L-4G            | 0,5 |
| GP125                                | L-78            | L-4G            | 0,6 | *High speed                            | L-77J         | L-2G            | 0,5 |
| GT125A                               | L-78            | L-4G            | 0,6 | Saxonette, Automatic, Corvette 290,    |               |                 |     |
| RV125A, TS125A/B $\frac{1}{2}$ reach | L-78            | L-4G            | 0,6 | Corvette 380, Panier 360               | L-81/<br>L-82 | L-6G            | 0,5 |
| RV 125, TS 125 $\frac{3}{8}$ " reach | J-6J            | UJ-7G           | 0,5 | <b>TOMOS</b>                           |               |                 |     |
|                                      |                 |                 |     | 49 cc: ST50, 50VS, 14 VN               | L-78          | L-4G            | 0,5 |
|                                      |                 |                 |     | T12, Automatic NT, 3, 3K, APN4,        |               |                 |     |
|                                      |                 |                 |     | 4H                                     | L-86          | L-9G            | 0,5 |
|                                      |                 |                 |     | 14 TLC, TLS                            | L-81/<br>L-82 | L-6G            | 0,5 |
|                                      |                 |                 |     | 15 SL, SLC, 15 Sprint, Cross 50 Junior | L-78          | L-4G            | 0,5 |





|                                       | NORM.            | GOLD<br>PALL. |  |                                  | NORM.          | GOLD<br>PALL.   |  |
|---------------------------------------|------------------|---------------|---|----------------------------------|----------------|-----------------|---|
| <b>TORROT</b>                         |                  |               |   |                                  |                |                 |   |
| 49 cc: Sport, GS, Mustang, Grancross  |                  |               |   | 346 cc: 14B, 27B                 | K-17           |                 | 0,5   |
| Panther, Trial Cross                  | L-86             | L-9G          | 0,5   | 324 cc: 3T Twin                  | L-81/<br>L-82  | L-6G            | 0,5   |
| 49 Mini, Maxi, Turismo, City          | L-90/<br>L-89CM  |               | 0,5   | 250 cc: 4T Twin                  | L-81/<br>L-82  | L-6G            | 0,5   |
| <b>TOYOTA</b>                         |                  |               |   |                                  |                |                 |   |
| Starflite, GTS, Bronco, City, HS50,   |                  |               |   | 249 cc: Mk XIVA                  | K-17           |                 | 0,5   |
| Starflite VA, Tramp                   | L-89CM           | L-9G          | 0,5   | 2T Twin                          | L-86           | L-9G            | 0,5   |
| <b>TRIMAK</b>                         |                  |               |   |                                  |                |                 |   |
| 50 cc: Motocarro                      | L-86             | L-9G          | 0,5   | 247 cc: Starmaker (Racing)       | N-54R          | N-55G/<br>N-80G | 0,3   |
| <b>TRIUMPH</b>                        |                  |               |   |                                  |                |                 |   |
| 750 Trident (T150V), (T160)           | N-3              | N-3G          | 0,5   | Starmaker (scrambler)            | N-57R          | N-57G/<br>N-82G | 0,4   |
| 750 Bonneville (T140V), Tiger (TR7RV) | N-3              | N-3G          | 0,5   | Starmaker (Trials)               | L-86           | L-9G            | 0,5   |
| 650 Bonneville 650 (T120)             | N-3              | N-3G          | 0,5   | 246 cc: 33A, 34A, 36A            | N-3            | N-3G            | 0,5   |
| 650 Tiger (TR6R), Trophy (TR6C)       | N-3              | N-3G          | 0,5   | 36A Parkinson conversion         | N-57R          | N-57G/<br>N-82G | 0,4   |
| 500 Daytona 500 (T100R), Trophy 500   | N-3              | N-3G          | 0,5   | 31A/4S, 31A/3S, 32A, 35A, 37A    | L-81/<br>L-82  | L-6G            | 0,5   |
| 500 Trophy Trail (TR5T), TR5MX        | N-3              | N-3G          | 0,5   | 2H                               | L-86           | L-9G            | 0,5   |
| 250 Trophy 250                        | N-3              | N-3G          | 0,5   | 225 cc: 1H                       | L-81/<br>L-82  | L-6G            | 0,5   |
| Moto Meriden 125 cc                   | N-3              | N-3G          | 0,5   | 197 cc: 9E Super Sports          | L-57R          | L-2G            | 0,4   |
| Misc. Cub, T20, S/M, C, T, SL, SH     | L-85             | L-9G          | 0,5   | Super Sports 18 mm Ø             | K-17           |                 | 0,5   |
| <b>TUNTURI</b>                        |                  |               |   |                                  |                |                 |   |
| eng.: Puch VS50, VZ50, VZ50N4         | L-86/<br>L-89CM  | L-9G          | 0,5   | 6E, 7E, 8E, 9E, 10E, 11E         | L-81/<br>L-82  | L-6G            | 0,5   |
| <b>T.W.N.</b>                         |                  |               |   |                                  |                |                 |   |
| 250 cc: BDG250                        | L-85             | L-9G          | 0,5   | Mk 5E                            | K-9            | K-8G            | 0,5   |
| 197 cc: Cornet                        | L-5              | L-4G          | 0,5   | 1E, 2E, 3E                       | K-17           |                 | 0,5   |
| 125 cc: B125, BDG125                  | L-85             | L-9G          | 0,5   | 173 cc: 2L, 3L                   | L-81/<br>L-82  | L-6G            | 0,5   |
| <b>URAL (→Cossack)</b>                |                  |               |   |                                  |                |                 |   |
| <b>VAP</b>                            |                  |               |   |                                  |                |                 |   |
|                                       | L-90/<br>L-89CM  | L-9G          | 0,5   | 148 cc: Mk XXXI C                | L-81/<br>L-82  | L-6G            | 0,5   |
| <b>VASAMA</b>                         |                  |               |   |                                  |                |                 |   |
| Demm (eng.)                           | L-86             | L-9G          | 0,5   | Mk XII C, XV C                   | K-17           |                 | 0,5   |
| <b>VELOCETTE</b>                      |                  |               |   |                                  |                |                 |   |
| MSS 500 Cast iron head                | L-5              | L-4G          | 0,5   | 147 cc: Mk VIII C                | D-16           |                 | 0,5   |
| alloy                                 | N-4              | N-4G          | 0,5   | 30C                              | L-86           | L-9G            | 0,5   |
| Viper Sport, Viper Clubman, Venom     |                  |               |   | 29C, 30C fan cooled              | L-81/<br>L-82  | L-6G            | 0,5   |
| Special, Venom Sport                  | N-4              | N-4G          | 0,5   | 122 cc: 11D                      | L-81/<br>L-82  | L-6G            | 0,5   |
| Viper Special, Venom Clubman, Venom   |                  |               |   | 8D, 9D, 10D, 12D, 13D            | L-86           | L-9G            | 0,5   |
| Endurance, 350 Scrambler, 500         |                  |               |   | 98 cc: De Luxe                   | K-17           |                 | 0,5   |
| Scrambler, Vee-line                   | N-3              | N-3G          | 0,5   | Midget                           | D-16           |                 | 0,5   |
| LE, Valiant, Vogue                    | Z-10             | Z-10G         | 0,5   | Junior                           | L-90/<br>L-10  | L-9G            | 0,5   |
| Venom Thruxton                        | N-3              | N-3G          | 0,5   | 35PD                             | UK-10          | K-12G           | 0,5   |
| <b>VELOSOLEX</b>                      |                  |               |   |                                  |                |                 |   |
| 49 cc: 2200, 3300, Micron             | L-88A/<br>L-89CM | L-9G          | 0,5   | 1F, 2F, 4F, 6F                   | L-86           | L-9G            | 0,5   |
| 3800, 5000 Flash, 6000 Flash          | L-86/<br>L-89CM  |               | 0,5   | 50 cc: Mk III K                  | L-81/<br>L-82  | L-6G            | 0,5   |
| Tenor, 8000                           | N-5              | N-4G          | 0,6   | <b>VOSKHOD (→Cossack)</b>        |                |                 |   |
| <b>VESPA (→Piaggio &amp; Moto)</b>    |                  |               |   |                                  |                |                 |   |
| <b>Vespa [E]</b>                      |                  |               |   |                                  |                |                 |   |
| <b>VICOPED</b>                        |                  |               |   |                                  |                |                 |   |
|                                       | L-90/<br>L-89CM  | L-9G          | 0,5   | <b>YAMAHA</b>                    |                |                 |   |
| <b>VICTORIA</b>                       |                  |               |   |                                  |                |                 |   |
| Vicky 1 & 2                           | L-90/<br>L-89CM  | L-9G          | 0,5   | 1100 cc: XS1100                  | N-8Y           |                 | 0,6   |
| Vicky 3 & 4 Tory, Nicky, Peggy,       |                  |               |   | 750 cc: TX750                    | N-7Y           |                 | 0,5   |
| Preciosa, Avanti-K                    | L-86             | L-9G          | 0,5   | XS750, XS750D                    | N-7Y           |                 | 0,7   |
| <b>VILLIERS</b>                       |                  |               |   |                                  |                |                 |   |
| 353 cc: 28B                           | L-81/<br>L-82    | L-6G          | 0,5   | TZ750                            |                | N-82G           | 0,5   |
|                                       |                  |               |   | 650 cc: TX650, XS1               | N-4            | N-4G            | 0,6   |
|                                       |                  |               |   | XS2                              | N-3            | N-3G            | 0,5   |
|                                       |                  |               |   | XS650                            | N-7Y           |                 | 0,7   |
|                                       |                  |               |   | 500 cc: HL500, IT500, SR500,     |                |                 |   |
|                                       |                  |               |   | TT500, XT500                     | N-7Y           |                 | 0,7   |
|                                       |                  |               |   | SC500                            | N-3            | N-3G            | 0,5   |
|                                       |                  |               |   | TX500                            | A-8Y           |                 | 0,6   |
|                                       |                  |               |   | XS500                            | A-8Y           |                 | 0,7   |
|                                       |                  |               |   | 400 cc: DT400, DT400D            | N-2            | N-2G            | 0,7   |
|                                       |                  |               |   | IT400, YZ400                     |                | N-3G            | 0,5   |
|                                       |                  |               |   | RD400                            | N-3            | N-3G            | 0,5   |
|                                       |                  |               |   | SR400                            | N-7Y           |                 | 0,7   |
|                                       |                  |               |   | XS400                            | N-7Y           |                 | 0,6   |
|                                       |                  |               |   | 360 cc: DT360                    | N-2            | N-2G            | 0,6   |
|                                       |                  |               |   | 360RT, RT3 360                   | N-3            | N-3G            | 0,5   |
|                                       |                  |               |   | XS360, XS360D                    | N-7Y           |                 | 0,7   |
|                                       |                  |               |   | YZ360                            | N-2            | N-2G            | 0,6   |
|                                       |                  |               |   | 350 cc: R-3, R-5, R-5B, R-5F, YR | L-78*          | L-4G            | 0,5   |
|                                       |                  |               |   | *High speed                      | L-60R          | L-3G            | 0,5   |
|                                       |                  |               |   | RD350 → 1975 (Short Reach)       | L-78           | L-4G            | 0,6   |
|                                       |                  |               |   | RD350 1975 → (Long Reach)        | N-3            | N-3G            | 0,6   |
|                                       |                  |               |   | TZ350                            |                | N-82G           | 0,6   |
|                                       |                  |               |   | 305 cc: YM                       | L-81/<br>L-82* | L-6G            | 0,5   |
|                                       |                  |               |   | *High speed                      | L-78/<br>L-60R | L-4G            | 0,5   |



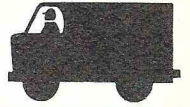
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| <b>AERO (Checker)</b>                  |                |     |  |                 |     |
|--|----------------|-----|--|-----------------|-----|
| 1977 350 cu.in.                        | RBL-12         | 0,9 | 1975 140 CID (Vega Panel Express)      | RBL-11Y6        | 1,5 |
| 1976 350 cu.in.                        | RBL-12         | 1,1 | 1976-77 111 CID (LUV)                  | N-12Y           | 0,9 |
| 1975 350 cu.in.                        | RBL-12-6       | 1,5 | 1972-75 111 CID (LUV)                  | N-9Y            | 0,8 |
| 1973-74 350 cu.in. 4-bbl               | RBL-12         | 0,9 | 1971-74 140 CID (Vega Panel Express)   | RBL-9Y          | 0,9 |
| 1971-74 350 cu.in. 2-bbl               | RBL-12         | 0,9 | <b>6-Cylinder engines</b>              |                 |     |
| 1971-72 350 cu.in. 4-bbl               | RBL-13Y        | 0,9 | 1976-78 292 CID                        | RBL-8           | 0,9 |
| Chrysler 318 cu.in. V-8                | J-14Y          | 0,9 | 1976-78 250 CID L-D                    | RBL-17Y         | 0,9 |
| Continental 6-Cylinder engines         |                |     | 1976-78 250 CID H-D                    | RBL-12          | 0,9 |
| OHV eng.                               | N-8            | 0,9 | 1976 292 CID H-D                       | RBL-8           | 0,9 |
| GMC 350 cu.in. V-8                     | J-7            | 0,9 | 1976 250 CID L-D                       | RBL-17Y         | 0,9 |
| <b>ALFA-ROME</b>                       |                |     |  |                 |     |
| F11, F12, A11, A12                     | N-7Y           | 0,6 | 1976 250 CID H-D                       | RBL-12          | 0,9 |
| <b>ARO (Jeep)</b>                      |                |     |  |                 |     |
| 14 mm Ø                                | L-85           | 0,6 | 1975 250 CID w/HEI                     | RBL12-6         | 1,5 |
| 18 mm Ø                                | 870            | 0,6 | 1975 292 CID w/HEI                     | RBL8-6          | 1,5 |
| <b>AUSTIN</b>                          |                |     |  |                 |     |
| → 1974: Taxi (Gasoline)                | N-8            | 0,6 | 1975 292 CID wo/HEI                    | RBL-8           | 0,9 |
| 1974 →: Taxi (Gasoline)                | XN-8/RN-8      | 0,6 | 1973-74 250 CID                        | RBL-12          | 0,9 |
| 2.2 Litre (Diesel)                     |                |     | 1970-74 292 CID                        | RBL-11Y         | 0,9 |
| (British Type)                         | AG-4           | 0,6 | 1970-72 250 CID                        | RBL-13Y         | 0,9 |
| Champ 5-cwt., Gypsy                    | N-5            | 0,6 | 1969-72 401, 478 CID, V-6              | RN-10Y          | 0,9 |
| 3-way Van                              | N-8            | 0,5 | 1969 230, 250, 292 CID                 | RN-6            | 0,9 |
| Series LD, LC                          | N-5            | 0,6 | 1966-68 401, 478 CID, V-6,             |                 |     |
| 25-cwt, 2-ton                          | N-8            | 0,6 | normal service                         | N-11Y           | 0,9 |
| 3-ton, 5-ton                           |                |     | 1966-68 401, 478 CID, V-6,             |                 |     |
| (except Models Series III)             | N-8            | 0,6 | severe service                         | N-6             | 0,9 |
| Models Series III                      | XN-8/RN-8      | 0,6 | 1963-68 230, 250, 292 CID              | N-6             | 0,9 |
| Mini Van & Pick-up, Mini Moke,         |                |     | <b>8-cylinder eng. (V-8):</b>          |                 |     |
| Minor (1098cc) Van & Pick-up           | N-9Y           | 0,6 | 1976-78: 454 CID L-D                   | RBL-15Y4        | 1,1 |
| 7 CWT Van                              | N-9Y           | 0,6 | 1978: 427 CID                          | RBL-8           | 0,9 |
| Sherpa CV 306                          | RN-9Y          | 0,7 | 1978: 400 CID/L-D                      | RBL-15Y4        | 1,1 |
| <b>AVAROS</b>                          |                |     |  |                 |     |
| Bernard 143, 206                       | L-90           | 0,6 | 1977-78: 350 CID H-D                   | RBL-12          | 0,9 |
| <b>BARKAS</b>                          |                |     |  |                 |     |
| B 1000                                 | UK-10          | 0,5 | 1976-78: 350 CID L-D                   | RBL15Y4         | 1,1 |
| <b>BEARDMORE</b>                       |                |     |  |                 |     |
| 18 mm →                                | UD-16/<br>D-16 | 0,6 | 1977-78: 350 CID H-D                   | RBL-12          | 1,1 |
| Taxi (eng.. Ford) 14 mm Ø              | N-8            | 0,8 | 1977-78: 305 CID H-D                   | RBL-12          | 1,1 |
| Oxford Taxi, Taxi (eng. Humber)        | L-10           | 0,6 | 1976-78: 454 CID H-D                   | RBL-12          | 1,1 |
| <b>BEDFORD</b>                         |                |     |  |                 |     |
| 18 mm Ø                                | UD-16/<br>D-16 | 0,6 | 1977-78: 366 CID                       | RBL-8           | 1,1 |
| 1960 →: Models 2.6 Litre,              |                |     | 1977-78: 305 CID L-D                   | RBL15Y4         | 1,1 |
| 3.3 Litre                              | N-9Y           | 0,8 | 1976-77: 427 CID                       | RBL-8           | 1,1 |
| 6-cwt., 8-cwt. Vans                    | N-9Y           | 0,8 | 1976-78: 400 CID H-D                   | RBL-12          | 1,1 |
| Beagle Estate Car                      | N-9Y           | 0,8 | 1976: 350 CID H-D                      | RBL-12          | 1,1 |
| 'CF' Vans 1600, 2000                   | BL-9Y          | 0,8 | 1975: 350, 400, 454 CID                |                 |     |
| 'CF' Vans 1800, 2300                   | RBL-7Y         | 0,8 | w/HEI                                  | RBL-12-6        | 1,5 |
| 1960 →: Other models 14 mm             |                |     | 1975 366, 427 CID w/HEI                | RBL8-6          | 1,5 |
| Ø                                      | J-8            | 0,8 | 1973-75 350 CID wo/HEI                 | RBL-12          | 0,9 |
| <b>BERLIET</b>                         |                |     |  |                 |     |
| GLA 19, GLB 19, 14 mm Ø                | L-10           | 0,7 | 1971-75 366, 427 CID wo/HEI            | RBL-8           | 0,9 |
| GLA 19, GLB 19, 18 mm Ø                | D-16           | 0,7 | 1973-74 454 CID                        | RBL-12          | 0,9 |
| <b>BERNARD</b>                         |                |     |  |                 |     |
| E6, E8, 52, 18 mm Ø                    | D-16           | 0,6 | 1973 307 CID                           | RBL-12          | 0,9 |
| Camionette, 14 mm Ø                    | J-8            | 0,6 | 1971-72 307, 350 CID                   | RBL-13Y         | 0,9 |
| <b>BRITISH LEYLAND (→<br/>Leyland)</b> |                |     |  |                 |     |
| <b>BROCKWAY</b>                        |                |     |  |                 |     |
| 44BD                                   | J-6            | 0,6 | 1970-72 402 (400) CID                  | RBL-8           | 0,9 |
| 24B, 35B, 40B, 40BD, 41BD              | UD-16          | 0,6 | 1969-70 366, 427 CID                   | RN-4            | 0,9 |
| 42BX, 42BXD, 49BD                      | UD-16          | 0,6 | 1969-70 350 CID                        | RJ-6            | 0,9 |
| Other models with 18mm Head            | D-10           | 0,6 | 1969-70 307 CID                        | RJ-10Y          | 0,9 |
| Other models with 7/8 Head             | W-10           | 0,6 | 1969 396 CID                           | RN-4            | 0,9 |
| Other models w/14mm Head               |                |     | 1968 427 CID                           | N-4             | 0,9 |
| normal service                         | J-6            | 0,6 | 1968 307 CID                           | J-10Y           | 0,9 |
| Other models w/14mm Head               |                |     | 1966-68 366, 396 CID                   | N-4             | 0,9 |
| severe service                         | J-4            | 0,6 | 1962-68 327 CID                        | J-6/ UJ-6       | 0,9 |
| <b>CHEVROLET</b>                       |                |     |  |                 |     |
| 4-Cylinder engines                     |                |     | <b>LP-gas engines</b>                  |                 |     |
| 1976-78 III CID (LUV)                  | RN-12Y         | 0,9 | 1969-70 350 CID                        | J-4             | 0,5 |
| 1976 140 CID (Vega Panel Express)      | RBL-11Y        | 0,9 | 1968-70 427 CID                        | N-4             | 0,5 |
|  |                |     | 1966-70 366 CID                        | N-4             | 0,5 |
|  |                |     | 1966-69 396 CID                        | N-4             | 0,5 |
|  |                |     | 1969 230, 250, 292 CID                 | N-10Y           | 0,5 |
|  |                |     | 1963-68 230, 250, 292 CID              | N-4             | 0,5 |
|  |                |     | <b>CHRYSLER (U.S.A.) (→<br/>Dodge)</b> |                 |     |
|  |                |     | <b>CITROEN</b>                         |                 |     |
|  |                |     | Fourgonnette 3 CV AK                   | XL-85/<br>RL-85 | 0,7 |
|  |                |     | AZA, AZU 2 CV, ID 19, 21               |                 |     |
|  |                |     | Break                                  | L-85/<br>L-88A* | 0,6 |
|  |                |     | HZ, Fourg. HY72                        | L-87Y           | 0,6 |
|  |                |     | C35, II                                | L-87Y           | 0,6 |
|  |                |     | AK350, AK400                           | L-85/L-87Y      | 0,7 |
|  |                |     | Acadiane                               | L-81/L-82       | 0,6 |
|  |                |     | <b>COMMER</b>                          |                 |     |
|  |                |     | 25-cwt. 1/2" reach                     | L-10            | 0,8 |
|  |                |     | 25-cwt. 3/4" reach                     | N-8             | 0,6 |
|  |                |     | 8-cwt. & Express Delivery              |                 |     |
|  |                |     | Van SC, Cob SV                         | L-10            | 0,8 |
|  |                |     | Express Delivery Van                   |                 |     |
|  |                |     | OHV & COB 1390 cc, OHV                 |                 |     |
|  |                |     | Van                                    | N-12Y           | 0,6 |
|  |                |     | 2260 cc, 2965 cc, 2266 cc              |                 |     |
|  |                |     | → 1973:                                | N-12Y           | 0,6 |
|  |                |     | 1973 →:                                | RN-12Y          | 0,6 |
|  |                |     | 4139 cc, 4250 cc, 4752 cc,             |                 |     |
|  |                |     | OHV eng.                               | N-12Y           | 0,6 |
|  |                |     | <b>DAF</b>                             |                 |     |
|  |                |     | Pick-up, Pony                          | L-87Y           | 0,6 |
|  |                |     | → Hercules (eng.)                      |                 |     |
|  |                |     | <b>DAIHATSU</b>                        |                 |     |
|  |                |     | 1000 Station Wagon, Pick-up,           |                 |     |
|  |                |     | V100, V200, Hi-Line                    | N-9Y            | 0,8 |
|  |                |     | <b>DATSUN</b>                          |                 |     |
|  |                |     | 1977-78 PL620 (L-20B)                  | N-10Y           | 0,8 |
|  |                |     | 1975 PL620 (2000 cc)                   | N-10Y           | 0,8 |
|  |                |     | PL 620 1800(L-18)                      | N-9Y            | 0,8 |
|  |                |     | 1971-72: PL521 1600 cc                 |                 |     |
|  |                |     | (L-16)                                 | N-9Y            | 0,8 |
|  |                |     | 1969-70: PL521 1600 cc                 |                 |     |
|  |                |     | (L-16)                                 | N-7Y            | 0,8 |
|  |                |     | 1966-69: L520, L521 1300 cc            |                 |     |
|  |                |     | (eng. J)                               | N-9Y            | 0,8 |
|  |                |     | <b>DIAMOND REO</b>                     |                 |     |
|  |                |     | Gasoline engine                        |                 |     |
|  |                |     | 6-130 normal service                   | RJ-10Y          | 0,6 |
|  |                |     | 6-130 light service                    | RJ-7            | 0,6 |
|  |                |     | 6-130 heavy service                    | RJ-6            | 0,6 |
|  |                |     | 6-145, 6-186 normal service &          |                 |     |
|  |                |     | light service                          | RJ-10Y          | 0,6 |
|  |                |     | 6-145, 6-186 heavy service             | RJ-6            | 0,6 |
|  |                |     | 6-170, 6-200 normal service &          |                 |     |
|  |                |     | light service                          | RJ-10Y          | 0,9 |
|  |                |     | 6-170, 6-200 heavy service             | RJ-6            | 0,9 |
|  |                |     | 6-185                                  | RJ-4            | 0,6 |
|  |                |     | 8-235, 8-250 normal service &          |                 |     |
|  |                |     | light service                          | RH-10           | 0,9 |
|  |                |     | 8-235, 8-250 heavy service             | RH-10           | 0,9 |
|  |                |     | M331                                   | RJ-7            | 0,6 |
|  |                |     | <b>LP-gas engines</b>                  |                 |     |
|  |                |     | 6-162, 6-190 normal service &          |                 |     |
|  |                |     | light service                          | RJ-10Y          | 0,6 |
|  |                |     | 6-162, 6-190 heavy service             | RJ-6            | 0,6 |
|  |                |     | 8-220, 8-230 normal service &          |                 |     |
|  |                |     | light service                          | RH-10           | 0,6 |
|  |                |     | 8-220, 8-230 heavy service             | RH-8            | 0,6 |
|  |                |     | <b>DIAMOND T</b>                       |                 |     |
|  |                |     | XL372, XL406, XL450, XL501             | J-6             | 0,6 |
|  |                |     | XL264, XL308                           | J-8             | 0,6 |
|  |                |     | Continental eng. R6572, R6602          | D-9             | 0,6 |
|  |                |     | Continental eng. T6427, T6371          | D-14            | 0,6 |
|  |                |     | Continental eng. K6298                 | UD-16           | 0,6 |
|  |                |     | Continental K6271, K6330,              |                 |     |
|  |                |     | K6363                                  | UD-16           | 0,6 |
|  |                |     | K6271, K6330, K6363, (14mm             |                 |     |
|  |                |     | Head)                                  | J-7             | 0,6 |
|  |                |     | Hercules eng. Series JX, QX,           |                 |     |
|  |                |     | RX, WX                                 | J-6             | 0,6 |
|  |                |     | Hercules eng. TDXB                     | J-8             | 0,6 |
|  |                |     | Hall Scott eng. 590                    | J-6             | 0,6 |
|  |                |     | All eng. with 7/8 Head                 | W-14            | 0,6 |
|  |                |     | DT6-110                                | J-7             | 0,6 |
|  |                |     | DT8-252, DT8-253                       | J-6             | 0,8 |
|  |                |     | DT6-130, DT6-145, DT6-170,             |                 |     |
|  |                |     | DT6-170B                               | J-6             | 0,6 |
|  |                |     | DT6-186, DT6-186B, DT6-200             | J-6             | 0,6 |
|  |                |     | DT6-185                                | J-4             | 0,6 |
|  |                |     | DT8-207, DT8-235                       | H-8             | 0,6 |
|  |                |     | <b>LP-gas engines</b>                  |                 |     |
|  |                |     | DT6-100                                | J-7             | 0,5 |
|  |                |     | DT6-142, DT6-160, DT6-162,             |                 |     |
|  |                |     | DT6-190                                | J-6             | 0,5 |
|  |                |     | DT8-220                                | H-8             | 0,5 |
|  |                |     | Hall Scott eng. 590                    | J-5             | 0,4 |
|  |                |     | <b>DIVCO</b>                           |                 |     |
|  |                |     | Continental eng.                       |                 |     |
|  |                |     | F6218, F6226                           | UD-16           | 0,8 |
|  |                |     | 25A, C400, F4140, F4162,               |                 |     |
|  |                |     | Super 4                                | UD-16           | 0,9 |
|  |                |     | F06226 (Golden Missile 6)              | N-11Y           | 0,6 |
|  |                |     | G4193 (Golden Missile 4)               | H-18Y           | 0,9 |
|  |                |     | <b>Ford eng.</b>                       |                 |     |
|  |                |     | F-223, G-262                           | 860             | 0,8 |
|  |                |     | 240, 300 CID 6-Cylinder                |                 |     |
|  |                |     | engines                                | 860             | 0,8 |
|  |                |     | <b>Hercules eng.</b>                   |                 |     |
|  |                |     | QXD-3, QXLD-3                          | J-11            | 0,6 |
|  |                |     | G29811 (Spartan 6), G3000,             |                 |     |
|  |                |     | normal service                         | UJ-6            | 0,8 |





|   | mm  |   | mm  |  | mm  |
|---|-----|---|-----|--|-----|
| G298H (Spartan 6), G3000, heavy service..... J-4                                      | 0,8 | <b>6-Cylinder engines</b>                             |     | 1969-70 351C, 351M, 401M, 478M..... RN-6               | 0,9 |
| L237, normal service..... J-7   | 0,6 | 1977 300 CID → 350 & P-400, -500..... RF-14Y4         | 1,4 | 1969-71 305C..... RN-10Y                               | 1,0 |
| L237, severe service..... J-6   | 0,6 | 1977-78 300 CID E-100, F-100..... RF-14Y4             | 1,1 | 1969 305E..... RN-6                                    | 0,9 |
| G3400 LP-gas engines..... UJ-6  | 0,5 | 1977 300 CID 500 Series → RF12-5*..... 1,4            |     |  |     |
| <b>Nash eng.</b>  |     | 1976 300 CID light duty..... RF-14Y4                  | 1,1 | <b>8-Cylinder eng.: (V-8)</b>                          |     |
| Super Six..... J-8  | 0,8 | 1976 300 CID heavy duty except Calif. RF-12           | 0,8 | 1976-78: 454 CID light duty..... RBL15Y4               | 1,1 |
| <b>DODGE</b>  |     | 1976 300 CID heavy duty Calif. RF12-5*..... 1,1       |     | 1976-78: 454 CID heavy duty..... RBL-12                | 1,1 |
| <b>6-Cylinder engines</b>   |     | 1975 300 CID light duty..... RF-9Y                    | 1,1 | 1977: 427 CID..... RBL-8                               | 0,9 |
| 1978 225-1 CID light duty..... RBL-16Y  | 0,9 | 1974-75 300 CID heavy duty..... RF-12                 | 0,8 | 1976-78: 403 CID (Motor Home Only)..... RJ-18Y6        | 1,5 |
| 1978 225-1 CID heavy duty..... RBL-11Y  | 0,9 | 1974 300 CID light duty..... RF-9Y                    | 0,9 | 1977: 400 CID..... RBL-12                              | 1,1 |
| 1977 225 CID..... RBL-15Y   | 0,9 | 1973-74 240 CID..... RF-9Y                            | 0,9 | 1977: 366 CID..... RBL-8                               | 1,1 |
| 1977 225-1 CID..... RBL-11Y   | 0,9 | 1973 300 CID..... RF-9Y                               | 0,9 | 1977: 350 CID 2-bbl heavy duty..... RBL-12             | 0,9 |
| 1977 225-2 CID..... RBL-9Y  | 0,9 | 1965-72 240, 300 CID..... 860*                        | 0,9 | 1977: 350 CID 4-bbl light duty..... RBL15Y4            | 1,1 |
| 1976 225-1 CID (except Calif.)..... RBL-15Y   | 0,9 | *heavy service..... F-10                              | 0,9 | 1977: 350 CID 4-bbl heavy duty..... RBL-12             | 1,1 |
| 1976 225-1 CID (Calif. Only)..... BL-11Y  | 0,9 | <b>V-8 eng.</b>                                       |     | 1977: 305 CID 2-bbl light duty..... RBL15Y4            | 1,1 |
| 1975 225-1 CID..... BL-11Y  | 0,9 | 1977-78 475, 477, 534 CID..... RZF-10                 | 1,0 | 1977: 305 CID 2-bbl heavy duty..... RBL-12             | 1,1 |
| 1967-74 225-1 CID..... N-11Y  | 0,9 | 1977-78 400 CID..... RBL-13Y                          | 1,1 | 1976: 455 CID eng. 6422848 Only..... RJ-18Y6           | 1,5 |
| 1967-73 225-2 CID..... N-6  | 0,9 | 1977-78 391 CID 389..... RF-10                        | 0,8 | 1976: 454 CID light duty..... RBL15Y4                  | 1,1 |
| 1967-71 170, 198 CID..... N-11Y   | 0,9 | 1977-78 361 CID 359..... RF-10                        | 0,8 | 1976: 454 CID heavy duty..... RBL-12                   | 1,1 |
| <b>8-Cylinder eng.</b>  |     | 1977-78 351 CID (M)..... RBL-13Y                      | 1,1 | 1976: 427 CID..... RBL-8                               | 1,1 |
| 1977-78 318-1 CID..... RN-11Y   | 0,9 | 1977 351 CID (W) (except E-100)..... RBL-11Y          | 1,1 | 1976: 400 CID heavy duty..... RBL-12                   | 1,1 |
| 1977 318-3 CID..... RF-10   | 0,8 | 1977 351 CID (W) (E-100)..... RBL-13Y                 | 1,1 | 1976: 350 CID light duty..... RBL15Y4                  | 1,1 |
| 1977-78 360-1 CID..... RN-12Y   | 0,9 | 1977 330 CID (except F-350)..... RF-12                | 0,8 | 1976: 350 CID heavy duty..... RBL-12                   | 1,1 |
| 1977-78 360-3 CID..... RF-10  | 0,8 | 1977 330 CID (F-350)..... RF12-5*..... 1,1            |     | 1976: 366 CID..... RBL-8                               | 1,1 |
| 1977 361-4 CID..... RN-6  | 0,9 | 1977 302 CID..... RBL-13Y                             | 1,1 | 1976: 305 CID light duty..... RBL15Y4                  | 1,1 |
| 1978 400-1 CID..... RJ-11Y  | 0,9 | 1975-77 460 CID..... RBL15Y4                          | 1,1 | 1976: 305 CID light duty..... RBL15Y4                  | 1,1 |
| 1977 400-1 CID..... RJ-11Y  | 0,9 | 1976 360, 390 CID (except F-100)..... RF-9Y           | 1,1 | 1975-76 455 CID → eng. 6422847..... RJ-18Y8            | 2,0 |
| 1977 413-3 CID..... RN-6  | 0,9 | 1976 360, 390 CID (F-100)..... RF-11Y                 | 1,1 | 1975 350, 400, 454 CID w/HEI..... RBL12-6              | 1,5 |
| 1978 440-1 CID..... RJ-11Y  | 0,9 | 1976 475, 477, 534 CID..... RF-10                     | 0,8 | 1975 366, 427 CID w/HEI..... RBL-8                     | 1,5 |
| 1977 440-1 CID..... RJ-11Y  | 0,9 | 1975-76 351 CID (W)..... RBL-15Y4                     | 1,1 | 1973-75 350 CID wo/HEI..... RBL-12                     | 0,9 |
| 1978 440-3 CID..... RBL-9Y  | 0,9 | 1975-76 302 CID..... RBL-13Y                          | 1,1 | 1971-75 366, 427 CID wo/HEI..... RBL-8                 | 0,9 |
| 1977 440-3 CID..... RBL-9Y  | 0,9 | 1973-76 330, 361, 391 CID..... RF-10                  | 0,8 | 1973-74 454 CID..... RBL-12                            | 0,9 |
| 1976 400-1 CID..... J-11Y   | 0,9 | 1975 360, 390 CID..... RF-9Y                          | 1,1 | 1973-74 307 CID..... RBL-12                            | 0,9 |
| 1975-76 360-3 CID..... F-10   | 0,8 | 1975 359, 389 CID..... RF-10                          | 0,8 | 1972-74 455 CID (Motor Home)..... RJ-12Y               | 1,0 |
| 1974-76 360 CID..... N-12Y  | 0,9 | 1973-75 401, 407, 534 CID..... RF-10                  | 0,8 | 1972 454 CID 4-bbl..... RBL-8                          | 0,9 |
| 1973-76 440-3 CID (Motor Home Only)..... BL-9Y  | 0,9 | 1972-75 475 CID..... RF-10                            | 0,8 | 1971-72 307, 350 CID..... RBL-13Y                      | 0,9 |
| 1973-76 440-1 CID..... J-11Y  | 0,9 | 1974 302 CID..... RF-9Y                               | 0,9 | 1969-73 637 CID (Series 9500) LP-gas engines..... RN-4 | 0,8 |
| 1967-76 413 CID..... N-6  | 0,9 | 1974 302 CID Calif. Only..... RF-9Y5                  | 1,4 | 1971-72 402 CID (Series 400) (Sprint)..... RBL-8       | 0,9 |
| 1967-76 361 CID..... N-6  | 0,9 | 1974 460 CID under 6M lbs. RBL15Y4                    | 1,4 | 1969-70 366, 427 CID..... RN-4                         | 0,9 |
| 1967-76 318-1 CID (¾ reach), normal service..... N-11Y                                | 0,9 | 1974 460 CID 6M lbs. over RBL-13Y                     | 1,1 | 1969-70 350 CID..... RJ-6                              | 0,9 |
| 1967-76 318-1 CID (¾ reach), light service..... N-13Y                                 | 0,9 | 1974 360, 390 CID under 6M lbs. RF-9Y                 | 1,1 | 1969-70 307 CID..... RJ-10Y                            | 0,9 |
| 1964-76 318-3 CID..... F-10   | 0,8 | 1974 360, 390 CID under 6M lbs. Cal. Only..... RF-9Y5 | 1,4 | 1969 396 CID..... RN-4                                 | 0,9 |
| 1972-74 400 CID..... J-11Y  | 0,9 | 1974 360, 390 CID 6M lbs. over..... RF-9Y             | 0,9 | <b>HANOMAG</b>   |     |
| 1971-73 360 CID..... N-13Y  | 0,9 | 1973 302, 360, 390 CID..... RF-9Y                     | 0,9 | F20, F25, F30, F35 (Mot. Austin A.60)..... N-5         | 0,6 |
| 1972 478, 549 CID..... RJ-6   | 0,8 | 1971-72 302, 360, 390 CID..... 860                    | 0,9 | F20, 25, 30, 35 (Mot. Austin A.70)..... N-9Y           | 0,6 |
| 1969-71 478, 549 CID..... UJ-6  | 0,8 | 1968-70 302, 360, 390 CID..... F-10                   | 0,9 | F45, KURIER L, LL, II..... L-85                        | 0,7 |
| 1968-71 383 CID..... J-13Y  | 0,9 | 1966-72 391 CID..... F-10                             | 0,8 | <b>HONDA</b>   |     |
| 1967-71 273 CID..... N-11Y  | 0,9 | 1964-72 361 CID..... F-10                             | 0,8 | TN, LN 360..... N-3                                    | 0,8 |
| <b>FIAT</b>   |     | 1964-72 330 CID..... F-10                             | 0,8 |  |     |
| 238 (1197 cc), 237, 241, 242, 616FG, 1100T, 850 fam. (eng. 1300-1500), 900T..... N-9Y | 0,6 | 1958-72 401, 477, 534 CID..... F-10                   | 0,8 | <b>INTERNATIONAL HARVESTER</b>                         |     |
| 600 Multipla..... L-87Y   | 0,6 | 1965-68 289 CID..... F-10                             | 0,9 | <b>1977-78 All Vehicles</b>                            |     |
| 500 Giardiniera..... L-82Y  | 0,6 | <b>All Gasoline engine : F-10/RF-10</b>               |     | 4-196..... RJ-10Y                                      | 0,9 |
| 1100T (1100/103)..... L-87Y   | 0,6 | For light service..... 860/ RF-12                     | 0,9 | V-304..... RJ-10Y                                      | 0,9 |
| 615, 621P..... J-8  | 0,6 | For LP-gas engines..... F-82                          | 0,5 | V-345 normal service..... RJ-6                         | 0,9 |
| 238 (1438 cc)..... N-6Y   | 0,6 | <b>FUJII (Subaru)</b>                                 |     | V-345 light service..... RJ-10Y                        | 0,9 |
| Campagnola..... N-9Y  | 0,6 | 360 Truck & Van..... L-86                             | 0,7 | V-392 normal service..... RJ-6                         | 0,9 |
| 127 Fiozino..... RN-9Y  | 0,7 | <b>GAZ</b>  |     | V-392 light service..... RJ-10Y                        | 0,9 |
| <b>FORD (D)</b>   |     | L-10..... 0,6   |     | V-537 normal service..... RN-11Y                       | 0,9 |
| FT.75, 100 (1,5 Litre)..... N-9Y  | 0,6 | <b>G.M.C.</b>   |     | V-537 light service..... RN-12Y                        | 0,8 |
| FT100, 125, 130, 150, 175 (1,7 Litre)..... N-9Y                                       | 0,6 | <b>1978-69 :</b>                                      |     | MV-404, MV-446 normal service..... RBN-13Y             | 0,8 |
| FT1000, 1100 (Transit)..... N-9Y  | 0,6 | <b>6-Cylinder engines: (In line)</b>                  |     | MV-404, MV-446 severe service..... RBN-4               | 0,8 |
| FT1300, 1500, 1750..... N-9Y  | 0,6 | 1976-78 292 CID heavy duty..... RBL-8                 | 0,9 | <b>SCOUT</b>   |     |
| FT600, 900 (transit)..... N-9Y  | 0,6 | 1976-78 250 CID light duty..... RBL-17Y               | 0,9 | <b>1975-76</b>   |     |
| <b>FORD (GB)</b>  |     | 1976-78 250 CID heavy duty..... RBL-12                | 0,9 | 4-196..... RJ-10Y                                      | 0,9 |
| → 1974: Escort 6 & 8-cwt., Vans..... N-9Y   | 0,6 | 1976 292 CID heavy duty..... RBL-8                    | 0,9 | V-304, V-345 normal service..... RJ-10Y                | 0,8 |
| 1974-75: Escort 6 & 8cwt., Vans..... RN-9Y  | 0,6 | 1976 250 CID light duty..... RBL-17Y                  | 0,9 | V-304, V-345 light service..... RJ-11Y                 | 0,8 |
| 1976 → Escort 6 & 8 cwt Vans..... RN-9Y   | 0,8 | 1976 250 CID heavy duty..... RBL-12                   | 0,9 | <b>1972-74</b>   |     |
| Prima..... RBN-9Y   | 0,6 | 1975 250 CID w/HEI..... RBL12-6                       | 1,5 | V-304, V-345 normal service..... RJ-10Y                | 0,8 |
| → 1974 Transit V4 & V6..... N-9Y  | 0,6 | 1975 292 CID w/HEI..... RBL8-6                        | 1,5 | V-304, V-345 severe service..... RJ-6                  | 0,8 |
| 1974-75 Transit V4 & V6..... RN-9Y  | 0,6 | 1975 292 CID wo/HEI..... RBL-8                        | 0,9 | V-304, V-345 light service..... RJ-11Y                 | 0,8 |
| 1976 → Transit V4 & V6, 1600..... RN-9Y   | 0,8 | 1973-74 250 CID..... RBL-12                           | 0,9 | 6-258 normal service..... RN-12Y                       | 0,9 |
| <b>FORD [USA]</b>   |     | 1970-74 292 CID..... RBL-11Y                          | 0,9 | 6-258 severe service..... RN-9Y                        | 0,9 |
| <b>Courier:</b>   |     | 1970-72 250 CID..... RBL-13Y                          | 0,9 | <b>1972-73</b>   |     |
| 1977-78 141 CID (2,3L)..... RZN-12Y   | 0,9 | 1969 230, 250, 292 CID..... RN-6                      | 0,9 | 4-196 normal service..... RJ-10Y                       | 0,8 |
| 1972-77 110 CID, 4-Cylinder engines (1,8L)..... N-10Y                                 | 0,8 | <b>6-Cylinder engines: (V-6)</b>                      |     | 4-196 severe service..... RJ-6                         | 0,8 |
|   |     | 1974 478M..... RBL-8                                  | 0,9 | 4-196 light service..... RJ-11Y                        | 0,8 |
|   |     | 1973-74 379, 432 CID..... RBL-8                       | 1,0 | 6-232 normal service..... RN-14Y                       | 0,9 |
|   |     | 1973-74 305 CID..... RN-10Y                           | 0,9 | 6-232 severe service..... RN-12Y                       | 0,8 |
|   |     | 1972-73 478SN, 478M, 478M..... RN-10Y                 | 1,0 |  |     |
|   |     | 1971-72 351C, 351M, 401M, 478M..... RN-10Y            | 0,9 |  |     |



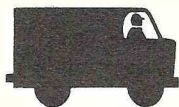
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| <b>MACK</b>  |              |          |  |  |  |
|--|--------------|----------|--|--|--|
| <b>Trucks</b>  |              |          |  |  |  |
| EO, EP, EY, (18 mm Ø).....   | D-14         | 0,8      |  |  |  |
| EO, EP, EY, (14 mm Ø).....   | J-6/ UJ-6    | 0,8      |  |  |  |
| FK, FM, FO.....  | D-14         | 0,6      |  |  |  |
| EN291, EN331, EN377, (18 mm Ø).....  | D-14         | 0,8      |  |  |  |
| EN291, EN331, EN377, (14 mm Ø).....  | UJ-8         | 0,8      |  |  |  |
| EN354A.....  | D-14         | 0,6      |  |  |  |
| EN401, EN402, EN464.....   | UJ-8         | 0,8      |  |  |  |
| EN510C & B, EN540 & A.....   | UJ-8         | 0,8      |  |  |  |
| EN414, EN414A.....   | N-6          | 0,9      |  |  |  |
| EN431, EN431A, (18 mm Ø).....  | D-14         | 0,6      |  |  |  |
| EN431, EN431A, (14 mm Ø).....  | UJ-8         | 0,6      |  |  |  |
| EN438, EN464 A & B, EN548.....   | UJ-8         | 0,5      |  |  |  |
| EN405, EN431, EN457, EN471, EN510.....   | J-6          | 0,6      |  |  |  |
| EN471A, EN354, EN532.....  | J-6          | 0,8      |  |  |  |
| EN510A, (14 mm Ø).....   | UJ-8         | 0,8      |  |  |  |
| EN510A, (18 mm Ø).....   | D-14         | 0,8      |  |  |  |
| EN707A, EN707B.....  | D-14         | 0,8      |  |  |  |
| EN707C, (18 mm Ø).....   | D-16         | 0,8      |  |  |  |
| EN707C, (14 mm Ø), (¾" reach).....   | UJ-8         | 0,8      |  |  |  |
| EN707C, (14 mm Ø), (¾" reach).....   | N-5          | 0,8      |  |  |  |
| ENF707C.....   | UJ-8         | 0,8      |  |  |  |
| <b>MERCEDES-BENZ</b>   |              |          |  |  |  |
| L207.....  | N-9Y         | 0,6      |  |  |  |
| L307.....  | N-9Y         | 0,6      |  |  |  |
| L408G (75 HP) 72 →.....  | N-9Y         | 0,6      |  |  |  |
| L408G (85 HP) 72 →.....  | N-7Y         | 0,7      |  |  |  |
| L408G, LF408G (85 HP) → 72.....  | N-7Y         | 0,7      |  |  |  |
| L408G, LF408G (75 HP) → 72.....  | N-9Y         | 0,6      |  |  |  |
| LF408G (75 HP) 72 →.....   | N-9Y         | 0,6      |  |  |  |
| LF408G (85 HP) 72 →.....   | N-7Y         | 0,7      |  |  |  |
| O309B (75 HP) → 72.....  | N-9Y         | 0,6      |  |  |  |
| O309B (75 HP) 72 →.....  | N-9Y         | 0,6      |  |  |  |
| O309B (85 HP) → 72.....  | N-7Y         | 0,7      |  |  |  |
| O309B (85 HP) 72 →.....  | N-7Y         | 0,7      |  |  |  |
| Austin eng. → Hanomag-Henschel.....  |              |          |  |  |  |
| L408GA, L408GB, L408GC.....  | N-7Y         | 0,7      |  |  |  |
| 1965: O319B, L319B, 407.....   | L-87Y        | 0,9      |  |  |  |
| → 1965: O319B, 309B.....   | N-7Y         | 0,7      |  |  |  |
| <b>MITSUBISHI</b>  |              |          |  |  |  |
| Jupiter T33, 41, Colt Truck T100, A81V, P; A82V, O.....  | N-9Y         | 0,8      |  |  |  |
| Jupiter T11.....   | J-10Y        | 0,7      |  |  |  |
| 360 Van, Pick-up.....  | L-86         | 0,8      |  |  |  |
| Minicab LT30H.....   | L-81/ L-82   | 0,8      |  |  |  |
| <b>MORRIS</b>  |              |          |  |  |  |
| Series: LD & LC.....   | N-5          | 0,6      |  |  |  |
| Marina Van & Pick-up.....  | N-9Y         | 0,6      |  |  |  |
| Mini Van & Pick-up.....  | N-9Y         | 0,6      |  |  |  |
| Minor (948cc) Van & Pick-up.....   | N-5          | 0,6      |  |  |  |
| Minor (1098cc) Van & Pick-up.....  | N-9Y         | 0,6      |  |  |  |
| <b>MOSKOVITCH</b>  |              |          |  |  |  |
| Light Van Model 434.....   | N-9Y         | 0,7      |  |  |  |
| <b>MOTORI BETA</b>   |              |          |  |  |  |
| B90, B110, B140, B155, BP155, B157, BP157.....   | L-86         | L-9G 0,5 |  |  |  |
| B175, BP175, B177, BP177.....  | L-86         | L-9G 0,5 |  |  |  |
| B205, BP205, B207, BP207.....  | L-86         | L-9G 0,5 |  |  |  |
| <b>NISSAN (→ Datsun)</b>   |              |          |  |  |  |
| Nissan Homer, Panel Van, Micro Bus, Nissan Miller, Nissan Bus, Clipper Light Bus, Nissan Clipper, Micro Bus, Micro Bus double-tire, Junior, Truck, Patrol, Carrier, Caball, Clipper Long Body double-tire, Caball double-tire..... | N-4          | 0,8      |  |  |  |
| <b>OM</b>  |              |          |  |  |  |
| CL 52.....   | J-8          | 0,6      |  |  |  |
| <b>OPEL</b>  |              |          |  |  |  |
| Bedford Blitz 1,8 Litre, 2,3 Litre.....  | RBL-7Y       | 0,7      |  |  |  |
| <b>PEUGEOT</b>   |              |          |  |  |  |
| Q3A, D3A, D4A, 203U, 203C5, 403U5, 203K3, 203C8, 403U8.....  | L-10*        | 0,7      |  |  |  |
| * heavy service.....   | L-85         | 0,7      |  |  |  |
| J7, ¾" reach.....  | N-9Y*        | 0,6      |  |  |  |
| *heavy service.....  | N-4          | 0,6      |  |  |  |
| 404 Camionette 8 CV.....   | N-9Y         | 0,6      |  |  |  |
| <b>PIAGGIO</b>   |              |          |  |  |  |
| Ciao Porter.....   | L-86         | 0,5      |  |  |  |
| 125, 250, 350.....   | L-86         | 0,5      |  |  |  |
| Ape 350, 50.....   | L-8G         | 0,5      |  |  |  |
| Ape 400 (MP), 500 (MP), 600 MPV, Trattore, Apecar.....   | L-81/ L-82   | 0,5      |  |  |  |
| <b>PLYMOUTH VOYAGER</b>  |              |          |  |  |  |
| 1978 225-1 CID LD.....   | RBL-16Y      | 0,9      |  |  |  |
| 1978 225-1 CID HD.....   | RBL-11Y      | 0,9      |  |  |  |
| <b>6-Cylinder engines</b>  |              |          |  |  |  |
| 1977 225 CID.....  | RBL-15Y      | 0,9      |  |  |  |
| 1976 225-1 CIS (except Calif.).....  | RBL-15Y      | 0,9      |  |  |  |
| 1976 225-1 CID (Calif. Only).....  | BL-11Y       | 0,9      |  |  |  |
| 1975 225-1 CID.....  | BL-11Y       | 0,9      |  |  |  |
| 1974 225-1 CID.....  | N-11Y        | 0,9      |  |  |  |
| <b>8-Cylinder eng.:</b>  |              |          |  |  |  |
| 1977-78 400 CID.....   | RJ-11Y       | 0,9      |  |  |  |
| 1977-78 360 CID.....   | RN-12Y       | 0,9      |  |  |  |
| 1977 318 CID.....  | RN-11Y       | 0,9      |  |  |  |
| 1974-76 318-1 CID (¾ reach).....   | N-11Y        | 0,9      |  |  |  |
| 1974-76 360 CID.....   | N-12Y        | 0,9      |  |  |  |
| 1974 400 CID.....  | J-11Y        | 0,9      |  |  |  |
| <b>RELIANT</b>   |              |          |  |  |  |
| SV eng.....  | L-10         | 0,6      |  |  |  |
| 75 → TW9 Pick-up.....  | RN-9Y        | 0,6      |  |  |  |
| 74 → Robin Van.....  | RN-9Y        | 0,6      |  |  |  |
| → 74: OHV eng.....   | N-12Y        | 0,6      |  |  |  |
| <b>RENAULT</b>   |              |          |  |  |  |
| Estafette short reach.....   | L-87Y/ L-88A | 0,6      |  |  |  |
| <b>RENAULT-SAVIEM</b>  |              |          |  |  |  |
| 2.61 (75 HP).....  | L-88A        | 0,6      |  |  |  |
| <b>REO</b>   |              |          |  |  |  |
| S140.....  | J-8          | 0,6      |  |  |  |
| S3, S3L, S5, S209, S228.....   | H-10         | 0,6      |  |  |  |
| GC228.....   | J-6          | 0,6      |  |  |  |
| GC228 (For fouling).....   | J-8          | 0,6      |  |  |  |
| GC245, GC288, GC310.....   | J-6          | 0,6      |  |  |  |
| OA292, OA331, OA145, OA130.....  | J-6          | 0,6      |  |  |  |
| OH160, OH170, OH170B normal service.....   | J-6          | 0,6      |  |  |  |
| OH160, OH170, OH170B severe service.....   | J-4          | 0,6      |  |  |  |
| OH186, OH186B, OH200 normal service.....   | J-6          | 0,6      |  |  |  |
| OH186, OH186B, OH200 severe service.....   | J-4          | 0,6      |  |  |  |
| OA110, OA255.....  | J-7          | 0,6      |  |  |  |
| OH185.....   | J-4          | 0,6      |  |  |  |
| OV195, OV207, OV235, OV255, OV220.....   | H-8          | 0,6      |  |  |  |
| <b>LP-gas engines</b>  |              |          |  |  |  |
| OA331, OA142, OA255, OA100.....  | J-6          | 0,5      |  |  |  |
| OH160, OH162, OH190.....   | J-6          | 0,5      |  |  |  |
| OV220.....   | H-4          | 0,5      |  |  |  |
| <b>ROVER</b>   |              |          |  |  |  |
| Land Rover:  |              |          |  |  |  |
| <b>4-Cylinder engines</b>  |              |          |  |  |  |
| 7:1 Unscreened.....  | N-8          | 0,8      |  |  |  |
| 7:1 Screened.....  | RSN-8        | 0,8      |  |  |  |
| 8:1 Unscreened.....  | N-12Y        | 0,8      |  |  |  |
| 8:1 Screened.....  | RSN-12Y      | 0,8      |  |  |  |
| Diesel.....  | AG-45        | 0,8      |  |  |  |
| <b>6-Cylinder engines</b>  |              |          |  |  |  |
| Range Rover (½ reach).....   | N-5          | 0,8      |  |  |  |
| Range Rover (½ reach).....   | L-92Y        | 0,6      |  |  |  |
| Range Rover (¾ reach).....   | N-12Y        | 0,6      |  |  |  |
| Range Rover (Screened).....  | RSN-12Y      | 0,6      |  |  |  |
| <b>SAURER</b>  |              |          |  |  |  |
| BH, BN, BL.....  | D-21         | 0,6      |  |  |  |
| CA, CBS, CIR, CR, CT, CIT.....   | D-16         | 0,6      |  |  |  |
| 14 mm Ø.....   | H-10         | 0,6      |  |  |  |
| <b>SAVA-PEGASO</b>   |              |          |  |  |  |
| eng. : 1500 & 2500 cc, Diesel.....   | AG-32        | 0,6      |  |  |  |
| <b>SAVIEM (→ Renault)</b>  |              |          |  |  |  |
| <b>SIMCA</b>   |              |          |  |  |  |
| 1100 Commercial.....   | N-9Y         | 0,6      |  |  |  |
| <b>STEYR-DAIMLER-PUCH</b>  |              |          |  |  |  |
| Haflinger.....   | L-81/ L-82   | 0,7      |  |  |  |
| <b>SUZUKI</b>  |              |          |  |  |  |
| 360L20, V, H, L30, V, 360L31, 40.....  | L-86         | 0,7      |  |  |  |
| <b>TAM</b>   |              |          |  |  |  |
| Pionir Truck.....  | J-8          | 0,6      |  |  |  |
| <b>TEMPO (Vidal)</b>   |              |          |  |  |  |
| (→ Hanomag)  |              |          |  |  |  |
| 18 mm Ø.....   | UK-10        | 0,5      |  |  |  |
| A400, Matador (VW).....  | L-88A        | 0,7      |  |  |  |
| Matador 1400.....  | L-85         | 0,7      |  |  |  |
| <b>TOYOTA</b>  |              |          |  |  |  |
| 1972: 1987 cc (18RC) Hi-Lux.....   | N-9Y         | 0,8      |  |  |  |
| → 1971: 1900 cc (8RC) Hi-Lux.....  | N-9Y         | 0,8      |  |  |  |
| 75 → 2200 (20RC) Hi-Lux.....   | N-9Y         | 0,8      |  |  |  |
| Dyna RK-170, 171, RU12L, RU15L, RU18L (5R).....  | N-7Y         | 0,8      |  |  |  |
| GSS (10R).....   | N-6Y         | 0,8      |  |  |  |
| Hi Ace RH10 (2R), RH11 (12R).....  | N-9Y         | 0,8      |  |  |  |
| Landcruiser FJ-40, 45 (F), 50.....   | N-9Y         | 0,8      |  |  |  |
| Stout RK100 (3R).....  | N-9Y         | 0,8      |  |  |  |
| 2000 (RK101).....  | N-10Y        | 0,8      |  |  |  |
| <b>TWIN COACH</b>  |              |          |  |  |  |
| SER 34, 38; Mdls. 41S, 44D, 44S.....   | J-6          | 0,6      |  |  |  |
| FTC, FLT, 50S, 58D, FL30, FL33.....  | J-6          | 0,6      |  |  |  |
| FL35, FL40.....  | J-6          | 0,6      |  |  |  |
| Fageol eng. 44.....  | J-8          | 0,6      |  |  |  |
| <b>LP-gas engines:</b>   |              |          |  |  |  |
| Series 34, 38; Mdls. 41S, 44D, 44S.....  | J-5          | 0,4      |  |  |  |
| FTC, FLT, 50S, 58D, FL30, FL33.....  | J-5          | 0,4      |  |  |  |
| FL35, FL40.....  | J-5          | 0,4      |  |  |  |
| <b>UNIMOG</b>  |              |          |  |  |  |
| S (6.8:1 - 7.6:1) L319B, 407 (½" reach).....   | L-87Y        | 0,9      |  |  |  |
| 8.7:1 (¾" reach).....  | N-6Y         | 0,7      |  |  |  |
| <b>VAUXHALL</b>  |              |          |  |  |  |
| Chevanne.....  | N-9Y         | 1,1      |  |  |  |
| <b>VOLKSWAGEN</b>  |              |          |  |  |  |
| 1971 → 1700 cc (¾" reach).....   | N-88/ N-7    | 0,6      |  |  |  |
| 1971 → 1800 cc.....  | N-7          | 0,6      |  |  |  |
| 1968 → 1600 cc (½" reach).....   | L-88A        | 0,6      |  |  |  |
| → 1967: 1300 cc, 1500 cc, 1600 cc.....   | L-88A        | 0,6      |  |  |  |
| Models LT.....   | N-7Y         | 0,6      |  |  |  |
| <b>VOLVO</b>   |              |          |  |  |  |
| EB, DC, A8B.....   | D-16         | 0,6      |  |  |  |
| FBH, FCH, FDH.....   | K-97F        | 0,6      |  |  |  |
| FB, FC, FE (18 mm Ø).....  | D-16         | 0,6      |  |  |  |
| EC, ED.....  | J-8          | 0,6      |  |  |  |
| A6.....  | J-6          | 0,6      |  |  |  |
| B4B (10 mm Ø) 44 HP.....   | UY-6         | 0,8      |  |  |  |
| B4B (14 mm Ø) 51 HP.....   | J-7          | 0,8      |  |  |  |
| B-14A (10 mm Ø).....   | UY-6         | 0,6      |  |  |  |
| B-14A (14 mm Ø).....   | J-6          | 0,6      |  |  |  |
| B16A 60 HP, Duett.....   | J-7          | 0,8      |  |  |  |
| B36AV.....   | J-7          | 0,8      |  |  |  |
| B18A, B18D, Duett.....   | L-85/ L-87Y  | 0,7      |  |  |  |
| B20 Duett.....   | L-82Y        | 0,7      |  |  |  |
| <b>WARTBURG (→ Barkas)</b>   |              |          |  |  |  |
| <b>WHITE</b>   |              |          |  |  |  |
| 16A, 20A, 21A, 23A, 25A, 30A, 32A.....   | J-6          | 0,6      |  |  |  |
| 24A, (18mm Ø).....   | D-14         | 0,6      |  |  |  |





| 24A, (14mm Ø).....J-6                        | 0,6 | 6-185A, OH200.....J-4                           | 0,6 | 2000 Series, Models OA-130,<br>OA-145.....J-6 | 0,6 |
|--|-----|---|-----|---|-----|
| 35A.....J-11                                 | 0,6 | 6-186A, 170B, 186B, 200A.....J-6                | 0,6 |   |     |
| 36A, 40A, 50A, (14mm Ø).....J-6              | 0,6 | 230A, 280A, 290A, 370A,<br>380A.....D-10        | 0,6 | <b>LP-gas engines:</b>                        |     |
| 36A, 40A, 50A, (18mm Ø).....D-10             | 0,6 | 390A, 450A, 460A, 462A,<br>477A, 531A.....D-10  | 0,6 | 6-160A (14mm Ø).....J-6                       | 0,5 |
| 100A, 116A, 120A, 130A,<br>(14mm Ø).....J-6  | 0,6 | 470A, 490A.....D-10                             | 0,7 | 6-160A (18mm Ø).....D-10                      | 0,5 |
| 100A, 116A, 120A, 130A,<br>(18mm Ø).....D-10 | 0,6 | 470G ("Giesel" eng.).....F-82                   | 0,6 | 6-142A.....J-6                                | 0,5 |
| 140A, 145A, 150A, 160A,<br>(14mm Ø).....J-6  | 0,6 | 8-235A, 207.....H-8                             | 0,6 | 390A.....D-9                                  | 0,5 |
| 140A, 145A, 150A, 160A<br>(18mm Ø).....D-10  | 0,6 | 6-110A.....J-7                                  | 0,6 | <b>ZIL</b>                                    |     |
| 160AX, 6-170A, 230, (14mm<br>Ø).....J-6      | 0,6 | 250A (18mm Ø).....D-10                          | 0,6 | 130 Trucks.....H-10                           | 0,6 |
| 160AX, 6-170A, 230, (18mm<br>Ø).....D-10     | 0,6 | 250A (14mm Ø).....H-8                           | 0,6 |   |     |
|  |     | White Horse 450, 460, 462<br>(14mm Ø).....J-6   | 0,6 | <b>ZWICKAU</b>                                |     |
|  |     | White Horse 450, 460, 462,<br>(18mm Ø).....D-10 | 0,6 | Combi P70.....UK-10/ K-9                      | 0,5 |





| <b>AERO MARINE</b>           |       |     |                                   |  |  |         |  |  |                                      |  |  |
|------------------------------|-------|-----|-----------------------------------|--|--|---------|--|--|--------------------------------------|--|--|
| 1971-73: AM9000 (9 HP) ..... | CJ-8  | 0,6 | 4KS, 4LS, 4LS-1X, 6N-HR           |  |  |         |  |  | J-7, J-8..... H-10J                  |  |  |
| 1971-73: Jet Pak.....        | J-13Y | 0,9 | Racing .....                      |  |  | K-57R   |  |  | J-9..... J-12J                       |  |  |
| 1970-73: AM4000 (4 HP) ..... | J-14Y | 0,9 | 4M-HR, 4MM-HR, 6M-HR,             |  |  |         |  |  | J-5..... CJ-8                        |  |  |
| 1970-73: AM7500M, AM7500E    |       |     | 6MM-HR, 5NHR.....                 |  |  | J-57R   |  |  | AJ-9, BJ-9, J-200, J-300..... CJ-8   |  |  |
| (7½ HP).....                 | CJ-8  | 0,9 | <b>CHIEF</b>                      |  |  |         |  |  | J-350, J-400, J-500, J-700..... CJ-8 |  |  |
| 1970-72: AM5000M, AM5000E    |       |     | 1976-78 K-150.....                |  |  | CJ-6    |  |  | K-150, K-200, K-300, K-400,          |  |  |
| (5 HP).....                  | H-10J | 0,9 | 1976-78 K-350.....                |  |  | CJ-8    |  |  | K-990..... CJ-8                      |  |  |
|                              |       |     | 1976-78 K-201.....                |  |  | J-12J   |  |  | → 1973: K-500, K-700,                |  |  |
|                              |       |     | 1976-78 K-505, K-550, K-751 J-13Y |  |  | 0,6     |  |  | K-750..... CJ-8                      |  |  |
|                              |       |     | 1976-78 K-753, K-900.....         |  |  | J-13Y   |  |  | W-100, W-140, W-250..... L-81/ L-82  |  |  |
|                              |       |     | 1974-75 K-500, K-700, K-750 J-13Y |  |  | 0,6     |  |  |                                      |  |  |
|                              |       |     | J-5.....                          |  |  | CJ-8J   |  |  |                                      |  |  |
|                              |       |     | J-9.....                          |  |  | J-12J   |  |  |                                      |  |  |
|                              |       |     | J-200, J-300, J-350, J-400,       |  |  | 0,8     |  |  |                                      |  |  |
|                              |       |     | J-500, J-700.....                 |  |  | CJ-8    |  |  |                                      |  |  |
|                              |       |     | K-150, K-200, K-300, K-400,       |  |  | 0,8     |  |  |                                      |  |  |
|                              |       |     | K-990.....                        |  |  | CJ-8    |  |  |                                      |  |  |
|                              |       |     | 1973: K-500, K-700, K-750.....    |  |  | CJ-8    |  |  |                                      |  |  |
|                              |       |     |                                   |  |  |         |  |  |                                      |  |  |
| <b>AILSA CRAIG</b>           |       |     |                                   |  |  |         |  |  |                                      |  |  |
| O-11, O-21, O-22, O-41, AL-  |       |     | <b>CHRIS-CRAFT</b>                |  |  |         |  |  |                                      |  |  |
| 23, O-411.....               | K-17  | 0,6 | Challenger, Commander.....        |  |  | J-8J    |  |  |                                      |  |  |
|                              |       |     |                                   |  |  |         |  |  |                                      |  |  |
| <b>AIRBOY</b>                |       |     |                                   |  |  |         |  |  |                                      |  |  |
| 20, 40, 90 (B & S).....      | J-8J  | 0,8 | <b>CHRYSLER</b>                   |  |  |         |  |  |                                      |  |  |
| 90 (OMC).....                | F-14Y | 0,8 | Magnapower ignition models        |  |  |         |  |  |                                      |  |  |
| 50.....                      | J-6J  | 0,8 | 1972-76: 150 HP.....              |  |  | L-20V   |  |  |                                      |  |  |
| 120.....                     | H-8J  | 0,8 | 1978 → 140 HP.....                |  |  | QL-76V  |  |  |                                      |  |  |
|                              |       |     | 1977: 135 HP.....                 |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1975-76: 135 HP.....              |  |  | UL-18V  |  |  |                                      |  |  |
|                              |       |     | 1970-71: 135 HP.....              |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1974: 135 HP.....                 |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1972-73: 130 HP.....              |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1977: 120 HP.....                 |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1975-76: 120 HP.....              |  |  | UL-18V  |  |  |                                      |  |  |
|                              |       |     | 1970-74: 120 HP.....              |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1978 → 115 HP.....                |  |  | QL-76V  |  |  |                                      |  |  |
|                              |       |     | 1977-78: 105 HP.....              |  |  | QL-20V  |  |  |                                      |  |  |
|                              |       |     | 1975-76: 105 HP.....              |  |  | UL-18V  |  |  |                                      |  |  |
|                              |       |     | 1968-74: 105 HP.....              |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1979 → 100 HP.....                |  |  | QL-76V  |  |  |                                      |  |  |
|                              |       |     | 1974-77: 90 HP.....               |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1978 → 85 HP.....                 |  |  | QUL-77V |  |  |                                      |  |  |
|                              |       |     | 1969-73: 85 HP.....               |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1974-77: 75 HP.....               |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1978: 75 HP.....                  |  |  | QUL-77V |  |  |                                      |  |  |
|                              |       |     | 1968: 75 HP.....                  |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1979 → 70 HP.....                 |  |  | QUL-77V |  |  |                                      |  |  |
|                              |       |     | 1969-73: 70 HP.....               |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1977-78: 65 HP.....               |  |  | QUL-18V |  |  |                                      |  |  |
|                              |       |     | 1975-76: 60 HP.....               |  |  | QUL-18V |  |  |                                      |  |  |
|                              |       |     | 1974: W/Mas 11.....               |  |  | UL-18V  |  |  |                                      |  |  |
|                              |       |     | 1974 W/Mas 1.....                 |  |  | L-20V   |  |  |                                      |  |  |
|                              |       |     | 1969-77: 55 HP.....               |  |  | UL-18V  |  |  |                                      |  |  |
|                              |       |     | 1977 → 55 HP.....                 |  |  | QUL-77V |  |  |                                      |  |  |
|                              |       |     | 1971-77: 45 HP.....               |  |  | UL-18V  |  |  |                                      |  |  |
|                              |       |     | 1978 → 45 HP.....                 |  |  | QUL-77V |  |  |                                      |  |  |
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|   |  |     |   |  |          |                                       |  |          |
|---|--|-----|---|--|----------|---------------------------------------|--|----------|
|   |  |     |   |  |          |                                       |  |          |
| 1976-78 500 (50 HP) ..... QL-78V        |  |     | <b>NORDEC-BOND</b>                      |  |          | <b>TERHI, TERN</b>                    |  |          |
| 1970-75 500 (50 HP) ..... L-76V         |  |     | Flat 4 (eng.)..... N-5                  |  | 0,6      | (→ Valmet)                            |  |          |
| 1979 → Merc 40 (40 HP)..... QL-76V      |  |     | 40/50 HP, 24/30 HP..... N-5             |  | 0,6      |                                       |  |          |
| 1974-78 402 (40 HP)..... QL-76V         |  |     | <b>OMC</b>                              |  |          | <b>TOHATSU</b>                        |  |          |
| 1972-73 402 (40 HP)..... L-76V          |  |     | 6, 9, 9, 15, 20, 25, 35 ..... QL-77J4   |  | 0,6      | M4A, M5A, M8A..... L-82/ L-81         |  | 0,6      |
| 1970-73 400 (40 HP)..... L-76V**        |  |     | 50, 55, 70, 75, 85, 115 HP ..... QL-78V |  | 0,6      | M9, 8A, M12A, M16A..... L-82/ L-81    |  | 0,6      |
| 1979 → Merc 20 (20 HP)..... QL-78V      |  |     | 4 HP ..... RL-7J                        |  | 0,7      | M20A, M25A..... L-82/ L-81            |  | 0,6      |
| 1974-78 200 (20 HP)..... QL-78V         |  |     | 2 HP ..... RJ-6J                        |  | 0,7      | M35A..... L-81/ L-82                  |  | 0,6      |
| 1970-73 200 (20 HP)..... L-78V          |  |     | 140, 175, 200 HP ..... QUL-77V          |  |          | B9A, B9B (5 HP)..... L-86             |  | 0,5      |
| 1979 → Merc 9.8 (9-10 HP) ..... QL-77J4 |  | 1,0 |   |  |          | B10A (8.1 HP)..... J-4J               |  | 0,5      |
| 1975-78 110 (9.8 HP)..... QL-78V*       |  |     | <b>OUTBOARD JET</b>                     |  |          | B13A, B13B (8 HP)..... L-86           |  | 0,5      |
| 1974 110 (9.8 HP)..... QL-76V           |  |     | J55, J555B (5.5 HP)..... J-6J           |  | 0,8      | B14B (14 HP)..... J-4J                |  | 0,5      |
| 1970-73 110 (9.8 HP)..... L-78V         |  |     |   |  |          | B18A, B18B, B18D (9.8 HP)..... L-86   |  | 0,5      |
| 1979 → Merc 7.5 (5-9 HP)..... QL-77J4   |  | 1,0 | <b>PENTA</b>                            |  |          | B18A2, B18C (12 HP)..... L-86         |  | 0,5      |
| 1975-78 75 (6-7.5 HP)..... QL-78V*      |  |     | (→ Volvo-Penta)                         |  |          | B30B, (18 HP), B30C (20 HP)..... L-86 |  | 0,5      |
| 1974 75 (7.5 HP)..... QL-76V            |  |     |   |  |          | B38B, B40A (25 HP)..... L-86          |  | 0,5      |
| 1970-73 75 (6-7.5 HP)..... L-78V        |  |     |   |  |          | OB3A (6 HP)..... J-8J                 |  | 0,5      |
| <b>Below 5 HP:</b>                      |  |     |   |  |          | <b>TOMOS</b>                          |  |          |
| 1979 Merc 4.5 ..... QL-78V              |  |     | <b>PIAGGIO</b>                          |  |          | 4, 5 (5 HP), TS4, Lamo 06N..... L-85  |  | 0,6      |
| 1979 → Merc 4 ..... QL-7J5              |  | 1,2 | Moscone..... J-8J                       |  | 0,5      | 3, 4, 4 Electronic, 10 ..... L-86     |  | 0,5      |
| 1975-78 45 (4.5 HP)..... QL-78V*        |  |     | Idrogetto..... N-4/ N-4G                |  | 0,5      | 18 ..... L-78                         |  | 0,5      |
| 1977 40 (4 HP)..... QL-7J5              |  | 1,2 | <b>PUFFIN</b>                           |  |          |                                       |  |          |
| 1976 40 (4 HP)..... QL-7J5              |  | 1,2 | 75, 105, 105 De Luxe ..... N-8          |  | 0,5      | <b>TRITON</b>                         |  |          |
| 1970-74 40 (HP)..... L-78V              |  |     |   |  |          | 4, 5.5, 7.5 HP ..... J-13Y            |  | 0,8      |
| * For fouling use ..... QL-77J4         |  | 1,0 | <b>SEA-BEE [GB]</b>                     |  |          | <b>VALMET</b>                         |  |          |
| ** For fouling use ..... L-77J4         |  | 1,0 | Minor ..... L-81/ L-82                  |  | 0,5      | Terhi 3 ..... J-13Y                   |  | 0,7      |
|   |  |     | 3 ..... L-90                            |  | 0,5      | Terhi 5, 15, 20, 40..... L-81/ L-82   |  | 0,5      |
| <b>1966-69 Series MERC :</b>            |  |     | <b>SEAGULL</b>                          |  |          | Tern 6, 17, 25..... L-81/ L-82        |  | 0,5      |
| <b>Thunderbolt ignition</b>             |  |     | (→ British Seagull)                     |  |          |                                       |  |          |
| 500SS (50 HP), 650SS (65 HP) L-76V      |  |     | <b>SELVA</b>                            |  |          | <b>VIKING</b>                         |  |          |
| 800 (80 HP)..... L-76V                  |  |     | 6, 12, 22, 35 HP ..... L-85             |  | L-9G 0,5 | 1968-71 9.6, 20, 35, 55 HP... L-4J    |  | 0,8      |
| 950, 950SS (95 HP)..... L-76V           |  |     | S80, S110, S120, S170, S250,            |  |          | 1965-71 3.5, 15 HP ..... H-8J         |  | 0,8      |
| 1000BP, 1000SS (100 HP)..... L-76V      |  |     | S350, S400, S500 ..... L-86*            |  | L-9G 0,5 | 1965-71 6 HP ..... H-10J              |  | 0,8      |
| 1100, 1100SS (110 HP)..... L-76V        |  |     | S500, S700, S850, S1000                 |  |          | 1966-70 9.2 HP ..... J-4J             |  | 0,8      |
| 1250BP, 1250SS (125 HP)..... L-76V      |  |     | Racing ..... L-4G                       |  | 0,5      |                                       |  |          |
|   |  |     | S700, S850, S1000 ..... L-81/           |  | L-6G 0,5 | <b>VIRE (→ Valmet)</b>                |  |          |
|   |  |     | * Racing ..... L-82*                    |  | 0,5      | <b>VOLVO-PENTA (→</b>                 |  |          |
|   |  |     | L-4G                                    |  |          | <b>Inboards)</b>                      |  |          |
| <b>1967-69 Series MERC :</b>            |  |     | <b>SELVA GEMINI</b>                     |  |          | Archimedes, Crescent, Monark          |  |          |
| <b>Models . Standard ignition</b>       |  |     | 3, 4.5 HP..... J-8J                     |  | 0,5      | 1978 → 39 ..... L-81/                 |  | 0,5      |
| 39 (3.9 HP); 40 (4 HP)..... L-9J        |  | 0,8 | 6 HP ..... J-6J                         |  | 0,5      | L-82                                  |  |          |
| 60 (6 HP); 75 (7.5 HP)..... L-7J        |  | 0,8 | <b>SOLO</b>                             |  |          | 1977 → 40, 55, 70 ..... UL-18V        |  |          |
| 110 (10 HP); 200 (20 HP)..... L-4J      |  | 0,8 | 2.5, 4 HP..... L-86                     |  | 0,5      | 1976 → 700, 400 ..... UL-18V          |  |          |
| 500M, 500S, (50 HP); 650S               |  |     | <b>SPIRIT</b>                           |  |          | 1976 → 20, 200 ..... L-82Y            |  | 0,9      |
| (65 HP)..... L-4J                       |  | 0,8 | 1978 5 HP..... L-86                     |  | 0,6      | 1976 → 75 ..... P-8Y                  |  | 0,5      |
| 950 (95 HP); 1100 (110 HP)..... L-4J    |  | 0,8 | 1978 65 HP..... L-78                    |  | 0,6      | 1976 → 6, 60 ..... L-86               |  | 0,5      |
|   |  |     | 1977-78 50 HP..... L-78                 |  | 0,6      | 1976 → 51 ..... L-82/ L-81            |  | 0,5      |
|   |  |     | 1977-78 2 HP ..... L-90                 |  | 0,6      | 1975 → 700, 550 ..... L-77J4          |  | 0,5      |
|   |  |     | 1976-78 16, 20, 9.9 HP..... L-86        |  | 0,6      | 1975 → 600 ..... UL-18V               |  |          |
|   |  |     | 1976-78 25 HP ..... L-82                |  | 0,6      | 1975 → 55, 550 ..... UL-18V           |  |          |
|   |  |     | 1976-77 4.5 HP ..... L-86               |  | 0,6      | 1975 → 45, 45E, 450, 450E... L-18V    |  |          |
|   |  |     |   |  |          | 1968-74 45, 45E, 450, 450E... L-78    |  | 0,5      |
|   |  |     |   |  |          | 1968-74 55, 55E, 550, 550E... L-78    |  | 0,5      |
|   |  |     |   |  |          | 1972 → 3.9, 39 ..... L-82/ L-81       |  | 0,5      |
|   |  |     |   |  |          | 1972 → 5A, 50A ..... L-82/ L-81       |  | 0,5      |
|   |  |     |   |  |          | 1972 → 14, 14E, 140, 140E... L-86     |  | 0,5      |
|   |  |     |   |  |          | 1971 → 8.5, 8.5E ..... L-86           |  | 0,5      |
|   |  |     |   |  |          | 1971 → 9, 90, 90E ..... L-86          |  | 0,5      |
|   |  |     |   |  |          | 1970-71 3.5, 35 ..... L-82/ L-81      |  | 0,5      |
|   |  |     |   |  |          | 1970 → 7.5 ..... L-86                 |  | 0,5      |
|   |  |     |   |  |          | 1970 → 80 ..... L-86                  |  | 0,5      |
|   |  |     |   |  |          | 1966-70 Drive 45 ..... L-78           |  | 0,5      |
|   |  |     |   |  |          | 1968 → 12, 12E, 120, 120E... L-86     |  | 0,5      |
|   |  |     |   |  |          | 1968 → 360, 360E ..... L-82/ L-81     |  | 0,5      |
|   |  |     |   |  |          | 1966-68 E20, E30S..... L-82/ L-81     |  | 0,5      |
|   |  |     |   |  |          | 1966-68 J22 ..... L-85                |  | 0,5      |
|   |  |     |   |  |          | [N] ..... L-85                        |  | 1,5      |
|   |  |     |   |  |          | 1965-68 U40 ..... L-82/ L-81          |  | 0,5      |
|   |  |     |   |  |          | 1962-68 E30, E50 ..... K-7/ K-60R     |  | 0,5      |
|   |  |     |   |  |          | 1967 → 5, 50 ..... L-82/ L-81         |  | 0,5      |
|   |  |     |   |  |          | 1966 → 25, 25S, 25SE, 250... L-78     |  | 0,5      |
|   |  |     |   |  |          | 1966 → 252, 252E ..... L-82Y          |  | 0,5      |
|   |  |     |   |  |          | 1961 → 4, 40 ..... L-82/ L-81         |  | 0,5      |
|   |  |     |   |  |          |                                       |  |          |
|   |  |     |   |  |          | <b>VOYAGER</b>                        |  |          |
|   |  |     |   |  |          | 1VA, 2VA, 1VB, V-2L, V-4L-            |  |          |
|   |  |     |   |  |          | GS, V-2LL, V-2N ..... UD-16/          |  | 0,8      |
|   |  |     |   |  |          | D-16                                  |  |          |
|   |  |     |   |  |          | V-3L-GS, V-3N-GS, V-4N-GS,            |  |          |
|   |  |     |   |  |          | V-3LL-GS, V-4LL-GS..... J-7J          |  | 0,8      |
|   |  |     |   |  |          | V-6LL-GS, V-6N-GS..... J-8J           |  | 0,8      |
|   |  |     |   |  |          |                                       |  |          |
|   |  |     |   |  |          | <b>WHITEHEAD-MOTO FIDES</b>           |  |          |
|   |  |     |   |  |          | W6, W12 ..... L-86                    |  | L-9G 0,5 |
|   |  |     |   |  |          |                                       |  |          |





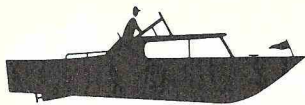
| YAMAHA ( → page 44)       |     | P250 ..... L-81/L-82            | 0,5 | 28A (E) ..... L-81/L-82      | 0,5 |
|---------------------------|-----|---------------------------------|-----|------------------------------|-----|
| P3/PC3 ..... L-82         | 0,5 | P250 Kerosene ..... L-90        | 0,5 | *28A (E) ..... L-78          | 0,5 |
| P7 ..... L-86             | 0,5 | P450, P400 ..... L-81/L-82      | 0,5 | 40, B, AM, E ..... L-78      | 0,5 |
| P7 Kerosene ..... L-90    | 0,5 | 2A/2HP ..... L-86               | 0,5 | 48A ..... L-78               | 0,5 |
| P45 ..... L-86            | 0,5 | 3.5A (C) (50:1) ..... L-81/L-82 | 0,5 | 55A, E ..... L-78            | 0,5 |
| P65 ..... L-81/L-82       | 0,5 | 3.5A (C) (100:1) ..... L-86     | 0,5 | *For fouling use ..... L-92Y |     |
| P95 ..... L-81/L-82       | 0,5 | 5B/BS (100:1) ..... L-86        | 0,5 |                              |     |
| P125A ..... L-81/L-82     | 0,5 | 6A/6B ..... L-90                | 0,5 | YAMATO                       |     |
| P125A Kerosene ..... L-86 | 0,5 | 8A ..... L-86                   | 0,5 | 350 ..... L-85               | 0,5 |
| P165 ..... L-86           | 0,5 | 8B ..... L-81/L-82              | 0,5 | ZÜNDAPP                      |     |
| P200 ..... L-81/L-82      | 0,5 | 9.5/12A ..... L-81/L-82         | 0,5 | 5 CV ..... L-88A             | 0,5 |
| P200 Kerosene ..... L-90  | 0,5 | 15A ..... L-81/L-82             | 0,5 | 5 HP, 6 HP ..... L-86        | 0,5 |
|                           |     | 15AK* ..... L-90                | 0,5 | Delphin ..... L-86           | 0,5 |
|                           |     | 20A (E) ..... L-86              | 0,5 |                              |     |
|                           |     | 25A (E), 25B ..... L-81/L-82    | 0,5 |                              |     |





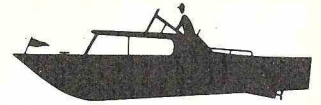
|   |            |     |   |           |        |
|---|------------|-----|---|-----------|--------|
| <b>AERO MARINE</b>                      |            |     | <b>CLINTON</b>                            |           |        |
| 1971 → Series 265, 320.....             | RBL-8      | 0,8 | All models.....                           | J-8/ UJ-8 | 0,6    |
| 1970-71 Series 375.....                 | RBL-8      | 0,8 | <b>COVENTRY VICTOR</b>                    |           |        |
| 1969-70 Series 265.....                 | J-6/ RJ-8  | 0,8 | AN3, WN3.....                             | N-8       | 0,5    |
| 1966-70 Series 320, 350,                |            |     | Midget.....                               | L-10      | 0,5    |
| 375, 165CR.....                         | N-6/ RN-6  | 0,8 | All Other models 18 mm Ø.....             | D-9       | 0,5    |
| 427 Jet, Series 454.....                | RBL-8      | 0,8 | <b>CRESCENT</b>                           |           |        |
| Series 455, 240.....                    | J-6/ RJ-6  | 0,8 | Stern drive 45.....                       | L-78      | 0,5    |
| 304, 360 JET.....                       | N-9Y       | 0,8 | <b>CROFTON</b>                            |           |        |
| Series 482.....                         | RN-9Y      | 0,8 | 1959 → 53 V-drive, 53 V.I.P., J-6J        |           | 0,6    |
| <b>ALBIN</b>                            |            |     | <b>CROSLEY</b>                            |           |        |
| 0-1 eng. No. 18964.....                 | W-20       | 0,7 | .....                                     | J-8/ UJ-8 | 0,6    |
| 0-1 eng. No. 18965 →.....               | UD-16      | 0,7 | <b>CRUSADER</b>                           |           |        |
| 0-1L, 1948 →.....                       | L-10       | 0,7 | 1976-78 305 cu in.....                    | BL-9Y     | 0,9    |
| 0-11, 0-21, 0-41, AL22,                 |            |     | 1974-78 454 cu in.....                    | BL-9Y     | 0,9    |
| AL23, E4-E6.....                        | UD-16      | 0,7 | 1971-78 292, 350 cu.in.....               | BL-9Y     | 0,9    |
| 0-2 → eng. No. 15825.....               | W-20       | 0,7 | 1974-75 307 cu.in.....                    | BL-9Y     | 0,9    |
| 0-2 eng. No. 15826 →.....               | UD-16      | 0,7 | 1971-73 307 cu.in.....                    | RBL-12    | 0,9    |
| 0-21.....                               | L-10       | 0,7 | 1971-72 427 cu.in.....                    | BL-7Y     | 0,9    |
| 0-4SP → eng. No. 19324.....             | W-20       | 0,7 | <b>Series Charger :</b>                   |           |        |
| 0-4SP eng. No. 19325 →.....             | UD-16      | 0,7 | CS 185, 220, 250.....                     | UJ-6      | 0,6    |
| 0-41, 0411, T-4.....                    | UD-16      | 0,7 | CS 280.....                               | N-5       | 0,6    |
| S-4, A4, A6, 1500 Spec.,                |            |     | 340.....                                  | N-4       | 0,6    |
| 2000 V-1.....                           | L-10       | 0,7 | <b>Series Boat Builder :</b>              |           |        |
| A-6 SP, 2000 SP.....                    | L-85       | 0,7 | 185, 190, 220, 230, 250.....              | UJ-6      | 0,6    |
| G-6.....                                | UD-16      | 0,7 | 280.....                                  | N-5       | 0,6    |
| 0-6B.....                               | D-9        | 0,7 | Mark: 140, 170, 200, 225.....             | UJ-6      | 0,6    |
| 0-82.....                               | W-20       | 0,7 | Models: 170J, 185, 200J, 210,             |           |        |
| Magneto ignition gap : 0,6 mm           |            |     | 23 0, 230J.....                           | UJ-6      | 0,6    |
| <b>AUSTIN</b>                           |            |     | Mark: 275, 300, 325.....                  | J-4J      | 0,8    |
| 14mm Ø Skipper, Chief, Healey           |            |     | Mark 240, Models 280.....                 | N-5       | 0,8    |
| 35, 55, 75, 3000.....                   | N-5        | 0,6 | CS 100, 150, 165, 280.....                | N-5       | 0,8    |
| <b>BAUDOIN</b>                          |            |     | CS 180, 220, 250, CM Cadillac             | UJ-6      | 0,8    |
| CR, H4, LH, LK, LKL.....                | H-8        | 0,6 | CS 320.....                               | N-5       | 0,8    |
| VL3, VL3F, VL3FT.....                   | J-6J       | 0,5 | <b>DAIMLER</b>                            |           |        |
| LA, LO3, LO3H, LO/L.....                | J-11       | 0,5 | SP250.....                                | N-8       | 0,7    |
| <b>B.L.M.C.</b>                         |            |     | <b>DAYTONA</b>                            |           |        |
| 850 Sea Prince 2912 cc.....             | N-12Y      | 0,6 | 100, 150.....                             | N-6       | 0,9    |
| 1100 Vedette.....                       | XN-8       | 0,6 | 200, 300.....                             | UJ-6      | 0,9    |
| 1622 Navigator 1959.....                | XN-8/ N-5  | 0,6 | 400, 400 Turbo.....                       | N-4       | 0,9    |
| 950, 1678, 3000 cc.....                 | N-5        | 0,6 | 427, 427 Turbo heavy duty.....            | N-3       | 0,9    |
| 950, 1500 & 2500 cc Diesel.....         | AG-32      | 0,6 | 427, 427 Turbo light duty.....            | N-4       | 0,9    |
| 2200 cc Diesel.....                     | AG-4       |     | <b>DEARBORN (→ Interceptor)</b>           |           |        |
| <b>BMW</b>                              |            |     | <b>DIESEL TECHNIK</b>                     |           |        |
| 411.....                                | N-9Y       | 0,6 | DTR 40, DTR 50.....                       | L-87Y     | 0,6    |
| 412.....                                | N-6Y       | 0,6 | <b>EATON (→ Interceptor)</b>              |           |        |
| 611.....                                | N-11Y      | 0,6 | <b>ESCORT (→ Ford U.S.A.)</b>             |           |        |
| <b>BOG MARIN</b>                        |            |     | <b>EVINRUDE</b>                           |           |        |
| 26.....                                 | J-8        | 0,6 | Series DU.....                            | J-4J      | 0,8    |
| 16 18 mm Ø.....                         | UK-10      | 0,6 | Series CU & SU.....                       | N-6       | 0,9    |
| 16 14 mm Ø.....                         | L-10       | 0,6 | Series HU.....                            | J-10Y     | 0,9    |
| 55 18 mm Ø.....                         | D-16       | 0,6 | Series KU.....                            | J-6       | 0,9    |
| 55 14 mm Ø.....                         | J-8        | 0,6 | Series NU.....                            | N-9Y      | 0,6    |
| <b>BPM</b>                              |            |     | TU: -14, -15, -16.....                    | J-10Y     | 0,9    |
| 1800L, LR, 1800M, MR,                   |            |     | TU: -17 →.....                            | J-6       | 0,9    |
| 3500LR, MR.....                         | J-8        | 0,6 | <b>FAGEOL</b>                             |           |        |
| 2800N, NRI, 800S350, N, NR,             |            |     | FM200, FM225.....                         | J-6       | 0,5    |
| S.....                                  | J-57R      | 0,6 | FMR275.....                               | L-57R     | 0,4    |
| Artic 181, Artic 157.....               | N-11Y      | 0,6 | 44, 53.....                               | J-6/ UJ-6 | 0,6    |
| Ionic 144, Ionic 127.....               | N-7Y       | 0,6 | <b>FLAGSHIP</b>                           |           |        |
| Oceanic 265, Oceanic 235,               |            |     | <b>High Performance eng.</b>              |           |        |
| Vulcano 375.....                        | N-8Y       | 0,6 | 1975-77 350 cu. in. 335,                  |           |        |
| Vulcano 450.....                        | N-6Y       | 0,6 | 380FAS.....                               | BL-7Y     | 0,9    |
| <b>BRIDAN</b>                           |            |     | 1975-77 350 cu. in. TC400.....            | BL-7Y     | 0,9    |
| 700 cc, 500 cc.....                     | L-90       | 0,6 | 1975-77 350 cu. in. TC450.....            | BL-4      | 0,9    |
| <b>BRIT</b>                             |            |     | 1975-77 350 cu. in. TC500.....            | BL-3      | 0,9    |
| Minor 12/55, Skippy.....                | L-90/ L-10 | 0,5 | 1975-77 350 cu. in. TC700.....            | BL-57     | 0,9    |
| 18 mm Ø.....                            | 8 Com./    | 0,5 | 1975-77 454 cu. in. TC550.....            | BL-7Y     | 0,9    |
|   | D-16       |     | 1975-77 454 cu. in. TC600.....            | BL-4      | 0,9    |
| Imp, Sprite.....                        | N-8        | 0,5 | 1975-77 454 cu. in. TC650.....            | BL-3      | 0,9    |
| <b>BUEHLER</b>                          |            |     | 1975-77 454 cu. in. 400,                  |           |        |
| Jetstream : Chrysler 273, 428           |            |     | 460, 550FAS.....                          | BL-7Y     | 0,9    |
| cu. in.....                             | XN-6/RN-6  | 0,9 | <b>CLIMAX</b>                             |           |        |
| Chrysler 318.....                       | XJ-10Y     | 0,9 | 98 cu. in.....                            | RN-9Y     | 0,8    |
| <b>B &amp; W</b>                        |            |     | 302, 351 cu. in.....                      | F-10      | 0,8    |
| LH4, LH6, LH Deluxe, 45.....            | W-14       | 0,6 | 460 cu. in.....                           | RF-11Y    | 0,8    |
| LH Super, LH Super Special, LH          |            |     | <b>CLINTON</b>                            |           |        |
| Master, LH Dual ignition.....           | J-6/ UJ-6  | 0,6 | All models.....                           | J-8/ UJ-8 | 0,6    |
| Models : 7/8" Ø.....                    | W-18       | 0,6 | <b>COVENTRY VICTOR</b>                    |           |        |
| <b>Mystic, Engineer.....</b>            |            |     | W-14                                      | 0,6       |        |
| <b>B &amp; W 30, 35.....</b>            |            |     | N-8                                       | 0,6       |        |
| <b>60, 105, 155, 165.....</b>           |            |     | J-6J                                      | 0,6       |        |
| <b>CAILLE</b>                           |            |     | <b>CRESCENT</b>                           |           |        |
| <b>35, 40, 45, 50.....</b>              |            |     | K-57R                                     | 0,5       |        |
| <b>Others 18 mm Ø.....</b>              |            |     | D-16                                      | 0,5       |        |
| <b>CHRIS-CRAFT</b>                      |            |     | <b>CROFTON</b>                            |           |        |
| <b>A, B, BA, C, H, K, KB</b>            |            |     | <b>1959 → 53 V-drive, 53 V.I.P., J-6J</b> |           |        |
| <b>W/Regular Heads.....</b>             |            |     | UJ-6/ J-8J                                | 0,7       |        |
| <b>A, B, BA, C, H, K, KB</b>            |            |     | <b>CROSLEY</b>                            |           |        |
| <b>w/Aluminium heads.....</b>           |            |     | H-10/                                     | 0,7       |        |
| <b>H-10J</b>                            |            |     | H-10J                                     |           |        |
| <b>KBL, KC, KFL, KL, KLC</b>            |            |     | <b>CRUSADER</b>                           |           |        |
| <b>W/Regular Heads.....</b>             |            |     | UJ-6/ J-8J                                | 0,7       |        |
| <b>KBL, KC, KFL, KL, KLC</b>            |            |     | <b>1976-78 305 cu in.....</b>             |           |        |
| <b>w/Aluminium heads.....</b>           |            |     | H-10/                                     | 0,7       | BL-9Y  |
| <b>H-10J</b>                            |            |     | H-10J                                     |           | 0,9    |
| <b>LC, LD, M, MB, MBL W/Regular</b>     |            |     | <b>1974-78 454 cu in.....</b>             |           |        |
| <b>Heads.....</b>                       |            |     | UJ-6/ J-8J                                | 0,7       | BL-9Y  |
| <b>LC, LD, M, MB, MBL</b>               |            |     | <b>1971-78 292, 350 cu.in.....</b>        |           |        |
| <b>w/Aluminium heads.....</b>           |            |     | H-10/                                     | 0,7       | BL-9Y  |
| <b>H-10J</b>                            |            |     | H-10J                                     |           | 0,9    |
| <b>MC, MCL, ML, W, WB</b>               |            |     | <b>1974-75 307 cu.in.....</b>             |           |        |
| <b>W/Regular Heads.....</b>             |            |     | UJ-6/ J-8J                                | 0,7       | BL-9Y  |
| <b>MC, MCL, ML, W, WB</b>               |            |     | <b>1971-73 307 cu.in.....</b>             |           |        |
| <b>w/Aluminium heads.....</b>           |            |     | H-10/                                     | 0,7       | RBL-12 |
| <b>H-10J</b>                            |            |     | H-10J                                     |           | 0,9    |
| <b>181 → Series N 603191, 153. RN-5</b> |            |     | <b>1971-72 427 cu.in.....</b>             |           |        |
| <b>181 → Series N 603192 → .....</b>    |            |     | <b>BL-7Y</b>                              |           |        |
| <b>225 Series.....</b>                  |            |     | <b>0,9</b>                                |           |        |
| <b>Series 283, 302, 327 W/Gasket</b>    |            |     | <b>Series Charger :</b>                   |           |        |
| <b>Heads.....</b>                       |            |     | <b>CS 185, 220, 250.....</b>              |           |        |
| <b>UJ-6</b>                             |            |     | <b>UJ-6</b>                               |           |        |
| <b>Series 307, 350, 454</b>             |            |     | <b>CS 280.....</b>                        |           |        |
| <b>w/Tapered seat.....</b>              |            |     | <b>N-5</b>                                |           |        |
| <b>350 Hi-Perf.....</b>                 |            |     | <b>340.....</b>                           |           |        |
| <b>RBL-8</b>                            |            |     | <b>N-4</b>                                |           |        |
| <b>Series 427, 431.....</b>             |            |     | <b>Series Boat Builder :</b>              |           |        |
| <b>F-10</b>                             |            |     | <b>185, 190, 220, 230, 250.....</b>       |           |        |
| <b>Series 430.....</b>                  |            |     | <b>UJ-6</b>                               |           |        |
| <b>F-9Y</b>                             |            |     | <b>280.....</b>                           |           |        |
| <b>0,8</b>                              |            |     | <b>N-5</b>                                |           |        |
| <b>0,6</b>                              |            |     | <b>Mark: 140, 170, 200, 225.....</b>      |           |        |
| <b>0,9</b>                              |            |     | <b>UJ-6</b>                               |           |        |
| <b>0,9</b>                              |            |     | <b>Models: 170J, 185, 200J, 210,</b>      |           |        |
| <b>0,9</b>                              |            |     | <b>23 0, 230J.....</b>                    |           |        |
| <b>0,6</b>                              |            |     | <b>UJ-6</b>                               |           |        |
| <b>0,7</b>                              |            |     | <b>Mark: 275, 300, 325.....</b>           |           |        |
| <b>0,8</b>                              |            |     | <b>J-4J</b>                               |           |        |
| <b>0,8</b>                              |            |     | <b>Mark 240, Models 280.....</b>          |           |        |
| <b>0,8</b>                              |            |     | <b>N-5</b>                                |           |        |
| <b>0,9</b>                              |            |     | <b>CS 100, 150, 165, 280.....</b>         |           |        |
| <b>0,9</b>                              |            |     | <b>N-5</b>                                |           |        |
| <b>0,9</b>                              |            |     | <b>CS 180, 220, 250, CM Cadillac</b>      |           |        |
| <b>0,9</b>                              |            |     | <b>UJ-6</b>                               |           |        |
| <b>0,9</b>                              |            |     | <b>CS 320.....</b>                        |           |        |
| <b>0,9</b>                              |            |     | <b>N-5</b>                                |           |        |
| <b>0,9</b>                              |            |     | <b>0,8</b>                                |           |        |
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**CHAMPION**

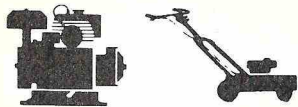
|  |             |     |   |             |     |  |         |     |
|--|-------------|-----|---|-------------|-----|--|---------|-----|
| 1975-77 454 cu. in. 400, 460, 550FAJ.....                        | BL-7Y       | 0,9 | V-8 Models 260, 280, 310, 427.....        | UJ-6        | 0,6 | 250 Shielded.....                                | RMJ-3   | 0,9 |
| 1975-77 460 cu. in. TC800.....                                   | BL-57       | 0,9 | V-8 Models 304, 360.....                  | N-12Y       | 0,6 | 255 → Series No. 4175499.....                    | F-10    | 0,8 |
| 1975-77 466 cu. in. TCX950.....                                  | BL-57       | 0,9 | Misc. & Racing: FB-244MS.....             | XMJ-14      | 0,6 | 255 Series No. 4175500 →.....                    | RBL-11Y | 0,9 |
| 1975-77 466 cu. in. TCX1200.....                                 |             |     | Misc. & Racing: FB-455.....               | J-12Y       | 0,8 | 260.....   | RBL-8   | 0,9 |
| Alcohol mixture.....   | BL-54R      | 0,9 | Racing 91.....                            | J-2J/ J-57R | 0,5 | 270 → Series No. 2959703.....                    | J-19V   |     |
| 1975-77 466 cu. in. 675FAJ (normal service).....                 | BL-7Y       | 0,9 | Racing 225, 244.....                      | K-54R       | 0,5 | 270 → Series No. 2959703.....                    |         |     |
| 1975-77 466 cu. in. 675FAJ (Racing).....                         | BL-57       | 0,9 | Misc: Six 136, 160.....                   | L-85/ L-12Y | 0,6 | Shielded.....                                    | RMJ-3   | 0,9 |
| 1975-77 466 cu. in. 675FAS (normal service).....                 | BL-7Y       | 0,9 | Six 232, Stern Drive & Revs. gear.....    | N-9Y        | 0,6 | 270 Series No. 3077736 →.....                    | RBL-8   | 0,9 |
| 1975-77 466 cu. in. 675FAS (Racing).....                         | BL-57       | 0,9 | Rolls Royce (eng.).....                   | N-5         | 0,6 | 280 (Jet), 400 (Jet).....                        | RBL-8   | 0,9 |
| <b>Transdrive, Inboard &amp; V-Drive</b>                         |             |     | <b>INTERCEPTOR</b>                        |             |     | 310.....   | N-3     | 0,9 |
| 1977 305 cu. in. (heavy service).....                            | BL-7Y       | 1,1 | V-4 104, V-6 122.....                     | L-82Y       | 0,8 | 325 → Series No. 2761141.....                    | N-19V   |     |
| 1977 305 cu. in. (light service).....                            | BL-9Y       | 1,1 | 144, 170 (Sidedraft).....                 | F-11Y       | 0,8 | 325 Series No. 3043030 →.....                    | BL-3    | 0,9 |
| 1975-77 350, 454 cu. in. (heavy service).....                    | BL-7Y       | 1,1 | Continuous high speed.....                | F-9Y        | 0,8 | 330TR.....                                       | RBL-8   | 0,9 |
| 1975-77 350, 454 cu. in. (light service).....                    | BL-9Y       | 1,1 | 170 (Downdraft).....                      | F-10        | 0,8 | 330TRS.....                                      | RBL-8   | 0,9 |
| 1975-77 181FL.....   | RBL-8       | 0,9 | 200, 256, 272, 289, 292, 312, 352.....    | F-10        | 0,8 | J-400.....                                       | RBL-8   | 0,9 |
| 1975-77 280E.....  | BL-7Y       | 0,9 | 221.....                                  | F-82        | 0,8 | 470.....   | RBL-9Y  | 0,9 |
| 1971-74 292 cu. in.....  | RBL-11Y     | 0,9 | 260.....                                  | F-83Y       | 0,8 | 475, Typhoon KT, Tempest.....                    | BL-21V  |     |
| 1971-74 307, 350 cu. in.....                                     | RBL-9Y      | 0,9 | 390, 302.....                             | F-9Y        | 0,8 | 888 Series No. 4169597 →.....                    | RBL-11Y | 0,9 |
| 1971-74 427, 454 cu. in.....                                     | RBL-7Y      | 0,9 | 427, 300.....                             | F-10        | 0,8 | 888 → Series No. 4169596.....                    | F-10    | 0,8 |
| 66, 96.....  | J-11/ J-11J | 0,8 | Continuous high speed.....                | F-82        | 0,8 | 898.....   | RBL-8   | 0,9 |
| 136.....   | J-11/ J-11J | 0,9 | 427, 330 HP.....                          | F-82        | 0,8 | <b>Inboard eng. :</b>                            |         |     |
| 85, 90, 100, 118.....  | UJ-6/ J-6   | 0,8 | 427, 400 HP.....                          | F-9Y        | 0,8 | 30, 55.....                                      | L-85    | 0,6 |
| 145, 150, 185, 190, 220, 225, 240, 250, 283, 310, 327, 350M..... | UJ-6/ J-6   | 0,9 | Continuous high speed.....                | F-82        | 0,8 | 198.....   | RBL-8   | 0,9 |
| 300 (427 cu. in.).....   | N-4         | 0,9 | <b>INTERNATIONAL</b>                      |             |     | 215.....   | F-10    | 0,8 |
| 155 (292 cu. in.).....   | N-6         | 0,9 | (→ Palmer Greenwich)                      |             |     | 225 → Series No. 3415950.....                    | J-19V   |     |
| <b>FORD (U.S.A.)</b>   |             |     | <b>JOHNSON (→ Outboard Marine Corp.)</b>  |             |     | 225 → Series No. 3415950.....                    |         |     |
| 1975-78 302, 351W, 460 cu. in.....                               | RBL-11Y     | 0,9 | Series DU.....                            | J-4J        | 0,8 | Shielded.....                                    | RMJ-3   | 0,9 |
| 1975 534 cu. in.....   | RF-10       | 0,8 | Series CU & SU.....                       | N-6         | 0,9 | 270 Series Nos. 3077336-3077495.....             | RBL-8   | 0,9 |
| → 1974 302, 351W, 427, 534 cu. in.....                           | RF-10       | 0,8 | Series HU.....                            | J-10Y       | 0,9 | 270 Series Nos. 3077496-3077735.....             | J-19V   |     |
| 460, 429 cu. in.....   | RBL-13Y     | 0,9 | Series KU.....                            | UJ-6        | 0,9 | 270 Series Nos. 3077496-3077735 Shielded.....    | RMJ-3   | 0,9 |
| <b>GOTA</b>  |             |     | Series NU.....                            | N-9Y        | 0,7 | 270 Series No. 2077736 →.....                    | RBL-8   | 0,9 |
| 5-6, 10-12 & 15-18.....  | D-14        | 0,5 | TU: -14, -15, -16.....                    | J-10Y       | 0,7 | 325 → Series No. 2762441.....                    | J-19V   |     |
| SLF10, SL3, SL6, SL12.....                                       | UK-10       | 0,5 | TU: -17 →.....                            | J-6         | 0,9 | 325 Series No. 3042731 →.....                    | BL-3    | 0,9 |
| <b>GRAYMARINE</b>  |             |     | <b>KERMATH</b>                            |             |     | 330.....   | BL-3    | 0,9 |
| <b>Series Luger</b>  |             |     | Sea Pup, Sea Twin.....                    | J-11        | 0,6 | 350.....   | BL-3    | 0,9 |
| Four 69, Seascope 91, Seascope 45.....                           | J-11J       | 0,9 | <b>KOHLER</b>                             |             |     | 475.....   | BL-21V  |     |
| Four 22, 52, 112.....  | UD-16/ D-16 | 0,6 | L-160.....                                | J-8/ UJ-8   | 0,6 | <b>NEWAGE (→ BLMC)</b>                           |         |     |
| Four 40, 75, 80, 85TD, 140, 162.....                             | D-14        | 0,6 | <b>LATHROP (→ B &amp; W)</b>              |             |     | <b>NORDBERG</b>                                  |         |     |
| Six 51, 121, 186, 226, 330.....                                  | D-16        | 0,6 | <b>MARINE DRIVES SYSTEMS (MDS)</b>        |             |     | (→ Universal)                                    |         |     |
| Six 91, 244.....   | D-14        | 0,6 | Models Stern Drive 85, 110.....           | L-82Y       | 0,6 | <b>NORSEMAN</b>                                  |         |     |
| Six 71, 77.....  | D-9/ D-9J   | 0,6 | <b>MARINE POWER</b>                       |             |     | (→ Universal)                                    |         |     |
| <b>Series Express</b>  |             |     | 1977-78 305K, KBM, GLY.....               | RBL-8       | 0,9 | <b>O.M.C.</b>                                    |         |     |
| Four 140, 162.....   | D-9/ D-9J   | 0,6 | 1975-78 181-FL (130 HP).....              |             |     | <b>Stern Drive eng.: 120, 140, 175, 190, 235</b> |         |     |
| Four 52, 112.....  | D-14        | 0,6 | Tapered seat.....                         | RBL-8       | 0,9 | 1973-78 : Tapered seat, 14mm Head.....           | RBL-8   | 0,9 |
| Six 121, 186, Super 117, Super 427.....                          | D-9/ D-9J   | 0,6 | 1975-78 181-FL (130 HP) gask et seat..... | RN-6        | 0,9 | 1974 All models: Tapered seat, 18mm Head.....    | RF-10   | 0,8 |
| Six 71, 77, 80, 111, 427.....                                    | D-14        | 0,6 | 1975-78 350-K, KB, KBM, GLV (250 HP)..... | RBL-8       | 0,9 | 1973-74 All models: ¾ reach Head.....            | N-6     | 0,9 |
| Six 91, 224.....   | D-6         | 0,6 | 1975-76 307-K, KB, GLV (215 HP).....      | RBL-12      | 0,9 | Models 480.....                                  | J-4J    | 0,8 |
| Sea Scout 91.....  | J-11J       | 0,6 | 1975-76 350-FLV (300 HP).....             | RBL-8       | 0,9 | Series DU.....                                   | J-4J    | 0,8 |
| <b>Series Phantom</b>  |             |     | 1975-76 454, B, BM (330 HP).....          | RBL-8       | 0,9 | Series CU, GU, LU, SU, VU.....                   | N-6     | 0,9 |
| Four 45.....   | J-7/ J-7J   | 0,6 | <b>MERCUISER</b>                          |             |     | Series HU.....                                   | J-10Y   | 0,9 |
| Four 62.....   | D-9/ D-9J   | 0,6 | Stern Drive eng. :.....                   |             |     | Series KU.....                                   | UJ-6    | 0,9 |
| Four 75, 85, 86, 162.....  | D-14        | 0,6 | 60.....                                   | L-85        | 0,6 | Series NU.....                                   | N-9Y    | 0,6 |
| Six 88, 90, 103, 104, 112, 125.....                              | D-9/ D-9J   | 0,6 | 80.....                                   | N-9Y        | 0,6 | TU-14, -15, -16.....                             | J-10Y   | 0,9 |
| Six 115, 135, 200.....   | D-6         | 0,6 | 90.....                                   | RN-9Y       | 0,8 | TU-17 & up.....                                  | J-6     | 0,9 |
| Six: 70, 80, 100, 109, 109TD, 110, 116.....                      | D-14        | 0,6 | 110, 140-6, 150, 160, 200.....            | RN-6        | 0,9 | TU-20D.....                                      | RBL-8   | 0,9 |
| Six: 118, 120, 122, 135, 136, 150, 165.....                      | D-14        | 0,6 | 120 → Series No. 3825578.....             | RN-6        | 0,9 | XU-20S.....                                      | J-6     | 0,9 |
| Six 175, 185, 205, 620, 750.....                                 | D-14        | 0,6 | 120 Series No. 3825579 →.....             | RBL-8       | 0,9 | XU-20C.....                                      | RBL-8   | 0,9 |
| <b>Series Fireball</b>   |             |     | 140-4 → Series No. 3826282.....           | RN-6        | 0,9 | JU, WU, XU, TUFR, TUFM, TUFP.....                | RBL-8   | 0,9 |
| Four 50.....   | J-8/ J-8J   | 0,6 | 140-4 Series No. 3826283 →.....           | RBL-8       | 0,9 | <b>Inboard eng. :</b>                            |         |     |
| Four 90.....   | D-14        | 0,6 | 165 → Series No. 2771483.....             | RN-6        | 0,9 | 1974 → All models.....                           | RBL-8   | 0,9 |
| Six 140, 160.....  | D-10        | 0,5 | 165 Series No. 2771484 →.....             | RBL-8       | 0,9 | AT, TT, TJ, AJ 14mm, ¾ reach.....                | J-6     | 0,9 |
| Six 116, 150 Super 330.....                                      | D-9J        | 0,5 | 215.....                                  | F-10        | 0,8 | AT, TT, TJ, AJ 14mm, Tapered seat.....           | RBL-8   | 0,9 |
| Six 116, 150 High speed.....                                     | K-60R       | 0,5 | 190.....                                  | RJ-6        | 0,9 | Sail Drive.....                                  | UL-81J  | 0,9 |
| V-8 Models C, CF, CH, 135, 138, 138A.....                        | UJ-6        | 0,6 | 225 → Series No. 2278646.....             | J-4         | 0,9 | <b>OWENS</b>                                     |         |     |
| V-8 Models 170, 175, 178B, 188.....                              | UJ-6        | 0,6 | 225 Series No. 2278647-3385720.....       | RJ-6        | 0,9 | (→ Flagship)                                     |         |     |
| V-8 Models 195, 215, 220, 225, 238.....                          | UJ-6        | 0,6 | 225 Series No. 3385721 →.....             | F-10        | 0,8 | <b>PALMER-GREENWICH</b>                          |         |     |
|  |             |     | 228.....                                  | RBL-8       | 0,9 | M60, P60.....                                    | D-15Y   | 0,8 |
|  |             |     | 228TR.....                                | RBL-8       | 0,9 |  |         |     |
|  |             |     | 233 Series No. 4173768 →.....             | RBL-11Y     | 0,9 |  |         |     |
|  |             |     | 233 → Series No. 4173767.....             | F-10        | 0,8 |  |         |     |
|  |             |     | 250-1977.....                             | RBL-8       | 0,9 |  |         |     |
|  |             |     | 250 → 1976.....                           | J-19V       | 0,9 |  |         |     |





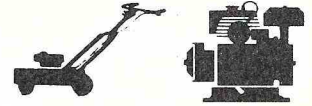
|                                       | mm  |  | mm  |                                      | mm  |
|---------------------------------------|-----|--|-----|--------------------------------------|-----|
| PA190, PA220, PA255..... RF-10        | 0,8 | <b>SEAFARER</b>                        |     | <b>VOLVO PENTA</b>                   |     |
| PA350..... RBL-13Y                    | 0,8 | Seafarer..... N-5                      | 0,5 | AQ 80, AQ 180..... J-6/ UJ-6         | 0,6 |
| M304, M345, MKIV-115,                 |     |  |     | AQ 90..... L-85                      | 0,6 |
| MKVI-150, normal service..... UJ-6    | 0,8 | <b>SEAMASTER</b>                       |     | AQ 95, AQ 95A, AQ 100..... L-87Y     | 0,6 |
| M304, M345, MKIV-115,                 |     | 300, 534..... F-10                     | 0,8 | AQ 105A, AQ 110, AQ 115A,            |     |
| MKVI-150, light service..... UJ-8     | 0,8 | 534 Turbo..... F-57R                   | 0,5 | AQ 120, AQ 130..... L-81/ L-82       | 0,6 |
| MKVIII: 200, 225, 275, 300            |     |  |     | AQ 130A, AQ 130B, AQ 130C,           |     |
| normal service..... UJ-6              | 0,8 | <b>STAR MARINE (→</b>                  |     | AQ130D..... L-81Y                    | 0,7 |
| MKVIII: 200, 225, 275, 300            |     | Emperor)                               |     | AQ 140..... N-7Y                     | 0,7 |
| light service..... UJ-8               | 0,8 |  |     | AQ 150, AQ 150A, AQ 150B..... J-10Y  | 0,9 |
| M196, M265, M392, M549,               |     | <b>STOKES</b>                          |     | AQ 165A, AQ 170..... L-81Y           | 0,6 |
| M345B, M392B..... UJ-6                | 0,8 | Conversion Using eng. Willys           |     | AQ 170A, AQ 170B, AQ 170C..... L-81Y | 0,6 |
| PW27; 18 mm Head..... D-21            | 0,8 | Tornado..... L-85                      | 0,6 | AQ 190..... RBL-11Y                  | 0,7 |
| PW27; 14 mm Head..... J-10Y           | 0,8 |  |     | AQ 200, AQ 200A, AQ 200B..... RBL-9Y | 0,6 |
| Y304, Y345, Y392..... UJ-6            | 0,8 | <b>STUART TURNER</b>                   |     | AQ 210 → Series No. 177314. UJ-6     | 0,6 |
| PB-V-215 (V-8)..... L-85              | 0,9 | P6, P66, R3M, ST4M..... L-90           | 0,5 | AQ 210A Series No. 177315            |     |
| P302, P351..... F-9Y                  | 0,8 | Others: 14 mm Ø..... L-10              | 0,5 | →..... RBL-9Y                        | 0,6 |
| MKVID-110, MD188, MD301,              |     | Other models: 18 mm Ø..... 8 Com/      | 0,5 | AQ 225, AQ 225A, AQ 225B             |     |
| MD301SM (Diesel)..... AG-40           |     | D-16                                   |     | AQ 225C..... RBL-9Y                  | 0,6 |
| <b>PENTA (→ Volvo-Penta)</b>          |     |  |     | AQ 240A..... RBL-9Y                  | 0,6 |
| <b>PIAGGIO</b>                        |     | <b>TEMPEST</b>                         |     | AQ 250..... RBL-9Y                   | 0,6 |
| Idrogetto (2-Cylinder engines,        |     | Vedette Mk8..... N-5                   | 0,6 | AQ 60F Kerosene..... L-10            | 0,9 |
| 3-Cylinder engines)..... N-4 N-4G 0,5 |     |  |     | B16A, B 16C..... J-7                 | 0,6 |
| <b>POWER PRODUCTS</b>                 |     | <b>UNIVERSAL</b>                       |     | B18A, B18C..... L-85                 | 0,6 |
| 626..... J-8J                         | 0,6 | All 18 mm Head except BR               |     | BB25..... J-6/ UJ-6                  | 0,6 |
| 1000..... J-11/ J-11J 0,6             |     | Racer..... UD-16                       | 0,6 | BB 30B..... L-85                     | 0,6 |
| 3000..... H-10                        | 0,6 | BR Racer..... D-9/ D-9J                | 0,6 | BB 30F Kerosene..... L-10            | 0,9 |
| <b>RENAULT/COUACH</b>                 |     | Atomic 2, Atomic 4, Atomic             |     | BB 70..... J-6/ UJ-6*                | 0,6 |
| RC6, RC8, RC15..... D-21              | 0,6 | Stevedore..... J-8                     | 0,9 | BB 100, BB 100A..... L-85            | 0,6 |
| RC25, RC30..... L-87Y                 | 0,6 | UJ, UJ-4, HF, HFR, HFVD..... J-8       | 0,9 | BB 115A, BB 115B, BB 165A,           |     |
| <b>REVLEY</b>                         |     | OK, OKR, OKH, OKHR, OKVD,              |     | BB170A, BB 170B..... L-81Y           | 0,6 |
| Models R225, R300, R401..... J-10Y    | 0,9 | OKHVD..... J-8                         | 0,9 | MB 10, MB 10A..... L-92Y             | 0,6 |
| <b>ROLLS ROYCE</b>                    |     | OL, OLH, OLR, OLHR, OLVD,              |     | MB 20A..... L-87Y                    | 0,6 |
| V8 Marine (eng.)..... N-5             | 0,6 | OLHVD..... J-8                         | 0,9 | MB 18F Kerosene..... L-10            | 0,9 |
| LM 841..... N-8                       | 0,9 | Explorer Six, Master Six (After        |     | MB 36A, MB 36B..... J-6/ UJ-6        | 0,6 |
| <b>ST. LAWRENCE [CDN]</b>             |     | Aug.59)..... J-8                       | 0,9 | M 20B..... L-87Y                     | 0,6 |
| 1/2" Ø..... A-25                      | 0,6 | Z, ZH, ZHR, ZR, ZVD, ZHVD..... J-6     | 0,9 | C5, C10, C23..... D-16/              |     |
| 3/4" Ø..... C-16C                     | 0,6 | ZS, ZSH, ZSR, ZSHR, ZSVD,              |     | UD/16                                | 0,6 |
| 14 mm Ø..... H-10                     | 0,6 | ZSHVD..... J-6                         | 0,9 | <b>* Continuous high speed</b>       |     |
| 18 mm Ø..... D-16                     | 0,6 | Super Six, Commodore, Super            |     | <b>WATERMOTA</b>                     |     |
| <b>SALSBUURY</b>                      |     | Six Stevedore..... J-6                 | 0,9 | Sea Wolf 29 CV Ford 105E..... N-5    | 0,6 |
| <b>SCRIPPS</b>                        |     | Z Super Six Express..... J-6           | 0,9 | Sea Wolf (1098 cc.)..... N-9Y        | 0,6 |
| 14 mm Ø..... J-8                      | 0,6 | EV, EV15, EV20, EV25, EV30..... H-10/  | 0,9 | Sea Otter 35 CV Ford 115E..... N-5   | 0,6 |
| 18 mm Ø..... UD-16                    | 0,6 | H-10J                                  | 0,9 | Sea Tiger 45 CV Ford 122E..... N-5   | 0,6 |
| <b>SEADRIVE</b>                       |     | NKEV 277 HP Big King..... F-9Y         | 0,9 | Sea Tiger (1599 cc.)..... N-9Y       | 0,6 |
| 1100..... N-5                         | 0,6 | LEV, LEVH 188 HP Little King..... UJ-6 | 0,7 | Shrimp..... N-8                      | 0,6 |
| 1.5, 2.5 Diesels..... AG-32           | 0,6 | Strato-King..... UJ-6                  | 0,7 | Sea Cheetah, Sea Leopard..... N-9Y   | 0,6 |
|                                       |     | Knight, Tarpon, Marlin..... J7-/ J-7J  | 0,8 | Super Shrimp..... J-8/ CJ-8          | 0,8 |
|                                       |     | Bullet, Arrow, Bluefin..... J-7/ J-7J  | 0,8 | <b>WEST-BEND</b>                     |     |
|                                       |     | Colt..... J-8J                         | 0,7 | Shark-o-Matic..... J-4J              | 0,8 |
|                                       |     | Z-Drive, Elf..... J-8                  | 0,8 | <b>WICKSTROM</b>                     |     |
|                                       |     | Super Sabre..... J-12Y                 | 0,9 | W1, W2, W3..... D-16                 | 0,5 |
|                                       |     | Sabre 140 HP, 198 Cu. in..... J-10Y    | 0,9 | <b>WORTHAM BLAKE</b>                 |     |
|                                       |     | Super Sabre 155 HP, 225 Cu.            |     | Sprite V-4, Dolphin V-6..... N-9Y    | 0,6 |
|                                       |     | in..... J-10Y                          | 0,9 | Fisherboy 4 OHV eng..... N-9Y        | 0,6 |
|                                       |     | <b>VALMET</b>                          |     | SV eng..... L-10                     | 0,6 |
|                                       |     | Vire 70E (7 HP)-BVR (6 HP),            |     | Sprite, Dolphin Mk. 2..... N-12Y     | 0,8 |
|                                       |     | BVRE (6 HP)..... L-86/ L-88A 0,5       |     | 1,5 L.Diesel..... AG-32              | 0,8 |





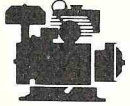
|   | mm                 |     | mm   |                | mm  |
|---|--------------------|-----|--|----------------|-----|
| <b>ABNER (Mowers)</b>   |                    |     |  |                |     |
| JLO.....  | L-85               | 0,5 | 6B-230, G-138, G-149, 14   |                |     |
| <b>ACME</b>   |                    |     |  |                |     |
| AL65, AL215, AL70, AL75/<br>AL290, AL330.....   | L-90               | 0,5 | Power Units.....   | J-6            | 0,5 |
| VT88, VT94.....   | L-86               | 0,5 | G-226 (¾ reach).....   | J-6            | 0,5 |
| FE82, AL480, AL550.....   | D-16*              | 0,5 | G-226 (¾ reach), G-262.....  | N-3 RN-77B     | 0,5 |
| * Kerosene.....   | D-21               | 0,6 | GF-6, GF-638, GL-6, Series K,<br>325, 369.....   | UD-16          | 0,5 |
| <b>AGRIA (Mowers)</b>   |                    |     |  |                |     |
| 14 mm Ø.....  | L-90               | 0,5 | Series K 381, 393, 428,<br>L-468, L-525.....   | UD-16          | 0,5 |
| 18 mm Ø.....  | UK-10              | 0,5 | BA-6, BBU, BTH, BTU, BUS,<br>CS-6DS-6, DW-6.....   | W-10           | 0,5 |
| <b>ALBIN</b>  |                    |     |  |                |     |
| ¾ Ø.....  | W-14               | 0,6 | ET-331, ET-350, ETU, FR,<br>FRB,FRH, HS-6.....   | W-10           | 0,5 |
| 18 mm Ø.....  | K-17               | 0,6 | JH-4, JH-6, JK-4 JK-6, JL-<br>877, JL-1335.....  | W-10           | 0,5 |
| 14 mm Ø.....  | L-10               | 0,6 | JV-4, JV-6, KT-281, KTH,<br>KTU,WTH, WTU.....  | W-10           | 0,5 |
| <b>AL-KO (Mowers)</b>   |                    |     |  |                |     |
| 30-38H, 25-38, 30-48, 35-48<br>(B+S).....   | J-8/J-17LM         | 0,7 | YBU-1, YT-381, YTU, YTH.....   | W-10           | 0,5 |
| (Aspera).....   | J-17LM             | 0,6 | <b>LP-gas engines</b>  |                |     |
| <b>ALLEN (Mowers)</b>   |                    |     |  |                |     |
| 8/32 Lawnride/8E Lawn tractor<br>8/32 Lawnride/8E Lawn tractor<br>(B+S).....  | J-8/<br>J-17LM     | 0,7 | B-15, B-125, E-564, R, W-25 J-11<br>G-226, W-201, W-226.....   | J-11           | 0,8 |
| 30" mower (cylinder, 32" rotary<br>(Kohler).....  | J-8/<br>CJ-8       | 0,6 | (¾reach).....  | J-11           | 0,8 |
|   |                    |     | G-226 (¾ reach).....   | N-16Y          | 0,8 |
|   |                    |     | E-60, E-563, L-90, L-844,<br>U-40.....   | W-14           | 0,8 |
| <b>R. K. ALLETT (Mowers)</b>  |                    |     |  |                |     |
| Mark 2 36" Heavy duty (Reliant)   | RN-12Y             | 0,6 | <b>ASPERA ENGINES (→ page 44)</b>  |                |     |
| <b>ALLIS-CHALMERS</b>   |                    |     |  |                |     |
| Gasoline eng.<br>normal service<br>LO-468, LO-525.....  | J-6 UJ-6           | 0,6 | HBL 25, 30, 35, 40.....  | J-8/ RCJ-8     | 0,6 |
| G-138, G-149, 14 Power<br>Units,G-160.....  | J-7                | 0,6 | LAV 30, 35, 40.....  | J-8/ RCJ-8     | 0,6 |
| G-226 (¾ reach).....  | J-8                | 0,8 | LAVR 30, 35.....   | J-8/ RCJ-8     | 0,6 |
| 4B-153, 4B-182, GB-273,<br>M-707,M-766.....   | J-11               | 0,6 | AV520, 600, AV750.....   | J-8J           | 0,6 |
| B-15, B-125, E-564, R,<br>W-25,W-201.....   | J-11               | 0,8 | MV85M, MV100M.....   | J-6J           | 0,6 |
| 6B-230, W-226, U-318<br>(14mmØ).....  | J-11               | 0,8 | <b>ATCO</b>  |                |     |
| G375, G379, G398, G399.....   | RL-15B             | 0,4 | 12" Standard, 14" deluxe, 17"<br>deluxe, 18" Eighteen, 20"<br>deluxe, 20" Heavy duty 24"<br>and 30" riding mowers, 28" &<br>34" Groundsman, 20"<br>Toughcut..... | J-8/<br>J-17LM | 0,7 |
| G333, G342, G353 (¾ reach).....   | RL-15B             | 0,4 | 21" & 18" rotary.....  | CJ-8           | 0,7 |
| G-226, G-262 (¾ reach).....   | N-8                | 0,6 | <b>Other types:</b>  |                |     |
| G-343, G-333 (¾ reach).....   | RN-79G/<br>REN-79G | 0,4 | Eng.: Aspera, Suffolk & Kohler ...   | J-8/J-17LM     | 0,5 |
| P-1879, PC-1879, PC-2505,<br>PCS-2505.....  | D-9                | 0,6 | Others 18 mm.....  | K-17           | 0,5 |
| 2MO-323; 3MO-485, 4MO-<br>645.....  | D-14               | 0,6 | 14 mm.....   | L-10           | 0,5 |
| 6MO-672, 6MO-779, 6MO-<br>893,6MO-970.....  | D-14               | 0,6 | <b>AUSTIN (Industrial eng.)</b>  |                |     |
| 8MO-1125, 8MO-1290,<br>8MOS-1290.....   | D-14               | 0,6 | 18 mm Ø.....   | 8 Com.         | 0,5 |
| Series H 173, 199, 205, 217,<br>260.....  | UD-16              | 0,6 | 14 mm Ø short reach.....   | L-10           | 0,5 |
| 298, 326, Series HP 234.....  | UD-16              | 0,6 | 14 mm Ø long reach.....  | N-8            | 0,5 |
| J-214, 351.....   | UD-16              | 0,6 | <b>BARRUS (Mowers)</b>   |                |     |
| GF-6, GF-638, GL-6, Series K<br>325, 369.....   | D-23               | 0,6 | All models (B+S).....  | J-8/<br>J-17LM | 0,7 |
| Series K 381, 393, 428,<br>L-468, L-525.....  | D-23               | 0,6 | <b>BERNARD MOTEURS</b>   |                |     |
| E-60, D-563, L-90, L-844,<br>U-40.....  | W-10               | 0,8 | W17, W218, W318, W18,<br>W117,W217, W19, W39,<br>W139, W329,W110, W110<br>Ten, W610, W810,W112,<br>W112 Ten.....   | L-90           | 0,6 |
| U-318.....  | W-14               | 0,8 | Stationary eng.....  | L-90           | 0,6 |
| BA-6, BBU, BTH, BTU, BUS,<br>CS-6, DS-6, DW-6.....  | W-20               | 0,6 | <b>BLACKSTONE</b>  |                |     |
| ET-331, ET-350, ETU, FR,<br>FRB,FRH, HS-6.....  | W-20               | 0,6 | 14 mm Ø.....   | L-10           | 0,5 |
| JH-4, JH-6, JK-4, JK-6, JL-<br>877, JL-1335.....  | W-20               | 0,6 | 18 mm Ø.....   | D-16           | 0,5 |
| JV-4, JV-6, KT-281, KTH,<br>KTU,WTH, WTU.....   | W-20               | 0,6 | <b>BMC (Industrial eng.) (→</b>  |                |     |
| YBU-1, YT-381, YTU, YTH.....  | W-20               | 0,6 | <b>British Leyland)</b>  |                |     |
| <b>severe service</b>   |                    |     |  |                |     |
| 6B-230, LO-468, LO-525.....   | J-5/RJ-81B         | 0,4 | <b>BREDA</b>   |                |     |
| B-15, B-125, E-564, R,<br>W-25,W-201, W-226.....  | J-8                | 0,8 | Semicingolato 8T.....  | L-85           | 0,6 |
| G-333, G342, G353, G375.....  | RL-85P/RL-<br>85G  | 0,4 | <b>BRIGGS &amp; STRATTON</b>   |                |     |
| G379, G397, G398, G399.....   | RL-85P/RL-<br>85G  | 0,4 | 14 mm Ø.....   | J-8/<br>J-17LM | 0,7 |
| <b>Nat. gas &amp; LP-gas engines</b>  |                    |     |  |                |     |
| G-160.....  | J-4                | 0,5 | <b>BRITISH LEYLAND</b>   |                |     |
| LO-468, LO-525. 6B-230.....   | J-5 RJ-81B         | 0,4 | 2.2 Litre : Gasoline.....  | N-8            | 0,6 |
|   |                    |     | 2.2 Litre : Diesel.....  | AG-4           | 0,6 |
|   |                    |     | 4 Litre.....   | XN-8/RN-8      | 0,6 |
| <b>B.S.A.</b>   |                    |     |  |                |     |
|   |                    |     | SV eng. Chore Horse.....   | J-8            | 0,5 |
|   |                    |     | 50 cc, 65 cc, 80 cc, 90 cc.....  | L-10           | 0,5 |
|   |                    |     | 119 cc, 120 cc, 150 cc, 220<br>cc.....   | N-8            | 0,5 |
| <b>320 cc, 420 cc 18 mm Ø</b>   |                    |     |  |                |     |
| Gasoline).....  | K-17               | 0,5 | <b>BULTACO</b>   |                |     |
| 18 mm Ø (LP-gas engines).....   | UK-10              | 0,5 |  |                |     |
| 14 mm Ø.....  | N-5                | 0,5 | K250.....  | N-3 N-3G       | 0,4 |
| OHV eng. :<br>120 cc, 200 cc.....   | L-10               | 0,5 | <b>BUNGARTZ (Mowers)</b>   |                |     |
| 250 cc Twin.....  | L-85               | 0,5 | 18 mm Ø.....   | UK-10          | 0,5 |
| eng. : 2-stroke.....  | L-90/L-10          | 0,5 | <b>CASAL</b>   |                |     |
| <b>Mower 50cc: M-132.....</b>   |                    |     |  |                |     |
| <b>Sprayer 50cc: M-131.....</b>   |                    |     |  |                |     |
| <b>Stationary 50cc: M-131.....</b>  |                    |     |  |                |     |
| <b>70cc: M-136.....</b>   |                    |     |  |                |     |
| <b>CASE</b>   |                    |     |  |                |     |
| <b>SE.....</b>  |                    |     |  |                |     |
| <b>CE, DE, LAE, LE, VAE ¾ Ø.....</b>  |                    |     |  |                |     |
| <b>18 mm Ø.....</b>   |                    |     |  |                |     |
| <b>319, 419, 519, 619, 719, 919 UD-16.....</b>  |                    |     |  |                |     |
| <b>219-A125.....</b>  |                    |     |  |                |     |
| <b>A284, A377 Gasoline.....</b>   |                    |     |  |                |     |
| <b>Natural &amp; LP-gas.....</b>  |                    |     |  |                |     |
| <b>77N</b>  |                    |     |  |                |     |
| <b>CATERPILLAR</b>  |                    |     |  |                |     |
| <b>Nat. gas</b>   |                    |     |  |                |     |
| <b>3306, G333 (½ reach).....</b>  |                    |     |  |                |     |
| <b>3306, G333 (¾ reach) G343.....</b>   |                    |     |  |                |     |
| <b>G342, G353, G375, G379,<br/>G397,G398, G399.....</b>   |                    |     |  |                |     |
| <b>G342, G353, G375, G379,<br/>light service.....</b>   |                    |     |  |                |     |
| <b>G397, G398, G399 light service</b>   |                    |     |  |                |     |
| <b>Starting engines for diesels</b>   |                    |     |  |                |     |
| <b>14 mm Head</b>   |                    |     |  |                |     |
| <b>800G, D13000 (Special).....</b>  |                    |     |  |                |     |
| <b>D318 (Special).....</b>  |                    |     |  |                |     |
| <b>D330, D333.....</b>  |                    |     |  |                |     |
| <b>D311, D315, D318, D320,<br/>D326,D337, D339, D342,<br/>D343, D353,D375, D379,<br/>D397, D398, D3400, D4400,<br/>D4600, D66000,<br/>D7700,D8800, D11000,<br/>D13000, D17000.....</b>                |                    |     |  |                |     |
| <b>18 mm Head</b>   |                    |     |  |                |     |
| <b>D311, D315, D318, D320,<br/>D326,D327, D337, D339,<br/>D342, D343,D353, D375,<br/>D379, D397, D398,D3400,<br/>D4400, D4600, D6600,<br/>D7700, D8800, D11000,<br/>D13000, D17000.....</b>           |                    |     |  |                |     |
| <b>¾ Head</b>   |                    |     |  |                |     |
| <b>6500G, 9500G, D311, D315,<br/>D318, D320, D326, D337,<br/>D339, D342, D343, D353,<br/>D375, D379, D397, D398,<br/>D3400, D4400, D4600,<br/>D6600, D7700, D8800,<br/>D11000, D113000, D17000 ..</b> |                    |     |  |                |     |
| <b>CHRYSLER</b>   |                    |     |  |                |     |
| <b>Gasoline normal service</b>  |                    |     |  |                |     |
| <b>1975 H225, HB-225.....</b>   |                    |     |  |                |     |
| <b>→ 1975 H225, HB-225.....</b>   |                    |     |  |                |     |
| <b>1973-75 440-3 (motor Home).....</b>  |                    |     |  |                |     |
| <b>LT318.....</b>   |                    |     |  |                |     |
| <b>IND54.....</b>   |                    |     |  |                |     |
| <b>IND12A, IND19B, IND52.....</b>   |                    |     |  |                |     |
| <b>IND : 5A, 6A, 7A, 8A, 13 &amp;<br/>13A, 14 &amp; 14A, 15 &amp; 15A,<br/>16A, 18A, 19A, 20A, 30,<br/>31, 32, 33, 38, 908A, 931.....</b>   |                    |     |  |                |     |
| <b>H318, HB318, HC318, HT318.....</b>   |                    |     |  |                |     |
| <b>H440.....</b>  |                    |     |  |                |     |
| <b>H361, H383, H413, HA318.....</b>   |                    |     |  |                |     |





|   | mm                        |  | mm                |  | mm                    |
|---|---------------------------|--|-------------------|--|-----------------------|
| HB : 361, 383, 426, 413,<br>170; HC : 361, 413, 426;<br>H170; HT : 361, 413.....                      | N-6<br>0,6                | BVS-400, 400, 401, 402,<br>403, 404.....   | H-10<br>0,6       | FW, FWB, FSM, SM, Z.....   | N-8<br>0,6            |
| IND53.....  | RN-6<br>0,9               | 405, 406, 407, 408, 409, 410 H-10  | 0,6               | FTD, TSM.....  | N-8<br>0,5            |
| IND56, IND56A.....  | RN-8<br>0,9               | 411, 414, 415, 416, 418.....   | H-10<br>0,6       | FWA.....   | N-3<br>0,6            |
| IND23A, IND24A.....   | N-21<br>0,6               | 419, 420, 422, 424, 426, 429 H-10  | 0,6               | FWE, IMP.....  | N-4<br>0,6            |
| LH318.....  | N-11Y<br>0,6              | 431, 435, 437, 1600, a-1600 H-10   | 0,6               | FPF.....   | N-57R<br>0,5          |
| H273.....   | N-14Y<br>0,6              | 1690, A-2100, VS-2100, 2190 H-10   | 0,6               | FWM, FWMP.....   | N-5<br>0,6            |
| <b>light service</b>  |                           | 2500, A-2500, B-2500, 2590.. H-10  | 0,6               | (Industrial Trucks) 750 cc S.V.                                    |                       |
| 1975 H225, HB-225.....  | BL-13Y<br>0,6             | 2790, 3100, V-3100, AV-3100 H-10   | 0,6               | J.A.P. (eng.).....   | D-16<br>0,6           |
| → 1975 H225, HB-225.....  | N-14Y<br>0,6              | VS-3100, AVS-3100, 3190,<br>4100.....  | H-10<br>0,6       | Ford 150E (eng.).....  | N-5<br>0,6            |
| H440.....   | J-14Y<br>0,6              | VS-4100, AVS-4100, AVS-<br>200, 2100, 4190.....  | H-10<br>0,6       | Vanguard 2,2L (eng.).....  | L-10<br>0,6           |
| IND54.....  | RJ-18Y<br>0,9             |  |                   | Others 14mm ¼ reach.....   | N-8<br>0,6            |
| LH318, H170, HB170.....   | N-14Y<br>0,6              |  |                   |  |                       |
| <b>severe service</b>   |                           | <b>CONTINENTAL</b>   |                   | <b>COVENTRY VICTOR</b>   |                       |
| H440.....   | J-11Y<br>0,6              | <b>Gasoline</b>  |                   | Midjet.....  | L-10<br>0,5           |
| IND56, IND56A, LH318.....   | RN-6<br>0,9               | <b>normal service</b>  |                   | AN-3, WN-3.....  | N-8<br>0,5            |
| <b>Natural &amp; LP-gas</b>   |                           | K363, L478.....  | J-5 RJ-81B<br>0,6 | Other models.....  | N-4<br>0,5            |
| IND : 5A, 6A, 7A, 8A, 13 &<br>13A, 14 & 14A, 15 & 15A,<br>16A, 30, 31, 32, 33, 38,<br>908A & 931..... | RJ-7<br>0,5               | K6290 (14mm Ø).....  | J-6 UJ-6<br>0,6   |  |                       |
| H318, HB318, HC318, HT318.....  | XJ-10Y<br>0,5             | L6478, V8603.....  | J-6<br>0,6        | <b>CROWN (Mowers)</b>  |                       |
| H361, H383, H413, HA318.....  | RJ-14Y<br>0,5             | G193.....  | J-7<br>0,6        | Commando 218, 220, 221, 221V,<br>220S.....                         | J-17LM<br>0,7         |
| HB-361, HB-383, HC-361,<br>HT361.....   | RN-6/<br>RN-77B<br>0,5    | AA, AC, AD, AU, AV, AW, 700,<br>800, 900, 1100, 1200;<br>K6271, K6298, K6330,<br>K6363 (14mm Ø), R6513,<br>R6572, R6602, U6501<br>(14mm Ø).....  | J-8<br>0,6        | Commando 418, 420, 421.....  | J-8/<br>J-17LM<br>0,7 |
| HB413, HC413, HT413,<br>HB426, HC426.....   | RN-6/<br>RN-77B<br>0,5    | G4193.....   | H-18Y<br>0,8      |  |                       |
| H170, HB170, H225, HB225.....   | RN-6<br>0,5               | F06226.....  | N-12Y<br>0,8      | <b>CUMMINS</b>   |                       |
| <b>CHRYSLER OUTBOARD</b>  |                           | B371, B427, M271, M290,<br>M330, M363, N56, N62,<br>NA62, R513, R572, R602,<br>S749, S820, TS415, U501,<br>Z129, Z134, NA062, S6749,<br>S6820.....   | D-9<br>0,6        | GNHG-4, GNH-220, GNH-<br>250, GV-12-450, GV-12-<br>525¾ reach..... | J-5/RJ-81B<br>0,8     |
| <b>eng. : 2-stroke</b>  |                           | B371, B427, M271, M290,<br>M330 Lift Trucks.....   | UD-16<br>0,6      | ½ reach.....   | RL-15B<br>0,6         |
| Series 500.....   | CJ-8<br>0,8               | M363, N56, N62, NA62 Lift<br>Trucks.....   | UD-16<br>0,6      | V903.....  | AG-3<br>0,8           |
| Series 610 & 820.....   | L-4J<br>0,8               | B : 405, 6371, 6405, 6427;<br>E223; F : 124, 162, 226,<br>244, 135, 140, 163, 186,<br>209, 227, 245, 4124, 4140,<br>4162, 4163, 6226, 6277,<br>6244, 6245; G : 134, 157,<br>176; H : 227, 243, 260,<br>277; J : 382, 403; K :<br>6271, 6298, 6330 (18mm Ø<br>, 6363; M : 6271, 6290,<br>6330, 6363; M : 6271,<br>6290, 6330, 6363; OS202; R<br>: 6513, 6572, 6602<br>(18mm Ø); RS542; T:<br>371, 247, 6371, 6427;<br>U6501; Y : 69, 91, 112; Z :<br>106, 120; ZA120..... | D-16<br>0,6       | NHC-250.....   | AG-48<br>0,8          |
| Series 510, 580 & 700 : light<br>service.....   | H-10J H-12<br>0,8         | F : 124, 162, 226, 244, 135,<br>140, 163, 186, 209, 227,<br>245; H : 260, 277; J : 382,<br>403; Y : 69, 91, 112 Lift<br>Trucks.....  | UD-16<br>0,6      |  |                       |
| normal service.....   | H-8J<br>0,8               | Y4069, Y4091, Y4112.....   | D-14<br>0,6       | <b>DENNIS (Mowers)</b>   |                       |
| heavy duty.....   | J-6J/J-4J<br>0,8          |  |                   | Paragan (Villiers).....  | RN-8<br>0,5           |
| <b>CLARK</b>  |                           | <b>severe service</b>  |                   | Premier 30" & 36" (Dennis).....                                    | L-10<br>0,6           |
| 4-Cylinder engines Drig. E, ES3,<br>ES4, S-3, S-4, SE, SG.....  | 33<br>0,6                 | K6290 (14mm Ø).....  | J-5/RJ-81B<br>0,4 | Premier 30" & 36" (Kohler).....                                    | J-8<br>0,6            |
| PC-12 ½ x 20", HS6-60 HP,<br>HS 6A, HS7-50 HP.....  | C-97B/W-18<br>0,6         | K6271, K6298, K6330,<br>K6363 (14 mm Ø).....   | J-6<br>0,6        | Executive 64 (Kohler).....   | J-8<br>0,6            |
| HS-8, HS-9 12 ½ x 20" PA,<br>PB, JR. 60 & 75 HP.....  | C-97B/W-18<br>0,6         | B : 6371, 6405, 6427; F :<br>4124, 4140, 4162, 4163,<br>6226, 6227, 6244, 6245; K<br>: 6271, 6298, 6330; M :<br>6271, 6290, 6330, 6363; R<br>: 6513, 6572, 6602 (18mm<br>Ø).....   | D-9<br>0,6        | Swift MK 5 all mods (B + S/<br>Kohler).....                        | J-8<br>0,7            |
| BA, HBA, HLA, HMA, HRA, MA<br>Unshielded.....   | W-85N/<br>RW-82P<br>0,3   | <b>Natural &amp; LP-gas</b>  |                   |  |                       |
| RA, TRA, TCV, TLA, HSRA,<br>HMAB Unshielded.....  | W-85N/<br>RW-82P<br>0,3   | K363 & 6290, 6490 (14mm Ø<br>).....  | J-5/RJ-81B<br>0,4 | <b>DOLMAR</b>  |                       |
| BA, HBA, HLA, HMA, HRA, MA<br>Shielded.....   | REW-80N<br>REW-82P<br>0,3 | G193.....  | J-6<br>0,5        | <b>Horticultural engines:</b>                                      |                       |
| RA, TRA, TCV, TLA, HSRA,<br>HMAB, Shielded.....   | REW-80N<br>REW-82P<br>0,3 | B : 371, 427; E223; F : 124,<br>162, 226, 244; H : 260,<br>277; J : 382, 403; M : 271,<br>290, 330, 363; R : 513,<br>572, 602; S : 749, 820; T :<br>371, 247; U501; Y : 69, 91,<br>112; Z : 129, 134.....  | D-9<br>0,5        | all models.....  | J-8<br>0,5            |
| Super-charged & Turbo-charged<br>Unshielded.....  | W-80N/<br>RW-82P<br>0,3   | <b>Trucks.....</b>   | UD-16<br>0,6      | <b>DORMAN</b>  |                       |
| Super-charged & Turbo-charged<br>Shielded.....  | REW-80N<br>0,3            |  |                   | <b>Air-cooled:</b>   |                       |
|   |                           |  |                   | 6DAG, 8DAG.....  | L-5<br>0,5            |
| <b>CLINTON</b>  |                           |  |                   | <b>Water-Cooled:</b>   |                       |
| 412, 413, 492, 494, 498, 499 J-8/<br>J-17LM.....  | 0,6                       |  |                   | 4LDG, 6LDG, 6LEG.....  | L-5<br>0,5            |
| A-300, C-700, D-700, VS-900 J-8/<br>J-17LM.....   | 0,6                       |  |                   | 12QG.....  | N-3<br>0,5            |
| V-1000, VS-1000, V-1100.....  | J-8/<br>J-17LM<br>0,6     |  |                   | <b>DUCATI</b>  |                       |
| VS-1100, 1200, A-1200,<br>V-1200.....   | J-8/<br>J-17LM<br>0,6     |  |                   | Acero, Salice.....   | L-86<br>0,5           |
| VS-1200, E-1290, VS-300.....  | J-8/<br>J-17LM<br>0,6     |  |                   | <b>FAMOSA CAMPEON</b>  |                       |
| E-65.....   | CJ-8/<br>J-17LM<br>0,6    |  |                   | C1/PC1, C2/PC2, G80, P80,<br>G125/P125.....                        | L-90<br>0,5           |
| VS-200, A-400, VS-400, 500<br>501.....  | J-12J<br>0,6              |  |                   | <b>F.B. MINARELLI</b>  |                       |
| 502, 503.....   | J-13Y<br>0,6              |  |                   | (→ Minarelli)  |                       |
| 100, V-100, VS-100, 190,<br>200.....  | H-10<br>0,6               |  |                   | <b>FICHTEL-SACHS</b>   |                       |
| A-200, AVS-400, CVS-400.....  | H-10<br>0,6               |  |                   | Stamo 30, 76.....  | L-90 L-92Y<br>0,6     |
|   |                           |  |                   | Stamo 50, 75.....  | L-87Y<br>0,6          |
|   |                           |  |                   | Sachs KS30 & KS31 (Powersaw) L-81/ L-82                            | 0,6                   |
|   |                           |  |                   | Sachs KM48, KM914A.....  | L-86<br>0,6           |
|   |                           |  |                   | Sachs 50.....  | L-85<br>0,6           |
|   |                           |  |                   | Sachs 50S, 80S.....  | L-81/ L-82<br>0,6     |
|   |                           |  |                   | Sachs 51, 75RM, 76RM, SB96.. L-86                                  | 0,6                   |
|   |                           |  |                   | Sachs 100/4S, 100/5S, Stamo<br>400.....                            | K-9<br>0,6            |
|   |                           |  |                   | Racing.....  | K-60R<br>0,4          |
|   |                           |  |                   | Sachs Lawnmower (eng.).....  | L-86<br>0,5           |
|   |                           |  |                   | Stamo 100, 161, 201,<br>281, Sachs 100/3, 100/4,<br>175, 200.....  | UK-10<br>0,5          |
|   |                           |  |                   | Stamo 277, 293.....  | K-9<br>0,5            |
|   |                           |  |                   | <b>FITA</b>  |                       |
|   |                           |  |                   | F-24.....  | L-90<br>0,6           |
|   |                           |  |                   | M-14, M-20, F-33.....  | L-86<br>0,6           |
|   |                           |  |                   | All Other models.....  | CJ-8<br>0,7           |
|   |                           |  |                   | <b>FLYMO</b>   |                       |
|   |                           |  |                   | Contractor (eng. Kirby KAV74).....                                 | J-18Y<br>0,5          |
|   |                           |  |                   | Other models (eng. Aspera).....                                    | J-8J<br>0,8           |
|   |                           |  |                   | <b>FORD</b>  |                       |
|   |                           |  |                   | 91, 120, 134, 172: Gasoline.....                                   | H-10<br>0,6           |
|   |                           |  |                   | LP-gas engines.....  | H-8<br>0,5            |
|   |                           |  |                   | 144, 170.....  | F-14Y<br>0,9          |
|   |                           |  |                   | 223, 272.....  | F-9Y<br>0,8           |





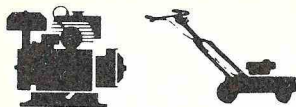
| 200, 240, 262, 292, 300,<br>330, 332, 361, 391, 401,<br>477, 534 ..... F-10  | 0,8 | JXD heavy service ..... J-6  | 0,6 | U : 123, 175, 164, 169, 264,<br>281; UC : 60, 135, 135B,<br>153, 175, 200, 221, 263,<br>301 ..... D-18Y   | 0,6 |
|--|-----|--|-----|---|-----|
| All L-P gas models ..... F-10  | 0,5 | JXLD 18 mm Ø ..... D-9   | 0,6 |   |     |
| <b>FORD INDUSTRIAL</b>   |     | JXLD 14 mm Ø normal service ..... J-8  | 0,6 | <b>severe service</b>   |     |
| 18 mm Ø ..... K-17   | 0,6 | JXLD 14 mm Ø heavy service ..... J-6   | 0,6 | U : 220, 240, 282, 308, 372,<br>450, 501, 269; UB : 220,<br>240, 264, 308; UR : 372,<br>450, 501; UV : 266, 304,<br>345, 392, 401, 461, 549 ..... J-5                             | 0,8 |
| 14 mm Ø ..... L-10   | 0,6 | JXLD 14 mm Ø light service ..... J-11  | 0,6 | U : 123, 175, 164, 169,<br>281; UC : 60, 135, 135B,<br>153, 175, 200, 221, 263,<br>301; D264 ..... D-6  | 0,6 |
| 997 cc, 1340 cc ..... N-5  | 0,6 | JXLD 14 mm Ø Severe service<br>using natural gas ..... RJ-81B  | 0,4 |   |     |
| Others OHV eng. .... N-8   | 0,8 | Hall Scott eng. 6156 & 6182<br>Intake : Natural & LP-gas ..... D-14  | 0,5 | <b>Natural &amp; LP-gas</b>   |     |
| <b>FOX MOTORI</b>  |     | Exhaust : Natural & LP-gas ..... D-6   | 0,5 | U : 220, 240, 282, 308, 372,<br>450, 501, 269; UB : 220,<br>240, 264, 308; UR : 220,<br>240, 264, 308; UR : 450,<br>372, 501; UV : 266, 304,<br>345, 392, 401, 461, 549 ..... J-6 | 0,5 |
| F-7 ..... CJ-8   | 0,5 | G-1400, G-1600 ..... J-8   | 0,5 | U817 & B; UT817 & B(14mm<br>Ø) ..... RL-85G   | 0,4 |
| F-1 ..... L-86   | 0,5 | 1091-OS: Intake ..... XD-16  | 0,5 | U817 & B; UT817 & B(18mm<br>Ø) ..... F-10 RF-<br>80N  | 0,4 |
| <b>GOBLER</b>  |     | 1091-OS: Exhaust ..... XD-14   | 0,5 | U1091 ..... RD-6 RM-<br>77N   | 0,4 |
| Stationary eng. (250 cc) type 8.. K-17   | 0,5 | <b>HIRTH</b>   |     | U : 1, 6, 123, 164, 169,<br>175, 281, 264; UC : 60, 135<br>& E, 153 ..... D-15Y   | 0,5 |
| Snowmobile engine type 276<br>440cc: ..... K-7   | 0,5 | 451, 601, 251R ..... D-16  | 0,6 | UC175, UC200, UC221,<br>UC263, UC301 ..... RD-15Y   | 0,5 |
| <b>GREENS (Mowers)</b>   |     | 451L, 451U, 251R, U & R1 ..... L-90  | 0,6 | U1, U6 Kerosene ..... D-18Y   | 0,6 |
| Zephyr models (B + S) ..... J-8/<br>J-17LM   | 0,7 | 54R ..... UK-10  | 0,6 | U2, U2A, U4 ..... D-9   | 0,5 |
| (Villiers) ..... L-85/<br>RL-85  | 0,5 | 60 ..... K-9   | 0,6 | <b>ISEKI</b>  |     |
| <b>GUTBROD (Mowers)</b>  |     | Mowers 240, 241 ..... L-88A  | 0,5 | Cultivators : AC1, AC2, KC2,<br>KC4, KC2F, KC4F, KS250,<br>KS280, KT500, KT600 ..... L-88A  | 0,6 |
| B & S (eng.) ..... J-8 J-17LM  | 0,5 | Stationary eng. .... K-17  | 0,7 | All models : eng. 4-stroke ..... J-8  | 0,6 |
| Mag (eng.) ..... L-90  | 0,5 | Snowmobile Engine 0-276 ..... K-7  | 0,5 | All models : eng. 2-stroke ..... J-8J   | 0,6 |
| 1005 ..... CJ-8  | 0,5 | <b>HONDA</b>   |     | <b>J.A.P.</b>   |     |
| SUP 1010, SUP 1010A ..... CJ-8   | 0,7 | Stationary eng., G28, G25 ..... Z-10   | 0,6 | 2, 3, 4, 5, 6, 15, 16, 25,<br>55Gasoline ..... L-10   | 0,5 |
| SUP 1017/A ..... L-90  | 0,5 | G20, G30, G40, G42, G45,<br>G50 ..... L-85   | 0,6 | Kerosene ..... L-85   | 0,5 |
| SUP 1018 ..... CJ-8  | 0,7 | G65, G41 ..... L-10  | 0,5 | 55CB ..... L-85   | 0,5 |
| SUP 1020 ..... L-85  | 0,5 | Cultivators F190 ..... P-7   | 0,6 | 505H, 507H, 512H, 512V,<br>515H, 515V ..... L-10  | 0,5 |
| SUP 1023 ..... L-86  | 0,5 | FS28, FS28 A/D ..... Z-10  | 0,6 | Mk. 7, 10 & 12 Gasoline ..... L-90  | 0,5 |
| SUP 1026/A ..... L-85  | 0,7 | FS50, FX25, F42, F65 ..... L-88A   | 0,6 | 12/2 Paraffin, TVO ..... K-17   | 0,5 |
| SUP 1030 ..... L-86  | 0,5 | F80 ..... N-5  | 0,6 | 350, 600, 750, 980, 1323 cc,<br>18 mm Ø ..... 8 Corn./<br>D-16  | 0,5 |
| SUP 1031 ..... L-85  | 0,5 | Generators E800 ..... Z-10   | 0,5 | 5 (Type 8 Ransome & Rapier) ..... L-86  | 0,5 |
| SUP 1032 ..... L-85  | 0,7 | EC1500, E1500E ..... L-85  | 0,5 | 34 cc, 80 cc, 150 cc, Gasoline ..... L-90/ L-10   | 0,5 |
| SUP 1040, SUP 1050 ..... L-85  | 0,6 | E300E, ED250 ..... Y-82  | 0,5 | 80 cc, TVO Paraffin ..... L-90  | 0,5 |
| <b>GRAVELY</b>   |     | Mowers HR21-P, HR21-S,<br>HR21-SD ..... CJ-8   | 0,5 | Jet III, Type 5 ..... 8 Corn./<br>D-16  | 0,5 |
| Junior Tiller ..... L-10   | 0,5 | <b>HOWARD ROTOVATOR</b>  |     | Mk. III ..... XL-10   | 0,5 |
| <b>HAKO (Mowers)</b>   |     | 700 ..... L-5  | 0,5 | 150 cc, Cultivators (eng.) ..... L-86   | 0,5 |
| B & S (eng.) ..... J-8 J-17LM  | 0,6 | Hako ..... L-90/L-10   | 0,5 | 550 cc, OHV eng. .... N-5   | 0,5 |
| JLO (eng.) 14 mm Ø ..... L-85  | 0,5 | BE & BJ : 14 mm Ø ..... L-10   | 0,5 | <b>JLO-ROCKWELL (D) (→ page 44)</b>   |     |
| 18 mm Ø ..... K-9  | 0,5 | BE & BJ : 18 mm Ø ..... 8 Corn/D-16  | 0,5 | G49, LV298, MM25, MM40 ..... L-85   | 0,5 |
| <b>HAKO-RASETTA</b>  |     | <b>HUSQVARNA</b>   |     | GA50 standard (eng.) ..... L-85   | 0,5 |
| 18L, 20, 20L, 20RH, 22R, 22S. J-8  | 0,6 | SM150 Fire pump ..... L-78   | 0,5 | Upated version ..... L-81/ L-82   | 0,5 |
| <b>HAYTER (Mowers)</b>   |     | SM150 Welding unit ..... CJ-6  | 0,5 | V49 ..... L-81/ L-82  | 0,5 |
| Hawk, Hayterette, Hawk Major,<br>Harrier 2, Ambassador, Hayter<br>21, Osprey, Condor (all<br>models) (B + S/Kohler) ..... J-8/<br>J-17LM | 0,7 | MK500 Mowers ..... CJ-8  | 0,5 | L179, L252, L101, L152,<br>L292, L297, L372 ..... K-9   | 0,5 |
| <b>HERCULES</b>  |     | <b>INTERMOTOR</b>  |     | L35, L77 ..... L-86   | 0,5 |
| GO3, QXB, WXLC, GO: 149H,<br>169H, 198AH, 226AH ..... J-6  | 0,8 | 250, 251, 252, 300, 301, 302,<br>350, 351, 352 ..... L-90 L-9G   | 0,6 | <b>JOHN DEERE</b>   |     |
| CV4-180ER, JXLDER, IXBER,<br>NXB, JX4LD, QXC, RXLDH ..... J-8  | 0,8 | <b>INTERNATIONAL</b>   |     | LUC, LUH, LUW, LUS, 92,<br>115, 145, 165, Series 217,<br>TA-92, TB-92, TA-145, TA-<br>217, Series 232 Gasoline ..... H-10   | 0,6 |
| G-298H heavy service ..... J-4   | 0,8 | Gasoline   |     | Nat. gas & LP-gas engines ..... H-8   | 0,4 |
| G-298H normal service ..... UJ-6   | 0,8 | normal service   |     | 341 Gasoline ..... D-14   | 0,6 |
| L-237 normal service ..... J-6   | 0,6 | U : 220, 240, 269, 282, 308,<br>372, 450, 501; UB : 220,<br>240, 264, 308; UR : 372,<br>450, 501; UV : 266, 304,<br>345, 392, 401, 461, 459 ..... UJ-6               | 0,8 | Series 300 ..... N-6  | 0,6 |
| L-237 light service ..... UJ-8   | 0,6 | T340 ..... D-9   | 0,6 | Series 400, 500:<br>Gasoline ..... D-14   | 0,6 |
| HXE, HXLEF ..... D-16  | 0,6 | U : 1, 2, 4, 6, 123, 164, 169,<br>175, 264, 281; UC : 60,<br>135, 135B, 153, 175, 200,<br>221, 263, 301; U2A; T6 ..... D-15Y   | 0,6 | LP-gas engines / Nat. gas ..... RM-77N  | 0,4 |
| JXC 14 mm Ø ..... J-8  | 0,6 | U : 2, 2A, 4, 123, 164, 169,<br>175, 264, 281; UC : 60,<br>135, 135B, 153, 221, 263,<br>175, 200, 301 Shielded ..... XED-16  | 0,6 | <b>JOHNSON</b>  |     |
| JXC 18 mm Ø ..... D-9  | 0,6 | UD : 6, 9, 9A, 16, 264, 281,<br>350, 370, 525, 554; IUD :<br>6, 9(18mm Ø) ..... D-89D  | 0,6 | Iron Horse ..... J-8J   | 0,8 |
| C2-90D, CV-4-180 normal<br>service ..... J-8   | 0,6 | UD : 6, 9, 9A, 16, 264, 281,<br>350, 525; IUD : 6, 9<br>Shielded ..... ED-89D  | 0,6 | Utilimotor ..... UD-16/<br>D-16   | 0,8 |
| light service ..... UJ-12  | 0,6 | UD14A, UD18, UD18A,<br>UD24, UD461, UD691 ..... W-89D  | 0,6 | Electric Unit ..... J-7   | 0,8 |
| Series GO 226, 298, 339; G<br>Series 1500, 1700, 2000,<br>2300, 3000, 3400 ..... J-6   | 0,6 | UD14, UD1091, UD370,<br>UD554(%) ..... W-69D   | 0,6 |   |     |
| ZXB heavy service ..... H-10   | 0,6 | UD : 14, 14A, 18, 18A, 24,<br>461, 691, 1091 Shielded ..... XEC-89D  | 0,6 |   |     |
| ZXB light service ..... UJ-12  | 0,6 | UD166, UD188, UD236,<br>UD282, UD301 ..... AG-40   | 0,6 |   |     |
| IXA, QXLD, GO4 heavy service ..... J-6   | 0,6 | <b>light service</b>   |     |   |     |
| normal service ..... J-8   | 0,6 | U : 220, 240, 269, 282, 308,<br>372, 450, 501; UB : 220,<br>240, 264, 308; UR : 372,<br>450, 501; UV : 266, 304,<br>345, 392, 401, 461; RV549 ..... J-10Y/<br>RJ-10Y | 0,8 |   |     |
| light service ..... J-11   | 0,6 |  |     |   |     |
| IXB heavy service ..... J-8  | 0,6 |  |     |   |     |
| IXB normal service ..... J-11  | 0,6 |  |     |   |     |
| IXB light service ..... UJ-12  | 0,6 |  |     |   |     |
| IXLB, QXD, JX4C, GO6 heavy<br>service ..... J-6  | 0,6 |  |     |   |     |
| normal service ..... J-8   | 0,6 |  |     |   |     |
| JX4D, RXC normal service ..... J-8   | 0,6 |  |     |   |     |
| JX4D, RXC light service ..... J-11   | 0,6 |  |     |   |     |
| JXD normal service ..... J-8   | 0,6 |  |     |   |     |
| JXD light service ..... UJ-12  | 0,6 |  |     |   |     |





|                                 | mm             |                                      | mm            |                                | mm             |
|---------------------------------|----------------|--------------------------------------|---------------|--------------------------------|----------------|
| <b>J.P. Mowers</b>              |                | <b>MASSEY-FERGUSON</b>               |               | AG4, 212; G4, 236 3/4" reach   | N-11Y 0,6      |
| 18 mm                           | K-17 0,5       | Baler Using VF4 or VE4               |               | G4, 212; AG4, 3/4" reach       | J-8 0,6        |
| 14 mm                           | L-90 0,5       | Wisconsin                            | D-16 0,6      |                                |                |
| <b>KAWASAKI</b>                 |                | Baler Using Coventry Victor4-        |               | <b>PETTER ENGINES</b>          |                |
| KT-10                           | CJ-6 0,6       | Cylinder engines                     | L-10 0,6      | M types                        | 8 Com./ 0,5    |
| KT-15                           | CJ-8 0,6       | Baler 701 (Ferguson) T.V.O.          | N-21 0,8      |                                |                |
| KG-1300                         | L-92Y 0,6      | Gasoline                             | L-10 0,8      | PUB & Universal                | D-16 0,5       |
|                                 |                | Combine 890, Chrysler (eng.)         | J-8 0,7       |                                | K-17           |
|                                 |                | Combine Austin 1,5 Litre             | XN-8/RN-8 0,6 | 2A & AH                        | J-8 0,5        |
|                                 |                | 4 Litre 6-Cylinder engines           | XN-8/RN-8 0,6 |                                |                |
| <b>KIRBY</b>                    |                |                                      |               | <b>PIAGGIO</b>                 |                |
| KAV 74                          | J-18Y 0,5      | <b>McCULLOCH</b>                     |               | Tractor T-111                  | L-81/ L-82 0,6 |
|                                 |                | Models 77, 99                        | J-6 0,6       |                                |                |
| <b>KOHLER</b>                   |                | Other models                         | J-8J 0,6      | <b>PIVA MOTOR</b>              |                |
| K-90, K-101, KV-101,            |                |                                      |               | Waterpump 62cc                 | L-86 0,5       |
| K-121, KV-121, K-141, KV-       |                | <b>METALURGIA CASAL</b>              |               | Waterpump: E1.5, E2, E2A, E2P, |                |
| 141, K-160, K-161, KV-161,      |                | M131, M132                           | L-82 0,5      | E2S, E4, E4P, E4BV, E4S, E4E,  |                |
| K-181, KV-181, K-330,           |                | M140-K177 Futur Matic                | L-86 0,5      | E5, E5P, E6, E6P               | L-90 0,5       |
| K-660, L-160, K-91, L-161,      |                | M147/M148-K166, K167,                |               | Stationary Engine: M25         | D-16 0,5       |
| K-331, K-662                    | J-8/ CJ-8 0,6  | K168 M149 196, 197                   | L-86 0,5      | Motorcultiator: M9, M10        | L-90 0,5       |
| K-7, K-12                       | UJ-12 0,6      | M151-K181, K187, K190                | L-82 0,5      | Lawnmowers: CC-1, CC-3         | L-90 0,5       |
| K-241, K-241AS, K-301,          |                | M153-K184                            | L-82 0,5      |                                |                |
| K-301S, K-321, K-341,           |                | M152                                 | L-82 0,5      |                                |                |
| K-482                           | H-10 0,6       | <b>MINARELLI</b>                     |               | <b>POWER PRODUCTS</b>          |                |
| <b>KOMATSU</b>                  |                | I-50, I-80, I-90/I-90/3, I-125       |               | AH36, Type 70                  | CJ-8 0,7       |
| <b>Forklift trucks</b>          |                | I-190                                | L-86 0,5      | AH47, AH52, AH58, AH81         | J-8J 0,7       |
| FG08 Fuji EW50 (490cc)          | N-8 0,8        |                                      |               | AH44, AH48, AH49               | CJ-8 0,7       |
| FG10 Nissan/D11 (1138cc)        | N-8 0,8        | <b>MINSSEL</b>                       |               | AV51                           | J-8J 0,7       |
| FG14 Nissan/D11 (1138cc)        | N-8 0,8        | M50, M60                             | L-10 0,5      |                                |                |
| FG15 Nissan/D11 (1138cc)        | N-8 0,8        | M150, L200                           | UK-10 0,5     | <b>QUALCAST (Mowers)</b>       |                |
| FG20 Nissan/H20 (1982cc)        | N-8 0,8        |                                      |               | Jetstream (B + S)              | J-8/ 0,7       |
| FG25 Nissan/H20 (1138cc)        | N-8 0,8        | <b>MORRIS</b>                        |               |                                | J-17LM         |
| FG30 Nissan/H20 (1138cc)        | N-8 0,8        | MEB/4A, MEB/5A                       | N-21 0,5      | Super Colt, Super Punch,       |                |
| FG35 Nissan/H20 (1138cc)        | N-8 0,8        | 16 HP Gasoline                       | L-10 0,5      | Corporation                    | J-8/ 0,5       |
| FG40 Nissan/H20 (1982cc)        | N-8 0,8        | T.V.O.                               | L-90 0,5      |                                | J-17LM         |
| FG25 Nissan/H20 (1982cc)        | N-8 0,8        | Other models 18 mm Ø                 | K-17 0,5      |                                |                |
| FG30 Nissan/H20 (1982cc)        | N-8 0,8        |                                      |               | <b>RANSOMES</b>                |                |
| FG35 Nissan/H20 (1982cc)        | N-8 0,8        | <b>MOTOSACOCHE</b>                   |               | Marquis, Auto Certes, Twenty   |                |
|                                 |                | eng. : 4 stroke                      | L-90 0,5      | Four, Antelope (B + S)         | J-8/ 0,7       |
| <b>LAUSON</b>                   |                | 1012SRB                              | HO-8A 0,5     |                                | J-17LM         |
| HH130, HH140, HH150, HH160 L-85 | 0,7            |                                      |               | Matador, Mastiff, Multimower,  |                |
| All Others (14mm Head)          |                | <b>MOUNTFIELD</b>                    |               | Pedestrian Flail (MAG)         | L-90 0,5       |
| (Gasoline)                      | J-8 0,7        | M3, M4, M5, (B + S, Aspera,          |               | Motor 3 (Kohler)               | RH-10 0,6      |
| All Others (14mm Head) (LP-gas  |                | Tecumseh)                            | J-8 0,5       | Other models → BSA, Clinton,   |                |
| engines)                        | J-8 0,5        | M4, M5, M6 (Vertex)                  | L-86 0,5      | JAP, (B + S), Villiers         |                |
| All Others (14mm Head)          |                |                                      |               | <b>ROBIN ENGINES</b>           |                |
| (Kerosene)                      | UJ-12 0,7      | <b>NICKERSON TURFMASTER (Mowers)</b> |               | EY13-2D, 2B                    | L-86 0,6       |
| (7/8" Head)                     | W-18 0,7       | 70 (Kohler)                          | J-8 0,6       | EY18-3D, -3B, -3DR             | L-86 0,8       |
| (18mm Head) (Gasoline)          | D-16/ UD- 0,7  | 84 (Kohler)                          | H-10 0,6      | EY25D, EY25B                   | L-86 0,6       |
| 16                              |                |                                      |               | EY27D, EY27B                   | L-86 0,6       |
| (18mm Head) (Kerosene)          | D-21 0,7       | <b>NSU</b>                           |               | EY33-2D, EY33-2B               | L-86 0,6       |
|                                 |                | 64 (100 cc), 66 (150 cc)             | UK-10 0,6     | EY44-2D, EY44-2B               | L-86 0,6       |
| <b>LANDMASTER (Mowers)</b>      |                |                                      |               | EY21AS, EY21B                  | L-90 0,6       |
| Stoic, Saturn (B + S)           | J-8/ 0,7       | <b>OLIVER</b>                        |               | EY80-2A                        | L-90 0,6       |
|                                 | J-17LM         | standard & Super 166, 177,           |               | EC02-A, EC02-R                 | CJ-8 0,6       |
| <b>LAWNBOY (Mowers)</b>         |                | 188, 199                             | UD-16 *       | EC03-2C, EC03-2E               | L-82 0,6       |
| eng. B & S                      | J-8/ 0,5       | heavy service                        | D-14 *        | EC04-3C, EC04-3E               | L-82 0,6       |
|                                 | J-17LM         |                                      |               | EC05-2B, EC05-2D               | L-86 0,6       |
| <b>LINK (Mowers)</b>            |                | <b>O.M.C.</b>                        |               | EC07-2B, EC07-2D               | L-86 0,6       |
| 24" Flail Mower (Robin)         | L-86 0,6       | <b>Lawnboy</b>                       |               | EC10B, EC10D, EC10V            | J-8J 0,6       |
|                                 |                | 5024, 5064, 5269G, 7260G,            |               | EC17B, EC17D                   | J-8J 0,6       |
| <b>LISTER</b>                   |                | 8255                                 | RJ-11 0,7     | EC37-3D                        | J-8J 0,6       |
| ACL 4-Cylinder engines          | D-16 0,5       | 8235/AE                              | KJ-12 0,7     |                                |                |
| 1 1/2 HP, 3 HP, "D" type        | D-16 0,5       | Lawnmower                            | CJ-14 0,7     | <b>ROLLS ROYCE</b>             |                |
| Elevator (J.A.P.) 4F            | L-10 0,5       |                                      |               | eng. : Nat. gas : 3/4 reach    | N-8 0,6        |
| (B.S.A.) 98 cc                  | N-8 0,5        | <b>O &amp; R</b>                     |               | eng. : Nat. gas : 1/2 reach    | LB-8 0,6       |
| Shearer                         | L-10 0,5       | Compact 1                            | UY-6 0,6      | <b>Series B40 &amp; B60 :</b>  |                |
| Auto-Truck                      | D-16 0,5       | 13A, 13B : normal service            | CJ-14 0,6     | Unscreened                     | N-8 0,6        |
| Elevator B & S (eng.)           | J-8 0,5        | 13A, 13B : heavy service             | CJ-8 0,8      | Screened                       | RSN-13P 0,6    |
| Monarch pump                    | L-90 0,5       | 20A                                  | CJ-8 0,6      |                                |                |
|                                 |                | <b>PACHANCHO</b>                     |               | <b>ROTAX [D]</b>               |                |
| <b>LLOYDS (Mowers)</b>          |                | 35                                   | L-86 0,5      | 370 cc (18mm)                  | UK-10/K-9 0,5  |
| Paladin (Honda)                 | L-85 0,6       | 115, 195                             | K-17 0,6      | 370 cc normal service          | L-86 0,5       |
| Ariel (Honda)                   | L-85 0,6       |                                      |               | 370 cc severe service          | L-81/ L-82 0,5 |
| Pennsylvania (Honda)            | L-10 0,5       | <b>PENTA</b>                         |               | 300 cc                         | UK-10 K-9 0,5  |
| LA-LAP 400, 490                 | L-90/ L-9G 0,6 | A2, A4, C, DC6, E, K11,              |               |                                |                |
| <b>LOMBARDINI</b>               |                | K21, L2, L4, L6, F                   | UK-10 0,6     | <b>SACHS (→ FICHEL-SACHS)</b>  |                |
| LA 205, 250, 300, 400,          |                | HA6, P Hesselman                     | K-97F 0,6     | <b>SAVA/PEGASO</b>             |                |
| 490, 510                        | L-90/ L-9G 0,6 | M                                    | D-16 0,6      | 1500, 2,500                    | AG-32 0,6      |
|                                 |                | Portable compressor FI               | UD-16 0,6     |                                |                |
| <b>M. C. GARDA (Mowers)</b>     |                | <b>PERKINS</b>                       |               | <b>SIMPLICITY (Mowers)</b>     |                |
| All models (B + S)              | J-8/ 0,7       | G3, 152 3/4" reach                   | J-8 0,6       | All models                     | J-8/J-17LM 0,6 |
|                                 | J-17LM         | G3, 152; 203 3/4" reach              | N-88 0,6      |                                |                |
| <b>MAG (→ Motosacoche)</b>      |                |                                      |               | <b>SOLO</b>                    |                |
|                                 |                |                                      |               | <b>Sprayers</b>                |                |
|                                 |                |                                      |               | Junior 410                     | L-86/L-88A 0,6 |
|                                 |                |                                      |               | 419, 424, 426, 450             | L-82 0,6       |
|                                 |                |                                      |               | 421, 423, 430                  | L-86 0,6       |
|                                 |                |                                      |               | Port 423                       | L-86/L-88A 0,6 |





| <b>Motor Hoe</b>                    |     |   |     | <b>WARSOP</b>                                 |     |
|-------------------------------------|-----|---|-----|---|-----|
| 505, 528, 534..... L-90             | 0,6 | Tondeuse, 19, 20, 21 B &                  |     | Roadbreaker..... K-17                         | 0,5 |
| 507, 565, 566..... L-86             | 0,6 | S, 905, 910, 920, 935, 940                |     | Road Drill, Road Rammer, Benjo                |     |
| <b>Mowers</b>                       |     | Husky..... CJ-8                           | 0,6 | Rammer..... 8-Com/D-16                        | 0,5 |
| 522, 543, 543L, 577..... L-90       | 0,6 | Tracteur 5..... D-16                      | 0,6 |   |     |
| 549 (125cc), 563 (70cc), 563L       |     | B & S, Aspera & Lauson..... J-8/J-17LM    | 0,5 |   |     |
| (70cc)..... L-86                    | 0,6 |   |     | <b>WEBB (Mowers)</b>                          |     |
| 554, 554L (Aspera Cav 30)..... J-8  | 0,6 | <b>TRIUMPH (GB)</b>                       |     | AB 1473 14" AB 1475 18"                       |     |
|                                     |     | 2138 cc..... L-10                         | 0,6 | (B + S)..... J-8/J-17LM                       | 0,7 |
| <b>STUART TURNER</b>                |     | <b>TURBAIR</b>                            |     | AB 1439 24" AB 1442 24"                       |     |
| 18 mm Ø..... 8 Com.                 | 0,6 | Turbair 21..... UY-6                      | 0,6 | (B + S)..... J-8/J-17LM                       | 0,7 |
| D-16                                |     | Turbair tot..... CJ-8                     | 0,6 |   |     |
| 14 mm Ø..... L-90/L-10              | 0,6 |   |     | <b>WEST BEND</b>                              |     |
| <b>SUFFOLK</b>                      |     | <b>VICTA (Mowers)</b>                     |     | normal service..... H-8J                      | 0,8 |
| 4-stroke..... J-8/J-17LM            | 0,5 | 125 cc 2-stroke..... L-90                 | 0,5 | light service..... H-10/H-12                  | 0,8 |
| Pony 2-stroke..... L-90             | 0,5 | 148 cc 4-stroke..... J-8/ CJ-8            | 0,8 | heavy service..... J-6J/J-4J                  | 0,8 |
|                                     |     | 160 cc 2-stroke..... CJ-8                 | 0,6 | Models 610, 820..... L-4J                     | 0,8 |
| <b>TEAGLE</b>                       |     | 500 Twin..... J-12                        | 0,6 |   |     |
| 49 cc 2-cycle..... J-8              | 0,5 | Compact 400..... J-12                     | 0,6 | <b>WESTWOOD (Mowers)</b>                      |     |
| Hedge Trimmer..... L-10             | 0,5 | VC/IVC 160 Mustang Mk. II..... CJ-8       | 0,6 | Lawnbug (Tecumseh)..... J-8/J-17LM            | 0,7 |
|                                     |     | Impala 4 Mk. II..... J-8/J-17LM           | 0,8 | Sabre rotary (Tecumseh/B + S)..... J-8/J-17LM | 0,7 |
|                                     |     | Super Professional, Super 24..... CJ-8    | 0,6 |   |     |
| <b>TECUMSEH → POWER</b>             |     | <b>VILLIERS</b>                           |     | <b>WILLYS</b>                                 |     |
| <b>PRODUCTS, LAUSON</b>             |     | 4-stroke : 10, 12, 20, 25, 40             |     | 4-Cylinder engines..... J-8/UJ-8              | 0,6 |
| 2.0 HP AH520..... J-17LM            | 0,9 | & version High speed..... K-17            | 0,5 | Toronado (eng.)..... L-12Y                    | 0,8 |
| 2.5 HP HSK25..... J-8               | 0,7 | Marvii..... D-16/8-Com                    | 0,5 | V-6..... J-12Y                                | 0,6 |
| 3.0 HP HSK30, AV520, AH520..... J-8 | 0,7 | Mk. 15, 15/2, 15HS..... L-10              | 0,5 |   |     |
| 3.5 HP LAV35, HSK35,                |     | 7, 7/1, 10/1, 12/1, 12/2,                 |     | <b>WINNER</b>                                 |     |
| LAV35RM..... J-8                    | 0,7 | C12..... L-90                             | 0,5 | All models..... UK-10                         | 0,5 |
| 3.5 HP LAV35-1A, H35..... J-8       | 0,7 | 50 cc, 65 cc, 75 cc, 150                  |     |   |     |
| 3.9 HP AH480..... J-8               | 0,7 | cc, 507H-1, 515 V & H,                    |     | <b>WIZARD (Mowers)</b>                        |     |
| 4.0 HP LAV40, HSSK40,               |     | 512H, 4/44..... L-10                      | 0,5 | AB 1574 14" (B + S)..... J-8/J-17LM           | 0,7 |
| LAV40RM..... J-8                    | 0,7 | C30, F12, F15..... N-8                    | 0,5 |   |     |
| 4.0 HP HS40..... J-8                | 0,7 | 2-stroke: 1F, 2F, 2G, 3G, 3,              |     | <b>WOLFF</b>                                  |     |
| 5.0 HP H50, HSSK50,                 |     | 4F, 4G, 5G, 6G, 7G, 8G,                   |     | TL 2000, TL47, TL38,                          |     |
| LAV50RM..... J-8                    | 0,7 | 10D, 11D, 12D, 13D, 30C,                  |     | TI38, TD38 (B + S, motor)..... J-17LM         | 0,6 |
| 5.0 HP HS50-1A, LAV50-1A..... J-8   | 0,7 | 78 cc, Vertex..... L-86                   | 0,5 | TG38 (Sachs-Motor)..... L-88A                 | 0,6 |
| 5.0 HP AV600, AH817..... J-8        | 0,7 | 1H, 2L, 6E, 7E, 8E, 9E, 3F, 3T,           |     | TG47 (Sachs-Motor)..... L-86                  | 0,6 |
| 5.0 HP HS50..... J-8                | 0,7 | 4T, 5F, 8T, 11E, 26A, 28B..... L-81/ L-82 | 0,5 |   |     |
| 6.0 HP V60, HSK60, H60,             |     | E, 1E, 2E, 3E, 5E, 2 Midget, 3            |     | <b>WOLSELEY (Mowers)</b>                      |     |
| VH60..... J-8                       | 0,7 | Midget, 4 Midget, 5 Midget,               |     | Model 500 (B + S)..... J-8/J-17LM             | 0,7 |
| 7.0 HP H70, HMSK70, V70,            |     | 10C, 11A, 15A, 17A, 18A,                  |     | 23" Standard (B + S)..... J-8/J-17LM          | 0,6 |
| VH70..... J-8                       | 0,7 | 19A, 24A, 25A, 11B, 16B,                  |     | 27" Standard (B + S)..... J-8/J-17LM          | 0,7 |
| 8.0 HP H80, HMSK80, V80,            |     | 24B, 27B, 98 cc, Junior,                  |     | Clearway (B + S)..... J-8/J-17LM              | 0,7 |
| VM80, HM80..... J-8                 | 0,7 | Junior De Luxe, 12KS, 10RG,               |     | WDL, WDM, WDH, WLB/H                          |     |
| 10.0 HP HH100, HM100,               |     | 12RG, 20RG, 25RG, 40RG..... K-17          | 0,5 | WLB/L, WLB/M, Water cooled... L-90            | 0,6 |
| VM100, VH100..... J-8               | 0,7 | 11C, 25C, 28C, Mk. 1 Midget... D-16       | 0,5 | Air cooled..... N-21                          | 0,6 |
| 12.0 HP HH120..... J-8              | 0,7 | J8, J34, L34, 7F..... L-90/L-10           | 0,5 |   |     |
| 14.0 HP HH140..... L-85             | 0,7 | 79 cc (Atco), 98 cc (Atco)..... D-16      | 0,5 | <b>WOLVERHAMPTON INDUSTRIAL ENGINES</b>       |     |
| 15.0 HP HH150..... L-85             | 0,7 | 8D, 9D..... UK-10                         | 0,5 | (→ Villiers)                                  |     |
| 16.0 HP HH160..... L-85             | 0,7 | 24C, 26C..... K-9                         | 0,5 | C-12 (Petrol/Paraffin), F-16..... RN-8        | 0,5 |
|                                     |     |   |     | F-15..... RN-14Y                              | 0,5 |
| <b>TOMOS</b>                        |     | <b>VINCENT</b>                            |     |   |     |
| Koper, 60..... L-86                 | 0,6 | Power units..... L-90/L-10                | 0,5 |   |     |
| <b>TORO</b>                         |     | <b>VOLKSWAGEN</b>                         |     | <b>ZÜNDAPP</b>                                |     |
| Bullet General MasterParkmaster,    |     | 1192 cc..... L-85                         | 0,6 | MM20, MM50..... L-90                          | 0,5 |
| 950, 960..... L-90                  | 0,6 | 1131 cc..... L-10                         | 0,6 | 685.01/03..... RH-10                          | 0,5 |
|                                     |     | 122, 124A Gasoline..... L-87Y/L-88A       | 0,6 | 685.05..... RN-10                             | 0,5 |
|                                     |     | Nat. gas / LP-gas engines..... L-85       | 0,6 | Other models..... L-86/L-88A                  | 0,7 |














|  | mm  |  | mm |  | mm |
|--|-----|--|----|--|----|
| <b>ALPINA</b>  |     |  |    |  |    |
| Forest 120, A-35, A-40, A-90,<br>O-70, O-70S, Prof 55, CJ-7Y   | 0,5 |  |    |  |    |
| <b>BOLENS</b>  |     |  |    |  |    |
| 5500, 5600, 5700 H-12  | 1,0 |  |    |  |    |
| 3300 H-11  | 0,7 |  |    |  |    |
| Thrifty 3010, Swifty 3014 J-6J   | 0,6 |  |    |  |    |
| Other models J-8J  | 0,7 |  |    |  |    |
| <b>CASTOR</b>  |     |  |    |  |    |
| Tropical 120, C-40, C-70, C-70S, C-90 CJ-7Y  | 0,5 |  |    |  |    |
| <b>CLINTON</b>   |     |  |    |  |    |
| D-25 CJ-8  |     |  |    |  |    |
| D-35, D-55, D-65 J-8J  | 0,7 |  |    |  |    |
| Old models E-11  | 0,7 |  |    |  |    |
| E10 CJ-6   | 0,6 |  |    |  |    |
| E75, E95, D15 CJ-8   | 0,7 |  |    |  |    |
| <b>DANARM</b>  |     |  |    |  |    |
| 55, 1-36, 1-17-SS CJ-6   | 0,5 |  |    |  |    |
| Villiers (eng.) L-85   | 0,5 |  |    |  |    |
| Jap (eng.) XL-10   | 0,5 |  |    |  |    |
| Other models XJ-8  | 0,4 |  |    |  |    |
| <b>DOLMAR</b>  |     |  |    |  |    |
| 100, 101, 104 CJ-8   |     |  |    |  |    |
| 113, 115 L-81/ L-82  | 0,6 |  |    |  |    |
| 118, 122, 122S, 122SL, 144 CJ-6  | 0,5 |  |    |  |    |
| 152 CJ-8   | 0,5 |  |    |  |    |
| 128 Kms 4 CJ-6   | 0,6 |  |    |  |    |
| Other models L-86  | 0,6 |  |    |  |    |
| <b>HOFFCO</b>  |     |  |    |  |    |
| Super 88, D51, S510 H-8  | 0,9 |  |    |  |    |
| Timberline T47 J-8J  | 0,9 |  |    |  |    |
| D4, D58, T4, T58 CJ-8  | 0,9 |  |    |  |    |
| V-3 J-12J  | 0,9 |  |    |  |    |
| Timberline T81 J-6J  | 0,9 |  |    |  |    |
| <b>HOMELITE</b>  |     |  |    |  |    |
| XL-XL-2, Super 2, 150-A0 DJ-7J/ RDJ-0,6  | 7J  |  |    |  |    |
| XL-1, XL-12, XL-A0, SXL-922, XL-98A, V1-922 CJ-6/ RCJ-0,6  | 6   |  |    |  |    |
| SXL-Mini, XL-1 DJ-6J/ RDJ-0,6  | 6J  |  |    |  |    |
| SXL-30, SVI-200 J-7/ RJ-7  | 0,6 |  |    |  |    |
| 350-P, 350-PSL CJ-8  | 0,6 |  |    |  |    |
| <b>HUSQVARNA</b>   |     |  |    |  |    |
| A65, A70, A77, A100, 165R, 65K, 1100CD, 162SE, 185CD CJ-6  | 0,5 |  |    |  |    |
| B77, 180S, 260CD, 280S, 380CD, 280CD, 140S CJ-7Y   | 0,5 |  |    |  |    |
| 160S CJ-8  | 0,5 |  |    |  |    |
| 240SE, 240SG CJ-7Y   | 0,5 |  |    |  |    |
| <b>JO-BU</b>   |     |  |    |  |    |
| L-6, L-7, L-8, L-73, L-81, R-7, L-86S CJ-7Y  | 0,5 |  |    |  |    |
| M-5 L-87Y  | 0,5 |  |    |  |    |
| SL-2, SL-3, SL-35 CJ-6   | 0,5 |  |    |  |    |
| LP-6B, LP-6BV, LF-50 DJ-6  | 0,5 |  |    |  |    |
| <b>JONSERED</b>  |     |  |    |  |    |
| M50, M60, M601, M62, M621, M75, M751, M80, 62, M110, 495P, M66 CJ-7Y   | 0,5 |  |    |  |    |
| XG85, XF85 L-86  | 0,5 |  |    |  |    |
| M801, M52E, M90, M52 CJ-7Y   | 0,5 |  |    |  |    |
| M451EV, RS52E, M111 CJ-7Y  | 0,5 |  |    |  |    |
| <b>KNIGHT</b>  |     |  |    |  |    |
| 14 mm Ø J-8  | 0,6 |  |    |  |    |
| 18 mm Ø UD-16  | 0,6 |  |    |  |    |
| <b>KYORITSU</b>  |     |  |    |  |    |
| CS-601, CS60S, CS80Z, CS802S, CS451 CJ-8   | 0,7 |  |    |  |    |
| CS-100 J-5   | 0,7 |  |    |  |    |
| CS-301 CJ-6  | 0,7 |  |    |  |    |
| RM 37, RM 50 J-8   | 0,5 |  |    |  |    |
| <b>LANDONI</b>   |     |  |    |  |    |
| L/40 CJ-8  | 0,6 |  |    |  |    |
| L/75 DJ-8J   | 0,6 |  |    |  |    |
| L/90, L/98, L/110 L-78   | 0,6 |  |    |  |    |
| <b>LOMBARD</b>   |     |  |    |  |    |
| 4, 7 HO-8A   | 0,6 |  |    |  |    |
| 3, 3A, 3½, 5, 5A, 30, 34, 35, 36, 37 CJ-8  | 0,6 |  |    |  |    |
| 648, 650, 658 J-8J   | 0,7 |  |    |  |    |
| F-54, 660, 68, 69, 70, L-30, L-50, L-55, L-70, L-80, L-90 CJ-8   | 0,7 |  |    |  |    |
| AL-42, Super AL-51 & Automatic CJ-6  | 0,6 |  |    |  |    |
| L-100 CJ-8   | 0,6 |  |    |  |    |
| Super AL-42 & Automatic, Super Camargo & Automat. CJ-6   | 0,6 |  |    |  |    |
| Super L-30, Super L-50, Super L-60, Super L-70, Super L-90 CJ-8 TJ-8J  | 0,6 |  |    |  |    |
| Super L-100 J-12Y  | 0,6 |  |    |  |    |
| <b>McCULLOCH</b>   |     |  |    |  |    |
| 250, S250, 550, S550 J-8J  | 0,6 |  |    |  |    |
| 650, 660, 940 J-8J   | 0,6 |  |    |  |    |
| MAC-10 Series : 4-10, 5-10 DJ-6  | 0,6 |  |    |  |    |
| 5-10A, 5-10G, LG-6, 6-10 DJ-6  | 0,6 |  |    |  |    |
| 6-10A, S6-10A, 7-10A, CP-70, CP-70L DJ-6   | 0,6 |  |    |  |    |
| G-70, SP-80, PM-60, SP-81 DJ-6   | 0,6 |  |    |  |    |
| SP-60, SP125C, PM-105, SP-105 DJ-6   | 0,6 |  |    |  |    |
| CP-125, CP-125S DJ-6   | 0,6 |  |    |  |    |
| PRO-MAC 510, 700, 850 DJ-6J  | 0,6 |  |    |  |    |
| MAC-10, Series 1-10, 2-10, 2-10G DJ-8J   | 0,6 |  |    |  |    |
| S2-10A, SLG-2, 3-10, 3-10E, 10-10 DJ-8J  | 0,6 |  |    |  |    |
| 10-10L, S10-10, S10-10E, S10-10L DJ-8J   | 0,6 |  |    |  |    |
| S10-10LA, 795, 795L, 797, S797 DJ-8J   | 0,6 |  |    |  |    |
| 895, PM-6A, Mini-Mac-6 DJ-8J   | 0,6 |  |    |  |    |
| SP-40, P10-10A DJ-8J   | 0,6 |  |    |  |    |
| Mini-Mac-6A, CP-55 DJ-8J   | 0,6 |  |    |  |    |
| Mini-Mac 25, 30, 35 DJ-8J  | 0,6 |  |    |  |    |
| 10-10A, PM55 DJ-8J   | 0,6 |  |    |  |    |
| MAC-110, -120, -130, -140DJ-8J 0,6PRO-MAC 1010, 555, 570 DJ-8J   | 0,6 |  |    |  |    |
| PM-6 DJ-8J   | 0,6 |  |    |  |    |
| <b>OLEO-MAC</b>  |     |  |    |  |    |
| 240, 251, 250A, 260 Automatic, 460 Super 480 Super CJ-7Y   | 0,5 |  |    |  |    |
| <b>O.M.C.</b>  |     |  |    |  |    |
| Chain saws CJ-8  | 0,5 |  |    |  |    |
| <b>OPEM</b>  |     |  |    |  |    |
| Chainsaw CJ-7Y   | 0,5 |  |    |  |    |
| <b>PARTNER</b>   |     |  |    |  |    |
| C-6, R-11, R-14, TS, R-15, R-16, R-17, R-17T, R-18, R-18T, R-19T, R-20, R-20T, R-22T, R-40T, B-17, K-16, K20 CJ-6                                      | 0,5 |  |    |  |    |
| R-12, K-12 L-87Y   | 0,5 |  |    |  |    |
| R-21, R-21T, R-30 CJ-8   | 0,5 |  |    |  |    |
| K-40 CJ-4  | 0,5 |  |    |  |    |
| Mini P III DJ-8J   | 0,5 |  |    |  |    |
| P48 DJ-6   | 0,5 |  |    |  |    |
| F55/A, R517T, R417/T, R420/T, R421T, F65, R523 CJ-6  | 0,6 |  |    |  |    |
| P50, P51, P65, P85, R440, P100, K12S CJ-6Y   | 0,6 |  |    |  |    |
| B173, K65 CJ-6   | 0,5 |  |    |  |    |
| <b>PIONEER</b>   |     |  |    |  |    |
| 700G, 850 J-4J   | 0,6 |  |    |  |    |
| 1850 CJ-4  | 0,6 |  |    |  |    |
| HA, HB, One Man, Twin, Super, Super Twin J-6   | 0,6 |  |    |  |    |
| P10, P20, P25, P50, P40, P26S CJ-6   | 0,6 |  |    |  |    |
| P40 light service CJ-8   | 0,6 |  |    |  |    |
| P55, P55S RCJ-6  | 0,6 |  |    |  |    |
| P21, P21S CJ-8   | 0,6 |  |    |  |    |
| 970, 1072, 1073, 2071, 2073 CJ-6   | 0,6 |  |    |  |    |
| 1750, 1770, 1771, 1520, 1560 CJ-6  | 0,6 |  |    |  |    |
| <b>POULAN</b>  |     |  |    |  |    |
| HC, RA, 400, 410, NU-17, 450, 550 J-8J   | 0,6 |  |    |  |    |
| 600, 610, 620, 650, 700, 750, 800 J-8J   | 0,6 |  |    |  |    |
| 1074 CJ-8  | 0,6 |  |    |  |    |
| 1100, 1110, 1120, 1130, 1150, 1160 CJ-8  | 0,6 |  |    |  |    |
| 1200, 1200A, 1410, 1410A, 1420 CJ-8  | 0,6 |  |    |  |    |
| 1450, 2200, 2270, 2400, 2460 CJ-8  | 0,6 |  |    |  |    |
| 3071, 3200, 3270, 3270S CJ-8   | 0,6 |  |    |  |    |
| P28, P28S RCJ-8  | 0,6 |  |    |  |    |
| P41, P41S, P35, P35S RCJ-8   | 0,6 |  |    |  |    |
| F, G, M J-11   | 0,6 |  |    |  |    |
| For Sub-zero Operation: 2400, 2460 CJ-11   | 0,6 |  |    |  |    |
| 1410, 1410A 1420, 1450 CJ-14   | 0,6 |  |    |  |    |
| L UD-16  | 0,6 |  |    |  |    |
| <b>REMINGTON</b>   |     |  |    |  |    |
| Mighty-Mite Batam CJ-6   | 0,6 |  |    |  |    |
| Mighty-Mite Weekender CJ-6   | 0,6 |  |    |  |    |
| Mighty-Mite Automatic CJ-6   | 0,6 |  |    |  |    |
| Mighty-Mite Deluxe CJ-6  | 0,6 |  |    |  |    |
| Outdoorsman, Sportsman CJ-6  | 0,6 |  |    |  |    |
| Rancher, Woodsman, Logger CJ-6   | 0,6 |  |    |  |    |
| PL-4, PL-5, PL-6, P-5A, PL-6A CJ-6   | 0,6 |  |    |  |    |
| SL-4, SL9, SL10, SL10A CJ-6  | 0,6 |  |    |  |    |
| SL11, SL11A, PL7, PL7A, PL55 CJ-6  | 0,6 |  |    |  |    |
| SL4A, SL7, SL9, Deluxe, PL55A CJ-6   | 0,6 |  |    |  |    |
| SL9A, SL55, SL14, SL16 CJ-6  | 0,6 |  |    |  |    |
| Mighty-Mite, Pow-R-Cut CJ-6  | 0,6 |  |    |  |    |
| Super 754 J-6J   | 0,6 |  |    |  |    |
| Models SL5 (Series No FD8455 →) TJ-6J  | 0,6 |  |    |  |    |
| Jobmaster, Yardmaster CJ-7Y  | 0,6 |  |    |  |    |
| Outdoorsman II, Sportsman II CJ-7Y   | 0,6 |  |    |  |    |
| Mighty-Mite 100, 200, 300 CJ-7Y  | 0,6 |  |    |  |    |
| Mighty-Mite 400, 500 CJ-7Y   | 0,6 |  |    |  |    |
| <b>SKILSAW</b>   |     |  |    |  |    |
| P.M. Skilsaw 1629 RJ-6J  | 0,6 |  |    |  |    |
| 1630, 1631, 1644 RJ-6J   | 0,6 |  |    |  |    |
| 1645, 1660, 1661 RJ-6J   | 0,6 |  |    |  |    |
| 944, 947, 1610, 1612, 1613 DJ-8J   | 0,6 |  |    |  |    |
| 1614, 1616, 1705, 1712 DJ-8J   | 0,6 |  |    |  |    |
| 1690 RJ-6J   | 0,7 |  |    |  |    |
| <b>SOLO</b>  |     |  |    |  |    |
| 70, 508, 509, 510, 515, 519, 527, 533, 544, 545, 604, 625, 626, 642 L-88A  | 0,6 |  |    |  |    |
| 600 Mini, 650VA, 610VA CJ-8  | 0,6 |  |    |  |    |
| 640, 641 J-8J  | 0,6 |  |    |  |    |
| 620, 650, 655, 660VA CJ-8  | 0,6 |  |    |  |    |
| 606VA, 616VA, 620VA, 650VA, 655VA, 660VA CJ-6  | 0,5 |  |    |  |    |
| <b>STIHL</b>   |     |  |    |  |    |
| 07, 07S, 08, 08S Lightning, FS-08, Brushcutter, Cutquick L-87Y   | 0,5 |  |    |  |    |
| Lightning Super RCJ-6  | 0,5 |  |    |  |    |
| heavy duty CJ-4  | 0,5 |  |    |  |    |
| S10, 070 CJ-6/ RCJ-6   | 0,6 |  |    |  |    |
| 040S light duty CJ-8/ RCJ-8  | 0,5 |  |    |  |    |
| normal service CJ-6/ RCJ-6   | 0,5 |  |    |  |    |
| heavy duty CJ-4  | 0,5 |  |    |  |    |
| 041 AVE, FS20 Brushcutter, 015 Hobby, 015, SC17, 020AV, 030AV, 031AV, 040, 041, 041AV, 045AV, 050, 050AV, 051AV, 051AV, 055AV, 090, 090C CJ-6Y/ RCJ-6Y | 0,5 |  |    |  |    |
| 015AV, SG17 L-82Y  | 0,6 |  |    |  |    |
| <b>WRIGHT</b>  |     |  |    |  |    |
| GS218, GS2520, C50, C50D, C50SG J-11J  | 0,6 |  |    |  |    |
| GS5020, GS5020A, GS4520, B520 CJ-14  | 0,6 |  |    |  |    |
| GS2016, B316 J-18Y   | 0,6 |  |    |  |    |
| C40, C40D, C70, C70D, C70G J-6J  | 0,6 |  |    |  |    |



# ADDITIONS AND AMENDMENTS

|     |  | NORM.      | GOLD PALL.  |    |
|---|---|------------|---|---|
| <b>CHRYSLER - ESPANA</b>  |   |            |   |   |
| 1200 LX ..... N-9Y  | 0,6   |            |   |   |
| <b>CITROEN</b>  |   |            |   |   |
| GSX 3 ..... N-6Y/N-7Y   | 0,6   |            |   |   |
| LNA ..... BN-6Y   | 0,7   |            |   |   |
| <b>DATSUN</b>   |   |            |   |   |
| Sunny 1400cc ..... RN-10Y   | 0,8   |            |   |   |
| <b>FIAT</b>   |   |            |   |   |
| Ritmo 75 ..... RN-9Y  | 0,7   |            |   |   |
| <b>MAZDA</b>  |   |            |   |   |
| 323 SP 1.4 Litre ..... RN-9Y  | 0,8   |            |   |   |
| <b>MITSUBISHI</b>   |   |            |   |   |
| Sigma/Gallant 2000cc  |   |            |   |   |
| Sport Kit Conversion ..... N-7Y   | 0,7   |            |   |   |
| Sapporo GLS ..... RN-9Y   | 0,7   |            |   |   |
| <b>PEUGEOT</b>  |   |            |   |   |
| 104 Rallye ..... BN-6Y  | 0,6   |            |   |   |
| <b>RENAULT</b>  |   |            |   |   |
| R14 GTL ..... BN-9Y   | 0,6   |            |   |   |
| R18 TL, GTL (1397cc) ..... N-12Y  | 0,6   |            |   |   |
| R18 GTS & Auto (1647cc) ..... N-9Y  | 0,6   |            |   |   |
| <b>TOYOTA</b>   |   |            |   |   |
| Carina 1600 ST ..... RN-9Y  | 0,8   |            |   |   |
| <b>VAUXHALL</b>   |   |            |   |   |
| Carlton/Royale 1760cc, 1900cc, 2000cc, E ..... L-87Y                                | 0,7   |            |   |   |
| <b>VOLVO</b>  |   |            |   |   |
| B14.IE: 343 ..... N-12Y   | 0,6   |            |   |   |
| B14.OE: 343 ..... L-87Y   | 0,6   |            |   |   |
| B27E: 264/265 GL, GLE ..... BN-7Y   | 0,6   |            |   |   |
|  |   |            |   |  |
| <b>YAMAHA</b>   |   |            |   |   |
| 85hp: 85 (1979 →) ..... L-78  |   | L-4G       | 1,0   |   |
| 55hp: 55a (1979 →) ..... L-78   |   | L-4G       | 1,0   |   |
| 9.9hp: 9.9c (1979 →) ..... L-82   |   | L-6G       | 0,5   |   |
|  |   |            |   |  |
| <b>ASPERA</b>   |   |            |   |   |
| BV 150 ..... J-17LM   |   |            | 0,6   |   |
| LAV 172 ..... J-8/<br>J-17LM  |   |            | 0,6   |   |
| <b>BARTROP</b>  |   |            |   |   |
| 'Greenfield' Series A.C.M.E. Mot. ... L-90  |   |            | 0,5   |   |
| B + S ..... CJ-8  |   |            | 0,7   |   |
| JLO ..... L-86  |   |            | 0,5   |   |
| <b>JLO - ROCKWELL</b>   |   |            |   |   |
| L-197 (→ 1977) ..... K-9  |   |            | 0,5   |   |
| L-97, L-101, L-125, L-152, L-197, L-252, L-253, L-372, (1978 →) ..... L-86          |   |            | 0,5   |   |
| SP 35, SP 71, SP 77, (1978 →) ..... L-82  |   |            | 0,5   |   |
| RM 77, RM 97, RM 101, RM 125, RM 152 (1978 →) ..... L-86                            |   |            | 0,5   |   |
| <b>WARSOP</b>   |   |            |   |   |
| Benjo Rammer ..... 8-COM  |   |            | 0,6   |   |
|   | NORM.   | GOLD PALL. |  |   |
| <b>BATAVUS</b>  |   |            |   |   |
| Go-Go2, Go-GoV, Go-Go Super VA, HS50, Bronco, Compact, Starglo .... L-86/<br>L-89CM | L-9G  | 0,5        |   |   |
| Mark 4S ..... L-78  | L-4G  | 0,5        |   |   |
| <b>CCM</b>  |   |            |   |   |
| 250 MX (Hiro Mot.) ..... —  | N-57G/<br>N-82G   | 0,5        |   |   |
| 125 MX (Hiro Mot.) ..... —  | N-57G/<br>N-82G   | 0,5        |   |   |
| <b>DERBI</b>  |   |            |   |   |
| Variant SLE ..... L-82  | L-6G  | 0,5        |   |   |
| <b>DUCATI</b>   |   |            |   |   |
| 250 Desmo ..... L-78  | L-4G  | 0,5        |   |   |





## NOTES

Lined area for notes, consisting of multiple horizontal lines.



# SPARK PLUG HEXAGON SIZES

| Thread Size               | 18 mm gasket seat |                        | 18 mm taper seat | 14 mm gasket seat |        | 14 mm taper seat      | 12 mm           |                 | 10 mm |
|---------------------------|-------------------|------------------------|------------------|-------------------|--------|-----------------------|-----------------|-----------------|-------|
|                           | First Prefix: D   | First Prefix: K, 8 Com | First Prefix: F  | Second Prefix: C  | Others | Second Prefix: B or D | First Prefix: P | First Prefix: R | All   |
| Hexagon (inch)            | 7/8               | 1                      | 13/16            | 3/4 or 13/16      | 13/16  | 5/8                   | 11/16           | 11/16 or 3/4    | 5/8   |
| Practical Equivalent (mm) | 23                | 26                     | 21               | 19 or 20          | 21     | 16                    | 18              | 18 or 19        | 16    |

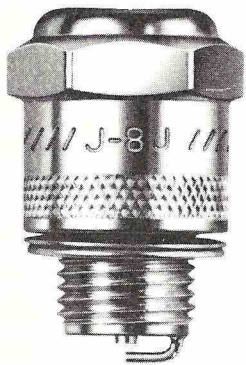


Fig. 1



Fig. 2



Fig. 3

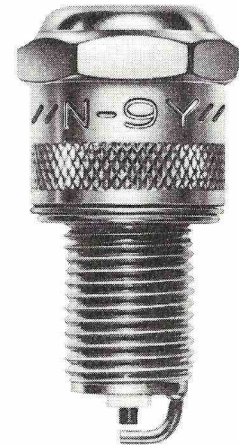


Fig. 4

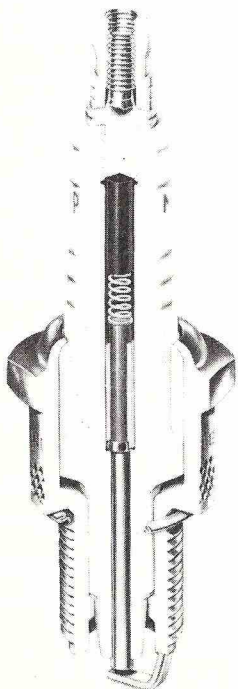


Fig. 5

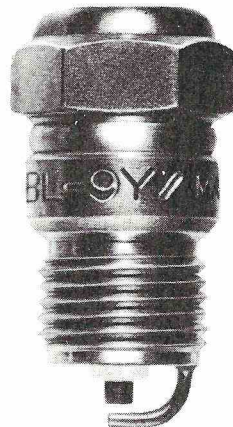


Fig. 6

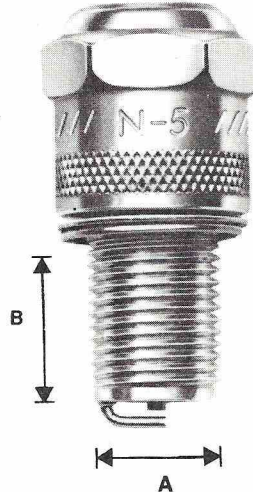


Fig. 7



Fig. 8

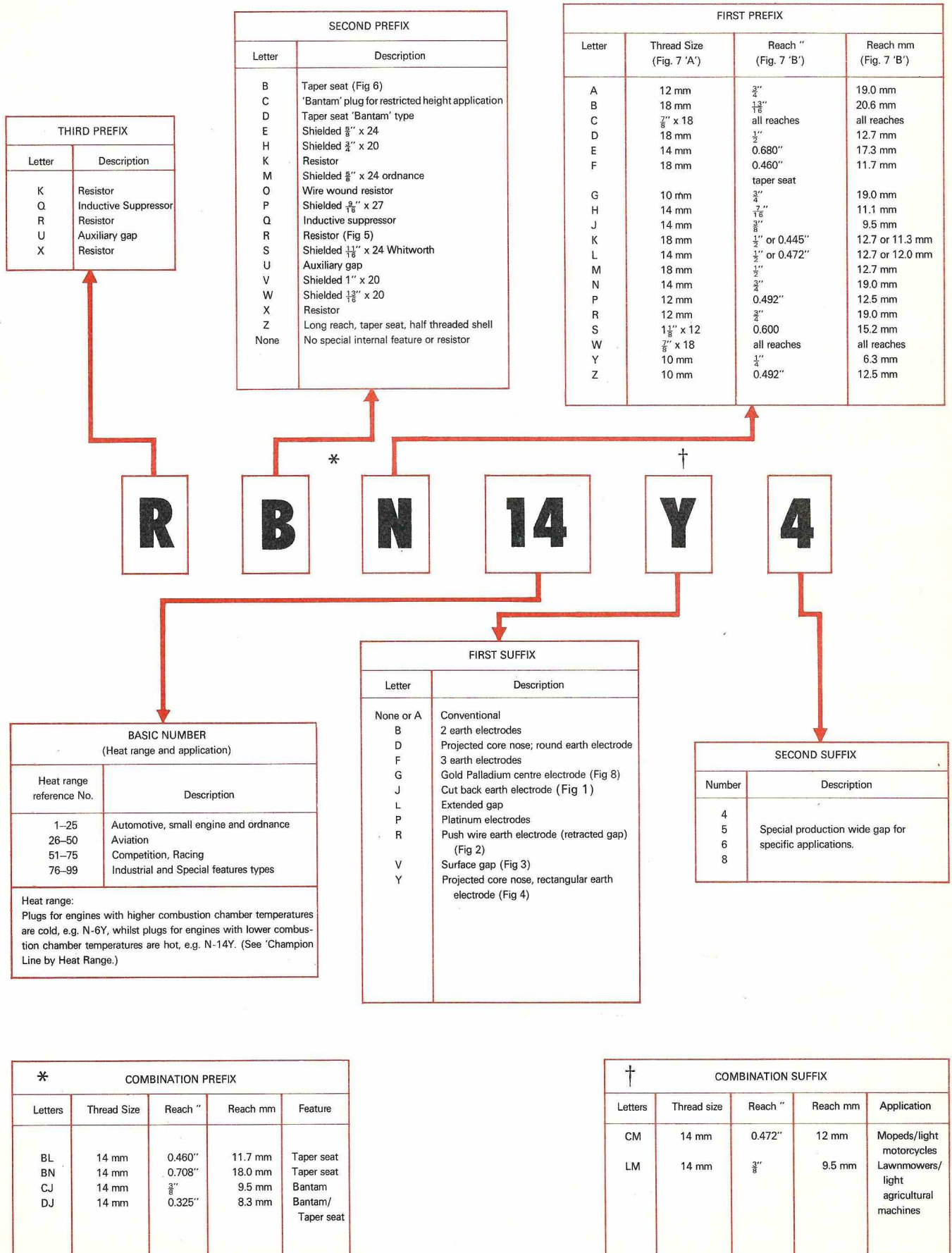
Fig 1 Standard 14 mm  $\frac{3}{8}$ " reach  
 Fig 2 Retracted gap type  
 Fig 3 Surface discharge type  
 Fig 4 Projected Core Nose

Fig 5 Resistor type (sectioned)  
 Fig 6 Taper Seat  
 Fig 7 Standard 14 mm x  $\frac{3}{4}$ " reach  
 Fig 8 Gold Palladium





## SALES SYMBOLS EXPLANATION







## CHAMPION LINE BY HEAT RANGE

| Thread size   | Heat range       | Standard types   | Resistor types (with Suppressor)                                   | Bantam types  | Marine and 2-stroke types   |  |
|---|------------------|--|--|---|---|--|
|   |                  |  |  |   | Standard  | Resistor   |
| 10 mm<br>Reach 1/4" (6.3 mm)                            |                  | UY-6**   |  | Y-82  |   |  |
| 10 mm<br>Reach .492" (12.5 mm)                          | Hot<br>↕<br>Cold | Z-10<br>Z-8<br>Z-6   |  |   |   |  |
| 12 mm<br>Reach .492" (12.5 mm)                          |                  | P-12Y ■<br>P-8Y ■<br>P-10<br>P-7                                   |  |   |   |  |
| 12 mm<br>Reach .750" (19 mm)                            | Hot<br>↕<br>Cold | A/R-10<br>A/R-8<br>A/R-6<br>A-8Y ■<br>A-6Y ■                       | RA-8Y ■  |   |   |  |
| 14 mm<br>Reach 3/8" (9.5 mm)                            | Hot<br>↕<br>Cold | UJ-12**<br>J-11<br>J-8, UJ-8**<br>J-7<br>J-6, UJ-6**<br>J-5<br>J-4 | XJ-12<br>RJ-11<br>XJ-8, RJ-8<br>RJ-7<br>XJ-6, RJ-6<br><br>RJ-4     | CJ-14<br>J-17LM<br>CJ-8, RCJ-8,<br>DJ-8 ●<br>CJ-6, RCJ-6,<br>DJ-6 ●<br><br>CJ-3 | J-12J<br>J-11J<br>J-8J<br>J-7J<br>J-6J, DJ-6J ●<br><br>J-4J, UJ-4J**<br>J-2J, UJ-2J** | HO-8A**<br><br>HO-3**<br><br>RJ-8J, RCJ-8<br>RJ-6J, RCJ-6<br>RJ-4J |
| 14 mm<br>Reach 3/8" (9.5 mm)<br><br>Projected Core Nose | Hot<br>↕<br>Cold | J-18Y<br>J-14Y<br>J-13Y<br>J-12Y<br>J-11Y<br>J-10Y                 | RJ-20Y<br>RJ-18Y<br>RJ-14Y<br>RJ-13Y<br>RJ-12Y<br>RJ-11Y<br>RJ-10Y | RCJ-6Y<br><br>CJ-7Y   |   |  |
| 14 mm<br>Reach 7/16" (11.1 mm)                          | Hot<br>↕<br>Cold | H-12<br>H-11<br>H-10<br>H-8<br>H-4                                 | RH-10<br>RH-8  |   | H-10J<br>H-8J   |  |
| 14 mm<br>Reach 7/16" (11.1 mm)<br>Projected Core Nose   | Hot<br>↕<br>Cold | H-18Y<br>H-14Y   |  |   |   |  |
| 14 mm<br>Reach 1/2" (12.7 mm)                           | Hot<br>↕<br>Cold | L-10<br><br>L-5  |  |   | L-9J<br>L-7J<br><br>L-4J, UL-4J**   |  |
| 14 mm<br>Reach 1/2" (12.7 mm)<br>Projected Core Nose    | Hot<br>↕<br>Cold | L-15Y<br>L-12Y   | RL-12Y   |   |   |  |
| 14 mm<br>Reach .472" (12 mm)                            | Hot<br>↕<br>Cold | L-90<br>L-88A<br>L-86<br>L-85<br>L-82<br>L-81<br>L-78              | RL-85<br>RL-82<br>RL-78  |   | L-89CM*<br><br>L-77J, L-77J4  | RL-77J   |
| 14 mm<br>Reach .472" (12 mm)<br><br>Projected Core Nose | Hot<br>↕<br>Cold | L-95Y<br>L-92Y<br>L-87Y<br>L-82Y<br>L-81Y                          | RL-87Y   |   |   |  |
| 14 mm<br>Reach 3/4" (19 mm)                             | Hot<br>↕<br>Cold | N-21<br><br>N-8<br>N-6<br>N-5<br>N-4<br>N-3<br>N-2<br>N-1          | RN-8<br>RN-6<br>RN-5<br>RN-4<br>RN-3<br>RN-2                       |   |   |  |
| 14 mm<br>Reach 3/4" (19 mm)                             | Hot<br>↕<br>Cold | N-88<br>N-7  |  |   |   |  |
| 14 mm<br>Reach 3/4" (19 mm)<br>2 Earth electrodes       | Hot<br>↕<br>Cold | N-180B<br>N-178B   | RN-180B  |   |   |  |





| Thread size  | Heat range            | Standard types   | Resistor types (with suppressor)  | Bantam types | Marine and 2-stroke types  |          |
|--|-----------------------|--|---|--------------|----------------------------|----------|
|  |                       |  |   |              | Standard                   | Resistor |
| 14 mm<br>Reach 3/4" (19 mm)<br>Projected Core Nose                 | Hot<br>↑<br>↓<br>Cold | N-16Y<br>N-14Y<br>N-13Y<br>N-12Y<br>N-11Y<br>N-10Y<br>N-9Y<br>N-8Y<br>N-7Y<br>N-6Y | RN-16Y<br>RN-14Y<br><br>RN-12Y<br>RN-11Y<br>RN-10Y<br>RN-9Y<br><br>RN-7Y<br>RN-6Y |              |                            |          |
| 14 mm<br>Taper seat<br>Teach 3/4" (19 mm)<br>Projected Core Nose   | Hot<br>↑<br>↓<br>Cold | BN-9Y<br>BN-7Y<br>BN-6Y  | RBN-14Y<br>RBN-13Y<br>RBN-9Y  |              |                            |          |
| 14 mm<br>Taper seat<br>Reach 1/2" (12.7 mm)<br>Projected Core Nose | Hot<br>↑<br>↓<br>Cold | BL-13Y<br>BL-11Y<br>BL-9Y<br>BL-7Y   | RBL-17Y<br>RBL-16Y<br>RBL-15Y<br>RBL-13Y<br>RBL-11Y<br>RBL-9Y<br>RBL-7Y           |              |                            |          |
| 14 mm<br>Taper seat<br>Reach 1/2" (12.7 mm)                        | Hot<br>↑<br>↓<br>Cold | BL-3   | RBL-8   |              |                            |          |
| 18 mm<br>Reach 1/2" (12.7 mm)                                      | Hot<br>↑<br>↓<br>Cold | D-23<br>D-21<br>D-16/UD-16**<br>D-14<br>D-10<br>D-9<br>D-6                         | RD-16<br>RD-14<br><br>RD-9<br>RD-6  |              | D-16J<br>K-15J<br><br>D-9J | RD-16J   |
| 18 mm<br>Reach 1/2" (12.7 mm)<br>Projected Core Nose               | Hot<br>↑<br>↓<br>Cold | D-18Y<br>D-15Y   |   |              |                            |          |
| 18 mm<br>Reach 1/2" (12.7 mm)                                      |                       | 8 Com.   |   |              |                            |          |
| 18 mm<br>Reach .445" (11.3 mm)                                     | Hot<br>↑<br>↓<br>Cold | K-17<br>K-13<br>UK-10**<br>K-9<br>K-8<br>K-7                                       |   |              |                            |          |
| 18 mm<br>Taper seat  | Hot<br>↑<br>↓<br>Cold | 870<br>860<br>F-10<br>F-82   | RF-10   |              |                            |          |
| 18 mm<br>Taper seat<br>Projected Core Nose                         | Hot<br>↑<br>↓<br>Cold | F-14Y<br>F-11Y<br>F-9Y<br>F-7Y   | RF-14Y<br>RF-11Y<br>RF-9Y   |              |                            |          |
| 18 mm<br>(Hesselman)   | Hot<br>↑<br>↓<br>Cold | K-98F<br>K-97F   |   |              |                            |          |
| 18 mm<br>(Diesel)  |                       | D-89D  |   |              |                            |          |
| 7/8" - 18  | Hot<br>↑<br>↓<br>Cold | W-20<br>W-18<br>C-16C<br>W-14<br>W-10  |   |              |                            |          |
| 7/8" - 18<br>(Diesel)  | Hot<br>↑<br>↓<br>Cold | W-95D<br>W-89D   |   |              |                            |          |
| 1/2" Pipe  |                       | 25   |   |              |                            |          |

\* Moped Applications  
 ● Taper Seat  
 \*\* Auxiliary gap.  
 ■ Projected Core Nose



## TYPICAL DIESEL ENGINE GLOW PLUGS


**AG-2**

**AG-4**

**AG-32**

**AG-39**

**AG-40**

Champion diesel engine glow plugs are designed to heat either the air in the engine intake manifolds or the fuel-air mixture in the combustion chambers, and thus assist in cold engine starting. Each glow plug has, as an integral part of the plug, an electrical resistance coil which is energised from the battery. Each plug is designed to the cold starting requirements of the engine and its mechanical characteristics.

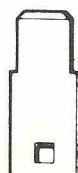
## GENERAL SPECIFICATIONS OF POPULAR TYPES

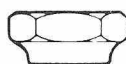
| Sales symbol | Thread size | Nominal rating      | Coil type* | Gasket P/N         | Hex size         | Terminal connector type 4 | Terminal thread | General Application  |
|--------------|-------------|---------------------|------------|--------------------|------------------|---------------------------|-----------------|--|
| AG-2         | 18 mm       | 6 volt<br>240 watt  | 1          | AG-2-674A (copper) | 3/4" (19 mm)     | D                         | 10-32           | Cummins Diesel   |
| AG-3         | 18 mm       | 12 volt<br>384 watt | 1          | A-676 (steel)      | 7/8" (22.2 mm)   | D                         | 10-32           | Ford Diesel tractor  |
| AG-4         | 18 mm       | 2 volt<br>72 watt   | 1          | AG-2-674A          | 13/16" (20.6 mm) | F                         | 4 mm            | BLMC/British Leyland 2.2 L Diesel engines  |
| AG-6         | 18 mm       | 12 volt<br>156 watt | 2          | A-676 (steel)      | 7/8" (22.2 mm)   | B                         | 5-40            | Hunter space heater  |
| AG-9         | 18 mm       | 12 volt<br>384 watt | 1          | A-676 (steel)      | 7/8" (22.2 mm)   | D                         | 10-32           | Ford Diesel tractor  |
| AG-27        | **          | 1.7 volt<br>37 amps | 1          | None               | —                | C                         | 10-32           | International Harvester Diesel BD 264, BD 281  |
| AG-28        | 18 mm       | 0.9 volt<br>40 amps | 1          | None               | 13/16" (20.6 mm) | C                         | 10-32           | International Harvester Diesel BD 144, BD 154  |
| AG-32        | 10 mm       | 12 volt<br>72 watt  | 3          | None               | 5/8" (15.9 mm)   | D                         | 8-32            | British Leyland 1.5 L and 2.5 L/BLMC mini tractor without ballast resistor<br>Standard Triumph OE138, OE 160 |
| AG-38        | 14 mm       | 24 volt<br>252 watt | 1          | N-676 (steel)      | 13/16" (20.6 mm) | E                         | 5-40            | Hunter space heater  |
| AG-39        | 10 mm       | 9 volt<br>72 watt   | 3          | None               | 5/8" (15.9 mm)   | D                         | 8-32            | British Leyland 950 cc/BLMC Farm tractor with ballast resistor   |
| AG-40        | 3/8" - 24   | 11 volt<br>95 watt  | 3          | None               | 3/8" (9.5 mm)    | A                         | —               | International Harvester Diesel   |
| AG-41        | 7/16" - 20  | 11 volt<br>95 watt  | 3          | None               | 1/2" (12.7 mm)   | A                         | —               | Onan Div. Diesel   |
| AG-42        | 7/16" - 20  | 24 volt<br>120 watt | 3          | None               | 1/2" (12.7 mm)   | A                         | —               | Onan Div. Diesel   |
| AG-44        | 18 mm       | 11 volt<br>95 watt  | 3          | None               | 13/16" (20.6 mm) | C                         | 10-32           | Thermo King  |
| AG-45        | 14 mm       | 1.7 volt<br>68 watt | 1          | None               | 11/16" (17.5 mm) | F                         | 4 mm            | Diesel Land Rover  |
| AG-47        | 14 mm       | 24 volt<br>105 watt | 1          | N-676 (steel)      | 13/16" (20.6 mm) | E                         | 5-40            | Hunter space heater  |
| AG-48        | 18 mm       | 6 volt<br>180 watt  | 1          | AG-2-674A (copper) | 3/4" (19 mm)     | D                         | 10-32           | Cummins Diesel   |
| AG-50        | 10 mm       | 11 volt<br>95 watt  | 3          | None               | 5/8" (16 mm)     | D                         | 8-32            | British Leyland 2.5 L Diesel engine  |

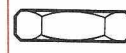
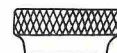
- \* Coil type code  
1: Exposed  
2: Shrouded  
3: Sheathed

\*\* Secured in engine block with threaded bushing.

4: Terminal connectors illustrated below

**(A) TYPE**

**(B) TYPE**

**(C) TYPE**

**(D) TYPE**

**(E) TYPE**

**(F) TYPE**


### SURFACE GAP TYPE

Examples:

J-19V  
L-20V  
L-76V



This type is used with certain high energy capacitor discharge ignition systems - as recommended - to overcome the worst fouling problems without overheating. The spark is fired across the insulator surface between the centre electrode and the shell.

### BANTAM TYPE

Examples:

CJ-6  
CJ-8  
DJ-6  
DJ-8  
J-17LM  
Y-82



Special purpose designs classified as «Bantam» because of their short overall length. They are required to meet space limitations of small engines with compact cowling or shrouds in certain equipment such as chain saws, lawn mowers, etc.

### GOLD PALLADIUM TYPE

For premium performance, a Champion spark plug having a small diameter Gold Palladium centre electrode is available for most makes and models of motorcycles. This semi-precious metal alloy makes it possible to provide extra performance design features resulting in faster, easier starts, fewer stalls and 'false' starts, reduced fouling deposits and, usually, longer life.

The design also provides more clearance within the firing end of the spark plug, for better scavenging of fuel deposits and less fouling.



Gold Palladium alloy centre electrode

## GOLD PALLADIUM SPARK PLUG HEAT RANGE CHART

Note: Standard types and gold palladium types are not always comparable in heat range.

| 14 mm thread<br>3/8" (9.5 mm) reach |                      | 14 mm thread<br>.472" (12 mm) reach |                      | 14 mm thread<br>3/4" (19 mm) reach |                      | 12 mm thread<br>.492" (12.5 mm) reach |                      | 10 mm thread<br>.472" (12 mm) reach |                      | 18 mm thread<br>.445" (11.3 mm) |                      |
|-------------------------------------|----------------------|-------------------------------------|----------------------|------------------------------------|----------------------|---------------------------------------|----------------------|-------------------------------------|----------------------|---------------------------------|----------------------|
| Standard Types                      | Gold Palladium Types | Standard Types                      | Gold Palladium Types | Standard Types                     | Gold Palladium Types | Standard Types                        | Gold Palladium Types | Standard Types                      | Gold Palladium Types | Standard Types                  | Gold Palladium Types |
| J-8J                                | Hot                  | L-90                                | Hot                  | N-5                                | Hot                  |                                       | Hot                  |                                     | Hot                  | K-17                            | Hot                  |
| —                                   | —                    | —                                   | —                    | N-88                               | —                    | —                                     | —                    | —                                   | —                    | —                               | —                    |
| J-7J                                | ↑                    | L-86                                | ↑                    | —                                  | N-4G                 | —                                     | —                    | —                                   | —                    | K-13                            | ↑                    |
| —                                   | —                    | L-82                                | —                    | N-4                                | —                    | P-8Y                                  | —                    | Z-10                                | —                    | —                               | K-12G                |
| J-6J                                | —                    | —                                   | L-6G                 | —                                  | N-3G                 | —                                     | —                    | —                                   | —                    | K-9                             | —                    |
| J-4J                                | —                    | L-78                                | —                    | N-3                                | —                    | —                                     | P-8G                 | Z-8                                 | —                    | —                               | K-8G                 |
| —                                   | —                    | L-77J                               | —                    | N-2                                | —                    | —                                     | —                    | —                                   | —                    | K-8                             | —                    |
| UJ-2J                               | ↓                    | —                                   | L-3G                 | N-2G                               | —                    | P-7                                   | —                    | —                                   | —                    | K-7                             | —                    |
| —                                   | —                    | L-57R                               | —                    | N-84G                              | —                    | —                                     | —                    | Z-7G                                | —                    | —                               | K-5G                 |
| —                                   | —                    | —                                   | L-2G                 | N-82G                              | —                    | P-6                                   | —                    | —                                   | —                    | —                               | K-3G                 |
| —                                   | —                    | —                                   | L-55G                | N-80G                              | —                    | —                                     | —                    | Z-6                                 | —                    | —                               | K-2G                 |
|                                     | Cold                 |                                     | Cold                 |                                    | Cold                 |                                       | Cold                 |                                     | Cold                 | K-60R*                          | ↓                    |
|                                     |                      |                                     |                      |                                    |                      |                                       |                      |                                     |                      | K-57R*                          | ↓                    |
|                                     |                      |                                     |                      |                                    |                      |                                       |                      |                                     |                      | —                               | —                    |

\*Reach  
.500" (12.7mm)



# RACING PLUGS COMPARISON CHART

IMPORTANT: Comparative types listed below are seldom duplicated exactly in heat range. Always consult Champion Racing Division for racing applications.



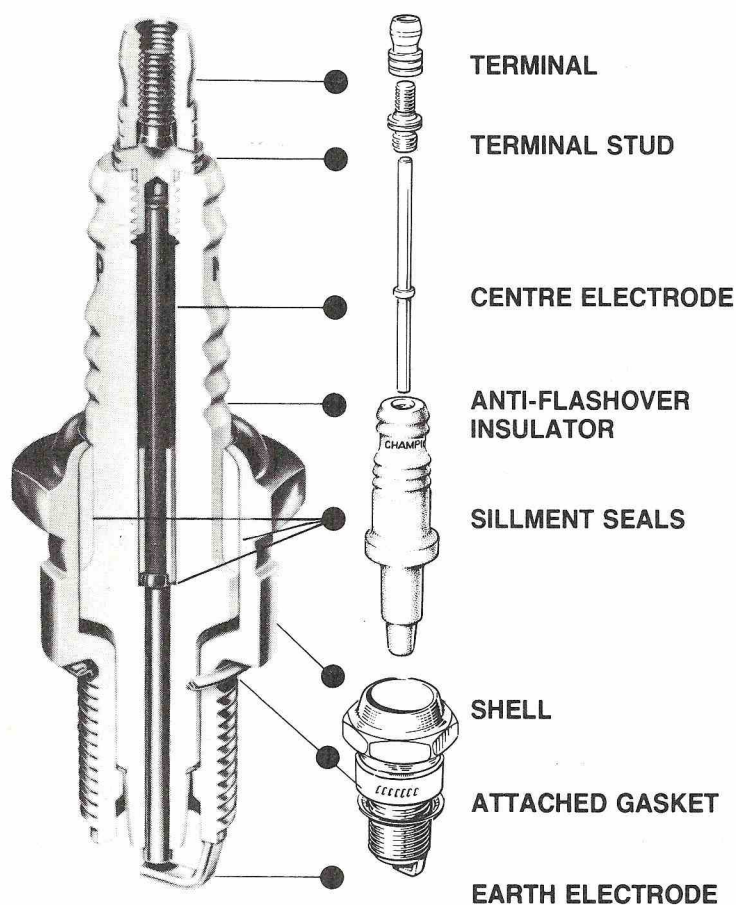
| SIZE                                     | COLDER | CHAMPION  | AC   | MOTORCRAFT   | BOSCH  | LODGE  | NGK   | KLG   |
|--|--------|---|--|--|--|--|---|---|
| 14 mm<br>1/2" reach<br>standard gap.     | ↓      | L-88A/L-86<br>L-81/L-82<br>L-78<br>L-77J                          | S 42 F<br>S 41 F<br>S 40 F                     | AE 2x<br>AE 1x<br>AE 901x                              | W 175 T1<br>W 240 T1<br>W 260 S11S<br>W 260 T1                                 | 2 HN<br>3 HN   | B5 HS<br>B7 HS<br>B8 HS<br>B9 HS                      |   |
| 14 mm<br>1/2" reach                      | ↓      | L-62R<br>L-60R<br>L-57R<br><br>L-54R                              |  | AE 23<br>AE 903<br>AE 603<br><br>AE 403<br>AE 203      | X 240 S1S<br>W 260 S1S<br>W 280S1S/W310S1S<br><br>W340S1S/W370S1S              | R 47<br>R 49<br>R 50<br><br>R 51   | B8 HN<br>B9 HN<br>B10 HN<br><br>B11 HN                | F220 F250<br>F 260<br>F 280<br><br>F 320<br>F 340 |
| 14 mm<br>3/4" reach                      | ↓      | N-5<br><br>N-4<br>N-3<br>N-2<br>N-60<br>N-57                      | 44 N<br>44 XL<br>C42N C41N<br>43 XL<br>S 41 XL | AG 3<br><br>AG 2<br>AG 901<br>AG 701<br>AG 501         | W 175 T2<br><br>W 225 T2<br>W 260 T2<br>W 260 T2                               | HLN HL 14<br>HLNP<br>2HLN<br>3HLN<br>3HLN  | B6 ES<br><br>B7 ES<br>B8 ES<br>B9 ES<br>B10 ES        | FE 70<br>FE 75<br>FE 80<br>FE 100<br>FE 220       |
| 14 mm<br>3/4" reach<br>P.C.N.            | ↓      | N-66Y<br>N-7Y or N-65Y<br>N-6Y or N-64Y<br>N-63Y<br>N-60Y         |  | AG 22<br>AG 12   | W 260 T28  | 2 HLNY<br>2 HLNY<br>3 HLNY<br>4 HLNY<br>5 HLNY   | B 77 EC   | FE 125P<br>FE 135P<br>FE 155P                     |
| 14 mm<br>3/4" reach<br>Gold<br>Palladium | ↓      | N-4G<br>N-3G<br>N-2G<br>N-59G/N-84G<br>N-57G/N-82G<br>N-55G/N-80G | S 43 XL<br>S 42 XL<br>S 41 XL                  | AG 2M  | WG 235 T28<br>W 250 P21<br>W 265 P21   |  | BP 6 EV<br>B7 EV<br>B8 EV<br>B8 EV<br>B9 EV<br>B10 EV |   |
| 14 mm<br>3/4" reach                      | ↓      | N-62R<br>N-60R<br>N-57R<br>N-54R<br>N-52R or N-77R                |  | AG 23<br>AG 903<br>AG 603<br>AG 403<br>AG 203 AG 103   | W 240 S2S<br>W 260 S2S<br>W 310 S2S<br>W 340 S2S<br>W370S2S/W400S2S            | RL 47<br>RL 49<br>RL 50<br>RL 51<br>RL 53  | B8 EN<br>B9 EN<br>B10 EN<br>B11 EN<br>B12 EN          | FE 220<br>FE 260<br>FE 280<br>FE 310<br>FE 340    |
| 12 mm<br>3/4" reach<br>Gold<br>Palladium | ↓      | A/R-6G<br>A/R-61G<br>A/R-59G<br>A/R-57G<br>A/R-55G                | S 121 XL                                       |  | X 220 T17<br>X 240 T17   |  | D8 EV<br>D8 EV<br>D9 EV<br>D10 EV<br>D11 EV           |   |
| 12 mm<br>3/4" reach                      | ↓      | A/R-6<br>A/R-61<br>A/R-59R<br>A/R-56R<br>A/R-54R<br>A/R-52R       |  |  | X 240 T17<br>X 270 T17<br>X 310 T17<br>X 400 T17<br>X 440 T17                  |  | D80 E<br>D8 E<br>D9 E<br>D10 E<br>D12 E<br>D13 E      |   |
| 14 mm<br>3/8"                            | ↓      | J-6J<br><br>J-4J<br><br>J-2J<br>J-79                              | M 44 C<br>M 44<br>42<br>M 42 K<br>M41K M41G    | A3X<br>A 3XM<br>AT2 A21XM<br>A2X A21X<br>AT I<br>A 901 | W 225 T3<br><br>W 240 T3<br><br>W 260 T3                                       | HAN<br>HANP<br>2HAN<br><br>3HAN  | B6<br><br>B7<br><br>B77 C                             | FS 75H<br><br>FS 100H<br><br>FP 100               |
| 14 mm<br>3/8" reach<br>P.C.N.            | ↓      | UJ-10Y J-10Y<br><br>J-63Y<br>J-61Y J-86Y<br>J-83Y                 | C 44 S<br>435<br>425<br>C421 C42               | AT 42<br>A 32<br>A 22<br>A 12                          | W 145 T7   | CANY   | BP-6  | FP 55P  |
| 14 mm<br>3/8" reach                      | ↓      | J-62R<br><br>J-60R<br><br>J-57R<br><br>J-54R                      | <br><br>A I                                    | A 23<br><br>A 903<br><br>A 603<br><br>A 203            | W 240 T16<br><br>W 270 T16<br>W 290 T16<br>W 310 T16<br>W 340 T16<br>W 400 T16 | R 47<br>with gasket<br>R 49<br>with gasket<br>R 50<br>with gasket<br>R 51<br>with gasket | B8 N B77 C<br><br>B8 N<br><br>B10 N<br><br>B11 N      |   |
| 14 mm<br>3/8" reach<br>Gold<br>Palladium | ↓      | UJ-IIG<br>UJ-7G<br>J-64G<br>J-60G                                 | B 403-I<br>B 402-I                             | AZ 3<br>AZ 2   |  |  |   |   |



| SIZE                                      | COLDER | CHAMPION  | AC   | MOTORCRAFT                                     | BOSCH  | LODGE                            | NGK   | KLG                        |
|---|--------|---|--|--|--|----------------------------------|---|----------------------------|
| 18 mm<br>.445" reach<br>Gold<br>Palladium | ↓      | K-12G<br>K-8G<br>K-5G<br>K-3G<br>K-2G                               | SN 85 F<br>SN 83 F<br>SN 82 F<br><br>SN 81 F | B 4 W<br>B 3 W<br>B 2 W<br>B 601 W             | MG 225 T1<br>MG 240 T1<br>MG 260 T1<br>MG 280 T31<br>MG 300 T31<br>MG 310 T31S |                                  |   |                            |
| 18 mm<br>1/2" reach                       | ↓      | K-60R<br>K-57R<br>K-54R   | SN-81 FG<br>M 81                             | B 903<br>B 603<br>B 403                        | M-270 T16<br>M-340 T16<br>M-370 T16  |                                  | AB 83 K<br>AB 93 K  |                            |
| 14 mm<br>1/2" reach<br>P.C.N.             | ↓      | L-66Y<br>L-64Y<br>L-61Y   |  | AE 32<br>AE 22                                 |  |                                  |   |                            |
| 14 mm<br>1/2" reach<br>Gold<br>Palladium  | ↓      | L-6G<br>L-4G<br>L-3G<br>L-2G<br>L-55G                               | S 42 F<br>S 41 F<br>S 40 F                   | AE 2X<br>AE 1X<br>AE 901X                      | W 260 S1S<br>W 310 S1S<br>W 340 S1S<br>W 370 S1S                               |                                  | B7 HV<br>B7 HV<br>B8 HV<br>B9 HV                              |                            |
| 14 mm<br>Tapered seat<br>P.C.N.           | ↓      | BL-64Y<br>BL-62Y<br>BL-60Y<br>BL-57Y                                |  |  |  |                                  |   |                            |
| 14 mm<br>Tapered seat<br>Retracted gap    | ↓      | BL-60R<br>BL-57R<br>BL-54R  |  | AF 503<br>AF 303 AF103                         |  |                                  |   |                            |
| 14 mm<br>Tapered seat                     | ↓      | BL-3<br>BL-60<br>BL-57  |  | AF I<br>AF 90I<br>AF 70I                       |  |                                  |   |                            |
| 14 mm<br>.680" reach<br>Standard gap      | ↓      | E-60<br>E-57<br>E-55  |  |  |  |                                  |   |                            |
| 14 mm<br>.680" reach                      | ↓      | E-59R or N83R<br>E-58R<br>E-57R or N-81R<br>E-56R<br>E-54R<br>E-52R |  |  |  |                                  | B8.5 EN<br>B8.5 EN<br>B9 EN<br>B9.5 EN<br>B9.5 EN<br>B10.5 EN |                            |
| 18 mm<br>Tapered seat                     | ↓      | F-10<br>F-82  | C83T C84T                                    | BTF3 BTF3I<br>BTF I                            | MA 175 T1  | HTN<br>HTN 18                    | A-7F  | TMT 50                     |
| 18 mm<br>Tapered seat<br>P.C.N.           | ↓      | F-83Y or F-7Y<br>F-62Y<br>F-60Y                                     |  | BF-22<br>BF-12<br>BF-601                       |  |                                  | A-7F  |                            |
| 18 mm<br>Tapered seat                     | ↓      | F-62R<br>F-60R<br>F-57R<br>F-54R                                    |  | BF-703<br>BF-601<br>BF-603<br>BF-403<br>BF-203 |  |                                  |   |                            |
| 10 mm<br>3/4" reach                       | ↓      | G-63<br>G-61<br>G-58  |  | PG 50I<br>PG 30I                               |  |                                  | RO 16-9.5   |                            |
| 10 mm<br>3/4" reach                       | ↓      | G-59R<br>G-56R<br>G-54R   |  | PG 603<br>PG 403<br>PG 203                     | Ø 270 T17<br>U 310 T17<br>U 400 T17  | 10 RL-49<br>10 RL-50<br>10 RL-51 | RO 16-9.5<br>RO 16-10<br>RO 16-11                             | TE 220<br>TE 240<br>TE 260 |
| 14 mm<br>1/2" reach<br>P.C.N.             | ↓      | L-82Y<br>L-81Y  | 42 FS  | AE 22<br>AE 12                                 | W 225 T 35<br>W 240 T 35   | 2 HNY                            | BP 7 HS   | F 85 P                     |



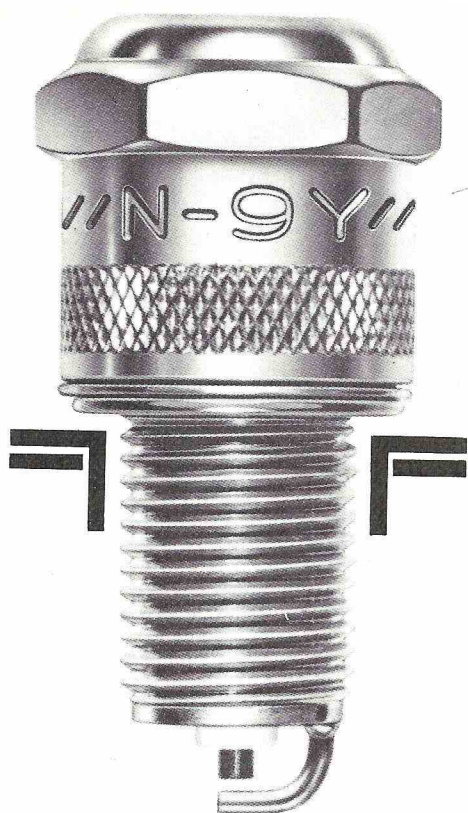
## CHAMPION ENGINEERED FEATURES



## REPLACEMENT LIST FOR DISCONTINUED SPARK PLUGS

| Discontinued | New type | Discontinued | New type | Discontinued | New type | Discontinued | New type | Discontinued | New type |
|--------------|----------|--------------|----------|--------------|----------|--------------|----------|--------------|----------|
| XJ-4J        | RJ-4J    | XJ-7         | RJ-7     | XH-10S       | RH-10    | UF-14Y       | F-14Y    | R-63         | R-6      |
| XN-4         | RN-4     | XL-7         | RL-85    | XL-10        | RL-10    | XD-14        | RD-14    | RM-79F       | RM-80F   |
| AG-5         | AG-3     | NA-8         | N-5      | UF-11Y       | F-11Y    | XF-14Y       | RF-14Y   | A-25         | 25       |
| C-5          | W-20     | N-8B         | N-8      | LB-8         | N-8*     | XH-14Y       | RH-10    | N-78B        | N-178B   |
| XN-5         | RN-5     | XH-8         | RH-8     | XF-11Y       | RF-11Y   | XJ-14Y       | RJ-14Y   | S-79N        | RS-79N   |
| P-6          | P-7      | XJ-8         | RJ-8     | XH-11        | RH-10    | XN-14Y       | RN-14Y   | HW-80N       | RHW-80N  |
| XD-6         | RD-6     | XJ-8J        | RJ-8J    | XJ-11Y       | RN-14Y   | UL-15Y       | L-15Y    | N-80B        | N-180B   |
| XJ-6J        | RJ-6J    | XN-8         | RN-8     | H-12J        | H-12     | XD-16        | RD-16    | UL-82Y       | L-82Y    |
| XN-6         | RN-6     | UF-9Y        | F-9Y     | UJ-12Y       | J-12Y    | XD-16J       | RD-16J   | N-84         | N-88     |
| 7            | K-17     | XD-9         | RD-9     | UL-12Y       | L-12Y    | XN-16Y       | RN-16Y   | XL-85        | RL-85    |
| 7 Com        | K-17     | XJ-9Y        | RJ-10Y   | UN-12Y       | N-12Y    | UJ-18Y       | J-18Y    | UY-86        | UY-6     |
| 7 Com L      | K-17     | XN-9Y        | RN-9Y    | XJ-12        | RJ-11    | XH-18Y       | RH-10    | J-87B        | J-5      |
| L-7          | L-85     | L-10S        | L-85     | XL-12Y       | RL-12Y   | XJ-18Y       | RJ-18Y   | XL-87Y       | RL-87Y   |
| P-7Y         | P-8Y     | UJ-10Y       | J-10Y    | XN-12Y       | RN-12Y   | L-19V        | L-20V    | H-88         | H-8      |
| QL-7J5       | QL-7J    | XF-10        | RF-10    | UBL-13Y      | BL-13Y   | UL-19V       | UL-17V   | L-88         | L-88A    |
| UK-7         | K-7      | XH-10        | RH-10    | L-14         | L-90     | XJ-20Y       | RJ-20Y   | 813          | D-21     |

# CORRECT PLUG INSTALLATION



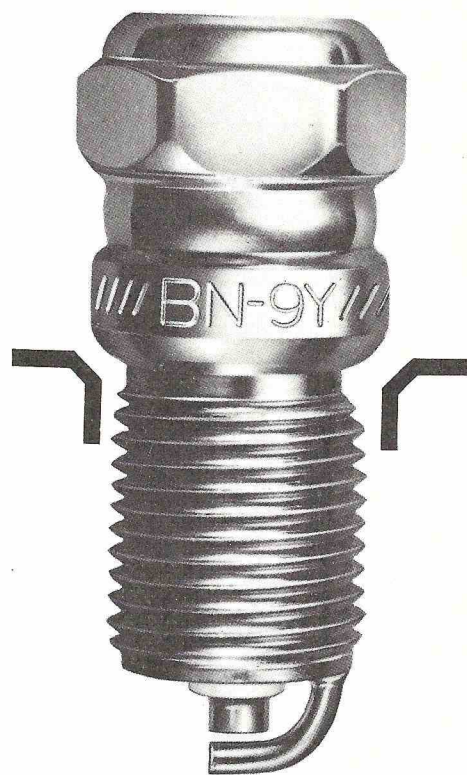
## Gasket Seat

Plugs with a seating gasket need to be installed 'finger tight' followed by a maximum of a quarter turn with the plug spanner.

Further tightening will not improve the sealing properties of the gasket.

Excessive tightening may damage plug hole threads in aluminium cylinder heads.

Remember to remove all particles of grit from the gasket and seating area before installing a spark plug.

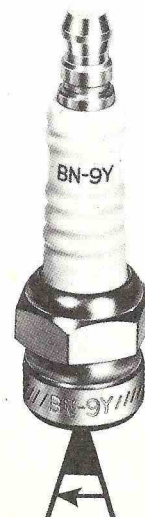


## Taper Seat

14mm gasketless taper seat plugs need special care with installation to **avoid overtightening**.

If too much torque is applied during installation of this type, the interlocking action of the conical faces can make removal very difficult – if not impossible.

Having made sure that the seating area is perfectly clean, the plug should be screwed in 'finger tight' and then gently tightened with the plug spanner, by a maximum of 1/16th of a turn.





# NOTES





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