

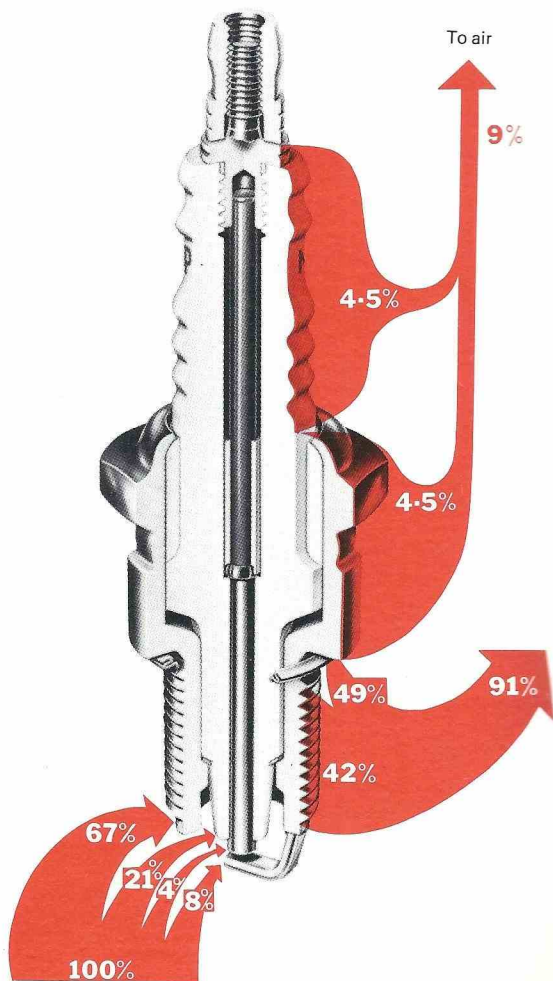
1982



CHAMPION

The right plug for your bike

Figure 1



The Selection

When selecting a plug for a motorcycle recommendation, besides the obvious characteristics such as physical size, we at Champions have to consider the appropriate heat range for your motorcycle. Too hot a type and a piston is holed, too cold a type and the plug fouls although doing no damage to the engine. Let's face it though, it's never convenient to breakdown.

So for optimum performance we test and select our recommendations using a special thermocouple plug, that is a plug with an electronic thermometer attachment in effect, this then determines the correct heat range for an application.

What Is Heat Range?

A plug's heat range described clinically is a plug's ability to dissipate heat from the core nose under varying conditions. To explain this a little more simply however, a basic appreciation of a plug's design is in order. In the illustration (fig. 1) you will see how the ceramic section of the plug, the insulator, seats on a ridge in the steel part or shell. From the seating downwards is the core nose, the length of which effectively determines the heat range. Ceramic being a poor conductor of heat allows Champion Engineers to 'tune' a plug to suit an engine by trying various core nose lengths: The longer the core nose, the longer the heat takes to travel up to the seat within the shell from where it dissipates into the cylinder head as shown.

The main consideration for combustion chamber heat is the compression ratio, higher compression means higher temperatures. Taking these two previous statements into account, we now have to consider that a plug has its own working parameters, a lower temperature of about 400°C and an upper temperature of 850°C. Below 400°C and deposits accumulate from the combustion process, above 850°C the electrode erosion increases dramatically and above 900°C pre-ignition occurs with the final result being damage to both plug and piston.

Therefore, the heat range of a plug is basically determined by the core nose length.

Variety Is The Spice(1)

Variety of core nose configuration can be the spice of longer plug life! Champion Engineers developed the projected core nose plug back in the 1930's (figs. 2/3) and they are probably the most common plug design in use today, although only recently have they become popular in the motorcycle market.

The principle is that a longer core nose projects down into the combustion chamber, at low engine speeds; this acts like a conventional long core nose or hot type spark plug and dissipates heat slowly. In keeping with hotter plug types any deposits are burned off. As engine speed increases however, the 'breathing' or gas flow into the combustion chamber improves allowing the cooler incoming gases to cool the core nose portion that extends into the combustion chamber, thus artificially reducing the heat to be dissipated into the engine's cooling system (figs. 5/6). The projected core nose type therefore offers better protection against fouling and pre-ignition than a conventional firing end.

Figure 2



Figure 3

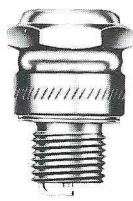


Figure 4

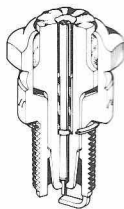


Figure 5

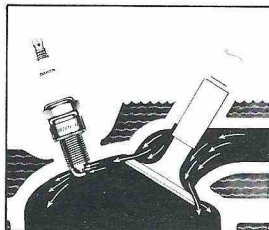
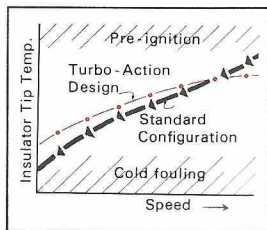


Figure 6



Variety Is The Spice(2)

Gold Palladium plugs were developed on principles established using our aero industry experience. This design features a fine wire electrode (see fig. 4) allowing a smaller gap to be run than with conventional types, as the spark masking effect is considerably reduced, thus aiding easier starting and eliminating the misfire often associated with small spark gaps. The longer, slimmer core nose provides a greater shunt path distance to earth, in addition to a greater cavity volume between the core nose and plug shell allowing more efficient gas scavenging.

The Gold Palladium plug therefore offers easier starting, better protection against fouling and its effects and usually a longer service life.

CHAMPION LINE BY HEAT RANGE


			Standard types	Resistor types for suppression	Gold Palladium types
Ø 10 mm × 12.5 mm (.492")	Hot ↔ Cold		Z12 Z10 Z8 Z6		Z10G Z7G
Ø 12 mm × 12.5 mm (.492") ■ Projected core nose	Hot ↔ Cold		P12Y ■ P8Y ■ P10 P7	RP7	P8G P7G
Ø 12 mm × 19 mm (.750") (11/16" Hexagon) ▲ 3/4" Hexagon	Hot ↔ Cold		A10, R10 A8, R8 A6, R6 A61▲, R61▲ A59R, R59R A56R, R56R A54R, R54R A52R, R52R	RA6	A6G, R6G A61G▲, R61G▲ A59G, R59G A57G, R57G A55G, R55G
Ø 12 mm × 19 mm (.750") Projected core nose	Hot ↔ Cold		A8Y A6Y	RA8Y RA6Y	
Ø 14 mm × 12.7 mm (1/2")	Hot ↔ Cold		L10 L9J L7J L4J, UL81J L5	RL7J RL4J	
Ø 14 mm × 12 mm (.472") * Moped applications	Hot ↔ Cold		L90 L89CM* L86, L88A L85 L82 L78 L77J, L77J4	RL90 RL86 RL85 RL82 RL78 RL77J, QL77J4	L9G L6G L4G L3G L55G
Ø 14 mm × 12 mm (.472") Projected core nose	Hot ↔ Cold		L95Y L92Y L87Y L82Y, L66Y L81Y, L64Y L61Y	RL87Y QL81Y	


CHAMPION LINE BY HEAT RANGE


		Standard types	Resistor types for suppression	Gold Palladium types
Ø 14 mm × 19 mm ($\frac{3}{4}$ "')	Hot ← → Cold	N21 N8 N6 N5 N288, N7, N4 N3, N87 N2, N86 N60 N1, N57, N84 N82 N80	RN8 RN6 RN5 RN4 RN3 RN2	N5G N4G N3G, N87G N2G, N86G N59G, N84G N57G, N82G N55G, N80G
Ø 14 mm × 19 mm ($\frac{3}{4}$ "') Retracted gap	Hot ← → Cold	N62R N60R N57R N54R N52R or N77R		
Ø 14 mm × 19 mm ($\frac{3}{4}$ "') Projected core nose	Hot ← → Cold	N16Y N14Y N13Y N12Y N11Y N10Y N9Y, ††C9YC N8Y, N66Y N7Y, N65Y, ††C7YC N6Y, N64Y N63Y N60Y	RN16Y RN14Y RN12Y RN11Y RN10Y RN9Y, ††RC9YC RN7Y, ††RC7YC RN6Y ††16mm ($\frac{5}{8}$ "') hexagon	RN12GY †* N10PY, RN10GY RN9GY N8GY N7GY, RN7GY N6GY †*Platinum centre electrode
Ø 18 mm × 12.7 mm ($\frac{1}{2}$ "')	Hot ← → Cold	D23 D21 D16, UD16**, D16J 8 Com K15J D14 D10 D9, D9J D6	RD16, RD16J RD14 RD9 RD6	
**Auxiliary gap				


CHAMPION LINE BY HEAT RANGE


Gold Palladium types	Resistor types for suppression	Standard types	Hot ← → Cold	Ø 18 mm × 11.3 mm (.445")	**Auxiliary gap
K12G		K17 K13 UK10** K9 K8 K7			
K8G					
K5G K3G K2G					


	NORM.	GOLD PALL.	 mm
AGRATI GARELLI			
80 cc	L90	L9G	0,5
Rekord KL100E 5V, Enduro 80	L77J	L3G	0,5
50 cc: Sport 50, Concorde	L82	L6G	0,5
Capri Furgone	L86	L9G	0,5
Cross Austria	N4	N4G	0,5
Ciclone (Matic, 5V), Gran Turismo, Rekord, Cross, RGS50, KL50, (4V-5V) → 1.5 HP	N5	N5G	0,5
Ciclone (Matic, 5V), Gran Turismo, Rekord, Junior GT, Cross, Tiger Cross, RGS50, KL50 (4V-5V) 1.5 HP →	N2	N2G	0,5
Bimatic, Bonanza, Duoped, Eureka (Sport, Gransport, Super Sport, Flex, Matic, K, M.), Europed, Gran Turismo, Gulp Flex, Gulp Matic, Gulp 3V, 4V, K, Katia (M, MK, K2V), Luxus 2000, Matic, Mini, Mokick, Noi (Lusso, SL), Scugnizzo, Vip (1V, 2V, 3V, 4V, 2oro, 3oro, 4oro)			
→: 20 mph/30 Km/h	L90	—	0,5
→: 25 mph/40 Km/h	L86	L9G	0,5
25 mph/40 Km/h: →	L82	L6G	0,5
[D] Mokick Sport, Cross	N5	N5G	0,5
Nurburg R5	N2	N2G	0,5
AGS			
125 cc: Zundapp	L78	L4G	0,5
AIM (→ mot.)			
AJS			
750 cc: 33, 33CSR	N4	N4G	0,5
370 cc: Y.5 Scrambler	N3	N3G	0,5
250 cc: 14CSR, Y.4 Scrambler	N3	N3G	0,5
37 A.T. Trials	N5	N4G	0,5
Stormer models (¾in. reach)	N3	N3G	0,5
Stormer models (½in. reach)	L78	L4G	0,5
ALL STATE			
14 mm Ø (¾in. reach)	J8	UJ11G	0,5
14 mm Ø (½in. reach)	L90/ L89CM	L9G	0,5
Tapered seat 18 mm Ø	F14Y	—	0,5
A.M.C.			
250 cc: Sport	L62R	L4G	0,4
4 stroke, ACT	L82	L6G	0,5
175 cc: Sport	L62R	L4G	0,4
4 stroke	L82	L6G	0,5
150 cc: Sport	L62R	L4G	0,4
125 cc: 4 stroke	L82	L6G	0,5
2 stroke	L86	L9G	0,5
100 cc: 2 stroke	L86	L9G	0,5
models (¾in. reach)	N5	N4G	0,5
Mustang	L82	L6G	0,5
AMERICAN EAGLE			
750 cc: Super Sport, Classic, Eagle	N3	N3G	0,5
405 cc: Talon MX	N60/N2	N2G	0,5
360 cc: Talon	N60/N2	N84G	0,5
350 cc: Cheeta, Marauder, Savage, Road Sport	UL19V/ UL17V	—	—
250 cc: Geronimo MX, Trial Sport	L62R	L4G	0,4
175 cc: Wrangler TR/SCR	L62R	L4G	0,4
150 cc: Renegade TR/SCR	N3	N3G	0,5


	NORM.	GOLD PALL.	
AMF HARLEY DAVIDSON (→ HARLEY DAVIDSON)			
ANCILLOTTI (→ mot.)			
ANKER			
Ankermatic	L86	L9G	0,5
APRILIA (→ mot.)			
ASPES			
125 cc Hopi models:			
125 Cross, Regularità, Cross RG, RGEL, RG, RGS, RGC, CRS	—	N82G	0,5
125 RGCR/80, CRC/80, RGL	—	N82G	0,5
Juma 125, 125 TSB	N2	N2G	0,5
50 cc: Sioux 50, 50KSL, 50KS	L86	L9G	0,5
Mini Sioux 50	L86/ L89CM	L9G	0,5
Navaho	N5	—	0,5
Scrambler	L88A	—	0,5
Navaho RCR	N2	N2G	0,5
Navaho CRC	N2	N2G	0,5
AUTOMOTO			
232 cc: 232 (Villiers)	L82	L6G	0,5
197 cc: 197 2 stroke	L86	L9G	0,5
175 cc: 175 2 stroke	L86	L9G	0,5
125 cc: VM125 (AMC) 125 (Aubier-Dunne)	L86	L9G	0,5
AVELLO (→ Puch-Avello)			
BATAVUS			
G50, Mosquito, M40, TS49	L86	L9G	0,5
Transport (JLO FM48)	L90/ L89CM	L9G	0,5
TS49S	L78	L4G	0,5
Go-Go2, Go-GoV, Go-Go Super VA, HS50, Bronco, Compact, Starglo, City, Batavette, Pronto 'S'	L86/ L89CM	L9G	0,5
Mark 4S	L78	L4G	0,5
BENELLI			
900 cc: 900 Sei	A6Y	—	0,6
750 cc: 750 Sei	A6Y	—	0,6
650 cc: Tornado	N4	N4G	0,5
654	A6Y	—	0,6
500 cc: 500LS, 504, 504 Sport	A6Y	—	0,6
350 cc: 350RS, 354 Sport	A6Y	—	0,6
250 cc: 254	Z6	—	0,5
Super Sport, El Diablo, Barracuda 4/5 Speed Calif., Sprite, 250 2C, 250 Sport Speciale, 250 2CE	N3	N3G	0,5
125 cc: Sprite 4/5, Sprite Calif., Olimpia, El Diablo, 2T-125SV, Turismo, Cross, Enduro	N3	N3G	0,5
Sport Speciale, Leoncino Cross, Leoncino 125, 125C, 125CE, 125 2CE, 125 2CE Sport	N3	N3G	0,5
50 cc: Bobo, Caddy	N8	—	0,5
Mofa, Moped, City Bike, Mini Bike, Fireball, Fireball Trial, Nibbio, Monaco	N4	N4G	0,5
Export 3VK, 50 Cross, 50 Turismo, Export FA, Motorella, Gentleman, G2, Magnum (3V, 5V)	N5	N5G	0,5
49 cc: Scooter	L86	—	0,5

	NORM.	GOLD PALL.	
BETA			
350 cc: 350GS, CR	—	N84G	0,5
250 cc: 250GS, CR	—	N84G	0,5
125 cc: 125 CR/rv, RC, RC/rv, CRA, SC/rv	—	N82G	0,5
125 ES	L78	L4G	0,5
125 E6	L82	L6G	0,5
Enduro 6V, 125G6, 125SG	L78	L4G	0,5
125T, 125TS, 125RCE	—	N84G	0,5
125 Trial	N5	—	0,5
110 cc: Cross Italia 110, TV110	N4	N4G	0,5
50 cc: Andy, Andy-G, 2 VA-SV, Mio-L2	N5	N5G	0,5
Bambi, B12 (1/2 in. reach)	L86/ L89CM	—	0,5
Boy	L82	L6G	0,5
B12, C402 (3/4 in. reach)	N4	N4G	0,5
Camoscio, Cross 50, Cross Speciale, 5M, CR4, CR40, C40R (1/2 in. reach)	L82	L6G	0,5
Hobby, Speciale	L86	L9G	0,5
MX4, M4, 4M, M4 Special	L86	—	0,5
Holly, Holly TT, M1, TR6, SL5 (1/2 in. reach)	L86/ L89CM	—	0,5
MX5, MX6 (1/2 in. reach)	L82	L6G	0,5
MX4, MX5 (3/4 in. reach)	N3	N3G	0,5
M1, M2, S1, S2, Mio (Special, 2M, 2M Special), MX4 Special, M4 Special (3/4 in. reach)	N4	N4G	0,5
M5 Special (3/4 in. reach)	N3	N3G	0,5
M5, MX6, MX6E, 50TR, FA80	N5	—	0,5
Pullman (1/2 in. reach)	L86/ L89CM	—	0,5
Pullman, Pullman Special, Trasporto (3/4 in. reach)	N4	N4G	0,5
BM			
Automatique SA	L86	L9G	0,5
Sport	L82	L6G	0,5
Giromat	N4	N4G	0,5
B.M.W.			
990 cc: R100/7, R100	N7Y	N3G	0,6
R100S, R100RS, R100RT, R100CS	N6Y	N3G	0,6
900 cc: R90S, R90/6	N6Y	N3G	0,6
800 cc: R80/7, R80 G/S	N10Y	—	0,6
750 cc: R75/5, R75/6, R75/7	N7Y	N3G	0,7
650 cc: R65	N6Y	—	0,6
600 cc: R60/5, R60/6, R60/7	N7Y	N3G	0,7
R60 & R69 Series (1/2 in. reach) (3/4 in. reach)	L82	L6G	0,6
500 cc: R50/5	N3	N3G	0,6
R50 & R51 Series (1/2 in. reach) (3/4 in. reach)	N7Y	N3G	0,7
450 cc: R45S (35 HP)	L82	L6G	0,6
R45N (27 HP)	N3	N3G	0,6
750 cc: A75 Rocket 3	N6Y	—	0,6
650 cc: A65, A65LC, A65R, A65T	N10Y	—	0,6
A65H, A65FS, A65L, A65SS	N4	N4G	0,5
Thunderbolt, Firebird, Lightning	N3	N3G	0,5
500 cc: A50, A50C, A50CC	N4	N4G	0,5
A50W	N3	N3G	0,5
B50MX, Victor Moto-Cross	N3	N3G	0,5
B50SS, Gold Star	N4	N4G	0,5
B50T Victor Trail	N4	N4G	0,5
440 cc: Victor B44R, B44S, Victor B44ET, B44GP, B44VS	N4	N4G	0,5

	NORM.	GOLD PALL.	
350 cc: B40	N5	N4G	0,5
B40SS90	N4	N4G	0,5
250 cc: B25R/SS Gold Star	N3	N3G	0,5
B25T Victor, B25 Starfire	N3	N3G	0,5
175 cc: Bantam D10, D14, D14/4, D14/5, Bantam 175, Bushman	N4	N4G	0,5
Tracker	N3	N3G	0,6
125 cc: Tracker	N3	N3G	0,5
50 cc: Beaver, Boxer, Brigand	L86	L9G	0,5
Easy Rider ER1, ER2	N5	N4G	0,5
Junior	N5	N4G	0,5
BULTACO			
370 cc: Frontera	N3	N3G	0,5
Pursang: inlet side	N3	N3G	0,5
exhaust side	N57R	N82G	0,5
360 cc: Pursang, Astro	N57R	N2G	0,5
350 cc: Alpina, Sherpa T, Matador	N12Y	—	0,5
250 cc: Metralla T, GT, Frontera	N3	N3G	0,5
Matador SD, Sherpa T, Alpina	N12Y	—	0,5
Pursang, Astro	N57R	N82G	0,5
Metralla GTS	N12Y	—	0,5
Go-Kart	N57R	—	0,5
200 cc: Pursang, Go-Kart	N57R	N2G	0,5
175 cc: Mercurio	L86	L9G	0,5
Campera	N5	N5G	0,5
Mercurio GT	N12Y	—	0,6
125 cc: Streaker, Frontera, Sherpa T	L82	L6G	0,5
Pursang	N54R	N80G	0,5
Junior GT2	L5	—	0,5
75 cc: Frontera 74	L78	L6G	0,5
Streaker 74, Sherpa T 74	L82	L6G	0,5
Brinco, Junior GT2	L5	—	0,5
49 cc: Chispa 50	L86/ L89CM	—	0,5
CADY (→ Motobecane)			
CAGIVA			
350 cc: SX350, SST 350	N3	N3G	0,5
250 cc: SX250, SS250	N3	N3G	0,5
MX250, MXR250	—	N84G	0,5
RX250, RR250	—	N84G	0,5
175 cc: SX175, SS175	N3	N3G	0,5
125 cc: 125ST	N2	N2G	0,5
125 (SS, SX, SST)	N3	N3G	0,5
WMX125	—	N82G	0,5
RX125	—	N84G	0,5
CAN-AM			
All models: 400 cc, 370 cc, 275 cc, 250 cc, 175 cc, 125 cc	N2	N84G	0,5
CAPRI			
150 cc, 125 cc, 98 cc, 80 cc, 70 cc, 50 cc	L86	L9G	0,5
CARABELA			
125 cc: Caliente	N5	N4G	0,5
CASAL (→ Metalurgia Casal)			
125 cc: Mot. M232	L86	L9G	0,5
Kart	—	L2G	0,5
50 cc: Mot. M140, M147, M148, M149	L86	L9G	0,5
Mot. M151, M152, M153	L82	L6G	0,5
Mot. M154	L78	L4G	0,5


	NORM.	GOLD PALL.	
CAZENAVE-VAP-PALOMA			
Velovap, Peggy, Super Peggy, 610, 671, 672, 673, 674, 675, DK, Pat, La Baulle ...	L89CM	L9G	0,5
CAZENEVA			
200 cc: Ultima (mot.)	L85/ L86	L9G	0,5
CCM			
250 cc MX	N3	N3G	0,5
500 cc MX, B5, 550 cc B6, 580 cc M148, M149	L86	L9G	0,5
Enduro (8:1 c.r.)	N4	N4G	0,5
4 valve models	G58	—	0,5
250MX (Hiro mot.)	—	N82G	0,5
125MX (Hiro mot.)	—	N84G	0,5
CECCATO			
175 cc: 175T	L85/ L86	L9G	0,5
175S	N3	N3G	0,5
125 cc: 125T	N8	—	0,5
125S	N3	N3G	0,5
100 cc: 100T	L85	L9G	0,5
100S	N3	N3G	0,5
75 cc	N3	N3G	0,5
49 cc	L85/ L86	L9G	0,5
CHIORDA			
Moped 50	L86	L9G	0,5
CIMATTI			
160 cc: ST160, C160	N3	N3G	0,5
150 cc: C150	L86	L9G	0,5
Ariete	N3	N3G	0,5
100 cc: ST100, C100	L86	L9G	0,5
XR100	N3	N3G	0,5
50 cc: C50, S50, Basket, Piper, Bat Boy & Baby, Clan, Chic	L86	L9G	0,5
Piper 4M	L82	L6G	0,5
Kaiman	N4	N4G	0,5
City Bike	L86/ L89CM	L9G	0,5
CLAEYS-FLANDRIA (→ Flandria)			
COSSACK			
Ural 650	L86	L9G	0,5
Dnieper 650	L82	L6G	0,5
Jupiter 350	L82	L6G	0,5
Voskhod 175	L82	L6G	0,5
Minsk 125	L82	L6G	0,5
Planeta 350	L82	L6G	0,5
Mars	L85/ L86	—	0,5
M63, M66	L85/ L86	L6G	0,5
COTTON (→ Villiers)			
Minarelli (mot.)	L82	L6G	0,5
CYRUS			
73 cc: Royal Trial 80, Royal S5	L78	L4G	0,5
49 cc: Royal Super	L78	L4G	0,5


	NORM.	GOLD PALL.	
CZ			
400 cc: Moto-Cross, Grand Prix	L57R	L2G	0,5
381 cc 1977: RV400MX	L60R	—	0,5
360 cc: Moto-Cross	L57R	L2G	0,5
250 cc: Moto-Cross, Grand Prix	L57R	L2G	0,5
Enduro	L78	L4G	0,5
Deluxe, Custom (Spts. roadster)	L86*	L9G	0,5
1977: 250MX	L60R	—	0,5
175 cc: Sport, Trail	L86*	L9G	0,5
1977: Enduro	L86*	L9G	0,5
125 cc: Moto-Cross, Grand Prix	L57R	L2G	0,5
Roadster	L86*	L9G	0,5
90 cc: Trail	L82	L6G	0,5
*Hard driving	L82	L6G	0,5
DALESMAN			
125 cc: Trail, MX (Puch)	N3	N3G	0,5
Enduro (Sachs)	L82	L6G	0,5
DAYTON			
Albatros	L82	L6G	0,5
Flamingo, Continental	L86	L9G	0,5
DEMM			
125 cc: 125N, 125T	L85/ L86	L9G	0,5
125GT	L86	L9G	0,5
49 cc: Brio, Condor 4, Joy, Panther, RG6	L86	L9G	0,5
DERBI			
200 cc: 2002, 2002 Grand Prix, 2002AA, 6V	N2	N2G	0,6
125 cc: Sport Copa	N82	N82G	0,5
TTS9	N2	N2G	0,5
CRS81 Cross	—	N57G	0,5
75 cc: Gran Sport, Derbi 74	L82	L6G	0,5
Cross competición	—	N57G/ N82G	0,5
74TT, C6	N2	N2G	0,6
Sport 1001-74, TT-8	N2	N2G	0,5
CR81	—	N57G	0,5
Sport Copa 74	N82	N82G	0,5
49 cc: Antorcha (Campeona, Olímpica, Tricampeona, Especial)	L86/ L89CM	—	0,5
Cross, Cross Diablo	L86/ L89CM	—	0,5
Diablo Super C4	L86	—	0,5
GT 4V, Montreal 4V, GTS 4V	L86/ L89CM	—	0,5
CX-Yumbo	L82	L6G	0,5
Laguna TS	L82/ L89CM	—	0,5
Coppa Turismo, Sport Copa, Super C-7, Diablo Super C-5	L82	L6G	0,5
Variant	L82/ L89CM	—	0,5
D.K.W.			
500 cc: NZ500	L82	L6G	0,6
350 cc: NZ350, RT350S	L82	L6G	0,6
RT350, SB350	L86	L9G	0,5
250 cc: RT250/1, RT250/2, SB250	L86	L9G	0,5
RT250S	L82	L6G	0,6
200 cc: KS200, RT200	L86	L9G	0,5
RT200SV, RT200/2, SB200	L82	L6G	0,5


	NORM.	GOLD PALL.	
175 cc: RT175	L86	L9G	0,5
155 cc: M155	L57R	L2G	0,5
150 cc: RT150/4	L86	L9G	0,5
127 cc: RT127	L82	L6G	0,5
125 cc: RT125, RT125 Lusso	L78	L4G	0,5
125GS Special	L77J	L3G	0,5
100 cc: RT100	L86	L9G	0,5
Hummel, Luxe Super, Hobby, Bambi	L86	L9G	0,5
Hummel Sport	L82	L6G	0,5
DMW (→ Villiers)			
DNIEPER (→ Cossack)			
DOT			
246 cc: Villiers Trials	L82	L6G	0,5
197 cc: Villiers Trials	L82	L6G	0,5
Scramblers	L57R	L2G	0,4
175 cc: Trials	L82	L6G	0,5
Scramblers	N57R	N82G	0,5
Guazzoni	N5	N4G	0,5
50 cc: Vivi Monza	L86	L9G	0,5
Dot mot.	L82	L4G	0,5
Minarelli mot.	L82	L6G	0,5
Other models → Villiers			
DUCATI			
860 cc: 900 Darmah (SS, SD)	L86	L9G	0,5
900GT, S	L88A	L9G	0,6
900GTS, SS, Replica	L86	L9G	0,5
860 cc: SS Desmo, GT, GTS	L88A	L9G	0,6
750 cc: 750GT, S, SS, Special SS	L82Y	—	0,5
600 cc: Pantah SL	L82Y	L6G	0,6
500 cc: 500GTL, Sport, Desmo, Desmo Twin, GTV	L82	L6G	0,5
V2, 500SL, Pantah	L82Y	L6G	0,6
450 cc: Desmo, Mk III, Mk III D, RT, Regularità, Scrambler, TS	L82	L6G	0,5
350 cc: 350 Mono	L82Y	—	0,5
Desmo, GTL, GTV, Sport Desmo	L82	L6G	0,5
3 Mk III, 3 Mk III D	L82	L6G	0,5
Forza, Vento	L86	L9G	0,5
250 cc: Daytona	L78	L4G	0,5
Mk III	L57R	L2G	0,5
Strada	L86	L9G	0,5
24Hrs, Desmo	L82	L6G	0,5
200 cc: TS	L86	L9G	0,5
160 cc: S, TS	L86	L9G	0,5
125 cc: Scrambler	L86	L9G	0,5
Regularità	L2	L3G	0,5
Six Days	—	L2G/ L3G	0,5
[E] DUCATI MOTOTRANS			
500 cc: Twin, Desmo, Desmo Electronic	L81/ L82	L6G	0,5
350 cc: Forza, Vento	L86	L9G	0,5
250 cc: Strada, Road	L86	L9G	0,5
100 cc: Pronto	L86	L9G	0,5
75 cc: 75TT Senda	L86	L9G	0,5
49 cc: Mini 3, Senda, Pronto, 50 Cross	L86/ L89CM	—	0,5
MTV Yak 410 6V	L86	—	0,5
DUCCSON			
49 cc: S9, S15, S20	L86/ L89CM	L9G	0,5


	NORM.	GOLD	
	PALL.	PALL.	mm
DUNSTALL			
750 cc: Suzuki GS750	N3	N3G	0,7
1000 cc: Suzuki GS1000	N3	N3G	0,7
GS1000CS	—	N82G	0,7
E.M.C. PUCH			
250 cc, 125 cc	L85/ L86	L9G	0,5
125 cc: 125 cc R Racer	L57R	L2G	0,4
ENFIELD INDIA (→ Royal Enfield)			
EVERTON			
Moto-Cross, TT	L86	L9G	0,5
Racer	N57R	N57G/ N82G	0,4
FAMEL			
Mirage 74, Phantom F77, F111, F76, Sport, Tricarro (fan cooled)	L78	L4G	0,5
F111, F25 (air-cooled)	L86	L9G	0,5
F25 Sport, Sport Corrida, F17 Super 4 (water cooled)	N2	N2G	0,5
Saguy	L86	L9G	0,5
FANTIC MOTOR			
160 cc: Trial 200	L82	L6G	0,5
125 cc: Chopper 125	N4	N4G	0,5
Caballero 125 Regularità	N60R	N2G	0,5
Caballero RC125	—	N82G	0,5
Caballero 125 Cross Competizione	—	N82G	0,5
Trial 125 (mot. 250FM)	L86	L9G	0,5
100 cc: Caballero Cross Strada, TX92	—	—	—
Caballero 100 Cross	N3	N3G	0,5
74 cc: Trial 74	L78	L4G	0,5
Regularità	L77J	L3G	0,5
50 cc: Caballero models:			
Competition, Competition GM, X9, Super Special	N60R	N2G	0,5
Regularità 50 (4V, 6V)	L82	L6G	0,5
Regularità (Super 6M, Casa)	L82	L6G	0,5
50	L82	L6G	0,5
50RC (1/2in. reach)	L77J	L3G	0,5
50RC (3/4in. reach)	—	N80G	0,5
Chopper (1/2in. reach)	L85	L9G	0,5
Chopper (3/4in. reach)	N4	N4G	0,5
Concord (XKE20, XKE25, XKE30)	L86/ L89CM	L9G	0,5
Diablo Cross	L85/ L86	L9G	0,5
Deputy	L86	L9G	0,5
Gran Turismo (4V, 6V, 4GT, Super 6GT)	L82	L6G	0,5
Lei, Mini Matic	L86/ L89CM	L9G	0,5
Rally, Issimo, Roma	L86/ L89CM	L9G	0,5
Super Rocket (3/4in. reach)	N4	N4G	0,5
Super Rocket (1/2in. reach)	L82	L6G	0,5
Super T	N4	N4G	0,5
Trial 50	L78	L4G	0,5
Turismo Internazionale TX Ranger	L85/ L86	L9G	0,5
TX7	L86	L9G	0,5
TX6 Mini Cross, TX182	L82	L6G	0,5
4-Matic	L85/ L86	L9G	0,5


	NORM.	GOLD	
	PALL.	PALL.	mm
F.B. MINARELLI (→ Minarelli)			
FICHTEL & SACHS (→ Sachs)			
250 cc, 200 cc, 175 cc, 125 cc	L86	L9G	0,5
FLANDRIA			
AFA, Alouette, Apollo, Apollo AF, RV, R, Bang, Camaro, Cambera, Comet 4, Concorde, Dyno, Eurolux, Mini Eurolux, Floride, Furie, Futura, Galet, GT627, Hobby, Indiana, Libelle A, Libelle AF, Libelle 3V, Mistral, Mirage, Mondial, Mini Mondial, Monza, Parisienne, Primus Special, Princesse, Record, P, S, Record Trial, Sportif, Sportif 3, 4, Super S, Special S, Special V, 5V, SP227, SP237, SP327, SP427, SP527, SP727, SP737, Tornado, Trophee, Velomat, VS, 037, 127 3A, 127FVA, 137F, 137FV, 137FVA	L86/ L89CM	L9G	0,5
4.3 HP, 5 HP	L82	L6G	0,6
Vedette	L90/ L89CM	L9G	0,5
Monomatic Comet	L86	L9G	0,5
Dinky, Penny, Polo: → 25 Km/h	L90	—	0,5
Scrab 4, Record 4, Gigi: → 40 Km/h	L86	L9G	0,5
Scrab 4M, Record 4M, Indiana 4M	L78	L4G	0,5
FN			
T52, 50	L89CM	L9G	0,5
125T	L86	L9G	0,5
FUCHS			
.....	L90/ L89CM	L9G	0,5
GABBIANO (→ mot.)			
GARELLI (→ Agrati Garelli)			
GAZELLE			
JLO FP50, G50, Minaretti, FBM & Laura (mot.)	L86	L9G	0,5
GEROSA (→ mot.)			
GILERA (→ Moto Vespa) [E]			
200 cc: 200T4	N3	N3G	0,5
150 cc: Arcore & Arcore Export	N3	N3G	0,5
125 cc: 125 5V Regularità	N57R	N82G	0,5
Arcore, Arcore Export (4 stroke)	N3	N3G	0,5
125 6V Regularità	—	N84G	0,5
125TG1, 125GR1	N4	N4G	0,5
125 Cross Competizione Replica	—	N82G	0,5
125 Enduro	—	N82G	0,5
98 cc: 4T Giubileo, SS	N3	N3G	0,5
4T 6 Giorni	N60Y	N84G	0,5
90 cc: Jubilee	N4	N4G	0,5
74 cc: Cross/Elmece, Enduro	—	N57G/ N82G	0,5
50 cc: GR2 (Enduro), TS, RS, CB1 4V Super, RE, RL (→ 40 Km/h)	N5	N5G	0,5
50TS, Trial, Touring, GR2 (Enduro) (40 Km/h →)	N4	N4G	0,5
50 6V Competizione	N57R	N57G/ N82G	0,5
[S] Touring	N5	N5G	0,5
CBA, Grande, ECO	L90/ L89CM	—	0,5


	NORM.	GOLD PALL.	
GIMSON			
49 cc: Variomatic	L90/ L89CM	L9G	0,5
Elite, Shipper Trial, Jumper Cross	L86/ L89CM	L9G	0,5
GITANE			
Dimo, Daytona, Rallye Daytona, Corsa Super, Cricke I, Sport Grand Prix, Turismo Grand Prix, Trial Grand Prix, Gran Sport Champion, Gran Turismo Champion, Super Champion, Pull	L89CM	L9G	0,5
Super Polaris, Racing Camigo TT	L86	L9G	0,5
GIULIETTA PERIPOLI			
50 Sport, 50 Junior	—	L6G	0,5
25 Picobello	L86	L9G	0,5
Transporter 6.25 HP	L78	L4G	0,5
GOEBEL			
Mofa	L90/ L89CM	L9G	0,5
Mopeds	L86	L9G	0,5
GOLDBERG (Motorgraziella)			
25, 40	L90/ L89CM	L9G	0,5
GORI			
250 cc: 250 Competizione, Cross, Regolarità	L54R	L55G	0,5
125 cc: Cross, Regolarità, Competizione Racing	L57R	L2G	0,5
125 Sport	L78	L4G	0,5
50 cc: Regolarità 6V, Cross 6V	L57R	L2G	0,5
Regolarità 5V, DGS, Piccino, Bassotto, Scrambler (5V, 6V) JC5 Sachs	L86	L9G	0,5
GORICKE			
Mofa	L90/ L89CM	L9G	0,5
Moped	L86	L9G	0,5
GREEVES			
Hawkstone	L57R	L2G	0,5
24MX1, MX2, RBS, RDS	L57R	L2G	0,5
24RES, 24RFS	N57R	N82G	0,5
24MX4	N60	N2G	0,5
36MX4, Griffon 56, 58, Pathfinder	N3	N3G	0,5
35RFS	N57R	N82G	0,5
360, M63A	N3	N3G	0,5
24TJS	N9Y	N4G	0,5
24TJ	L82	L6G	0,5
GUILER			
.....	L90/ L89CM	L9G	0,5
GUZZI (→ Moto Guzzi)			
GUZZI MOTORHISPANIA [E]			
Cangurito 50	L86/ L89CM	—	0,5
Dingo 49	L86/ L89CM	—	0,5
Feria, Jabato	N5	—	0,5
Kart 50	L86	—	0,5


	NORM.	GOLD PALL.	
HARLEY-DAVIDSON			
1340 cc: 1978 → FLH, FLHC, FLHS, FLT, FLTC, FX, FXB, FXE, FXEF, FXS, FXWG .	RN12Y▲	—	1,0
1200 cc: 1978 → FLH, FX, FXE, FXEF, FXS .	RN12Y▲	—	1,0
1975-78: FLH, FX, FXE, FXEF, FXS	RN12Y▲	—	0,6
→ 1974: Electra Glide, Duo-Glide	J12Y	—	0,6
→ 1974: Super-Glide	J12Y	—	0,6
→ 1974: FL, FLH, FX, FXE	J12Y	—	0,6
1000 cc: 1979 → XLH, XLCH, XLS	L82Y	—	1,0
1978: XLH, XLCH, XLS, XL, XLCR	H8	—	1,0
→ 1977: Sportster, XL, XLH, XLCH, XLS, XLCR	H8	—	0,7
350 cc: 1961-74: Sprint, C, H, SS350, SX350, 350GT, 350GTA	N3	N3G	0,5
250 cc: 1978 →: MX250	—	N59G/ N84G	0,5
1978 →: 250SS	N3	N3G	0,5
1976: SX250	N2	N2G	0,5
1974-75: SX250	N3	N3G	0,5
1975-76: SS250	N2	N2G	0,5
175 cc: 1976: SS175	N2	N2G	0,5
1974-76: SX175	N2	N2G	0,5
125 cc: 1976: SS125	N2	N2G	0,5
1975-76: SXT125	N2	N2G	0,5
[I] 125 cc: 1975-76: SS125, 1981 →: 125, SS, SX, SST, SXT	N3	N3G	0,5
1974 SX125	N4	N4G	0,5
125 cc: ML125 Aletta SS, 125RC	N2	N2G	0,5
125 Ale d'uno, 125 Aletta deluxe	N3	N3G	0,5
1968-74 Rapido ML, MLS	N12Y	—	0,6
1968-74 M125, SX125	N12Y	—	0,6
100 cc: 1970-74 Baja MSR, SR100	N3	N3G	0,5
90 cc: 1973-74 X90, Z90	N12Y	—	0,6
65 cc: 1972-73 Shortster MC65	N12Y	—	0,6
1967-72 M65, M65S	N12Y	—	0,6
50 cc: 1965-67 M50, M50S	N3	N3G	0,5
H.D. CAGIVA (→ Cagiva)			
HELKAMA			
mot. Minarelli VI, Garelli Horizontal CH30, Sachs 502/A1	L86/ L89CM	L9G	0,5
Raisu	L89CM	—	0,5
HERCULES			
350 cc: 350GS	—	N84G	0,5
250 cc: 250GS	—	N84G	0,5
175 cc: 175GS	—	N84G	0,5
175SE (F S)	L86	L9G	0,5
125 cc: 125 Military, 125 GS	—	N84G	0,5
K125X	L78	L4G	0,5
K125S	L78/ L57R	L4G	0,5
100 cc: K100, 101, 102, 103S	L86	L9G	0,5
K105X, 100X	L78	L4G	0,5
K100GS	L78/ L57R	L4G	0,5
80 cc: Ultra 80, 80F, 80 Chopper	L77J	—	0,5
75 cc: K75GS	L78/ L57R	L4G	0,5
50 cc: K50RLC (water cooled)	N2	N2G	0,5
K50 Ultra LC (water cooled)	N2	N2G	0,5
K50RX, K50SX, K50 Sprint	L78	L4G	0,5
K50GS	L78/ L57R	L4G	0,5
K50RL, K50 Ultra, K50RC	L78	L4G	0,5


	NORM.	GOLD PALL.	
MF1, MF2, 221MEH, 222MF, CB1, Hercumotor Mks I, II L90	L9G	0,5	
220PL, MP1, 222TS, 222TH, Castboy, Corvette, Grey Wolf L86	L9G	0,5	
HIRO MOTORI			
250 cc —	N82G	0,5	
125 cc —	N84G	0,5	
H.M.W.			
50N De Luxe N L86	L9G	0,5	
HODAKA			
125 cc: 125 Wombat Combat L82	L6G	0,5	
100 cc: ACE90, ACE100 J4	U7G	0,5	
Super rat L57R	L2G	0,4	
ACE100MX J4	U7G	0,5	
HONDA			
1100 cc: GL1100, K, I, CB1100R RA6Y▲● —	—	0,6	
1047 cc: CBX RA6Y▲● —	—	0,6	
1000 cc: GL1000 Goldwing K1, K2, KZ RA6Y▲● —	—	0,6	
900 cc: CB900F, FZ, C RA6Y▲● —	—	0,6	
750 cc: → 1973: CB750 (all models) A6Y —	—	0,6	
1974 →: CB750 (all models) RA6Y▲● —	—	0,6	
650 cc: CB650, C RA8Y*▲ —	—	0,6	
550 cc: CB550, F, K, Super Sport RA8Y▲ —	—	0,6	
500 cc: CB500F, Super Sport (4 cyl.) RA8Y▲ —	—	0,6	
CX500, GL500 Series RA8Y*▲ —	—	0,6	
CB500T N3	N3G	0,7	
XL500S, XR500, R RA8Y▲ —	—	0,6	
450 cc: CR450R —	N2G	0,5	
other models N3	N3G	0,7	
400 cc: CM400 Series RA8Y▲ —	—	0,6	
CB400F, GL400, GL400C RA6Y▲● —	—	0,6	
CB400AT, CB400T, CB400N (Dream/Hawk), Super Hawk RA6Y▲● —	—	0,6	
360 cc: CB360T N3	N3G	0,7	
CJ360T RN3▲	N3G	0,7	
350 cc: CB350K4 N3**	N3G	0,7	
CB350G, XL350 RA8Y▲ —	—	0,7	
CB350F (4 cyl.) A6Y —	—	0,7	
250 cc: CJ250T RN3▲	N3G	0,7	
CB250, CL250 (14 mm), CB250K4, G5 N3	N3G	0,7	
CB250T (14 mm) RN3▲	N3G	0,7	
CB250T (12 mm) RA6▲	A6G	0,6	
CB250F RA6▲	A6G	0,7	
CB250N (Dream/Hawk), Super Hawk RA6▲	A6G	0,6	
CB250RS (2 cyl.) RA6▲	A6G	0,6	
CB250RS-A (1 cyl.) RA8Y▲ —	—	0,6	
MR250, MT250 N3	N3G	0,7	
RSC/MT250 —	N80G	0,6	
CR250R, M —	N2G/ QN2G	0,5	
TL250, XL250, S, XR250R, Silk Road RA8Y▲ —	—	0,6	
FL250 N3	N3G	0,7	
200 cc: CB200T, CL200, CB200 A6Y —	—	0,7	
CM200T Z8	Z7G	0,6	
XR200 RA8Y▲ —	—	0,6	
XR200R RA6Y —	—	0,6	
185 cc: CD185T Z6	Z7G	0,7	
XL185S RA6Y▲ —	—	0,6	
175 cc: CB175 RP7▲	P7G	0,7	
CD175 RP7▲	P7G	0,5	
XL175, MR175 N3	N3G	0,5	
XL175 (12 mm Ø) A8	—	0,7	
Other models RP7▲	P7G	0,7	


	NORM.	GOLD PALL.	
125 cc: 10 mm Z6	Z7G	0,5	
12 mm CB125JX A6	A6G	0,6	
CB125T (1977 →) Z8	Z7G	0,6	
CD125 RA6▲	A6G	0,6	
CD125T Z8	Z7G	0,6	
CM125T Z8	Z7G	0,6	
CR125, CR125R —	N84G	0,5	
MT125 N3	N3G	0,6	
RSC/MT125 —	N80G	0,6	
SL125 RP7▲	P7G	0,6	
CB125, CB125J, CB125N, CG125, CT125, SL125S, TL125, TL125S, XL125, XL125S, XL125X RA6▲	A6G	0,6	
[I] 125S A6	A6G	0,6	
110 cc: CT110 A6	—	0,6	
105 cc: CG110 A6	A6G	0,6	
S110 A10	—	0,6	
100 cc: CB, CB100N RA6▲	A6G	0,6	
H100 L92Y	—	0,6	
XL100 RA6	A6G	0,6	
XL100S (10 mm) Z8	Z7G	0,6	
XL100S (12 mm) RA6▲	A6G	0,6	
XR100R RA6▲	A6G	0,6	
90 cc: ATC90, S90, CT90 RP7▲	P7G	0,6	
Trial P7	—	0,6	
CD90, C90 Z10	—	0,6	
CB90JX RA6▲	A6G	0,5	
Cub 90 Z10	Z10G	0,5	
SL90 RP7▲	P7G	0,6	
80 cc: XR80, XL80S Z8	Z7G	0,6	
CR80, CR80R N2	N2G	0,7	
MB80, MT80 L78	L4G	0,6	
75 cc: XE75, XL75 Z8	Z10G	0,6	
XR75 Z8	Z7G	0,6	
YR75, CE75 Z10	Z10G	0,5	
NF75 L89CM	—	0,6	
70 cc: C70, CF70, CF70II, CF70III, CL70, CM70, CT70, SL70, ST70, XL70, CR70III Z10	Z10G	0,6	
CD70, Cub 70, Trail 70, Mini Trail Z10	Z10G	0,6	
50 cc: Amigo, C50, CD50, CD50 Sport, CE50, CS50, CT50, CY50, XE50 Z8	Z7G	0,6	
CB50, CB50J, CB50S, CB50JX, Novio (PF50XR), P50, P50L, PC50, PF50, PS50, SS50Z, SS50ZK2, TL50, XL50, XL50S Z10	Z10G	0,6	
MB5.50, MB50, MT50, MM50 L78	L4G	0,6	
ST50, CF50, CF50II, III Z10	—	0,6	
SS50, SS50M Z6/Z8	Z7G	0,6	
Z50 Series Z10	Z10G	0,6	
Camino L87Y	—	0,5	
Amigo 11, Canguro, PF50MR2, NF50, PA50 L89CM	L9G	0,6	
PM50 L86	L9G	0,6	
Road Express (NC50), NX50, NX50M L89CM	—	0,6	
*Hard driving RA6Y▲ —	—	0,6	
**Hard driving N60/N2	N2G	0,7	
●Fouling RA8Y▲ —	—	0,6	
HOPEAPAASKY			
Express (mot.) L86	L9G	0,5	
Podette, Sprint L89CM	—	0,5	
HOPEASAUMA			
Demm (mot.) L86	L9G	0,5	
HOPEASIPI			
NSU, Demm (mot.) L86	L9G	0,5	
Mosquito (mot.) L90/ L89CM	L9G	0,5	


	NORM.	GOLD PALL.	
HUSQVARNA			
450 cc: 450 Moto-cross	N6Y*	N3G	0,5
CR460	N6Y	N3G	0,5
430 cc: 430CR, OR, WR	N3	N3G	0,5
420 cc: 420AE, AXC	N3	N3G	0,5
400 cc: 400 Moto-cross	N6Y*	N3G	0,5
390 cc: 390 Moto-cross	N6Y	N3G	0,5
360 cc: 360 Sportsman Enduro	N4	N4G	0,5
360 Moto-cross	N6Y*	N3G	0,5
250 cc: 250 Moto-cross	N6Y*	N3G	0,5
250CR, OR, WR	N3	N3G	0,5
250 Sportsman Enduro	N60	N2G	0,5
125 cc: 125 Moto-cross, 125/CR, WR	N2	N2G	0,5
* Hard driving	N57	N82G	0,5
ILO ROCKWELL (→ J.L.O.)			
G, V49 & 50, F48 cc	L86	L9G	0,5
INDIAN			
750 cc: Enfield 750	N4	N4G	0,5
500 cc: Velo 500	N3	N3G	0,5
125 cc: ME125, MCL125	N3	N3G	0,5
100 cc: Scrambler (1/2 in. reach)	L86	L9G	0,5
Scrambler, Competition			
(1/4 in. reach)	N3	N3G	0,5
ML100, MT100, ME100	J4J	UJ7G	0,5
75 cc: SE74, MX76, SR74, ME76	L78	L4G	0,5
50 cc: Super Scrambler	L82	L6G	0,5
JC54, SE64, JC, 5A	L82	L6G	0,5
Mini-mini	L88A	L9G	0,5
INTERMOTOR			
250, 251, 252, 300, 301, 302, 350, 351, 352	L90	—	0,6
INTRAMOTOR-GLORIA			
Blanco	L86/ L89CM	—	0,5
Scout	N5	N4G	0,5
ITALJET			
350 cc: Trial 350	N12Y	—	0,4
250 cc: Trial	N12Y	—	0,4
125 cc: Coyote	L82	L6G	0,5
Buccaneer, Kangaroo	N3	N3G	0,5
Kit-Kat (1/2 in. reach)	L82	L6G	0,5
Kit-Kat (3/4 in. reach)	N5	N4G	0,5
80 cc: 100T	L82	L6G	0,5
50 cc: X50R, 50 Cross Corvo	L82	L6G	0,5
Teen Ager/Scimitar, Junior C	L82	L6G	0,5
Pop Corn	N5	N4G	0,5
Junior C4M, 50T	L82	L6G	0,5
Mini Bambino, JC5A, JT5A, MT5A	L86	L9G	0,5
JC5B, JC5C	L86	L9G	0,5
ITALTELA			
Pacer, Laser	N5	—	0,5
JAWA			
Mustang 23M	L90	—	0,5
Mustang Erica	L86	—	0,5
500 cc: Speedway 500DT	N60R	N84G	0,5
497 cc: 1977: 500DT	L54R	—	0,5
350 cc: 350 Calif III, IV Super Sport,			
350 de-luxe, Javelin, Javelin Super,			
Tradesman	L82*	L6G*	0,5
344 cc: 634 Series	L86*	L4G*	0,5
1977: 350TS	L86	L9G	0,5


	NORM.	GOLD PALL.	
1977: 350 I.S.D.T.	L60R	L2G	0,5
1977: 360 I.S.D.T.	L60R	L2G	0,5
250 cc: 250 Calif III	L82	L6G	0,5
246 cc: 1977: 250 I.S.D.T.	L60R	L2G	0,5
90 cc: Trail, Cross/Roadster, Babetta,			
Robot, Cezeta	L86	L9G	0,5
59 cc: Jawetta, 550, 555, Manet, M20	L86	L9G	0,5
208B (Babetta), Jawa Moped	L89CM	L9G	0,5
50 cc: Scooter	L82	L6G	0,5
* Hard driving	L57R	L2G	0,5
J.L.O.			
(all models)	L86	L9G	0,5
JUPITER (→ Cossack)			
-2	L86	L9G	0,5
-3 (350)	L86	L9G	0,5
mot. Sachs MA50/2, MA50/3, Garelli			
horizontal CH30	L89CM	L9G	0,5
KAWASAKI			
1300 cc: Z1300 (1980 →)	RN9Y	—	0,7
1100 cc: Z1100, A	RN3	N3G	0,7
1000 cc: Z1000, Z1R, Z1R-II,			
Z1000H, Z1000J, LTD	N3	N3G	0,7
900 cc: Z1, A, B, Z900	N4	N4G	0,7
750 cc: H2 (Mach IV), A, B, C	L78*	L4G	1,0
* Hard driving	L77J4	L3G	1,0
Z750LTD, FX (1976 →)	N4	N4G	0,7
Z750 (4 cyl.) Z750FX-II, III	RN3▲	N3G	0,7
Z750 (2 cyl.)	N5	N4G	0,7
650 cc: Z650LTD	N4	N4G	0,7
Z650, Z650SR	N3	N3G	0,7
550 cc: Z550, Z550LTD, FX	RA6▲	—	0,6
500 cc: H1 (Mach III), H1A	UL17V/ UL19V	—	—
H1B	L77J	L3G	0,6
H1D, E, F	L77J4	L3G	1,0
KH500	L78*	L4G	1,0
* Hard driving	L77J4	L3G	1,0
Z500	RA6▲	—	0,6
450 cc: F12MX, KX450	L78	L4G	0,5
440 cc: Z440 (2 cyl.), Z440C, LTD	N4	N4G	0,6
420 cc: KX420 (1 cyl.)	—	N2G	0,5
KDX420 (1 cyl.)	N3	N3G	0,7
400 cc: KH400 (all models)	L78	L4G	0,6
S3, S3A	L78*	L4G	0,6
* Hard driving	L77J	L3G	0,6
Z400 (2 cyl.), Z400LTD (2 cyl.)	N4	N4G	0,7
Z400 (4 cyl.), Z400FX, Z400LTD II	RA6▲	—	0,6
350 cc: S2, S2A (Mach II)	L77J	L3G	0,6
305 cc: Z305	RA6▲	—	0,6
250 cc: F11 Series	L78	L4G	0,6
KE250, B1, B2	N3	N3G	0,7
KH250	L77J	L3G	0,6
KL250	N4	N4G	0,7
KLX250, KLT250	N3	N3G	0,7
KT250	L82	L6G	0,6
KX250 Series	—	N2G	0,5
S1 (Mach II), S1A, B, C	L78*	L4G	0,6
* Hard driving	L77J	L3G	0,6
Z250 (2 cyl.), Z250A, B, FT	A6	A6G	0,6
Z250C (1 cyl.), Z250LTD	N4	N4G	0,7
200 cc: Z200	N4	N4G	0,7
175 cc: F7 Series: 1973 →	L78*	L4G	0,6
* Hard driving	L77J	L3G	0,6
KD175, KE175	L77J	L3G	0,6
KDX175	—	N2G	0,5


	NORM.	GOLD PALL.	
KE175 D1	N2	N2G	0,6
KE175 D2, KV175	N4	N4G	0,7
125 cc: KE125 (¾in. reach)	N3	N3G	0,7
KE125 (½in. reach)	L78	L4G	0,6
F6 Series, KD125	L78	L4G	0,6
KC125 (→ 1980)	L86	L9G	0,6
KC125 (1981 →)	L82	L6G	0,6
KS125A	L78	L4G	0,6
KH125, A	N3	N3G	0,7
KX125 Series	—	N2G	0,5
110 cc: KH110	N3	N3G	0,7
100 cc: KC100	L78	L4G	0,7
KD100	L82	L6G	0,6
KE100	N3	N3G	0,7
KH100B, C	L78	L4G	0,6
KH100, EL, ES, EX	N3	N3G	0,7
KM100, KV100	L82	L6G	0,6
90 cc: GA1A, GA2A	L82	L6G	0,6
G3SS, A, B	L82	L6G	0,6
G3SSC, D	L78	L4G	0,6
KC90, KE90, KH90 (½in. reach)	L82	L6G	0,6
KC90, KE90 (¾in. reach)	N3	N3G	0,6
KM90	L82	L6G	0,6
80 cc: AE80, AR80	N3	N3G	0,6
KD80	L82	L6G	0,6
KDX80	N3	N3G	0,7
KX80 (→ 1979)	L78	L4G	0,6
KX80 (1980 →)	N2	N2G	0,6
75 cc: KV75	L82	L6G	0,6
50 cc: AE50, AR50	N4	N4G	0,6
KIEFT			
215, K50, 49 cc	L90	L9G	0,5
KREIDLER			
80 cc: Florett 80, Mustang Enduro	L82	—	0,5
50 cc: Mofa/Mokick: Flory 12, Flory 13	L86/ L89CM	L9G	0,5
MF2, MG2C, MF2CL, MP2	L86/ L89CM	L9G	0,5
3L, 4L, 5L	L86	L9G	0,5
Florett series: GT, TM	L82	L6G	0,5
RS, RSH, RS Cockpit			
(→ mot. no. 5-176-223)	L82	L6G	0,5
RS, RSH, RS Cockpit			
(mot. no. 5-176-233 →)	L77J	L3G	0,5
KTM			
Comet, Cornett, Hobby	L90/ L89CM	L9G	0,5
Rotax (mot.)	L86	L9G	0,5
Auto Mofa	L86	—	0,5
Motorcycles: ½in. reach	L77J	—	0,5
(1981 →) ¾in. reach	—	N82G	0,5
LAMBRETTA (SERVETA)			
50 cc: Luna	N4	N4G	0,5
Puma (4V, 5V) Puma Cross	L86/ L89CM	L9G	0,5
Panther trial	L86	L9G	0,5
75 cc: Vega	N4	N4G	0,5
Cometa	N4	N4G	0,5
Voga S	N4	N4G	0,5
Cometa 7sl	N4	N4G	0,5
125 cc: Starstream	N4	N4G	0,5
Super Starstream	N4	N4G	0,5
Grand Prix 125	N4	N4G	0,5
Linea 125 Scooter	N4	N4G	0,5


	NORM.	GOLD PALL.	
150 cc: Li150	N4	N4G	0,5
SX150	N4	N4G	0,5
Li150 Special	N4	N4G	0,5
Grand Prix Formula 150	N4	N4G	0,5
150GP	N4	N4G	0,5
Special 150	N4	N4G	0,5
200 cc: SX200	N4	N4G	0,5
Grand Prix Formula 200	N4	N4G	0,5
Jet 200, Pony 200 Scooter	N4	N4G	0,5
[E] Honda 50	Z10	Z10G	0,5
[E] Lambretta	L86	L9G	0,5
LAURA MOTOREN			
mot.: M48, F38, M54	L86/ L89CM	L9G	0,5
LAVALETTE			
	L86	L9G	0,5
LAVERDA			
1200 cc: 1200, Mirage, TS	N3	N3G	0,6
1000 cc: SC, 3C, 3CE, 3CL, Jota	N3	N3G	0,5
750 cc: SS, Sport, SFC	N57R	N57G/ N82G	0,6
GT, GS, SF	N2	N2G	0,6
500 cc: Alpino	A6Y	—	0,5
350 cc: 350 Alpino	A6Y	—	0,5
250 cc: 250 2T, 2TR, LH2, Regularità	N2	N2G	0,6
200 cc: Trial	N3	N3G	0,5
175 cc: LZ	N2	N2G	0,5
125 cc: Enduro, LZ, Regularità, Wild	N2	N2G	0,5
60 cc: Scooter	L86	L9G	0,5
LEOPARD			
	L86	L9G	0,5
MAICO			
500 cc: Z5	N57	N82G	0,5
MC501	N2	N2G	0,5
450 cc: MC450	N2	N2G	0,5
440 cc: MC440T, GS, 440T	N2	N2G	0,5
400 cc: MC400 (→ 72)	L77J	L3G	0,5
MC400T	N2	N2G	0,5
GS400T	N2	N2G	0,5
X5	L78*	L4G	0,5
*Hard driving	L60	L3G	0,5
Taifun	L77J	L3G	0,5
500	L86	L9G	0,5
350 cc: Taifun 350	L82	L6G	0,5
GS350, GS360, 360	L77J	L3G	0,5
277 cc: M277S	L86	L9G	0,5
250 cc: M250S I, M250S II	L86	L9G	0,5
M250, GS250	L77J	L3G	0,5
GS250/5	N2	N2G	0,5
MC250 (→ 72)	L77J	L3G	0,5
MC250T, Magnum	N2	N2G	0,5
MD250	N2	N2G	0,5
M250 Military	N2	N2G	0,5
GS250T	N2	N2G	0,5
T-5	L78	L4G	0,5
200 cc: M200	L86	L9G	0,5
175 cc: M175	L86	L9G	0,5
Fanal 175, Passat 175	L82	L6G	0,5
150 cc: M150, M151, M153, M156	L86	L9G	0,5
125 cc: M125, M126, Blizzard	L86	L9G	0,5
MC125, MD125SS, GS125 (→ 8. 73)	L77J	L3G	0,5
GS125K, MC125K	N2	N84G	0,5


	NORM.	GOLD PALL.	
RS125	L54R	L55G	0,4
Moto-cross	L78/ L61Y	L4G	0,5
Road racer	L78	L4G	0,5
Typhon Scrambler	L82	L6G	0,5
50 cc: MD50	L77J	L3G	0,4
MALAGUTI			
125 cc: Cavalcione 125	N3	N3G	0,5
Cavalcione Cross Racing	N2	N2G	0,5
50 cc: Dribbling, Turbo, Trial 4M, 6M	N5	N5G	0,6
Europino-GT, Prisma, Superquattro, Minicross, Ronco 21	L86	L9G	0,6
Hombre, Cavalcione, Super	L86	L9G	0,6
Europino 3 Marce, Fifty	L86	L9G	0,5
Quattrotto, Motorik, Totem Rally	N5	N5G	0,5
Motorik Junior, Gran Turismo 3, Marce, Cavalcione Super Cross, Sportivo, Super Cinque, Olimpique, Supetre, Ronchino Baby	L86	L9G	0,5
MALANCA			
150 cc: E2C, 3GTS, GT Strada	L82	L6G	0,5
125 cc: 125E2C, E2CS, (Scrambler, GT Sport Turismo)	L82	L6G	0,5
50 cc: Bibi, Big, Competizione, Country (4M, 5M), Country Special (4M, 5M) Cross 3M, Due Più, Duplimatic, Export, Jolly B, Jolly 3M, Leoncino (3M, 4M), Lord (4M, 5M), Mascotte B, Minizeta, Testa Rossa (4M, 5M), Tigre (4M, 5M), Tigrotto, Turbo, Turismo, Zeta	L86*	L9G	0,5
* Auto	L89CM	L9G	0,5
MANUFRANCE			
.....	L90/ L89CM	L9G	0,5
MATCHLESS			
750 cc: G15, G15CS, G15CSR	N6Y	N3G	0,5
500 cc: G80 Major	N4	N4G	0,5
G80CS Marksman, G85CS	N57R	N82G	0,4
MBA (→ mot.)			
MERCURY			
98 cc: Grey Streak	L86	L9G	0,5
METALURGIA CASAL			
K166, Boss, -C, -F, K167, K168, Boss, -C, -F, K177, K177 Futur Matic, K190NL, SW, K191A	L86/ L89CM	L9G	0,5
KS84SS, K164, K165, K180, K187SS, K192, K196, K197	L86/ L89CM	L9G	0,5
K181, K184, K187, K190, K190GB, Carina	L82	L6G	0,5
K181S, K182S, K184S, K185, S, K188 Cross, K188 Enduro, K191, K191G	L78	L4G	0,5
MILANI (→ mot.)			
MINARELLI			
125 cc: 125 Cross, Regolarità	N60R	N84G	0,4
125/6 Regolarità, 125/5 Cross 76	—	N82G	0,5


	NORM.	GOLD PALL.	
50 cc: V1, V1A, V1KS, E2, G1, C2, V2	L86/ L89CM	L9G	0,5
P680, P3N, P3A	L82	L6G	0,5
P4, P4A, P6	L86	L9G	0,5
P4R, P6R, P4CS, P4CSA, P6CS, P6CSA	N4	N4G	0,5
P6 Super	L78	L4G	0,5
50 Cross	—	N82G	0,5
P6 Competition	N60R	N84G	0,4
MINSEL			
M200, M150, M100	D14	—	0,5
M60, M50	L90	—	0,5
MITSUI (→ Yamaha)			
MOBYLETTE (GAC) (→ Motobecane)			
49 cc: AV-188TC, AV-89, AV-51, AV-52, AV-70, D55, D55T, SP-50, SP-94, SP-95, SP-96, Transport, University	L86/ L89CM	—	0,5
Moby Cross, GT Stylo, Cady	L86/ L89CM	—	0,5
Other models (½in. reach)	L86	L9G	0,5
(¾in. reach)	N5/N88	N4G	0,5
MONARK			
125 cc: 125MX, T, TTS, ISDT	L82	L6G	0,5
1238, LM16, Automat, 1248, Compact, Compact Custom	L86	L9G	0,5
1379, Standard, 1228, 50SS	L86	L9G	0,5
80TS	L78	L4G	0,5
MONDIAL			
175 cc: 175SS	L57R	L2G	0,4
125 cc: 125SS	L57R	L2G	0,4
Other models 175, 160, 125, 48 cc	L85	L9G	0,5
MONET GOYON			
350 cc: 350PS4	L86	L9G	0,5
232 cc: Sports M2VS	L82	L6G	0,5
200 cc: M2V	L86	L9G	0,5
125 cc: Pullmann, VM125	L86	L9G	0,5
112 cc: Dolina, Castor	L86	L9G	0,5
MONTESA			
414 cc: Cappa VE, VF	N60R	N2G	0,5
Cappa 414VG	N57R	N82G	0,5
360 cc: Cappa GP, Scrambler	N57R	N82G	0,5
Cappa 360VA, VB	N60R	N84G	0,5
Enduro 360, 360 H6	N3	N3G	0,5
350 cc: Cota 349	N12Y	—	0,5
Cota 348, T, Trail	N12Y	—	0,5
Crono	N3	N3G	0,5
250 cc: Cota 247, T	L86	L9G	0,5
Cota 248 (Blanca)	N12Y	—	0,5
Cappa 250	L60R	L3G	0,5
VB, VE, VR, VF, VG250	N57R	N82G	0,5
Impala Sport, Scorpion	L82	L4G	0,5
Competition Kit	L60R	L3G	0,5
Enduro 250, H, K, H6, King Scorpion, Rapita 250 Automix	N3	N3G	0,5
200 cc: Cota 200 (Blanca)	N12Y	—	0,5
175 cc: Impala Turismo, Impala Comando, Kenya 175, Texas 175	L86	L9G	0,5
Impala Sport	L82	L4G	0,5
Cota 172	N4	N4G	0,6


	NORM.	GOLD PALL.	
125 cc: Cappa 125MX	L60R	L3G	0,5
Cappa 125VA, VB, VE, VF	N54R	N80G	0,5
Cappa 125VG	N57R	N82G	0,5
Enduro 125 H6, Crono 125	N3	N3G	0,5
Cota 123, 123T	N4	N4G	0,5
Cota 123 (Blanca)	N12Y	—	0,5
75 cc: Enduro 75L, Enduro 75H6	N2	N2G	0,5
Cota 74, 74T, Crono 75	N2	N4G	0,5
50 cc: Mini Montesa, Rapita 50, Ciclo, Brio, Scorpion 50R, Cota 49, Cota 25 (A, C)	L86/ L89CM	L9G	0,5
MORBIDELLI			
125 cc: (water cooled)	—	N80G	0,5
MOTOBECANE			
350 cc: 2, 3 cyl. mot.	N3	N3G	0,5
125 cc: (1/2 in. reach)	L78	L4G	0,5
(3/4 in. reach) LT1, L62	N3	N3G	0,5
80 cc: Enduro	N3	—	0,5
75 cc: L75NE	L86	L9G	0,4
49 cc:			
M1, M1PR, X1, X1L, M3PRT, M3PRTS, X7AVL, X7L, X7S, X7VX, H40S, H40TL, H40TS, H40TLS, H40V, H40VLC, H40VS, 50EV, H50S, H50LS, H50VLC, H50VS, 51V, AV51, 85L, 88L, 88LC, 92DL, 92GT, L92N, 93DL, L93E, L94TTE, 99Z, L99E, L99EF	L86	L9G	0,4
Cady, AV42, AV44, AV46, AV49, AV49MR, AV65, AV69, AV88, AV89, AV188TC, EEG, S16, Gran Turismo, Gran Sport, 50V, 50VL	L86	L9G	0,5
SP50, SPR, SP90, SP90R, SP94, Speciale 98, Speciale TT, AV50S	L82	L6G	0,5
D50R, D52, D52TT, D55, D89, D98, AV89MB	L82	L6G	0,4
Mini-moby, M1PRT, M1L, AV146	L90	L9G	0,5
Moby Scooter: (3/4 in. reach)	N5	N4G	0,6
(1/2 in. reach)	L90	L9G	0,6
Trial	L86	L9G	0,5
MOTOBI (→ Benelli)			
MOTOBI			
49 cc	L86/ L89CM	L9G	0,5
MOTO BM			
125 cc: Antares Cross, Sideral, Gran Turismo, Antares Gran Turismo	N4	N4G	0,6
49 cc: Dai-Dai, Gambalesta 17, 15, Velocino	L86	L9G	0,6
Colombina 8, 21, Dog, Zebretta 3, 2, 4, Triak-Trak Turbo Export, Wally Turbo Export, Jaquarino Cross, Jaquarino Turismo, Jaquarino Lusso Export	L86	L9G	0,6
MOTO GUZZI			
1000 cc: V1000 Convert, V1000SP, CX, G5	N9Y	—	0,6
850 cc: 850 Le Mans, Mk II	N9Y	—	0,6
Other models, 850 cc	N9Y	—	0,5
750 cc: 750S	N9Y	—	0,5
700 cc: V7 Special, Sport	N9Y	—	0,6
500 cc: Nuovo Falcone, Falcone, Sahara, Ercole	N4	N4G	0,5
V50 models	N6Y	—	0,6


	NORM.	GOLD PALL.	
400 cc: 400GTS	A6Y	—	0,5
V40 models	N6Y	—	0,6
350 cc: 350GTS	A6Y	—	0,5
V35 models	N6Y	—	0,6
250 cc: 254	Z6	—	0,6
250TS	N3	N3G	0,5
125 cc: Turismo, 125TT	N3	N3G	0,5
125 2C/4T	Z6	—	0,6
110 cc: Lario	L86	L9G	0,5
75 cc: Dingo-Ranchera	L86	L9G	0,5
50 cc: Nibbio, Cross	N4	N4G	0,5
Dingo, Trotter, Furgino	L86/ L89CM	L9G	0,5
Chiu, Magnum	N5	N5G	0,5
MOTO GUZZI [E] (→ Guzzi Motorhispania)			
MOTO MERIDEN (→ Triumph)			
MOTORI MORINI FRANCO			
125 cc: 125S, 125GT, Strada	N3	N3G	0,6
125 Trial	N9Y	—	0,5
100 cc: New 100 (3/4 in. reach), N32 101	N3	N3G	0,5
New Sport 100 (1/2 in. reach)	L82	L4G	0,5
50 cc: 4MP Turbo Speciale, 5ST Speciale	L60R	L3G	0,6
FM6M	—	L2G	0,5
3M Turbo, 3CV, 4MP Turbo, 5ST, 4MR, 5M, 3M/S Turbo, 4M	L82	L4G	0,5
4M, 6M	L86	L9G	0,5
S5, S5K, 3M, 3MK, 3MV, 4MP	L86/ L89CM	L9G	0,5
M0 Kick, Gyromat, Convert, M01, M02, M03, M04, M101	N5	N5G	0,5
MOTO MORINI			
500 cc: 2 cyl. mot.	N8Y	N8GY	0,5
350 cc: 3 1/2, 3 1/2 Sport	N8Y	N8GY	0,5
250 cc: 250 Bicilindrica	N8Y	N8GY	0,5
175 cc: Tresette, Settebello	N4	N4G	0,5
Tresette Sprint, Corsaro Regolarità	N3	N3G	0,5
165 cc: Regolarità	N4	N4G	0,5
150 cc: 150SS, 160R, GT, Corsaro, 150 Sport, Corsaro GT150, Super Sport, Corsaro GT150 Super	N4	N4G	0,5
125 cc: Corsaro Sport Lusso, Super Sport, Country T, Country 125, SL, GT, 125R, Monello	N8Y	N8GY	0,5
100 cc: Sbarazzino, 100R	N3	N3G	0,5
50 cc: Dollaro	N4	—	0,5
Corsarino ZZ50, Scrambler, Super Scrambler Z-T-Z	N4	N4G	0,5
[E] MOTO VESPA			
200 cc: Vespa 200DS, DN	N4	N4G	0,5
175 cc: Vespa automòvil	L82	L6G	0,5
160 cc: Vespa 160	L86	L9G	0,5
150 cc: Vespa 150	N4	N4G	0,5
125 cc: Vespa 125T3, Primavera	L5	L4G	0,5
75 cc: Vespa 75, Primavera	L82	L6G	0,5
49 cc: Vespino	L86/ L89CM	L9G	0,5
Vale	L86/ L89CM	—	0,5
125 cc: Gilera 125GRI, TG1	N4	N4G	0,5
Cross Replica	N4	N4G	0,5


	NORM.	GOLD PALL.	
75 cc: Cross, Enduro	—	N57G/ N82G	0,5
50 cc: GR2, RS, RL, RA, RE	N5	N5G	0,5
MOTO VILLA			
450 cc: 350 Six Days	N3	N2G	0,5
380 cc: 350 Cross	N3	N2G	0,5
308 cc: Everest 348 Trial	N12Y	—	0,6
250 cc: 250 Cross, Six Days	N3	N2G	0,5
125 cc: 125 Cross Canguro	N2	N84G	0,5
125 Cross, Regularita	N2	N84G	0,5
MOTORHISPANIA			
49 cc: Cangurito 50 (Normal 50SL, Monoplaza)	L86/ L89CM	—	0,5
Dingo 49 (Campero, Serva, Feria, Jabato)	N5	N5G	0,5
Kart 50	L86	—	0,5
Sport Competizione	L86	—	0,5
M80 Automatico	N5	—	0,5
Sport 49, GT81, MH Cross	L82	L6G	0,5
[E] MOVESA-PEUGEOT (→ Peugeot-Movesa)			
MUNCH 4			
1200 cc: Mammuto 1200TTS	N60Y	N84G	0,6
1000 cc: Mammuto 1000TTS	N60Y	N84G	0,6
MUSTANG			
TT Super, Cross Special	L82	L6G	0,5
Mamba	L82	L6G	0,5
M.V. AGUSTA			
750 cc: Four, 4C75	N3	N3G	0,5
750GT, 750S, 750GTS, 750 Sport, America	N2	N2G	0,5
600 cc: Four, 199, 4C6	N3	N3G	0,5
350 cc: 350B TS, GT, Scrambler, Sport	N3	N3G	0,5
250 cc: Raid	L82	L6G	0,5
250B	N3	N3G	0,5
235 cc: Tevere, TT	N3	N3G	0,5
175 cc: 175CS	L82	L6G	0,5
175CST, L	N8	—	0,5
125 cc: 125S, GT, GTL, GTLS, TRA-TRL, E, Centomila, Turismo EL, Regularità	L78	L4G	0,5
50 cc: Germano Turismo	L85	L9G	0,5
Germano Sport	L78	L4G	0,5
Mini Bike Racing	L86	L9G	0,5
M.Z.			
250 cc: ES250/2 Trophy, Trophy Deluxe	L82	L6G	0,5
ETS250 Trophy-Sport	L78	L4G	0,5
ETS250 I.G.	L78	L4G	0,5
TS250 Sport	L78	L4G	0,5
TS250/1 Supa 5	L78	L4G	0,5
175 cc: ES175/2 Trophy	L78	L4G	0,5
150 cc: ES150/1 Trophy, Super	L82	L6G	0,5
ETS150	L78	L4G	0,5
ETS150 Trophy-Sport	L78	L4G	0,5
TS150	L82	L6G	0,5
TS150 Sport	L82	L6G	0,5
125 cc: ES125/1 Trophy	L82	L6G	0,5
TS125 Alpine	L82	L6G	0,5
TS125	L82	L6G	0,5
50 cc: Simson S50B	L82	L6G	0,5


	NORM.	GOLD PALL.	
NEGRINI			
Harvard	N5	—	0,5
NEVAL			
750 cc: SV MT12	L82	L6G	0,5
650 cc: Dnieper	L82	L6G	0,5
350 cc: all models	L82	L6G	0,5
250 cc: all models	L82	L6G	0,5
150 cc: all models	L82	L6G	0,5
125 cc: Elt, Trail, Elt Sports, Scrambles Trials, Commuter	L82 L85	L6G L9G	0,5 0,5
NORTON			
850 Commando	N7Y	N4G	0,5
750 cc: Commando Fastback, Commando S, Commando Roadster	N7Y*	N3G	0,6
*Hard driving	N6Y	N3G	0,6
745 cc: Atlas, Ranger P11A	N6Y	N3G	0,6
650 cc: Mercury	N4	N4G	0,4
NVT			
Easy Rider	N5	N4G	0,5
Rambler 125	N3	N3G	0,6
Rambler 175	N3	N3G	0,6
Ranger	N5	N4G	0,5
OGLAND			
mot. Sachs MA50/2, MA50/3	L89CM	L9G	0,5
OMER (→ mot.)			
OSSA			
500 cc: Yankee, 500SS	N3	N3G	0,6
350 cc: Explorer, Trial	N12Y	—	0,5
Trial Amarilla, TR80	N12Y	—	0,6
Super Pioneer, Desert	N3	N3G	0,6
250 cc: Explorer, Trial	N9Y	N4G	0,6
Enduro, American Enduro	N3	N3G	0,6
Moto-cross, Desert, Copa	N2	N2G	0,6
Copa F3	N1	N82G	0,6
Sport, Turismo, Super Pioneer, Trofeo 250, E7, 6 Dias, TE	N3	N3G	0,6
Phantom, AS	N57R	N2G	0,6
Trial Naranja	N12Y	—	0,5
TR80	N12Y	—	0,6
URBE	N3	N3G	0,6
230 cc: Trial	N12Y	—	0,5
Explorer	N9Y	N4G	0,6
Super Pioneer	N3	N3G	0,6
175 cc: 175 Sport, Super Pioneer	N3	N3G	0,6
Phantom AS	N57R	N2G	0,6
Enduro American, 6 Dias	N3	N3G	0,6
160 cc: 160GT T2	N4	N4G	0,6
150 cc: Phantom	N3	N3G	0,6
125 cc: Moto-cross	N2	N2G	0,6
Super Pioneer, Enduro	N3	N3G	0,6
Phantom AS	N57R	N2G	0,6
50 cc: Ossita 50	L90	L9G	0,5
PENTON (→ KMT-Penton)			
125 cc: Six-day Enduro, Six-day	L78	L4G	0,5
100 cc: Berkshire Enduro, Enduro	L78	L4G	0,5
PERIPOLI (→ mot.)			


	NORM.	GOLD PALL.	
PEUGEOT			
175 cc: 176 Grand Sport	N3	N3G	0,5
155 cc: P155, P156	L85	L9G	0,5
150 cc:	L85	L9G	0,5
125 cc:	L86	L9G	0,5
100 cc: 5-52-53	L90	L9G	0,5
TSA, GL10	L88A/ L89CM	L9G	0,5
(all models): 101, 102, 103, 104, 105	L88A	L9G	0,5
GT10F3, SX5	L88A	L9G	0,5
GT10	L88A	L9G	0,5
S55, S157	L86	L9G	0,5
[E] PEUGEOT-MOVESA			
75 cc: TXE	L82	L6G	0,5
49 cc: 102MS, 104 (VN, BVN, BVC, TC, TR), TSA-L, SX5-T, 102MSM, 153L, C, T, 103SP, SPR, FE, FR, SX5C, SX5R	L86/ L89CM	—	0,5
PIAGGIO (Moto Vespa)			
200 cc: Vespa Rally 200, P200E	N4	N4G	0,5
150 cc: Vespa 150 Sprint (Veloce, Super), P150X, P150S	L86/ L89CM	L9G	0,5
125 cc: Vespa P125X, ET3, Super, TS, GTR	L86	L9G	0,5
Primavera, ET3	L82	L6G	0,5
100 cc	L82	L6G	0,5
90 cc: Vespa 90	L82	L6G	0,5
80 cc: [D] [F] Vespa 80	N4	N4G	0,5
50 cc: Vespa 50R, Special	L86/ L89CM	—	0,5
Vespa 50S	L82	L6G	0,5
Ciao, Boxer, Bravo, SI, (all models)	L90/ L89CM	—	0,5
PLANET			
(all models) 2 stroke	L86	L9G	0,5
PLANETA (→ Cossack)			
PROMOT			
125 cc:	L86	L9G	0,6
PUCH (Steyr-Daimler-Puch) (→ Puch-Avello)			
250 cc: 250SG, 250	L86	L9G	0,5
250GS	N2	N2G	0,5
MC250	N3	N3G	0,5
175 cc: MC175, MC175-4, MC175-5, 175GS	N2	N2G	0,5
175SV	L85	L9G	0,6
175SVS	L82	L6G	0,5
125 cc: M125 (½in. reach)	L82	L4G	0,6
(¾in. reach)	N3	N3G	0,5
GS125	—	N2G	0,5
Trial, Trail	N3	N3G	0,5
MC125S	N2	N2G	0,6
RL125	L86	L9G	0,6
50 cc: VZ50-4, M50SE	L86	L9G	0,5
Grand Prix, Special, Supreme, Cobra 6GT	L78	L4G	0,5
GS50	—	L2G	0,5
M50 Sport, M50 Jet, SDR, R50V	L78	L4G	0,5
MS50L, US50-4, U250	L86	L9G	0,5
Mofa Maxi models : X30	L88A/ L89CM	L9G	0,5


	NORM.	GOLD PALL.	
[DK] Monza, Pioneer			
Ranger A, D	L90	—	0,5
[DK] Mofa M	L86	—	0,5
[D] [S] [CH]	H12	—	0,5
[NL] [F] [A] [SF] [GB]	L90	—	0,5
	L88A/ L86	—	0,5
PUCH-AVELLO			
75 cc: Cobra TT, 6C	L77J	L3G	0,5
T75, 75, 6CL Super	L86	L9G	0,5
Cobra Professional	—	L2G	0,5
Minicross (Super, 4V, Ranger)	L86	L9G	0,5
49 cc: X20, X30, X30 Cross, Magnum (I, II), X40	L86/ L89CM	L9G	0,5
Gacela, Borrasca (I, II, Monza)	L86/ L89CM	L9G	0,5
Carabela Super	L86/ L89CM	L9G	0,5
Minicross, Minicross (Super, 4V, Ranger)	L86	L9G	0,5
X10, Caribe	L86	L9G	0,5
PYRKIJA			
DKW, Zundapp (mot.)	L86	L9G	0,5
BMW (mot.)	L90/ L89CM	L9G	0,5
QUASAR			
Reliant mot.	RN12Y▲	—	0,6
RABBIT			
(½in. reach)	L90/ L89CM	L9G	0,5
(¾in. reach)	J6	UJ7G	0,5
RABENEICK			
.....	L86	L9G	0,5
RALEIGH			
RM6 Runabout	L86/ L89CM	L9G	0,5
RCA			
350 cc: 2 cyl. mot.	L86	L9G	0,5
REX			
mot.: Sachs MA50/2, MA50/3, MA50/4, 502, 503, 504, 505	L86/ L89CM	L9G	0,5
RICKMAN			
250 cc: Moto-cross	L77J	L3G	0,5
125 cc: Micro Metisse (Zundapp)	L57R	L2G	0,4
100 cc: Micro Metisse (Hodaka)	J4	UJ7G	0,5
RIEJU			
75 cc: TT406	L81/L82	—	0,5
Marathon Enduro	N5	—	0,5
Marathon Cross, Marathon Enduro Competition	—	N2G	0,5
49 cc: Confort 402, 403, TT404, GT404	L81/L82	—	0,5
Kick-starter	L86/ L89CM	—	0,5
Varimat	L86	—	0,5
Marathon, TT505R, GT505R	N5	N5G	0,5


	NORM.	GOLD PALL.	
RIZZATO			
Califfo,(Super, 80, De Luxe, K, Giò), Ringo, Turismo, Mini Califfo, Pullman	L86/ L89CM	L9G	0,5
Super Sprint, Cross 6V	L82	L6G	0,5
112/118, Zum 3, Califfone, (Più, 4M), Califfomatic	L86	L9G	0,5
Daytona, Cross 4V, Satan (4M)	L86	L9G	0,5
118 Competizione	N3	N3G	0,5
ROTAX			
125	L86	L9G	0,5
18 mm Ø	D16	—	0,5
ROYAL ENFIELD			
750 cc: Interceptor	N4	N4G	0,5
350 cc: Bullet (1/4in. reach)	L85	L9G	0,5
Bullet (3/4in. reach)	N5	N4G	0,5
SACHS			
350 cc: GS350, MC350	—	N82G	0,5
250 cc: GS250, MC250	—	N82G	0,5
200 cc:	K9	K8G	0,5
175 cc: Type 175	UK10	K12G	0,5
GS175, MC175	—	N82G	0,5
150 cc:	UK10	K12G	0,5
125 cc: Moto-cross, Enduro, Cross country	L78*	L4G	0,5
* Hard driving	L57G	L2G	0,4
GS125, MC125	—	N82G	0,5
100 cc: Moto-cross, Enduro, Cross country	L78*	L4G	0,5
* Hard driving	L57R	L2G	0,4
100/2	D16	—	0,5
100/3	UK10	K12G	0,5
80 cc: Sport, Grand Sport	L78	L4G	0,5
[DK] [SF] [N] [S] [NL] [D] mot. MA50/2, MA50/3, MA50/4, 502, 503, 504, 505)	L86/ L89CM	L9G	0,5
Other models	L86	L9G	0,5
50S, 50A, 80S, 1251/5A	L78	L4G	0,5
50SW	N2	—	0,5
1251/6B	L77J	—	0,5
SANGLAS			
500S	N9Y	N4G	0,6
400, 350 cc	N9Y	N4G	0,6
400Y (Yamaha mot.)	N7Y	N3G	0,6
SAROLEA			
BMW 50N	L86	L9G	0,5
S.C.O.			
Super, Racer, Minor, Popular, Transporter	L86	L9G	0,5
SCOTT			
595 cc: Flying Squirrel	L85	L9G	0,5
344 cc: racer	L57R	L2G	0,4
SEMIAC			
VAP610	L90/ L89CM	L9G	0,6
SERVETA (→ Lambretta)			
SILK			
Silk 700S	L78	L4G	0,5


	NORM.	GOLD PALL.	
SIMONINI (→ mot.)			
S.I.S.			
50 cc: V5 Turismo	L78	L4G	0,5
SOLEX (→ Velosolex)			
SOLIFER			
mot.: Anker-Laura F38	L86/ L89CM	L9G	0,5
Berini, Express, Pluvier, Tomos	L86	L9G	0,5
Auto, SM80	L89CM	L9G	0,5
TS	L89CM	L9G	0,5
P50, PY50	N10Y	—	0,5
SOLO			
Mofa mot. Type 236	L89CM	—	0,5
Moped mot. Type 237	L86	—	0,5
Mofas 712, 713, 725, 726	L86/ L88A	—	0,5
SPARTA			
JLO FP50, TV-G50	L86	L9G	0,5
JLO Piano G50AV, GE50	L86	L9G	0,5
MB50, MC50, M23	L90/ L89CM	L9G	0,5
STEEN			
100 cc: F100 Series (Hodaka)	J4	UJ7G	0,5
STEYR-DAIMLER-PUCH (→ Puch)			
SUN (→ Villiers)			
SUZUKI			
1100 cc: GSX1100, S	RA6▲	—	0,6
1000 cc: GS1000, EN, EC, G, S, D, E, H	N3	N3G	0,7
850 cc: GS850	N3	N3G	0,7
750 cc: GS750B/D, E, P	N3	N3G	0,7
GSX750	RA6▲	—	0,6
GT750A/B	N3	N3G	0,7
650 cc: GS650GT, G	R8▲	—	0,6
550 cc: GT550A/B	N3	N3G	0,7
GS550, E, P	N3	N3G	0,7
500 cc: DR500	RA6▲	—	0,6
GS500	N3	N3G	0,7
T500R Titan, GT500A	L82	L6G	0,6
T500 Titan, T500-2, Mk II, Mk III	L78	L4G	0,5
465 cc: RM465	—	N3G	0,5
450 cc: GS450	N4	N4G	0,7
425 cc: GS425E	N4	N4G	0,7
400 cc: DR400	RA6Y▲	—	0,6
GN400	RA6Y▲	—	0,6
GS400E, X	N3	N3G	0,7
GSX400, F	RA6▲	—	0,6
GS400	N4	N4G	0,7
PE400	—	N2G	0,5
RM400	—	N3G	0,5
SP400	RA6Y▲	—	0,6
TM400R Cyclone, TS400	N3	N3G	0,6
380 cc: GT380, GE380	N3	N3G	0,7
370 cc: SP370, DR370	RA6Y▲	—	0,7
RM370	N2	N2G	0,7
350 cc: T350 II Rebel	L82	L6G	0,5
300 cc: T305, TC30R, Rebel	L78	L4G	0,5
250 cc: GSX250	RA6▲	A6G	0,6
GT250K (1/4in. reach)	L82Y	L6G	0,6
GT250 (3/4in. reach)	N2	N2G	0,6


	NORM.	GOLD PALL.	
PE250 (→ 1979)	—	N3G	0,5
PE250 (1979 →)	—	N2G	0,5
RG250	N2	—	0,6
RH250	—	N84G	0,5
RL250	N3	N3G	0,5
RM250	—	N2G	0,5
RS250	N2	—	0,7
T20, T250, T250 II, T250J, TC250	L78*	L4G	0,5
* Hard driving	L60R	L3G	0,5
TM250M, A	N3	N3G	0,7
DS250	N7Y	N7GY	0,7
TR250	N3	N3G	0,5
TS250A, B	N3	N3G	0,7
TS250	N7Y	N7GY	0,7
TS250M, R	N4	N4G	0,7
200 cc: GT200X5	N3	N3G	0,6
B200, GT200, SB200	N7Y	N6GY	0,6
T200, TC200	L78	L4G	0,5
185 cc: GT185, RG185	L82	L6G	0,6
DS185	N4	N4G	0,7
TC185	L82	L6G	0,7
TS185 (→ 1977)	L82	L6G	0,7
TS185 (1978 →)	N7Y	N3G	0,7
TS185C, TS185ER, ERN, ERT	N7Y	N3G	0,7
TS185M, R	L82	L6G	0,7
175 cc: PE175, PR175	—	N84G	0,5
RS175	N3	N3G	0,7
125 cc: T125 If Stinger, 125J	L78	L4G	0,5
GP125	L78	L4G	0,6
GT125, E, RG125	L78	L4G	0,6
RV125	L78	L4G	0,6
DS125	N3	N3G	0,7
TS125 (¾in. reach)	N3	N3G	0,7
TS125ER, ERN, ERT	N6Y	N3G	0,6
K125	L87Y	L9G	0,6
TM125	N2	N2G	0,5
RM125	N2	N2G	0,5
120 cc: KT120	J4J	UJ7G	0,5
TC120 II, TC120MR II	L78	L4G	0,5
B120	L82	L6G	0,5
B120M	L87Y	L9G	0,6
100 cc: A100, A100K	L82	L6G	0,6
A100M	L87Y	L9G	0,6
A100RT	N2	N2G	0,4
AC100, AS100	L78	L4G	0,5
B100, B100P	J4J	UJ7G	0,5
GP100, GP100C, GT100	L78	L4G	0,6
RM100, B, C	—	N84G	0,5
TC100, TC100FA	L78	L4G	0,6
TC100K (½in. reach)	L78	L4G	0,5
TC100K (¾in. reach)	N3	N3G	0,5
DS100	N3	N3G	0,7
TS100	N3	N3G	0,7
TS100A, B (→ 1978)	L78	L4G	0,6
TS100C, TS100ER (1978 →)	N3	N3G	0,6
TS100M, L	L78	L4G	0,6
90 cc: TS90 Honcho, TC90, Blazer	L78	L4G	0,6
RV90	L87Y	L9G	0,6
K90	L92Y	—	0,6
80 cc: FR80, FR80K	L87Y	—	0,6
RM80	N2	N2G	0,5
A80	L82Y	L6G	0,6
DS80, GT80, GT80L, RG80, TS80, TS80ER, X3	N3	N3G	0,7
75 cc: TM75, CM75, RV75, TS75	L78	L4G	0,6
FR75	L87Y	L9G	0,6
70 cc: FR70	L86	L9G	0,5
60 cc: RM60	L78	L4G	0,6
55 cc: M30, M31	J4J	UJ7G	0,5


	NORM.	GOLD PALL.	
50 cc: A50	L78	L4G	0,5
A50P, A50PB, A50KB	L82Y	—	0,5
AC50 Mk II	L78	L4G	0,5
AC50	L82	L6G	0,6
A50M	L82Y	L6G	0,6
AP50, CM50	L78	L4G	0,5
CS50	L89CM	—	0,6
F50 (Scooterette)	L86	L9G	0,5
F50 Cutlass	L87Y	L9G	0,5
FA50, FM50, FR50, FY50, FZ50 Suzy, FS50	L89CM	—	0,6
GT50	L87Y	L9G	0,5
GT50KB, KN, JR50	L92Y	—	0,6
K50	L92Y	—	0,6
Maverick	L78	L4G	0,5
M50	L82Y	L6G	0,6
MT50R Trial Hopper, OR50	L87Y	L9G	0,6
RG50E	N6Y	N6GY	0,7
RM50	L78	L4G	0,5
RV50	N6Y	—	0,7
RV50S, PV50	L92Y	—	0,6
TS50, TS50K, OR50E (½in. reach)	L92Y	—	0,6
TS50 (¾in. reach)	N7Y	—	0,7
OR50E, PV50 (¾in. reach)	N6Y	—	0,7
TS50R, U50	L82	L6G	0,6
TS50ERKT, ZR50 (XI)	N8Y	—	0,6
S.W.M.			
400 cc: MCTF2 440	—	N84G	0,5
370 cc: MCTF2 370	—	N84G	0,5
350 cc: RS347GS	—	N84G	0,5
MCTF2 347	—	N84G	0,5
280 cc: Guanaco 320TL, MTL	N12Y	—	0,6
250 cc: RS250 (MC, GSL), 250TF2	—	N82G	0,5
175 cc: RS175GS	—	N82G	0,5
125 cc: Alpaca 125TL	N12Y	—	0,6
RG125MD, RS125GS, 125TF2	—	N82G	0,5
TAARNBY			
(all models)	L86	L9G	0,5
TAU MOTORI			
TVR27/A, TVR27/AL	—	N82G	0,5
TVR27/V, TVR27/VL	N57R	N80G	0,5
TVR28	—	N82G	0,5
TECNOMOTO			
Mistralino models: TM50ZR	—	N57G/	0,5
TM50Z4	L82	L6G	0,5
TM50Z6	N3	N3G	0,5
TM80Z6	L82	L6G	0,5
Paciughino standard, Special	L89CM/	L9G	0,5
Paciugo	L86	L89CM/	0,5
L86	L86	L9G	0,5
TEMPO			
Tempo Sprint 820	L78*	L4G	0,5
*Hard driving	L77J	L2G	0,5
100 cc: Fighter 220, Fighter 230	L78*	L4G	0,5
*Hard driving	L77J	L2G	0,5
Saxonette, Auto, Corvette 290, Corvette 380, Panier 360	—	L6G	0,5
TESTI (→ mot.)			
T.G.M.			
250 cc: Cross R, MX (Hiro mot.)	—	N82G	0,5
125 cc: Cross R, MX (Hiro mot.)	—	N84G	0,5
50 cc: Competition	—	N80G	0,5
Morini-Franco mot.	L86	L9G	0,5

	NORM.	GOLD PALL.	
TITAN (→ mot.)			
TOMOS			
90 cc: 90 Electronic	L78	L4G	0,5
49 cc: ST50, 50VS, 14VN	L78	L4G	0,5
T12, Automatic (3, 3K), NT, APN4, 4H	L86	L9G	0,5
14TLC, TLS	L82	—	0,5
15SL, SLC, 15 Sprint, Cross 50 (Junior, Senior)	L78	L4G	0,5
TORROT			
49 cc: Sport, 4V, GS, City (Lujo, TT), Mustang, Grancross Panther, Trial Cross, Gran Cross, Tiburón	L82	—	0,5
49 Mini, Maxi, Turismo	L82	L9G	0,5
Super, N, 2V, TT2V, TT50 4V, Rally, Cross, Sport, Sport Carretera, Cross Rally, Cross 4V	L82	—	0,5
TOYOTA			
Starflite, GTS, Bronco, City, HS50, Starflite VA, Tramp	L89CM	L9G	0,5
TRIMAK			
50 cc: Motocarro	L86	L9G	0,5
TRIUMPH			
750 cc: Bonneville T140V	N3	N3G	0,5
T140E, T140D	N5	—	0,5
Tiger TR7RV, TR7V	N3	N3G	0,5
Trident T150V, T160	N3	N3G	0,5
650 cc: Bonneville T120	N3	N3G	0,5
Tiger, Trophy TR6	N3	N3G	0,5
500 cc: Daytona T100, Trophy 500	N3	N3G	0,5
TR5T, TR5MX, Adventurer	N3	N3G	0,5
250 cc: 250 Trophy	N3	N3G	0,5
200 cc: Tiger Cub T20 models	L85	L9G	0,5
125 cc: Moto Meriden	N3	N3G	0,5
TUNTURI			
mot.: Puch VS50, VZ50, VZ50N4	L86/ L89CM	L9G	0,5
UFO (→ mot.)			
URAL (→ Cossack)			
VAP			
.....	L90/ L89CM	L9G	0,5
VASAMA			
Demn (mot.)	L86	L9G	0,5
VELOCETTE			
Viper Sport, Viper Clubman, Venom Special, Venom Sport	N4	N4G	0,5
Viper Special, Venom Clubman, Venom Endurance, 350 Scrambler, 500 Scrambler, Vee-line	N3	N3G	0,5
LE, Valiant, Vogue	Z10	Z10G	0,5
Venom Thruxton	N3	N3G	0,5
VELOSOLEX			
49 cc: 2200, 3300, Micron	L88A/ L89CM	L9G	0,5
3800, 5000 Flash, 6000 Flash	L86/ L89CM	—	0,5
Tenor, 8000	N5	N4G	0,6

	NORM.	GOLD PALL.	
[E] VESPA (→ Piaggio, Moto Vespa)			
VICOPED			
.....	L90/ L89CM	L9G	0,5
VILLA (→ mot.)			
VILLIERS			
353 cc: 28B	L82	L6G	0,5
324 cc: 3T 2 cyl. mot.	L82	L6G	0,5
250 cc: 4T 2 cyl. mot.	L82	L6G	0,5
249 cc: 2T 2 cyl. mot.	L86	L9G	0,5
246 cc: 33A, 34A, 36A	N3	N3G	0,5
31A/4S, 31A/3S, 32A, 35A, 37A	L82	L6G	0,5
2H	L86	L9G	0,5
225 cc: 1H	L82	L6G	0,5
197 cc: 6E, 7E, 8E, 9E, 10E, 11E	L82	L6G	0,5
173 cc: 2L, 3L	L82	L6G	0,5
148 cc: Mk XXXI C	L82	L6G	0,5
147 cc: 30C	L86	L9G	0,5
29C, 30C (fan cooled)	L82	L6G	0,5
122 cc: 11D	L82	L6G	0,5
8D, 9D, 10D, 12D, 13D	L86	L9G	0,5
VOSKHOD (→ Cossack)			
WESLAKE			
500 cc: Speedway mot. conversion	G56R	—	—
WSK.			
WSK175	L82	L6G	0,5
125	L82	L6G	0,5
YAMAHA			
1100 cc: XS1100	N8Y	—	0,6
980 cc: TRI	N7Y	—	0,7
920 cc: XV	N7Y	—	0,7
850 cc: XS850	N7Y	—	0,7
750 cc: TX750	N7Y	—	0,5
XS750, XS750D, GX750, XV750	N7Y	—	0,7
XJ750R, XJ750	N7Y	—	0,7
TZ750	—	N82G/ N84G	0,5
650 cc: XJ650, TX650	N7Y	—	0,7
XS1	N4	N4G	0,6
XS2	N3	N3G	0,5
XS650	N7Y	—	0,7
550 cc: XJ550	RA6Y▲	—	0,6
500 cc: HL500, IT500, SR500, TT500, XT500	N7Y	—	0,7
SC500	N3	N3G	0,5
GX500	RA8Y▲	—	0,6
TX500	A8Y	—	0,6
TZ500	—	N82G/ N84G	0,5
XS500	A8Y	—	0,7
465 cc: YZ465, IT465	N3	N3G	0,7
425 cc: IT425	N3	N3G	0,7
400 cc: DT400, DT400D	N2	N2G	0,7
Enduro/DT 400MX	N2	N2G	0,7
IT400, YZ400	N3	N3G	0,5
RD400	N3	N3G	0,7
RD400E	N2	N2G	0,7
SR400	N7Y	—	0,7
XJ400	RA6A	—	0,6
XT400	N7Y	—	0,7
XS400, GX400	N7Y	—	0,7
360 cc: DT360	N2	N2G	0,6
360RT, RT3360	N3	N3G	0,5

	NORM.	GOLD PALL.	
XS360, XS360D	N7Y	—	0,7
YZ360	N2	N2G	0,6
350 cc: R3, R5, R5B, R5F, YR	L78*	L4G	0,5
*Hard driving	L60R	L3G	0,5
RD350 → 1975 (1/2 in. reach)	L78	L4G	0,6
RD350 1976 → (3/4 in. reach)	N3	N3G	0,6
RZ350 (RD350LC)	N3*	N3G	0,7
*Hard driving	N2	N2G	0,5
TZ350	—	N84G	0,5
305 cc: YM	L82*	L6G	0,5
*Hard driving	L78/	L4G	0,5
	L60R		
250 cc: DT1, DT1 Enduro	N4	N4G	0,7
DT1-6	N57	N57G/	0,5
	N82G		
DT2 Trial, DTB	N3	N3G	0,6
DT250, DT250D	N2	N2G	0,7
Enduro/DT 250MX	N2	N2G	0,7
IT250, YZ250	—	N2G	0,5
RD250 → 1974 (1/2 in. reach)	L77J	L3G	0,5
RD250 1974 → (3/4 in. reach)	N3	N3G	0,7
RD250E	N2	N2G	0,7
RZ250 (RD250LC)	N3*	N3G	0,7
*Hard driving	N2	N2G	0,5
SR250	N7Y	—	0,7
TY250	N4	N4G	0,7
TZ250	—	N82G/	0,5
	N84G		
XS250, GX250	N7Y	—	0,7
XT250, TT250	N7Y	—	0,7
YD, YDS6, B, YDS7	L78*	L4G	0,5
*Hard driving	L77J	L3G	0,5
YZ250	—	N2G	0,5
200 cc: CS3C, Street Scrambler, CS3B	L77J	L3G	0,5
RD200 → 1975 (1/2 in. reach)	L77J	L3G	0,5
RD200DX 1976 → (3/4 in. reach)	N3	N3G	0,5
RS200	N3	N3G	0,5
YCS5E	L77J	L3G	0,5
185 cc: SR185	N7Y	—	0,7
175 cc: AG175	N4	N4G	0,7
CT1B Enduro	N57	N57G/	0,5
	N82G		
CT3	N3	N3G	0,5
DT175	N2	N2G	0,7
Enduro/DT 175MX	N2	N2G	0,7
IT175	—	N2G	0,5
TY175	N4	N4G	0,7
YCS175	L78*	L4G	0,5
*Hard driving	L60R	L3G	0,5
*Town driving	L82	L6G	0,5
YZ175	—	N59G/	0,6
	N84G		
125 cc: AT1B	N57	N57G/	0,5
	N82G		
AT2J, Trial, AT3	N3	N3G	0,6
DT125, DT125D	N3*	N3G	0,7
Enduro/DT 125E, MX	N3*	N3G	0,7
*Hard driving	N2	N2G	0,5
RD125 → 1975 (1/2 in. reach)	L77J	L3G	0,6
RD125, RD125DX 1976 → (3/4 in. reach)	N3	N3G	0,7
RDX	N2	N2G	0,6
RS125, RX125	L81Y	L4G	0,6
TY125	N3	N3G	0,7
YA5, YA6	L82	L6G	0,5
YAS, YAS2, YAS3 Street	L78*	L4G	0,5
*Town driving	L82	L6G	0,5
YB125	L86	L9G	0,6
YZ125	—	N84G	0,5

	NORM.	GOLD PALL.	
YT125	N10Y	—	0,7
TZ125	—	N82G	0,5
100 cc: AG100, DTA, LT2, LT3, Enduro (1/2 in. reach)	L78	L4G	0,6
DT100, DT100D	N3	N3G	0,7
DT100E	N4	N4G	0,5
Enduro/DT100 (1978 →)	N4	N4G	0,5
MXA	N2	N2G	0,5
RS100	L81Y	L4G	0,6
RX100	L78	L4G	0,6
YB100, YL100	L78	L4G	0,5
YL2A	L87Y	—	0,5
YZ100	—	N84G	0,5
Kart			
98 cc: 100A	—	N82G	0,5
100S	—	N84G	0,5
100J	N3	N3G	0,7
90 cc: DT90 (1/2 in. reach)	L78	L4G	0,5
DT90 (3/4 in. reach)	N3	N3G	0,7
HT1 Enduro, HS1, RD90	L82	L6G	0,6
YB90, Matern V90	L87Y	—	0,6
80 cc: 80A, FS80, GT80, GR80, 80H, TY80	L82	L6G	0,6
DT80MX, FS80SE	L82	L6G	0,5
MR80, LB80, RX80	L82	—	0,6
80G6S, G1FD, RD80MX	L78	L4G	0,5
GT-MX	L86	L9G	0,5
V80, CV80	L87Y	—	0,6
YG80	L78*	L4G	0,5
*Town driving	L82	L6G	0,5
YZ80	N2	N2G	0,7
LB80-3 (Minibike)	L86	L9G	0,5
75 cc: V75A	L82	L6G	0,5
70 cc: Mate, V70	L86	L9G	0,7
60 cc: YB60	L86	L9G	0,6
YZ60	N2	N2G	0,7
50 cc: RD, MR, GT, GR, LB, RX	L82	L6G	0,6
DT50M, DT50A, DT50MX	L82*	L6G	0,6
FS1 Series all models	L82*	L6G	0,5
*Hard driving	L78	L4G	0,5
*Town driving	L86	L9G	0,6
TY-MMJ2, JTI	L82	L6G	0,5
SA50 (Passola), SA50, S50, MA50, SB50	L89CM	—	0,6
LC50, LD50, MJ50	L89CM	—	0,6
TY50, M, P, A, H, C	L82*	L6G	0,5
*Hard driving	L78	L4G	0,5
V50MA, QA, QB, LE, LB50II, V50	L86	L9G	0,6
V50P, LB50-III	L82	L6G	0,6
YB50	L82	L6G	0,6
YZ50	N2	N2G	0,5
CV50, PW50	L92Y	—	0,6
ZANELLA			
125 cc, 100 cc: (all models)	L82	L6G	0,5
50 cc: (all models)	L86	L9G	0,5
ZÜNDAPP			
175 cc: KS175	N2	N2G	0,5
125 cc: 125 Moto-cross, 125 ISDT, KS125, Sport	L78	L4G	0,5
GS125, MC125	L77J	L3G	0,4
100 cc: 100 ISDT, Scrambler	L78	L4G	0,5
KS100	L78	L4G	0,5
80 cc: KS80, KS80 touring type 314	N2	—	0,5
75 cc: KS75	L78	L4G	0,5
50 cc: C50 Super, C50 Sport	L82	L6G	0,5
GTS50 (→ 1980)	L82	L6G	0,5
CS50 Mokick, GTS50 (1980)	N10Y	—	0,5

NORM. GOLD PALL.		 mm
CS50, GTS50 (1981 →)	N7Y —	0,5
CS25, Hai 25, ZL25, ZS25, ZX25	N10Y —	0,5
Hai 50	N7Y —	0,5
KS50 Sport, Super Sport	L78 L4G	0,5
4,6 — 5,3 HP, Cross, RS50 Super	L78 L4G	0,5
KS50 (water cooled), TT (water cooled)	N2 N2G	0,5
KS601, 50 cc, Mokick	L86 L9G	0,5
KS601, Sport	L82 L6G	0,5
Combinette, Super Combinette	L86 L9G	0,5
KS50, Super, KS50SS	L78 L4G	0,5
M50	L88A/ L9G	0,5
	L86	
Auto Mofa, Auto Moped, Mofa 25	L86/ L9G	0,5
	L89CM	
R50 (→ 1980)	L82 L6G	0,5
(1981 →)	L86 —	0,5
RS50 Super	L78 L4G	0,5
ZA25, ZA40, ZD40	L86 —	0,5
6,25 Mokick (air-cooled)	L78 L4G	0,5
(water cooled)	N2 N2G	0,5
ZWEIRAD UNION		
50 cc: RT159, RT159 Jet, RT159 Super	L78 L4G	0,5



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