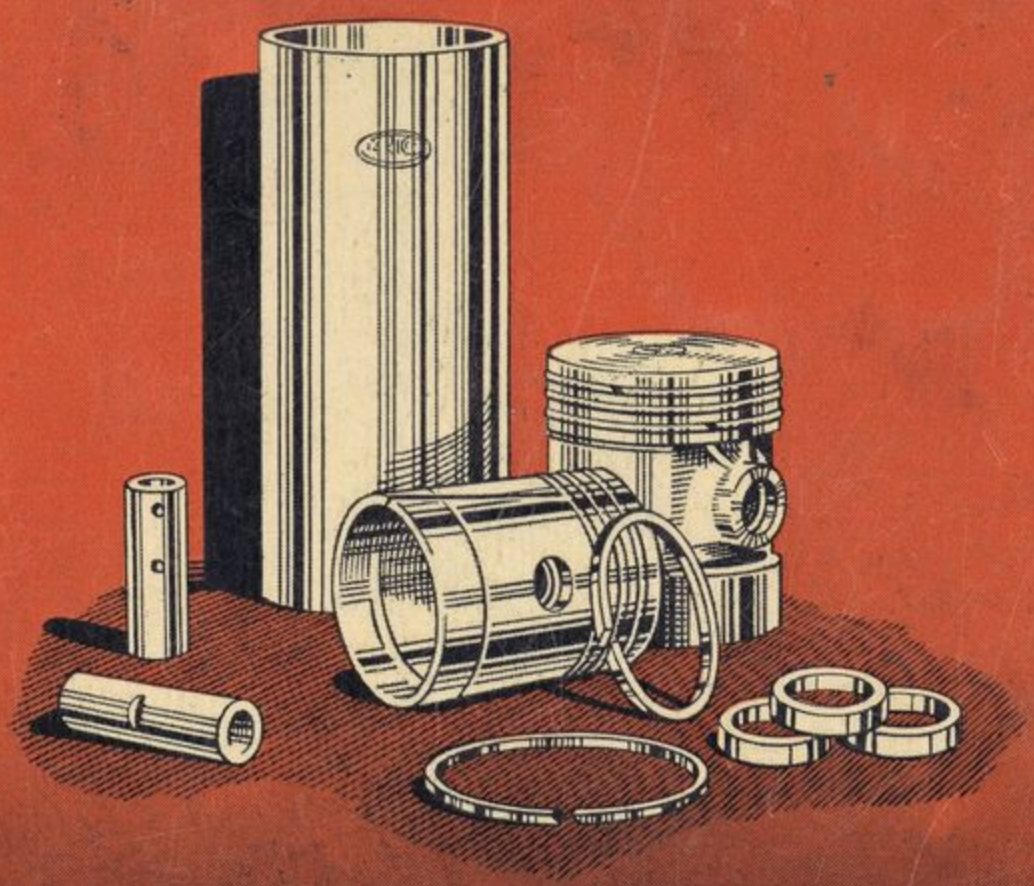


Barnstorm

BRICOVMO

PRODUCTS

BRICO TRADE MARK

PISTONS · RINGS · LINERS

COVMO TRADE MARK

COVMO

PISTONS

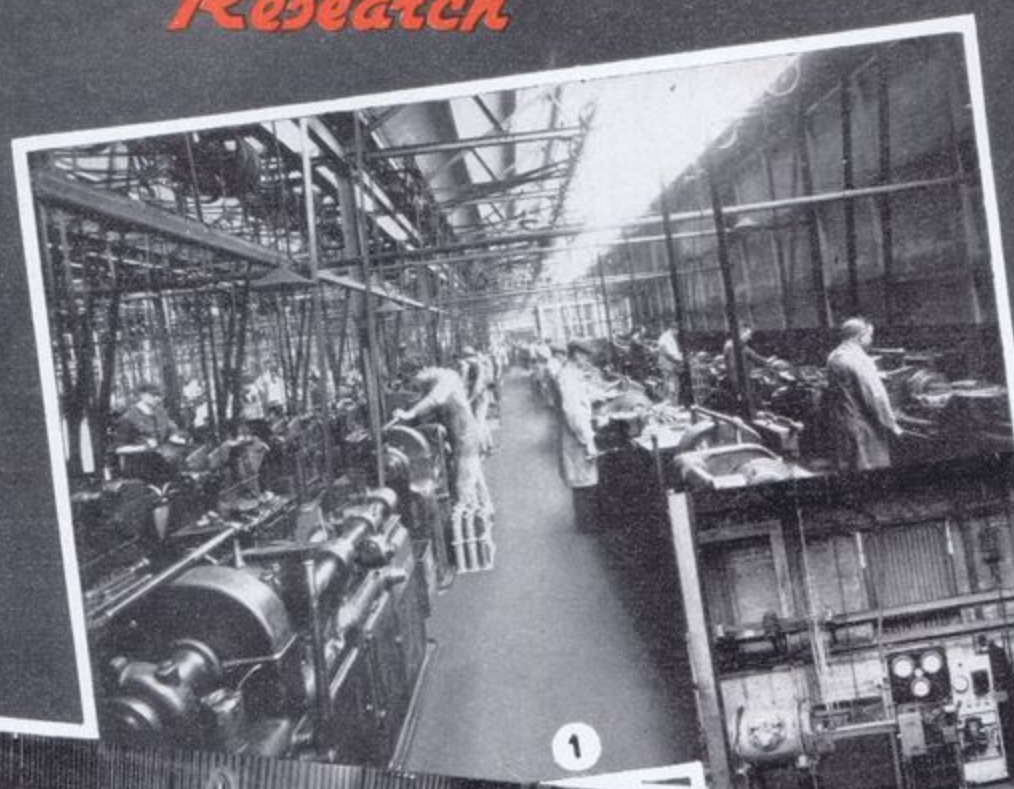
Barnstormers.co.nz

INTRODUCTION

"Covmo" Pistons are the product of an organisation which has specialised in the manufacture of high grade Pistons for over twenty years. During this period production and inspection methods have undergone continuous intensive development, while no effort or expense has been spared in gaining the technical knowledge essential as a basis for successful designs. As a result of this ceaseless quest for perfection "Covmo" Pistons retain their position in the forefront of present day Pistons.

INDIVIDUALLY TESTED

Research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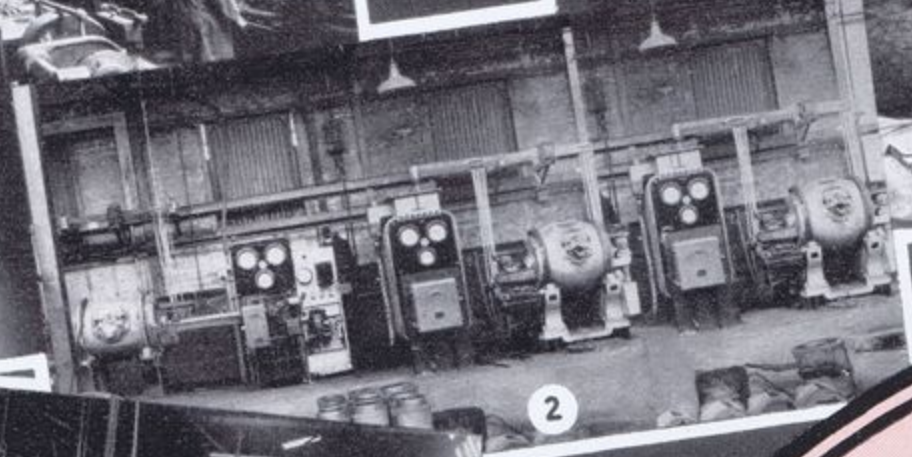
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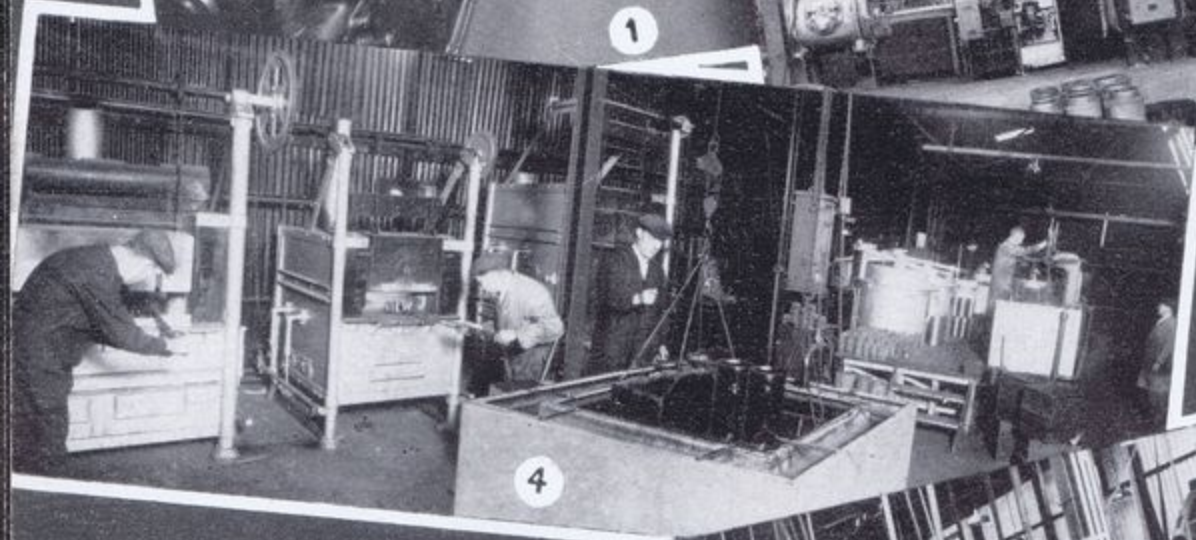
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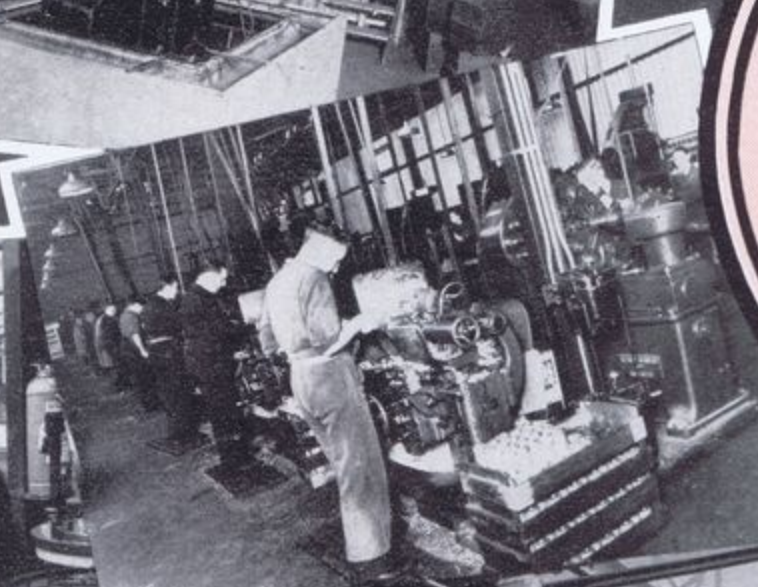
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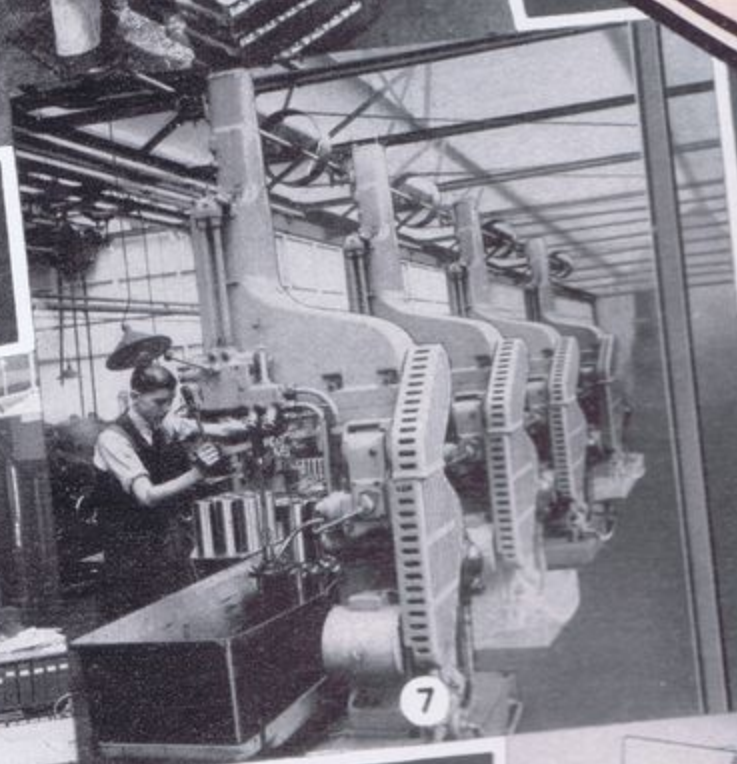
In these views we show some of the departments which help to form our organisation.

1 TURNING RINGS
2 ELECTRIC FURNACES
3 SAND FOUNDRY
4 HARDENING SHOP
5 HONING RINGS
6 TURNING PISTONS
7 HONING LINERS
8 ACCOUNTING AND COSTING OFFICES
9 PISTON DESPATCH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9

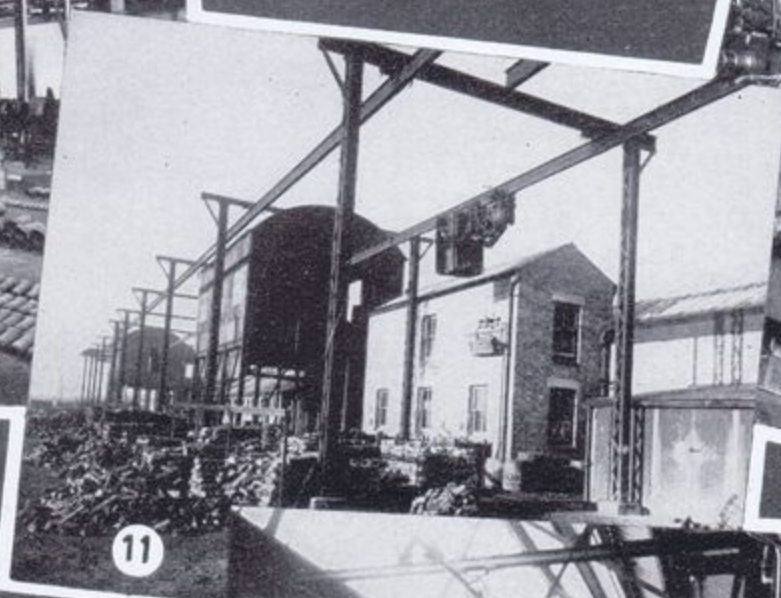
Administration

Production

CENTRIFUGAL FOUNDRY
ELECTRIC RUNWAY (Feeding the Cupolas)
PARTING OFF RINGS
TURNING & GROOVING PISTONS
JOINT GRINDING RINGS
GENERAL INSPECTION OF RINGS
CHEMICAL LABORATORY
HAMMERING RINGS
PISTON RING STORES (Row J)
SALES AND ADVERTISING

A more complete survey can be made by any of our customers, for whom we will gladly arrange a tour of inspection.


10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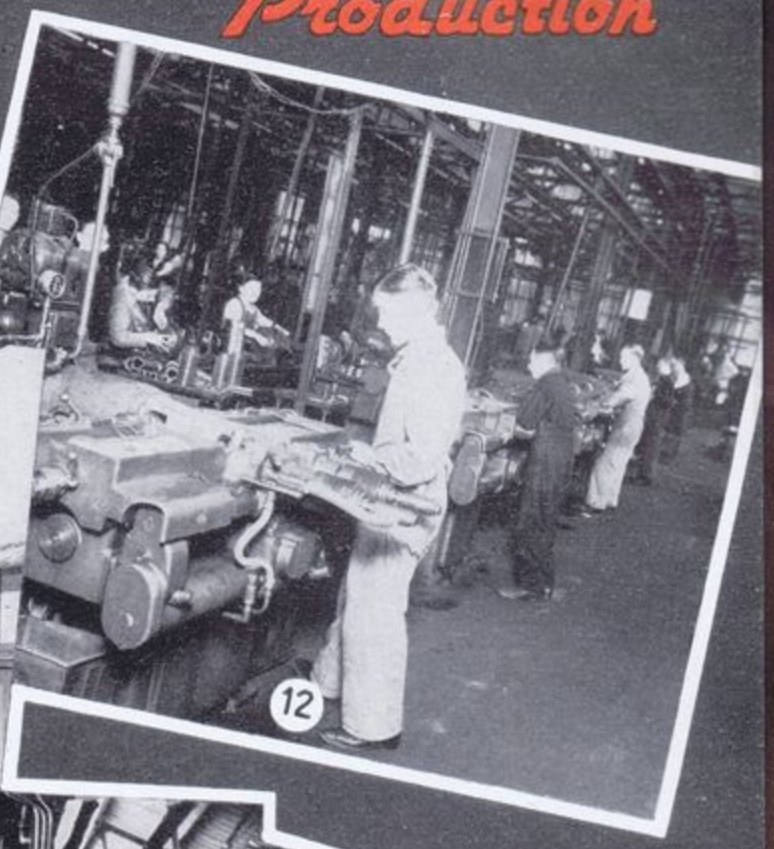
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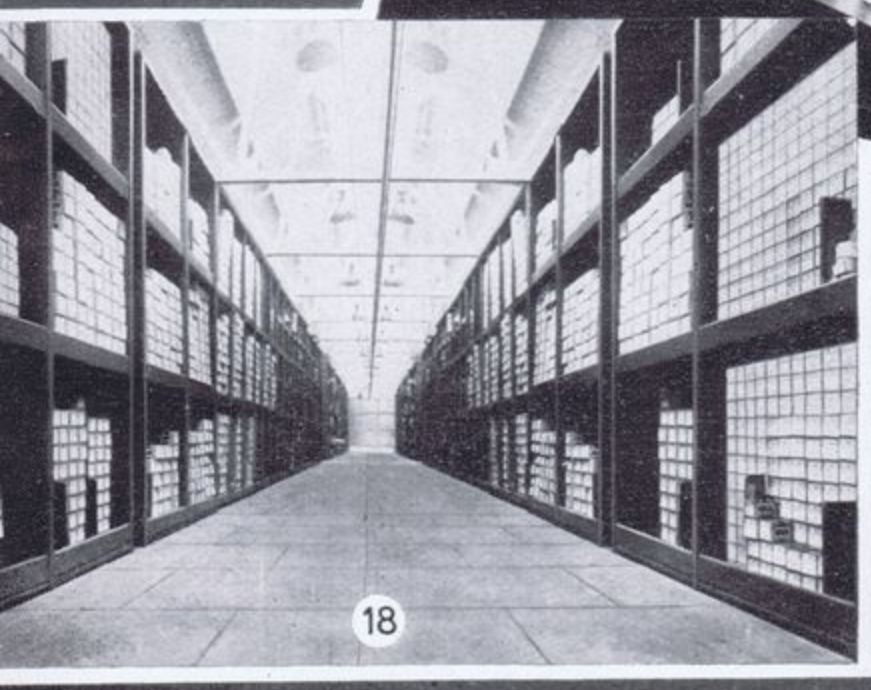
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Inspection

MATERIALS

"COVMO" CAST IRON PISTONS


COVMO

"Covmo" Cast Iron Pistons are machined from castings in the very best nickel alloy iron that metallurgical knowledge and scientific control can produce. These Pistons combine freedom from porosity with high strength and resistance to wear. In the case of certain types light weight multi-web designs are available. In all other types the weight is a minimum consistent with sections providing adequate strength and reasonable heat flow conditions.

"COVMO" ALUMINIUM ALLOY PISTONS

Engines vary considerably in regard to important details which affect the ultimate type of piston design adopted. Careful consideration must, therefore, be given to all the related factors when proceeding with the design of Pistons suitable for particular engines in order to ensure that the resulting Piston performance is perfectly satisfactory in every respect. Such factors considerably influence the general Piston design, the alloy adopted, the ring arrangement, and oil control details incorporated, and this accounts for the various designs and types of Pistons found in the "Covmo" range.

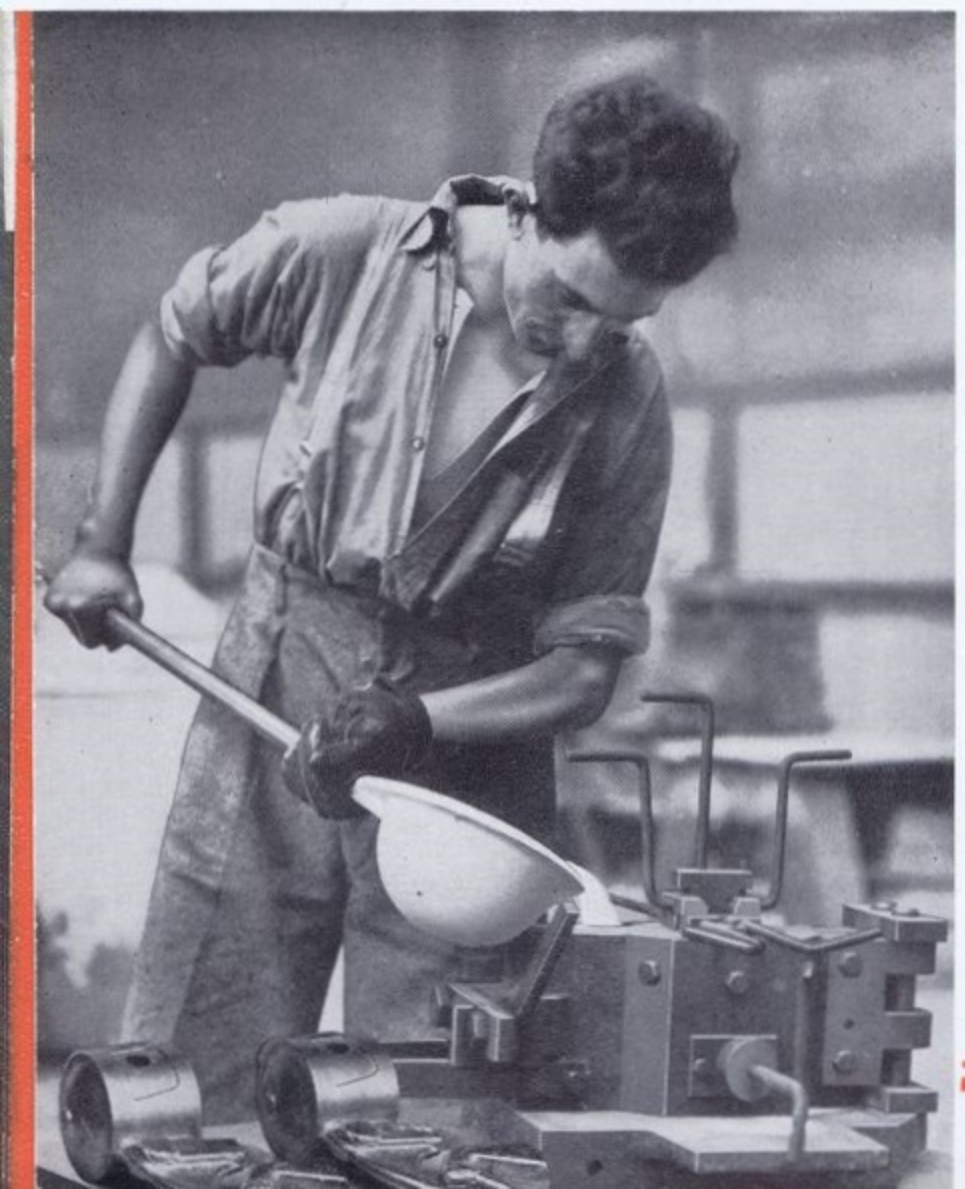
ALLOYS

In recent years operating conditions in automobile engines have greatly increased in severity and this has necessitated the development and increased use of piston materials of improved strength and surface hardness. The type of aluminium alloy used for Pistons for any engine depends on a number of factors including details in the engine design, the design of the Piston, and operating conditions. "Covmo" Pistons are produced in one of three aluminium alloys all of which have proved their satisfactory qualities under arduous conditions of service.

These three aluminium alloys are designated A.11, N.33 and S.22. The principal constituents of A.11 Alloy are aluminium, copper and iron, of N. 33 aluminium, copper and nickel, and of S.22 aluminium and silicon. The Alloys A.11 and N.33 are used to produce piston types in which minimum skirt clearances are not desirable or are permitted by virtue of details of the mechanical design. The S.22 Alloy belongs to the group having low expansion characteristics and is particularly suitable for solid skirt Car and light Commercial Vehicle Engine Pistons. Compared with other alloys N.33 retains its heat conductivity and hardness characteristics at elevated temperatures to a greater extent, and on this account this alloy is used for the production of all high duty Pistons including most motor cycle and all racing and Diesel types.

All aluminium alloy Castings used in the manufacture of "Covmo" Pistons are heat treated, the heat treatment being varied to suit the particular alloys and also to develop the precise properties to values on which their applications to particular Pistons depends.

All "Covmo" Pistons are stamped with the number of the alloy in which they are produced so that the material can be identified for purposes of checking the appropriate clearances.


Die casting in progress.

COVMO TRADE MARK

DESIGN

THE PRINCIPAL PROPERTIES OF "COVMO" PISTON MATERIALS

MATERIAL.	Aluminium Alloys.			Cast Iron.
	A.11.	N.33.	S.22.	
Tensile strength, tons per sq. in.	15—18	17—22	16—18	17—19
Brinell hardness	105—140	95—110	125—150	200—220
Co-efficient of expansion, per °C.	.000024	.000022	.000018	.000011
Co-efficient of thermal conductivity	0.35	0.40	0.35	0.13
Specific Gravity	2.9	2.8	2.65	7.3

"COVMO" STANDARD ALUMINIUM ALLOY PISTONS

This range consists mainly of Pistons conforming to two designs, the straight side solid skirt, and the recessed side split skirt types.

1. **The straight side solid skirt Piston.** On account of its inherent strength this type of Piston is very popular for practically all types of engines, including Car, Commercial Vehicle and Motor Cycle engines, and also Diesel engines. The most important group of Pistons of this type is the range of oval ground low expansion alloy solid skirt Pistons which are available for popular car and light commercial vehicle engines. Pistons in this range combine strength and lightness with the ability for being fitted closely and with greatly reduced danger of seizure and picking-up troubles.

2. **The recessed side split skirt Piston.** This type of Piston has always been a popular design with American engine manufacturers, and most Pistons for these engines are of this type. It combines the ability for close fitting with a piston structure of good mechanical strength, the recessed sides of which permit the connecting rod thrust to be transmitted directly from the gudgeon pin to the cylinder wall.

"COVMO" MARK SS PISTONS

This Piston is of the straight side reinforced split skirt type, and is the ideal replacement Piston for car and light commercial vehicle engines. It is easy to fit, although "cast iron clearances" are provided, and the design is such that, as the danger of seizure is eliminated, little running-in is necessary. This Piston is the only type likely to give satisfactory results in engines in which the cylinder bores are prone to distortion, a condition which is known to exist in many engines to-day.

DESIGN

"COVMO" DIESEL ENGINE PISTONS

All "Covmo" Diesel Engine Pistons are of the plain solid skirt type. They are characterised by robust proportions which are more than adequate to withstand the loading imposed on them and to promote satisfactory conditions of heat flow. These Pistons are produced from heat treated N.33 Alloy Castings, which receive the most careful attention at every stage in their production and heat treatment. Special consideration is also given to the Piston Ring specification in order to combine efficient sealing of the high compression and combustion pressures with adequate oil control in the interests of oil mileage and satisfactory piston skirt lubrications.

CAM GRINDING

All "Covmo" solid skirt car, commercial vehicle, Diesel engine Pistons, and certain Mark SS Pistons are oval or cam ground on the skirt diameter, *i.e.*, additional clearance is provided, this being a maximum on the gudgeon pin boss centre lines. This provision is in the nature of an additional safety margin against seizure and picking-up troubles, in that space is provided for excess expansion which may be necessary under conditions of close fitting. The degree of ovality varies from .004-in. to .008-in. (measured on the diameter) according to the piston size.

PISTON RINGS

"Brico" Piston Rings are supplied as standard equipment to all "Covmo" Pistons.

In the case of all Pistons specified with slotted scraper Rings, "Brico" Maxigroove Scraypoil Rings are supplied and fitted as standard equipment.

Except in special cases practically all "Covmo" Pistons are supplied with the Rings fitted to same. These Rings have been inspected for gap and need no further attention.

CODE FOR PISTON TYPES

COVMO TRADE MARK

TO USE THIS DIRECTORY

Page P13 and onwards in this Section contains particulars of some of the Pistons and Gudgeon Pins which we stock and which are suitable for popular types of Cars, Motor Cycles, Commercial Vehicles, Tractors, Lighting Sets and Marine Engines. The details given have been most carefully compiled, but due to printers' errors, etc., we cannot take responsibility for any inaccuracies or omissions which may appear.

Only the **most popular** types of Pistons and Gudgeon Pins that we make are listed in this Directory. We can supply numerous less popular pistons which have been omitted. **New types** of pistons are also added daily to our stocks. For such reasons it is impossible to make this Directory complete and final, and we would emphasise that the non-appearance in the following pages of a required piston **does NOT indicate that we do not stock it.**

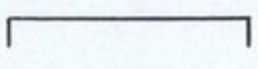
PISTON CLASSIFICATION.

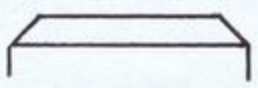
The letters which appear under the heading "Type of Piston" comprise a method of completely describing the piston. They are very easy to decipher if it is remembered that the **first two** letters indicate **the shape of the head** of the piston, the **third** letter indicates **the shape of the skirt** and the **remaining letters**, if any, indicate the **additional features**

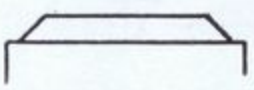
For example, the Austin 7 type of piston is described as FLOB ; the first two letters FL indicate the flat top, the third letter O indicates the ordinary straight sided skirt, and the additional letter B indicates the bottom skirt ring. FLOB thus means flat top, straight sided, bottom skirt ring.

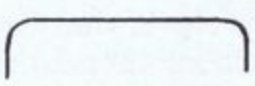
The following is a complete key to the "Type of piston" :—

The first two letters indicate the shape of the top, thus :—


FL, flat


FB, flat bevelled.

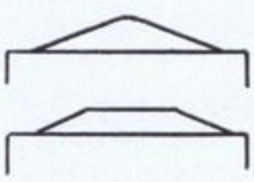

FS, flat stepped.

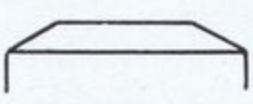

FR, flat radiused.

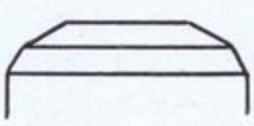

FT, flat tilted.

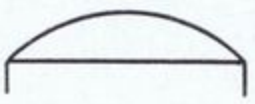

FU, flat "up and down", or undulating.


KO, conical.


KS, stepped conical.

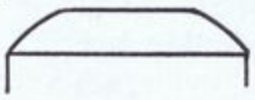

KT, truncated conical.


KK, double conical.

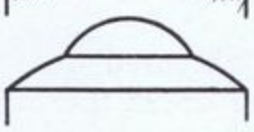

DO, domed.

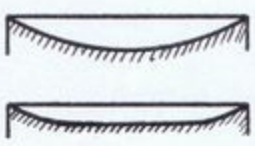

DS, domed stepped.

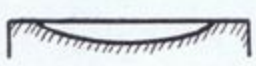

DR, domed radiused.


DT, domed truncated.


DC, domed concave.


DD, double domed.


CO, concave.

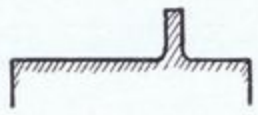

CS, concave stepped

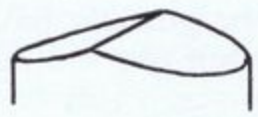

CR, concave radiused.


CD, concave domed.


CB, concave bevelled


TS, two-stroke.


TL, lipped two-stroke.


DP, prismatic dome.


DE, elongated dome.

FQ, flat, not classified above.

CQ, concave, not classified above.

DQ, domed, not classified above.

FITTING

NOTES ON FITTING

In **"Covmo" Pistons** we aim to provide the highest possible standard of quality In regard to design, material, accuracy, and finish. Satisfactory results, however, depend to an equal degree on the correct and careful workmanship applied in fitting the Pistons in an engine.
In the following notes attention is drawn to certain points, the observance of which will eliminate possible sources of dissatisfaction :—

(*A*) **Skirt Clearances.**—Bore out to the exact oversize intended +.0005″, —.000″, *i.e.*, no minus variation should be permitted. Do not ignore the fourth decimal figure when working in inches. Narrow type feeler gauges should only be used in checking the clearance to ensure that the micrometers are retaining their accuracy. Skirt clearances as per details on Page P 12 are already allowed on all "Covmo" Pistons, except where special clearances have been found necessary to meet particular engine conditions. By boring the cylinders as suggested above, the correct clearances will be obtained automatically.

(*B*) **Piston Rings.**—Practically all "Covmo" Pistons are supplied with the rings fitted to same ; the ring gaps have been checked, and need no further attention. In special cases, however, the rings may be supplied loose or in envelopes, and the ring gaps should be checked with the rings in the bores. These should be not less than .002″ per inch diameter in water cooled engines, and .004″ per inch diameter in air cooled engines. It is safer to allow too much rather than too little.

(*C*) **Gudgeon Pins.**—Always warm aluminium Pistons by immersion in hot water or oil when fitting or removing the gudgeon pin, thereby avoiding distortion of the Piston and possible damage to the pin holes. Use plenty of genuine Colloidal Graphite running-in compound when assembling gudgeon pins and connecting rods in Pistons. This ensures lubrication until the normal means of lubricating the pin or the small end bush begin to function.

(*D*) **Split Skirt Pistons.**—Take care to assemble split skirt Pistons correctly. The split should be on the right hand side of the engine when standing at the front of the car facing the radiator.

(*E*) **Misalignment.**—Bent and/or twisted connecting rods are very common sources of trouble, although they are not the only cause of misalignment of a piston in the cylinder bore. Each assembly of piston and connecting rod should be carefully aligned prior to fitting. It is, of course, equally important that the cylinders be bored exactly at right angles to the crankshaft, while care should be exercised when taking up big end bearings on worn crank pins. Check the alignment of each Piston after assembly in its cylinder bore by testing the top land clearance above each end of the gudgeon pin. This is the only practical method of assuring correct alignment under operating conditions.

(*F*) **Cylinder Bore Finish.**—Many complaints of over-oiling and excessive wear arise which can be traced back to the initial finish of the cylinder bore. It is most important, therefore, that the smoothest possible finish be given to the cylinder bores. On this account we recommend the carrying out of a second operation on rebored cylinders with a view to providing a finely polished bore surface. This is the only way abrasive damage to Piston Rings and resulting over-oiling troubles can be avoided. It is also most important that the re-assembled engine be **entirely free from any dirt or foreign matter.**

(*G*) **Running-in.**—If the best results are to be obtained a running-in period must be observed to give the Pistons and rings opportunity to bed down to the cylinder bores. The radiator system should be filled with warm water prior to the initial start and the engine allowed to run light at 600/800 r.p.m., the water temperature being allowed to remain fairly high, *i.e.*, 160/180°F. This ensures the designed skirt clearance being rapidly approached and the danger of seizure avoided. The addition of genuine Colloidal Graphite running-in compound to the lubricant in the sump is recommended.

(*H*) **Alternative Piston Designs.**—In the case of certain popular types, alternative Pistons both as regards design and/or ring arrangements are available. This enables some discrimination to be made according to the condition of the engine, and the service to which it will be subject. Pistons with maximum oil control such as the "Covmo" Mark SS type, and also those oval ground Lo-ex solid skirt Pistons which are equipped with skirt oil control rings, have been designed for fitting in engines, the mechanical condition of which is such that Pistons with a normal ring arrangement are not likely to provide satisfactory oil consumption. Maximum oil control Pistons will usually be found necessary in engines in which the crankshaft bearings have not been reconditioned. In cases when the crankshaft has been reground and all the bearings renewed, skirt ring type Pistons are not so necessary.

NOTE.—A leaflet is enclosed in every carton giving brief fitting instructions and the skirt clearance applicable to the pistons contained in the carton

COVMO TRADE MARK

CODE FOR PISTON TYPES

EXAMPLES OF DESCRIPTIVE LETTERS

CSOXS

FLOXS

DOOXS

FLOS

FLOS

FLO

FLOS

FLRS

FLO

FLOB

FLRX

FBOV

CODE FOR PISTON TYPES

COVMO TRADE MARK

PISTON CLASSIFICATION— *Continued*

The third letter indicates the shape of the skirt, thus :—

- O Plain ordinary (straight sided) skirt, *e.g.*, Austin 7 type, etc.
- R Recessed sided, *e.g.*, Morris 1927-31 type, Chrysler type, etc.
- P Pinced bosses, *e.g.*, Albion 30/60 type, etc.
- E Recessed or flattened sides, the recess reaching right down to the bottom edge of piston *e.g.*, J.A.P. 1929, 2¾ O.H.V. type, etc.
- S Slipper or semi-slipper type, *e.g.*, Norton aluminium 16H type, etc.
- W Waisted, *e.g.*, Norton 16H, cast iron type, etc.
- D Double diameter, *e.g.*, Dunelt K Model type, etc.

The remaining letters indicate the additional features, thus :—

- B Bottom skirt ring (skirt ring situated nearer to bottom of piston than to gudgeon pin), *e.g.*, Austin 7 type.
- S Skirt ring (situated nearer to gudgeon pin than to bottom edge of skirt), *e.g.*, Model T Ford type.
- X Split skirt, *e.g.*, Model A.A. Ford type (NOT the old Humber types of skirt with several saw slots).
- R Retaining ring round piston for securing gudgeon pin, *e.g.*, Guy Commercial Vehicle types.
- V Valve clearance on head, *e.g.*, several B.S.A., O.H.V. types.
- F Flywheel or similar clearance on skirt, *e.g.*, Triumph ST, TT, CTT, CTC types, Singer Super Six type, etc.
- C Connecting rod clearance.
- I Ports and similar clearance in two stroke pistons, *e.g.*, Villiers 127 c.c. type, etc.
- H A hole or holes in skirt, *e.g.*, Fiat 9 type, etc.
- Q Slot for split pin for Q type gudgeon pin.
- K Bushed gudgeon pin bosses, *e.g.*, Wolseley 16/45 type, etc.
- U Undercut round skirt.
- Z Offset bosses.
- L Long and short bosses.
- T T Slot.

EXAMPLES

FLOS	Flat topped, straight sided, skirt ring (Austin 7 type, 1923-6).
FLOKZ	Flat topped, straight sided, bushed, offset bosses (several Buick types).
FLR	Flat topped, recess sided (Morris Commercial types, 1928-31).
FLRX	Flat topped, recess sided, split skirt (Essex Super Six type).
FLRBLCH	Flat topped, recessed sided, bottom skirt ring, long and short bosses, connecting rod clearance, holes in skirt (Riley type 10.8 H.P., 1919-25).
FTOS	Flat tilted top, straight sided, skirt ring (Humber 9 type).
DOOV	Domed top, straight sided, valve clearance (Rudge 1929, 250 c.c. O.H.V. type).
DORV	Domed top, recessed sided, valve clearance (A.J.S. type model R7 and S7).
DEOF	Domed elongated top, straight sided, flywheel clearance (Ariel type model S.G.31).

Photomicrograph.

DROV Domed radiused top, straight sided, valve clearance (Calthorpe 3½ O.H.V. 1925-7 type).

DOOS Domed top, straight sided, skirt ring (Fordson 1929 type).

DOS Domed top, slipper type (Norton Aluminium 16H type).

DRR Domed radiused top, recessed sided (Norton 16H 1930-31 type).

DSRFV Domed stepped top, recessed sided, flywheel clearance, valve clearance (Norton 1931 CS1 type).

KTOX Conical truncated top, straight sided, split skirt (Matchless 2.46 type).

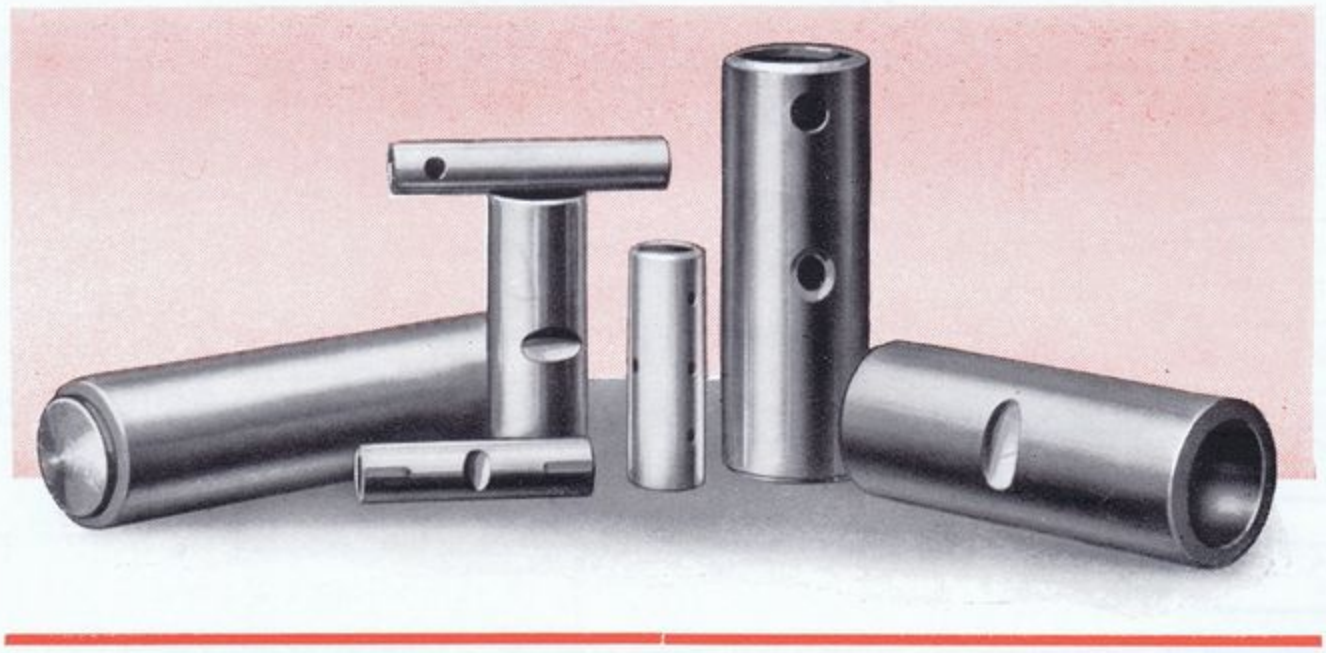
KOOKH Conical top, straight sided, bushed, holes in skirt, (Wolseley 15 H.P. 1923-8 type).

CSOXS Concave stepped top, straight sided split skirt, skirt ring (Leyland Lion type).

CBOB Concave bevelled top, straight sided, bottom skirt ring (Maudslay 45/120 type).

CODE FOR GUDGEON PIN TYPES

GUDGEON PINS

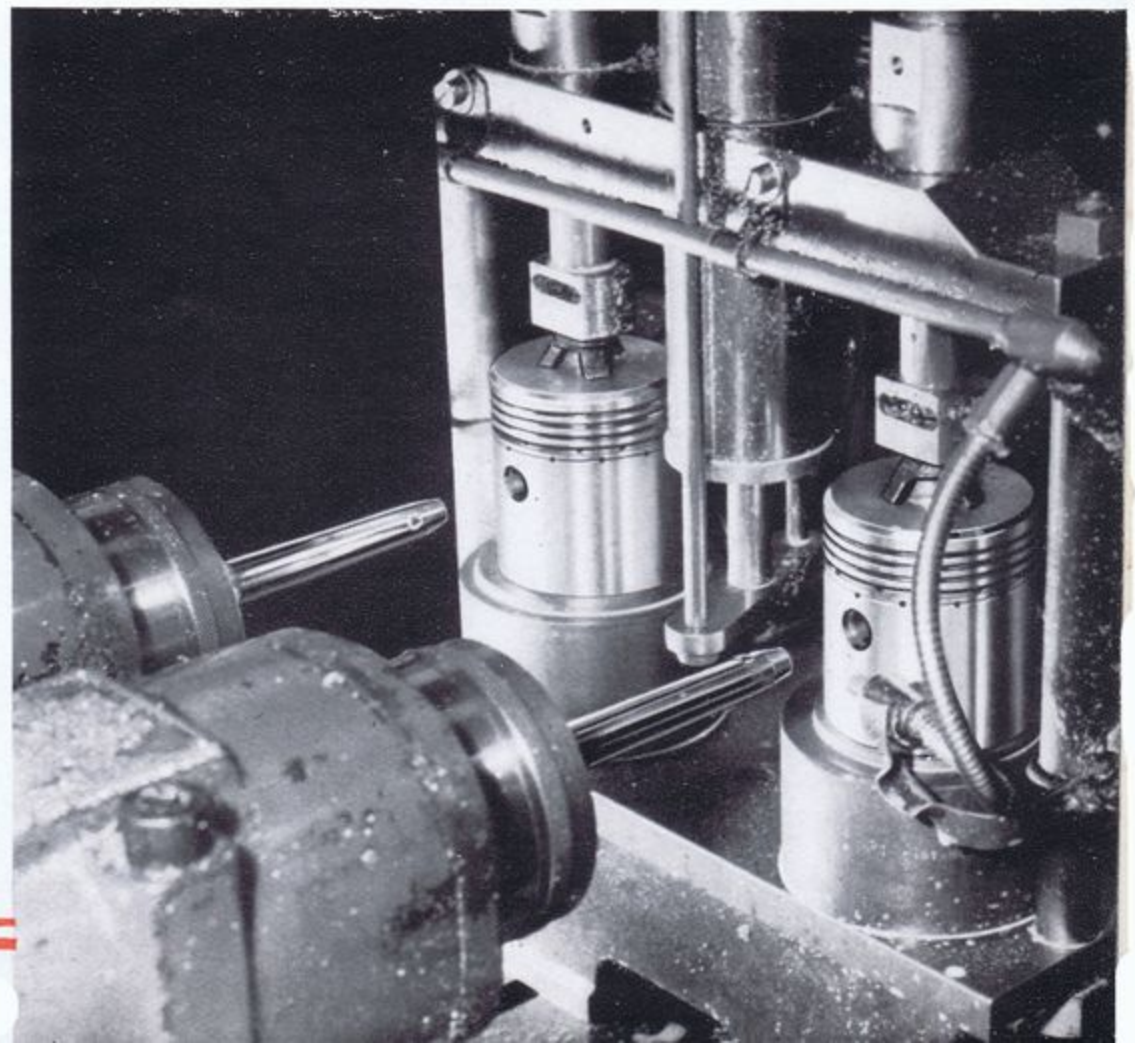


"Covmo" Gudgeon Pins are produced in a separate section of our Works equipped with machine tools specially suited for this type of product.

The steel used in manufacturing the majority of "Covmo" Gudgeon Pins has been adopted after careful research, and while conforming to the 2S14 Specification the chemical composition is held to much closer limits in the interests of maintaining a uniformly high quality. This quality is judged on the basis of freedom from chemical impurities, and from seams and slap streaks, strength of core, and consistency in producing a hard and tough case in the hardening process. This standard of quality is rigidly adhered to, the slightest deviation resulting in the rejection of the steel in question.

In special cases nickel case hardening steel and high tensile nickel-chromium case-hardening steel, to official Specifications of the British Standards Institute, are also used.

"Covmo" Gudgeon Pins are case-hardened by a special process. This is well adapted for very close control by thermo-coupled pyrometers, and thus enables the production of pins of consistently high quality. Pins from every batch are broken for examination of the fracture, and checked for hardness of the case. The heat treatment is further checked at regular intervals by examining polished sections of sample pins under the microscope.



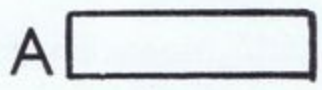
Diamond Boring Gudgeon Pin Holes

CODE FOR GUDGEON PIN TYPES

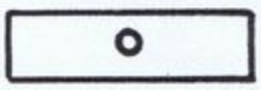
COVMO TRADE MARK

GUDGEON PIN CLASSIFICATION

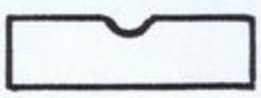
The **first** letter in the gudgeon pin reference number indicates the type of the pin as follows :—

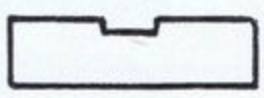


A — Plain pin.

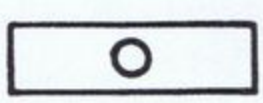


B — With one or more oil holes in the middle.

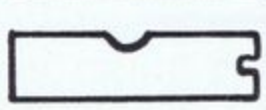




C — Clamped in conn. rod.

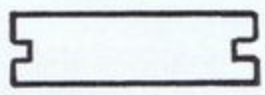


D — Soft centred pin with taper pin hole.

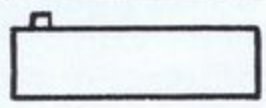


E — Clamp type pin with screwdriver driver slot in end.

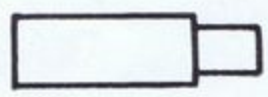
H — Centre groove con. rod fixing



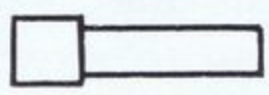
J — Slotted ends or stepped ends for retaining ring.



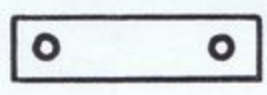
K — Pegged.



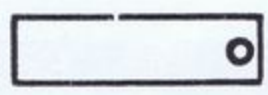
L — Double diameter pin, with the large diameter the longer.



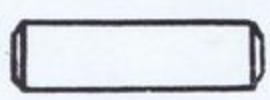
M — Double diameter pin with the middle diameter the smaller.



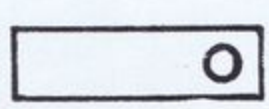
O — Oil holes in ends.



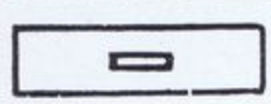
Q — With a hole or holes for split pin.



R — Radiused ends for retaining ring.



S — Set pin or similar fixing (excluding Q type).



W — Fixed in connecting rod with Woodruff key.

The **remaining** letters in the reference number indicate the additional features, thus:

B	Indicates an oil hole or holes in the middle of the pin.
C	Indicates circlip fixing.
CC	Indicates circlips fixed on the projecting ends of the gudgeon pin.
E	Indicates a screwdriver slot in the end of the pin.
F	Indicates a flat.
G	Indicates an oil groove or grooves.
K	Indicates a peg.
O	Indicates oil holes in the ends.
PP	Indicates a large pad one end.
R	Indicates retaining ring fixing.
X	Indicates a solid pin.
Y	Indicates solid one end.

EXAMPLES:

AC	Plain pin with circlip fixing.
AP	Plain pin with end pads.
APP	Plain pin with large pad one end.
AR	Plain pin with retaining ring fixing.
ACC	Plain pin with circlips fixed on the projecting ends of the pin.
AGP	A plain pin with oil groove and pads.
AXR	A plain solid pin held in position by retaining ring round the piston.
BGP	Pin with oil hole in the middle and oil groove, with end pads.
COG	Clamp type pin with oil grooves and oil holes in the ends.
LS	L type pin with set pin fixing.

The **last two** figures in the reference number indicate the approximate overall length of the pin in millimetres.

PRICES • KEY to ABBREVIATIONS

PRICES

Full stocks of almost every Piston listed are maintained in standard size and plus .003″, .010″, .020″, .030″, .040″ and .060″ oversizes. In addition Austin, Ford and Morris types are stocked in plus .005″, .015″, .025″ and .050″ oversizes.

Non-standard oversizes to the above schedule are charged at list price plus 10 per cent.

Pistons fitted with oversize Gudgeon Pins are charged at Piston list price plus 20 per cent.

A charge of 3/- per Piston is made for alteration to existing stock types.

Prices for Pistons of any type or for any purpose and to customers' designs or patterns, or designs prepared by us, on application.

Oversize Gudgeon Pins for listed types are charged at Gudgeon Pin list price plus 25 per cent.

Prices for Special Gudgeon Pins, on application.

Circlips in Chrome-Vanadium Steel are supplied in sizes from ½″ pin diameter at 2/6d. per dozen to 1½″ pin diameter at 5/- per dozen.

KEY TO ABBREVIATIONS

Type of Piston and Gudgeon Pin.—For explanation of the descriptive letters see Pages P 6 to P 10.

Abbreviations.

Piston length is the overall length of the Piston. Comp. Centres—Compression Centres—is the length from the highest point of the head to the centre of the gudgeon pin.

C.1 = Cast Iron. A.11, N.33 and S.22 = Aluminium Alloys—See Page P 2.

Rings.—MAX. = "Brico" Maxigroove. MAX. P. = Pegged Maxigroove. St. = Stepped Scraper. Sbp. = Pegged Stepped Scraper. P. = Pegged.

A = Prefix to Piston Ref. Number indicating Covmo Standard Aluminium Alloy Pistons.

S = Prefix to Piston Ref. Number indicating Covmo Mark SS Pistons.

T = Prefix to Piston Ring Specification indicating High Radial Pressure Rings.

Part of Casting Stores.

SKIRT CLEARANCES

COVMO TRADE MARK

CLEARANCES ON SKIRT DIAMETERS

Two ranges of skirt clearances or aluminium alloy Pistons are given below :—
"Standard" Clearances are applicable to the Alloys A.11 and N.33, while "Low Expansion" Clearances apply to pistons produced in S.22 Alloy.
As indicated on Page P5 these clearances are allowed on the skirt diameter, and are detailed here for checking purposes only.
It should be noted that in all "Covmo" Pistons the skirt diameter is tapered slightly from the bottom to the top, the amount of this taper varying from .0005″ to .002″ according to the type, diameter and length of the Piston. In addition "Covmo" solid skirt Pistons are oval ground on the skirt diameter, this ovality being a maximum on the gudgeon pin boss centre lines. The degree of ovality varies from .004″ to .008″ according to the piston diameter. In all cases the clearances tabulated below refer to the skirt diameter across the thrust bearing surfaces, and near the bottom of the skirt.

STANDARD CLEARANCES.

BORE.	Per 1″.	2″.	3″.	4″.	5″.
Solid Skirt Water Cooled ...	.0014	.0028	.0042	.0056	.0070
Solid Skirt Air Cooled ...	.0022	.0044	.0066	.0088	.0110
Solid Skirt Two Stroke ...	.0028	.0056	.0084	.0112	.0140
Split Skirt Water Cooled ...	.0008	.0017	.0025	.0034	.0042

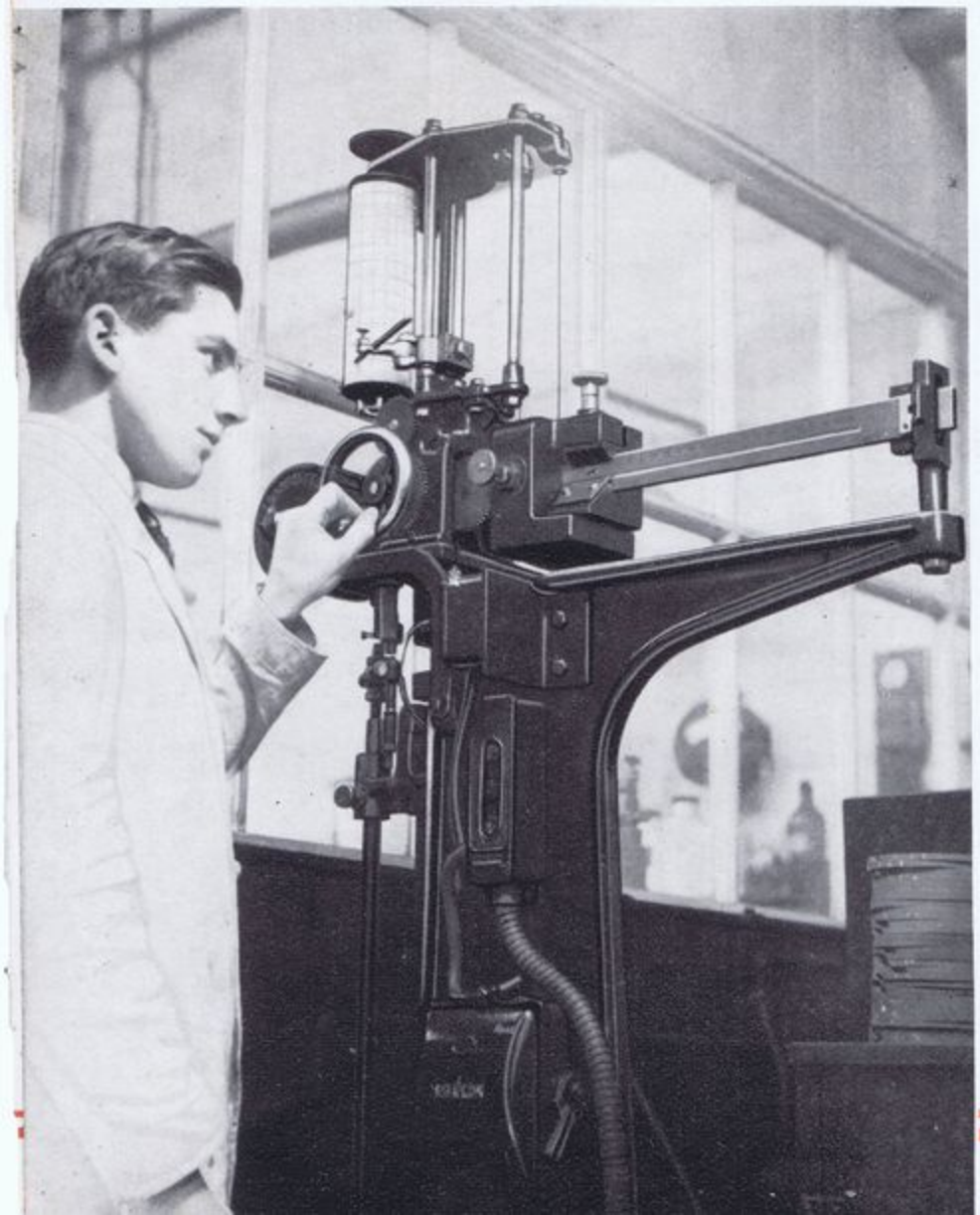
LOW EXPANSION CLEARANCES.

BORE.	Per 1″.	2″.	3″.	4″.	5″.
Solid Skirt Water Cooled ...	.001	.002	.003	.004	.005
Solid Skirt Air Cooled ...	.0016	.0033	.0049	.0066	.0082

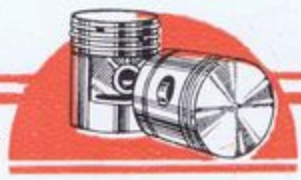
CAST IRON CLEARANCES.

BORE.	Per 1″.	2″.	3″.	4″.	5″.
Water Cooled ...	.0008	.0017	.0025	.0034	.0042
Air Cooled ...	.0011	.0022	.0033	.0044	.0055

NOTE.—A leaflet is enclosed in every carton giving brief fitting instructions and the skirt clearance applicable to the pistons contained in the carton.



Tensile Test



COVMO TRADE MARK

PISTONS

PISTONS MOTOR CYCLES

Make and Year.	Model.	PISTON Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	RINGS No. and Width of Rings.	Price Complete	PIN Dia.	Type and Ref. No.	Price.
A.B.C.													
1919-22	3 h.p.	A11	**A1114**	CSO	2	2.700	1¾	⅞	3–3/32	**19/–**	7/16	AP11169	**2/2**
A.J.S.													
	250cc, OHC	A11	**A3040**	DOOV	1	62	71	43½	3–1½	**18/–**	11/16	AC17452	**1/10**
1935-6	246 c.c., OHV, 35/12 36/12, 35/22, 36/22	N33	**A3122**	KTOV	1	2 15/32	2 29/32	1 7/16	3–1/16	**14/6**	⅞	AC22251	**2/4**
1928-9	248cc, SV, K12, M12 ...	N33	**A1312**	DSOB	1	65	77	44	4–1½	**17/–**	9/16	AC14357	**1/10**
1931	248cc, SV, S12, Twin S3	A11	**A2048**	FSOB	1/2	65	73	46½	4–1½	**17/6**	9/16	AC14357	**1/10**
1930-3	248cc, OHV, 33-12, R, S, T12	N33	**A1393**	DOOSV	1	65	80	52	4–1½	**17/–**	9/16	AC14355	**1/10**
1930-3	248cc, OHV, High Comp. 33-12, R. S, T12	N33	**A1462**	DORV	1	65	89	61	3–1½	**18/–**	9/16	AC14357	**1/10**
1935-6	347cc, OHV, 35, 36-16 ... 35-26, 36-26	N33	**A3091**	KTO	1	2 23/32	3 7/16	1½	3–1/16	**16/–**	⅞	AC22257	**2/6**
1930-1	346cc, OHC, Low Comp., R7, S7, M7, T7	N33	**A1456**	DSRV	1	70	70½	38½	3–1/16	**18/–**	¾	AC19144	**2/2**
1930-1	346 cc, OHC, High Comp R7, S7	N33	**A1458**	DORV	1	70	81	49	3–1/16	**20/–**	¾	AC19144	**2/2**
1934	346cc, OHC	N33	**A3116**	DOOV	1	70	67½	37½	2–3/64, 1–⅛ Max.	**20/–**	⅞	AC22259	**2/6**
1914-22	2¾, 6 h.p.	C.I.	**F37**	FLOQ	1/2	74	3 7/32	1½	2–3/16	**16/–**	⅝	Q15869	**2/–**
1921-2	2¾ h.p., Sports	C.I.	**F509**	FBOQ	1	74	2¼	1 3/16	4–1½	**18/–**	⅝	Q15869	**2/–**
1923	349cc, B4	A11	**A982**	FBO	1	74	3	1 9/32	4–1½	**17/6**	⅝	AC15866	**2/6**
1923-4	349cc, OHV, Sports, B3, B4	A11	**A1066**	DSOF	1	74	75	38	4–1½	**17/6**	⅝	AC15866	**2/6**
1923-4	349cc, OHV, High Comp, B3, B4	N33	**A1392**	DSOV	1	74	2 27/32	1⅞	3–1½	**18/3**	⅝	AC15866	**2/6**
1923-7	799cc, SV, Twin D, E, G, H, 1, 2	A11	**A952**	FSOS	2	74	3 5/16	1 19/32	4–1½	**18/3**	⅝	AC15866	**2/6**
1925-7	349cc, OHV, E, G, H, 6, 7	A11	**A962**	FSOS	1	74	64	31	4–1½	**18/3**	⅝	AC15866	**2/6**
1920-7	349cc, SV, B5, E, G, H, 4, 5	N33	**A953**	FSOB	1	74	3 3/32	1⅜	4–1½	**16/–**	⅝	AC15866	**2/6**
1925-7	349cc, OHV, High Comp, E, G, H, 6, 7	A11	**A1064**	DSOSV	1	74	68	35	4–1½	**16/8**	⅝	AC15866	**2/6**
1925-7	349cc, OHV, Extra High Comp, E, G, H, 6, 7	A11	**A1340**	DSOV	1	74	75	41	3–1½	**18/–**	⅝	AC15866	**2/6**
1928	348cc, OHV, High Comp, K6, 348cc, OHC, K7 M6. M7	A11	**A1481**	DROV	1	74	81½	43	3–1½	**18/6**	⅝	AC15866	**2/6**
1928	349cc, SV, K3, 4, 5 ...	N33	**A1328**	DSOB	1	74	87½	44	4–1½	**18/–**	⅝	AC15866	**2/6**
1928-9	349cc, OHV, M6, K7 ...	N33	**A1353**	DSOSV	1	74	2 15/16	1 7/16	4–1½	**18/–**	⅝	AC15866	**2/6**
1928-9	349cc, OHC	A11	**A1479**	DRO	1	74	83½	45	2–1½	**18/–**	⅝	AC15866	**2/6**
1929	349cc, SV, M3, 4, 5 ...	N33	**A1383**	DSOB	1	74	3 25/32	2 7/32	4–1½	**16/–**	⅝	AC15866	**2/6**
1928-9	349cc, OHV, K, M, 6, 7 349cc, OHC	N33	**A1395**	DSRV	1	74	2 31/32	1 15/32	3–1½	**16/–**	⅝	AC15866	**2/6**
1930	349cc, SV, R5, T5 ...	A11	**A1377**	DSOB	1	74	3½	1 13/16	4–1½	**18/–**	⅝	AC15866	**2/6**
1932-6	349cc, SV, 33/5, 34/5, 35/5, 36/5												
1930	349cc, SV, De Luxe R4, M4	N33	**A1750**	FSOB	1	74	3 11/16	2⅛	4–1½	**17/–**	⅝	AC15866	**2/6**
1930-1	349cc, OHV, R6, S6, SB6	N33	**A1414**	DSOBV	1	74	84½	46	4–1½	**18/6**	⅝	AC15866	**2/6**
1933	349cc, OHV, 33/6 ...												
1931	349cc, SV, S4, S5 ...	A11	**A1960**	FSOS	1	74	81½	37½	4–1½	**16/–**	⅝	AC15866	**2/6**
	349cc	A11	**A1094**	KOS	1	74	86	48	4–1½	**20/–**	⅝	AP15874	**2/6**

PISTONS
MOTOR CYCLES

COVMO TRADE MARK

PISTONS

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete	Pin Dia.	Pin Type and Ref. No.	Pin Price.
A.J.S.—cont.													
1931-2	349cc, OHV, T, TB6 ...	N33	**A3028**	DSOV	1	74	76	46	3–1½	**15/7**	⅝	AC15866	**2/6**
1930-1	498cc, OHC, High Comp, R10, S10	A11	**A1457**	DORV	1	79	77½	44	3–1/16	**18/6**	⅞	AC22250	**2/8**
1930-1	498cc, OHC, Low Comp, R10, S10	A11	**A1455**	DSRV	1	79	71½	38	3–1/16	**19/–**	⅞	AC22250	**2/8**
1934-6	498cc, OHC, 34/10, 35/10 36/10 Racing C.R. 7.5/1												
1934-6	495cc, OHC, 34/10, 35/10, 36/10, Racing	N33	**A3090**	DOOV	1	79	84	50½	3–1/16	**18/6**	1	AC25467	**3/1**
1935-6	498cc, SV, 35/4, 36/4, 36/14	N33	**A2188**	FLOV	1	3¼	3⅜	1 13/16	3–1/16	**21/–**	⅞	AC22271	**2/8**
1926-7	498cc, SV, G9	A11	**A987**	FLOSF	1	84	70	30	4–2	**18/–**	11/16	AC17475	**2/2**
1926-7	498cc, OHV, High Comp, G8, H8	N33	**A1048**	DSOBF	1	84	76	39	4–2	**20/–**	11/16	AC17475	**2/2**
1927	498cc, SV, H9	N33	**A1653**	FSOB	1	84	79½	34½	4–2	**18/–**	11/16	AC17475	**2/2**
1926-7	498cc, OHV, High Comp, G10	A11	**A1472**	DSOFV	1	84	3 5/16	1 13/16	3–2	**20/–**	11/16	AC17475	**2/2**
1928-9	498cc, OHV, K8, M8, M10	N33	**A1355**	DSOBF	1	84	77	44	4–2	**18/–**	11/16	AC17475	**2/2**
1928-30	498cc, SV, K, M, R9 996cc, SV, Twin M1, M2, R2	N33	**A1745**	FBOS	1/2	84	95	48	4–2	**17/6**	11/16	AC17475	**2/2**
1929	498cc, OHV, High Comp, M10	A11	**A3051**	DSOFV	1	84	80½	50½	3–2	**20/–**	11/16	AC17475	**2/2**
1930	996cc, SV, R2	N33	**A1796**	FSOS	2	84	3½	1 19/32	4–2	**20/–**	11/16	AC17475	**2/2**
1930-6	498cc, OHV, R8, 33, 34, 35/8, 36/8 ...	N33	**A1416**	DSOSF	1	84	90	57	4–2	**19/–**	11/16	AC17475	**2/2**
1931-6	498cc, SV, S9, T9, 33/9, 34/9, 35/9, 36/9	N33	**A1971**	FSOB	1/2	84	85	42	4–2	**18/–**	11/16	AC17475	**2/2**
1931-3	996cc, SV, Twin, S2, T2, 33/2												
1931-4	498cc, OHV, SB8, TB8 ... 33/B8, 34/B8	N33	**A2033**	FSO	1	84	74½	41	3–2	**19/6**	11/16	AC17475	**2/2**
1933-5	990cc, SV, 33, 34, 35/2 ...	N33	**A2321**	FBOFY	2	3⅜	3½	1 13/16	2–1/16, 1–⅛ Max.	**26/–**	⅞	AC22274	**2/8**
1933-6	990cc, SV. Twin, 33, 34, 35, 36/2	N33	**A2174**	FBOFL	2	3⅜	3 9/32	1 13/16	2–⅛, 1–5/32 Max.	**18/–**	⅞	AC22276	**2/8**
A.K.D.													
1928-32	174cc, OHV, 10-80 ...	A11	**A1375**	DSO	1	60	74	42	3–1½	**15/6**	15	AP15060	**2/4**
1930	248cc, OHV, 90 ...	A11	**A1461**	DSO	1	64	75	42½	1–2, 1–2 St.	**16/–**	15	AC15057	**2/–**
1924-30	300cc, SV, 40, 49 ...	A11	**A1996**	FLO	1	70	66½	29	3–1½	**18/–**	½	AP12770	**2/4**
AMERICAN X.													
1926-32	5/6 h.p., Super X Sports	C.I.	**F864**	FLO	2	3	3	1¾	3–⅛	**18/–**	⅝	AP15876	**2/6**
1916-25	999cc, Twin	C.I.	**F316**	FLOHU	2	3 25/64	3 3/32	1 21/32	3–3/16	**17/6**	⅝	AP15885	**2/8**
ANZANI.													
	8 h.p. (Air cooled) ...	A11	**A1837**	FBO	2	85	67	37	3–3	**20/–**	19	AP19085	**2/10**
	8 h.p. (Water cooled) ...	A11	**A2179**	FBO	2	85	67	37	3–3	**21/–**	19	AP19085	**2/10**
ARIEL.													
1931-2	500cc, OHV, Square Four, 4F/31, 4F/5-32	N33	**A1926**	FLOF	4	2	2 3/32	1 3/32	2–1/16	**12/–**	⅝	AC15844	**1/8**
1932-6	600cc, OHV, Square Four, 4F/6-32, 4F/6-33	N33	**A1151**	CSOF	4	56	2 1/16	1 1/16	2–1/16	**13/–**	⅝	AC15844	**1/8**

COVMO TRADE MARK

PISTONS

PISTONS MOTOR CYCLES

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete	Dia.	Type and Ref. No.	Price.
		PISTON							**RINGS**		**PIN**		
ARIEL—cont.													
1929	250cc, OHV, High Comp.	A11	**A924**	FBO	1	60	71	46	2–2½	**16**/–	⅝	AP15860	**2**/4
1933-6	249cc, OHV, Red Hunter LH	N33	**A3097**	DOOV	1	61	2 29/32	1 15/32	2–1/16	**16**/–	13/16	AC20650	**2**/2
1934-6	249cc, OHV, LF3 ... Low Comp., LH	N33	**A2231**	FBOV	1	61	2 13/16	1 13/32	2–1/16	**16**/–	13/16	AC20650	**2**/2
1929-30	250cc, SV, LB	N33	**A1702**	FLO	1	65	70	29	2–3/32	**17**/–	¾	H19159	**2**/2
1929-31	248cc, OHV, Colt, LF ...	N33	**A3027**	DOOV	1	65	2 11/16	1¼	2–3/32	**17**/–	¾	H19159	**2**/2
1929-31	248cc, OHV, Colt, LF, High Comp.	N33	**A1356**	DOSV	1	65	72	36	2–3/32	**17**/–	¾	H19159	**2**/2
1932	248cc, OHV, Colt, LF ...	N33	**A3012**	DOOV	1	65	2 11/16	1¼	2–3/32	**17**/–	¾	AC19156	**2**/2
1936-7	1000cc, Square 4, 4G ...	N33	**A1174**	CSOC	4	65	2 13/16	1 3/16	2–1/16, 1–⅛ Max.	**16**/–	11/16	AC17455	**2**/–
1932	348cc, SV, MB, 350cc, OHV, M1F, M2F	N33	**A2018**	FLOF	1	72	2⅝	1¼	3–1/16	**17**/–	¾	AC19162	**2**/2
1933-6	350cc, OHV, NF3, NH, Red Hunter	N33	**A3099**	DROF	1	72	75	40	3–1/16	**18**/6	13/16	AC20662	**2**/4
1933-6	350cc, OHV, Red Hunter NH	N33	**A3092**	DROVF	1	72	3¼	1 13/16	3–1/16	**18**/–	13/16	AC20662	**2**/4
1923-5	350cc	C.I.	**D665**	KOOH	1	81.8	77	40	2–⅛	**18**/–	⅝	AP15882	**2**/8
1925	499cc, OHV	N33	**A1148**	CBOV	1	81.8	70	33	2–⅛	**17**/–	¾	AC19174	**2**/4
1925-7	497cc, OHV, C, D ...	N33	**A1116**	CBOV	1	81.8	68	32	2–⅛	**18**/–	¾	AC19167	**2**/10
1927	497cc, OHV, E	N33	**A1027**	DROV	1	81.8	82	45	2–⅛	**19**/–	¾	AP19182	**2**/10
1928-31	500cc, OHV, C, D. F, G, Low Comp.	N33	**A1122**	CBOV	1	81.8	70	33	2–⅛	**18**/–	1	AC25467	**3**/10
1927-30	500cc, OHV, E	N33	**A1339**	DOSV	1	81.8	85½	44½	2–3/32	**18**/–	1	AC25471	**3**/10
1935-6	500cc, OHV, Red Hunter VH1, VH2, Low Comp.	N33	**A1164**	CBOV	1	81.8	70	32	2–1/16, 1–⅛ Max.	**18**/–	13/16	AC20671	**2**/6
1936	500cc, OHV, Red Hunter VH	N33	**A2406**	FBOVP	1	81.8	2⅞	1⅜	2–1/16, 1–⅛ Max.	**18**/–	13/16	AC20668	**2**/6
1922-3	550cc	C.I.	**F358**	FLOU	1	86.4	3⅜	1 11/16	2–3/16	**20**/–	9/16	AP14387	**2**/4
1926-7	550cc, SV, A, B ...	N33	**A1526**	FLO	1	86.4	76	40	2–⅛	**17**/6	¾	AP19186	**2**/10
1928-31	550cc, SV, A, B, VB ...	N33	**A1648**	FLO	1	86.4	3 3/16	1 9/16	2–⅛	**17**/6	1	AC25474	**3**/10
1931	550cc, OHV, SF31 ...	N33	**A1143**	CSOFV	1	86.4	82	44	2–⅛	**18**/–	13/16	AC20675	**2**/6
1931-2	500cc, OHV, SG31, VH32	N33	**A1945**	FLOF	1	86.4	81	43	3–1/16	**17**/6	13/16	AC20676	**2**/6
1931-2	500cc, OHV, SG31, VH32 High Comp.	N33	**A1496**	DEE	1	86.4	3½	2⅛	3–1/16	**21**/6	13/16	AC20671	**2**/6
1931-2	500cc, OHV, SG31, VH32, Extra High Comp.	N33	**A1471**	DEOF	1	86.4	3¾	3 3/16	1–1/16	**18**/6	13/16	AC20676	**2**/6
1931-7	550cc, SV, SB31, SB32, VB, VB33, VA3, VA4	N33	**A1992**	FLOF	1	86.4	93	49½	2–⅛	**18**/6	13/16	AC20676	**2**/6
1933	500cc, OHV, VH ...	N33	**A2089**	FLOF	1	86.4	3 5/32	1 23/32	3–1/16	**18**/–	13/16	AC20671	**2**/6
1933-4	500cc, OHV, VH, High Comp.	N33	**A3109**	DBOFV	1	86.4	3 7/16	2	2–1/16	**18**/6	13/16	AC20676	**2**/6
1922-3	4½ h.p.	C.I.	**D698**	DOO	1	3⅝	81	38	2–5/16	**20**/–	11/16	AP17492	**2**/10
BEARDMORE PRECISION.													
1924-9	350cc, D	A11	**A1709**	FLO	1	70	67	30	2–2	**19**/–	16	AP16070	**2**/6
BLACKBURNE.													
1934	150cc, OHV	N33	**A3060**	DOO	1	49	71½	37	3–1/16	**14**/–	⅝	AP15849	**2**/–
1928-9	175cc, SV, OCA ...	A11	**A1483**	DOOH	1	53	54½	27½	2–1/16	**15**/–	23/32	C18348	**2**/–

PISTONS
MOTOR CYCLES

COVMO TRADE MARK

PISTONS

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete	Dia.	Type and Ref. No.	Price.
		PISTON							**RINGS**		**PIN**		
BLACKBURNE—cont.													
1922-6	250cc, OHV	A11	**A924**	FBO	1	60	71	46	2–2½	**15/6**	⅝	AP15860	**2/4**
1922-6	250cc, MC	N33	**A1931**	KTO	1	60	71	46	2–2½	**14/6**	23/32	AP18360	**2/6**
	250cc, OHV	A11	**A1908**	FLOV	1	60	54	26	2–2½	**15/–**	⅝	AP15860	**2/4**
1924	500cc, OHV	A11	**A1819**	FLOV	1	63	2 3/16	1	2–2½	**18/–**	16	AP16063	**2/4**
1933-4	250cc, OHV	N33	**A3077**	DOO	1	63	2 25/32	1 13/32	3–1/16	**17/–**	23/32	AP18363	**2/6**
1935-6	248cc, Stag	N33	**A3119**	DOO	1	68	2 23/32	1 13/32	3–1/16	**18/6**	23/32	AC18358	**2/2**
1930	350cc	A11	**A1410**	DOOH	1	69	2½	1¼	2–3/32	**17/6**	23/32	C18364	**2/2**
1921-4	2¾, 6 h.p.	C.I.	**D626**	DOOU	1/2	71	79	37	2–4	**18/–**	⅝	AP1587[illegible]	**2/6**
1922-6	350cc, SV	A11	**A942**	FBO	1	71	2 13/16	1½	2–2½	**17/–**	⅝	AP1587[illegible]	**2/6**
1922-6	350cc, SV	A11	**A1911**	FBO	1	71	2⅞	1½	2–2½	**18/–**	23/32	AP1837[illegible]	**2/8**
1925-7	350cc, OHV	N33	**A1015**	DTOU	1	71	58	27	2–2½	**16/6**	23/32	AP1837[illegible]	**2/8**
1925-7	350cc, OHV, High Comp.	N33	**A1013**	DTO	1	71	62	30	2–2½	**17/–**	23/32	AP1837[illegible]	**2/8**
1925-7	350cc, OHV	N33	**A1440**	DTOU	1	71	59	27	2–2½	**17/–**	⅝	AP1587[illegible]	**2/6**
1925-7	350cc, OHV, High Comp.	N33	**A3025**	DTO	1	71	62	30	2–2½	**17/–**	⅝	AP1587[illegible]	**2/6**
1928	350cc, H/8	A11	**A1804**	FQO	1	72	2 19/32	1 11/32	2–4	**19/–**	⅝	AC1586[illegible]	**2/6**
	500cc, SV	A11	**A1405**	DOO	1	3.181	3 1/32	1 13/32	2–3/32	**20/–**	23/32	AP1838[illegible]	**2/10**
1929-31	500cc, SV, OHV ...	N33	**A1349**	DOOU	1	81	75	46	2–3/32	**19/6**	⅞	AC2227[illegible]	**2/8**
1930	500cc, OHV	A11	**A1407**	DOOU	1	81	2 15/16	1 11/16	2–3/32	**20/–**	⅞	AP2228[illegible]	**3/5**
	500cc, ...	A11	**A1388**	DOO	1	81	3 1/32	1 19/32	2–3/32	**20/–**	23/32	AP1838[illegible]	**2/10**
1920	4 h.p.	C.I.	**D610**	DOOU	1	85	80	44	2–3¾	**18/–**	⅝	AC1587[illegible]	**2/2**
1921-3	4, 8 h.p.	A11	**A1327**	DOOU	1/2	85	81½	31½	2–3	**22/–**	⅝	AC1587[illegible]	**2/2**
		C.I.	**D627**	DOOU	1/2	85	80	30	2–3¾	**18/–**	⅝	AC1587[illegible]	**2/2**
1923-8	550cc, SV	N33	**A1333**	DOO	1	85	81	45	2–3/32	**19/6**	⅝	AC15876	**2/2**
1925	500cc	A11	**A1011**	DOO	1	85	72	31	2–3/32	**20/–**	⅝	AC15876	**2/2**
1925	550cc, SV	A11	**A1439**	DOO	1	85	72	31	2–3/32	**20/–**	23/32	AP18385	**2/10**
	550cc, SV	C.I.	**D787**	DOOU	1	85	71	30½	2–3¾	**18/–**	23/32	AP18385	**2/10**
1930	600cc, SV, Lawn Mower	C.I.	**D801**	DOO	1	85	77	39	2–3/32	**16/6**	⅞	AP22285	**3/5**
1932-4	600cc, OHV	A11	**A1154**	CSOF	1	85	81	33	3–1/16	**21/6**	⅞	AC22275	**2/8**
B.M.W.													
1929-33	500cc, R52, 200cc OHV...	A11	**A2050**	FLOF	1/2	63	70	30	3–2	**17/6**	20	AC20053	**2/2**
1929-33	500cc, SV	N33	**A2055**	FLOSF	2	68	73	31½	3–2	**19/–**	18	AC18059	**2/2**
1929-33	500cc, OHV	A11	**A3021**	DROFV	2	68	56	26	2–2	**18/–**	18	AC18059	**2/2**
1929-33	750cc, SV, R62	A11	**A2056**	FLOF	2	78	78	30½	2–2½, 1–2½ St.	**19/–**	20	AC20068	**2/6**
1929-33	750cc, OHV	A11	**A2057**	FLOVH	2	83	67	26½	1–2½, 1–2½ St.	**20/–**	18	AC18075	**2/4**

COVMO TRADE MARK

PISTONS

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		PISTON							RINGS		PIN		
BRADSHAW.													
1922	350cc, OHV	A11	**A965**	FLOB	1	68	48	23	3–2½	**18/–**	9/16	AP14368	**2/4**
1923	350cc, OHV, High Comp.	A11	**A1529**	FBOB	1	68	54	28	3–2½	**18/–**	9/16	AP14368	**2/4**
1925	350cc, OHV, High Comp.	A11	**A1089**	DSOB	1	68	59	32	3–2½	**18/–**	5/8	AP15868	**2/6**
1920-2	8 h.p.	C.I.	**D660**	DOOB	2	85	3	1 9/16	3–1/8	**21/–**	5/8	AC15876	**2/2**
BROUGH SUPERIOR.													
	680cc, OHV	A11	**A1304**	DOE	2	2¾	2 9/16	1 9/16	3–3/32	**17/6**	.615	AP15670	**2/6**
1928	680cc, OHV	A11	**A1727**	FLO	2	2¾	2½	1 5/16	3–3/32	**16/–**	.615	AP15670	**2/6**
1925-33	980cc, SV, Twin SS80 ...	N33	**A2281**	FLOS	2	3⅜	3 9/32	1 21/32	3–3/32, 1–3/32 St.	**18/–**	13/16	AC20676	**2/6**
1936	1100cc, OHV, Twin ...	N33	**A2321**	FBOFV	2	3⅜	3½	1 13/16	2–1/16, 1–1/8 Max.	**19/–**	7/8	AC22274	**2/8**
B.S.A.													
1934-6	149cc, OHV, X34-0, 35-0, 36-0	N33	**A3070**	DOO	1	52	68	33	2–2	**13/–**	5/8	AP15852	**2/4**
1928-30	174cc, A28, 29, 30-2 ...	A11	**A1210**	TSO	1	60	80	42	2–3/32 P.	**16/–**	½	APP12759	**2/2**
1933-5	1074cc, 3 wheeler, F.W.D.	N33	**S2091**	FLOXS	4	60	2⅝	1¼	3–3/32, 1–5/32 Max.	**16/–**	5/8	C15853	**2/6**
1934	249cc, OHV, Blue Star, B34-3	N33	**A3081**	DOO	1	60	2 9/16	1 5/16	2–1½	**14/–**	5/8	AP15860	**2/4**
1924-31	249cc, SV, B25-31 ...	N33	**A932**	FLO	1	63	68	28	2–3/32, 1–3/32 St.	**14/6**	5/8	AP15863	**2/4**
		C.I.	**F489**	FLO	1	63	2⅝	1 1/16	2–3/32, 1 3/32 St.	**15/–**	5/8	AP15863	**2/4**
1930-4	249cc, OHV, B30-4, 31-3, 31-2, 33-2, 32-1, 33-2	N33	**A1782**	FBOV	1	63	71	30½	2–3/32	**14/6**	5/8	AP15863	**2/4**
1930-4	249cc, OHV, High Comp. B30-4, 31-1, 31-3, 32-1, 33-2	A11	**A1490**	DOOP	1	63	83	43	2–3/32	**14/6**	5/8	AP15863	**2/4**
1933	249cc, OHV, B33-3, Blue Star Junior	N33	**A3066**	DOOV	1	63	71	36	2–2	**14/6**	5/8	AP15863	**2/4**
1933-5	249cc, SV, B33-1, B34-1... B35-1	N33	**A2155**	FLO	1	63	60	25½	2–2	**14/6**	5/8	AC15854	**1/10**
1934	498cc, OHV, Twin J34-11	N33	**A3054**	DOOV	2	63	65	30	2–2, 1–3 Max.	**15/-**	5/8	AP15863	**2/4**
1933-7	249cc, SV, B33/1, 34/1, 35/1, B20	N33	**A2290**	FLO	1	63	60	25½	2–1/16, 1–4 Max.	**14/6**	5/8	AP15863	**2/4**
1935-6	498cc, OHV, Twin, 35/12, 36/12 ...	S22	**A3126**	DROV	1/2	63	2 9/16	1 3/16	2–1/16, 1–1/8 Max.	**15/–**	5/8	AC15854	**1/10**
1935-7	249cc, OHV, 35/3, B2, B18, B22, Empire Star												
1935–7	249cc, OHV, B35/2, 36/2, B21	S22	**A2374**	FLOV	1	63	2⅜	1	2–1/16, 1–1/8 Max.	**14/6**	5/8	AC15854	**1/10**
1933-4	348cc, OHV, Blue Star, R33-5 348cc, SV, R33-4	N33	**A2093**	FBOV	1	71	80½	33	2–2	**16/–**	¾	AP19171	**2/10**
1934-6	348cc, OHV, R34-5, R20, R35-5, Blue Star	N33	A3085	DOOVF	1	71	2½	1 15/32	2–2	**16/–**	¾	AC19162	**2/2**
1935-7	348cc, OHV, R35/4, 36/17	S22	**A2357**	FLOV	1	71	2 29/32	1 5/32	2–1½, 1–1/8 Max.	**16/–**	¾	AC19162	**2/2**
1937	348cc, OHV, B23 ...	S22	**A2375**	FLO	1	71	2 29/32	1 5/32	2–1½, 1–1/8 Max.	**16/6**	¾	AC19160	**2/2**
1937	348cc, OHV, Empire Star B24	S22	**A3127**	DROV	1	71	3 5/32	1 13/32	2–1½, 1–1/8 Max.	**16/6**	¾	AC19160	**2/2**
1923	350cc	C.I.	**F478**	FLW	1	72	75	29	2–5	**17/–**	5/8	AC15865	**2/–**

PISTONS
MOTOR CYCLES

COVMO TRADE MARK

PISTONS

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			PISTON						**RINGS**		**PIN**		
B.S.A.—cont													
1926-7	349cc, OHV, L, L25, 26, 27	N33	**A1101**	CSO	1	72	3	1 7/32	3–3/32	**16/6**	5/8	AC15863	**2/–**
1926-7	349cc, OHV, L, High Comp	A11	**A1747**	FBOU	1	72	73	36	2–3/32	**17/–**	5/8	AC15865	**2/–**
1928-31	349cc, OHV, L28, 29, 30-11, 31-6	N33	**A1783**	FLOV	1	72	3 1/16	1 9/32	2–3/32, 1–3/32 St.	**17/–**	5/8	AC15863	**2/–**
1928-31	349cc, OHV, High Comp. L28, 29, 30-11, 31-6	N33	**A1803**	FBOV	1	72	3 7/16	1 21/32	1–3/32, 1–3/32 St.	**17/–**	5/8	AC15863	**2/–**
1930-2	349cc, SV, L30-5, L30-6 L31-1, L32-4, L32-2	N33	**A1657**	FBO	1	72	3 1/4	1 7/16	2–3/32, 1–3/32 St.	**16/–**	5/8	AC15863	**2/–**
1932	349cc, OHV, L32-5, Blue Star	N33	**A2171**	FBOV	1	72	3 5/32	1 21/32	1–3/32, 1–3/32 St.	**17/–**	5/8	AC15863	**2/**
1921	6 h.p., Twin	C.I.	**F776**	FLOU	2	76	3 3/8	1 9/32	1–3, 1–3 St.	**18/–**	5/8	AP15876	**2/6**
1925-31	770cc, SV, Twin, E25-31	N33	**A1534**	FLO	2	76	90	36 1/2	2–3, 1–3 St.	**17/6**	5/8	AP15876	**2/6**
		C.I.	**F797**	FLO	2	76	89	35 1/2	2–3, 1–3 St.	**18/–**	5/8	AP15876	**2/6**
1922-4	3½, 8 h.p.	C.I.	**D657**	DOOU	1/2	80	102	49	2–3	**18/–**	5/8	AP15880	**2/8**
1924-5	996cc, SV, Twin, 8 ...	C.I.	**F449**	FLO	2	80	86	33	2–3	**18/–**	5/8	AP15880	**2/8**
1925-30	986 cc, SV, Twin ...	A11	**A1816**	FBO	2	80	92	39	2–3, 1–3 St.	**19/6**	5/8	AP15880	**2/8**
1925-31	493cc, SV, S25-31 ...	S22	**A1587**	FBO	1	80	95	42	3–3	**17/–**	5/8	AP15880	**2/8**
		C.I.	**F769**	FBO	1	80	94	41	2–3, 1–3 St.	**18/–**	5/8	AP15880	**2/8**
1927	493cc, SV, Sports, S27 ...	A11	**A1692**	FBO	1	80	88	49	2–3	**18/6**	5/8	AP15880	**2/8**
1927-32	493cc, OHV, S27-32 ...	S22	**A1596**	FLOFV	1	80	79	38	2–3	**17/–**	3/4	AP19180	**2/10**
		C.I.	**F807**	FLOFV	1	80	78	37	1–3, 1–3 St.	**18/–**	3/4	AP19180	**2/10**
1927-32	493cc, OHV, High Comp. S27-32	N33	**A1667**	FBOFV	1	80	88	48	2–3	**18/6**	3/4	AP19180	**2/10**
1929	986cc, SV, Twin G30 High Comp.	A11	**A1813**	FBO	2	80	3 5/8	1 13/16	2–3, 1–3 St.	**18/–**	5/8	AP15880	**2/8**
1932-4	986cc, SV, Twin, G32-10, 33-12, 33-13	N33	**A2159**	FLO	2	80	84	37 1/2	2–3, 1–3 St.	**18/–**	3/4	AP19180	**2/10**
1936	496cc, OHV, Empire Star Low Comp, Q75, Q8	S22	**A1168**	CSOV	1	82	78	31	2–1½, 1–4 Max.	**18/6**	3/4	AC19174	**2/10**
1936	496cc, OHV, High Comp. Blue Star Q21-36, Empire Star Q8	**S22**	**A3135**	DSOV	1	**82**	**3 5/16**	1 15/32	**2–1½, 1–5/16 Max.**	**18/6**	3/4	AC19173	**2/10**
1937	496cc, SV, M20	S22	**A2376**	FLO	1	82	3 11/32	1 13/32	2–1½, 1–5/32 Max.	**18/6**	3/4	AC19173	**2/10**
1937	496cc, OHV, Sports M22	S22	**A1172**	CSOFV	1	82	2 3/4	1 7/32	2–1½, 1–5/32 Max.	**18/6**	3/4	AC19173	**2/10**
1937	496cc, OHV, Empire Star M23	S22	**A3128**	DSOFV	1	82	2 15/16	1 13/32	2–1½, 1–5/32 Max.	**18/6**	3/4	AC19173	**2/10**
1914-23	557cc, SV, H2, K2 ...	C.I.	**F68**	FLOHU	1	85	81	38	2–6	**18/–**	1/2	AP12785	**2/8**
1924	557cc, SV, H3, K3 ...	C.I.	**F117**	FLOU	1	85	3 3/8	1 9/32	2–6	**18/–**	5/8	AC15876	**2/2**
1925-31	557cc, SV, H25-31 ...	N33	**A1652**	FLOB	1	85	88	35	3–3, 1–3 St.	**18/6**	5/8	AC15876	**2/2**
1930-6	1021cc, OHV, Twin 3-wheeler	N33	**A1980**	FLOB	2	85	85	40	**3–3, 1–3/16 Max.**	**21/–**	22	AC22073	**2/8**
1932-4	499cc, OHV, W32, 33, 34 35. Blue Star	N33	**A3005**	DROV	1	85	3 23/32	1 7/8	2–3	**19/–**	3/4	AC19174	**2/10**
1933-5	496cc, OHV, Special W33-9, 34-10, 35-9	S22	**A3125**	DSOFV	1	85	2 13/16	1 25/32	2–1½	**19/–**	3/4	AC19175	**2/4**
1934	499cc, OHV, W34-9, Low Comp. Blue Star	N33	**A2068**	FLOFV	1	85	88	35	2–3	**19/–**	3/4	AC19175	**2/10**
1932-6	499cc, SV, OHV, W ... 557cc, SV, H ... ... 595cc, SV, OHV, M ...	N33	**A2316**	FLOFV	1	85	88	35	2–2, 1–5/32 Max.	**19/–**	3/4	AC19175	**2/10**
1937	600cc, SV	S22	**A2415**	FLO	1	85	3 1/8	1 3/8	2–1½, 1–5/32 Max.	**19/–**	3/4	AC19173	**2/4**

COVMO TRADE MARK

PISTONS

PISTONS MOTOR CYCLES

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete.	Dia.	Type and Ref. No.	Price.
		PISTON							RINGS		PIN		
CALTHORPE (See also Blackburne, J.A.P., and Villiers).													
1934-5	247cc, OHV, R1 ...	N33	**A3079**	KOO	1	67	3	1¾	2–2, 1–3 Max.	**18/6**	⅝	AC15858	**2/–**
1925-8	348cc, OHV, D ...	A11	**A1516**	FLO	1	74	66	30	3–3/32	**18/6**	⅝	AC15866	**2/–**
1925-30	348cc, OHV	N33	**A1063**	DROV	1	74	70	38	2–3/32	**17/–**	⅝	AC15865	**2/–**
1930-6	348cc, OHV, K2 ...	N33	**A1425**	DROV	1	74	70	38	2–1/16, 1–⅛ Max.	**17/–**	⅝	AC15865	**2/–**
1929-36	350cc, OHV, K2, High Comp.	A11	**A1431**	KOOV	1	74	3⅛	1⅞	2–1/16, 1–⅛ Max.	**19/–**	⅝	AC15866	**2/–**
1928-9	498cc, OHC, G1 ...	A11	**A1716**	FLO	1	84	67	27	2–3/32	**19/–**	¾	AC19174	**2/4**
1932-5	500cc, OHV, Major, M1, M2, M3	N33	**A1145**	CBOF	1	85½	78	29	2–1/16, 1–⅛ Max.	**19/–**	¾	AC19177	**2/6**
CHATER LEA (See also Blackburne, J.A.P., and Villiers).													
1928-9	348cc, OHC	A11	**A1662**	FLOU	1	71	61½	27	2–1/16	**18/6**	⅜	AC15863	**2/–**
1924-6	545 cc, SV	A11	**A1033**	DOO	1	85	92	54	2–3/32	**20/–**	¾	AC19174	**2/4**
	545cc, SV	N33	**A3110**	DOOR	1	85	87	51	3–3/32	**21/6**	¾	R19176	**2/4**
CONNAUGHT (See also Blackburne and J.A.P.)													
1925-6	350cc	A11	**A1548**	FBO	1	65	62	31	2–3	**19/–**	⅝	AP15865	**2/6**
1922-6	346cc, SV	A11	**A1911**	FBO	1	71	2⅞	1½	2–2½	**18/6**	23/32	AP18371	**2/8**
COTTON (See also Blackburne, J.A.P., and Villiers).													
1934	150cc, OHV	N33	**A3060**	DOO	1	49	71½	37	3–1/16	**14/–**	⅝	AP15849	**2/–**
1933-7	250cc, SV, 2/J, 2/JC ...	A11	**A1769**	FBO	1	64½	2 7/16	1 5/16	2–3/32	**16/–**	.615	AC15656	**2/–**
1929	496cc, SV, OHV ...	N33	**A1349**	DOOU	1	81	75	46	2–3/32	**19/6**	⅞	AC22271	**2/8**
1930	496cc	N33	**A1407**	DOOU	1	81	2 15/16	1 11/16	2–3/32	**20/–**	⅞	AP22281	**2/6**
1930-3	500cc, OHV	A11	**A1090**	DROH	1	3⅜	3½	1⅞	2–⅛, 1–⅛ St.	**21/–**	18/16	AC20676	**2/6**
COVENTRY EAGLE (See also Blackburne, J.A.P., Sturmey Archer, and Villiers).													
1933-6	148cc, J18, K1	N33	**A1245**	TSO	1	53	92½	51½	1–5/16, 1–3/32 P.	**14/–**	12½	AP12553	**2/2**
		C.I.	**TS932**	TSOK	1	53	92½	51½	1–5/16 P, 1–3/32 P.	**12/6**	12½	AP12553	**2/–**
1932	147cc, H18, H19 ...	C.I.	**TS888**	TSOZ	1	55	80	42	2–5/16 P.	**13/–**	12½	AP12555	**2/2**
1933	148cc, J18	C.I.	**TS948**	TSOZ	1	55	3⅛	1⅝	2–5/16 P.	**13/–**	½	AC12747	**1/10**
	196cc	N33	**A1219**	TSOK	1	61	99	50	1–7/32 P, 1–⅛ P.	**16/–**	12½	AP12561	**2/2**
		C.I.	**TS917**	TSOK	1	61	97	48	2–⅛ P.	**15/–**	12½	AP12561	**2/2**
	250cc, OHV (J.A.P.) ...	N33	**A2403**	FLOS	1	62½	57¾	26	4–1/16	**16/6**	.615	AC15654	**1/10**
1930-2	348cc, OHV, F, G, H44 ...	N33	**A1445**	DSRF	1	71	69	36½	2–⅛	**16/6**	18	AC18060	**2/2**
COVENTRY VICTOR.													
1919-22	5/6 h.p.	C.I.	**F149**	FLOHU	2	75	73	35	2–4	**20/–**	15	AP15075	**2/6**
1924-5	5/6 h.p.	A11	**A1306**	DOOHU	2	75	80	44	2–4	**20/–**	⅝	AP15875	**2/6**

PISTONS
MOTOR CYCLES

COVMO TRADE MARK

PISTONS

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres,	No. and Width of Rings.	Price Complete	PIN Dia.	PIN Type and Ref. No.	PIN Price.
D.K.W.													
	2 stroke	A11	**A1262**	TSO	1	50	84½	55	3–2½ P.	**17/6**	15	APP15046	**2/2**
1928-32	200cc, Sports	A11	**A1239**	TSOI	1	60	92	61	2–2½ P.	**19/–**	15	APP15059	**2/4**
1929-32	200cc	A11	**A1234**	TSO	1	63	84	53	2–4 P.	**22/–**	15	APP15058	**2/4**
1928	250cc, E	A11	**A1251**	TSOI	1	68	93	62	3–2½ P.	**19/6**	15	APP15068	**2/6**
1928-32	300cc	A11	**A1238**	TSOB	1	74	93½	62½	2–4 P.	**21/–**	15	APP15070	**2/6**
DOUGLAS.													
1935-6	250cc, SV, Comet Y, 5Y	N33	**A2378**	FLO	2	51	2 7/32	31/32	2–1/16, 1–1/16 St.	**12/–**	½	AC12744	**1/8**
1914-24	349cc, SV, Twin, TS, SW, CW	C.I.	**F342**	FLOLHU	2	60.8	55	27	2–4	**10/–**	⅜	AP9561	**2/–**
1925	349cc, SV, Twin, TS, CW	C.I.	**F122**	FLOLHU	2	60.8	56	26	2–1/16	**10/–**	⅜	AP9561	**2/–**
1926-9	350cc, SV, Twin, B28 B29, EW	A11	**A1008**	DBR	2	60.8	53	25	2–1/16	**12/–**	½	AP12761	**2/2**
		C.I.	**F398**	DBOHU	2	60.8	54½	25	2–1/16	**10/–**	½	AP12761	**2/2**
1928	350cc, SV, OHV ...	N33	**A1368**	DBO	2	60.8	54	25	2–3/32	**12/–**	½	AP12761	**2/2**
1927-30	350cc, SV, Twin, Export	C.I.	**F678**	FLOB	2	60.8	2	27/32	4–3/32	**11/–**	½	AP12761	**2/2**
1931-2	350cc, SV, Twin, A31, A32	C.I.	**D795**	DBOB	2	60.8	54½	25	2–3/32, 1–3/32 St.	**11/–**	½	AP12761	**2/2**
1935-6	348cc, SV, 5Y1	N33	**A2349**	FLOB	2	60.8	55	25	2–3/32, 1–3/32 St. 1–⅛ Max.	**13/–**	½	AC12754	**1/8**
1928-30	500cc, OHV, Twin, Dirt Track	N33	**A1344**	DROBV	2	62¼	64	32	2–1/16, 1–3/32	**19/–**	⅝	AP15862	**2/4**
1929	500cc, OHV, Twin, Dirt Track	N33	**A1771**	FLOV	2	62¼	2 5/32	1	2–1/16	**17/6**	⅝	AP15862	**2/4**
1934-5	500cc, OHV, Twin, OW	N33	**A2185**	FLOS	2	62¼	62	33	3–3/32	**15/6**	⅝	AC15854	**1/10**
1925	500cc, OHV, Twin, OB25	A11	**A1932**	FLR	2	68	50½	26	2–1/16	**15/6**	9/16	AC14357	**1/10**
		C.I.	**F780**	FLO	2	68	50	25½	2–1/16	**16/–**	9/16	AC14355	**2/4**
1927-9	596cc, SV, Twin, E28, F28	C.I.	**D725**	DOOH	2	68	57	27½	2–3/32	**15/6**	9/16	AP14368	**2/4**
1928-30	596cc, SV, Twin ...	A11	**A1348**	DBO	2	68	59	29	2 3/32	**15/6**	9/16	AP14368	**2/4**
1930-1 1934	596cc, SV, Twin ... 600cc, SV, Twin, Airdale	N33	**A1916**	FLOB	2	68	63½	33	2–3/32, 2–3/32 St.	**15/6**	⅝	AP15868	**2/6**
1934-5	600cc, OHV, Twin, G32, OW1	N33	**A2366**	FLOS	2	68	2 3/32	29/32	2–1/16, 1–3/32	**16/–**	⅝	AC15860	**2/–**
1935-7	500cc, SV, Transverse Twin 5Y2, Blue Chief	N33	A2364	FLOB	2	68	2 13/32	1 1/32	3–3/32, 1–⅛ Max.	**14/6**	⅝	AC15860	**2/–**
1932-3	500cc, SV, Twin, Bulldog	N33	**A2104**	FLOB	2	72	51	21½	2–3/32, 1–3/32 St.	**17/6**	½	AP12772	**2/4**
1936	600cc, SV, Twin,	N33	**A2388**	FLOS	2	74	2 13/32	1 1/32	3–3/32, 1–5/32 Max.	**16/6**	⅝	AC15866	**2/–**
1933-4	750cc, SV, Twin, Mastiff, Z1	N33	**A2365**	FLOB	2	76	2 17/32	1 9/32	2–3/32, 2–⅛ Max.	**17/–**	⅝	AC15868	**2/–**
D. RAD.													
1934	500cc, SV, R11	A11	**A2059**	FLO	1	82	84½	46½	3–3	**20/–**	20	AC20072	**2/6**
	500cc, New Type ...	N33	**A2058**	FLOF	1	82	85½	33	3–3	**20/–**	20	AC20072	**2/6**
	500cc, OHV	A11	**A3023**	DOOSFV	1	82	92	40	3–3	**20/–**	20	AP20082	**2/6**
DUNELT.													
1932-4	148cc, Sheffield, V1 ...	N33	**A1245**	TSO	1	53	92½	51½	1–3/16 P, 1–3/32 P	**14/–**	12½	AP12553	**2/2**
		C.I.	**TS932**	TSOK	1	53	92½	51½	1–3/16 P, 1–3/32 P.	**13/–**	12½	AP12553	**2/–**

COVMO TRADE MARK

PISTONS

MOTOR CYCLES

PISTONS

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete	Dia.	Type and Ref. No.	Price.
		PISTON						RINGS			PIN		
DUNELT—cont.													
1930	248cc, OHC, T ...	A11	**A1453**	DSRF	1	60	$2\frac{3}{4}$	$1\frac{1}{2}$	$2-\frac{1}{16}$	**15**/–	$\frac{5}{8}$	AP15860	2/4
1931	298cc, SV, Cygnet ...	A11	**A1993**	FLO	1	65.6	$62\frac{1}{2}$	$28\frac{1}{2}$	$3-\frac{3}{32}$	**16**/–	14	AP14065	2/4
1926-9	249cc, K	N33	**A1209**	TSDK	1	$2\frac{5}{8}/3\frac{1}{4}$	$5\frac{1}{8}$	$2\frac{11}{16}$	$3-\frac{3}{32}$ P.	**27**/–	$\frac{5}{8}$	AC15859	2/–
1929-31	350cc, OHV, M. J3, J4 ...	N33	**A1379P**	DORF	1	71	$2\frac{3}{4}$	$1\frac{7}{16}$	$2-\frac{3}{32}$	**16**/–	18	AC18060	2/2
1930-2	496cc, OHV	N33	**A3001**	DCRFV	1	79	64	33	$2-\frac{3}{32}$	**16**/–	18	AC18068	2/4
1924-8	499cc, Sports	A11	**A1204**	TSDK	1	85/105	$7\frac{1}{16}$	$3\frac{1}{4}$	$3-\frac{1}{8}$ P.	**29**/–	$\frac{5}{8}$	AC15874	2/2
ENFIELD (See ROYAL ENFIELD).													
EXCELSIOR (See also Blackburne, Bradshaw, J.A.P., and Villiers-).													
1931-5	150cc, OHV, C4, D4, CE4 E3	N33	**A3060**	DOO	1	49	$71\frac{1}{2}$	37	$3-\frac{1}{16}$	**14**/–	$\frac{5}{8}$	AP15849	1/8
1929-32	96cc (Villiers)	C.I.	**TS942**	TSO	1	50	72	40	$1-\frac{3}{16}$ P, $1-\frac{3}{32}$ P.	**12**/–	$12\frac{1}{2}$	AYC12543	1/6
1925-9	175cc	C.I.	**TS858**	TSOZI	1	2.252	$89\frac{1}{2}$	$46\frac{1}{2}$	$2-\frac{1}{8}$ P.	**17**/–	$12\frac{1}{2}$	AP12557	2/2
1933-4	250cc, OHV, C7... ...	N33	**A3077**	DOO	1	63	$2\frac{25}{32}$	$1\frac{13}{32}$	$3-\frac{1}{16}$	**17**/–	$\frac{23}{32}$	AP18363	2/4
1936-7	348cc, OHV, Warrior G8, G9 ...	N33	**A3137**	DOO	1	69	$2\frac{9}{64}$	$1\frac{7}{32}$	$3-\frac{1}{16}$	**19**/–	$\frac{23}{32}$	AC18357	2/2
F.N.													
1925-7	748cc	A11	**A1334**	DOO	4	52	74	40	3–2	**16/6**	12	AC12044	1/8
1933-4	200cc	A11	**A1257**	TSOB	1	60	96	48	$3-2\frac{1}{2}$ P.	**19**/–	18	APP18060	2/6
1924-31	348cc, SV, Sahara ...	N33	**A1473**	DOO	1	74	78	46	$3-1\frac{1}{2}$	**19**/–	20	AC20065	2/4
1931-3	348cc, SV	A11	**A2001**	FLR	1	74	$68\frac{1}{2}$	$34\frac{1}{2}$	2–2, 1–5 Max.	**19**/–	20	AC20063	2/4
1931-3	348cc, OHV	A11	**A3036**	DOO	1	74	$73\frac{1}{2}$	41	$3-1\frac{1}{2}$	**20**/–	20	AC20065	2/4
1925-34	500cc, OHV	A11	**A1999**	FLOF	1	85	87	37	$3-2\frac{1}{2}$	**20**/–	20	AC20075	2/6
1931-2	500cc	A11	**A2095**	FLO	1	85	93	48	$3-2\frac{1}{2}$	**21**/–	20	AC20073	2/1
FRANCIS BARNET (See also Villiers).													
1932-5	148cc, Lapwing, Plover 25-35	C.I.	**TS932**	TSOK	1	53	$92\frac{1}{2}$	$51\frac{1}{2}$	$1-\frac{3}{16}$ P, $1-\frac{3}{32}$ P.	**13**/–	$12\frac{1}{2}$	AP12553	2/2
1924-32	147cc, Merlin, Kestrel 3, 4	C.I.	**TS888**	TSOZ	1	55	80	42	$2-\frac{3}{16}$ P.	**13**/–	$12\frac{1}{2}$	AP12555	2/2
1924-31	172cc, Sports	N33	**A1208**	TSOKI	1	$2\frac{1}{4}$	97	48	$2-\frac{1}{8}$ P.	**15**/–	$12\frac{1}{2}$	AP12557	2/2
1933-6	196cc, Black Hawk, Falcon, 21-37	N33	**A1219**	TSOK	1	61	99	50	$1-\frac{7}{32}$ P, $1-\frac{1}{8}$ P.	**16**/–	$12\frac{1}{2}$	AP12561	2/2
		C.I.	**TS917**	TSOK	1	61	97	48	$2-\frac{1}{8}$ P.	**15**/–	$12\frac{1}{2}$	AP12561	2/2
1934	249cc, Cruiser, 39 ...	N33	**A1247**	TSOC	1	63	112	$48\frac{1}{2}$	$1-\frac{9}{64}$ P, $1-\frac{3}{32}$ P.	**16/6**	$12\frac{1}{2}$	AP12563	2/2
1935-6	250cc, Stag, F44, 46 ...	N33	**A3119**	DOO	1	68	$2\frac{23}{32}$	$1\frac{13}{32}$	$3-\frac{1}{16}$	**19**/–	$\frac{23}{32}$	AC18358	2/2
1933-4	350cc	N33	**A1237**	TSOCK	1	70	119	50	1–5 P, $1-\frac{5}{32}$ P.	**17/6**	$12\frac{1}{2}$	AP12570	2/4
GILLET.													
1929-32	500cc, OHV	N33	**A2066**	FLO	1	84	86	$41\frac{1}{2}$	3–2	**21**/–	24	AC24073	2/10
1929-32	500cc, OHV	A11	**A2067**	FLOFV	1	84	77	$42\frac{1}{2}$	3–2	**21**/–	24	AC24073	2/10
GRINDLEY PEERLESS.													
1933-4	249cc, OHV, Tiger Cub	N33	**A1435**	DRO	1	$62\frac{1}{2}$	$2\frac{7}{16}$	$1\frac{7}{16}$	$2-1\frac{1}{2}$	**14**/–	$\frac{5}{8}$	AP15862	2/4
1933-4	499cc, OHV, Tiger, Tiger Chief	N33	**A1341**	DROV	1	85	75	47	$2-1\frac{1}{2}$	**17/6**	$\frac{3}{4}$	AC19175	2/4

PISTONS
MOTOR CYCLES

COVMO TRADE MARK

PISTONS

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width. of Rings.	Price Complete.	PIN Dia.	PIN Type and Ref. No.	PIN Price.
HARLEY DAVIDSON.													
1919-24	584cc, Twin	C.I.	**F354**	FLOHU	2	2¾	2¾	1½	3–5/32	**15/–**	39/64	AP15470	**2/6**
1928-33	742cc, SV, Twin, D, DL	N33	**A1884**	FLOB	2	2¾	72½	39	3–⅛, 1–⅛ St.	**17/6**	.791	AC20163	**2/4**
1934-7	750cc, Twin	N33	**A2311**	FLO	2	2¾	2 27/32	1 17/32	3–3/32	**17/–**	.791	AC20160	**2/4**
1925-6	350cc	C.I.	**F511**	FLOHU	1	2.870	2⅞	1½	3–⅛	**17/–**	39/64	AP15473	**2/6**
1927-30	350cc, OHV	A11	**A1352**	KKOV	1	2.870	3⅛	1⅞	2–⅛	**20/–**	.791	AC20163	**2/4**
1925-7	350cc, SV	C.I.	**F879**	FLO	1	2⅞	2⅞	1½	3–⅛	**15/–**	39/64	AP15473	**2/6**
1928	350cc, OHV	N33	**A2212**	FSO	1	2⅞	2 13/16	1 9/16	3–⅛	**15/–**	39/64	AC15464	**2/2**
1928-33	350cc, SV	N33	**A2245**	FLO	1	2⅞	2⅞	1½	2–⅛	**15/–**	.791	AC20160	**2/4**
1928-34	500cc, SV	N33	**A1894**	FLOB	1	3 3/32	3 5/32	1 11/16	3–⅛, 1–7/32 St.	**19/6**	.791	AC20168	**2/6**
1914-24	989cc, Twin	C.I.	**F143**	FLOHU	2	3 5/16	3¼	1⅞	3–7/32	**18/–**	39/64	AP15484	**2/8**
1925-9	989cc, OHV, Twin ...	N33	**A1915**	FLO	2	3 5/16	3⅛	1¾	2–⅛, 1–⅛ St.	**21/–**	.791	AP20184	**3/1**
		C.I.	**F473**	FLO	2	3 5/16	3 3/32	1 23/32	3–⅛	**18/–**	.791	AP20184	**3/1**
1928-9	989cc, Twin	C.I.	**F607**	FBOHU	2	3 5/16	3 13/32	2 1/32	2–7/32	**18/–**	39/64	AP15484	**2/8**
1925-8	1,208cc, Twin	C.I.	**F378**	FLO	2	3 7/16	2 31/32	1 21/32	3–⅛	**15/–**	.791	AP20184	**3/1**
1930-2	1,250cc, Sports ...	A11	**A2079**	FBOB	2	3 7/16	2 13/32	2 3/32	4–⅛	**19/–**	25/32	AC19877	**2/6**
1930-5	1,250cc, Twin	N33	**A2312**	FLO	2	3 7/16	81½	43½	2–⅛	**19/–**	.791	AC20178	**2/6**
HENDERSON.													
1920-8	1,301cc, K	C.I.	**F441**	FLO	4	2 11/16	3	1 5/16	2–⅛	**15/–**	⅝	C15858	**2/–**
H.R.D. (See J.A.P.)													
HUMBER.													
1924-5	349cc, SV	A11	**A954**	FBO	1	75	68	32	2–3	**19/–**	15	AP15075	**2/6**
1924-7	349cc, OHV, OHC ...	A11	**A1043**	DSO	1	75	78	40	2–3	**19/–**	15	AP15075	**2/6**
HUSQVARNA.													
1925-7	250cc, SV, 180	C.I.	**F858**	FBOH	2	65	65½	26½	3–2	**18/–**	.495	SX12661	**1/10**
1927-32	550cc, SV, 200	A11	**A2128**	FBO	2	65	68½	30	2–2	**18/–**	13	A13059	**1/10**
1930-3	348cc, SV, OHV, 35 ...	A11	**A3056**	DOO	1	71	79	41	2–2	**20/–**	17½	AC17562	**2/2**
1931-3	990cc, SV, 130	A11	**A3057**	DOO	2	79	96	45	2–2½	**20/–**	20	A20072	**2/6**
ILO.													
1933-4	Auxiliary Engine ...	C.I.	**TS949**	TSOI	1	42	59	34	2–3½ P.	**15/6**	10	AXC10035	**1/6**
1934	Auxilliary Engine ...	C.I.	**TS951**	TSOI	1	45	68	39	2–3½ P.	**16/–**	12	AC12037	**1/6**
1933-6	Auxiliary Engine ...	A11	**A1263**	TSOI	1	50	68	39	2–3½ P	**15/–**	12	AYC12038	**1/6**
		C.I.	**TS950**	TSOI	1	50	68	39	2–3½ P.	**15/6**	12	AYC12038	**1/6**
	Shunting Machine ...	A11	**A1260**	TSOI	1	68	95	56½	3–3 P.	**16/6**	16	AC16058	**2/–**
INDIAN.													
1920-4	596cc, Twin Scout ...	C.I.	**F521**	FLOHU	2	2¾	3	1 11/16	2–3/16	**17/–**	⅝	AP15870	**2/6**
1925-8	348cc, SV, Single Prince 596cc, SV, Twin Scout	A11	**A997**	FLO	2	2¾	3 1/32	1 29/32	2–⅛	**17/6**	⅝	AP15870	**2/6**
		C.I.	**F369**	FLOH	2	2¾	3	1 21/32	2–⅛	**15/–**	⅝	AP15870	**2/6**

COVMO TRADE MARK

PISTONS

MOTOR CYCLES

PISTONS

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete.	Pin Dia.	Pin Type and Ref. No.	Pin Price.
INDIAN—cont.													
1925-30	348cc, SV, Prince ...	AII	**A1789**	FLO	1	2¾	3 5/32	1¾	2–3/32	**20/–**	7/8	AC22259	**2/6**
1929-31	1,265cc, Ace	AII	**A1775**	FBOH	4	2¾	3¼	1 7/16	2–7/64, 1–7/64 Max.	**18/6**	11/16	H17460	**2/–**
1928-9	744cc, Twin, Police Scout, Super Scout	AII	**A1976**	FLO	2	2⅞	2 11/16	1 11/32	2–3/32, 1–3/32 St.	**19/–**	¾	AP19173	**2/8**
		C.I.	**F624**	FLOH	2	2⅞	2 11/16	1 11/32	2–⅛	**15/–**	¾	AP19173	**2/8**
1927-34 1933	750cc, SV, Scout 101 1,250cc, Chief ...	N33	**A1603**	FLO	2/4	2⅞	2 13/16	1 15/32	2–⅛	**20/–**	¾	AP19173	**2/8**
		C.I.	**F669**	FLO	2/4	2⅞	2¾	1 13/32	2–⅛	**17/–**	¾	AP19173	**2/8**
1916-23	997cc, Twin, Power, Plus	C.I.	**F119**	FLOHU	2	3⅛	3¼	1¾	3–3/16	**15/6**	5/8	AP15879	**2/8**
1916-26	1,204cc, SV, Twin, Super Chief	C.I.	**F439**	FLOSU	2	3¼	3¼	1¾	3–3/16	**15/6**	5/8	AP15882	**2/8**
1927-30	1,204cc, SV, Twin, Chief DHP	C.I.	**F812**	FLO	2	3¼	2 15/16	1 17/32	2–⅛, 1–⅛ Max.	**15/6**	¾	AP19182	**2/10**
JAMES.													
1932-6	148cc, D14, 15, E15, 16, F15, 16	C.I.	**TS945**	TSOZ	1	55	85½	43½	2–⅛ P.	**16/6**	19/32	AC15147	**1/9**
1928-35	196cc, D11	N33	**A1219**	TSOK	1	61	99	50	1–7/32, 1–⅛	**16/6**	12½	AP12561	**2/2**
		C.I.	**TS917**	TSOK	1	61	97	48	2–⅛ P.	**15/6**	12½	AP12561	**2/2**
1932-3	196cc, D12	C.I.	**TS941**	TSOCK	1	61	97	48	2–⅛ P.	**15/6**	12½	AP12561	**2/2**
1933-6	196cc, E, F, G, H 12, ...	N33	**A1259**	TSOZ	1	61	95½	47	2–⅛ P.	**16/–**	19/32	AC15153	**1/10**
		C.I.	**TS946**	TSOZ	1	61	95½	47	2–⅛ P.	**15/6**	19/32	AC15153	**1/10**
1933-4	249cc, E8, F8	N33	**A1247**	TSOC	1	63	112	48½	1–9/64 P, 1–3/32 P.	**16/6**	12½	AP12563	**2/2**
1920-4	500cc, Twin	AII	**A1056**	DOO	2	64	62	34	2–3	**16/6**	½	AP12764	**2/4**
1920-4	500cc. (9/16 in. G. Pin) ...	AII	**A1459**	DOO	2	64	62	32	1–3, 1–3 St.	**16/6**	9/16	AP14364	**2/8**
1922-5	500cc, Twin	AII	**A1698**	FLOU	2	64	60	31	2–3	**16/6**	½	AP12764	**2/4**
1928-32	500cc, SV, OHV, Twin ...	N33	**A3022**	DOO	2	64	63	33	2–3/32	**15/6**	15	AC15055	**2/–**
	250cc	AII	**A1955**	FLO	1	64	58	28	2–3	**16/–**	½	AC12754	**2/4**
1933-4	500cc, SV, Twin ...	N33	**A2397**	FLO	2	64	60½	30½	2–3/32	**16/–**	19/32	AC15154	**1/10**
1921-4	250cc	C.I.	**TS868**	TSO	1	66	95	49	2–4 P.	**18/–**	½	AP12766	**2/4**
	749cc, Twin	AII	**A1554**	FBOR	2	73	70	38	3–3	**18/–**	9/16	AR14366	**1/10**
1923-34	349cc, SV	AII	**A1739**	FBR	1	73	72	38	3–3/32	**18/6**	15	AP15073	**2/6**
1923-6	349, 749cc	AII	**A1054**	DRO	1/2	73	75	43	2–3	**18/6**	¾	AP19173	**2/8**
1933-4	1100cc, SV, Twin, 3-wheeler	N33	**A1923**	FLO	2	3⅜	3¼	1⅝	2–⅛, 1–⅛ ST	**18/–**	13/16	AC20676	**2/6**
J.A.P.													
1933-4	98cc, Two Stroke ...	AII	**A1261**	TSOIB	1	50½	80	43½	3–3/32 P.	**15/6**	12.4	AP12450	**2/2**
1932	150cc, SV	N33	**A2158**	FLO	1	51½	67	31	3–1/16	**14/–**	.615	AC15643	**2/–**
1929-31	200cc, SV	AII	**A2031**	FLO	1	55	61	31	3–3/32	**14/–**	.615	AC15646	**1/8**
1930-2	198cc, OHV	N33	**A2051**	FLO	1	57	62	31½	3–1/16	**15/–**	.615	AC15649	**1/8**
	175cc, SV, ...	N33	**A2377**	FLO	1	59½	2 9/32	1¼	3–3/32	**15/–**	.615	AC15649	**1/10**
1924-6	250cc, OHV	AII	**A1022**	DRO	1	2.449	2 13/16	1½	2–⅛	**15/6**	.628	AP15962	**2/4**

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Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete	PIN Dia.	PIN Type and Ref. No.	PIN Price.
J.A.P.—cont.													
1924-32	250cc, OHV, High Comp.	N33	**A1004**	DROV	1	62½	2 23/32	1 15/32	1–3/32, 1–3/32 St.	**15/6**	.615	AP15662	**2/4**
1929	250cc, OHV, Racing ...	N33	**A1463**	DOOV	1	62½	2⅜	1⅛	2–1/16	**16/6**	.615	AP15662	**2/4**
1930-4	250cc, OHV	N33	**A1149**	CSO	1	62½	2 9/32	1 1/32	3–3/32	**14/–**	.615	AC15654	**1/8**
1930	500cc, OHV, Twin ...	N33	**A3111**	DOOV	2	62½	64	32	2–1/16	**15/6**	.615	AC15654	**1/8**
1934-5	250cc, OHV	N33	**A2403**	FLOS	1	62½	57¾	26	4–1/16	**16/6**	.615	AC15654	**1/10**
1936-7	250cc, OHV	N33	**A3133**	DRO	1	62½	2 23/32	1 15/16	3–1/16	**15/6**	.615	AC15654	**1/10**
1929	250cc, SV	N33	**A925**	FBO	1	64½	62	33	2–⅛	**16/–**	.615	AC15656	**2/–**
1929-37	250cc, SV	N33	**A1769**	FBO	1	64½	2 7/16	1 5/16	2–3/32	**16/–**	.615	AC15656	**2/–**
1912-20	350cc	C.I.	**F324**	FLOU	1	2¾	2⅞	1 7/16	2–3/16	**17/–**	7/16	AP11170	**2/2**
1920	350cc	C.I.	**C1306**	CSOU	1	2¾	2¾	1⅜	3–3/32	**18/–**	.615	AP15670	**2/6**
1921-6	300cc, 680cc, SV ...	C.I.	**F108**	FLOU	1/2	2¾	71	37	3–3/32	**16/6**	.615	AP15670	**2/6**
1924-8	300cc, 350cc, 680cc, 750cc, SV	N33	**A931**	FLO	1/2	2¾	72½	41	3–3/32	**16/–**	.615	AC15658	**2/–**
1926-34	750cc, SV, Twin 350cc, OHV	N33	**A1525**	FLO	2	2¾	2 5/16	1⅛	3–3/32	**16/–**	.615	AC15661	**2/–**
1926-9	350cc, OHV	N33	**A1062**	DOO	1	2¾	2 17/32	1 5/16	2–⅛	**17/–**	.628	AP15969	**2/6**
1927-9	350cc, OHV	N33	**A1424**	DOO	1	2¾	2½	1 5/16	2–1/16	**18/–**	.615	AP15670	**2/6**
1928	346cc, OHV	A11	**A1400**	DOOV	1	2¾	2¾	1⅜	3–1/16	**17/6**	11/16	AC17462	**2/–**
1928-32	350cc, 680cc, OHV ...	A11	**A1727**	FLO	1/2	2¾	2½	1 5/16	3–3/32	**16/–**	.615	AC15660	**2/–**
1928-30	300cc, SV	N33	**A1959**	FLO	1	2¾	72	40	3–1/16	**17/–**	.615	AC15658	**2/–**
1930-1	350cc, OHV, Super Sports	A11	**A1474**	DOO	1	2¾	2 13/16	1⅝	3–1/16	**17/6**	.615	AC15660	**2/–**
1931	350cc, 680cc, OHV, High Comp.	A11	**A1304**	DOE	1/2	2¾	2 9/16	1 9/16	3–3/32	**17/6**	.615	AP15670	**2/6**
1922-6	344cc, OHV	N33	**A1000**	DROH	1	74	2 9/16	1 5/16	2–⅛	**17/6**	.615	AC15666	**2/–**
1925-8	350cc, OHV	A11	**A1014**	DREV	1	74	2 25/32	1 17/32	2–3/32	**17/6**	.615	AP15674	**2/6**
1930-1	1,000cc, OHV, Twin, High Comp.	N33	**A3007**	DOO	2	80	3	1⅝	3–1/16	**20/–**	11/16	AC17472	**2/2**
1930-1	500cc, OHV, TT... ...	N33	**A3009**	DOOV	1	80	2 23/32	1 11/32	2–1/16	**18/6**	11/16	AC17470	**2/2**
1909-15	500cc, 1,000cc.	C.I.	**FI**	FSOU	1/2	3⅜	3¼	1⅝	3–3/16	**18/–**	½	AP12786	**1/10**
1920	500cc	C.I.	**C1302**	CBOBU	1	3⅜	3	1⅜	4–3/32	**18/–**	.615	AP15686	**2/8**
1926-9	500cc, SV, 980cc, SV ...	N33	**A1923**	FLO	1/2	3⅜	3¼	1⅝	2–⅛, 1–⅛ St.	**18/–**	13/16	AC20676	**2/6**
1926-9	500cc, SV, 980cc, SV, Sports	N33	**A2281**	FLOS	1/2	3⅜	3 9/32	1 21/32	3–3/32, 1–3/32 St.	**18/–**	13/16	AC20676	**2/6**
1927-8	976cc, SV, Twin ...	N33	**A1907**	FLO	2	3⅜	85	43½	2–3/32, 1–3/32 St.	**18/–**	13/16	AC20676	**2/6**
1927-8 1932	500cc, OHV ... ... 1,100cc, OHV, Twin ...	N33	**A1090**	DROH	1/2	3⅜	3½	1⅞	2–⅛, 1–⅛ St.	**20/–**	13/16	AC20676	**2/6**
1928-30	500cc, OHV	N33	**A1320**	DRO	1	3⅜	3 3/32	1 27/32	3–3/32	**19/–**	13/16	AC20676	**2/6**
1924-7 1933	500 cc, 980cc, SV ... 600cc, SV, Sports U ...	N33	**A1905**	FLO	1/2	3⅜	3¼	1⅝	3–3/32	**18/–**	.615	AC15677	**2/8**
1936	500cc, SV	N33	**A2392**	FBOS	1	3⅜	3 1/32	1½	4–3/32	**21/6**	13/16	AC20674	**2/6**

COVMO TRADE MARK

PISTONS

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Make and Year.	Model.	PISTON Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	RINGS Length.	Comp. Centres.	No. and Width of Rings.	Price Complete	PIN Dia.	Type and Ref. No.	Price.
LEVIS.													
1921-8	211cc, Popular	C.I.	**TS827**	TSO	1	2.436	95	54	2–4 P.	**19/–**	7/16	AP11162	**2/–**
1921-5	247cc, K	C.I.	**TS855**	TSO	1	67	95	54	2–4 P.	**20/–**	7/16	AP11162	**2/–**
1921-33	247cc, K, M	C.I.	**TS931**	TSO	1	67	3 13/16	2 3/16	2–4 P.	**17/6**	1/2	AC12761	**1/10**
1930-5	250cc, OHV, B, Special ...	A11	**A1497**	DOOV	1	67	3	1 29/32	2–2 1/2	**18/6**	5/8	AC15860	**2/–**
1927-36	346cc, OHV, A2, A33, A34	N33	**A2227**	FLOV	1	70	71	39	2–2 1/2	**19/–**	5/8	AC15862	**2/–**
1927-36	346cc, OHV, A2, A33, A34, High Comp.	N33	**A2241**	FROFV	1	70	3	1 3/4	3–1 1/2	**18/6**	5/8	AC15862	**2/–**
1927-36	346cc, OHV, A2, A33, A34, Extra High Comp.	A11	**A1487**	DOO	1	70	3 9/32	2 1/32	3–1 1/2	**20/–**	5/8	AC15863	**2/–**
1933-5	500cc, OHV, D ...	N33	**A2271**	FBOFV	1	80	2 13/16	1 7/16	2–2 1/2	**19/–**	11/16	AC17472	**2/2**
M.A.G.													
1930	750cc, Twin	N33	**A3088**	DOO	2	72	70	37 1/2	2–3	**19/–**	19	AC19063	**2/2**
1920-6	8 h.p., Twin	C.I.	**F323**	FLOU	2	82	74	33	2–5	**17/6**	15	AP15082	**2/8**
1930	500cc, OHV	N33	**A2222**	FLO	1	82	71	34	2–3	**21/–**	20	AC20072	**2/8**
1930	500cc, SV	N33	**A2226**	FLO	1	82	95	36	3–3	**21/6**	20	AC20072	**2/8**
MATCHLESS.													
1931-3	593cc, OHC, B, Silver Hawk ...	N33	**A1879**	FBO	4	2	2 11/16	1 3/8	1–3/32, 1–3/32 St.	**14/–**	11/16	AC17441	**1/10**
1930-1	397cc, SV, Twin, A2, Silver Arrow ...	N33	**A1756**	FTO	2	2 1/8	2 15/32	1 11/32	2–3/32	**14/–**	11/16	AC17444	**1/10**
1932-3	397cc, SV, Twin, A2, Silver Arrow ...	N33	**A2019**	FTO	2	2 1/8	3 1/16	1 3/8	3–1/16	**14/–**	11/16	AC17444	**1/10**
1926-30	246cc, OHV, R, R3, R5, R6	N33	**A1012**	KTO	1	2 15/32	2 15/16	1 7/16	2–3/32	**15/–**	7/8	AC22252	**2/4**
1926-33	246cc, SV, R5, D7 ...	N33	**A3101**	KTOF	1	2 15/32	2 3/4	1 7/16	2–3/32	**15/–**	7/8	AC22250	**2/8**
	246cc, OHV	N33	**A3112**	KTOFV	1	2 15/32	2 3/4	1 7/16	3–1/16	**15/–**	7/8	AC22251	**2/4**
1933	246cc, SV, 33/O7 ...	N33	**A2262**	FLO	1	2 15/32	3 3/16	1 1/4	3–1/16	**16/6**	7/8	AC22251	**2/4**
1933-6	246cc, OHV, 33, 34/D2, 35/F4, 36/G2, 36/G2M	N33	**A3122**	KTOV	1	2 15/32	2 29/32	1 7/16	3–1/16	**14/6**	7/8	AC22251	**2/4**
1924-7	347cc, LR, L4	N33	**A1006**	KOOB	1	2 23/32	3	1 1/2	3–3/32	**14/6**	7/8	AC22259	**2/6**
1928-33	347cc, OHV, TS2, T4 ...	N33	**A1315**	KTO	1	2 23/32	3	1 1/2	1–3/32, 1–3/32 St.	**15/–**	7/8	AC22257	**2/6**
1933-6	347cc, OHV, D3, 34/D3, 35/D3, G3, 36/G3C	N33	**A3091**	KTO	1	2 23/32	3 7/16	1 1/2	3–1/16	**16/–**	7/8	AC22257	**2/6**
1926-30	498cc, SV, L5, T, T3, T5	N33	**A1560**	FLO	1	3 1/4	2 15/16	1 7/16	1–1/8, 1–1/8 St.	**18/–**	7/8	AC22270	**2/8**
		C.I.	**F650**	FLO	1	3 1/4	3	1 3/8	2–1/8	**20/–**	7/8	AC22272	**2/8**
1932-5	500cc, SV, D5, D80 ...	N33	**A2382**	FLO	1	3 1/4	3 3/8	1 13/16	3–1/16, 1–5/32 Max.	**21/–**	7/8	AC22271	**2/8**
1933-6	498cc, OHV, Sports D80 36/G80	N33	**A2188**	FLOV	1	3 1/4	3 3/8	1 13/16	3–1/16	**19/6**	7/8	AC22271	**2/8**
1926-7	495cc, MR3	A11	**A1561**	FBOFL	1	3 3/8	3 1/4	1 13/16	2–1/8	**18/–**	7/8	AC22276	**2/8**
1927-30	495cc, OHV, V2, V3 ...	A11	**A1576**	FBOF	1	3 3/8	3 9/32	1 13/16	2–1/8	**18/6**	7/8	AC22276	**2/8**
1929-30	586cc, V5, V6	N33	**A1672**	FBOF	1	3 3/8	3 9/32	1 13/16	1–1/8, 1–1/8 St.	**18/–**	7/8	AC22276	**2/8**
1930-1	990cc, SV, Twin, X2, X3	N33	**A1875**	FBOFL	2	3 3/8	3 9/32	1 13/16	1–1/8, 1–1/8 St.	**18/6**	7/8	AC22276	**2/8**
1931-2	495cc, OHV	N33	**A3059**	DOOV	1	3 3/8	3 11/16	2 7/16	2–1/16	**20/–**	7/8	AC22276	**2/8**
1931-5	495cc, OHV, CS 586cc, SV.C, 34/C 990cc, Twin, X3, X4, XR4	N33	**A2174**	FBOFL	1/2	3 3/8	3 9/32	1 13/16	2–1/8, 1–5/32 Max.	**18/6**	7/8	AC22276	**2/8**

PISTONS
MOTOR CYCLES

COVMO TRADE MARK

PISTONS

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete	Pin Dia.	Pin Type and Ref. No.	Pin Price.
MATCHLESS—cont.													
1933	498cc, OHV, SV, CS ...	N33	**A2412**	FBOF	1	3⅜	3½	1 13/16	3–1/16	**23/6**	⅞	AC22274	**2/8**
1933	990cc, SV, 33/2 ...	N33	**A2414**	FBOFL	2	3⅜	3½	1 13/16	3–1/16	**26/–**	⅞	AC22274	**2/8**
1933-6	990cc, OHV, X4 ...	N33	**A2321**	FBOFV	2	3⅜	3½	1 13/16	2–1/16, 1–⅛ Max.	**20/–**	⅞	AC22274	**2/8**
1924-5	591cc, OHV, M ...	A11	**A1104**	CBOF	1	3½	3⅜	1 13/16	3–3/32	**23/–**	⅞	AC22279	**2/10**
NEW HUDSON.													
1929-30	250cc, SV, 80 ... ... / 250cc, OHV, 91 ...	N33	**A1760**	FLO	1	63	67½	26½	3–2	**15/6**	9/16	AP14363	**2/2**
1922-7	346cc, SV	A11	**A1085**	DOO	1	70	3 3/32	1 11/32	2–3	**18/6**	9/16	AP14370	**2/4**
1924-30	346cc, SV, N, 83 ...	N33	**A1762**	FLO	1	70	79	40	3–2	**18/6**	¾	AP19170	**2/8**
1925	346cc, SV	A11	**A1045**	DBO	1	70	80	35	2–3	**18/6**	9/16	AP14370	**2/4**
1926	346cc, OHV	A11	**A1030**	DRO	1	70	72	30	2–2	**18/6**	⅝	AP15870	**2/6**
1927	346cc, OHV, LV... ...	N33	**A1053**	DOO	1	70	73	37	2–2, 1–2 St.	**18/6**	11/16	AC17467	**2/–**
1928-30	346cc, SV, O, 81... ...	S22	**A1635**	FLO	1	70	73	29	3–2	**19/–**	¾	AP19170	**2/8**
1928-30	346cc, OHV, LV, TT, 85, High Comp.	A11	**A1444**	DOOV	1	70	80½	43½	2–2	**18/6**	¾	AP19170	**2/8**
1928-30	346cc, OHV, 85 ...	N33	**A1429**	DOO	1	70	73	37	3–2	**18/6**	¾	AP19170	**2/8**
1932	350cc, OHV	N33	**A3078**	DOOV	1	70	73½	37	2–2	**18/6**	¾	AC19160	**2/2**
1923-8	500cc	A11	**A1009**	DOR	1	79½	86	47	2–2	**19/6**	9/16	AP14379	**2/4**
1926	500cc, OHV	A11	**A3038**	DOOV	1	79½	76½	45	2–2	**19/6**	9/16	AP14379	**2/4**
1928	500cc, OHV	A11	**A1449**	DOOV	1	79½	85	52	1–2, 1–2 St.	**19/6**	¾	AP19180	**2/10**
1928-30	500cc, SV, 2, 84	N33	**A1669**	FLO	1	79½	71½	36	3–2	**19/6**	¾	AP19180	**2/10**
1928-30	498cc, OHV, LV... ...	A11	**A1419**	DOOV	1	79½	82	48½	2–2	**19/6**	¾	AP19180	**2/10**
1928-32	500cc, OHV, LV, High Comp., 86/88	N33	**A1099**	DOO	1	79½	70	37	3–2	**20/–**	¾	AP19180	**2/10**
1931	550cc, SV, 1, 2	A11	**A1929**	FLO	1	83½	2 13/16	1 13/32	2–2, 1–2 St.	**20/–**	¾	AP19184	**2/10**
1932	493cc, OHV	N33	**A3089**	DOOFV	1	83½	91	38	3–2	**19/6**	¾	AC19175	**2/4**
1924-30	600cc, SV	A11	**A1303**	DBO	1	87	77	38	2–3	**20/–**	9/16	AP14387	**2/4**
NEW IMPERIAL.													
1932	150cc, OHV, 23 ...	N33	**A3029**	DSO	1	55	71	35	2–3/32	**14/6**	.628	AP15955	**2/2**
1933-4	150cc, OHV, 23, 23DL	N33	**A3143**	DSO	1	55	70	37	1–3/32, 1–3/32 ST	**14/–**	.628	AP15955	**2/4**
1937	150cc, OHV, 23	N33	**A3142**	DSO	1	55	2 13/16	1–7/16	1–3/32, 1–3/32 St.	**14/–**	¾	AC19145	**2/–**
1924-33	249cc, OHV, 5, 8, 9, 20, 22, 30	A11	**A1022**	DRE	1	2.449	2 13/16	1 9/16	2–⅛	**14/6**	.628	AP15962	**2/4**
1936	247cc, OHV	N33	**A3136**	DOO	1	66.94	3½	1⅜	2–1/16, 1–⅛ Max.	**17/–**	¾	AC19157	**2/2**
1937	250cc, OHV, unit construction, 36	N33	**A3148**	DOOV	1	66.94	3 15/32	1 11/32	2–1/16, 1–⅛ Max.	**17/9**	¾	AC19157	**2/2**
1933-4	247cc, OHV, 30, 30DL, Unit Super	N33	**A2160**	FLOF	1	67	64	28½	1–3/32, 1–3/32 St.	**16/–**	.628	AP15967	**2/6**
1926-7	300cc, SV, 1, 1A ...	A11	**A1032**	DOO	1	69	2¾	1½	2–⅛	**17/–**	.628	AP15969	**2/6**
1924-7	300cc, 350cc, SV ...	N33	**A931**	FLO	1	2¾	72	41	3–3/32	**17/–**	.615	AC15660	**2/–**
1926-31	346cc, OHV, 6, 10 ...	N33	**A1062**	DOO	1	2¾	2 17/32	1 5/16	2–⅛	**16/–**	.628	AP15969	**2/6**
1927-9	350cc, OHV, Twin Port...	A11	**A3004**	DOO	1	74	2¾	1 15/32	2–1/16, 1–⅛ Max.	**18/–**	.628	AC15966	**2/–**

COVMO TRADE MARK

PISTONS

PISTONS MOTOR CYCLES

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete.	Pin Dia.	Pin Type and Ref. No.	Pin Price.
			PISTON						RINGS		PIN		
NEW IMPERIAL—cont.													
1927-32	350cc, SV, 2, 2DL ...	N33	**A1060**	DOO	1	74	$2\frac{25}{32}$	$1\frac{1}{2}$	$2-\frac{1}{8}$	**16/6**	.628	AC15965	2/–
1931-4	350cc, OHV, F10, Blue Prince ...	N33	**A1484**	DBO	1	74	$2\frac{17}{32}$	$1\frac{1}{4}$	$2-\frac{1}{16}$, $1-\frac{1}{8}$ Max.	**16/6**	.628	AC15966	2/–
1933-5	350cc, OHV, 40, 45, Unit Plus	N33	**A2202**	FBO	1	74	$70\frac{1}{2}$	24	$2-\frac{1}{16}$, $1-\frac{1}{8}$ Max.	**18/–**	.628	AC15966	2/–
1937	350cc, OHV, unit construction, 46	N33	**A2420**	FLO	1	74	$3\frac{3}{16}$	$1\frac{1}{16}$	$2-\frac{1}{16}$, $1-\frac{5}{32}$ Max.	**17/6**	$\frac{3}{4}$	AC19163	2/2
1935	496cc, OHV, 70	N33	**A2314**	FBOF	1	82	$2\frac{13}{16}$	1	$2-\frac{1}{16}$, $1-\frac{3}{32}$ Max.	**19/6**	$\frac{3}{4}$	AC19168	2/4
1937	496cc, OHV, Unit Construction, 110, Clubman	N33	**A2418**	FLOFV	1	82	$2\frac{7}{8}$	$1\frac{1}{16}$	$2-\frac{1}{16}$, $1-\frac{1}{8}$ Max.	**18/–**	$\frac{3}{4}$	AC19168	2/4
1928-30	500 cc, OHV, 7A ...	A11	**A1415**	DOO	1	84	$3\frac{3}{32}$	$1\frac{19}{32}$	$2-\frac{1}{8}$	**20/–**	$\frac{3}{4}$	AP19184	2/10
1928-30	500cc, SV, 7	A11	**A1666**	FLO	1	84	$2\frac{25}{32}$	$1\frac{9}{32}$	$2-\frac{1}{8}$	**19/–**	.757	AP19284	2/3
1931	500cc, SV	N33	**A2052**	FLO	1	84	$3\frac{5}{16}$	$1\frac{9}{16}$	$3-\frac{5}{32}$	**20/–**	$\frac{7}{8}$	AC22272	2/8
1931-4	500cc, OHV, F11, 17 Blue Prince ...	N33	**A2210**	FLO	1	86	$2\frac{13}{32}$	$\frac{7}{8}$	$3-\frac{1}{11}$	**18/–**	$\frac{3}{4}$	AC19170	2/2
NEWMOUNT.													
1930-1	200cc	N33	**A1233**	TSOB	1	60	101	53	3–3 P.	**21/6**	14	AC14053	1/8
		C.I.	**TS934**	TSOS	1	60	101	53	3–3 F.	**18/–**	14	AC14053	1/8
	300 cc	A11	**A1232**	TSOB	1	68	$106\frac{1}{2}$	$64\frac{1}{2}$	4–3 P.	**22/–**	14	AC14061	1/10
	300cc	C.I.	**TS938**	TSOB	1	68	110	56	3–3 P.	**20/–**	14	AC14061	1/10
NORTON.													
1929-30	348cc, OHV, High Comp.	A11	**A1357**	DOSV	1	71	74	42	$3-\frac{1}{16}$	**17/6**	$\frac{11}{16}$	AC17457	2/–
1930	348cc, OHC, C, J ...	A11	**A3045**	DSSV	1	71	77	$41\frac{1}{2}$	$3-\frac{1}{16}$	**17/6**	$\frac{7}{8}$	AC22258	2/6
1931-4	348cc, OHV, OHC, CJ, JE, 40, 50, International	N33	**A3134**	DSOFV	1	71	$2\frac{29}{32}$	$1\frac{5}{8}$	$2-\frac{1}{16}$, $1-\frac{1}{8}$ Max.	**17/6**	$\frac{7}{8}$	AC22258	2/6
1931	348cc, OHV, Low Comp. C, J, JE	N33	**A2234**	FLOFV	1	71	71	35	$2-\frac{1}{16}$, $1-\frac{1}{8}$ Max.	**18/6**	$\frac{7}{8}$	AC22260	2/6
1934-6	348cc,OHV,International 40												
1914-26	500cc, 16H	C.I.	**D600**	DRWH	1	79	91	45	$2-\frac{5}{32}$	**17/–**	$\frac{5}{8}$	AP15879	2/8
1922-9	500cc, OHV, OHC, 18, CS1	N33	**A1323**	DCSV	1	79	67	$37\frac{1}{2}$	$3-\frac{1}{16}$	**18/–**	$\frac{5}{8}$	AC15867	2/–
1925-6	588cc, OHV	A11	**A1108**	COS	1	79	73	33	$2-\frac{3}{32}$	**18/–**	$\frac{5}{8}$	AP15879	2/8
1925-30	500cc, SV, 16H, 2 ...	A11	**A1028**	DOS	1	79	93	43	$2-\frac{3}{32}$	**18/–**	$\frac{5}{8}$	AP15879	2/8
1925-30	500cc, SV, 16H, 2 ...	N33	**A1084**	DOO	1	79	93	43	$2-\frac{3}{32}$	**20/–**	$\frac{5}{8}$	AP15879	2/8
1926-8	500cc, OHV, High Comp.	A11	**A1070**	DCS	1	79	80	52	$2-\frac{3}{32}$	**18/–**	$\frac{5}{8}$	AP15879	2/8
1926-30	588cc, OHV, 19 ...	N33	**A1135**	COS	1	79	72	33	$3-\frac{1}{16}$	**19/–**	$\frac{5}{8}$	AP15879	2/8
1928-30	490cc, OHV, ES2 ...	A11	**A1380**	DSSV	1	79	$2\frac{15}{16}$	$1\frac{25}{32}$	$3-\frac{1}{16}$	**18/–**	$\frac{5}{8}$	AP15879	2/8
1928-32	490cc, OHC, High Comp.	N33	**A3043**	DCSV	1	79	$76\frac{1}{2}$	$47\frac{1}{2}$	$3-\frac{1}{16}$	**18/6**	$\frac{5}{8}$	AC15866	2/–
1931-5	500cc, SV, 16H	N33	**A1478**	DRR	1	79	$84\frac{1}{2}$	$44\frac{1}{2}$	$2-\frac{1}{16}$, $1-\frac{1}{8}$ Max.	**18/–**	$\frac{7}{8}$	AC22265	2/6
1931-3	490cc, OHV, OHC, 18, 20, CS1, ES2	N33	**A1446**	DCRFV	1	79	66	36	$2-\frac{1}{16}$, $1-\frac{1}{8}$ Max.	**19/–**	$\frac{7}{8}$	AC22267	2/8
1931-2	588cc, OHV, 19 ...	N33	**A1147**	CRS	1	79	68	33	$3-\frac{1}{16}$	**19/–**	$\frac{7}{8}$	AC22265	2/6
1933-4	490cc, OHV, International	N33	**A3080**	DROFV	1	79	3	$1\frac{17}{32}$	$2-\frac{1}{16}$, $1-\frac{1}{8}$ Max.	**19/–**	$\frac{7}{8}$	AC22269	2/8
1934	490cc, OHV, 18	N33	**A3071**	DOOFV	1	79	79	48	$2-\frac{1}{16}$, $1-\frac{1}{8}$ Max.	**19/–**	$\frac{7}{8}$	AC22269	2/8
1934	490cc, OHV, OHC, ES2, 18, 20, CS1	N33	**A2247**	FLOFV	1	79	67	34	$2-\frac{1}{16}$, $1-\frac{1}{8}$ Max.	**18/–**	$\frac{7}{8}$	AC22266	2/8

PISTONS
MOTOR CYCLES

COVMO TRADE MARK

PISTONS

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete	Dia.	Type and Ref. No.	Price.
		PISTON							**RINGS**		**PIN**		
NORTON—cont.													
1934-5	490cc, OHC, International	N33	**A2430**	FLOFV	1	79	$2\frac{13}{16}$	$1\frac{3}{8}$	2–$\frac{1}{16}$, 1–$\frac{1}{8}$ Max.	**17/6**	$\frac{7}{8}$	AC22265	**2/8**
1914-30	633cc, SV, Big 4 ...	A11	**A1535**	FLS	1	82	79	$40\frac{1}{2}$	2–$\frac{3}{32}$	**20/–**	$\frac{5}{8}$	AP15882	**2/8**
		C.I.	**F56**	FLWH	1	82	74	$40\frac{1}{2}$	2–4	**18/–**	$\frac{5}{8}$	AP15882	**2/8**
1930-1	633cc, SV, Big 4, 1, 14 ...	A11	**A1987**	FLR	1	82	$77\frac{1}{2}$	$40\frac{1}{2}$	3–$\frac{3}{32}$	**20/–**	$\frac{7}{8}$	AC22265	**2/6**
1933-7	596cc, OHV, 19 ...	N33	**A1159**	CSOF	1	82	71	$34\frac{1}{2}$	2–$\frac{1}{16}$, 1–$\frac{1}{8}$ Max.	**19/6**	$\frac{7}{8}$	AC22272	**2/8**
N.S.U.													
	222cc	A11	**A3014**	DOO	1	56	$62\frac{1}{2}$	$32\frac{1}{2}$	3–2	**18/–**	18	AP18056	**2/8**
1932-3	175cc	A11	**A1249**	TSOI	1	59	87	54	2–4 P.	**18/–**	15	APP15059	**2/4**
1928-34	500cc, SV	A11	**A2041**	FLOH	1	80	$84\frac{1}{2}$	$44\frac{1}{2}$	3–3	**21/–**	20	AP20080	**2/3**
N.U.T. (See also J.A.P. and Villiers).													
1923	698cc, SV, Twin ...	A11	**A1818**	FLO	2	70	$2\frac{9}{16}$	$1\frac{1}{8}$	2–$\frac{1}{8}$	**20/–**	$\frac{5}{8}$	AP15870	**2/6**
N.V.													
	250cc	N33	**A2255**	FLOF	1	63	75	40	3–2	**16/-**	16	AP16063	**2/4**
O.K. (See also Blackburne, J.A.P., and Villiers).													
1929	250cc, OHV, 2 port ...	A11	**A1463**	DOOV	1	$62\frac{1}{2}$	$2\frac{3}{8}$	$1\frac{1}{8}$	2–$\frac{1}{16}$	**16/-**	.615	AP15662	**2/4**
1919-22	269cc	C.I.	**TS823**	TSO	1	70	100	48	2–$\frac{1}{4}$	**21/–**	$\frac{9}{16}$	AP14370	**2/4**
O.K. SUPREME (See also J.A.P.)													
1936-7	250cc, OHV, Sports 70	N33	**A3133**	DRO	1	$62\frac{1}{2}$	$2\frac{23}{32}$	$1\frac{15}{32}$	3–$\frac{1}{16}$	**15/6**	.615	AC15654	**2/10**
	250cc, OHV	N33	**A2403**	FLOS	1	$62\frac{1}{2}$	$57\frac{3}{4}$	26	4–$\frac{1}{16}$	**16/6**	.615	AC15654	**2/10**
1929-35	350cc, OHV	N33	**A1525**	FLO	1	$2\frac{3}{4}$	$2\frac{5}{16}$	$1\frac{1}{8}$	3–$\frac{3}{32}$	**15/6**	.615	AC15661	**2/–**
1931	300cc, SV, B31 ...	N33	**A931**	FLO	1	$2\frac{3}{4}$	$72\frac{1}{2}$	41	3–$\frac{3}{32}$	**16/–**	.615	AC15658	**2/–**
1935	350cc, OHV	N33	**A1474**	DOOV	1	$2\frac{3}{4}$	$2\frac{13}{16}$	$1\frac{5}{8}$	3–$\frac{1}{16}$	**18/–**	.615	AC15660	**2/–**
1932	250cc, OHC	N33	**A3003**	DOO	1	70	58	30	2–$\frac{1}{16}$	**18/6**	$\frac{11}{16}$	AC17461	**2/–**
1929	500cc, SV	N33	**A2281**	FLOS	1	$3\frac{3}{8}$	$3\frac{9}{32}$	$1\frac{21}{32}$	3–$\frac{3}{32}$, 1–$\frac{3}{32}$ St.	**18/6**	$\frac{13}{16}$	AC20676	**3/3**
1930-2	500cc, OHV, K	N33	**A1320**	DRO	1	$3\frac{3}{8}$	$3\frac{3}{32}$	$1\frac{27}{32}$	3–$\frac{3}{32}$	**19/–**	$\frac{13}{16}$	AC20676	**3/3**
OMEGA (See also J.A.P.)													
1925-7	600cc, SV	N33	**A1905**	FLO	1	$3\frac{3}{8}$	$3\frac{1}{4}$	$1\frac{5}{8}$	3–$\frac{3}{32}$	**18/–**	.615	AC15677	**2/8**
PEUGEOT.													
1931	350cc, OHV, P107 ...	N33	**A2272**	FLO	1	72	$69\frac{1}{2}$	$34\frac{1}{2}$	2–$2\frac{1}{2}$, 1–4 Max.	**17/6**	20	AC20063	**2/4**
P. & M.													
1927-9	246cc, OHV, Panthette...	A11	**A1324**	DROB	2	50	43	$25\frac{1}{2}$	3–$\frac{1}{16}$	**17/6**	$\frac{7}{16}$	AP11150	**2/–**
1932-7	248cc, OHV, 10, 20, 30, 40	N33	**A3086**	DRO	1	60	82	35	3–2	**14/6**	$\frac{3}{4}$	AC19151	**2/–**
1933-7	350cc, OHV, 80, Panther, Redwing	N33	**A2307**	FLO	1	71	$3\frac{1}{16}$	$1\frac{1}{4}$	3–$\frac{3}{32}$	**15/6**	$\frac{3}{4}$	AC19160	**2/2**
1931-3	490cc, OHV, 90 ...	A11	**A3041**	DROF	1	79	79	38	2–$\frac{3}{32}$	**19/–**	$\frac{7}{8}$	AC22270	**2/8**
1926	499cc, OHV, High Comp, Cub, Panther	A11	**A1024**	DOOB	1	84	$83\frac{1}{2}$	$48\frac{1}{2}$	3–$2\frac{1}{2}$	**20/–**	$\frac{3}{4}$	AP19184	**2/10**
1926	499cc, OHV, Panther ...	A11	**A1527**	FBOB	1	84	72	36	3–$\frac{1}{8}$	**18/–**	$\frac{3}{4}$	AP19184	**2/10**
1927	499cc, OHV, TT... ...	A11	**A1322**	DORBV	1	84	89	54	3–$2\frac{1}{2}$	**21/–**	$\frac{3}{4}$	C19178	**2/4**
1927-30	499cc, OHV, Panther, 50	A11	**A1654**	FBOB	1	84	73	38	3–$\frac{1}{8}$	**18/–**	$\frac{3}{4}$	C19178	**2/4**

COVMO TRADE MARK

PISTONS

PISTONS MOTOR CYCLE

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete	Dia.	Type and Ref. No.	Price.
		PISTON							RINGS		PIN		
P. & M.—cont.													
1927-30	499cc, OHV, Panther, 50, High Comp.	A11	**A1464**	DOOB	1	84	83½	48½	3–2	**20**/–	¾	C19178	**2**/4
1928	499cc, OHV, TT... ...	A11	**A1325**	DOR	1	84	82	53	2–2½	**21**/–	¾	C19178	**2**/4
1931-5	499cc, OHV, Panther, 50 Redwing	A11	**A2008**	FBO	1	84	85	37	2–⅛	**19**/6	⅞	AC22276	**2**/8
1928-30	596cc, OHV, 3B ...	A11	**A1687**	FLOB	1	87	68	33	3–⅛	**20**/–	¾	C19181	**2**/4
1929-32	596cc, OHV, Redwing, 80, 85	N33	**A1776**	FBO	1	87	2¾	1 13/32	2–1/16	**18**/6	¾	C19181	**2**/4
1931-4	596cc, OHV, Redwing, 60, 80	N33	**A1998**	FLOF	1	87	3 13/32	1¼	2–⅛	**19**/–	⅞	AC22274	**2**/8
1932	598cc, OHV, 100 ...	A11	**A2004**	FLOF	1	87	71	30	2–⅛	**18**/6	⅞	AC22276	**2**/8
1936	598cc, Panther, Redwing, 100	N33	**A2318**	FLOF	1	87	85	44	2–⅛, 1–5/32 Max.	**21**/–	⅞	AC22276	**2**/8
PRECISION.													
1924-9	350cc, D	A11	**A1709**	FLO	1	70	67	30	2–2	**19**/–	16	AP16070	**2**/6
QUADRANT.													
1925-6	490cc, OHC	A11	**A1317**	DOOB	1	79	83	38	3–⅛	**21**/–	9/16	AP14379	**2**/4
RADCO.													
1914-25	247cc	C.I.	**TS854**	TSO	1	67	99	59	2–4 P.	**21**/–	11	Q11062	**1**/8
RALEIGH.													
1926-7	174cc, SV, 17, F, 2N ...	A11	**A993**	FLR	1	52	51	25	2–3/32	**13**/–	12	AP12052	**2**/2
1925-7	248cc, SV, 14, 15 ...	N33	**A975**	FLR	1	60	58	28	2–3/32	**13**/–	14	AP14060	**2**/2
1928	248cc, SV, 15	N33	**A1096**	DOO	1	60	66	36	2–3/32	**13**/–	14	AC14053	**1**/8
1930-2	298cc, SV, MO30, 31, 32	A11	**A1993**	FLO	1	65.6	62½	28½	3–3/32	**15**/–	14	AP14065	**2**/4
1930-2	298cc, SV, High Comp., MO30/31/32	A11	**A1492**	DOR	1	65.6	66	32	2–3/32	**13**/6	14	AP14065	**2**/4
1922-4	348cc, SV	C.I.	**F370**	FLO	1	71	68	32	2–⅛	**17**/–	18	C18066	**2**/2
1923-8	348cc, SV	A11	**A1640**	FLR	1	71	75	38½	2–3/32	**16**/–	18	AC18058	**2**/2
1925	348cc, OHV	A11	**A1307**	DSWV	1	71	82	46	2–3/32	**16**/–	18	AC18060	**2**/2
1926-9	348cc, SV	A11	**A1540**	FSW	1	71	73	36	2–3/32	**17**/–	18	AP18071	**2**/6
1927-8	348cc, OHV, Sports ...	N33	**A1010**	DRRV	1	71	80	47	2–3/32	**17**/–	18	AC18058	**2**/2
1928	348cc, OHV, Sports ...	A11	**A1423**	DSRFVH	1	71	83	50	2–3/32	**16**/–	18	AC18060	**2**/2
1928-9	348cc, OHV, 26 ...	A11	**A1336**	DSSV	1	71	80½	51½	2–3/32	**16**/–	18	AC18060	**2**/2
1929	348cc, OHV	N33	**A1379C**	DORF	1	71	2¾	1 7/16	2–3/32	**16**/–	18	C18066	**2**/2
1929-31	348cc, OHV, MT30, MG31	N33	**A1379P**	DORF	1	71	2¾	1 7/16	2–3/32	**16**/–	18	AC18060	**2**/2
1933-5	742cc, SV, V, Twin, 3-wheeler	N33	**A2244**	FLOS	2	75	3 17/32	1 9/16	2–3/32, 1–5/32 Max. 1–3/32 St.	**18**/–	18	AC18066	**2**/2
1922-4	399cc, 798cc, SV ...	C.I.	**F519**	FLWH	1/2	76	68	32	2–⅛	**16**/–	18	C18066	**2**/2
1925-7	399cc, 798cc, SV ...	A11	**A1543**	FSR	1/2	76	73	36	2–3/32	**16**/6	18	AP18076	**2**/8
1927-31	498cc, OHV	A11	**A1396**	DSR	1	79	3 1/16	1⅝	3–3/32	**20**/–	18	AP18079	**2**/10
1930	496cc, SV, MA30 ...	N33	**A1594**	FLR	1	79	71½	35	3–3/32	**16**/6	18	AC18068	**2**/4
1930-4	500cc, OHV, 23	N33	**A1300**	DCSV	1	79	63	31	2–3/32	**16**/–	18	AC18068	**2**/4
1927-32	498cc, OHV, MH203 ...	N33	**A3001**	DCRFV	1	79	64	33	2–3/32	**17**/–	18	AC18068	**2**/4
1931-3	598cc, SV, 3-wheeler, LDV	N33	**A2115**	FLO	1	86.8	76	35	3–3/32	**17**/6	18	AC18079	**2**/4

PISTONS
MOTOR CYCLES

COVMO TRADE MARK

PISTONS

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete.	PIN Dia.	PIN Type and Ref. No.	PIN Price.
REX ACME (See also Blackburne, J.A.P., Sturmey Archer, and Villiers).													
1927	175cc, OHV	A11	**A1359**	DOOH	1	60	60	27	3–1/16	**16/6**	19/32	AP15160	**2/4**
1930	350cc	A11	**A1410**	DOOH	1	69	2 1/2	1 1/4	2–3/32	**17/6**	23/32	C18364	**2/2**
1928	350cc, TTH/8	A11	**A1804**	FQO	1	72	2 19/32	1 11/32	2–4	**19/–**	5/8	AC15865	**2/–**
1927-8	498cc	A11	**A1388**	DOO	1	81	3 1/32	1 19/32	2–3/32	**20/–**	23/32	AP18381	**2/10**
ROVER.													
1923-4	250cc	C.I.	**F592**	FLOHK	1	63	54	26	2–3	**16/–**	12	AP12063	**2/2**
1923-5	250cc	A11	**A1072**	KTOH	1	63	73	38 1/2	2–3	**18/–**	12	AP12063	**2/2**
1925-7	346cc	C.I.	**F464**	FLOK	1	74	66	28	2–4	**19/–**	5/8	AP15874	**2/6**
1925-7	346cc	A11	**A2000**	FLO	1	74	70	31 1/2	2–4	**19/–**	5/8	AC15866	**2/–**
1915-23	500cc	C.I.	**F6**	FLOU	1	85	83	34	2–5	**18/–**	18	AP18085	**2/10**
1924	500cc	C.I.	**F9**	FLOKU	1	85	83	34	2–5	**20/–**	16	AP16085	**2/8**
ROYAL ENFIELD.													
1932-6	148cc, Z1, 2, 3, XZ ...	N33	**A1243**	TSO	1	56	81	45 1/2	2–1/8 P.	**14/–**	1/2	AP12756	**2/4**
1934-5	148cc, OHV, T	N33	**A2243**	FLO	1	56	2 1/16	1 1/16	3–1/16	**14/–**	.615	AC15645	**2/10**
1914-24	225cc, 201	C.I.	**TS834**	TSOH	1	64	97	57	1-6 P	**18/–**	12	S12061	**1/10**
1921-4	225cc	A11	**A1236**	TSOH	1	64	3 13/16	2 1/4	2–2 1/2 P.	**16/–**	12	S12061	**1/10**
		C.I.	**TS936**	TSOH	1	64	3 13/16	2 1/4	1–6 P.	**18/–**	12	S12061	**1/10**
1928-30	225cc, SV, B	N33	**A1724**	FLO	1	64	60	30	3–1/16	**16/–**	3/16	AP14364	**2/4**
1924-7	225cc	N33	**A1222**	TSO	1	64	3 13/16	2 1/4	2–3/32 P.	**18/–**	1/2	AP12764	**2/4**
1932-5	225cc, A, AC	N33	**A1229**	TSO	1	64	3 13/16	2 1/4	2–3/32 P.	**15/–**	.615	AC15656	**2/–**
1937	225cc, A	N33	**A1264**	TSO	1	64	3 13/16	2 1/4	2–1/8 P.	**16/–**	.615	AP15664	**2/6**
1932-4	250cc, OHV, B. BO, Bullet	N33	**A3073**	DRO	1	64	2 13/16	1 1/2	3–1/16	**16/6**	.615	AC15656	**2/–**
1933-4	248cc, SV												
1934-7	250cc, OHV, Bullet, SS, S2, S	N33	**A2291**	FLOF	1	64	65	31 1/2	3–1/16	**16/–**	3/4	AC19154	**2/–**
1935-7	250cc, SV, B	N33	**A2421**	FLOF	1	64	64 1/2	31	3–1/16	**16/–**	3/4	AC19154	**2/2**
1930	300cc, SV	N33	**A931**	FLO	1	2 3/4	72 1/2	41	3–3/32	**16/6**	.615	AC15658	**2/–**
1931-2	350cc, OHV, 2 port, CO	N33	**A1525**	FLO	1	2 3/4	2 5/16	1 1/8	3–3/32	**16/6**	.615	AC15661	**2/–**
1927-9	350cc, OHV	A11	**A1424**	DOO	1	2 3/4	2 1/2	1 5/16	2–1/16	**16/6**	.615	AP15670	**2/6**
1928	350cc, OHV	A11	**A1304**	DOS	1	2 3/4	2 9/16	1 9/16	2–1/8	**16/6**	.615	AP15670	**2/6**
1928	350cc, OHV, Extra High Comp.	A11	**A3011**	FREV	1	2 3/4	2 15/32	1 13/32	3–1/16	**17/–**	.615	AP15670	**2/6**
1928-35	350cc, SV, C, F, G35 ...	N33	**A1959**	FLO	1	2 3/4	72	40	3–1/16	**16/6**	.615	AC15658	**2/–**
1931	350cc, OHV, G31 ...	N33	**A2014**	FLOF	1	2 3/4	2 23/32	1 1/8	2–1/16	**17/–**	.615	AC15660	**2/–**
1931-5	350cc, OHV, G, G35, 2 port	N33	**A1499**	DOOF	1	2 3/4	2 15/16	1 5/16	2–1/16	**16/6**	.615	AC15658	**2/–**
	350cc, OHV	A11	**A3000**	DROFV	1	2 3/4	80	40 1/2	2–1/16	**17/–**	.615	AC15660	**2/–**
1936	350cc, OHV, G ...	N33	**A2410**	FLOF	1	2 3/4	3 1/8	1 3/8	3–1/16	**17/–**	3/4	AC19159	**2/2**
1937	350cc, SV, C	N33	**A2423**	FLO	1	2 3/4	70	40	3–1/16	**16/6**	.615	AC15658	**2/–**

For Type of Piston and Gudgeon Pin—See Pages P6-10. For Key to Abbreviations—See Page P11.

COVMO TRADE MARK

PISTONS

PISTONS MOTOR CYCLES

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete.	Pin Dia.	Pin Type and Ref. No.	Pin Price.
ROYAL ENFIELD—cont.													
1937	350cc, OHV, G	N33	**A2422**	FLOF	1	2¾	3⅛	1⅜	3–1/16	**16/6**	¾	AC19159	**2/2**
1931-3	499cc, OHV, J. De Luxe	A11	**A1477**	DROF	1	80	95½	46½	3–1/16	**19/–**	¾	AC19170	**2/2**
1932-3	499cc, SV, L	N33	**A2263**	FLOF	1	80	3⅜	1⅝	3–1/16	**20/–**	¾	AC19170	**2/2**
1936-7	499cc, Bullet, JF, OHV	N33	**A2295**	FLOF	1	84	87½	42	3–1/16	**20/–**	¾	AC19172	**2/4**
1936-7	500cc, SV, H	N33	**A2425**	FLOF	1	84	8	42	2–1/16, 1–5/32 Max.	**19/–**	¾	AC19172	**2/4**
1920-4	8 h.p.	C.I.	**F506**	FLOU	2	85½	3⅛	1½	3–3/32	**18/–**	¾	AP19185	**2/10**
1922-6	8 h.p.	C.I.	**F114**	FLOU	2	85½	3¼	1⅝	3–3/32	**18/–**	¾	AP19185	**2/10**
1926-7	8 h.p., 180, 190 ...	A11	**A1086**	DOO	2	85½	88	46	2–4	**20/–**	¾	AC19175	**2/4**
1929	488cc, OHV, 505 ...	N33	**A1358**	DCEV	1	85½	90	48½	3–3/32	**20/–**	¾	AC19170	**2/4**
1928-30	500cc, SV, D. H, ...	N33	**A1778**	FLO	1/2	85½	3¼	1⅝	3–3/32	**18/–**	¾	AC19175	**2/4**
	967cc, SV, K												
1931	500cc, SV, HA ...	N33	**A1982**	FLOFV	1/2	85½	3⅝	1 21/32	3–1/16	**18/–**	¾	AC19175	**2/4**
1932-6	570cc, SV, LH												
1931-2	488cc, OHV	N33	**A1491**	DROF	1	85½	99	49½	2–1/16	**21/–**	¾	AC19174	**2/4**
1931	488cc, SV	N33	**A2166**	FLOF	1/2	85½	3 11/16	1 23/32	3–1/16	**20/–**	¾	AC19175	**2/4**
1933	976cc, Twin K												
1932	488cc, OHV, LF High Comp., Special	N33	**A2277**	DROF	1	85½	3½	1 29/32	3–1/16	**21/6**	¾	AC19174	**2/4**
1933-4	OHV, 4 valve, Bullet ...												
1934	570cc, SV, L	N33	**A2264**	FLOF	1	85½	3 9/16	1 19/32	3–1/16	**21/6**	¾	AC19174	**2/4**
1937	488cc, SV, J 570cc, SV, L	N33	**A2424**	FLO	1	85½	3¼	1⅝	2–1/16, 1–5/32 Max.	**19/–**	¾	AC19172	**2/4**
RUDGE.													
1924-33	250cc, OHV, 2 port ...	N33	**A1004**	DROV	1	62½	2 23/32	1 15/32	2–3/32	**15/6**	.615	AP15662	**2/4**
1931-5	250cc, OHV, Python ...	N33	**A1435**	DRO	1	62½	2 7/16	1 7/16	2–1½	**14/6**	⅝	AP15862	**2/4**
	250cc, OHV	N33	**A3133**	DRO	1	62½	2 23/32	1 15/32	3–1/16	**15/6**	.615	AC15654	**1/10**
1929	250cc, SV	N33	**A1769**	FBO	1	64½	2 7/16	1 5/16	2–3/32	**18/–**	.615	AP15664	**2/6**
1924-5	350cc, OHV, 4 valve ...	A11	**A905**	FLOFU	1	70	66	30	3–3/32	**18/–**	19	AP19070	**2/8**
1929-32	350cc, OHV, TT, Replica	N33	**A1374**	DSO	1	70	2 9/16	1 21/32	2–1½	**18/6**	¾	AP19160	**2/8**
1932-4	350cc, OHV	N33	**A3083**	DRO	1	70	73	42	2–1½	**17/6**	¾	AC19161	**2/2**
1936-8	495cc, Special	N33	**A3145**	DRO	1	3.335	75	47	2–1½	**17/6**	¾	AC19175	**2/4**
1913-9	500cc, Multi	C.I.	**F75**	FLWB	1	84.9	3¼	1⅝	2–3/16	**18/–**	⅝	AC15869	**2/2**
1923-6	500cc, 4 valve	A11	**A901**	FLOFU	1	84.9	69	36	3–1/10	**17/6**	19	AP19085	**2/10**
1927-9	499cc, OHV, 4 valve ...	N33	**A1040**	DOOF	1	85	75	41	2–1/10	**17/6**	19	AP19085	**2/10**
1932-3	499cc, OHV., High Comp Ulster Special	N33	**A1341**	DROV	1	85	75	47	2–1½	**17/6**	¾	AC19175	**2/4**
1933-5	499cc, OHV, 4 valve Ulster	N33	**A3024**	DRS	1	85	3 3/16	1 31/32	2–1½	**19/–**	¾	AC19170	**2/–**
1934-8	499cc, OHV, Special X1, X2	N33	**A3108**	DRO	1	85	75	47	2–1½	**17/6**	¾	AC19175	**2/4**
SACHS.													
1928-32	Auxiliary Engine ...	A11	**A1253**	TSOI	1	42	71	41	2–2½	**15/6**	12	AYC12035	**1/6**
1930-3	Auxiliary Engine ...	A11	**A1254**	TSOI	1	42	75	43½	2–2½ P.	**15/6**	12	AYC12035	**1/6**
1932-4	Auxiliary Engine ...	A11	**A1255**	TSOI	1	48	73	43½	2–2½ P.	**16/–**	12	AYC12041	**1/6**

PISTONS
MOTOR CYCLES

COVMO TRADE MARK

PISTONS

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete.	Pin Dia.	Pin Type and Ref. No.	Pin Price.
		PISTON							RINGS		PIN		
SAROLEA.													
1930	350cc, OHV	A11	**A3031**	DROFVH	1	75	87½	52½	2–3/32	**20**/–	20	AC20065	**2/6**
1926-31	350cc, SV	N33	**A3030**	KOOV	1	75	84½	45	3–3/32	**20**/–	22	AC22065	**2/6**
1928	500cc, OHV	N33	**A3033**	DOSH	1	80½	84	43	2–3/32	**20**/–	22	AC22068	**2/8**
1926-31	500cc, SV	N33	**A3032**	DSSH	1	80½	90	48	2–3/32	**20**/–	22	AC22068	**2/8**
1929-33	500cc, OHV	N33	**A2065**	FLRFV	1	80½	85½	35½	3–3/32	**21**/–	22	AC22068	**2/8**
1929-32	500cc, OHV	N33	**A2063**	FLRSH	1	80½	75½	35½	2–2½	**20**/–	22	AC22066	**2/8**
SCOTT.													
1925-31	498cc, Super Squirrel ...	N33	**A1206**	TSO	2	2 11/16	3⅞	2	2–⅛ P.	**18**/–	⅝	APP15865	**2/6**
1925-31	498cc, Flying Squirrel ...	A11	**A1231**	TSO	2	2 11/16	3 13/16	2	2–1/16 P.	**17/6**	⅝	APP15865	**2/6**
1921-8	486cc, Squirrel	A11	**A1200**	TSO	2	2¾	3⅞	2	2–⅛ P.	**19**/–	⅝	APP15863	**2/6**
1928	596cc, Flyer	N33	**A1225**	TSO	2	2⅞	3¾	1 15/16	3–1/16 P.	**18**/–	⅝	APP15873	**2/6**
1925-8	596cc, Super Squirrel ...	A11	**A1205**	TSO	2	2 15/16	3⅞	2	2–⅛ P.	**18**/–	⅝	AP15876	**2/6**
1926-8	596cc, Flying Squirrel ...	A11	**A1218**	TSO	2	2 15/16	3 13/16	2	2–1/16 P.	**18**/–	⅝	APP15875	**2/6**
STURMEY ARCHER.													
1930	248cc, OHC, T	A11	**A1453**	DSRF	1	60	2¾	1½	2–1/16	**15**/–	⅝	AP15860	**2/4**
1931	298cc, SV	A11	**A1993**	FLO	1	65.6	62½	28½	3–3/32	**14**/–	14	AP14065	**2/2**
1930	348cc, OHV	N33	**A1445**	DSRF	1	71	69	36½	2–⅛	**16/6**	18	AC18069	**2/2**
1927-30	496cc, SV	N33	**A1594**	FLR	1	79	72	35	3–3/32	**16**/–	18	AC18068	**2/4**
1927-31	498cc, OHV, MH, 203 ...	N33	**A3001**	DCRFV	1	79	64	33	2–3/32	**16/6**	18	AC18068	**2/4**
SUN.													
1932	350cc	A11	**A1237**	TSOCK	1	70	119	50	1–5 P., 1–5/32 P.	**20**/–	12½	AP12570	**2/4**
SUNBEAM.													
1933-4	250cc, OHV, 14 ...	N33	**A3063**	DOOV	1	59	75	42	2–2, 1–2 St.	**17/6**	¾	AC19149	**2/–**
1935-6	250cc, OHV	N33	**A3132**	DOOV	1	59	2 41/64	1 41/64	2–2, 1–3 Max.	**17**/–	¾	AC19149	**2/–**
1935	248cc, OHC, Single Port	N33	**A3124**	DOO	1	64	3⅛	1¾	2–2, 1–4 Max.	**18/6**	¾	AC19153	**2/2**
1923-4	347cc, SV	A11	**A1005**	KRR	1	70	73	41	3–2	**18/6**	⅝	AP15870	**2/6**
1925-30	347cc, SV, ...	N33	**A1394**	KOOS	1	70	3 3/16	2⅛	4–2	**18/6**	⅝	AC15860	**2/–**
1926-7	347cc, OHV, 2 port, 8 ...	A11	**A1049**	KROV	1	70	68	42	3–2	**18/6**	⅝	AP15870	**2/6**
1926-7	347cc, OHV, High Comp. 8	A11	**A1426**	KTRV	1	70	74	47	3–2	**19**/–	⅝	AC15860	**2/–**
1930-3	347cc, OHV	A11	**A1495**	KOOV	1	70	68	41	3–2	**18/6**	¾	AC19160	**2/2**
	347cc, OHV	A11	**A1460**	KOOSV	1	70	68	33	3–2, 1–2 St.	**20**/–	¾	AC19162	**2/2**
1931	344cc, OHV, 10 ...	A11	**A2012**	FLO	1	74	64½	31	2–1/16, 1–3 St.	**18/6**	¾	AC19165	**2/2**
1922-4	492cc, SV, 6	A11	**A1001**	KORH	1	77	73	43	3–2	**20**/–	⅝	AP15877	**2/8**
1927	492, SV, Long Stroke ...	A11	**A1347**	DOO	1	77	80	44	3–2	**21/6**	⅞	AC22267	**2/8**

COVMO TRADE MARK

PISTONS

MOTOR CYCLES

PISTONS

Make and Year.	Model.	PISTON: Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	RINGS: Length.	Comp. Centres.	No. and Width of Rings.	Price Complete	PIN: Dia.	Type and Ref. No.	Price.
SUNBEAM—cont.													
1929-33	492cc, SV, 5, 6, 6A, Lion	N33	**A1723**	FLO	1	77	75	39	3–2	**20/–**	$\frac{7}{8}$	AC22267	**2/8**
		N33	**A2083**	FLO	1	77	75	39	2–2, 1–4 Max.	**20/–**	$\frac{7}{8}$	AC22267	**2/8**
		N33	**A1861**	FLOS	1	77	75	39	4–2	**18/–**	$\frac{7}{8}$	AC22267	**2/8**
1935	492cc, SV, Lion ...	N33	**S3151**	KBO	1	77	$3\frac{7}{16}$	2	2–2, 1–4 Max.	**20/–**	$\frac{7}{8}$	AC22265	**2/8**
1925	493cc, OHV, 9 ...	A11	**A1038**	KBO	1	80	67	38	3–2	**20/–**	$\frac{7}{8}$	AC22270	**2/8**
1925	493cc, OHV, High Comp.	A11	**A1360**	DOOFV	1	80	74	42	2–2	**21/–**	$\frac{7}{8}$	AC22270	**2/8**
1926-30	493cc, OHV, 9 ...	A11	**A1790**	FBOFV	1	80	$3\frac{3}{32}$	$1\frac{15}{32}$	2–2	**20/–**	$\frac{7}{8}$	AC22270	**2/8**
1927-9	493cc, OHV, 9	S22	**A3048**	KBOVF	1	80	80	38	3–2	**18/6**	$\frac{7}{8}$	AC22270	**2/8**
1929-31	493cc, OHV, 9, 90 ...	N33	**A1390**	DOOFV	1	80	$3\frac{11}{32}$	$1\frac{23}{32}$	2–$\frac{3}{32}$, 1–$\frac{3}{32}$ St.	**21/6**	$\frac{7}{8}$	AC22270	**2/8**
1929-31	493cc, OHV, 90, TT ...	A11	**A1977**	FBEFV	1	80	70	41	2–2	**21/–**	$\frac{7}{8}$	AC22270	**2/8**
1931-5	493cc, OHV, 9 ...	S22	**A1309**	KBOF	1	80	79	37	3–2	**18/6**	$\frac{7}{8}$	AC22270	**2/8**
1914-20	600cc	C.I.	**F510**	FLOB	1	85	80	32	2–6	**17/6**	$\frac{5}{8}$	AP15885	**2/8**
1920-2	499cc, SV	A11	**A2025**	FLRSF	1	85	85	31	3–2, 1–3 Max,	**20/–**	$\frac{5}{8}$	AC15874	**2/2**
		C.I.	**F42**	FLOU	1	85	80	31	2–6	**17/6**	$\frac{5}{8}$	AP15885	**2/8**
1922-3	600cc, SV	A11	**A902**	FSR	1	85	76	38	2–3	**20/–**	$\frac{5}{8}$	AP15885	**2/8**
1922-4	499cc, SV, Light Solo ...	A11	**A1007**	KOR	1	85	78	40	3–2	**20/–**	$\frac{5}{8}$	AC15876	**2/2**
1931-4	600cc, SV, Lion ...	N33	**A2172**	FLO	1	85	83	39	2–2, 1–4 Max.	**21/6**	$\frac{7}{8}$	AC22274	**2/8**
1935-6	599cc, SV, Long Stroke, Lion	N33	**A3149**	KOO	1	85	$3\frac{29}{32}$	$2\frac{3}{16}$	2–2, 1–4 Max.	**22/–**	$\frac{7}{8}$	AC22272	**2/8**
1931-4	600cc, OHV, 9 ...	N33	**A2124**	FLOF	1	88	74	28	2–2, 1–2 St.	**21/6**	$\frac{7}{8}$	AC22278	**2/8**
1931-6	600cc, OHV, 9, High Comp.	N33	**A2123**	FLOF	1	88	87	41	2–2, 1–4 Max.	**21/6**	$\frac{7}{8}$	AC22278	**2/8**
TRIUMPH.													
1933	98cc, Gloria	C.I.	**TS942**	TSO	1	50	72	40	1–$\frac{3}{16}$ P., 1–$\frac{3}{32}$ P.	**14/–**	$12\frac{1}{2}$	AYC12543	**1/8**
1934	148cc, XV/1	N33	**A1245**	TSO	1	53	$92\frac{1}{2}$	$51\frac{1}{2}$	1–$\frac{3}{16}$ P., 1–$\frac{3}{32}$ P.	**14/–**	$12\frac{1}{2}$	AP12553	**2/2**
		CI	**T5932**	TSOK	1	53	$92\frac{1}{2}$	$51\frac{1}{2}$	1–$\frac{3}{16}$ P., 1–$\frac{3}{32}$ P.	**13/–**	$12\frac{1}{2}$	AP12553	**2/2**
1932-3	147cc, Z, Gloria... ...	N33	**A1256**	TSO	1	55	$3\frac{3}{16}$	$1\frac{5}{8}$	2–$\frac{1}{8}$ P	**14/–**	$12\frac{1}{2}$	AP12555	**2/2**
1933-4	147cc, OHV, XO, XO5/5 XO5/1	N33	**A3064**	DOOV	1	56.6	$2\frac{9}{16}$	$1\frac{7}{16}$	2–$\frac{3}{32}$	**12/6**	$\frac{5}{8}$	AP15856	**2/4**
1930-2	147cc, X	N33	**A1223**	TSO	1	$59\frac{1}{2}$	$3\frac{5}{16}$	$1\frac{3}{4}$	2–$\frac{1}{8}$ P.	**14/–**	$12\frac{1}{2}$	AP12559	**2/2**
1934	196cc, XV/Z	N33	**A1219**	TSOK	1	61	90	50	1–$\frac{7}{32}$ P., 1–$\frac{1}{8}$ P.	**16/–**	$12\frac{1}{2}$	AP12561	**2/2**
		CI	**T5917**	TSOK	1	61	97	48	2–$\frac{1}{8}$ P.	**15/–**	$12\frac{1}{2}$	AP12561	**2/2**
1933-4	174cc, OHV, XO7/1 XO7/5 ...	N33	**A3075**	DOOV	1	$61\frac{1}{2}$	$2\frac{5}{8}$	$1\frac{1}{2}$	1–$\frac{3}{32}$, 1–$\frac{1}{8}$ St.	**14/–**	$\frac{5}{8}$	AC15853	**2/–**
1930-2	249cc, OHV, WA, WO...	A11	**A1906**	FLOV	1	63	$2\frac{9}{16}$	$1\frac{3}{16}$	1–$\frac{3}{32}$, 1–$\frac{3}{32}$ St.	**14/–**	$\frac{11}{16}$	AP17463	**2/4**
1930-3	249cc, OHV, WA, WO, High Comp.	N33	**A3002**	DOOV	1	63	$2\frac{25}{32}$	$1\frac{13}{32}$	2–$\frac{3}{32}$	**16/–**	$17\frac{1}{2}$	AP17563	**2/6**
1934-5	249cc, OHV, 2/1, L2/1, 2/5	N33	**A3095**	DOOV	1	63	$2\frac{9}{16}$	$1\frac{5}{16}$	2–$\frac{1}{16}$, 1–3 Max.	**16/–**	$17\frac{1}{2}$	AC17554	**2/2**
1934-5	249cc, OHV, 2/1, L2/1, High Comp, R5	N33	**A3118**	DOOV	1	63	71	39	2–$\frac{1}{16}$, 1–3 Max.	**16/–**	$17\frac{1}{2}$	AC17554	**1/10**
1927-31	277cc, SV, W, WS ...	N33	**A1097**	DOO	1	$66\frac{1}{2}$	$2\frac{7}{8}$	$1\frac{1}{2}$	2–$\frac{1}{8}$	**15/–**	.616	AC15754	**2/–**

PISTONS
MOTOR CYCLES

COVMO TRADE MARK

PISTONS

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete.	PIN Dia.	PIN Type and Ref. No.	PIN Price.
TRIUMPH—cont.													
	Twin	N33	**A3139**	DROV	2	67	75	42	2–2, 1–$\frac{1}{8}$ Max.	**15/6**	.7415	AC18857	2/2
1931-2	343cc, OHV, N, M ...	A11	**A3010**	DOOFV	1	70	81	39$\frac{1}{2}$	2–$\frac{1}{16}$	**16/6**	.741	AP18870	2/8
1931-3	343cc, OHV, CA, NM ...	N33	**A2208**	FLOFV	1	70	72$\frac{1}{2}$	31	3–$\frac{1}{16}$	**17/–**	.741	AC18861	2/2
1934-5	343cc, OHV, 3/5 ...	N33	**A3113**	DOOV	1	70	75	42	2–$\frac{1}{16}$, 1–3 Max.	**16/6**	.741	AC18861	2/2
1934-5	343cc, 649cc, 3/1, 3/2, 6/1	N33	**A3093**	DOOV	1	70	70	37	2–$\frac{1}{16}$, 1–3 Max.	**16/6**	.7415	AC18861	2/2
1937	350cc, SV, E	N33	**A2427**	FLO	1	70	2$\frac{19}{32}$	1$\frac{13}{32}$	2–$\frac{1}{16}$, 1–$\frac{1}{8}$ Max.	**16/6**	.7415	AC18860	2/2
1924-7	346cc, OHV, LS ...	A11	**A1602**	FLS	1	72	63	35	2–2	**18/–**	$\frac{9}{16}$	AP14372	2/4
1929-30	348cc, OHV, CO, CS29...	A11	**A1376**	DOOFV	1	72	77$\frac{1}{2}$	42$\frac{1}{2}$	2–$\frac{1}{16}$, 1–$\frac{3}{32}$	**19/–**	17$\frac{1}{2}$	AP17572	2/8
1931-2	348cc, SV, WL	A11	**A1451**	DOOF	1	72	76	36	2–$\frac{1}{16}$, 1–$\frac{3}{32}$ St.	**18/–**	$\frac{11}{16}$	AP17472	2/6
1927-31	498cc, OHV, TT, ST, CTT	N33	**A1118**	CDOF	1	80	75$\frac{1}{2}$	33$\frac{1}{2}$	2–$\frac{3}{32}$, 1–3 Max.	**18/–**	.741	AP18880	2/10
1927-31	498cc, OHV, TT. ST, CTT, High Comp.	A11	**A1342**	DROV	1	80	85	43	3–$\frac{1}{16}$	**20/–**	.741	AP18880	2/10
1929-31	498cc, SV, CN	N33	**A1351**	DORF	1	80	94	52	2–$\frac{3}{32}$, 1–3 Max.	**18/**	.741	AP18880	2/10
1931	498cc, SV, CN	N33	**A1489**	DOOF	1	80	94$\frac{1}{2}$	52$\frac{1}{2}$	3–$\frac{3}{32}$	**18/–**	.741	AP18880	2/10
1920-2	499cc, Ricardo	A11	**A1110**	CSS	1	81	65	36	2–3	**19/6**	17	AP17081	2/8
1923-7	499cc, Ricardo 4 valve ...	N33	**A1102**	CSS	1	81	64	36	2–4	**19/6**	16	AP16081	2/8
1924-7	494cc, SV, P	A11	**A966**	FLOB	1	84	85	44	3–3	**17/6**	17$\frac{1}{2}$	AC17576	2/4
		C.I.	**F493**	FLOB	1	84	83	41$\frac{1}{2}$	3–4	**15/–**	17$\frac{1}{2}$	AC17570	2/4
1926-7	494cc, SV, Q, QA ...	N33	**A1042**	DOO	1	84	95	49	2–4	**17/6**	17$\frac{1}{2}$	AC17570	2/4
1927-32	494cc, SV, N, NL, NP, 549cc, SV, ND, NSD	N33	**A1625**	FLR	1	84	90$\frac{1}{2}$	44$\frac{1}{2}$	3–4	**18/–**	17$\frac{1}{2}$	AC17570	2/4
		N33	**A1867**	FLOF	1	84	90$\frac{1}{2}$	44$\frac{1}{2}$	3–$\frac{3}{32}$	**17/6**	17$\frac{1}{2}$	AC17576	2/4
1929-32	549cc, SV, CSD	N33	**A1722**	FLRF	1	84	86	45	3–$\frac{3}{32}$	**18/–**	.741	AP18884	2/10
1931-3	493cc, OHV, NT ...	N33	**A2034**	FLOFV	1	84	2$\frac{15}{16}$	1$\frac{1}{4}$	2–$\frac{3}{32}$	**18/6**	.741	AP18884	2/10
1932-4	493cc, OHV, CD, Silent Scout BS, B	N33	**A3082**	DROFV	1	84	84	41$\frac{1}{2}$	2–$\frac{3}{32}$, 1–3 Max.	**17/6**	.741	AC18876	2/4
1932-4	493cc, OHV, CD, Silent Scout B, BS, High Comp.	A11	**A3039**	DOOFV	1	84	88	46	2–$\frac{3}{32}$	**20/–**	.741	AP18884	2/10
1933-4	549cc, SV, A, Silent Scout	N33	**A3067**	DOOF	1	84	95	49	2–$\frac{3}{32}$, 1–3 Max.	**19/6**	17$\frac{1}{2}$	AC17570	2/2
1926-7	494cc, SV, Q, QA												
1934	500cc	N33	**A2350**	DROFV	1	84	3$\frac{5}{32}$	1$\frac{21}{32}$	2–$\frac{1}{16}$, 1–3 Max.	**19/–**	.741	AC18874	2/4
1934-5	493cc, OHV, 5/2, 4, 549cc, SV 5/1, 3	N33	**A2230**	FLOFV	1	84	2$\frac{29}{32}$	1$\frac{13}{32}$	2–$\frac{3}{32}$, 1–3 Max.	**18/6**	.741	AC18876	2/4
	549cc, CSD	N33	**A2308**	FLOF	1	84	81	40$\frac{1}{2}$	3–$\frac{3}{32}$	**17/–**	$\frac{3}{4}$	AC19175	2/4
		C.I.	**F890**	FLOF	1	84	81	40$\frac{1}{2}$	3–$\frac{3}{32}$	**18/–**	$\frac{3}{4}$	AC19175	2/4
1915-27	550cc, SV, H, SD ...	C.I.	**F24**	FLOBU	1	85	85	40	3–4	**17/6**	16	AP16085	2/8
1924	550cc, TT	N33	**A1386**	DSS	1	85	3$\frac{3}{16}$	1$\frac{15}{16}$	2–$\frac{3}{32}$	**19/–**	$\frac{3}{4}$	AC19170	2/2
TRIUMPH (GERMAN).													
1928-30	200cc	A11	**A1258**	TSO	1	59	96$\frac{1}{2}$	56$\frac{1}{2}$	2–4 P.	**19/–**	16	AC16051	1/10
		C.I.	**TS935**	TSO	1	59	96$\frac{1}{2}$	56$\frac{1}{2}$	2–4 P.	**20/–**	16	AC16051	1/10
1931-2	200cc	C.I.	**TS939**	TSO	1	59	101$\frac{1}{2}$	48$\frac{1}{2}$	2–4 P.	**20/–**	16	AC16051	1/10

COVMO TRADE MARK

PISTONS

PISTONS MOTOR CYCLES

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete	Dia.	Type and Ref. No.	Price.
		PISTON							**RINGS**		**PIN**		
VELOCETTE.													
1914-23	225cc	C.I.	**TS808**	TSO	1	62	98	42	2–$\frac{3}{16}$ P.	**18/6**	$\frac{1}{2}$	AP12762	**2/2**
1922-6	249cc	A11	**A1224**	TSOI	1	63	100	42	2–$\frac{1}{8}$ P.	**19/–**	$\frac{1}{2}$	APP12757	**2/2**
		C.I.	**TS838**	TSOI	1	63	99	42	2–$\frac{1}{8}$ P.	**18/6**	$\frac{1}{2}$	AP12763	**2/2**
1928-9	249cc, U	C.I.	**TS910**	TSOH	1	63	98	40	2–$\frac{1}{8}$ P.	**18/6**	$\frac{1}{2}$	AP12763	**2/2**
		C.I.	**TS926**	TSOI	1	63	98	40	2–$\frac{1}{8}$ P.	**18/6**	$\frac{1}{2}$	AP12763	**2/2**
1929	249cc, USS	N33	**A1216**	TSOI	1	63	102	45$\frac{1}{2}$	2–$\frac{3}{32}$ P.	**18/–**	$\frac{1}{2}$	AC12756	**1/8**
1929-33	249cc, GTP	N33	**A1226**	TSOI	1	63	102	44$\frac{1}{2}$	2–$\frac{3}{32}$ P.	**18/–**	$\frac{1}{2}$	AC12756	**1/8**
1930-1	249cc, GTP	N33	**A1230**	TSOI	1	63	4	1$\frac{3}{4}$	2–$\frac{1}{8}$ P.	**18/–**	$\frac{1}{2}$	AC12756	**1/8**
1934-7	249cc, GTP	N33	**A1252**	TSOI	1	63	102	44$\frac{1}{2}$	2–$\frac{3}{32}$ P.	**18/–**	$\frac{1}{2}$	AC12756	**1/8**
1934-6	248cc, OHV, MOV, MAC	N33	**A3094**	DOOVF	1	68	75$\frac{1}{2}$	39	2–$\frac{1}{16}$, 1–4 Max.	**19/–**	$\frac{5}{8}$	AC15860	**2/–**
1935	250cc, OHV, Racing MOV	N33	**A3152**	FLOFV	1	68	3$\frac{9}{32}$	1$\frac{27}{32}$	2–$\frac{1}{16}$, 1–$\frac{5}{32}$ Max.	**19/–**	$\frac{5}{8}$	AC15860	**2/–**
1925-31	348cc, OHC, KN, KTP ...	N33	**A1055**	KSO	1	74	78$\frac{1}{2}$	45$\frac{1}{2}$	2–$\frac{1}{8}$, 1–$\frac{5}{32}$ Max.	**18/–**	$\frac{5}{8}$	AC15865	**2/–**
1928	348cc, OHC, K, High Comp.	A11	**A1305**	DBS	1	74	80$\frac{1}{2}$	47	3–$\frac{1}{16}$	**20/–**	$\frac{5}{8}$	AC15866	**2/–**
1927-32	348cc, OHV, OHC ...	N33	**A1338**	DOOV	1	74	81	47	2–$\frac{1}{8}$, 1–$\frac{5}{32}$ Max.	**18/–**	$\frac{5}{8}$	AC15865	**2/–**
1929	348cc, OHV, KTT ...	N33	**A3130**	DOOVF	1	74	3$\frac{1}{4}$	1$\frac{7}{8}$	2–$\frac{1}{16}$, 1–$\frac{5}{32}$ Max.	**21/6**	.8236	AC20964	**2/4**
1931-2	348cc, OHV, KTS, KSS ...	N33	**A3104**	DOOV	1	74	3$\frac{9}{32}$	1$\frac{31}{32}$	2–$\frac{1}{16}$, 1–$\frac{5}{32}$ Max.	**19/6**	$\frac{5}{8}$	AC15865	**2/–**
1932-5	348cc, OHV, KTS, KSS ...	N33	**A3105**	DOOVF	1	74	3$\frac{3}{32}$	1$\frac{3}{4}$	2–$\frac{1}{16}$, 1–$\frac{5}{32}$ Max.	**19/6**	$\frac{5}{8}$	AC15866	**2/–**
1935-6	495cc, OHV, MSS, HCS	N33	**A3106**	DOOS	1	81	3$\frac{5}{16}$	1$\frac{13}{16}$	4–2	**21/–**	.823	AC20971	**2/6**
VILLIERS.													
1929-32	98cc, Midget	C.I.	**TS942**	TSO	1	50	72	40	1–$\frac{3}{16}$ P., 1–$\frac{3}{32}$ P.	**12/–**	12$\frac{1}{2}$	AYC12543	**1/6**
1935-6	125cc, Midget Marvel ...	A11	**A2306**	FLOK	1	50	68	24$\frac{1}{2}$	2–$\frac{3}{32}$ P.	**14/–**	12$\frac{1}{2}$	AC12541	**1/6**
1936-7	98cc	A11	**A2393**	FLOK	1	50	64	24$\frac{1}{2}$	2–$\frac{3}{32}$ P.	**13/6**	12$\frac{1}{2}$	AC12541	**1/6**
1931-6	148cc, XIIC, GY... ...	N33	**A1245**	TSO	1	53	92$\frac{1}{2}$	51$\frac{1}{2}$	1–$\frac{3}{16}$ P., 1–$\frac{3}{32}$ P.	**14/–**	12$\frac{1}{2}$	AP12553	**2/2**
		C.I.	**TS932**	TSOK	1	53	92$\frac{1}{2}$	51$\frac{1}{2}$	1–$\frac{3}{16}$ P., 1–$\frac{3}{32}$ P.	**13/–**	12$\frac{1}{2}$	AP12553	**2/2**
1924-31	147cc, VIC, VIIC ...	C.I.	**TS839**	TSO	1	55	79	41	2–$\frac{3}{16}$ P.	**13/–**	12$\frac{1}{2}$	Q12550	**1/8**
1924-34	147cc, VIIIC, IXC ...	C.I.	**TS888**	TSOZ	1	55	80	42	2–$\frac{3}{16}$ P.	**13/–**	12$\frac{1}{2}$	AP12555	**2/2**
1924-31	172cc	N33	**A1208**	TSOKI	1	2$\frac{1}{4}$	97	48	2–$\frac{1}{8}$ P.	**15/–**	12$\frac{1}{2}$	AP12557	**2/2**
		C.I.	**TS919**	TSO	1	2$\frac{1}{4}$	97	48	2–$\frac{1}{8}$ P.	**16/–**	12$\frac{1}{2}$	AP12555	**2/2**
1927-8	344cc, Pullman	N33	**A1235**	TSOK	2	2$\frac{1}{4}$	96	48	1–$\frac{7}{32}$ P., 1–$\frac{1}{8}$ P.	**18/6**	.615	APP15654	**2/2**
1924-5	175cc	C.I.	**TS858**	TSOZI	1	2.252	89$\frac{1}{2}$	46$\frac{1}{2}$	2–$\frac{1}{8}$ P.	**17/–**	12$\frac{1}{2}$	AP12557	**2/2**
		C.I.	**TS907**	TSO	1	2.350	80	43	2–$\frac{3}{16}$ P.	**15/–**	12$\frac{1}{2}$	Q12555	**1/8**
1929-35	196cc, KZ, KZS, IE ...	N33	**A1219**	TSOK	1	61	90	50	1–$\frac{7}{32}$ P., 1–$\frac{1}{8}$ P.	**16/–**	12$\frac{1}{2}$	AP12561	**2/2**
		C.I.	**TS917**	TSOK	1	61	97	48	2–$\frac{1}{8}$ P.	**16/–**	12$\frac{1}{2}$	AP12561	**2/2**
		C.I.	**TS941**	TSOCK	1	61	97	48	2–$\frac{1}{8}$ P.	**15/–**	12$\frac{1}{2}$	AP12561	**2/2**
1932-6	249cc, XIVA, BY, BYP, RY	N33	**A1247**	TSOC	1	63	112	48$\frac{1}{2}$	1–$\frac{9}{64}$ P., 1–$\frac{3}{32}$ P.	**17/6**	12$\frac{1}{2}$	AP12563	**2/2**

PISTONS
MOTOR CYCLES

COVMO TRADE MARK

PISTONS

Make and Year.	Model.	Metal.	Ref. No.	Type of Piston.	No. of Cyls.	Cyl. Bore.	Length.	Comp. Centres.	No. and Width of Rings.	Price Complete	Pin Dia.	Pin Type and Ref. No.	Pin Price.
		PISTON							RINGS		PIN		
VILLIERS—cont.													
1935-6	247cc, XVIIA	N33	**A2304**	FLOFK	1	63	90	26¼	2–$\frac{3}{32}$ P.	**15**/–	12½	AC12555	**2**/2
1922-5	247cc, VIA, VIIA ...	C.I.	**TS856**	TSO	1	67	95	49	2–$\frac{3}{16}$ P.	**17**/–	12½	Q12564	**1**/**10**
1926-32	247cc, IXA, XA	N33	**A1213**	TSOKI	1	67	110	50	2–$\frac{3}{16}$ P.	**15**/–	12½	AP12567	**2**/4
		C.I.	**TS925**	TSOKI	1	67	110	50	2–$\frac{3}{16}$ P.	**17**/–	12½	AP12567	**2**/4
1930-2	247cc	N33	**A1250**	TSOKI	1	67	110	50	2–$\frac{3}{16}$ P.	**16**/–	12½	AP12567	**2**/4
1920-5	346cc	C.I.	**TS833**	TSOBZ	1	70	96	56	3–$\frac{1}{4}$ P.	**17**/**6**	12½	QBG12565	**1**/**10**
1921-6	346cc	C.I.	**TS928**	TSOZQ	1	70	95	55	2–$\frac{1}{4}$ P.	**17**/**6**	12½	QBG12565	**1**/**10**
1925-6	346cc	C.I.	**TS901**	TSOZ	1	70	90	53	2–$\frac{1}{4}$ P.	**19**/–	12½	AC12560	**1**/**10**
1925-6	346cc	C.I.	**TS905**	TSO	1	70	93	53	2–$\frac{1}{4}$ P.	**19**/–	12½	AC12560	**1**/**10**
1931-4	346cc, XIVB	N33	**A1237**	TSOCK	1	70	119	50	1–5 P., 1–$\frac{5}{32}$ P.	**17**/**6**	12½	AP12570	**2**/4
1923-5	342cc	C.I.	**TS883**	TSO	1	79	98	51	2–$\frac{1}{4}$ P.	**18**/–	12½	Q12576	**1**/**10**
1925-32	342cc, IXBA, AZ, CZ, IXB, VIIB	N33	**A1207**	TSOK	1	79	111	51	2–$\frac{1}{8}$ P.	**20**/–	12½	AP12579	**2**/4
		C.I.	**TS923**	TSOZI	1	79	111	50½	2–$\frac{1}{8}$ P.	**18**/–	12½	AP12579	**2**/4
ZUNDAPP.													
1931-2	200cc	A11	**A1233**	TSOB	1	60	101	53	3–3 P.	**21**/**6**	14	AC14053	**1**/**8**
		C.I.	**TS934**	TSOB	1	60	101½	53½	3–3 P.	**17**/**6**	14	AC14055	**1**/**8**
1936	Two Stroke	N33	**A3144**	DOOI	1	60	81	33	3–3 P.	**16**/**6**	18	AYC18051	**2**/–
	300cc	A11	**A1232**	TSOB	1	68	106½	64½	4–3 P.	**22**/–	14	AC14061	**1**/**10**
	300 c.c.	C.I.	**TS938**	TSOB	1	68	110	56	3–3 P.	**21**/–	14	AC14061	**1**/**10**

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