

1952



HEPOLITE MOTOR OIL

1952

**HEPOLITE
CATALOGUE**



HEPWORTH & GRANDAGE LIMITED
ST. JOHN'S WORKS BRADFORD ENGLAND
Phone 29595 (8 lines) Grams - Rings Bradford Code - BENTLEY

PISTONS COMPLETE
M/CYCLES and
M/CYCLE ENGINES

PISTONS
COMPLETE
CARS

PISTONS COMPLETE
COM. VEH. and
ENGINES

PISTON
RINGS

CYLINDER
LINERS

KIT SETS
PISTON LINER ASSEMBLIES

**VALVE SEAT
INSERTS**

MISCELLANEOUS

PISTONS

- C.I. ... Denotes Cast Iron
- Al. ... Denotes Aluminium.
- H'lex ... Denotes Low Expansion Silicon Alloy.
- RS. ... Denotes SDO Ring below Pin, Split Skirt Compensating Aluminium Piston.
- W. ... Denotes Thermal Slot Heplex Piston.
- RW. ... Denotes Thermal Slot Heplex Piston with ring below Gudgeon Pin.
- SW. ... Denotes Split Skirt Thermal Slot Heplex Piston.
- RSW. ... Denotes Split Skirt Thermal Slot Heplex Piston with ring below Gudgeon Pin.
- LS. ... Denotes Lynite Split Skirt Type.
- S. ... Denotes Plain Straight Sided Split Skirt.
- T. ... Denotes " T " Slot Design.
- U. ... Denotes " U " Slot Design.
- (R.B.P.) ... Denotes Ring below Gudgeon Pin.
- * ... Denotes Piston bosses fitted with Phosphor Bronze Bushes.

NOTE.—The dimension listed under Compression Centre is the measurement from the highest point on the piston crown to the centre of the Gudgeon Pin hole. The overall length dimension is also taken from the highest point of the piston crown. In many cases the same Piston is fitted with alternative types of Gudgeon Pin. Therefore, check carefully Gudgeon Pin anchorage. Pistons are packed in Cartons and only sold Complete with Rings and Gudgeon Pins.

GENERAL

Where High Compression Pistons are required the compression ratio of the Standard Piston must be given.

SPECIAL NOTE

Wherever the maker's part number or model is quoted, the article to which it refers is suitable for replacement purposes, but is of Hepolite manufacture.

IMPORTANT

PISTONS ARE ONLY SUPPLIED COMPLETE—WITH RINGS AND PINS, and thus the very best equipment is included to ensure the high standard of service that is expected of Hepolite Pistons.

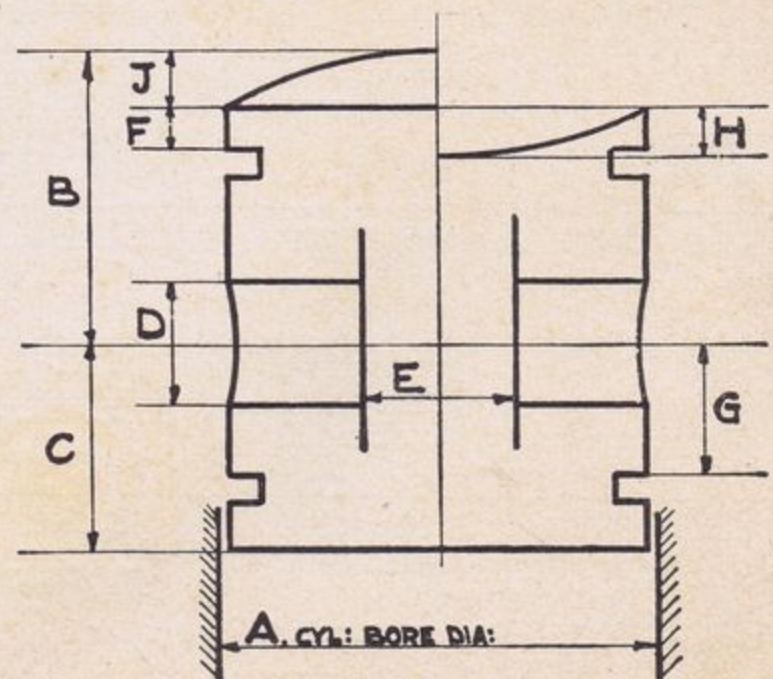
While this catalogue lists all popular pistons which are produced to stock, there are many older and obsolete types of which we have particulars and these can be supplied. It is however, necessary, when ordering, to give the fullest information regarding dimensions or alternatively to send a sample. Also we are daily increasing our records of the latest designs and when such late type pistons do not appear in this catalogue, it must not be assumed that we cannot supply.

WHEN YOU CANNOT FIND ANY PARTICULAR PISTON YOU REQUIRE IN THIS CATALOGUE AND IT IS IMPOSSIBLE FOR YOU TO SEND US A SAMPLE, PLEASE GIVE THE DIMENSIONS ENUMERATED BELOW :—

- A. Cyl. Bore Dia. (standard size).
- B. Compression height (distance from centre line of G.P. to the piston crown).
- C. Distance from centre line of Gudgeon Pin to open end of piston.
- D. Gudgeon Pin Diameter.
- E. Distance between the bosses.
- F. Width of top land.
- G. Distance from centre line of Gudgeon Pin to edge of ring groove when piston has ring below pin.
- H. Depth of dish.
- J. Height of dome. When piston is a two-stroke design, sample piston to be submitted.
- K. Type of Gudgeon Pin (see diagrams page 5).
- L. Number of Piston Rings (Plain and S.D.O.).
- M. Material.

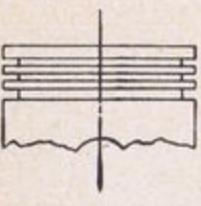
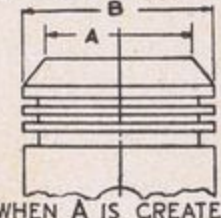
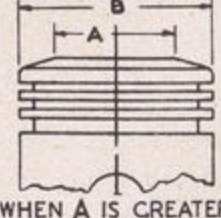
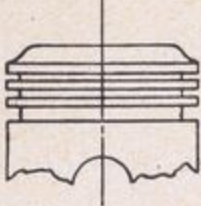
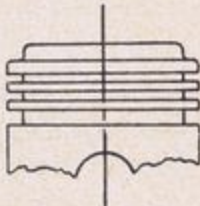
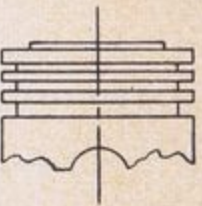

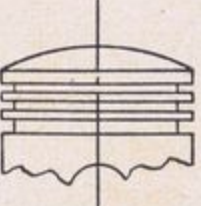
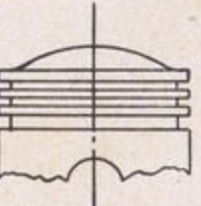
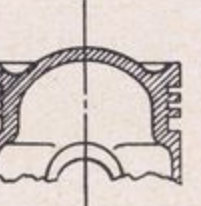
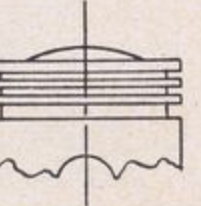
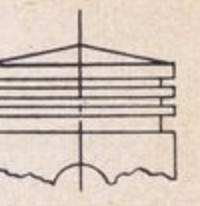
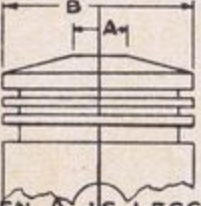
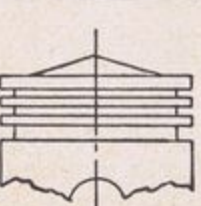
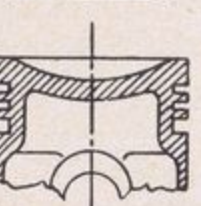
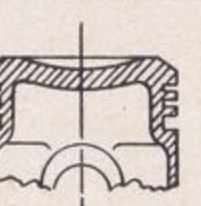
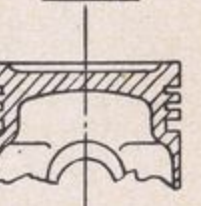


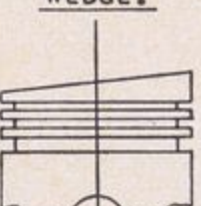
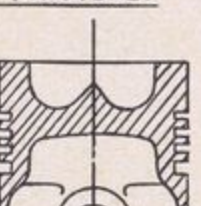
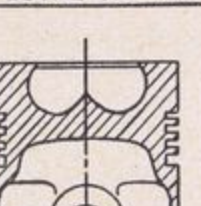
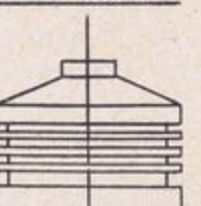
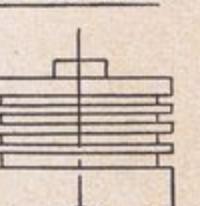


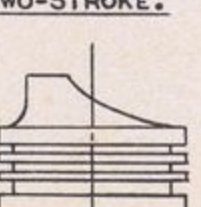

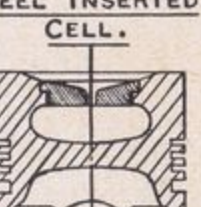

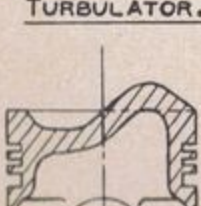



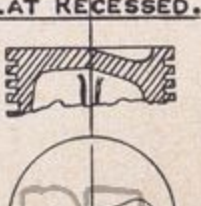
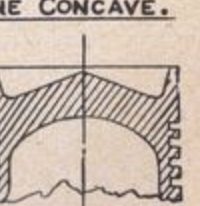
To complete the specifications give type of engine, model and number of cylinders.

ALWAYS SEND SAMPLES WHEN POSSIBLE.



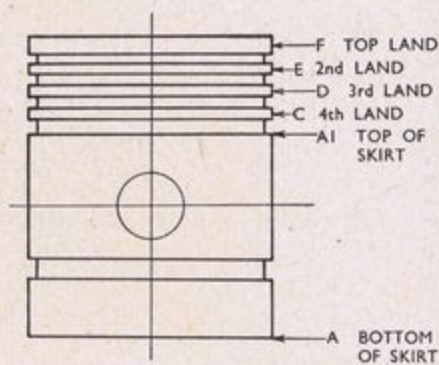
PISTON HEAD SHAPES

In compiling this Catalogue we felt that it would be to the advantage of our Customers if we provided a guide to the piston head shapes listed for each piston. The following sketches have been included, therefore, with this object in view, but are given only as a general indication of the shapes described—it being possible for many variations of each. Hepolite pistons are supplied with the piston head accurately finished to the correct shape and design.

<p><u>FLAT.</u></p> 	<p><u>FLAT BEVELLED.</u></p>  <p>WHEN A IS GREATER THAN $\frac{1}{2} \times B$</p>	<p><u>FLAT BEVELLED.</u></p>  <p>WHEN A IS GREATER THAN $\frac{1}{2} \times B$</p>	<p><u>FLAT RADIUSUED.</u></p> 	<p><u>FLAT STEPPED.</u></p> 	<p><u>FLAT STEPPED.</u></p> 
<p><u>DOME.</u></p> 	<p><u>DOME.</u></p> 	<p><u>DOME RADIUSUED.</u></p> 	<p><u>DOME CONCAVE.</u></p> 	<p><u>DOME STEPPED.</u></p> 	<p><u>CONE.</u></p> 
<p><u>CONE.</u></p>  <p>WHEN A IS LESS THAN $\frac{1}{2} \times B$.</p>	<p><u>CONE STEPPED.</u></p> 	<p><u>CONCAVE.</u></p> 	<p><u>CONCAVE BEVELLED.</u></p> 	<p><u>DISH.</u></p> 	<p><u>DOME WITH VALVE POCKETS.</u></p> 
<p><u>COMET.</u></p>  <p>SECTION A-A</p>	<p><u>WEDGE.</u></p> 	<p><u>TOROIDAL.</u></p> 	<p><u>SPECIAL KIDNEY.</u></p> 	<p><u>CONE TURRET.</u></p> 	<p><u>FLAT TURRET.</u></p> 
<p><u>CONE HOLLOW TURRET.</u></p> 	<p><u>CONE CONVEX TURRET.</u></p> 	<p><u>TWO-STROKE.</u></p> 	<p><u>TWO-STROKE.</u></p> 	<p><u>STEEL INSERTED CELL.</u></p> 	<p><u>TURBULATOR.</u></p> 
<p><u>TURBULATOR.</u></p> 	<p><u>HESSSELMAN.</u></p>  <p>SECTION A-A</p>	<p><u>LANOVA.</u></p> 	<p><u>TWO-STROKE WITH DEFLECTOR.</u></p> 	<p><u>FLAT RECESSED.</u></p> 	<p><u>CONE CONCAVE.</u></p> 

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RECOMMENDED PISTON CLEARANCES



The following clearances can only be taken as a general average, because of the different conditions which operate in various designs of engines.

When reconditioning a cylinder always work to the cylinder bore size given in the "Hepolite" catalogue, plus the required oversize. The tolerance on this size should be Plus .0000" minus .0005" for RS design pistons and plus .0005" minus .0000" for all other piston types. When the bores are finished to these limits your "Hepolite" pistons will have the correct working clearances.

All clearances given are in thousandths per inch or thousandths per millimetre of cylinder diameter and should be measured at right angles to the gudgeon pin axis.

WATER-COOLED ENGINES.

Type of Piston.		Bottom of Skirt A	Top of Skirt AI	4th Land C	3rd Land D	2nd Land E	Top Land F
Hepolite Alloy	RS Designs - - - - -	.00075	.00075	.0060	.0060	.0060	.0060
	Other Split Skirt Types—Up to 3½" bore - - - - -	.0005	.0005	.0060	.0060	.0060	.0060
	" " " " Over 3½" bore - - - - -	.0008	.0012	.0060	.0060	.0060	.0060
	T-Slot Types—Up to 3½" bore - - - - -	.0008	.0010	.0060	.0060	.0060	.0060
	" " " " Over 3½" bore - - - - -	.0012	.0015	.0060	.0060	.0060	.0060
	Solid Skirt Types—Up to 3½" bore - - - - -	.00125	.0015	.0045	.0045	.0045	.0060
" " " " Over 3½" bore - - - - -	.0015	.00175	.0045	.0045	.0045	.0060	
" " " " Diesel Pistons - - - - -	.0015	.00175	.0025	.0035	.0045	.0060	
Heplex	U-Slot and W Types - - - - -	.0006	.0008	.0020	.0030	.0035	.0040
	T-Slot Types—Up to 3½" bore - - - - -	.0006	.0008	.0020	.0030	.0035	.0040
	" " " " Over 3½" bore - - - - -	.0010	.0012	.0020	.0030	.0035	.0040
	RSW and SW - - - - -	.00035	.00035	.0045	.0045	.0045	.0045
	Other Split Skirt Types—Up to 3½" bore - - - - -	.0005	.0005	.0045	.0045	.0045	.0045
	" " " " Over 3½" bore - - - - -	.0006	.0010	.0045	.0045	.0045	.0045
Solid Skirt Types—Up to 3½" bore - - - - -	.0010	.00125	.0020	.0030	.0035	.0040	
" " " " Over 3½" bore - - - - -	.00125	.0015	.0020	.0030	.0035	.0040	
" " " " Diesel Pistons - - - - -	.00125	.0015	.0025	.0030	.0035	.0045	
Cast Iron All types - - - - -	.00075	.0010	.0035	.0035	.0035	.0035	

AIR-COOLED ENGINES.

Type of Piston.	A	AI	C	D	E	F
Hepolite Solid Skirt Type - - - - -	.0015	.0025	.0040	.0040	.0060	.0070
Heplex Solid Skirt Type - - - - -	.0015	.00225	.0028	.0028	.0032	.0042
Cast Iron Solid Skirt Type - - - - -	.0010	.0015	.0045	.0045	.0045	.0045
Heplex SW Type - - - - -	.0005	.0005	.0050	.0050	.0050	.0050
Hepolite Split Skirt Type - - - - -	.0010	.0015	.0040	.0040	.0060	.0070

SKIRT SHAPES.

Nearly all Hepolite pistons are specially Form Ground on the skirt to such a shape that they become almost truly cylindrical under working conditions. As fitted, the skirt will be oval, but this ovality is less at the open end (where temperatures are lower) than at the top of the skirt. The following ovalities are typical figures:—

Material	Bore Size	Open End	Crown End
All aluminium alloys	Up to 3½" - - - - -	.002" — .003"	.007" — .011"
	Over 3½" - - - - -	.003" — .004"	.008" — .013"
Cast Iron - - - - -	Up to 3" - - - - -	.0005" — .0015"	.0055" — .0085"
	Over 3" - - - - -	.0005" — .0015"	.0055" — .010"

RECOMMENDED RING GAPS.

Air-cooled racing engines - - - - -	Not less than .005" per inch of bore.
All other engines - - - - -	" " .003" " "
All compressors and refrigerators - - - - -	" " .001" " "

RING SIDE CLEARANCE IN GROOVE.

Petrol engines up to 5" bore - - - - -	.0015" — .0035"	Diesel engines - - - - -	.0025" — .0045"
Petrol engines over 5" bore - - - - -	.0025" — .0045"	Air compressors up to 5" bore - - - - -	.0005" — .0025"
Petrol engines air-cooled 2-strokes - - - - -	.003" — .005"	Air compressors over 5" bore - - - - -	.0015" — .0035"

GUDGEON PIN SPECIFICATIONS

Hepolite Gudgeon Pins are made from special steels selected for the nature of the work for which they are intended.

They are never made from tubes, but always from bar steel.

The following steels are employed in the manufacture of Hepolite Gudgeon Pins for various purposes :—

Grade HG.500.

A Plain Carbon Case Hardening steel conforming in every way to Air Board Specification 2S.14, and used for any Gudgeon Pins with ample cross section, where the components are not highly stressed.

Grade HG.501.

Contains a percentage of nickel which gives a greater tensile strength and fatigue range than 2S.14. Its use is confined to Gudgeon Pins up to $\frac{3}{8}$ " diameter.

Grade HG.503.

Chrome Vanadium steel. This steel is found to be most satisfactory for the making of highly stressed Gudgeon Pins of small diameter for Motor Cycles and Light Cars.

Grade HG.504.

This steel contains nickel and chromium in quantity, which makes it most suitable for highly stressed Diesel Engine Gudgeon Pins.

Grade HG.507.

This steel contains slightly greater quantities of nickel and chromium than HG.504 and in special cases is used for Gudgeon Pins in Aircraft Engines and Racing types of Automobile and Motor Cycle Engines.

GUDGEON PIN ABBREVIATIONS

RC Type	Denotes Fully Floating Pin retained by Wire Circlips.
SC Type	Denotes Fully Floating Pin retained by Seeger Circlips.
FF Type	Denotes Fully Floating Pin fitted with Aluminium or Brass End Pads.
AC Type	Denotes Pin anchored in Con-Rod by Bolt or Circlip.
TP Type	Denotes Pin anchored in Con-Rod by a Taper Pin.
AP Type	Denotes Pin anchored in Piston by a Set Screw.
RR Type	Denotes Pin retained by Steel or Cast Iron Retaining Ring.

NOTE.—The letter "A" after the gudgeon pin reference number denotes the pin is retained by circlips.

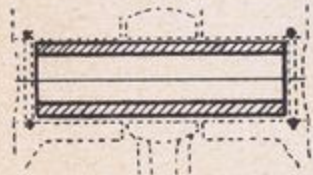
The letters "B", "C", "D" or "E," after the gudgeon pin reference number denotes the pin is fitted with Aluminium or Brass End Pads.

The length quoted in this Catalogue for Gudgeon Pins fitted with Aluminium or Brass End Pads is not the Overall Length, but the length of the Pin only, excluding End Pads. Overall length equals Standard Cylinder diameter minus .5mm.

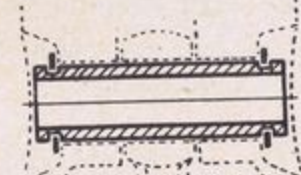
Gudgeon Pins anchored with a Taper Pin through the connecting rods have a centre portion only left soft. This facilitates the sizing of the Taper Pin hole with Gudgeon Pin in position in the connecting rod, as invariably oversize Taper Pins are necessary, due to wear.

TYPES OF GUDGEON PIN FASTENINGS

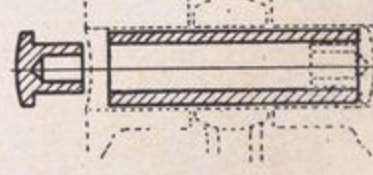
R.C./1 or S.C./1



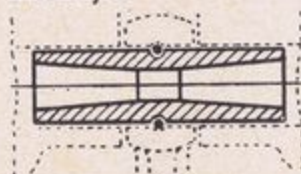
R.C./2 or S.C./2



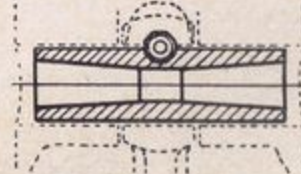
F.F.



A.C./1



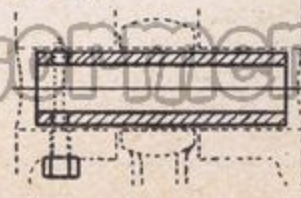
A.C./2



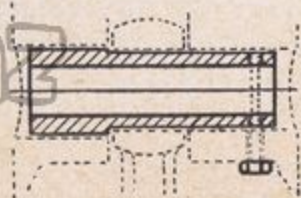
T.P.



A.P./1



A.P./2



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PISTON RINGS ABBREVIATIONS



PREFIX LETTERS INDICATING RING TYPES

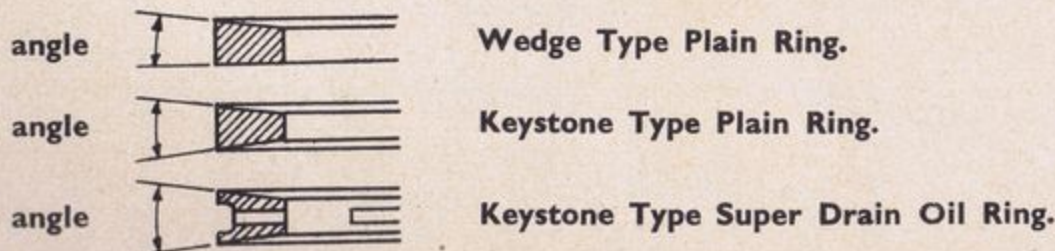
Symbol	Ring Type	Symbol	Ring Type
P	Plain Compression Ring	DBOS	Double Bevelled and Slotted Oil Scraper Ring
PC	Plain Internally Stepped Ring	SO	Special Slotted Oil Control Ring
OP	Oil Seal Plain Ring	NSDO	Napier Super Drain Oil Ring
GCR	Plain Grooved on Periphery Ring	DASDO	Delayed Action Super Drain Oil Ring
UP	"U" Plain Ring	DS	Double Seal Ring
OPC	Oil Plain Internally Stepped Ring	PD	Plain Daros Ring
SPC	Special Internally Stepped Ring	Cornish	Cornish Type Ring
SS	Stepped Scraper Ring	LP	Tungtite Plain Ring
BS	Bevelled Scraper Ring	LSS	Tungtite Stepped Scraper Ring
NS	Napier Scraper Ring	SNS	Stepped Napier Scraper Ring
DBS	Double Bevelled Scraper Ring	BSDO	Bevelled Super Drain Oil Ring
PS	Plain Slotted Ring	DBNS	Double Bevelled Napier Scraper Ring
SDO	Super Drain Oil Ring	DAP	Delayed Action Plain Ring
SOC	Slotted Oil Control Ring	DL	Dykes "L" Type Pressure Backed Plain Ring
DG	Drilled and Grooved Ring	SC	Torsional Scraper Ring
HDOC	Heavy Duty Oil Control Ring		
SSO	Stepped and Slotted Oil Ring		
DSOC	Double Slotted Oil Control Ring		

THE FOLLOWING PREFIX LETTERS ARE IN USE AND PRECEDE THE RING TYPE SYMBOL

- X denotes a Keystone, Wedge or Taper Sided Ring.
- Z ,, a Special Design of Ring not Covered by any other Prefix.
- H ,, a Hardened and Tempered Ring.
- K ,, a Chromium Plated Periphery Ring.
- E ,, an Extra Thick Ring (above S.A.E.).
- F ,, a High Radial Pressure Ring (above B.E.S.A.).
- T ,, a Taper Periphery Ring (no Land)
- TL ,, a Taper Periphery Ring with Parallel Land

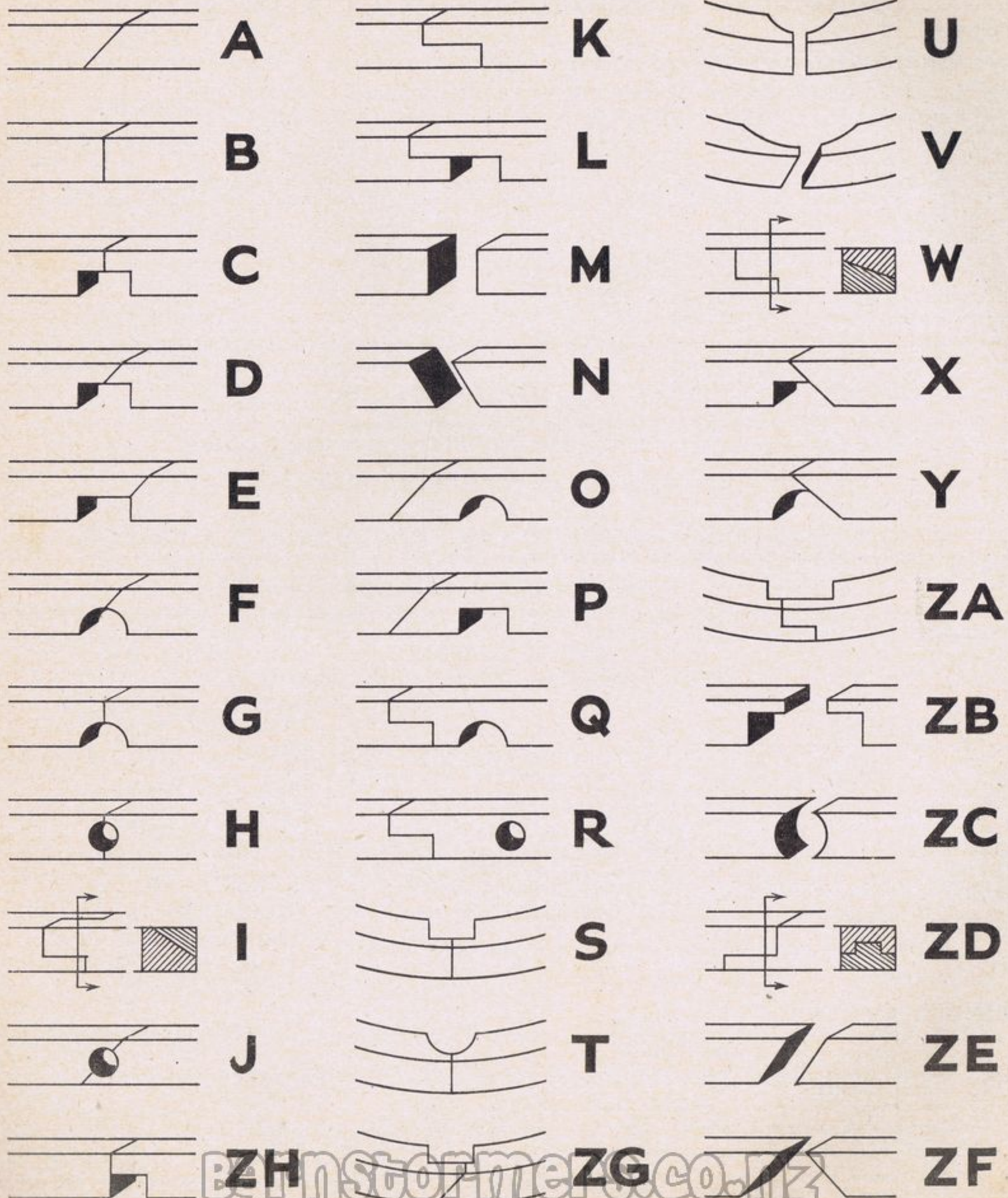
The Letter "X" immediately following the Ring Symbol denotes Ring is used with an Expander.

TAPER SIDED PISTON RINGS



The letter "F" preceding any of the above designation letters indicates a ring of high radial pressure and the letters "EF" indicate a ring of extra high pressure. It is inadvisable to use High Pressure Rings in engines for which they are not listed without first making sure that the Piston Ring Grooves are sufficiently deep to take the extra radial thickness and that the cylinder lubrication is adequate.

TYPES OF JOINT FOR 2 & 4 STROKE ENGINES



The illustrations cover the various types of Piston Ring Joints.

The letters denote each type of joint and the letter is shown as a suffix to the ring Reference No.

PISTONS - GUDGEON PINS - LINERS VALVE INSERTS

PISTONS

OUR STANDARD OVERSIZES ARE—STD. .020", .030", .040" & .060"

Special exceptions to the above—no surcharge is made on the following :—

Austin (all models) ...	+ $\frac{1}{64}$ " , + $\frac{1}{32}$ " and + $\frac{1}{16}$ "	A.E.C. (all models) ...	+ .080"
Austin 72 m/m....	} +.070" and +.080"	Albion (" ")	+ .025" , + .050" and + .075"
Bedford/Chev. 3 $\frac{5}{16}$ " and 3 $\frac{3}{8}$ "		Gardner L.W. 4 $\frac{1}{4}$ "	minus .030"
Ford V8. 3 $\frac{1}{16}$ " ...	} +.015" and +.045"	G.M.C. Model 71, 2 Str. 4 $\frac{1}{4}$ "	+ .010"
Ford Mercury 3 $\frac{3}{8}$ " ...		Leyland (all models) ...	+ .025" , + .050" and + .075"
Ferguson Tractor ...	} +.015" , +.045" , +.070" and +.080"		
Ford 6 cyl. 3-3" ...			
Ford 4 cyl. 3 $\frac{7}{8}$ " ...	+ .050" , + .070" and + .080"		
Fordson 4 $\frac{1}{8}$ " ...	+ .005" and + .010"		
J.A.P. Speedway Models ...	+ .010" and + .015"		
Villiers (all models) ...			

Popular Small Bore Motor Cycle, Autocycle and Cycle Motor Attachment Pistons (under 2" Bore)
Standard Oversizes are +.005", +.010" and +.015"

ANY DEVIATION FROM THESE STANDARDS UP TO A MAXIMUM OF +.080" 25%

All Pistons over .080" are charged according to the Price Schedule below.

For alternative types of gudgeon pin fastening other than listed in the catalogue, or pistons fitted with oversize pins 25%

Pistons fitted with special or non-standard ring equipment (other than Manufacturers' standard fitment) subject to quotation

Pistons required with Vacrom Rings—where piston price does not include Vacrom Ring(s) deduct retail price of plain ring(s) and add retail price of Vacrom Ring(s)

NON-LISTED PISTONS

Pistons of orthodox design manufactured against samples or customers' drawings and ALL PISTONS OVER .080" oversize are charged to the following schedule :—

PRICE SCHEDULE

(Motor Cycle, Car and Commercial Vehicle Pistons.)

PISTON DIAMETER		ALLOY or HEPLEX	CAST IRON
Up to 64m. or up to 2 $\frac{1}{2}$ "	...	94/9	98/3
65m. ,, 75m. or over 2 $\frac{1}{2}$ " up to 3"	...	109/-	105/6
76m. ,, 89m. ,, 3" ,, 3 $\frac{1}{2}$ "	...	123/3	116/3
90m. ,, 102m. ,, 3 $\frac{1}{2}$ " ,, 4"	...	142/9	132/9
103m. ,, 114m. ,, 4" ,, 4 $\frac{1}{2}$ "	...	164/6	144/3
115m. ,, 127m. ,, 4 $\frac{1}{2}$ " ,, 5"	...	192/-	166/3

The above prices do not apply to GAS or DIESEL engine types, to any pistons of SPECIAL DESIGN or to new types of pistons which have gained popularity since the issue of the catalogue. Prices for these, as well as Specials and Racing Pistons, will be supplied on application.

GUDGEON PINS

Oversize gudgeon pins for types listed in the catalogue when supplied separately { Quantities less than 144 ... 33 $\frac{1}{3}$ %
144 of a type and size ... No Surcharge

Non-listed types or "Specials"—prices on application.

CYLINDER LINERS

The standard dimensions for all "Hepolite" liners are as shown in the Catalogue.

Liners supplied oversize on outside diameter 20%

Exception—No surcharge is made on dry liners supplied plus .015", .030" or .060" on O.D., also A.E.C. + 1m/m. and 2m/m. on O.D.

Liners supplied specially for finishing below nominal bore size 20%

Exception.—No surcharge is made for Gardner L.W. liners suitable for finishing .030" undersize in the bore.

Liners deviating from the above standards { Quantities less than 100... 20%
100 of a type and size ... No Surcharge

Non-standard flanges 20%

Sealing rings for Wet Liners are charged extra.

VALVE SEAT INSERTS

The standard sizes for all "Hepolite" valve seat inserts are as shown in the Catalogue.

All non-standard sizes are charged according to cost.

RETAIL PRICES OF HEPOLITE PISTON RINGS

STOCK RINGS: PRICE EACH

Nominal Diameter	Vacrom Comp.	Plain Comp.	Internally Stepped and Oil Plain	Stepped and Bevelled Scraper	Super Drainoil	Delayed Action S.D.O. and "L" Type
From 2" up to 3" or 76 m/m. ...	5/3	1/8	2/2	1/11	2/5	3/6
Over 3" .. 3 1/2" .. 89 m/m. ...	6/1	1/11	2/5	2/2	2/8	4/-
.. 3 1/2" .. 4" 101.5 m/m. ...	6/10	2/2	2/8	2/5	3/-	4/4
.. 4" .. 4 1/2" .. 115 m/m. ...	7/5	2/5	3/-	2/8	3/3	4/11
.. 4 1/2" .. 5" .. 127 m/m. ...	8/4	2/8	3/3	3/-	3/6	5/4

These prices cover rings up to 1/4" wide—Wider rings are charged according to cost.

Rings below 2" dia. or over 5" dia. or of special design—prices on application.

FOR SPECIAL TYPE RINGS REFER TO NUMERICAL LISTING FOR PRICES.

Popular Small Bore Motor Cycle, Autocycle and Cycle Motor Attachment Piston Rings

(under 2" Bore) Retail Prices as 2"—3" Group in above table

STANDARD OVERSIZES ON DIAMETER ARE CHARGED AT THE SAME PRICES AS STANDARD SIZES.

NOTE—Our Standard Oversizes increase by ten thous. on the nominal cylinder bore, i.e., .010", .020", up to .060".

Special exceptions to the above—no surcharge is made on the following:—

Austin (all models)	+ 1/64", + 1/32" and + 1/16"	A.E.C. (all models)	+ .080"
Austin 72 m/m....	+ .070" and + .080"	Albion (" ")	+ .025", + .050" and + .075"
Bedford/Chev. 3 5/16" and 3 3/8"	}	Gardner L.W. 4 1/4"	minus .030"
Ford V8. 3 1/8"		Leyland (all models)	+ .025" and + .075"
Ford Mercury 3 3/16"			
Ferguson Tractor		+ .015" and + .045"	
Ford 6 cyl. 3.3"			
Ford 4 cyl. 3 7/8"	+ .015", + .045", + .070" and + .080"		
Fordson 4 1/8"	+ .005", + .032", + .037, + .070" and + .080"		
J.A.P. Speedway Models	+ .005"		
Villiers (all models)	+ .015"		

Popular Small Bore Motor Cycle, Autocycle and Cycle Motor Attachment Rings (under 2" Bore) ... + .005" and + .015"

ALL RINGS DEVIATING FROM THESE STANDARDS OR REQUIRED OVERSIZE ON WIDTH ARE SUBJECT TO THE FOLLOWING SCALE OF SURCHARGES:—

Up to 249 of a type and size	50%
" 499 " "	25%
" 999 " "	10%
Over 1000 " "	No Surcharge

OTHER SURCHARGES (RINGS)

Hardened Rings	plus 50%
Taper-sided Rings—Unhardened	" 150%
—Hardened	" 200%
Taper-faced Rings	" 20%
Rings lapped on periphery (unhardened)	" 20%
Special Joints	" 20%

NOTE—Standard Joints are—ANGLE, BUTT or PEGGED at the joint.

SPECIAL MATERIALS

Ring Ref. Nos. Prefixed "M"	40%
" " " " "J"	33 1/3%

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		PISTONS							RINGS		PINS				LINERS			
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls. Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
A.J.S.																		
1935/40	246 c.c. O.H.V. 12, 12M, 22, 22SS, 22T, Silver Streak, Single and 2 Port, C.R. 6-85 to 1	Al.	2 ¹⁵ / ₃₂ "	SW 4453	1 ⁷ / ₁₆ "	2 ²⁹ / ₃₂ "	1	Cone 27/9 (with Valve Pockets)	2	1 ¹ / ₈ "	FP.6122B FSDO.6123B	7/8"	2"	S.C.	1567A.	3/8	FS.1022	20/6
1937/8	250 c.c. O.H.V. 12, 22, 22T, C.R. 10 to 1	Al.	2 ¹⁵ / ₃₂ "	7735	1 ²⁷ / ₃₂ "	3 ⁷ / ₃₂ "	1	Dome 45/-	2	1 ¹ / ₈ "	P.1645B SDO.3308B	7/8"	2"	S.C.	1567A.	3/8		
1928/9	248 c.c. S.V.K12,M12(R.B.P.)	Al.	65m.	1360	1 ³ / ₄ "	3 ¹ / ₁₆ "	1	Dome 100/- Radiused	4	1-5m.	P.199B	9/16"	2 ¹ / ₄ "	S.C.	73A.	4/8		
1930/3	248 c.c. O.H.V. 33-12, R12, S12, T12 (R.B.P.)	Al.	65m.	4480	2 ¹ / ₃₂ "	3 ¹ / ₈ "	1	Dome 37/9	4	1-5m.	P.199B	9/16"	2 ¹ / ₄ "	S.C.	73A.	4/8		
1949/52	498 c.c. O.H.V., 20, Spring Twin (High Comp. for above) C.R. 8-5 to 1	H'lex	66m.	SW 11221	1 ³¹ / ₃₂ "	2 ¹⁵ / ₁₆ "	2	Spec. Dome 29/6	2	1 ¹ / ₈ "	FP.5966B FSDO.6465B	3/4"	2 ⁷ / ₃₂ "	S.C.	4267A.	3/8	FS.2101	19/6
		Al.	66m.	11281	2 ¹ / ₈ "	3 ³ / ₃₂ "	2	Spec. Dome 35/6	2	1 ¹ / ₈ "	MFP. 6753B MFSDO.6754B	3/4"	2 ⁷ / ₃₂ "	S.C.	4267A.	3/8	FS.2101	19/6
1935/46	347 c.c. O.H.V. 16, 16M, 26, 26SS, 26T, Silver Streak, Single and 2 Port (High Comp. for above) C.R. 8-5 to 1	H'lex	2 ²³ / ₃₂ "	SW 9990	1 ¹ / ₂ "	3 ⁷ / ₁₆ "	1	Cone 28/-	2	1 ¹ / ₈ "	FP.6026B FSDO.6027B	7/8"	2 ¹ / ₄ "	S.C.	3675A.	3/4	FS.1070	23/-
		Al.	2 ²³ / ₃₂ "	10524	1 ⁷ / ₈ "	3 ¹³ / ₁₆ "	1	Dome 50/6	2	1 ¹ / ₈ "	P.2638B SDO.2639B	7/8"	2 ⁹ / ₃₂ "	S.C.	4371A.	4/5	FS.1070	23/-
		Al.	2 ²³ / ₃₂ "	10276	2 ¹ / ₁₆ "	4"	1	Dome 45/-	2	1 ¹ / ₈ "	FP.6026B FSDO.6027B	7/8"	2 ⁹ / ₃₂ "	S.C.	4371A.	4/5	FS.1070	23/-
		Al.	2 ²³ / ₃₂ "	10277	2 ¹ / ₁₆ "	4"	1	Dome 45/-	2	1 ¹ / ₈ "	FP.6026B FSDO.6027B	7/8"	2 ⁹ / ₃₂ "	S.C.	4371A.	4/5	FS.1070	23/-
1947	347 c.c. O.H.V. 16M	H'lex	2 ²³ / ₃₂ "	SW 10049	2"	3 ⁷ / ₁₆ "	1	Cone 28/6	2	1 ¹ / ₈ "	FP.6026B FSDO.6027B	7/8"	2 ¹ / ₄ "	S.C.	3675A.	3/4	FS.1070	23/-
1948/52	347 c.c. O.H.V. 16M, C.R. 6-3 to 1	H'lex	2 ²³ / ₃₂ "	SW 10465	2"	3 ⁷ / ₃₂ "	1	Cone 27/6	2	1 ¹ / ₈ "	FP.6026B FSDO.6027B	7/8"	2 ¹ / ₄ "	S.C.	3675A.	3/4	FS.1070	23/- (For Cast Iron Blocks) FS.2125 33/6 (For Alum. Blocks)
1947/52	347 c.c. O.H.V. 16M, High Comp. C.R. approx. 8-5 to 1 with packing plate removed	Al.	2 ²³ / ₃₂ "	10605	2 ³ / ₈ "	3 ¹⁹ / ₃₂ "	1	Dome 45/-	2	1 ¹ / ₈ "	FP.6026B FSDO.6027B	7/8"	2 ⁹ / ₃₂ "	S.C.	4371A.	4/5	FS.1070	23/- (For Cast Iron Blocks) 33/6 FS.2125 (For Alum. Blocks)
1947/52	347 c.c. O.H.V. 16M, High Comp. C.R. approx. 11 to 1 with packing plate removed	Al.	2 ²³ / ₃₂ "	10606	2 ⁹ / ₁₆ "	3 ²⁵ / ₃₂ "	1	Dome 45/-	2	1 ¹ / ₈ "	FP.6026B FSDO.6027B	7/8"	2 ⁹ / ₃₂ "	S.C.	4371A.	4/5	FS.1070	23/- (For Cast Iron Blocks) 33/6 FS.2125 (For Alum. Blocks)
1934/6	346 c.c. O.H.C. 34/7, 35/7, 36/7, Trophy. C.R. 7-5 to 1	Al.	70m.	4631	1 ²¹ / ₃₂ "	2 ²⁷ / ₃₂ "	1	Dome 49/-	3	5/64"	P.353B	7/8"	2 ¹ / ₈ "	S.C.	2407A.	6/1		
1920/7	349 c.c. S.V. B5, E4, E5, G4, G5, H4, H5 (R.B.P.)	Al.	74m.	1536	1 ¹ / ₈ "	3 ¹ / ₁₆ "	1	Flat 35/3 Stepped	4	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1923/7	799 c.c. S.V. Twin D1, D2, E1, E2, G1, G2, H1, H2 (R.B.P.)	Al.	74m.	2471	1 ¹⁹ / ₃₂ "	3 ⁵ / ₁₆ "	2	Flat 100/- Stepped	4	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1925/7	349 c.c. O.H.V. E6, E7, G6, G7, H6, H7 (R.B.P.)	Al.	74m.	2525	1 ⁷ / ₃₂ "	2 ¹⁷ / ₃₂ "	1	Flat 100/- Stepped	4	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1925/7	349 c.c. O.H.V. E6, E7, G6, G7, H6, H7, High Comp. C.R. 6-75 to 1 (R.B.P.)	Al.	74m.	1319	1 ²¹ / ₃₂ "	2 ²¹ / ₃₂ "	1	Dome 100/-	4	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1928	349 c.c. S.V. K3, K4, K5 (R.B.P.)	H'lex	74m.	2305	1 ²³ / ₃₂ "	3 ¹⁵ / ₃₂ "	1	Dome 100/- Stepped	4	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1928/9	349 c.c. O.H.V. K6, K7, M6, M7, O.H.C., C.R. 6 to 1 (R.B.P.)	H'lex	74m.	1358	1 ¹⁵ / ₃₂ "	2 ³¹ / ₃₂ "	1	Dome 47/6	4	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1929	349 c.c. S.V. M3, M4, M5, Longstroke (R.B.P.)	Al.	74m.	2001	2 ⁷ / ₃₂ "	3 ²⁵ / ₃₂ "	1	Dome 100/- Radiused	4	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1930	349 c.c. S.V. De Luxe M4, R4 (R.B.P.)	Al.	74m.	2027	2 ¹ / ₈ "	3 ¹¹ / ₁₆ "	1	Flat 47/6	4	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1930/1	349 c.c. O.H.V. R6, S6, SB6	Al.	74m.	3235	1 ¹³ / ₁₆ "	3 ⁵ / ₁₆ "	1	Dome 53/-	4	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3	FS.628	24/-
1930	349 c.c. S.V. T5	Al.	74m.	3489	1 ²⁷ / ₃₂ "	3 ¹⁷ / ₃₂ "	1	Dome 100/-	4	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1932/4	349 c.c. S.V. 33/5, 34/5 (R.B.P.)	H'lex	74m.	3091	1 ¹⁵ / ₃₂ "	3 ⁷ / ₃₂ "	1	Flat 100/- Bevelled	4	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1931	349 c.c. S.V. S4, S5 (R.B.P.)	Al.	74m.	3091	1 ¹⁵ / ₃₂ "	3 ⁷ / ₃₂ "	1	Flat 100/- Bevelled	4	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1932	349 c.c. O.H.V. T6, TB6, Big Port	Al.	74m.	3244	1 ¹³ / ₁₆ "	2 ⁶³ / ₆₄ "	1	Dome 38/3	3	1-5m.	P.450B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS MOTOR CYCLES AND MOTOR CYCLE ENGINES



PISTONS											RINGS		PINS			LINERS			
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
A.J.S. (continued).																			
1948/52	348 c.c. O.H.C. Racing 7R	Al.	74m.	10634	1 ²⁷ / ₃₂ "	2 ³¹ / ₃₂ "	1	Dome (with Valve Pockets)	57/6	2	3/64" / 5/32"	MFP.6559B FSDO.5554B	7/8"	2 ¹⁰ / ₁₆ "	RC52	4008A.11/-			
	(High Comp. for above) C.R. 11 to 1	Al.	74m.	11445	2 ¹ / ₁₆ "	3 ³ / ₁₆ "	1	Dome (with Valve Pockets)	73/-	2	3/64" / 5/32"	MFP.6559B MSO.7052B	7/8"	2 ²⁹ / ₆₄ "	RC52	4081A.17/3			
1935/7	498 c.c. S.V. 4, 9, 14, C.R. 5 to 1	H'lex	3 1/4"	SW 3185	1 ¹³ / ₁₆ "	3 ³ / ₈ "	1	Flat	42/-	2	1 1/16" / 1 1/8"	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₃₂ "	S.C.	1858A. 4/11			
1946	498 c.c. O.H.V. 18, C.R. 7-2 to 1	H'lex	3 1/4"	SW 9991	1 ⁵ / ₁₆ "	3 ³ / ₁₆ "	1	Flat	35/-	2	1 1/16" / 1 1/8"	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₃₂ "	S.C.	3997A. 4/-	FS.1933 25/6		
1946	498 c.c. O.H.V. 18, High Comp., C.R. 9 to 1 approx.	Al.	3 1/4"	10657	1 ¹¹ / ₁₆ "	3 ³ / ₁₆ "	1	Dome	37/6	2	1 1/16" / 1 1/8"	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₃₂ "	S.C.	3997A. 4/-	FS.1933 25/6		
1947/52	498 c.c. O.H.V. 18, C.R. 7-2 to 1	H'lex	3 1/4"	SW 10197	1 ¹³ / ₁₆ "	3 ³ / ₁₆ "	1	Flat	35/-	2	1 1/16" / 1 1/8"	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₃₂ "	S.C.	3997A. 4/-	FS.1933 25/6		
	(High Comp. for above) C.R. 8 to 1 with Compression Plate Removed	H'lex	3 1/4"	SW 10595	1 ⁷ / ₈ "	3 1/4"	1	Flat	37/6	2	1 1/16" / 1 1/8"	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₃₂ "	S.C.	3997A. 4/-	FS.1933 25/6		
	(High Comp. for above) C.R. 9-5 to 1	Al.	3 1/4"	10304	2 1/4"	3 5/8"	1	Dome	37/6	2	1 1/16" / 1 1/8"	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₆₄ "	S.C.	3997A. 4/-	FS.1933 25/6		
1928/9	498 c.c. O.H.V. K8, M8, M10, C.R. 5-75 to 1 (R.B.P.)	Al.	84m.	2011	1 ³ / ₄ "	3 1/16"	1	Dome Radiused	58/-	4	2m.	P.528B	1 1/16"	2 15/16"	S.C.	260A. 4/6			
1928/30	498 c.c. S.V. K9, M9, R9																		
996 c.c.	S.V. Twin M1, M2, R2, Standard, De Luxe (R.B.P.)	H'lex	84m.	2010	1 ²⁹ / ₃₂ "	3 ²³ / ₃₂ "	1/2	Flat Radiused	55/-	4	2m.	P.528B	1 1/16"	2 15/16"	S.C.	260A. 4/6			
1930/6	498 c.c. O.H.V. Twin Port De Luxe, R8, S8, 33/8, 34/8, 35/8, 36/8, C.R. 5-75 to 1 (R.B.P.)	H'lex	84m.	2028	2 ⁷ / ₃₂ "	3 ¹⁷ / ₃₂ "	1	Dome Stepped	61/-	4	2m.	P.528B	1 1/16"	2 15/16"	S.C.	260A. 4/6			
1930/6	498 c.c. O.H.V. Twin Port De Luxe, R8, S8, 33/8, 34/8, 35/8, 36/8, High Comp. C.R. 7-5 to 1	Al.	84m.	3496	2 ⁹ / ₁₆ "	3 ⁷ / ₈ "	1	Dome Radiused	113/-	3	2m.	P.528B	1 1/16"	2 15/16"	S.C.	260A. 4/6			
1931/3	996 c.c. S.V. Twin S2, T2, 33/2																		
1931/6	498 c.c. S.V. De Luxe S9, T9, 33/9, 34/9, 35/9, 36/9, C.R. 4-9 to 1 (R.B.P.)	Al.	84m.	3135	1 ²¹ / ₃₂ "	3 ¹¹ / ₃₂ "	1/2	Flat Stepped	38/6	4	2m.	P.528B	1 1/16"	2 15/16"	S.C.	260A. 4/6			
1931/5	498 c.c. O.H.V. S88, T88, 33/88, 34/88, 35/18, Big Port	H'lex	84m.	3240	1 ⁵ / ₈ "	2 15/16"	1	Flat Stepped	53/-	3	2m.	P.528B	1 1/16"	2 15/16"	S.C.	260A. 4/6			
1931/2	498 c.c. O.H.V. S88, T88, Big Port, High Compression	Al.	84m.	3696	2 1/32"	3 ⁹ / ₃₂ "	1	Dome Stepped	113/-	3	2m.	P.528B	1 1/16"	2 15/16"	S.C.	260A. 4/6			
1933/4	5-88 H.P. 5 Cwt. Stevens Van	Al.	84m.	4359	1 ²¹ / ₃₂ "	3 ⁷ / ₃₂ "	1	Flat Stepped	113/-	3	2m.	P.528B	1 1/16"	2 15/16"	S.C.	260A. 4/6			
1933/8	990 c.c. S.V. Twin, 33/2, C.R. 5-6 to 1 (Offset Bosses)	Al.	3 ³ / ₈ "	S7963	1 ¹³ / ₁₆ "	3 1/8"	2	Flat Bevelled	41/-	2	3/32" / 1 1/8"	P.2561B SDO.2143B	7/8"	2 ²⁰ / ₃₂ "	S.C.	1516A. 4/8			
1937/40	990 c.c. O.H.V. Twin, 37/2, 37/2A, 38/2, 39/2, 39/2A, 40/2, 40/2A, C.R. 5 to 1	Al.	3 ³ / ₈ "	S 7333	1 ¹³ / ₁₆ "	3 1/2"	2	Flat Bevelled	37/6	2	1 1/16" / 1 1/8"	P.578B SDO.2143B	7/8"	2 ²⁰ / ₃₂ "	S.C.	1516A. 4/8			
A.J.W. (Refer to J.A.P. and VILLIERS.)																			
AMBASSADOR. (Refer to VILLIERS.)																			
ARDIE																			
1937	100 c.c. Two-Stroke	H'lex	51m.	7849	34m.	69m.	1	Dome	87/-	2	2-5m.	P.3401D	12m.	43-5m.	S.C.	2274A. 2/-			
1937	Two-Stroke	H'lex	61m.	7935	33m.	80-5m.	1	Dome	87/-	2	2-5m.	P.2929E P.3475D	16m.	49-5m.	S.C.	2532A. 4/9			
ARIEL																			
1935/40	599 c.c. O.H.V. 4F, Square Four	H'lex	50-4m.	8167	1 ³ / ₁₆ "	2 ⁵ / ₈ "	4	Flat	26/6	2	1 1/16" / 1 1/8"	P.3681B SDO.3682B	1 1/16"	1 ²¹ / ₃₂ "	S.C.	2775A. 4/8	FS.1700 22/-		
1931/2	500 c.c. O.H.V. Square Four, 4F31, 4F/5-32	H'lex	2"	3094	1 ³ / ₃₂ "	2 ³ / ₃₂ "	4	Flat	25/6	2	1 1/16" / 1 1/8"	P.1662B	5/8"	1 ¹¹ / ₁₆ "	S.C.	1276A. 3/8			
1932/6	600 c.c. 4F, 4F/6-32, 4F/6-33, C.R. 5-8 to 1	H'lex	2-20	4162	1 ¹ / ₁₆ "	2 1/16"	4	C'cave	24/6	1	1 1/16" / 1 1/8"	P.3236B P.3237B	5/8"	1 ²⁰ / ₃₂ "	S.C.	1521A. 3/8	FS.994 19/-		

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS										RINGS		PINS			LINERS					
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price	
ARIEL (continued).																				
1934/40	249 c.c.	O.H.V. Red Hunter, LG, LH, De Luxe, OG, OH, C.R. 6 to 1	H'lex	61m.	5613	1 ³ / ₈ "	2 ²⁵ / ₃₂ "	1	Flat Bevelled (with Valve Pocket)	30/9	2	1 ¹ / ₁₆ "	P.1991B	20-61m.	2"	S.C.	1644A.	4/5	FS.993	20/3
	(High Comp. for above)	C.R. 7 to 1	H'lex	61m.	4489	1 ¹⁵ / ₃₂ "	2 ²⁷ / ₃₂ "	1	Flat Bevelled (with Valve Pocket)	34/-	2	1 ¹ / ₁₆ "	FP.8141B FSDO.8142B	20-61m.	2"	S.C.	1644A.	4/5	FS.993	20/3
1948/52	498 c.c.	O.H.V. KG De Luxe, KH, Red Hunter, C.R. 6-8 to 1	H'lex	63m.	SW 10930	1 ³ / ₈ "	2 ¹¹ / ₁₆ "	2	Slight Dome (with Valve Pockets)	27/6	2	1 ¹ / ₁₆ "	P.5132B SDO.5133B	17-44m.	2 ⁵ / ₃₂ "	RC27	2279A.	3/4		
1929/30	250 c.c.	S.V. LB	Al.	65m.	1948	1 ³ / ₈ "	2 ³ / ₄ "	1	Flat	33/-	2	3 ³ / ₃₂ "	P.203B	3 ³ / ₄ "	2 ¹ / ₄ "	A.C.	352	3/9		
1929/30	250 c.c.	S.V. LB	Al.	65m.	3830	1 ³ / ₈ "	2 ³ / ₄ "	1	Flat	33/-	2	3 ³ / ₃₂ "	P.203B	3 ³ / ₄ "	2"	S.C.	342A.	3/3		
1929/31	248 c.c.	O.H.V. Colt, 2 Port, LF, C.R. 5-4 to 1	Al.	65m.	1950	1 ¹ / ₄ "	2 ⁴³ / ₆₄ "	1	Dome	33/-	2	3 ³ / ₃₂ "	P.203B	3 ³ / ₄ "	2 ¹ / ₄ "	A.C.	352	3/9	FS.629	21/9
1929/31	248 c.c.	O.H.V. Colt, 2 Port, LF, High Comp.	H'lex	65m.	2869	1 ¹³ / ₃₂ "	2 ²⁷ / ₃₂ "	1	Dome	100/-	2	3 ³ / ₃₂ "	P.203B	3 ³ / ₄ "	2 ¹ / ₄ "	A.C.	352	3/9	FS.629	21/9
1932	248 c.c.	O.H.V. Colt, 2 Port, LF	Al.	65m.	4112	1 ¹ / ₄ "	2 ⁴³ / ₆₄ "	1	Dome	33/-	2	3 ³ / ₃₂ "	P.203B	3 ³ / ₄ "	2 ³ / ₁₆ "	S.C.	347A.	3/-		
1937/52	1000 c.c.	O.H.V. 4G, 4H, Square 4	H'lex	65m.	7188	1 ³ / ₁₆ "	2 ⁷ / ₁₆ "	4	C'cave	28/-	2	1 ¹ / ₁₆ "	P.200B SDO.5452B	17-44m.	2 ⁵ / ₃₂ "	RC27	2279A.	3/4	FS.1773	22/-
	(High Comp. for above)	C.R. 7-2 to 1	H'lex	65m.	7093	1 ¹¹ / ₃₂ "	2 ²¹ / ₃₂ "	4	Dome	42/-	2	1 ¹ / ₁₆ "	P.200B SDO.5452B	17-44m.	2 ⁵ / ₃₂ "	RC27	2279A.	3/4	FS.1773	22/-
1932	350 c.c.	S.V. MB	Al.	72m.	3081	1 ¹ / ₄ "	2 ⁵ / ₈ "	1	Flat	34/3	3	1 ¹ / ₁₆ "	P.403B	3 ³ / ₄ "	2 ⁷ / ₃₂ "	S.C.	1123A.	3/4	FS.630	24/3
1933/9	350 c.c.	O.H.V. M1F, M2F	Al.	72m.	4104	1 ⁵ / ₈ "	3"	1	Dome	33/-	3	1 ¹ / ₁₆ "	P.403B	20-61m.	2 ³ / ₈ "	S.C.	1496A.	5/-	FS.1064	22/6
1939/52	350 c.c.	O.H.V. NF, NF3, NH, NG, Red Hunter, De Luxe	H'lex	72m.	SW 11210	1 ²⁰ / ₃₂ "	3 ⁵ / ₃₂ "	1	Dome	34/-	2	1 ¹ / ₈ "	P.4398B SDO.7432B	20-61m.	2 ⁵ / ₈ "	RC55	1496A.	5/-	FS.1064	22/6
	(High Comp. for above)	C.R. 7-5 to 1	H'lex	72m.	4469	1 ¹³ / ₁₆ "	3 ¹ / ₄ "	1	Dome	36/6	3	1 ¹ / ₁₆ "	P.403B	20-61m.	2 ³ / ₈ "	RC55	1496A.	5/-	FS.1064	22/6
1925/7	497 c.c.	O.H.V. C, D, Single Port	Al.	81-8m.	2197	1 ¹ / ₄ "	2 ¹¹ / ₁₆ "	1	C'cave	113/-	2	1 ¹ / ₈ "	P.525B	3 ³ / ₄ "	75m.	F.F.	371B.	6/9	FS.633	26/9
1927	497 c.c.	O.H.V. 2 Port, E, C.R. 7-5 to 1	Al.	81-8m.	1719	1 ³ / ₄ "	3 ³ / ₃₂ "	1	Dome	113/-	2	1 ¹ / ₈ "	P.525B	3 ³ / ₄ "	75m.	F.F.	371B.	6/9		
1927/8	500 c.c.	O.H.V. 2 Port, E	Al.	81-8m.	1110	1 ³ / ₄ "	3 ³ / ₈ "	1	Dome	39/-	2	1 ¹ / ₈ "	P.525B	1"	2 ¹³ / ₁₆ "	F.F.	610B.	8/10		
1928/30	500 c.c.	O.H.V. 2 Port, Low Comp., C, D, F	Al.	81-8m.	4950	1 ⁵ / ₁₆ "	2 ¹⁵ / ₁₆ "	1	C'cave	41/-	2	1 ¹ / ₈ "	P.525B	1"	2 ¹³ / ₁₆ "	F.F.	610B.	8/10		
1928/31	500 c.c.	O.H.V. Single Port, C, D, F, G, VF31	Al.	81-8m.	1111	1 ¹ / ₄ "	2 ¹¹ / ₁₆ "	1	C'cave	36/3	2	1 ¹ / ₈ "	P.525B	1"	2 ¹³ / ₁₆ "	F.F.	610B.	8/10	FS.755	24/6
1928/31	500 c.c.	O.H.V. Single Port, C, D, F, G, VF31, High Comp., Racing	Al.	81-8m.	1951	1 ³ / ₄ "	3 ³ / ₈ "	1	Dome	45/-	2	3 ³ / ₃₂ "	P.524B	1"	2 ¹³ / ₁₆ "	F.F.	610B.	8/10	FS.755	24/6
1935/52	500 c.c.	O.H.V. Red Hunter, VH, VG	H'lex	81-8m.	SW 11497	1 ¹ / ₄ "	2 ³ / ₄ "	1	C'cave	33/-	2	1 ¹ / ₁₆ "	P.2478B SDO.2479B	20-61m.	2 ¹¹ / ₁₆ "	RC55	1841A.	4/7	FS.755	24/6
1935	500 c.c.	O.H.V. Red Hunter, VH, High Comp. C.R. 7-5 to 1	H'lex	81-8m.	5045	1 ³ / ₈ "	2 ⁷ / ₈ "	1	Flat Bevelled	43/-	2	1 ¹ / ₁₆ "	P.2478B SDO.2479B	20-61m.	2 ¹¹ / ₁₆ "	RC55	1841A.	4/7	FS.755	24/6
1936/52	500 c.c.	O.H.V. Red Hunter, VH, VG, High Comp. C.R. 7-5 to 1	H'lex	81-8m.	10503	1 ³ / ₈ "	2 ⁷ / ₈ "	1	Flat Bevelled (with Valve Pockets)	37/6	2	1 ¹ / ₁₆ "	P.2478B SDO.2479B	20-61m.	2 ¹¹ / ₁₆ "	RC55	1841A.	4/7	FS.755	24/6
1939/47	500 c.c.	S.V.	Al.	81-8m.	8614	1 ¹⁵ / ₁₆ "	3 ⁷ / ₁₆ "	1	Flat	39/-	3	1 ¹ / ₁₆ "	P.2478B	20-61m.	2 ¹¹ / ₁₆ "	RC55	1841A.	4/7		
	500 c.c.	C.R. 6.5 to 1	H'lex	81-8m.	SW 10793	1 ⁷ / ₁₆ "	3 ¹ / ₁₆ "	1	Dome	37/6	2	1 ¹ / ₁₆ "	P.7683B SDO.7682B	20-61m.	2 ¹¹ / ₁₆ "	RC55	4310A.	5/3		
1926/7	550 c.c.	S.V. A,B	Al.	86-4m.	1709	1 ⁹ / ₁₆ "	3"	1	Flat	37/3	2	1 ¹ / ₈ "	P.590B	3 ³ / ₄ "	3 ¹ / ₈ "	F.F.	385B.	7/3		
1928/31	550 c.c.	S.V. A,B, VB	Al.	86-4m.	1109	1 ⁹ / ₁₆ "	3 ³ / ₁₆ "	1	Flat	37/3	2	1 ¹ / ₈ "	P.590B	1"	2 ³¹ / ₃₂ "	F.F.	613B.	8/11		
1931	550 c.c.	O.H.V. Sloping Engine, SF31, 2 valve	Al.	86-4m.	2858	1 ¹¹ / ₁₆ "	3 ⁷ / ₃₂ "	1	C'cave	42/6	2	1 ¹ / ₈ "	P.590B	20-61m.	2 ¹⁵ / ₁₆ "	S.C.	456A.	4/11	FS.632	26/9

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS AND MOTOR CYCLE ENGINES



PISTONS										RINGS		PINS			LINERS				
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
ARIEL (continued).																			
1931	500 c.c. O.H.V. 4 Valve, SG31, Sloping Engine	H'lex	86.4m.	2880	1 ¹¹ / ₁₆ "	3 ⁷ / ₃₂ "	1	Flat	38/-	3	1 ¹ / ₁₆ "	P.588B	20.61m.	2 ¹⁵ / ₁₆ "	S.C.	456A.	4/11		
1932	500 c.c. O.H.V. 4 Valve, VH32, Vertical Engine, Red Hunter, Three-Wheeler Fleet Van, C.R. 6.2 to 1																		
1931	500 c.c. O.H.V. 4 Valve, SG31, Sloping Engine	Al.	86.4m.	3511	2 ³ / ₁₆ "	3 ³ / ₄ "	1	Elongated Dome	113/-	3	1 ¹ / ₁₆ "	P.588B	20.61m.	3"	S.C.	1224A.	5/2		
1932	500 c.c. O.H.V. 4 Valve, VH32, Vertical Engine, Red Hunter, Three-Wheeler Fleet Van, Extra High Comp.																		
1931/2	550 c.c. S.V. SB31, SB32, Sloping Engine	H'lex	86.4m.	SW 11327	1 ¹⁵ / ₁₆ "	3 ⁷ / ₁₆ "	1	Flat	33/6	2	1 ¹ / ₁₆ "	P.7680B	20.61m.	3"	RC55	4311A	5/8	FS.752	24/9
1932/5	550 c.c. S.V. VB, VB33, Vertical Engine																		
1933/5	550 c.c. S.V. VA3, VA4	H'lex	86.4m.	4173	1 ¹¹ / ₁₆ "	3 ¹ / ₈ "	1	Flat	39/3	3	1 ¹ / ₁₆ "	P.588B	20.61m.	2 ³ / ₄ "	S.C.	1121A.	4/10	FS.677	23/9
1936/52	600 c.c. S.V. VB																		
1933/4	500 c.c. O.H.V. Red Hunter, VH, Three-Wheeler Fleet Van, C.R. 6 to 1 (High Comp. for above) C.R. 7.5 to 1	Al.	86.4m.	4136	2"	3 ⁷ / ₁₆ "	1	Dome	113/-	2	1 ¹ / ₁₆ "	P.588B	20.61m.	3"	S.C.	1224A.	5/2	FS.677	23/9
BANTOMOTO																			
	38.5 c.c. Cycle Motor Attachment	H'lex	38m.	11196	27m.	46m.	1	2-Str.	16/-	2	2.5m.	FP.7340G	10m.	30m.	RC198	4256A.	1/9		
BENELLI																			
	98 c.c. Letizia, Two-Stroke (Two Ports in Skirt)	H'lex	48m.	11135	34.5m.	67.5m.	1	Dome	18/9	2	2.5m.	FP.7328G	12m.	40m.	S.C.	4218A.	2/7	FS.2006	41/-
BENSON																			
	128 c.c. Two-Stroke, C.R. 6.2 to 1	H'lex	55m.	10692	28m.	60m.	1	Dome	21/6	1	2m.	MKFTP.6760G	12.5m.	46m.	RC10	4031A.	2/1		
BERINI																			
	1950 25.7 c.c. Cycle Motor Attachment, Two-Stroke...	H'lex	32m.	11203	23.3m.	39.332m.	1	Dome	14/-	2	.0785"	FP.7707M	9m.	26m.	RC186	4259A.	1/10		
BIANCHI																			
	125 c.c. Two-Stroke	H'lex	52m.	11230	36m.	68.5m.	1	Conical Dome	53/-	22.5m.		FP.7193C	16m.	44m.	S.C.	4160A.	3/9		
BLACKBURNE																			
	1934 150 c.c. O.H.V.	H'lex	49m.	4380	1 ⁷ / ₁₆ "	2 ¹³ / ₁₆ "	1	Dome	87/-	2	1 ¹ / ₁₆ "	P.1581B	5 ¹ / ₈ "	1 ¹¹ / ₁₆ "	F.F.	1601B.	7/4	FS.1322	21/9
	175 c.c. O.C.J.	C.I.	53m.	4283	1 ¹ / ₁₆ "	2 ¹ / ₈ "	1	Dome	94/-	1	3 ³ / ₃₂ "	SS.1582B							
	1933/9 250 c.c. O.H.V.	H'lex	63m.	4383	1 ¹³ / ₃₂ "	2 ²⁵ / ₃₂ "	1	Dome	35/9	2	1 ¹ / ₁₆ "	P.12B	2 ³ / ₃₂ "	46.5m.	F.F.	1579B.	7/7		
	1935/6 248 c.c. O.H.V. Stag	Al.	68m.	5731	1 ¹³ / ₃₂ "	2 ²⁵ / ₃₂ "	1	Dome	100/-	3	1 ¹ / ₁₆ "	P.1551B	2 ³ / ₃₂ "	2 ³ / ₁₆ "	F.F.	1603B.	6/6		
	300 c.c. JC, JD	C.I.	69m.	4285	1 ⁷ / ₃₂ "	2 ²⁵ / ₆₄ "	1	Dome	101/-	3	1 ¹ / ₁₆ "	P.275B	2 ³ / ₃₂ "	2 ³ / ₈ "	F.F.	2111B.	9/7		
	300 c.c. JCB, JDB	C.I.	69m.	4286	1 ⁷ / ₃₂ "	2 ²⁵ / ₆₄ "	1	Dome	101/-	2	3 ³ / ₃₂ "	P.307B	2 ³ / ₃₂ "	2 ¹ / ₂ "	A.C.	1228.	5/8	FS.858	23/6
	550 c.c.	C.I.	85m.	4833	1 ¹¹ / ₃₂ "	2 ¹⁵ / ₁₆ "	1	Dome	46/9	2	3.75m.	P.307B	2 ³ / ₃₂ "	63m.	F.F.	310C.	8/6	FS.858	23/6
	1932/4 600 c.c. O.H.V. Dry Sump	Al.	85m.	5034	1 ⁹ / ₃₂ "	2 ⁷ / ₈ "	1	Dome	111/-	2	3.75m.	P.565B	2 ³ / ₃₂ "	3 ¹ / ₁₆ "	F.F.	311B.	10/6		
	598 c.c. Lawn Mower	C.I.	86.80m.	7022	1 ⁵ / ₁₆ "	3 ¹ / ₈ "	1	C'cavel	113/-	3	1 ¹ / ₁₆ "	P.565B	2 ³ / ₃₂ "	3 ¹ / ₁₆ "	F.F.	311B.	10/6		
									43/6	3	1 ¹ / ₈ "	P.2063B	7 ¹ / ₈ "	3 ¹ / ₈ "	F.F.	533B.	11/9		
										3	1 ¹ / ₈ "	P.3255B	18m.	3 ⁵ / ₃₂ "	F.F.	2545B.	8/5		
B.M.W.																			
	1937/40 O.H.V. R20	H'lex	60m.	8494	34m.	72m.	1	Flat	87/-	2	2.5m.	P.85B	16m.	51m.	S.C.	2947A.	4/11		
	1936 O.H.V.	H'lex	63m.	57427	39.5m.	71.25m.	1	Dome	87/-	1	4m.	SDO.2022B							
	1937/8 500 c.c. O.H.V. R5 (R.B.P.)	H'lex	68m.	8394	33m.	63m.	2	Dome (with Valve Pockets)	38/9	2	2m.	P.147B	16m.	54m.	S.C.	1519A.	3/2		
	500 c.c. O.H.V. R5/51 (R.B.P.)	H'lex	68m.	9849	33.5m.	67.5m.	2	Dome (with Valve Pockets)	37/9	1	4m.	SDO.1552B							
	1937/40 496 c.c. R6I, Side Valve	Al.	70m.	8559	37m.	78.75m.	2	Flat	100/-	3	2m.	FP.3867B	18m.	58m.	S.C.	2900A.	4/1	FS.1932	18/-
	1938 600 c.c. R6	H'lex	70m.	8207	37m.	68.75m.	2	Flat	100/-	1	4m.	FSDO.3868B							
	1935/8 O.H.V., R35	H'lex	72m.	8353	37.5m.	67.5m.	1/2	Flat	45/-	2	3m.	FP.5296B	18m.	58m.	S.C.	2900A.	4/1		
	1934/5 400 c.c.	Al.	78m.	55761	41m.	80m.	1	Flat	54/-	2	2.5m.	FSDO.5297B							
	1937/8 750 c.c. S.V. R12, R62	H'lex	78m.	7495	31m.	79m.	2	Flat	113/-	1	5m.	FP.4017B	18m.	66.5m.	S.C.	2128A.	3/11		
										3	2.5m.	FSDO.6148B							
												P.502B	20m.	67m.	S.C.	2479A.	8/9		
BOND (Refer to J.A.P. & VILLIERS.)																			

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS											RINGS		PINS				LINERS		
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
BROCKHOUSE																			
	248 c.c. S.V., C.R. 6-3 to 1...	H'lex	64.5m.	10933	1 ¹ / _{32"}	2 ³ / _{8"}	1	Flat	21/-	2	1 ¹ / _{16"}	FP.6960B	5/8"	2 ¹ / _{8"}	S.C.	1894A.	2/11	FS.2144	21/-
										1	1 ¹ / _{8"}	FSDO.6957B							
BROUGH SUPERIOR. (Refer to J.A.P. and MATCHLESS.)																			
B.S.A.																			
1940	98 c.c. Two-Stroke	Al.	47m.	8335	39m.	69m.	1	Dome	41/-	2	3/32"	FP.3818G	1 ¹ / _{2"}	1 ⁹ / _{16"}	S.C.	3902A.	2/7		
1934/6	149 c.c. O.H.V. X34-0, X35-0, X36-0, C.R. 7 to 1...	Al.	52m.	4556	1 ⁵ / _{16"}	2 ¹¹ / _{16"}	1	Dome	22/6	1	2m.	P.1665B	9/8"	45m.	F.F.	123C.	6/3	FS.1197	19/6
1947/52	125 c.c. DI, Bantam, Two-Stroke (Recommended Maximum Oversize is +.040")	H'lex	52m.	10399	1 ²⁰ / _{64"}	2 ²¹ / _{32"}	1	Dome	19/3	2	3/32"	FP.6060S	1 ⁵ / _{32"}	1 ¹¹ / _{16"}	S.C.	3883A.	2/4		
1934	249 c.c. O.H.V. Blue Star, B34-3, C.R. 7.2 to 1	Al.	60m.	4429	1 ⁵ / _{16"}	2 ⁹ / _{16"}	1	Dome	26/-	2	1.5m.	P.1637B	5/8"	54.5m.	F.F.	129B.	4/5	FS.1065	20/9
1947/50	500 c.c. O.H.V. A7	H'lex	62m.	10030	1 ⁵ / _{16"}	2 ⁹ / _{16"}	2	Flat Bevelled	26/6	2	1 ¹ / _{16"}	FP.5100B	1 ¹¹ / _{16"}	2 ³ / _{64"}	RC27	3713A.	3/8	FS.2012	18/-
1947/50	500 c.c. O.H.V. A7, C.R. 6-6 to 1	H'lex	62m.	11151	1-241"	2-491"	2	Flat	26/-	2	1 ¹ / _{16"}	FP.5100B	1 ¹¹ / _{16"}	2 ³ / _{64"}	RC27	3713A.	3/8	FS.2012	18/-
1949/50	500 c.c. A7 Star Twin, C.R. 7.5 to 1	H'lex	62m.	10739	1 ³ / _{8"}	2 ⁵ / _{8"}	2	Flat Bevelled	30/6	2	1 ¹ / _{16"}	FP.5100B	1 ¹¹ / _{16"}	2 ³ / _{64"}	RC27	3713A.	3/8	FS.2012	18/-
1930/4	249 c.c. O.H.V. B1, B2, B3, B4	Al.	63m.	2725	1 ³ / _{16"}	2 ²⁰ / _{32"}	1	Flat Bevelled	28/3	2	3/32"	P.149B	5/8"	2 ¹ / _{4"}	F.F.	134B.	3/8	FS.639	21/-
	(High Comp. for above)	Al.	63m.	3653	1 ¹¹ / _{16"}	3 ¹⁷ / _{64"}	1	Dome	33/9	2	3/32"	P.149B	5/8"	2 ¹ / _{4"}	F.F.	134B.	3/8	FS.639	21/-
1933	249 c.c. O.H.V. B33-3, Blue Star Junior	H'lex	63m.	4963	1 ⁷ / _{16"}	2 ¹³ / _{16"}	1	Dome	33/3	2	2m.	P.147B	5/8"	2 ¹ / _{8"}	S.C.	1894A.	2/11		
1933/6	249 c.c. S.V. B33-1, B34-1, B35-1, B36-1, C.R. 5.2 to 1	H'lex	63m.	7151	1"	2 ³ / _{8"}	1	Flat	22/6	2	1 ¹ / _{16"}	P.1551B	5/8"	2 ¹ / _{4"}	F.F.	134B.	3/8	FS.681	19/6
1935/6	249 c.c. O.H.V. B35-2, B36-2, B18, C.R. 6 to 1									1	5/32"	SDO.2524B							
1924/31	249 c.c. S.V. B25, B26, B27, B28, B29, B30-3 B31-1	Al.	63m.	917	1 ³ / _{32"}	2 ⁴³ / _{64"}	1	Flat	30/-	3	3/32"	P.149B	5/8"	2 ¹ / _{4"}	S.C.	134B.	3/8		
1935/6	249 c.c. O.H.V. De Luxe, 35/3, B2, B18																		
1934/6	498 c.c. O.H.V. Twin, J34/11, J35/12, J36/12, C.R. 7.25 to 1	H'lex	63m.	5338	1 ³ / _{16"}	2 ⁹ / _{16"}	1/2	Dome	30/6	2	1 ¹ / _{16"}	P.1551B	5/8"	2 ¹ / _{4"}	F.F.	134B.	3/8	FS.676	21/-
1937/52	250 c.c. S.V. B20, C10, Tourer	H'lex	63m.	7150	1"	2 ³ / _{8"}	1	Flat	22/6	2	1 ¹ / _{16"}	P.1551B	5/8"	2 ¹ / _{8"}	S.C.	1894A.	2/11	FS.681	19/6
1937/8	250 c.c. O.H.V. B21, Sports...	H'lex	63m.	7149	1"	2 ³ / _{8"}	1	Flat	23/6	2	1 ¹ / _{16"}	SDO.159B	5/8"	2 ¹ / _{8"}	S.C.	1894A.	2/11	FS.681	19/6
1937/9	250 c.c. O.H.V. B22, Empire Star, C.R. 6 to 1	H'lex	63m.	7131	1 ³ / _{16"}	2 ⁹ / _{16"}	1	Dome Radiused	27/6	2	1 ¹ / _{16"}	P.1551B	5/8"	2 ¹ / _{8"}	S.C.	1894A.	2/11		
1939/52	250 c.c. O.H.V. C11, Coil Ignition	H'lex	63m.	8267	1 ³ / _{16"}	2 ¹ / _{2"}	1	Dome Radiused	27/6	2	1 ¹ / _{16"}	SDO.159B	5/8"	2 ¹ / _{8"}	S.C.	1894A.	2/11	FS.1917	19/6
1951/2	500 c.c. O.H.V. A7, C.R. 6-7 to 1	H'lex	66m.	SW 11094	1-565"	2-627"	2	Flat (with Valve Pockets)	28/3	2	1 ¹ / _{16"}	FP.7282B	1 ¹¹ / _{16"}	2-213"	RC27	4205A.	5/4		
	(High Comp. for above) C.R. 7-25 to 1	H'lex	66m.	SW 11288	1-625"	2-687"	2	Flat (with Valve Pockets)	29/6	2	1 ¹ / _{16"}	FP.7282B	1 ¹¹ / _{16"}	2-213"	RC27	4205A.	5/4		
1937/8	350 c.c. O.H.V. De Luxe, M19	H'lex	68.8m.	7110	1 ³ / _{16"}	2 ⁴⁰ / _{64"}	1	Flat	38/3	2	1.5m.	P.2988B	3/4"	2 ³ / _{8"}	S.C.	1784A.	3/4		
1950/2	650 c.c. O.H.V. A10, Golden Flash, C.R. 6.5 to 1	H'lex	70m.	SW 11016	1-323"	2-570"	2	C'cave	27/3	2	1 ¹ / _{16"}	FP.7114B	3/4"	2 ³ / _{8"}	RC93	4149A.	5/8	FS.2131	21/-
	(High Comp. for above) C.R. 7-25 to 1	H'lex	70m.	SW 11062	1-359"	2-603"	2	Flat (with Valve Pockets)	28/6	2	1 ¹ / _{16"}	SDO.7115B	3/4"	2 ³ / _{8"}	RC93	4149A.	5/8	FS.2131	21/-
	(High Comp. for above) C.R. 8 to 1	H'lex	70m.	W 11431	1-415"	2-659"	2	Flat (with Valve Pockets)	28/6	2	1 ¹ / _{16"}	FP.7114B	3/4"	2 ³ / _{8"}	RC93	4149A.	5/8	FS.2131	21/-
	(High Comp. for above) C.R. 8-5 to 1	H'lex	70m.	11164	1 ¹ / _{2"}	2-744"	2	Flat Bevelled (with Valve Pockets)	28/6	2	1 ¹ / _{16"}	FP.7114B	3/4"	2 ³ / _{8"}	RC93	4149A.	5/8	FS.2131	21/-
	(High Comp. for above) C.R. 9 to 1	H'lex	70m.	11412	1-700"	2-942"	2	Dome Stepped (with Valve Pockets)	45/-	2	1 ¹ / _{16"}	FP.7114B	3/4"	2 ³ / _{8"}	RC93	4149A.	5/8	FS.2131	21/-
1933/4	348 c.c. O.H.V. and S.V. R33-4	H'lex	71m.	5687	1 ⁷ / _{32"}	3 ³ / _{32"}	1	Flat (with Valve Pockets)	36/9	2	1.5m.	P.389B	3/4"	2 ⁹ / _{16"}	F.F.	1650B.	4/11		
1933/4	348 c.c. S.V. R33-4, O.H.V. R33-5, Blue Star, High Comp., C.R. 7 to 1	H'lex	71m.	5688	1 ⁵ / _{16"}	3 ³ / _{16"}	1	Flat (with Valve Pockets)	36/-	2	1.5m.	P.389B	3/4"	2 ⁹ / _{16"}	F.F.	1650B.	4/11		

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Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
B.S.A. (continued).																			
1934/6	348 c.c.	O.H.V. R20, R34-5, R35-5, Blue Star, Empire Star, C.R. 7-5 to 1	H'lex 71m.	5646	1 ¹⁵ / ₃₂ "	2 ¹ / ₂ "	1	Dome	30/6 Radiused (with Valve Pockets)	2	1-5m.	P.389B SDO.2649B	3/4"	2 ⁹ / ₁₆ "	F.F.	1650B.	4/11	FS.765	21/-
1935/6	348 c.c.	O.H.V. De-Luxe Single Port, R35-4, R36-17	H'lex 71m.	SW 10962	1 ⁵ / ₃₂ "	2 ²⁷ / ₃₂ "	1	Flat	28/- (with Valve Pockets)	2	3/32"	P.6240B SDO.6241B	3/4"	2 ⁹ / ₈ "	RC93	4149A.	5/8	FS.734	21/- (Cast Iron Blocks) FS.2158 41/- (Alum. Blocks)
1939		B23																	
1940		C23, B26																	
1941		B30WD, C12																	
1946/52	348 c.c.	O.H.V. B31, B32, B32 Gold Star	H'lex 71m.	9939	1 ⁵ / ₈ "	3 ⁵ / ₁₆ "	1	Dome	37/6 (with Valve Pockets)	1	3/32"	FP.5954B FPC.5955B SDO.1409B	3/4"	2 ⁹ / ₈ "	S.C.	1784A.	3/4	FS.734	21/- (Cast Iron Blocks) FS.2158 41/- (Alum. Blocks)
1946/52	348 c.c.	O.H.V. B31, B32, B32 Gold Star, High Comp., C.R. 7-75 to 1																	
1946/52	348 c.c.	O.H.V. B31, B32, B32 Gold Star, High Comp. C.R. 9 to 1	H'lex 71m.	10120	1 ⁵⁷ / ₆₄ "	3 ³⁷ / ₆₄ "	1	Dome	37/6 Radiused (with Valve Pockets)	1	3/32"	FP.5954B FPC.5955B SDO.1409B	3/4"	2 ⁹ / ₈ "	S.C.	1784A	3/4	FS.734	21/- (Cast Iron Blocks) FS.2158 41/- (Alum. Blocks)
1946/52	348 c.c.	O.H.V. B31, B32, B32 Gold Star, Slipper Design, High Comp. C.R. 12-5 to 1																	
1935/6	348 c.c.	O.H.V. De Luxe, Single Port, R35-4, R36-17, C.R. 6 to 1	H'lex 71m.	5651	1 ⁵ / ₃₂ "	2 ²⁹ / ₃₂ "	1	Flat	33/6	2	1-5m.	P.389B SDO.2649B	3/4"	2 ⁹ / ₁₆ "	F.F.	1650B.	4/11	FS.734	21/-
1936/8	750 c.c.	O.H.V. Twin, Y13...	C.I. 71m.	5406	1 ⁵ / ₃₂ "	2 ¹⁷ / ₃₂ "	2	C'cave	101/-	2	1-5m.	P.389B SDO.2649B	3/4"	2 ⁹ / ₁₆ "	F.F.	1650B.	4/11	FS.734	21/-
		(H'lex for above)	H'lex 71m.	5407	1 ⁵ / ₃₂ "	2 ¹⁷ / ₃₂ "	2	C'cave	35/6	2	1-5m.	P.389B SDO.2649B	3/4"	2 ⁹ / ₁₆ "	F.F.	1650B.	4/11	FS.734	21/-
1937	348 c.c.	O.H.V. Single Port, B24, B25, Empire Star Competition	H'lex 71m.	7123	1 ¹³ / ₃₂ "	3 ⁵ / ₃₂ "	1	Dome	31/9 Radiused	2	1-5m.	P.389B SDO.1409B	3/4"	2 ⁹ / ₈ "	S.C.	1784A.	3/4		
1937/8	350 c.c.	S.V. Tourer, B23	H'lex 71m.	7094	1 ⁵ / ₃₂ "	2 ²⁹ / ₃₂ "	1	Flat	30/9	2	1-5m.	P.389B SDO.1409B	3/4"	2 ⁹ / ₈ "	S.C.	1784A.	3/4	FS.1683	24/9
1937/8	350 c.c.	O.H.V. Sports, B26...	H'lex 71m.	7132	1 ⁵ / ₃₂ "	2 ²⁹ / ₃₂ "	1	Flat	31/-	2	1-5m.	P.389B SDO.1409B	3/4"	2 ⁹ / ₈ "	S.C.	1784A.	3/4		
1938	348 c.c.	O.H.V. Single Port, B24, B25, Empire Star Competition	H'lex 71m.	7878	1 ¹⁵ / ₃₂ "	3 ⁷ / ₃₂ "	1	Dome	36/6 Radiused	2	1-5m.	P.389B SDO.1409B	3/4"	2 ⁹ / ₈ "	S.C.	1784A.	3/4		
1940	350 c.c.	B29, Silver Star	H'lex 71m.	10478	1 ¹ / ₈ "	3 ¹ / ₃₂ "	1	Dome	34/3 Radiused	1	3/32"	FP.5954B FPC.5955B SDO.1409B	3/4"	2 ⁹ / ₈ "	RC93	3876A.	3/4		
1939/47	348 c.c.	O.H.V. Single Port B24, B25, Empire Star Competition, C.R. 7-75 to 1																	
1926/7	349 c.c.	O.H.V. L, L25, L26, L27	Al. 72m.	2201	1 ¹³ / ₆₄ "	3"	1	C'cave	100/-	3	3/32"	P.405B	5/8"	2 ⁹ / ₁₆ "	F.F.	158B.	4/1	FS.679	24/3
1928/31	349 c.c.	O.H.V. L28, L29, L30-11, L31-6, Low Comp.	H'lex 72m.	3087	1 ⁹ / ₃₂ "	3 ¹ / ₃₂ "	1	Flat	34/3	3	3/32"	P.405B	5/8"	2 ⁹ / ₁₆ "	F.F.	158B.	4/1	FS.638	23/3
		(High Comp. for above)	H'lex 72m.	2724	1 ²¹ / ₃₂ "	3 ¹⁵ / ₃₂ "	1	Cone	33/-	2	3/32"	P.405B	5/8"	2 ⁹ / ₁₆ "	F.F.	158B.	4/1	FS.638	23/3
1930/2	349 c.c.	S.V. L30-5, L30-6, L31-4, L32-4, L32-2	Al. 72m.	811	1 ⁷ / ₁₆ "	3 ¹ / ₄ "	1	Flat	33/- Bevelled	3	3/32"	P.405B	5/8"	2 ⁹ / ₁₆ "	F.F.	158B.	4/1	FS.638	23/3
1932	349 c.c.	O.H.V. L32-5, Blue Star, C.R. 7 to 1	H'lex 72m.	3611	1 ²¹ / ₃₂ "	3 ⁵ / ₃₂ "	1	Cone	34/3	2	3/32"	P.405B	5/8"	2 ⁹ / ₁₆ "	F.F.	158B.	4/1	FS.638	23/3
1925/31	770 c.c.	S.V. Twin, E25, E26, E27, E28, E29, E30-14, E31-11	Al. 76m.	1953	1 ⁷ / ₁₆ "	3 ¹⁷ / ₃₂ "	2	Flat	36/3	3	3m.	P.478B	5/8"	2 ³ / ₄ "	F.F.	171B.	5/5	FS.332	26/-
1925/28	986 c.c.	Twin, S.V. G25, G26, G27, G28	Al. 80m.	1938	1 ¹⁷ / ₃₂ "	3 ⁵ / ₈ "	2	Flat	113/- Bevelled	3	3m.	P.513B	5/8"	73m.	F.F.	175B.	4/-		
Up to 1930	986 c.c.	Twin S.V. World Tour, Twin																	
1925/31	493 c.c.	S.V. S25, S26, S27, S28, S29, S30-9, S31-7	H'lex 80m.	1404	1 ²¹ / ₃₂ "	3 ³ / ₄ "	1	Flat	36/9 Bevelled	2	3m.	P.513B BS.1490B	5/8"	73m.	F.F.	175B.	4/-	FS.1603	28/-
1927/32	493 c.c.	O.H.V. S27, S28, S29, S30-12, S30-13, S30-19, S31-9, S31-10, S32-8, Sloping and Vertical Engines, C.R. 5-8 to 1	H'lex 80m.	2687	1 ¹ / ₈ "	3 ¹ / ₈ "	1	Flat	30/6 (with Valve Pockets)	2	3m.	P.513B	3/4"	2 ²⁹ / ₃₂ "	F.F.	1755B.	4/9	FS.637	27/-
1927/32	493 c.c.	O.H.V. S27, S28, S29, S30-12, S30-13, S30-19, S31-9, S31-10, S32-8, Sloping and Vertical Engines High Comp.	Al. 80m.	1275	1 ¹ / ₈ "	3 ¹ / ₈ "	1	Cone	38/9 (with Valve Pockets)	2	3m.	P.513B	3/4"	2 ²⁹ / ₃₂ "	F.F.	1755B.	4/9	FS.637	27/-

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B.S.A. (continued).																			
1932/40	986 c.c. S.V. Twin, World Tour, G32-10, G33-12, G33-13, G34-14, G35-14, G36-14, G37-14, G38-14, G39-14, G40-14, C.R. 4-4 to 1	H'lex	80m.	5268	1 ¹⁵ / ₃₂ "	3 ⁵ / ₁₆ "	2	Flat	37/3	2	3m.	P.513B SDO.1670B	3/4"	2 ²⁹ / ₃₂ "	F.F.	1755B.	4/9	FS.1016	25/6
1936	496 c.c. O.H.V. Empire Star, Q7, Q8, Low Comp.	H'lex	82m.	5451	1 ⁷ / ₃₂ "	3 ¹ / ₁₆ "	1	C'cave	43/6	2	1-5m.	P.2673B SDO.2674B	3/4"	75m.	F.F.	371B.	6/9		
1936	496 c.c. O.H.V. Empire Star, Q8, High Comp., New Blue Star, Q21-26	H'lex	82m.	5452	1 ¹⁵ / ₃₂ "	3 ⁵ / ₁₆ "	1	Dome Radiused	42/9	2	1-5m.	P.2673B SDO.2674B	3/4"	75m.	F.F.	371B.	6/9	FS.1928	25/6
1937/8	500 c.c. O.H.V. Sports M22	H'lex	82m.	7129	1 ⁷ / ₃₂ "	2 ³ / ₄ "	1	C'cave	42/9	2	1-5m.	P.2673B SDO.2674B	3/4"	2 ⁷ / ₈ "	S.C.	374A.	3/10	FS.797	28/-
1937/40	500 c.c. O.H.V. M23, Single and Twin Port, Empire Star, Silver Star, C.R. 7-2 to 1	H'lex	82m.	7112	1 ²⁵ / ₆₄ "	2 ²⁹ / ₃₂ "	1	Dome Stepped	36/6	2	1-5m.	P.2673B SDO.2674B	3/4"	2 ⁷ / ₈ "	S.C.	374A.	3/10	FS.1066	26/-
1937/52	496 c.c. S.V. M20, WD	H'lex	82m.	8613	1 ¹⁹ / ₃₂ "	3 ¹¹ / ₃₂ "	1	Flat	32/6	2	3 ¹ / ₃₂ " 1 1 ¹ / ₈ "	ZP.3995B SOC.4386B	3/4"	2 ⁷ / ₈ "	RC26	3000A.	3/11	FS.1258	27/-
1938	600 c.c. S.V. M21	H'lex	82m.	7519	1 ⁷ / ₃₂ "	2 ³ / ₄ "	1	C'cave	40/-	2	1-5m.	P.2673B SDO.2674B	3/4"	2 ⁷ / ₈ "	S.C.	374A.	3/10	FS.1258	27/-
1938/9	500 c.c. O.H.V. M24, Gold Star Competition ... (High Comp. for above)	H'lex	82m.	7583	1 ²⁵ / ₆₄ "	2 ²⁹ / ₃₂ "	1	Dome Radiused	43/-	2	1-5m.	P.2673B SDO.2674B	3/4"	2 ⁷ / ₈ "	S.C.	374A.	3/10	FS.1176	26/-
		Al.	82m.	8043	2"	3 ³³ / ₆₄ "	1	Dome Radiused	64/-	2	1-5m.	P.2673B SDO.2674B	3/4"	2 ⁷ / ₈ "	S.C.	374A.	3/10		
1939/52	600 c.c. S.V. M21	H'lex	82m.	10746	1 ⁷ / ₃₂ "	2 ³ / ₄ "	1	Slight C'cave	35/6	2	3 ¹ / ₃₂ " 1 1 ¹ / ₈ "	P.536B SDO.539B	3/4"	2 ⁷ / ₈ "	RC93	3000A.	3/11	FS.1258	27/-
1925/31	557 c.c. S.V., H25, H26, H27, H28, H29, H30-8, H31-8 (R.B.P.)	Al.	85m.	1331	1 ⁹ / ₈ "	3 ⁷ / ₁₆ "	1	Flat	38/-	3	3m.	P.559B SS.560B	5/8"	3 ¹ / ₁₆ "	F.F.	185B.	5/4	FS.743	25/6
1930/6	1021 c.c. O.H.V. Air Cooled, V Twin Three Wheeler, C.R. 4-5 to 1 (R.B.P.)	C.I.	85m.	4318	1 ⁹ / ₁₆ "	3 ⁵ / ₁₆ "	2	Flat	49/-	3	3m.	P.559B SDO.664B	22m.	2 ¹⁵ / ₁₆ "	F.F.	1016B.	8/4	FS.1006	26/6
	(H'lex for above) (R.B.P.)	H'lex	85m.	3634	1 ⁹ / ₁₆ "	3 ¹³ / ₃₂ "	2	Flat	40/-	3	3m.	P.559B SDO.664B	22m.	2 ¹⁵ / ₁₆ "	F.F.	1016B.	8/4	FS.1006	26/6
1932/5	499 c.c. O.H.V. W32-7, W33-8, W34-9, W35-8, 2 Port, Blue Star, C.R. 6-9 to 1	H'lex	85m.	3420	1 ⁷ / ₈ "	3 ¹⁵ / ₁₆ "	1	Dome Radiused (with Valve Pockets)	38/6	2	3m.	P.559B	3/4"	3 ⁷ / ₆₄ "	F.F.	1515B.	5/9	FS.675	25/-
1933/5	499 c.c. O.H.V. Special, W33-9, W34-10, W35-9, W35-10, Two Port C.R. 7-5 to 1	H'lex	85m.	3870	1 ²⁵ / ₃₂ "	2 ¹³ / ₁₆ "	1	Dome (with Valve Pockets)	13/-	2	1-5m.	P.551B	3/4"	3 ⁷ / ₆₄ "	F.F.	1515B.	5/9		
1934	499 c.c. O.H.V. Special Low Comp. on Blue Star W34/9																		
1932/3	557 c.c. S.V. H32-9, M33-10 C.R. 4-9 to 1																		
1932/6	499 c.c. S.V. W32-6, W33-6, W34-7, W35-6, W36-6, C.R. 4-4 to 1	H'lex	85m.	4984	1 ³ / ₈ "	3 ⁷ / ₁₆ "	1	Flat (with Valve Pockets)	35/6	2	2m.	P.549B SDO.1297B	3/4"	74m.	S.C.	1064A.	3/3	FS.636	25/6
1932/5	499 c.c. O.H.V. W32-7, W33-7, W34-8, W35-7, 2 Port. C.R. 5-8 to 1																		
1934/6	595 c.c. S.V. M34-12, M35-10, M36-10, C.R. 4-8 to 1																		
1934/5	595 c.c. O.H.V. M34-13, M35-11, 2 Port, C.R. 5-5 to 1																		
1935/6	499 c.c. O.H.V. W35-8, Blue Star, High Comp. 2 Port	H'lex	85m.	5004	1 ⁷ / ₈ "	3 ²³ / ₃₂ "	1	Dome Radiused	40/-	2	2m.	P.549B SDO.1297B	3/4"	3 ⁷ / ₆₄ "	F.F.	1515B.	5/9	FS.675	25/-
1937	595 c.c. S.V. M21	H'lex	85m.	7133	1 ³ / ₈ "	3 ⁹ / ₆₄ "	1	Flat	41/-	2	1-5m.	P.551B SDO.1297B	3/4"	2 ⁷ / ₈ "	S.C.	374A.	3/10	FS.1046	28/3
1947/52	499 c.c. O.H.V. B34, B34 Gold Star, Low Compression Trials Model, C.R. 5-75 to 1. (Suitable for Aluminium Cylinder Barrels Only)	H'lex	85m.	10852	1 ⁷ / ₃₂ "	2 ²⁹ / ₃₂ "	1	C'cave	56/-	2	3 ¹ / ₃₂ " 1 5 ¹ / ₃₂ "	MFP.5603B SOC.5604B	3/4"	2 ⁷ / ₈ "	RC93	4436A.	5/6	FS.2112	47/6
1947/52	499 c.c. O.H.V. B33, B34, B34 Gold Star, M33, C.R. 6-8 to 1	H'lex	85m.	SW 11341	1 ⁷ / ₃₂ "	2 ²⁹ / ₃₂ "	1	Flat	35/6	2	3 ¹ / ₃₂ " 1 5 ¹ / ₃₂ "	MFP.5603B SOC.5604B	3/4"	2 ⁷ / ₈ "	RC93	4436A.	5/6	FS.2107	21/6 (For Cast Iron Blocks) FS.2112 47/6 (For Alum. Blocks)

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PRICE FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS										RINGS		PINS			LINERS				
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
B.S.A. (continued)																			
(High Comp. for above)	(High C.R. 7.5 to 1.....)	H'lex	85m.	SW 11342	1-395"	3.085"	1	Flat Bevelled	37/9	2	$\frac{3}{32}$ "	MFP.5603B SOC.5604B	$\frac{3}{4}$ "	2 $\frac{7}{8}$ "	RC93.4436A.	5/6	FS.2107	21/6	(For Cast Iron Blocks)
(High Comp. for above)	(High C.R. 8.5 to 1.....)	H'lex	85m.	10477	1 $\frac{33}{64}$ "	3 $\frac{13}{64}$ "	1	Flat Bevelled	45/-	2	$\frac{3}{32}$ "	MFP.5603B SOC.5604B	$\frac{3}{4}$ "	2 $\frac{7}{8}$ "	RC93.4436A.	5/6	FS.2107	21/6	(For Cast Iron Blocks)
(High Comp. for above)	(High C.R. 11 to 1.....)	H'lex	85m.	10897	1 $\frac{27}{32}$ "	3 $\frac{17}{32}$ "	1	Spec. Cone	66/-	2	$\frac{3}{32}$ "	MFP.6888B MSOC.6889B	$\frac{3}{4}$ "	2 $\frac{7}{8}$ "	RC93.4436A.	5/6	FS.2107	21/6	(For Cast Iron Blocks)
CAIRNS																			
1949/52	49 c.c. Mocyc, Cycle Motor Attachment	H'lex	40m.	10992	1-012"	1-8245"	1	2-Str.	20/-	2	$\frac{3}{64}$ "	P.7071M	$\frac{3}{8}$ "	1 $\frac{3}{8}$ "	F.F. 3618B	3/5	FS.2068	15/-	
CALTHORPE. (Refer also to BLACKBURNE, J.A.P. and VILLIERS.)																			
1934/5	247 c.c. O.H.V. Ivory Minor, RI	H'lex	67m.	4382	1 $\frac{3}{4}$ "	3"	1	Dome	46/-	2	2m.	P.252B	$\frac{5}{8}$ "	58m.	S.C. 127A.	2/7			
1937/8	349 c.c. O.H.V. K5-37, K5-38	H'lex	72m.	7264	1 $\frac{27}{32}$ "	3 $\frac{11}{32}$ "	1	Dome	42/-	2	$\frac{3}{32}$ "	SDO.1580B P.3040B SDO.3041B	$\frac{3}{4}$ "	2 $\frac{1}{2}$ "	S.C. 359A.	2/7			
1929/36	350 c.c. O.H.V. 2 Port, Ivory III, K2, K4, C.R. 6 to 1	Al.	74m.	2019	1 $\frac{1}{2}$ "	2 $\frac{3}{4}$ "	1	Dome	29/6	2	$\frac{1}{16}$ "	P.451B SDO.456B	$\frac{5}{8}$ "	64m.	S.C. 155A.	2/2	FS.736	26/-	
1929/36	350 c.c. O.H.V. 2 Port, Ivory III, K2, K4, High Comp., C.R. 7 to 1	H'lex	74m.	3736	1 $\frac{7}{8}$ "	3 $\frac{1}{8}$ "	1	Cone	52/6	2	$\frac{1}{16}$ "	P.451B SDO.456B	$\frac{5}{8}$ "	2 $\frac{19}{32}$ "	S.C. 160A.	3/3	FS.736	26/-	
1932/5	500 c.c. O.H.V. Ivory IV and V, Major M1, M2, M3 (High Comp. for above)	H'lex	85-5m.	3646	1 $\frac{1}{8}$ "	3 $\frac{3}{32}$ "	1	Slight Dish	39/-	2	$\frac{1}{16}$ "	P.573B SDO.576B	$\frac{3}{4}$ "	76m.	S.C. 378A.	4/1	FS.760	28/3	
1936	500 c.c. O.H.V. M4 (R.B.P.)	Al.	85-5m.	3773	1 $\frac{29}{32}$ "	3 $\frac{7}{8}$ "	1	Dome Stepped	63/-	2	$\frac{1}{16}$ "	P.573B SDO.576B	$\frac{3}{4}$ "	75-5m.	S.C. 377A.	3/4	FS.760	28/3	
1936	500 c.c. O.H.V. M4 (R.B.P.)	H'lex	85-5m.	5691	1 $\frac{1}{8}$ "	3 $\frac{1}{64}$ "	1	Dish	58/-	3	$\frac{3}{32}$ "	FP.5880B FSDO.5898B	$\frac{3}{4}$ "	76m.	S.C. 378A.	4/1	FS.737	27/3	
1937	493 c.c. O.H.V.	H'lex	85-5m.	7529	1 $\frac{1}{8}$ "	3 $\frac{3}{32}$ "	1	Flat	40/-	2	$\frac{1}{16}$ "	P.573B SDO.576B	$\frac{3}{4}$ "	76m.	S.C. 378A.	4/1			
1937/8	500 c.c. O.H.V. M5/37, M5/38 (R.B.P.)	H'lex	85-5m.	7535	1 $\frac{1}{8}$ "	3 $\frac{1}{64}$ "	1	Flat	56/-	3	$\frac{3}{32}$ "	FP.5880B FSDO.5898B	$\frac{3}{4}$ "	76m.	S.C. 378A.	4/1			
COLUMBUS																			
1940/9	O.H.V.	H'lex	69m.	10918	34m.	70m.	1	Dish	26/6	2	2m.	FP.5709B FSDO.5710B	14m.	61-5m.	S.C. 4112A.	2/8			
CONNAUGHT. (Refer to BLACKBURNE and J.A.P.)																			
CORGI																			
1946/52	98 c.c. Spryt, Two-Stroke...	*H'lex	50m.	9479	1-2863"	2-833"	1	Dome	25/3	2	$\frac{3}{32}$ "	P.5429C	12-5m.	41-5m.	S.C. 3563A.	1/9			
COTTON. (Refer to BLACKBURNE, J.A.P. and VILLIERS.)																			
COVENTRY EAGLE. (Refer also to BLACKBURNE, J.A.P., STURMEY ARCHER and VILLIERS.)																			
147 c.c.	.....	C.I.	55m.	4803	1 $\frac{5}{8}$ "	3 $\frac{1}{8}$ "	1	2-Str.	48/-	2	$\frac{3}{16}$ "	P.26G	$\frac{1}{2}$ "	1 $\frac{7}{8}$ "	S.C. 29A.	3/8			
CYC-AUTO. (Refer also to SCOTT and VILLIERS.)																			
38-5 cc.	Cycle Motor Attachment	H'lex	38m.	11196	27m.	46m.	1	2-Str.	16/-	2	2-5m.	FP.7340G	10m.	31m.	RC198.4256A.	1/9			
CYCLAID																			
1950/1	31 c.c. Cycle Motor Attachment, Two-Stroke	H'lex	35m.	10994	21.2m.	39.2m.	1	Dome	16/-	2	2.5m.	FP.7095S	9m.	29m.	RC175.4135A.	1/9			
CYCLEMASTER																			
1950/1	25-7 c.c. Cycle Motor Attachment, Two-Stroke	H'lex	32m.	11203	23-3m.	39-332m.	1	Dome	14/-	2	.0785"	FP.7707M	9m.	26m.	RC186.4259A.	1/10			
CYMOTA																			
1950/1	45 c.c. Cycle Motor Attachment	H'lex	38m.	11079	1-132"	2 $\frac{5}{16}$ "	1	2-Str.	16/6	2	.098"	ZFP.7253B	$\frac{15}{32}$ "	1 $\frac{1}{4}$ "	RC178.4168A.	1/10			
C. Z. STRAKONICE																			
125 c.c.	Model B (Con-rods central with G. Pin) Two-Stroke	H'lex	52m.	11116	37m.	67m.	1	Dome	20/-	2	2.5m.	FP.7376S	12m.	44m.	RC108.4235A.	2/-			
125 c.c.	Model A (Offset Con-rods) Two-Stroke	H'lex	54m.	11115	33m.	63m.	1	Dome	19/3	2	2-5m.	FP.7431S	12m.	45-5m.	RC108.4214A.	2/1			
175 c.c.	.....	H'lex	60m.	11117	52m.	90m.	1	2-Str.	23/3	3	2-5m.	FP.7433S	16m.	51-5m.	RC50.3565A.	2/6			

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

PISTONS										RINGS		PINS			LINERS				
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
D.K.W.																			
1935/6	125 c.c. RT, Two Stroke ...	H'lex	50m.	5764	33m.	59m.	1	Dome	25/-	2	2.5m.	FP.2611D	12m.	40.5m.	S.C.	2127A.	3/-		
1939/45	125 c.c. Two-Stroke	H'lex	52m.	9779	37m.	67.16m.	1	Dome	27/6	2	2.5m.	P.5295S	12m.	43m.	S.C.	2368A.	2/11		
1935/6	200 c.c. Two-Stroke	H'lex	60m.	5907	50.5m.	82.25m.	1	Dome	87/-	3	2.5m.	P.2054D	15m.	52m.	S.C.	1793A.	4/5		
	200 c.c. Two-Stroke	Al.	60m.	9089	50.6m.	81.6m.	1	Dome	87/-	3	2.5m.	P.2054D	15m.	51m.	S.C.	2264A.	4/9		
1934/5	Two-Stroke (R.B.P.)	H'lex	63m.	7237	41m.	77m.	1	Dome	87/-	3	2.5m.	P.153D	15m.	54.5m.	S.C.	2224A.	3/7		
										1	2.5m.	P.152D							
1935/7	Two Stroke	H'lex	63m.	5995	41m.	76.75m.	1	Dome	87/-	3	2.5m.	P.153D	15m.	54.5m.	S.C.	2224A.	3/7		
	500 c.c. NZ	H'lex	64m.	9875	52m.	88m.	2	Dome	31/-	3	2.5m.	FP.5317S	15m.	56m.	S.C.	2843A.	3/-		
1935	250 c.c. Two Stroke, Ports at bottom of Skirt in line with Gudgeon Pin ...	H'lex	68m.	5896	52m.	83m.	1	Dome	100/-	3	2.5m.	P.2133D	15m.	59.5m.	S.C.	1872A.	3/1		
1936/7	500 c.c. De Luxe, Port each side of Gudgeon Pin 30m. from bottom of Skirt	H'lex	68m.	7442	52m.	83m.	1/2	Dome	63/-	3	2.5m.	P.2133D	15m.	59.5m.	S.C.	1872A.	3/1		
1937/8	250 c.c. Two-Stroke, Ports at bottom of Skirt in line with G Pin, also two cut away on sides opposite slit	Al.	68m.	58913	52m.	87.75m.	1	Dome	57/-	3	2.5m.	P.2133D	15m.	59.5m.	S.C.	1872A.	3/1		
1939	350 c.c. NZ	H'lex	72m.	59871	52m.	100.5m.		Dome	52/6	3	2.5m.	FP.5310S	15m.	64m.	S.C.	3622A.	2/11		
1936/7	350 c.c. Luxor Two-Stroke (2 Ports in line with G Pin, 12m. from bottom of Skirt) ...	H'lex	76m.	7610	53.5m.	96.25m.	1	Dome	113/-	3	2.5m.	FP.5131C	15m.	65.25m.	S.C.	1585A.	2/2		
D.M.W. (Refer to VILLIERS.)																			
D.O.T. (Refer to BLACKBURNE, BROCKHOUSE, J.A.P. and VILLIERS.)																			
DOUGLAS. (Refer also to VILLIERS.)																			
1934/6	250 c.c. S.V. Comet, Y, 5Y,	H'lex	51m.	5322	31/32"	2 7/32"	2	Flat	34/9	2	1 1/16"	P.8B	1 1/2"	1 3/4"	F.F.	1954B.	3/10		
										1	1 1/16"	SS.2617B							
1951/2	125 c.c. Vespa	*H'lex	56.6m.	511216	44.5m.	73.5m.	1	2-Str.	26/-	2	2.5m.	ZMP.7434ZH	15m.	48.5m.	RCI88	4263A.	3/1		
1931/2	350 c.c. S.V. A31-32 (R.B.P.)	C.I.	60.8m.	5320	31/32"	2 1/8"	2	Dome	94/-	3	3/32"	P.108B	1 1/2"	2 3/16"	F.F.	31B.	5/8		
1946/7	348 c.c. O.H.V. T35, Mark I and II, Horizontally opposed Flat Twin, C.R. 6:1 to 1	Al.	60.8m.	10003	1 21/32"	2 7/8"	2	Spec. Dome	31/-	2	1 1/16"	FP.5534B	5/8"	2 1/16"	RCI12	3056A.	3/9	FS.1772	20/3
										1	5/32"	SDO.4328B							
1948/52	348 c.c. O.H.V. T35, Mark III, IV, V series (R.B.P.)	Al.	60.8m.	10442	1 5/32"	2 3/8"	2	Flat	26/9	2	1 1/16"	FP.5534B	5/8"	2 1/16"	RCI12	3056A.	3/9		
								Bevelled (with Valve Pockets)		1	3/32"	FSS.4329B							
1950/2	348 c.c. O.H.V. 80 plus, 90 plus, C.R. 8.25 to 1 (R.B.P.)	Al.	60.8m.	11366	1 5/32"	2 3/8"	2	Flat	27/6	2	1 1/16"	MFP.7755B	5/8"	2 1/16"	RCI12	3056A.	3/9		
								Bevelled (with Valve Pockets)		1	3/32"	MFSS.7756B							
	(High Comp. for above) C.R. 9.25 to 1 (R.B.P.)	Al.	60.8m.	11440	1.196"	2.414"	2	Flat	46/-	2	1 1/16"	MFP.7755B	5/8"	2 1/16"	RCI12	3056A.	3/9		
								Bevelled (with Valve Pockets)		1	3/32"	MFSS.7756B							
	(High Comp. for above) C.R. 10.5 to 1 (R.B.P.)	Al.	60.8m.	11405	1.233"	2.451"	2	Flat	46/-	2	1 1/16"	MFP.7755B	5/8"	2 1/16"	RCI12	3056A.	3/9		
								Bevelled (with Valve Pockets)		1	3/32"	MFSS.7756B							
	(High Comp. for above) C.R. 11.5 to 1 (R.B.P.)	Al.	60.8m.	11432	1.258"	2.476"	2	Flat	46/-	2	1 1/16"	MFP.7755B	5/8"	2 1/16"	RCI12	3056A.	3/9		
								Bevelled (with Valve Pockets)		1	3/32"	MFSS.7756B							
	(High Comp. for above) C.R. 14 to 1 (R.B.P.)	Al.	60.8m.	11406	1.399"	2.617"	2	Flat	46/-	2	1 1/16"	MFP.7755B	5/8"	2 1/16"	RCI12	3056A.	3/9		
								Bevelled (with Valve Pockets)		1	3/32"	MFSS.7756B							
1927/30	350 c.c. S.V. Twin, Export, B29 (R.B.P.)	C.I.	60.88m.	1937	27/32"	2"	2	Flat	42/-	2	3/32"	P.4409A	1 1/2"	2 3/16"	F.F.	3225B.	8/-		
										2	3/32"	BS.4410A							
1935/7	350 c.c. S.V. Cotswold, 5Y1 (R.B.P.)	C.I.	60.88m.	5343	63/64"	2 9/64"	2	Flat	94/-	2	3/32"	P.3377B	1 1/2"	2 3/16"	F.F.	31B.	5/8		
	(H'lex for above) (R.B.P.)	H'lex	60.88m.	5318	63/64"	2 11/64"	2	Flat	33/6	1	3/32"	BS.3378B							
										1	3/32"	P.3377B	1 1/2"	2 3/16"	F.F.	31B.	5/8		
										1	1/8"	SS.3085B							
										1	1/8"	SDO.2804B							
1934/5	500 c.c. O.H.V. OW (R.B.P.)	Al.	62.25m.	4099	1 5/16"	2 1/2"	2	Flat	87/-	2	3/32"	P.140B	5/8"	2 1/4"	F.F.	133B.	4/7		
										2	3/32"	BS.141B							
1932/5	600 c.c. O.H.V., G32, OW1, (R.B.P.)	Al.	68m.	3639	2 9/32"	2 2/32"	2	Flat	100/-	2	1 1/16"	P.275B	3/4"	61.5m.	F.F.	149B.	6/4		
								Bevelled		1	3/32"	P.280B							
1930/5	596 c.c. S.V. Twin, Airedale, D31, Wessex, S6, T6 (R.B.P.)	Al.	68m.	9890	1.300"	2 1/2"	2	Flat	31/-	3	3/32"	ZP.3993B	5/8"	2.465"	F.F.	3652B.	5/9	FS.754	22/9
										1	3/32"	ZBS.3997B							

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PISTONS

MOTOR CYCLES AND MOTOR CYCLE ENGINES



PISTONS											RINGS		PINS				LINERS		
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
DOUGLAS (continued).																			
1935/7	500 c.c. S.V., Tranverse Twin, 5Y2, Blue Chief, Endeavour (R.B.P.)	H'lex	68m.	5319	1 ¹ / ₃₂ "	2 ¹³ / ₃₂ "	2	Flat	34/3	3	3 ¹ / ₃₂ "	P.280B SDO.1830B	5/8"	61.5m.	F.F.	149B.	6/4		
	600 c.c. Twin (R.B.P.)	C.I.	68m.	9086	2 ⁹ / ₃₂ "	2 ³ / ₃₂ "	2	Flat	35/9	2	3 ¹ / ₃₂ "	ZP.3993B MFSS.5873A SDO.4326B	9/16"	2 ³ / ₈ "	S.C.	3495A.	2/4	FS.1728	22/3
1932/3	500 c.c. S.V. Bulldog (R.B.P.)	Al.	72m.	3959	2 ⁷ / ₃₂ "	2 ¹ / ₃₂ "	2	Flat	100/-	3	3 ¹ / ₃₂ "	P.405B	1/2"	67m.	F.F.	939C.	7/3		
1936/47	584 c.c. S.V. (R.B.P.)	H'lex	74m.	5324	1 ¹ / ₃₂ "	2 ¹³ / ₃₂ "	2	Flat	29/6	3	3 ¹ / ₃₂ "	P.453B SDO.456B P.475B SDO.1480B	5/8"	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3	FS.1398	24/3
1933/4	750 c.c. S.V., Mastiff, Z1 (R.B.P.)	H'lex	76m.	4233	1 ⁹ / ₃₂ "	2 ¹⁷ / ₃₂ "	2	Flat	113/-	2	3 ¹ / ₃₂ "		5/8"	2 ³ / ₄ "	F.F.	171B.	5/5	FS.1067	26/-
DUNELT. (Refer also to STURMEY ARCHER and VILLIERS.)																			
1926/9	249 c.c. All Models K (R.B.P.)	Al.	3 ¹ / ₄ " x 2 ⁵ / ₈ "	1495	2 ¹¹ / ₁₆ "	5 ¹ / ₈ "	1	2-Str.	113/-	2	1 ¹ / ₈ "	P.2059F P.530F	5/8"	2 ¹ / ₄ "	S.C.	134A.	2/-		
ENFIELD. (Refer to ROYAL ENFIELD.)																			
EXCELSIOR. (Refer also to BLACKBURNE, J.A.P. and VILLIERS.)																			
1946/52	98 c.c. Autobyk, Goblin, G2, Spryt, Sl, Two-Stroke	*H'lex	50m.	9479	1.2863"	2.833"	1	Dome	25/3	2	3 ¹ / ₃₂ "	P.5429C	12.5m.	41.5m.	S.C.	3563A.	1/9		
1949	98 c.c. Autocycle, Minor M1 Two-Stroke	*H'lex	50m.	10728	1.2863"	68.958m.	1	Dome	25/3	2	3 ¹ / ₃₂ "	P.5429C	12.5m.	41.5m.	S.C.	3563A.	1/9		
1950/2	244 c.c. TTI, Talisman Twin, Two-Stroke	*H'lex	50m.	10894	1 ¹ / ₃₂ "	2 ³ / ₄ "	2	Slight Dome	25/3	2	3 ¹ / ₃₂ "	P.5429C	12.5m.	41.5m.	S.C.	3563A.	1/9		
	125 c.c. Minor, M2 Two-Stroke	*H'lex	56m.	9884	1.2863"	2.833"	1	Dome	27/3	2	3 ¹ / ₃₂ "	P.5329C	12.5m.	47m.	S.C.	3638A.	2/11		
1935/6	250 c.c. O.H.C. Manxman, E11, F11, Low Comp. C.R. 7.5 to 1	Al.	63m.	5208	1 ⁴⁵ / ₆₄ "	3 ¹⁷ / ₆₄ "	1	Dome	46/-	2	1 ¹ / ₁₆ "	P.1551B SS.2584B	2 ³ / ₃₂ "	2"	RC60	1905A.	7/9		
1935/6	250 c.c. O.H.C. Manxman, FR11, High Comp. C.R. 12 to 1	H'lex	63m.	5203	1 ³¹ / ₃₂ "	3 ¹⁷ / ₃₂ "	1	Dome	69/-	2	1 ¹ / ₁₆ "	FP.5574B FSS.6183B	2 ³ / ₃₂ "	2"	S.C.	1905A.	7/9		
1937	249 c.c. C.R. 7.5 to 1									1	1 ¹ / ₁₆ "								
1939/40	249 c.c. O.H.V. J8 Norseman, J11, J11/S, Manxman, BRA Type	Al.	67m.	7748	38.55m.	77.45m.	1	Dome	50/-	2	1 ¹ / ₁₆ "	P.2748A SS.2749A	2 ³ / ₃₂ "	2 ¹ / ₄ "	S.C.	2590A.	7/9		
	249 c.c. High Comp. C.R. 8.3 to 1, Slipper Design	Al.	67m.	7059	1 ²¹ / ₃₂ "	3 ⁷ / ₃₂ "	1	Dome	61/-	2	1 ¹ / ₁₆ "	P.2748A SS.2749A	2 ³ / ₃₂ "	2"	RC60	1905A.	7/9		
936/40	348 c.c. Clubman, F9, G9, F10, H9, J9, Warrior (High Comp. for above)	H'lex	69m.	7405	1 ⁷ / ₃₂ "	2 ³ / ₄ "	1	Dome	44/6	3	1 ¹ / ₁₆ "	P.2232B	2 ³ / ₃₂ "	63m.	F.F.	310C.	8/6		
		Al.	69m.	7634	1 ³ / ₈ "	2 ³ / ₄ "	1	Dome	100/-	3	1 ¹ / ₁₆ "	P.2232B	2 ³ / ₃₂ "	63m.	F.E.	310C.	8/6		
935/6	350 c.c. O.H.C. Manxman, E12, F12, Low Comp. C.R. 7 to 1	H'lex	75m.	5775	1 ⁴⁹ / ₆₄ "	3 ²⁷ / ₆₄ "	1	Dome	69/-	2	1 ¹ / ₁₆ "	P.467B SS.2602B	7/8"	2 ³ / ₈ "	S.C.	1936A.	9/4	FS.1069	25/-
935/6	350 c.c. O.H.C. CXR, Manxman, FR12, C.R. 9.5 to 1	Al.	75m.	5284	1 ⁶⁰ / ₆₄ "	3 ²⁷ / ₆₄ "	1	Dome	100/-	2	1 ¹ / ₁₆ "	P.467B SS.2602B	7/8"	2 ³ / ₈ "	RC59	1936A.	9/4		
1936	500 c.c. O.H.C. Manxman, F14, C.R. 7 to 1	Al.	82m.	7451	1 ¹⁹ / ₆₄ "	3 ¹⁹ / ₆₄ "	1	Flat	113/-	2	1 ¹ / ₁₆ "	P.1406B SS.2585B	7/8"	2 ²⁷ / ₃₂ "	RC52	2150A.	10/9		
1936	500 c.c. O.H.C. Manxman, F14, Slipper Design, C.R. 7 to 1	H'lex	82m.	5204	1 ¹⁹ / ₆₄ "	3 ⁹ / ₆₄ "	1	Flat	113/-	2	1 ¹ / ₁₆ "	P.1406B SS.2585B	7/8"	2 ³ / ₈ "	RC59	1909A.	11/-		
1936	500 c.c. O.H.C. C.R. 7 to 1	Al.	82m.	7176	1 ¹⁷ / ₃₂ "	3 ⁵ / ₁₆ "	1	Dome	113/-	2	1 ¹ / ₁₆ "	P.1406B SS.2585B	7/8"	2 ³ / ₈ "	S.C.	1909A.	11/-		
F.L.M. (Refer to J.A.P.)																			
F.N.																			
1933	200 c.c. (R.B.P.)	H'lex	60m.	4860	49m.	98m.	1	2-Str.	87/-	2	2.5m.	P.2442D P.2443D	15m.	52m.	S.C.	1793A.	4/5		
1924/31	348 c.c. S.V. Sahara	H'lex	74m.	53684	46m.	78m.	1	Dome	39/-	3	1 ¹ / ₁₆ "	P.451B	20m.	62m.	S.C.	419A.	3/-		
1931/3	348 c.c. S.V.	H'lex	74m.	4832	34.5m.	68.5m.	1	Flat	39/-	2	2m.	P.1852B	20m.	62.5m.	S.C.	421A.	3/3		
										1	5m.	SDO.1854B							
1934/6	500 c.c. M86	H'lex	80m.	5417	34.5m.	69.5m.	1	Flat	113/-	2	2m.	P.511B	23m.	67.5m.	S.C.	1997A.	7/-		
										1	3m.	SDO.2048B							
1925/34	500 c.c. O.H.V.	H'lex	85m.	3490	38m.	88m.	1	Flat	113/-	3	2.5m.	P.653B	20m.	79m.	F.F.	1191B.	10/3		
1930/4	500 c.c. S.V.	H'lex	85m.	4393	48m.	93.25m.	1	Flat	46/-	2	2.5m.	P.653B	25m.	70.5m.	S.C.	582A.	7/1		
										1	4m.	SDO.617B							
FRANCIS BARNETT. (Refer to VILLIERS and BLACKBURNE.)																			
GARELLI																			
38 c.c.	Cycle Motor Attachment, Two-Stroke	C.I.	35m.	11163	36.1m.	60.1m.	1	Dome	22/9	3	2.5m.	FP.7382G	13m.	29.20m.	F.F.	4238B.	4/7		

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS											RINGS		PINS			LINERS			
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
GILLET																			
1935/6	100 c.c. (R.B.P.)	Al.	50m.	5744	40m.	73m.	1	2-Str.	64/-	3	3m.	P.2800D	14m.	43m.	S.C.	2119A.	3/8		
1937/8	125 c.c.	H'lex	52m.	7596	44m.	80-5m.	1	2-Str.	32/6	2	3m.	P.3226D	14m.	45m.	S.C.	2524A.	3/9		
1938/40	125 c.c. Two-Stroke	H'lex	52m.	8414	35m.	71-5m.	1	Dome	87/-	2	3m.	P.3226D	14m.	45m.	S.C.	2524A.	3/9		
1933/6	125 c.c. (R.B.P.)	Al.	56m.	5799	40m.	73m.	1	2-Str.	36/6	3	3m.	P.2819D	14m.	49m.	S.C.	1899A.	3/10		
1934/6	175 c.c. (R.B.P.)	H'lex	65m.	5391	44m.	82m.	1	2-Str.	100/-	3	3m.	P.2137X	16m.	2 ³ / ₁₆ "	S.C.	2795A.	3/11		
1930/1	350 c.c. S.V. World (R.B.P.)	H'lex	70m.	5285	41m.	80-75m.	1	Flat	100/-	4	2m.	P.357B	22m.	59-5m.	S.C.	481A.	4/10		
1934	350 c.c. O.H.V. Special	H'lex	70m.	4463	37m.	77m.	1	Flat	100/-	3	2m.	P.357B	22m.	58m.	S.C.	1636A.	7/1		
	350 c.c. 4TL (R.B.P.)	H'lex	75m.	7138	41m.	80-75m.	1	Flat	100/-	4	2m.	P.468B	22m.	63m.	S.C.	2293A.	6/3		
1930/2	349 c.c. (R.B.P.)	C.I.	79-5m.	4207	61m.	100-75m.	1	2-Str.	54/-	2	4m.	P.1476H	18m.	71m.	S.C.	1570A.	4/5		
										1	2m.	P.1475M							
1936/8	(R.B.P.)	H'lex	79-5m.	7716	59m.	99m.	1	2-Str.	67/-	3	4m.	P.1476H	18m.	71m.	S.C.	1570A.	4/5		
1929	500 c.c. O.H.V. Competition	H'lex	84m.	5396	42m.	87m.	1	Flat	113/-	3	2m.	P.528B	24m.	2 ¹³ / ₁₆ "	S.C.	566A.	7/1		
GILLET STEPHENS. (Refer to EXCELSIOR.)																			
G.Y.S.																			
1949/51	49 c.c. Motomite Cycle Motor Attachment	H'lex	40m.	10992	1-012"	1-8245"	1	2-Str.	20/-	2	3/64"	P.7071M	3/8"	1 ³ / ₈ "	F.F.	3618B.	3/5	FS.2068	15/-
HARLEY DAVIDSON																			
1948/9	125 c.c. Two-Stroke	H'lex	2 ¹ / ₁₆ "	11106	1 ²⁹ / ₆₄ "	2 ⁵ / ₈ "	1	Dome	20/6	2	3/32"	FP.7348S	20-10m.	1 ¹¹ / ₁₆ "	S.C.	4236A.	2/1		
1950/1	125 c.c. Two-Stroke	H'lex	2 ¹ / ₁₆ "	11395	1 ²⁹ / ₆₄ "	2 ⁵ / ₈ "	1	Dome	20/9	2	3/32"	FP.7348S	20-10m.	1 ²³ / ₃₂ "	S.C.	4339A.	2/2		
1929/50	750 c.c. S.V. 45 Cubic Inches	H'lex	2-745"	11222	1 ¹⁷ / ₃₂ "	2 ²⁷ / ₃₂ "	2	Flat	29/6	2	3/32"	FP.5203B	20-10m.	2 ¹ / ₂ "	RC32	1336A.	5/2	FS.2064	22/6
										1	3/16"	FSDO.7444B							
1928/33	350 c.c. S.V.	H'lex	2 ⁷ / ₈ "	3824	1 ¹ / ₂ "	2 ⁷ / ₈ "	1	Flat	100/-	2	1/8"	P.2972B	20-10m.	2 ¹¹ / ₃₂ "	S.C.	1230A.	4/1		
1928/34	500 c.c. S.V. (R.B.P.)	H'lex	3 ³ / ₃₂ "	3256	1 ⁴⁵ / ₆₄ "	3 ¹³ / ₆₄ "	1	Flat	113/-	4	1/8"	P.2973B	20-10m.	2 ²³ / ₃₂ "	S.C.	1206A.	4/8		
1925/9	989 c.c. O.H.V.	C.I.	84-10m.	1464	1 ²³ / ₃₂ "	3 ³ / ₃₂ "	2	Flat	111/-	3	1/8"	P.542B	20-10m.	2 ³ / ₁₆ "	A.P.	442	5/3		
	(Al. for above)	Al.	84-10m.	2068	1 ²³ / ₃₂ "	3 ³ / ₃₂ "	2	Flat	113/-	3	1/8"	P.542B	20-10m.	2 ³ / ₁₆ "	F.F.	441B.	7/1		
1936/50	1000 c.c. O.H.V. 61 Cubic Ins. C.R. 7-5 to 1	H'lex	3 ⁵ / ₁₆ "	11224	2 ⁷ / ₃₂ "	3 ²¹ / ₃₂ "	2	Spec. Dome	40/6	2	3/32"	FP.7445B	20-10m.	77m.	RC32	2412A.	5/7		
										1	3/16"	FSDO.7446B							
1936/50	1000 c.c. O.H.V. 61 Cubic Ins., High Comp. C.R. 8-5 to 1	H'lex	3 ⁵ / ₁₆ "	11512	2 ⁹ / ₃₂ "	3 ²³ / ₃₂ "	2	Spec. Dome	42/6	2	3/32"	FP.7445B	20-10m.	77m.	RC32	2412A.	5/7		
										1	3/16"	FSDO.7446B							
1937/50	1200 c.c. S.V. 74 Cubic Inches	H'lex	3 ⁵ / ₁₆ "	11223	1 ²³ / ₃₂ "	3 ⁷ / ₃₂ "	2	Flat	35/6	2	3/32"	FP.7445B	20-10m.	77m.	RC32	2412A.	5/7		
										1	3/16"	FSDO.7446B							
1930/2	1200 c.c. 74 Cubic Inches	C.I.	87m.	3954	1 ²¹ / ₃₂ "	2 ³¹ / ₃₂ "	2	Flat	111/-	2	1/8"	P.594B	20-10m.	80m.	A.P.	1448	5/3		
1930/6	1200 c.c. SV. VLD., 74 Cubic Inches	H'lex	3-422"	7066	1 ²³ / ₃₂ "	3 ⁷ / ₃₂ "	2	Flat	39/6	2	1/8"	FP.5187B	20-10m.	80m.	RC32	1325A.	5/7		
1937/49	1300 c.c. S.V., 80 Cubic Inches (H'lex "T" Slot for above)	H'lex	3-422"	T7857	1 ²³ / ₃₂ "	3 ⁷ / ₃₂ "	2	Flat	37/6	2	1/8"	FSDO.5188B	20-10m.	80m.	RC32	1325A.	5/7		
										1	1/8"	FP.5187B							
										1	1/8"	FSDO.5188B							
1941/50	1200 c.c. O.H.V. 74 Cubic Ins. Std. Comp.	H'lex	3 ⁷ / ₁₆ "	11226	1 ²⁹ / ₃₂ "	3 ⁹ / ₃₂ "	2	Spec. Dome	40/6	2	3/32"	FP.5228B	20-10m.	80m.	RC32	1325A.	5/7	FS.2088	24/-
										1	3/16"	FSDO.7608B							
1941/50	1200 c.c. O.H.V. 74 Cubic Ins., High Comp. C.R. 8-5 to 1	H'lex	3 ⁷ / ₁₆ "	11227	2"	3 ³ / ₈ "	2	Spec. Dome	45/-	2	3/32"	FP.5228B	20-10m.	80m.	RC32	1325A.	5/7	FS.2088	24/-
										1	3/16"	FSDO.7608B							
H.E.C.																			
1939	80 c.c. Power Cycle	C.I.	1 ¹³ / ₁₆ "	8332	1 ¹ / ₂ "	2 ¹¹ / ₁₆ "	1	2-Str.	94/-	2	3/32"	P.3814ZC	1 ¹ / ₂ "	1 ²⁹ / ₆₄ "	S.C.	2865A.	3/7		
HOREX																			
	350 c.c. O.H.V.	H'lex	69m.	10918	34m.	70m.	1	Dish	26/6	2	2m.	FP.5709B	14m.	61-5m.	S.C.	4112A.	2/8		
										1	4m.	FSDO.5710B							
H.R.D. (Refer also to J.A.P.)																			
1934	500 c.c. E7, Meteor, C.R.6.5 to 1	Al.	84m.	4438	1 ³ / ₈ "	2 ²⁷ / ₃₂ "	1	Dome (with Valve Flats)	113/-	2	1/16"	P.2060B	7/8"	3"	RC52	1691A.	10/3		
1934/5	E7/1 Comet, C.R. 7 to 1	Al.	84m.	4914	1 ¹⁵ / ₃₂ "	2 ¹⁵ / ₁₆ "	1	Dome (with Valve Recess)	113/-	2	1/16"	P.2060B	7/8"	3"	RC52	1691A.	10/3		
1935/48	998 c.c. O.H.V. Meteor, Comet, E7/6, Series B Rapide, C.R. 6-8 to 1	H'lex	84m.	5254	1 ³ / ₈ "	2 ²⁵ / ₃₂ "	2	Dome (with Valve Flats)	61/-	2	1/16"	P.2060B	7/8"	3"	RC52	1691A.	10/3		
										1	1/8"	SDO.1953B							
1936	498 c.c. O.H.V. Comet, E7/7 1 Cyl.	H'lex	84m.	5255	1 ¹⁵ / ₃₂ "	2 ⁷ / ₈ "	1/2	Dome (with Valve Recess)	53/-	2	1/16"	P.2060B	7/8"	3"	RC52	1691A.	10/3		
										1	1/8"	SDO.1953B							
1948/9	998 c.c. O.H.V. Black Shadow, C.R. 7-2 to 1, 2 Cyl.																		
HUSQVARNA																			
1939	80 c.c.	H'lex	44m.	7851	41m.	70m.	1	2-Str.	87/-	2	3m.	P.3399C	12m.	38m.	S.C.	2096A.	5/-		
		H'lex	50m.	7086	41m.	70m.	1	2-Str.	26/-	2	3m.	P.2949C	12m.	43-5m.	S.C.	2274A.	2/-		
	M24	H'lex	55m.	9695	41m.	70m.	1	2-Str.	87/-	2	3m.	P.5081C	12m.	49m.	S.C.	3514A.	3/4		
	175 c.c. S.V.	Al.	59-5m.	1376	1 ¹ / ₄ "	2 ⁹ / ₃₂ "	1	Flat	87/-	3	3/32"	P.635B	15-62m.	2 ¹ / ₈ "	F.F.	113B.	7/6		

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS AND MOTOR CYCLE ENGINES



PISTONS										RINGS		PINS			LINERS				
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
HUSQVARNA (continued).																			
1924/32	250 c.c. O.H.V. 2 Port, High Comp.	Al.	62.5m.	1383	1 ¹⁵ / ₃₂ "	2 ²³ / ₃₂ "	1	Dome	32/-	2	3 ³ / ₃₂ "	P.144B	15.62m.	2 ³ / ₁₆ "	F.F.	114B.	5/4		
1929	250 c.c. S.V.	Al.	64.5m.	1375	1 ⁵ / ₁₆ "	2 ⁷ / ₁₆ "	1	Flat Bevelled	38/6	2	1 ¹ / ₈ "	P.647B	15.62m.	2 ¹ / ₄ "	F.F.	115B.	5/2		
1931/3	1000 c.c. S.V., 110 (R.B.P.)	H'lex	79m.	3302	45m.	83m.	2	Dome	49/6	4	2m.	FP.6145B	20m.	71.5m.	F.F.	431B.	6/11		
1928/30	500 c.c. O.H.V. Single Port, Two Port	Al.	3 ³ / ₈ "	1382	1 ¹³ / ₁₆ "	3 ¹ / ₁₆ "	1	Dome	113/-	1	1 ¹ / ₈ "	FSDO.6042B							
										3	1 ¹ / ₈ "	P.581B	1 ³ / ₁₆ "	3 ¹ / ₈ "	F.F.	458B.	12/6		
ILO																			
1933/6	Auxiliary Engine for Bicycle	H'lex	50m.	5914	39m.	67.5m.	1	2-Str.	87/-	2	3.5m.	P.2188D	12m.	41.5m.	S.C.	1620A.	2/3		
1936/7	Auxiliary Engine for Bicycle	H'lex	50m.	7086	41m.	70m.	1	2-Str.	26/-	2	3m.	P.2949C	12m.	43.5m.	S.C.	2274A.	2/-		
1939/44	125 c.c.	H'lex	52m.	9778	47m.	84.3m.	1	2-Str.	65/-	3	2.5m.	FP.5288D	12m.	43m.	S.C.	2368A.	2/11		
	152 c.c. 1-8 to 3-6 H.P., Type E350, Kickstarter	H'lex	55m.	9872	41m.	70m.	1	2-Str.	28/-	2	3m.	P.5081C	12m.	43m.	S.C.	2368A.	2/11		
1935/6	120 c.c. Auxiliary Engine	Al.	57m.	5473	49.5m.	79.5m.	1	2-Str.	65/-	3	2.5m.	P.2679E	14m.	48m.	S.C.	2013A.	3/10		
1936/8	Motor Cycle and Carrier	Al.	63m.	7566	55.5m.	89.5m.	1	2-Str.	87/-	3	3m.	P.3207D	16m.	53m.	S.C.	2514A.	5/3		
1936/7	200 c.c. Single WEGR-T	H'lex	61m.	7072	56.5m.	94.5m.	1/2	2-Str.	39/-	3	2.5m.	P.2929E	16m.	52.5m.	S.C.	2210A.	3/8		
	400 c.c. Twin																		
	E350	Al.	73m.	8326	66m.	114m.	1	2-Str.	100/-	3	3m.	P.3264D	18m.	64.5m.	S.C.	2858A.	5/7		
INDIAN																			
1932/45	30-5 Cubic Inches, Junior Scout, Pony, Military 741	H'lex	2 ¹ / ₂ "	9735	1 ⁴³ / ₆₄ "	2 ⁵⁹ / ₆₄ "	2	Flat	27/-	3	1 ¹ / ₁₆ "	FP.5217B	3 ³ / ₄ "	2 ¹ / ₁₆ "	RC38	1661A.	2/7		
	248 c.c. S.V. Brave, C.R. 6-3 to 1	H'lex	64.5m.	10933	1 ¹ / ₃₂ "	2 ³ / ₈ "	1	Flat	21/-	2	1 ¹ / ₁₆ "	FSDO.5218B							
										1	1 ¹ / ₈ "	FP.6960B	5 ⁵ / ₈ "	2 ¹ / ₈ "	S.C.	1894A.	2/11	FS.2144	21/-
1925/8	348 c.c. S.V. Single, Prince	C.I.	2 ³ / ₄ "	2968	1 ²¹ / ₃₂ "	3"	1/2	Flat	41/-	1	1 ¹ / ₈ "	FSDO.6957B							
	596 c.c. S.V. Twin, Scout									2	1 ¹ / ₈ "	P.2970B	5 ⁵ / ₈ "	2 ⁵ / ₈ "	A.P.	163	5/7		
1927/37	All Models, Ace, American (R.B.P.)	H'lex	2 ³ / ₄ "	7368	1 ⁷ / ₁₆ "	3 ¹ / ₃₂ "	4	Flat	100/-	2	1 ¹ / ₈ "	FP.359B	1 ¹ / ₁₆ "	60.06m.	A.C.	244	5/7		
1936/7	Scout	H'lex	2 ³ / ₄ "	7303	1 ²⁵ / ₃₂ "	3"	2	Flat	100/-	2	1 ¹ / ₈ "	FSDO.360B							
	Military Model 741, rebored to 2 ³ / ₄ " for civilian use	H'lex	2 ³ / ₄ "	9970	1 ²¹ / ₃₂ "	2 ²⁹ / ₃₂ "	2	Flat	33/9	3	1 ¹ / ₁₆ "	FP.5491B	3 ³ / ₄ "	2 ⁵ / ₁₆ "	RC38	2110A.	3/10		
1927/34	750 c.c. S.V. Scout, 45, 101 Series	H'lex	2 ⁷ / ₈ "	7342	1 ¹⁵ / ₃₂ "	2 ²⁵ / ₃₂ "	2	Flat	100/-	3	1 ¹ / ₁₆ "	FSDO.5492B	3 ³ / ₄ "	2.490"	RC38	1907A.	3/2		
1935/40	744 c.c. V. Twin, Sports Scout, 45-44 Cubic Inch, 635, 635Y	H'lex	2 ⁷ / ₈ "	T5501	1 ¹ / ₂ "	2 ¹³ / ₁₆ "	2	Flat	32/-	2	1 ¹ / ₈ "	P.2972B	3 ³ / ₄ "	2.490"	RC38	1907A.	3/2		
1939/40	750 c.c. S.V. 45 Cubic Inch High Comp.	Al.	2 ⁷ / ₈ "	T8908	1 ¹⁹ / ₃₂ "	2 ²⁹ / ₃₂ "	2	Flat	33/-	2	1 ¹ / ₈ "	SDO.1199B							
										1	1 ¹ / ₈ "	P.2972B	3 ³ / ₄ "	2.490"	RC38	1907A.	3/2		
										1	1 ¹ / ₈ "	SDO.1199B							
1941/9	S.V. 45 Cubic Inches, Sport Scout, WD640 (Std. Comp.)	H'lex	2 ⁷ / ₈ "	T9732	1 ¹ / ₂ "	2 ¹³ / ₁₆ "	2	Flat	30/6	3	1 ¹ / ₁₆ "	FP.5167B	3 ³ / ₄ "	2.490"	RC38	1907A.	3/2	FS.1827	22/6
										1	5 ⁵ / ₃₂ "	FSDO.5168B							
1940/2	S.V. 45 Cubic Inches, Sport Scout, Bonneville (High Comp.)	H'lex	2 ⁷ / ₈ "	9733	1 ⁵ / ₈ "	2 ¹⁵ / ₁₆ "	2	Flat	31/6	3	1 ¹ / ₁₆ "	FP.5167B	3 ³ / ₄ "	2.490"	RC38	1907A.	3/2		
										1	5 ⁵ / ₃₂ "	FSDO.5168B							
1935/40	1206 c.c. S.V. 10-12 h.p. Chief 74, 334, 73-6 Cubic inch, V Twin	H'lex	3 ¹ / ₄ "	T5502	1 ²⁷ / ₃₂ "	3 ⁹ / ₃₂ "	2	Flat	39/6	2	1 ¹ / ₈ "	P.2981B	3 ³ / ₄ "	73m.	RC38	1911A.	3/9		
										1	1 ¹ / ₈ "	SDO.1118B							
1927/35	1204 c.c. S.V., Chief	H'lex	3 ¹ / ₄ "	T8775	1 ¹³ / ₁₆ "	3 ¹ / ₄ "	2	Flat	34/3	3	3 ³ / ₃₂ "	FTP.3390B	3 ³ / ₄ "	73m.	RC38	1911A.	3/9	FS.1828	25/6
1941/9	1200 c.c. S.V., 340 Chief, 74 Cubic Inches. (Std. Comp.)	H'lex	3 ¹ / ₄ "	T8775	1 ¹³ / ₁₆ "	3 ¹ / ₄ "	2	Flat	34/3	1	5 ⁵ / ₃₂ "	FSDO.3186B							
1941/9	S.V., 74 Cubic Inches, Chief, Bonneville (High Comp.)	H'lex	3 ¹ / ₄ "	10525	1 ¹⁵ / ₁₆ "	3 ⁵ / ₁₆ "	2	Flat	35/3	3	1 ¹ / ₁₆ "	FTP.6285B	3 ³ / ₄ "	73m.	RC38	1911A.	3/9	FS.1828	25/6
										1	5 ⁵ / ₃₂ "	FSDO.3186B							
INNOCENTI																			
	125 c.c. Two-Stroke	H'lex	52m.	10904	34m.	67m.	1	Dome	20/6	3	2m.	FP.6894G	14m.	45m.	S.C.	4095A.	2/3		
JAMES. (Refer also to J.A.P., RUDGE and VILLIERS.)																			
1932/6	148 c.c. D14, D15, E15, E16, F15, F16, Utility Comet	C.I.	55m.	3636	1 ²¹ / ₃₂ "	3 ⁵ / ₁₆ "	1	2-Str.	51/6	2	1 ¹ / ₈ "	P.608F	1 ⁹ / ₃₂ "	47m.	S.C.	1349A.	6/11		
	(Al. for above)	Al.	55m.	4503	1 ²¹ / ₃₂ "	3 ⁵ / ₁₆ "	1	2-Str.	87/-	2	1 ¹ / ₈ "	P.608F	1 ⁹ / ₃₂ "	47m.	S.C.	1349A.	6/11		
1928/9	500 c.c. S.V. & O.H.V. Twin	Al.	64m.	3899	1 ⁵ / ₁₆ "	2 ⁷ / ₂ "	2	Dome	87/-	2	5 ⁵ / ₃₂ "	P.1414B	1 ⁹ / ₃₂ "	2 ¹ / ₄ "	F.F.	104B.	6/2		
	500 c.c. O.H.V.	Al.	64m.	2514	41m.	69m.	2	Dome	87/-	2	3m.	P.184B	1 ⁹ / ₃₂ "	2 ¹ / ₄ "	F.F.	104B.	6/2		
1923/4	349 c.c. S.V.	Al.	73m.	1385	1 ¹ / ₂ "	2 ¹³ / ₁₆ "	1	Flat	100/-	3	3 ³ / ₃₂ "	P.435B	1 ⁹ / ₃₂ "	2 ⁹ / ₁₆ "	F.F.	105B.	7/3		

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS										RINGS		PINS				LINERS			
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
J.A.P.																			
1933/4	98 c.c. (R.B.P.)	Al.	50.5m.	3840	43.5m.	80m.	1	2-Str.	87/-	3	3/32"	P.1661F	12.4m.	47.5m.	A.P.	I423.	5/4		
	125 c.c. Two-Stroke	H'lex	2.135"	11275	1 1/4"	2 3/8"	1	Flat	21/-	2	1/8"	P.7337M	.488"	1.1905"	RC1914283A.		2/4		
1929/31	200 c.c. S.V.	Al.	55m.	3075	17 3/32"	2 13/32"	1	Flat	87/-	3	3/32"	P.18B	15.62m.	1 13/16"	S.C.	I125A.	4/11		
	175 c.c. S.V.	Al.	59.5m.	1376	1 1/4"	2 9/32"	1	Flat	87/-	3	3/32"	P.635B	15.62m.	2 1/8"	F.F.	I13B.	7/6		
1924/32	250 c.c. O.H.V. 2 Port, High Comp.	Al.	62.5m.	1383	1 16/32"	2 23/32"	1	Dome	32/-	2	3/32"	P.144B	15.62m.	2 3/16"	F.F.	I14B.	5/4	FS.661	21/6
1929	250 c.c. O.H.V. 2 Port Racing, C.R. 7 to 1	Al.	62.5m.	1390	1 1/8"	2 3/8"	1	Dome	87/-	2	1/16"	P.629B	15.62m.	2 3/16"	F.F.	I14B.	5/4	FS.641	22/9
1930/4	250 c.c. O.H.V. C.R. 6.5 to 1	Al.	62.5m.	3858	26m.	57.75m.	1	C'cave	30/6	3	3/32"	P.144B	15.62m.	2 1/8"	S.C.	I13A.	2/8	FS.642	21/6
1931/4	250 c.c. O.H.V. High Comp.	Al.	62.5m.	5490	1 15/32"	2 23/32"	1	Dome	30/3	3	1/16"	FP.4364B	15.62m.	2 1/8"	RC99	3201A.	3/2	FS.1253	22/9
1934/5	250 c.c. O.H.V. Single and 2 Port (R.B.P.)	Al.	62.5m.	S4678	26m.	57.75m.	1	Flat	38/6	4	1/16"	P.629B	15.62m.	2 1/8"	S.C.	I13A.	2/8		
1929/37	250 c.c. S.V.	Al.	64.5m.	1375	1 5/16"	2 7/16"	1	Flat	38/6	2	1/8"	P.647B	15.62m.	2 1/4"	F.F.	I15B.	5/2		
1927	680 c.c. S.V. Twin	H'lex	2 3/4"	3543	41m.	73m.	1/2	Flat	100/-	3	3/32"	P.347B	15.62m.	61.5m.	S.C.	I16A.	3/11		
1927/8	300 c.c. S.V. Single Cyl.																		
	350 c.c. S.V. Single Cyl.																		
1927/36	350 c.c. O.H.V. Single and 2 Port	Al.	2 3/4"	1936	1 9/64"	2 5/16"	1/2	Flat	32/-	3	3/32"	P.347B	15.62m.	61.5m.	S.C.	I16A.	3/11	FS.665	26/-
1927/32	750 c.c. S.V. Twin																		
1928	300 c.c. S.V. Single Cyl.	H'lex	2 3/4"	929	1 3/8"	2 27/32"	1/2	Flat	32/-	2	1/8"	P.349B	15.62m.	2 1/2"	F.F.	I18B.	6/2		
	680 c.c. S.V. Twin																		
1928	680 c.c. O.H.V. Twin																		
1929/32	350 c.c. O.H.V. 2 Port	Al.	2 3/4"	3409	1 5/16"	2 21/64"	1/2	Flat	32/-	3	3/32"	P.347B	15.62m.	61.5m.	S.C.	I16A.	3/11		
1930	300 c.c. S.V.	H'lex	2 3/4"	3500	1 37/64"	2 53/64"	1	Flat	35/-	3	3/32"	P.347B	15.62m.	2 1/2"	F.F.	I18B.	6/2		
1930/1	350 c.c. O.H.V. 2 Port, Super Sports	Al.	2 3/4"	3381	1 21/32"	2 53/64"	1	Dome	100/-	3	1/16"	P.346B	15.62m.	61.5m.	S.C.	I16A.	3/11		
1931	350 c.c. O.H.V. Single, High Compression	Al.	2 3/4"	3079	1 1/2"	2 9/16"	1/2	Dome	100/-	3	3/32"	P.347B	15.62m.	2 1/2"	F.F.	I18B.	6/2		
	680 c.c. O.H.V. Twin																		
1936/8	348 c.c. O.H.V. C.R. 5.5 to 1 (R.B.P.)	H'lex	2 3/4"	7214	1 11/32"	2 19/32"	1	Dome	46/6	4	3/32"	P.347B	15.62m.	61.5m.	S.C.	I16A.	3/11	FS.1713	24/3
	350 c.c. O.H.V.	Al.	2 3/4"	4037	1 1/16"	2 5/16"	1	Flat	100/-	2	1/8"	P.349B	15.62m.	2 1/2"	F.F.	I18B.	6/2		
	350 c.c. O.H.V. High Comp.	Al.	2 3/4"	3940	1 1/2"	2 9/16"	1	Dome	100/-	3	1/16"	P.346B	15.62m.	2 1/2"	F.F.	I18B.	6/2		
	350 c.c. O.H.V. Speedway C.R. 12 to 1	Al.	74m.	4528	1 1/2"	3 1/16"	1	Dome	100/-	2	1/16"	FP.5553B	1 1/16"	65.26m.	RC27	3740A.	10/6	FS.1706	23/6
1939	500 c.c. 5 O.H.V. Speedway C.R. 16.5 to 1	H'lex	80m.	8247	1 5/16"	2 13/15"	1	Flat	48/-	3	3/32"	P.1122B	1 1/16"	2 23/31"	S.C.	2819A.	4/8		
	500 c.c. O.H.V. Speedway C.R. 16.5 to 1	Al.	80m.	10101	1 47/64"	3 7/64"	1	Dome	47/6	2	1/16"	MFP.3620B	1 1/16"	72.56m.	RC27	2339A.	9/3	FS.1619	25/6
	500 c.c. O.H.V. Speedway 4 Stud Model, Short Skirt design, C.R. 14 to 1	Al.	80m.	10670	1 41/64"	3 1/64"	1	Dome	47/6	2	1/16"	MFP.3620B	1 1/16"	72.56m.	RC27	2339A.	9/3	FS.1620	27/-
	(High Comp. for above) C.R. 16 to 1	Al.	80m.	11080	1 47/64"	3 7/64"	1	Dome	50/-	2	1/16"	FP.3620B	1 1/16"	72.56m.	RC27	2339A.	9/3	FS.1619	25/6
1924/7	500 c.c. S.V. Single Cyl.	H'lex	3 3/8"	3322	1 5/8"	3 1/4"	1/2	Flat	40/6	3	3/32"	FP.4133B	15.62m.	3 3/15"	F.F.	I21B.	5/9		
	980 c.c. S.V. Twin																		
1933	600 c.c. S.V. "U" Sports, Single Cyl.																		
1926/9	500 c.c. S.V. Single Cyl.																		
	980 c.c. S.V. Twin, Sport For Air Cooled Engines only	H'lex	3 3/8"	1939	1 5/8"	3 1/4"	1/2	Flat	36/-	3	3/32"	FP.4133B	1 3/16"	2 15/15"	S.C.	2380A.	4/6	FS.1465	28/6
1926	500 c.c. S.V. Single Cyl.	H'lex	3 3/8"	4208	1 5/8"	3 1/4"	1/2	Flat	113/-	2	1/8"	P.581B	1 3/16"	3 1/8"	F.F.	458B.	12/6		
1929	980 c.c. S.V. Twin									1	1/8"	SS.1412B							
1927/8	1100 c.c. O.H.V. Standard																		
1930/2	980 c.c. S.V. Twin Sports, 8 h.p.	Al.	3 3/8"	3395	1 7/8"	3 1/2"	1/2	Dome	41/-	3	3/32"	FP.4133B	1 3/16"	3 1/4"	F.F.	458B.	12/6		
1930/5	500 c.c. O.H.V.																		
1928/30	500 c.c. O.H.V. Single and 2 Port	Al.	3 3/8"	1382	1 13/16"	3 1/16"	1	Dome	113/-	3	1/8"	P.581B	1 3/16"	3 1/8"	F.F.	458B.	12/6		
1928/30	500 c.c. O.H.V.	Al.	3 3/8"	3316	1 27/32"	3 3/32"	1	Dome	113/-	3	3/32"	FP.4133B	1 3/16"	2 15/16"	S.C.	2380A.	4/6	FS.678	26/9
1929	500 c.c. S.V.	H'lex	3 3/8"	2094	1 5/8"	3 1/4"	1	Flat	113/-	3	3/32"	FP.4133B	3/4"	3"	F.F.	384D.	9/4		
1932	1100 c.c. O.H.V. Twin	Al.	3 3/8"	3331	1 7/8"	3 1/2"	2	Dome	39/-	3	1/8"	P.581B	1 3/16"	2 15/16"	S.C.	2380A.	4/6	FS.766	26/6
1936	500 c.c. O.H.V.	H'lex	3 3/8"	7160	1 13/16"	3 1/2"	1	Dome	62/-	3	1/16"	P.578B	1 1/16"	3 1/8"	F.F.	458B.	12/6		
1936/8	500 c.c. S.V. & O.H.V. Twin Port (R.B.P.)	H'lex	3 3/8"	S5891	1 1/2"	3 1/32"	1	Flat	38/6	3	3/32"	FP.4133B	1 3/16"	2 15/16"	S.C.	2380A.	4/6	FS.766	26/6
										1	3/32"	FSS.4134B							

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS MOTOR CYCLES AND MOTOR CYCLE ENGINES



PISTONS

RINGS

PINS

LINERS

Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls. Head		Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
J.A.P. (continued)																			
1921/33	980 c.c. S.V. Twin (R.B.P.)...	Al.	3 ³ / ₈ "	57306	1 ²¹ / ₃₂ "	3 ³ / ₁₆ "	2	Flat	50/6	3	3 ³ / ₃₂ "	FP.4133B	1 ³ / ₁₆ "	2 ¹⁵ / ₁₆ "	S.C.	2380A.	4/6		
	O.H.V. Water Cooled Engine, 10/40 Super Sports	Al.	3 ³ / ₈ "	7743	1 ⁷ / ₈ "	3 ¹ / ₂ "	2	Dome	113/-	1	1 ¹ / ₈ "	SDO.2143B							
										3	1 ¹ / ₈ "	P.581B	1 ³ / ₁₆ "	3 ¹ / ₈ "	F.F.	458B.	12/6		
JAWA																			
1947/9	175 c.c. Two-Stroke	H'lex	58m.	11118	44.5m.	80.6m.	1	Dome	25/6	3	2.5m.	FP.7375C	15m.	50m.	S.C.	4215A.	2/4		
	250 c.c. Two-Stroke	H'lex	65m.	10888	44.5m.	91m.	1	Dome	26/6	3	2.5m.	FP.7231S	15m.	55.5m.	S.C.	4234A.	2/7		
LE POULAIN																			
	Cycle Motor Attachment	H'lex	40m.	11386	39m.	58m.	1	2-Str.	15/-	2	3m.	FP.7813B	12m.	35m.	A.C.	4331	2/4		
LEVIS																			
1921/33	247 c.c. M	C.I.	67m.	1372	2 ³ / ₁₆ "	3 ¹³ / ₁₆ "	1	2-Str.	51/6	2	4m.	P.262D	1 ¹ / ₂ "	2 ¹³ / ₃₂ "	S.C.	36A.	3/-		
1928/30	247 c.c. 6 Port (Ports in Piston Skirt and Barrel)	Al.	67m.	3450	55m.	96.25m.	1	2-Str.	58/-	2	2.5m.	P.1997F	1 ¹ / ₈ "	2 ¹³ / ₃₂ "	S.C.	36A.	3/-		
1930/9	250 c.c. O.H.V. B, Special	H'lex	67m.	3411	1 ²⁹ / ₃₂ "	3"	1	Dome Stepped	43/6	2	2.5m.	P.256B	5/8"	60m.	S.C.	1248A.	3/1	FS.761	22/3
1934	247 c.c. O.H.V. CB	Al.	67m.	4775	1 ¹³ / ₆₄ "	2 ¹⁹ / ₆₄ "	1	Flat	100/-	2	2.5m.	P.256B	5/8"	60m.	S.C.	1248A.	3/1		
1927/38	346 c.c. O.H.V. A, A2, A33, A34, Special SP3, Light 350, LA-37, C.R. 7.5 to 1	H'lex	70m.	1379	39m.	70.75m.	1	Flat	36/-	2	2.5m.	P367B	5/8"	2 ¹⁵ / ₃₂ "	S.C.	153A.	2/8	FS.757	25/-
	(High Comp. for above)	H'lex	70m.	4226	1 ³ / ₄ "	3"	1	Flat	62/-	2	2.5m.	FP.6205B	5/8"	2 ¹⁵ / ₃₂ "	S.C.	153A.	2/8	FS.757	25/-
	(Extra High Comp. for above)	H'lex	70m.	2907	2 ¹ / ₃₂ "	3 ⁹ / ₃₂ "	1	Dome Stepped	43/6	3	1 ¹ / ₁₆ "	P.355B	5/8"	2 ¹⁵ / ₃₂ "	S.C.	153A.	2/8		
1939/46	350 c.c. O.H.V. 2 Port, SF 350	H'lex	70m.	8572	1 ⁵ / ₆₄ "	2 ⁵³ / ₆₄ "	1	Cone (with Valve Pockets)	46/6	2	2.5m.	P.367B	5/8"	2 ⁷ / ₁₆ "	S.C.	2047A.	5/3		
1933/8	500 c.c. O.H.V. D33, D34, D Special, LD37, MD35	H'lex	80m.	4227	1 ⁷ / ₁₆ "	2 ¹³ / ₁₆ "	1	Flat	40/-	2	2m.	P.511B	1 ¹¹ / ₁₆ "	2 ²³ / ₃₂ "	S.C.	1542A.	7/7	FS.1051	29/3
	(High Comp. for above)	H'lex	80m.	4953	1 ⁴⁵ / ₆₄ "	3 ⁵ / ₆₄ "	1	Cone	66/-	2	2m.	P.511B	1 ¹¹ / ₁₆ "	2 ²³ / ₃₂ "	S.C.	1542A.	7/7	FS.1051	29/3
1939/40	500 c.c. SF500	H'lex	80m.	9731	1 ⁵ / ₁₆ "	3 ¹ / ₈ "	1	Dome	52/-	2	2m.	P.511B	1 ¹¹ / ₁₆ "	2 ³ / ₄ "	S.C.	3550A.	5/6	FS.1677	25/6
1937/9	600 c.c. O.H.V. Slipper Design	H'lex	82m.	7874	1 ⁷ / ₁₆ "	2 ¹³ / ₁₆ "	1	Flat	61/-	2	2m.	P.535B	1 ¹¹ / ₁₆ "	2 ²³ / ₃₂ "	S.C.	1542A	7/7	FS.1696	30/3
M.A.G.																			
1930	500 c.c. O.H.V.	H'lex	82m.	3136	34m.	72.10m.	1	Flat	113/-	3	3m.	P.537B	20m.	71m.	S.C.	435A.	6/9		
1933/4	500 c.c. O.H.V.	Al.	82m.	5535	28m.	69.25m.	1	Flat Bevelled	113/-	2	2m.	P.535B	19m.	2 ¹³ / ₁₆ "	S.C.	340A.	6/1		
MATCHLESS																			
1931/5	593 c.c. O.H.C. B, Silver Hawk	H'lex	2"	3694	1 ³ / ₈ "	2 ¹¹ / ₁₆ "	4	Flat Bevelled	31/6	2	3 ³ / ₃₂ "	P.609B	1 ¹¹ / ₁₆ "	1 ⁵ / ₈ "	S.C.	1362A.	4/5	FS.1544	27/6
1930/1	397 c.c. S.V. A2, Silver Arrow	H'lex	2 ¹ / ₈ "	2057	1 ¹¹ / ₃₂ "	2 ¹⁵ / ₃₂ "	2	Wedg	87/-	1	3 ³ / ₃₂ "	SOC.611B							
1932/3	397 c.c. S.V. A2, Silver Arrow	Al.	2 ¹ / ₈ "	3764	1 ⁹ / ₈ "	3 ¹ / ₁₆ "	2	Wedg	31/3	2	3 ³ / ₃₂ "	P.13B	1 ¹¹ / ₁₆ "	1 ⁵ / ₈ "	S.C.	237A.	3/10	FS.924	28/6
1926/33	246 c.c. S.V. R5	H'lex	2 ¹⁵ / ₃₂ "	3744	1 ⁷ / ₁₆ "	2 ³ / ₄ "	1	Cone	34/9	3	1 ³ / ₁₆ "	P.1668B	1 ¹¹ / ₁₆ "	1 ³ / ₄ "	S.C.	237A.	3/10	FS.924	28/6
1933	246 c.c. S.V. 33/D7	H'lex	2 ¹⁵ / ₃₂ "	4548	1 ³ / ₄ "	3 ³ / ₁₆ "	1	Flat	44/-	2	3 ³ / ₃₂ "	P.145B	7/8"	2"	S.C.	1567A.	3/8		
1926/30	246 c.c. O.H.V. R, R3, R5, R6			SW															
1933/40	246 c.c. O.H.V. D2, F4, G2, G2M, G2MC, G7, Sports, Clubman, De Luxe. C.R. 6-85 to 1	H'lex	2 ¹⁵ / ₃₂ "	4453	1 ⁷ / ₁₆ "	2 ²⁹ / ₃₂ "	1	Cone (with Valve Pockets)	27/9	2	1 ¹ / ₁₆ "	FP.6122B	7/8"	2"	S.C.	1567A.	3/8	FS.1022	20/6
	(High Comp. for above)	Al.	66m.	11221	1 ³¹ / ₃₂ "	2 ¹⁵ / ₁₆ "	2	Spec. Dome	29/6	1	1 ¹ / ₈ "	FP.5966B	3/4"	2 ⁷ / ₃₂ "	S.C.	4267A.	3/8	FS.2101	19/6
1949/52	498 c.c. O.H.V. G9, Super Clubman, Twin	Al.	66m.	11281	2 ¹ / ₈ "	3 ³ / ₃₂ "	2	Spec.	35/6	2	1 ¹ / ₁₆ "	FSDO.6465B	3/4"	2 ⁷ / ₃₂ "	S.C.	4267A.	3/8	FS.2101	19/6
	(High Comp. for above)																		
1924/31	350 c.c. S.V. D, L4																		
1928/33	350 c.c. O.H.V. T4, TS2 (R.B.P.)	Al.	2 ²³ / ₃₂ "	928	1 ¹ / ₂ "	3 ¹ / ₃₂ "	1	Cone	100/-	1	1 ³ / ₈ "	MFSDO.6784B	7/8"	2 ⁹ / ₃₂ "	S.C.	4371A.	4/5		
1933/46	347 c.c. O.H.V. D3, G3, G3/L, G4, Clubman and Special	H'lex	2 ²³ / ₃₂ "	9990	1 ¹ / ₂ "	3 ⁷ / ₁₆ "	1	Cone	28/-	2	1 ¹ / ₁₆ "	FP.6026B	7/8"	2 ¹ / ₄ "	S.C.	3675A.	3/4	FS.1070	23/-
	(High Comp. for above)	Al.	2 ²³ / ₃₂ "	10524	1 ⁷ / ₈ "	3 ¹³ / ₁₆ "	1	Dome	50/6	1	1 ³ / ₁₆ "	FSDO.6027B	7/8"	2 ⁹ / ₃₂ "	S.C.	4371A.	4/5	FS.1070	23/-
	(High Comp. for above)																		
	(High Comp. for above)	Al.	2 ²³ / ₃₂ "	10276	2 ¹ / ₁₆ "	4"	1	Dome	45/-	2	1 ¹ / ₈ "	FP.6026B	7/8"	2 ⁹ / ₃₂ "	S.C.	4371A.	4/5	FS.1070	23/-
	(High Comp. for above)																		
	(High Comp. for above)	Al.	2 ²³ / ₃₂ "	10277	2 ¹ / ₁₆ "	4"	1	Dome	45/-	2	1 ¹ / ₁₆ "	FP.6026B	7/8"	2 ⁹ / ₃₂ "	S.C.	4371A.	4/5	FS.1070	23/-
	(High Comp. for above)																		
1947	347 c.c. O.H.V. G3/L	H'lex	2 ²³ / ₃₂ "	SW 10049	2"	3 ⁷ / ₁₆ "	1	Cone	28/6	2	1 ¹ / ₈ "	FP.6026B	7/8"	2 ¹ / ₄ "	S.C.	3675A.	3/4	FS.1070	23/-

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS										RINGS		PINS				LINERS			
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
MATCHLESS (continued)																			
1948/52	347 c.c.	O.H.V. G3/L, C.R. 6-3 to 1	H'lex 2 ²⁵ / ₃₂ "	SW 10465	2"	3 ⁷ / ₃₂ "	1	Cone	27/6	2	1 ¹⁵ / ₈ "	FP.6026B FSDO.6027B	7/8"	2 ¹ / ₄ "	S.C.	3675A.	3/4	FS.1070 23/- (For Cast Iron Blocks)	FS.2125 33/6 (For Alum. Blocks)
1947/52	347 c.c.	O.H.V. G3/L, High Comp., C.R. approx. 8-5 to 1 with Packing Plate removed...	Al. 2 ²⁵ / ₃₂ "	10605	2 ⁵ / ₈ "	3 ¹⁹ / ₃₂ "	1	Dome	45/-	2	1 ¹⁵ / ₈ "	FP.6026B FSDO.6027B	7/8"	2 ⁵ / ₃₂ "	S.C.	4371A.	4/5	FS.1070 23/- (For Cast Iron Blocks)	FS.2125 33/6 (For Alum. Blocks)
1947/52	347 c.c.	O.H.V. G3/L, High Comp., C.R. approx. 11 to 1 with Packing Plate removed	Al. 2 ²⁵ / ₃₂ "	10606	2 ⁵ / ₁₆ "	3 ²⁵ / ₃₂ "	1	Dome	45/-	2	1 ¹⁵ / ₈ "	FP.6026B FSDO.6027B	7/8"	2 ⁵ / ₃₂ "	S.C.	4371A.	4/5	FS.1070 23/- (For Cast Iron Blocks)	FS.2125 33/6 (For Alum. Blocks)
1926/30	498 c.c.	S.V. L5, T, T3, T5 (R.B.P.)	Al. 3 ¹ / ₄ "	1396	1 ⁷ / ₁₆ "	2 ¹⁵ / ₁₆ "	1	Flat	40/-	3	1 ¹ / ₈ "	P.1115B	7/8"	2 ²⁷ / ₃₂ "	S.C.	513A.	6/-		
1932/5	500 c.c.	S.V. D5 Light 500, D80 Sports, C.R. 4-18 to 1	H'lex 3 ¹ / ₄ "	SW 3185	1 ¹³ / ₁₆ "	3 ³ / ₈ "	1	Flat	42/-	2	1 ¹⁵ / ₈ "	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₃₂ "	S.C.	1858A.	4/11		
1933/6	500 c.c.	O.H.V. D80, G80, Sports, Clubman, C.R. 6-2 to 1	H'lex 3 ¹ / ₄ "	SW 4623	1 ¹³ / ₁₆ "	3 ³ / ₈ "	1	Flat Stepped	38/6	2	1 ¹⁵ / ₈ "	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₃₂ "	S.C.	1858A.	4/11	FS.1071 26/-	
1935/6	500 c.c.	O.H.V. D90, G90, Sports Clubman C.R. 7-5 to 1	H'lex 3 ¹ / ₄ "	5099	2 ⁵ / ₃₂ "	3 ²⁵ / ₃₂ "	1	Dome RADIUS	50/-	3	1 ¹ / ₁₆ "	P.612B	7/8"	2 ²⁵ / ₃₂ "	S.C.	1858A.	4/11		
1938/46	498 c.c.	O.H.V. G5, G80, G90, Clubman	H'lex 3 ¹ / ₄ "	SW 9991	1 ⁵ / ₁₆ "	3 ³ / ₁₆ "	1	Flat	35/-	2	1 ¹⁵ / ₈ "	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₃₂ "	S.C.	3997A.	4/-	FS.1933 25/6	
		(High Comp. for above) C.R. 9 to 1 approx.)	Al. 3 ¹ / ₄ "	10657	1 ¹¹ / ₁₆ "	3 ³ / ₁₆ "	1	Dome	37/6	2	1 ¹⁵ / ₈ "	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₃₂ "	S.C.	3997A.	4/-	FS.1933 25/6	
1947/52	498 c.c.	O.H.V. G80, C.R. 7-2 to 1	H'lex 3 ¹ / ₄ "	SW 10197	1 ¹³ / ₁₆ "	3 ³ / ₁₆ "	1	Flat	35/-	2	1 ¹⁵ / ₈ "	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₃₂ "	S.C.	3997A.	4/-	FS.1933 25/6	
		(High Comp. for above) C.R. 8 to 1 with Compression Plate removed	H'lex 3 ¹ / ₄ "	SW 10595	1 ⁷ / ₈ "	3 ¹ / ₄ "	1	Flat	37/6	2	1 ¹⁵ / ₈ "	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₃₂ "	S.C.	3997A.	4/-	FS.1933 25/6	
		(High Comp. for above) C.R. 9-5 to 1	Al. 3 ¹ / ₄ "	10304	2 ¹ / ₄ "	3 ³ / ₈ "	1	Dome	37/6	2	1 ¹⁵ / ₈ "	FP.6117B FSDO.6118B	7/8"	2 ²⁵ / ₃₂ "	S.C.	3997A.	4/-	FS.1933 25/6	
1927/30	495 c.c.	O.H.V. V2, V3	H'lex 3 ³ / ₈ "	2060	1 ¹³ / ₁₆ "	3 ¹ / ₄ "	1	Flat	113/-	2	1 ¹ / ₈ "	P.581B	7/8"	2 ²¹ / ₃₂ "	S.C.	520A.	9/4		
1930/2	990 c.c.	S.V. X2, X3 (Offset Bosses)	H'lex 3 ³ / ₈ "	3630	1 ¹³ / ₁₆ "	3 ¹ / ₄ "	2	Flat	65/-	2	1 ¹ / ₈ "	P.581B	7/8"	2 ²¹ / ₃₂ "	S.C.	520A.	9/4	FS.977 25/3	
1931	495 c.c.	O.H.V. CS	H'lex 3 ³ / ₈ "	3321	1 ¹³ / ₁₆ "	3 ¹ / ₄ "	1	Flat	113/-	2	1 ¹ / ₈ "	P.581B	7/8"	2 ²¹ / ₃₂ "	S.C.	520A.	9/4		
1931/4	586 c.c.	S.V. C, 34C	H'lex 3 ³ / ₈ "	7330	1 ¹³ / ₁₆ "	3 ¹ / ₄ "	2	Flat	69/-	2	1 ¹⁵ / ₈ "	SDO.1642B P.578B	7/8"	2 ²¹ / ₃₂ "	S.C.	520A.	9/4	FS.977 25/3	
1933	990 c.c.	S.V. 33/2 Police (Offset Bosses)	H'lex 3 ³ / ₈ "	7330	1 ¹³ / ₁₆ "	3 ¹ / ₄ "	2	Flat	69/-	2	1 ¹⁵ / ₈ "	SDO.2143B	7/8"	2 ²¹ / ₃₂ "	S.C.	520A.	9/4	FS.977 25/3	
1935/7	990 c.c.	O.H.V. 33/2 (Offset Bosses)	Al. 3 ³ / ₈ "	S7963	1 ¹³ / ₁₆ "	3 ¹ / ₂ "	2	Flat Bevelled	41/-	2	3 ³ / ₃₂ "	P.2561B SDO.2143B	7/8"	2 ²⁹ / ₃₂ "	S.C.	1516A.	4/8		
1933	498 c.c.	S.V. & O.H.V. CS, 1 Cyl.	Al. 3 ³ / ₈ "	S7333	1 ¹³ / ₁₆ "	3 ¹ / ₂ "	1/2	Flat Bevelled	37/6	2	1 ¹⁵ / ₈ "	P.578B SDO.2143B	7/8"	2 ²⁹ / ₃₂ "	S.C.	1516A.	4/8		
1937/40	990 c.c.	O.H.V. X, 37X, Twin	Al. 3 ³ / ₈ "	S7333	1 ¹³ / ₁₆ "	3 ¹ / ₂ "	1/2	Flat Bevelled	37/6	1	1 ¹⁵ / ₈ "	SDO.2143B	7/8"	2 ²⁹ / ₃₂ "	S.C.	1516A.	4/8		
MINI-MOTOR																			
1949/51	49 c.c.	Cycle Motor Attachment, Mark I and II, Two-Stroke	H'lex 38m.	10914	27m.	45m.	1	Flat	14/-	2	2m.	FP.6910S	14m.	29-4m.	S.C.	4104A.	1/10		
	75 c.c.	Cycle Motor Attachment, Two-Stroke	H'lex 46m.	11169	27m.	45m.	1	Flat	17/-	2	2m.	FP.7393S	14m.	37m.	S.C.	4243A.	1/10		
MOCYC. (Refer to CAIRNS.)																			
MONTGOMERY. (Refer to J.A.P.)																			
MOSQUITO																			
38 c.c.	Cycle Motor Attachment, Two-Stroke	C.I.	35m.	11163	36-1m.	60-1m.	1	Dome	22/9	3	2-5m.	FP.7382G	13m.	29-20m.	F.F.	4238B.	4/7		
MOTO BECANE																			
1948/50	60 c.c.	P. & C. Bantam	H'lex 44m.	9408	31m.	57m.	1	2-Str.	15/6	2	3m.	P.4722A	13-20m.	36m.	RC10	3355A.	2/3		
			H'lex 46m.	4694	42m.	78m.	1	2-Str.	87/-	2	2-5m.	P.2288F	14m.	38m.	S.C.	1718A.	4/9		
1939/40		Poney (R.B.P.)	H'lex 46m.	9848	25m.	50-4m.	1	Flat	45/-	2	2m.	FP.5289B	15m.	36m.	S.C.	3611A.	4/8		
										2	3m.	FSDO.5290B							
1948/51	125 c.c.	S.V. (R.B.P.)	H'lex 51m.	11471	25m.	50m.	1	Flat	25/6	2	2m.	FP.7895B	15m.	40-5m.	RC188	4376A.	3/3		
										2	3m.	FSDO.7933B							
	125 c.c.	(R.B.P.)	H'lex 56m.	11391	26-25m.	61m.	1	Flat	27/6	2	2m.	FP.7762B	18m.	45-75m.	RC184	4341A.	3/8		
										2	3m.	FSDO.7763B							
MOTO GUZZI																			
65 c.c.	Two-Stroke	H'lex 42m.	11348	32-75m.	59-75m.	1	Dome	19/3		2	2-5m.	MFP.7378G	11m.	36m.	RC86	4318A.	2/2		

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS											RINGS			PINS				LINERS	
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
MOTOSACOCHÉ																			
1928/30	500 c.c. O.H.V. and S.V. 418	H'lex	82m.	3136	34m.	72-10m.	1	Flat	113/-	3	3m.	P.537B	20m.	71m.	S.C.	435A.	6/9		
NEW HENLEY (Refer to BLACKBURNE, J.A.P. and VILLIERS.)																			
NEW HUDSON. (Refer also to VILLIERS.)																			
1932	350 c.c. O.H.V.	Al.	70m.	3700	1 ⁷ / ₁₆ "	2 ⁷ / ₈ "	1	Dome	100/-	2	2m.	P.357B	3/4"	2 ¹ / ₂ "	F.F.	359B.	9/1		
1928/32	500 c.c. O.H.V. LV, 2 Port, 86/88, 88/9, C.R. 7-5 to 1	Al.	79-5m.	971	1 ⁷ / ₁₆ "	2 ³ / ₄ "	1	Dome	113/-	3	2m.	P.517B	3/4"	71m.	F.F.	1242B.	8/2	FS.663	26/-
1931	550 c.c. S.V. 1, 2	Al.	83-5m.	3428	1 ¹³ / ₃₂ "	2 ¹³ / ₁₆ "	1	Flat	113/-	3	2m.	P.1937B	3/4"	3"	F.F.	384B.	9/4	FS.685	27/6
1932	493 c.c. O.H.V.	Al.	83-5m.	3564	38-5m.	90-5m.	1	Dome	48/-	3	2m.	P.1937B	3/4"	77m.	F.F.	1324B.	9/7		
NEW IMPERIAL.																			
1932	150 cc. O.H.V. 23	H'lex	55m.	4240	35m.	70m.	1	Dome	39/3	1	2-5m.	P.19B	16m.	49m.	F.F.	1074B.	5/-		
1933/5	150 c.c. O.H.V. 23, 23DL, De Luxe, Unit Minor	H'lex	55m.	3520	37m.	72m.	1	Dome	28/6	1	4m.	SDO.2160B	16m.	49m.	F.F.	1074B.	5/-	FS.1072	19/9
1937/8	150 c.c. O.H.V. 23	H'lex	55m.	5770	1 ⁷ / ₁₆ "	2 ¹³ / ₁₆ "	1	Dome	25/9	1	3 ³ / ₃₂ "	P.2828B	3/4"	1 ³ / ₄ "	RC48	2132A.	2/11		
1926/7 & 1930/3	249 c.c. O.H.V. 5, 8, 9, 20, 22, 30	Al.	2-449"	1510	1 ¹ / ₂ "	2 ³ / ₄ "	1	Dome	87/-	2	1 ³ / ₈ "	P.1544B	16m.	2 ³ / ₁₆ "	F.F.	198B.	7/11	FS.756	22/9
1934	246 c.c. O.H.V. Grand Prix, 50	Al.	2-449"	5474	1 ⁷ / ₃₂ "	2 ¹³ / ₃₂ "	1	Flat	87/-	2	1 ¹ / ₁₆ "	P.2681B	3/4"	2"	S.C.	2014A.	7/3		
1936	246 c.c. O.H.V. 90, Clubman, 250	Al.	2-449"	5942	1 ¹⁷ / ₃₂ "	3 ⁷ / ₃₂ "	1	Flat	87/-	2	1 ¹ / ₁₆ "	P.2823B	3/4"	2"	S.C.	2014A.	7/3		
1936/7	246 c.c. O.H.V. 90, Clubman, 250	H'lex	2-449"	5773	1 ²⁷ / ₃₂ "	3 ¹⁷ / ₃₂ "	1	Dome	87/-	2	1 ¹ / ₁₆ "	P.2823B	3/4"	2"	S.C.	2014A.	7/3		
1936/8	247 c.c. O.H.V. 36	H'lex	66-94m.	5785	1 ¹¹ / ₃₂ "	3 ¹⁵ / ₃₂ "	1	Dome	36/9	2	1 ¹ / ₁₆ "	P.2814B	3/4"	57m.	RC48	2116A.	5/5		
1938	250 c.c.	Al.	66-94m.	8203	1 ¹¹ / ₃₂ "	3 ⁹ / ₁₆ "	1	Dome	51/-	2	1 ¹ / ₁₆ "	P.2814B	3/4"	57m.	S.C.	2116A.	5/5		
1933/6	247 c.c. O.H.V., 30, 30DL, Unit Super	H'lex	67m.	4049	1 ¹ / ₈ "	2 ¹ / ₂ "	1	Flat	29/-	1	5 ³ / ₃₂ "	SDO.3710B	16m.	2 ¹ / ₂ "	F.F.	1248B.	4/6	FS.647	21/9
1937/8	247 c.c. O.H.V. 36, 36DL	H'lex	67m.	5738	1 ³ / ₃₂ "	3 ⁷ / ₃₂ "	1	Flat	37/-	2	1 ¹ / ₁₆ "	P.2795B	3/4"	57m.	RC48	2116A.	5/5	FS.738	22/3
1926/31	346 c.c. O.H.V. 6, 10	Al.	2 ³ / ₄ "	1377	1 ⁹ / ₃₂ "	2 ¹⁷ / ₃₂ "	1	Dome	32/-	2	1 ¹ / ₈ "	P.349B	16m.	2 ¹ / ₂ "	F.F.	205B.	5/6		
1930	346 c.c. O.H.V. 10	Al.	2 ³ / ₄ "	7032	1 ⁵ / ₁₆ "	2 ¹⁷ / ₃₂ "	1	Dome	100/-	2	1 ¹ / ₈ "	P.349B	16m.	2 ¹ / ₂ "	F.F.	205B.	5/6		
1934/5	346 c.c. O.H.V. 60, Grand Prix Speed, C.R. 7 to 1	Al.	70m.	4774	1 ³ / ₁₆ "	2 ⁷ / ₁₆ "	1	Flat	100/-	2	1 ¹ / ₈ "	P.349B	15-62m.	2 ¹ / ₂ "	F.F.	118B.	6/2		
1936	350 c.c. O.H.V. Clubman	H'lex	70m.	7324	1 ¹ / ₄ "	2 ¹⁵ / ₃₂ "	1	Flat	48/-	1	1 ¹ / ₁₆ "	P.355B	3/4"	2 ⁵ / ₁₆ "	S.C.	2110A.	3/10	FS.1185	24/-
1937/8	346 c.c. O.H.V. Clubman, 100	H'lex	70m.	5774	1 ⁹ / ₃₂ "	2 ²¹ / ₃₂ "	1	Flat	38/3	2	1 ¹ / ₁₆ "	SOC.3070B	3/4"	2 ³ / ₈ "	S.C.	1784A.	3/4	FS.645	23/9
1929/32	350 c.c. S.V. 2, 2DL	Al.	74m.	1387	1 ¹ / ₂ "	2 ³ / ₄ "	1	Dome	33/-	2	1 ¹ / ₈ "	P.455B	16m.	2 ⁵ / ₈ "	F.F.	207B.	5/6		
1931	346 c.c. O.H.V. M, D, L, 10B	H'lex	74m.	7031	1 ¹ / ₄ "	2 ¹ / ₂ "	1	Dome	55/6	2	1 ¹ / ₁₆ "	P.451B	627"	2 ⁵ / ₈ "	F.F.	2250B.	5/8		
1931/4	350 c.c. O.H.V. F10, De Luxe, Blue Prince	Al.	74m.	3772	1 ¹ / ₄ "	2 ⁹ / ₁₆ "	1	Dome	35/9	2	1 ¹ / ₁₆ "	SDO.456B	16m.	2 ⁵ / ₈ "	F.F.	207B.	5/6	FS.646	24/3
1932/4	350 c.c. O.H.V. F10, Blue Prince (R.B.P.)	Al.	74m.	2004	1 ⁹ / ₃₂ "	2 ¹⁷ / ₃₂ "	1	Dome	100/-	1	1 ¹ / ₈ "	SDO.456B	3/4"	2 ⁵ / ₈ "	F.F.	161B.	6/5	FS.646	24/3
1934/5	346 c.c. O.H.V. 40, 45, Unit Plus, Single Port	Al.	74m.	4683	1 ⁵ / ₁₆ "	2 ³ / ₄ "	1	Flat	47/6	2	1 ¹ / ₁₆ "	P.451B	5/8"	2 ⁵ / ₈ "	F.F.	161B.	6/5	FS.739	25/-
1936	346 c.c. O.H.V. 40 (R.B.P.)	Al.	74m.	7033	1 ⁵ / ₁₆ "	2 ³ / ₄ "	1	Flat	46/6	2	3 ³ / ₃₂ "	P.453B	3/4"	2 ¹ / ₂ "	S.C.	2133A.	3/7	FS.739	25/-
1937/8	346 c.c. O.H.V. 46	H'lex	74m.	5772	1 ¹ / ₁₆ "	3 ³ / ₁₆ "	1	Flat	37/3	2	1 ¹ / ₁₆ "	SDO.1860B	3/4"	2 ¹ / ₂ "	RC48	2133A.	3/7		
1935	500 c.c. O.H.V. 70	Al.	82m.	5637	1"	2 ¹³ / ₁₆ "	1	Flat	113/-	2	1 ¹ / ₁₆ "	P.2820B	3/4"	75m.	F.F.	371C.	6/9		
1937/8	496 c.c. O.H.V. 110, Clubman, 76, Standard Unit	H'lex	82m.	5900	1 ¹ / ₁₆ "	2 ⁷ / ₈ "	1	Flat	42/-	2	1 ¹ / ₁₆ "	SDO.2821B	3/4"	2 ⁷ / ₈ "	S.C.	2153A.	3/10	FS.1204	27/6
1931	500 c.c. S.V.	Al.	84m.	3101	1 ⁹ / ₁₆ "	3 ⁵ / ₁₆ "	1	Flat	113/-	3	3 ³ / ₃₂ "	P.2423B	7/8"	2 ²⁹ / ₃₂ "	S.C.	2192A.	6/11		
1934	500 c.c. S.V. Semi-Sports 18	Al.	84m.	4802	1 ³ / ₄ "	3 ³ / ₈ "	1	Dome	113/-	2	3 ³ / ₃₂ "	P.2423B	3/4"	3"	F.F.	384B.	9/4		
1931/4	500 c.c. O.H.V. De Luxe, Blue Prince, F11, 17	Al.	86m.	3522	7/8"	2 ¹³ / ₃₂ "	1	Flat	113/-	2	1 ¹ / ₁₆ "	SOC.2424B	3/4"	3"	F.F.	384B.	9/4		
NORMAN. (Refer to VILLIERS.)																			
NORTON																			
1948/52	500 c.c. O.H.V. Model 7 Dominator Twin, C.R. 6-75 to 1 (Pistons supplied in pairs, one Left-hand, and one Right-hand)	H'lex	66m.	SW 10533	1 ¹ / ₂ "	2 ¹¹ / ₁₆ "	2	Flat (with Valve Pockets)	31/-	2	1 ¹ / ₁₆ "	MFP.6201B	1 ¹ / ₁₆ "	2 ¹¹ / ₆₄ "	RC43	3854A.	4/3	FS.2031	20/9

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

PISTONS										RINGS		PINS				LINERS			
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
NORTON (continued).																			
	(High Comp. for above)...	H'lex	66m.	SW 10338	1 ¹⁹ / ₃₂ "	2 ²⁵ / ₃₂ "	2	Flat (with Valve Pockets)	37/6	2	1 ¹ / ₁₆ "	MFP.6201B MSDO.6202B	1 ¹¹ / ₁₆ "	2 ¹¹ / ₆₄ "	RC43	3854A.	4/3	FS.2031	20/9
1929/30	348 c.c. O.H.C. Slipper Design, High Compression	Al.	71m.	2182	1 ²¹ / ₃₂ "	2 ²⁹ / ₃₂ "	1	Dome	100/-	3	1 ¹ / ₁₆ "	P.390B	1 ¹¹ / ₁₆ "	58m.	S.C.	245A.	5/5		
1931/3	348 c.c. O.H.C. CJ, JE	H'lex	71m.	3594	1 ⁵ / ₈ "	2 ²⁹ / ₃₂ "	1	Dome	40/-	2	1 ¹ / ₁₆ "	P.390B SDO.1409B	7 ⁷ / ₈ "	2 ⁹ / ₃₂ "	S.C.	1226A.	6/10		
1932/3	348 c.c. O.H.C. 40 International																		
1933/4	348 c.c. O.H.V. 50, C.R. 7-25 to 1 (Slipper Design)	Al.	71m.	3399	1 ³ / ₄ "	3 ¹ / ₃₂ "	1	Dome	44/-	2	1 ¹ / ₁₆ "	P.390B SDO.1409B	7 ⁷ / ₈ "	2 ⁹ / ₃₂ "	S.C.	1226A.	6/10		
	(High Comp. for above) C.R. 9 to 1 (Slipper Design)																		
1933/5	348 c.c. O.H.V. 50	H'lex	71m.	5274	1 ⁵ / ₁₆ "	2 ²⁹ / ₃₂ "	1	Flat	44/6	2	1 ¹ / ₁₆ "	P.390B SDO.1409B	7 ⁷ / ₈ "	2 ⁹ / ₃₂ "	S.C.	1332A.	6/5		
1934/52	348 c.c. O.H.C. CJ, JE, International 40																		
1937/9	348 c.c. O.H.V. 50, 55, C.R. 7 to 1	H'lex	71m.	5021	1 ³ / ₈ "	2 ²⁵ / ₃₂ "	1	Flat (with Valve Pockets)	37/3	2	1 ¹ / ₁₆ "	FP.5532B FSDO.5923B	7 ⁷ / ₈ "	2 ³ / ₃₂ "	S.C.	1332A.	6/5	FS.1030	21/6
	(High Comp. for above) C.R. 9 to 1																		
1938	PN93, TT Slipper Design	H'lex	71m.	8223	1 ³ / ₈ "	2 ²⁷ / ₃₂ "	1	Flat	67/-	2	1 ¹ / ₁₆ "	P.390B SDO.1409B	7 ⁷ / ₈ "	2 ³ / ₃₂ "	S.C.	1332A.	6/5		
1922/8	490 c.c. O.H.V. 18, 21, 25, 34	Al.	79m.	1299	36m.	65m.	1	C'cave	113/-	2	3 ³ / ₃₂ "	P.507B	5 ⁵ / ₈ "	71m.	F.F.	174B.	9/11		
1925/30	490 c.c. S.V. 16H, 2	C.I.	79m.	269	43m.	90m.	1	Dome	111/-	2	5 ⁵ / ₃₂ "	P.491B	5 ⁵ / ₈ "	2 ¹⁵ / ₁₆ "	A.P.	178	5/4		
1926/30	588 c.c. O.H.V. 19	Al.	79m.	4810	33m.	72m.	1	C'cave	113/-	3	1 ¹ / ₁₆ "	P.506B	5 ⁵ / ₈ "	71m.	F.F.	174B.	9/11		
1926/30	588 c.c. O.H.V. 19	Al.	79m.	1356	33m.	72m.	1	C'cave	113/-	2	3 ³ / ₃₂ "	P.507B	5 ⁵ / ₈ "	71m.	F.F.	174B.	9/11		
1928/30	490 c.c. O.H.C. High Comp.	Al.	79m.	2747	47m.	75m.	1	Dome	113/-	3	1 ¹ / ₁₆ "	P.506B	5 ⁵ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	159A.	5/-		
1928/30	490 c.c. O.H.V. ES2, 18, 20	Al.	79m.	1355	36m.	65m.	1	C'cave	45/-	3	1 ¹ / ₁₆ "	P.506B	5 ⁵ / ₈ "	71m.	F.F.	174B.	9/11		
1929/30	490 c.c. O.H.V. CSI, ES2, 18, C.R. 5-9 to 1	Al.	79m.	2797	36m.	65m.	1	C'cave	37/6	3	1 ¹ / ₁₆ "	P.506B	5 ⁵ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	159A.	5/-	FS.648	22/6
	(High Comp. for above) C.R. 7-6 to 1	Al.	79m.	3478	1 ²⁷ / ₃₂ "	3 ¹ / ₁₆ "	1	Dome	44/-	3	1 ¹ / ₁₆ "	P.506B	5 ⁵ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	159A.	5/-	FS.648	22/6
1931/2	588 c.c. O.H.V. 19	Al.	79m.	3318	1 ⁹ / ₃₂ "	2 ²¹ / ₃₂ "	1	C'cave	113/-	3	1 ¹ / ₁₆ "	P.506B	7 ⁷ / ₈ "	2 ⁵ / ₈ "	S.C.	507A.	4/11	FS.662	24/-
1931/3	490 c.c. O.H.V. and O.H.C. 18, 20, CSI, ES2, C.R. 5-9 to 1	H'lex	79m.	4245	36m.	66m.	1	C'cave	38/9	2	1 ¹ / ₁₆ "	P.506B SDO.1407B	7 ⁷ / ₈ "	2 ⁵ / ₈ "	S.C.	507A.	4/11	FS.648	22/6
	(Medium High Comp. for above) C.R. 7-5 to 1																		
	(Extra High Comp. for above)	Al.	79m.	4125	1 ¹⁵ / ₃₂ "	2 ²³ / ₃₂ "	1	Flat	56/6	3	1 ¹ / ₁₆ "	P.506B	7 ⁷ / ₈ "	2 ⁵ / ₈ "	S.C.	507A.	4/11		
		Al.	79m.	3326	47m.	75m.	1	Dome	46/-	3	1 ¹ / ₁₆ "	P.506B	7 ⁷ / ₈ "	2 ⁵ / ₈ "	S.C.	507A.	4/11		
1931/48	490 c.c. S.V. 16H, W.D.	H'lex	79m.	8617	1 ³ / ₄ "	3 ⁵ / ₁₆ "	1	Dome	32/6	2	1 ¹ / ₁₆ "	P.506B SDO.1407B	7 ⁷ / ₈ "	2 ¹⁹ / ₃₂ "	RC91	2994A.	4/9	FS.767	23/9
1932/5	490 c.c. O.H.C. International 30, C.R. 7-5 to 1 (Slipper Design)	H'lex	79m.	3320	1 ⁹ / ₁₆ "	2 ⁷ / ₈ "	1	Dome (with Valve Pockets)	44/6	2	1 ¹ / ₁₆ "	P.506B SDO.1407B	7 ⁷ / ₈ "	2 ⁵ / ₈ "	S.C.	507A.	4/11	FS.649	26/9
	(High Comp. for above) C.R. 16 to 1 (Slipper Design)																		
		Al.	79m.	11050	2 ¹ / ₄ "	3 ⁹ / ₁₆ "	1	Dome (with Valve Pockets)	110/-	2	1 ¹ / ₁₆ "	MFP.7181B MFSDO.7182B	7 ⁷ / ₈ "	2 ⁵ / ₈ "	S.C.	4415A.	10/3	FS.649	26/9
1934/52	490 c.c. O.H.C. International 30 (Slipper Design)	H'lex	79m.	5172	1 ³ / ₈ "	2 ¹³ / ₁₆ "	1	Flat	39/-	2	1 ¹ / ₁₆ "	FP.6041B FSDO.6042B	7 ⁷ / ₈ "	2 ⁵ / ₈ "	S.C.	507A.	4/11	FS.2033	21/9
1934/46	490 c.c. O.H.V. and O.H.C. 18, 20, CSI, ES2, C.R. 6-3 to 1	H'lex	79m.	4517	1 ¹¹ / ₃₂ "	2 ¹⁹ / ₃₂ "	1	Flat	34/9	2	1 ¹ / ₁₆ "	P.506B SDO.1407B	7 ⁷ / ₈ "	2 ⁵ / ₈ "	S.C.	507A.	4/11	FS.648	22/6
1935/46	490 c.c. O.H.V. ES2, High Comp. C.R. 12-5 to 1	H'lex	79m.	5288	1 ²⁹ / ₃₂ "	3 ⁵ / ₃₂ "	1	Dome	78/-	2	1 ¹ / ₁₆ "	FP.6041B FSDO.6042B	7 ⁷ / ₈ "	2 ⁵ / ₈ "	S.C.	4415A.	10/3		
1936/46	490 c.c. O.H.V. ES2, High Comp. C.R. approx. 14 to 1	Al.	79m.	5965	1 ³¹ / ₃₂ "	3 ⁷ / ₃₂ "	1	Dome	87/-	2	1 ¹ / ₁₆ "	P.506B SDO.1407B	7 ⁷ / ₈ "	2 ⁵ / ₈ "	S.C.	4415A.	10/3		
1939	500 c.c. Racing (High Comp.)	Al.	79m.	10460	2"	3 ¹ / ₄ "	1	Dome	72/-	2	1 ¹ / ₁₆ "	FP.6041B FSDO.6042B	7 ⁷ / ₈ "	2 ⁵ / ₈ "	RC91	4415A.	10/3		
1947/52	490 c.c. O.H.V. 18, ES2, 500T	H'lex	79m.	W 10226	1 ¹¹ / ₃₂ "	2 ⁷ / ₈ "	1	Flat (with Valve Pockets)	34/6	2	.060"	JFP.5794A SDO.5795B	7 ⁷ / ₈ "	2 ¹⁹ / ₃₂ "	RC91	3172A.	6/1	FS.2032	21/9
																			(Not suitable for Model 500T)
1948/52	490 c.c. S.V. 16H	H'lex	79m.	W 10297	1 ¹⁹ / ₃₂ "	3 ¹³ / ₃₂ "	1	Dome	34/6	2	.060"	JFP.5794A SOC.4107A	7 ⁷ / ₈ "	2 ¹⁹ / ₃₂ "	RC91	3172A.	6/1	FS.2034	23/6
		Al.	79m.	4462	1 ²⁹ / ₃₂ "	3 ¹³ / ₃₂ "	1	Dome	113/-	2	1 ¹ / ₁₆ "	P.506B	7 ⁷ / ₈ "	2 ⁵ / ₈ "	S.C.	507A.	4/11	FS.683	26/9
1939/52	499 c.c. O.H.C. 30 Manx, (Slipper Design)	H'lex	79-62m.	10913	1 ¹ / ₂ "	2 ¹³ / ₁₆ "	1	Dome	34/3	2	1 ¹ / ₁₆ "	MFP.6877B MSDO.6878B	7 ⁷ / ₈ "	2 ¹³ / ₃₂ "	RC91	3960A	4/10	FS.2127	43/6
	(High Comp. for above) C.R. 13 to 1 (Slipper Design)	Al.	79-62m.	11524	2 ¹ / ₆₄ "	3 ²⁹ / ₆₄ "	1	Dome	110/-	2	1 ¹ / ₁₆ "	MFP.6877B MFSDO.6878B	7 ⁷ / ₈ "	2 ¹³ / ₃₂ "	RC91	4414A.	11/3	FS.2127	43/6
																			For Alum. Blocks

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS										RINGS		PINS				LINERS			
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
NORTON (continued).																			
	(High Comp. for above)	Al.	79-62m.	11031	2 1/8"	3 9/16"	1	Spec. Dome	110/-	2	1 1/16"	MFP.6877B	7/8"	2 13/32"	RC91	4414A.	11/3	FS.2127	43/6
	(C.R. 15-5 to 1 (Slipper Design))									1	1 1/16"	MSDO.6878B						(For Alum. Blocks)	
1926/30	633 c.c. S.V. Big 4, I and I4...	C.I.	82m.	1958	1 9/16"	3"	1	Flat	111/-	2	4m.	P.540B	5/8"	3 1/16"	A.P.	1833	5/7		
1931/9	633 c.c. S.V., Big 4, I and I4...	Al.	82m.	8616	1 19/32"	3"	1	Flat	37/6	2	3 3/32"	P.536B	7/8"	2 19/32"	RC91	2994A.	4/9	FS.1032	27/-
1933/4	596 c.c. O.H.V. 19	H'lex	82m.	4180	1 3/8"	2 25/32"	1	C'cave	43/6	1	1 1/8"	SDO.539B	7/8"	2 5/8"	S.C.	507A.	4/11		
1934	596 c.c. O.H.V.	H'lex	82m.	5877	1 3/8"	2 25/32"	1	Flat	113/-	2	1 1/16"	P.1406B	7/8"	2 5/8"	S.C.	507A.	4/11		
1935/9	596 c.c. O.H.V. 19	H'lex	82m.	4874	1 11/32"	2 3/4"	1	C'cave	42/-	1	1 1/8"	SDO.539B	7/8"	2 5/8"	S.C.	507A.	4/11	FS.1031	26/3
1947/52	596 c.c. S.V. Big 4 No. 1	H'lex	82m.	SW 10890	1 19/32"	3 9/32"	1	Dome	40/-	2	1 1/16"	P.1406B	7/8"	2 5/8"	S.C.	507A.	4/11	FS.1031	26/3
										1	1 1/8"	SDO.539B	7/8"	2 19/32"	RC91	3172A.	6/1	FS.2035	24/9
										1	1 1/8"	FP.6978B							
										1	1 1/8"	SDO.6979B							
N.S.U.																			
1938	100 c.c. Pony	H'lex	49m.	8619	43-5m.	74m.	1	2-Str.	32/3	3	2m.	P.3573D	14m.	41-5m.	S.C.	3002A.	2/4		
1934/6		H'lex	63m.	7104	55m.	90-75m.	1	2-Str.	87/-	3	2-5m.	P.153D	15m.	54-5m.	S.C.	2287A.	4/11		
1937/9	200 c.c. Two-Stroke	H'lex	63m.	8296	46m.	82m.	1	Flat	87/-	3	2-5m.	P.153D	15m.	56m.	S.C.	2843A.	3/-		
1940/1	250 c.c. O.H.V.	H'lex	64m.	11496	33-5m.	63-5m.	1	Flat	34/-	2	1-5m.	FP.7934B	15m.	48m.	S.C.	1728A.	2/6		
1934	O.H.V.	H'lex	71m.	7258	42m.	74m.	1	Dome	100/-	1	3m.	FSDO.7935B							
1932/3	O.H.V. 500 SS, 501 OS	H'lex	80m.	5125	48m.	81-25m.	1	Dome	113/-	2	2m.	P.1389B	20m.	57m.	S.C.	1540A.	4/7		
1932/4	500 c.c. S.V.	Al.	80m.	5382	44-5m.	84-25m.	1	Flat	113/-	1	3-5m.	SDO.3036B	22m.	67m.	S.C.	1214A.	5/7		
										3	1 1/16"	P.509B							
O.E.C. (Refer to BLACKBURNE, J.A.P. and VILLIERS.)																			
O.K. (Refer to BLACKBURNE, J.A.P. and VILLIERS.)																			
O.K. SUPREME (Refer also to EXCELSIOR and J.A.P.)																			
1935	248 c.c. O.H.C. Silver Cloud, RC/35, High Comp.	Al.	66m.	4663	1 3/4"	2 7/8"	1	Dome	100/-	2	1 1/16"	P.2219B	11 1/16"	2 5/16"	RC27	1716A	7/4		
1937/8	248 c.c. O.H.C. High Comp.	Al.	66m.	7029	1 9/16"	2 11/16"	1	Dome	100/-	3	1 1/16"	P.2219B	12 1/16"	2 5/16"	RC27	1716A.	7/4		
PANTHER (Refer to P. & M.)																			
PEUGEOT																			
	Auxiliary Engine	H'lex	46m.	4694	42m.	78m.	1	2-Str.	87/-	2	2-5m.	P.2288F	14m.	38m.	S.C.	1718A.	4/9		
P. & M.																			
1933/47	248 c.c. O.H.V. 10, 20, 40, 60, 70, Redwing, Panther, C.R. 6 to 1	H'lex	60m.	3990	1 3/8"	3 1/4"	1	Dome	25/-	2	5/64"	P.2778B	3/4"	1 15/16"	S.C.	1457A.	3/5	FS.1033	21/6
1935/6	250 c.c. O.H.V. 70, Red Panther, High Comp.	H'lex	60m.	5251	1 9/16"	3 7/16"	1	Dome Radiused	32/-	1	1 1/8"	SDO.2779B	3/4"	1 15/16"	S.C.	1457A.	3/5		
1947/52	250 c.c. O.H.V. M65, Stroud Competition, C.R. 6-25 to 1	H'lex	60m.	10035	1 9/16"	2 15/16"	1	Dome	25/-	2	5/64"	P.2778B	3/4"	1 15/16"	S.C.	1457A.	3/5		
1935/7	348 c.c. O.H.V. 80, Panther, Redwing	H'lex	71m.	5279	1 1/4"	3 1/8"	1	Flat	31/-	1	1 1/8"	SDO.2779B	3/4"	2 3/8"	S.C.	1784A.	3/4		
1935/47	348 c.c. O.H.V. 30, 70, 80, 85, Redwing, Panther, De Luxe, C.R. 6-5 to 1	H'lex	71m.	5123	1 7/32"	3 3/32"	1	Flat	27/6	2	3/32"	P.2817B	3/4"	2 3/8"	S.C.	1784A.	3/4		
1936	350 c.c. O.H.V. Stroud, High Comp.	Al.	71m.	5368	1 3/4"	2 3/4"	1	Dome Radiused	100/-	1	1 1/8"	SDO.2818B	3/4"	2 3/8"	S.C.	1784A.	3/4		
1947/52	350 c.c. O.H.V. M75, Stroud Competition	H'lex	71m.	9834	1 7/32"	2 19/32"	1	C'cave	27/6	2	3/32"	P.2817B	3/4"	2 3/8"	S.C.	1784A.	3/4		
1931/3	490 c.c. O.H.V. 90	H'lex	79m.	3623	1 1/2"	3 1/16"	1	Dome Radiused	55/-	1	1 1/8"	SDO.2818B	3/4"	2 3/8"	S.C.	1784A.	3/4		
1934	490 c.c. O.H.V. Panther, 90, Series K	Al.	79m.	4665	1 3/4"	3 3/4"	1	Dome Radiused	113/-	2	3/32"	P.7054B	7/8"	2 3/4"	S.C.	509A.	9/3	FS.1074	27/-
1936	490 c.c. O.H.V. Redwing 90, C.R. 6-5 to 1	H'lex	79m.	5990	2 1/4"	3 3/4"	1	Dome Radiused	67/-	1	5/32"	SDO.7055B	7/8"	2 3/4"	S.C.	509A.	9/3		
1937/8	500 c.c. O.H.V. 95, Solid Skirt	H'lex	79-625m.	7361	2"	3 3/4"	1	Dome	113/-	2	3/32"	P.507B	7/8"	2 3/4"	S.C.	509A.	9/3		
1938/9	500 c.c. 95, Slipper Design	H'lex	79-625m.	7660	2"	3 3/4"	1	Dome	113/-	1	5/32"	SDO.2903B	7/8"	2 3/4"	S.C.	2028A.	9/3		
1940	500 c.c. O.H.V. Slipper Design	H'lex	79-625m.	8154	1 1/2"	3"	1	Flat	113/-	2	3/32"	P.2694B	7/8"	2 3/4"	S.C.	2028A.	9/3		
1927/30	499 c.c. O.H.V. 50 Panther (R.B.P.)	Al.	84m.	2039	1 7/16"	2 13/16"	1	Flat	113/-	1	5/32"	SDO.2695B	7/8"	2 3/4"	S.C.	2028A.	9/3		
1927/30	499 c.c. O.H.V. 50 Panther, High Comp. C.R. 7 to 1 (R.B.P.)	Al.	84m.	2000	1 7/8"	3 1/4"	1	Dome	113/-	2	3/32"	P.2694B	7/8"	2 3/4"	S.C.	2028A.	9/3		
1931	499 c.c. O.H.V. 50 Panther	Al.	84m.	3121	1 15/32"	2 11/16"	1	Flat Bevelled	113/-	2	1 1/8"	SDO.2695B	7/8"	2 3/4"	S.C.	2028A.	9/3		
1932/5	499 c.c. O.H.V. 50, Panther, Redwing	H'lex	84m.	3521	1 15/32"	3 5/16"	1	Flat Bevelled	55/-	1	5/32"	P.3671B	7/8"	2 3/4"	S.C.	2028A.	9/3		
										2	1 1/8"	SDO.2695B	7/8"	75m.	S.C.	1142A.	6/-	FS.650	28/3

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS												RINGS		PINS				LINERS	
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Pr'ce
P. & M. (continued).																			
1928/9	596 c.c. O.H.V. 3B (R.B.P.)	Al.	87m.	1366	1 ⁹ / ₃₂ "	2 ²¹ / ₃₂ "	1	Flat	113/-	3	1 ¹ / ₈ "	P.593B	3 ¹ / ₄ "	3 ¹¹ / ₆₄ "	A.C.	386.	8/1		
1929	600 c.c. O.H.V.	Al.	87m.	4828	1 ¹ / ₄ "	2 ⁵ / ₈ "	1	Flat	113/-	2	1 ¹ / ₈ "	P.593B	3 ¹ / ₄ "	3 ¹¹ / ₆₄ "	A.C.	386.	8/1		
1929/32	596 c.c. O.H.V. Redwing, 85 and 80	H'lex	87m.	3119	1 ¹³ / ₃₂ "	2 ²⁵ / ₃₂ "	1	Flat	53/-	2	1 ¹ / ₁₆ "	P.1807B	3 ¹ / ₄ "	3 ¹¹ / ₆₄ "	A.C.	386.	8/1		
1932	598 c.c. O.H.V. 100	Al.	87m.	3777	30m.	71-25m.	1	Flat	64/-	2	1 ¹ / ₈ "	P.593B	7 ¹ / ₈ "	78m.	S.C.	531A.	7/1		
1931/5	596 c.c. Redwing 60	H'lex	87m.	5124	1 ¹ / ₄ "	3 ⁵ / ₁₆ "	1	Flat	37/3	1	1 ¹ / ₈ "	P.593B	7 ¹ / ₈ "	3 ¹ / ₁₆ "	S.C.	1783A.	5/2	FS.652	25/-
1933/5	598 c.c. O.H.V. 100, Redwing, Panther																		
1936/52	598 c.c. O.H.V. 100, 100S, Panther, Redwing, Slipper Design	H'lex	87m.	7447	1 ³ / ₄ "	3 ¹¹ / ₃₂ "	1	Flat	37/9	2	3 ³ / ₃₂ "	P.2526B	7 ¹ / ₈ "	2 ⁷ / ₈ "	S.C.	1869A.	4/7	FS.652	25/-
										1	5 ¹ / ₃₂ "	SDO.2723B							
PIAGGIO																			
1948/52	125 c.c. APE, Series I	*H'lex	56-5m.	S11515	44-5m.	73-5m.	1	2-Str.	26/-	2	2-5m.	ZMP.7434ZH	12m.	48-5m.	RC108	4407A.	2/8		
	125 c.c. Vespa	*H'lex	56-5m.	S11216	44-5m.	73-5m.	1	2-Str.	26/-	2	2-5m.	ZMP.7434ZH	15m.	48-5m.	RC188	4263A.	3/1		
POWER PAK																			
1950/1	Cycle Motor Attachment	Al.	39m.	11205	32m.	57m.	1	2-Str.	16/6	2	2-2m.	FP.7551C	11m.	29-75m.	S.C.	4285A.	2/-		
PUCH																			
1936/8	200 c.c. Two-Stroke	H'lex	45m.	7913	58m.	89-75m.	2	Flat	87/-	2	2-5m.	P.3459D	18m.	38-5m.	A.C.	2644A.	9/2		
1937/9		H'lex	45m.	8148	52-2m.	80-2m.	2	Flat	43/6	2	2-5m.	P.3459D	18m.	36m.	S.C.	2763A.	5/2		
1937/9		H'lex	45m.	8149	53-2m.	81-2m.	2	Flat	47/-	2	2-5m.	P.3459D	18m.	38-5m.	A.C.	2644A.	9/2		
RALEIGH																			
1925/7	248 c.c. S.V. 14, 15	Al.	60m.	909	28m.	58m.	1	Flat	87/-	2	3 ³ / ₃₂ "	P.83B	14m.	53-5m.	F.F.	55B.	5/7		
1928	248 c.c. S.V. 15	Al.	60m.	2199	36m.	66m.	1	Dome	27/9	2	3 ³ / ₃₂ "	P.83B	14m.	53-5m.	F.F.	55B.	5/7		
1930/2	298 c.c. S.V. M030, M031, M032	H'lex	65-60m.	4618	28-5m.	63m.	1	Flat	39/9	3	3 ³ / ₃₂ "	P.1593B	14m.	2 ³ / ₈ "	F.F.	59B.	6/6		
	(High Comp. for above)																		
1927/8	348 c.c. O.H.V. Sports	Al.	65-60m.	3288	32-5m.	65-75m.	1	Dome	100/-	2	3 ³ / ₃₂ "	P.1593B	14m.	2 ³ / ₈ "	F.F.	59B.	6/6		
1933/5	742 c.c. SV. 80° V Twin, Three-Wheeler, Light Delivery, C.R. 4-5 to 1 (R.B.P.)	H'lex	75m.	1351	1 ⁷ / ₈ "	3 ³ / ₁₆ "	1	Dome	100/-	2	3 ³ / ₃₂ "	P.393B	18m.	64m.	F.F.	293C.	7/11		
1927/31	498 c.c. O.H.V. MH203	Al.	79m.	4242	33m.	64-25m.	1	C'cave	39/6	2	3 ³ / ₃₂ "	P.1086B	18m.	66-5m.	S.C.	2128A.	3/11	FS.1075	26/9
												SDO.4607B							
												SS.2162B							
												P.507B							
1927/31	498 c.c. S.V. MA304	Al.	79m.	1350	1 ³ / ₈ "	2 ¹³ / ₁₆ "	1	Flat	113/-	3	3 ³ / ₃₂ "	P.507B	18m.	72m.	A.C.	303.	5/9		
RAYNAL (Refer to VILLIERS.)																			
REX ACME (Refer to BLACKBURNE, J.A.P., STURMEY ARCHER and VILLERS.)																			
ROYAL ENFIELD																			
1939/44	98 c.c. Lawn Mower	H'lex	49m.	5517	1 ¹⁹ / ₃₂ "	2 ²⁷ / ₃₂ "	1	2-Str.	33/-	2	1 ¹ / ₈ "	P.2696D	12-6m.	1 ²³ / ₃₂ "	F.F.	2029B.	4/6		
	125 c.c. Royal Baby, RB, Two-Stroke (With Cut-out in Piston Crown and Stop Pegs on G. Pin Centre Line) C.R. 5-5 to 1	H'lex	54m.	8759	1 ¹ / ₂ "	2 ⁵ / ₈ "	1	Flat	24/-	2	1 ¹ / ₈ "	P.3678C	12-60m.	47m.	F.F.	2773B.	3/10		
1945/50	125 c.c. RE, Two Stroke (Without Cut-out in Piston Crown and with Stop Pegs at 15° to G. Pin centre line)																		
1932/3	Model Z	H'lex	56m.	5094	1 ¹³ / ₁₆ "	3 ³ / ₁₆ "	1	2-Str.	68/-	2	1 ¹ / ₈ "	P.43D	12-6m.	51m.	F.F.	1360B.	4/8		
1932	Motor Mower 14																		
1934/6	148 c.c. Cycar, 2 Port	Al.	56m.	3691	1 ²⁵ / ₃₂ "	3 ⁵ / ₃₂ "	1	2-Str.	52/-	2	1 ¹ / ₈ "	P.43D	12-6m.	51m.	F.F.	1360B.	4/8		
1932/6	148 c.c. Z1, Z2, Z3, XZ, Cycar																		
1934/5	148 c.c. O.H.V. T, C.R. 7 to 1	Al.	56m.	4613	1 ¹ / ₁₆ "	2 ¹ / ₁₆ "	1	Flat	36/-	3	1 ¹ / ₁₆ "	P.35B	15-62m.	45m.	S.C.	1685A.	2/11	FS.1264	21/-
1949/52	496 c.c. O.H.V. Twin, C.R. 6-5 to 1	H'lex	2-5185"	SW 10817	1 ⁷ / ₁₆ "	2 ⁹ / ₁₆ "	2	Dome	33/-	1	1 ¹ / ₁₆ "	MKFTP.8210B	3 ¹ / ₄ "	2 ¹ / ₈ "	RC93	2997A.	5/4		
												FTP.7271B							
												FSDO.6787B							
	(High Comp. for above) C.R. 8-5 to 1	Al.	2-5185"	11350	1 ²³ / ₃₂ "	2 ²⁷ / ₃₂ "	2	Dome	37/-	1	1 ¹ / ₁₆ "	MKFTP.8210B	3 ¹ / ₄ "	2 ¹ / ₈ "	RC93	2997A.	5/4		
												FTP.7271B							
												FSDO.6787B							
1924/7	225 c.c.	Al.	64m.	2219	2 ⁵ / ₁₆ "	3 ⁵⁷ / ₆₄ "	1	2-Str.	87/-	2	1 ¹ / ₈ "	P.186E	12m.	57-5m.	S.C.	15A.	4/11		
1928/30	225 c.c. S.V. B	Al.	64m.	2404	1 ⁹ / ₁₆ "	2 ³ / ₈ "	1	Flat	87/-	3	1 ¹ / ₁₆ "	P.180B	9 ¹ / ₁₆ "	2 ¹ / ₄ "	F.F.	71B.	7/6		
1928/32	225 c.c. A, AC	Al.	64m.	3098	2 ¹ / ₁₆ "	3 ⁵³ / ₆₄ "	1	2-Str.	87/-	2	3 ³ / ₃₂ "	P.183C	12-6m.	57m.	F.F.	1129B.	5/9		
1932/40	225 c.c. A, AC	Al.	64m.	3462	2 ¹ / ₄ "	3 ⁵ / ₈ "	1	2-Str.	32/3	2	1 ¹ / ₈ "	P.183C	15-62m.	2 ¹ / ₄ "	F.F.	115B.	5/2		
1932/4	250 c.c. O.H.V. B, B0, Bullet	Al.	64m.	4229	1 ¹ / ₂ "	2 ²³ / ₃₂ "	1	Dome	33/-	3	1 ¹ / ₁₆ "	P.180B	15-62m.	2 ¹ / ₄ "	F.F.	115B.	5/2	FS.920	23/3

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PISTONS

MOTOR CYCLES AND MOTOR CYCLE ENGINES



PISTONS										RINGS		PINS			LINERS				
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
ROYAL ENFIELD (continued).																			
1935/6	250 c.c. S.V. B	H'lex	64m.	4879	1 1/4"	2 9/16"	1	Flat	28/6	3	1 1/16"	P.180B	3/4"	2 1/16"	S.C.	1661A.	2/7	FS.1076	22/3
1934/9	250 c.c. O.H.V. S, S2, SS, Bullet																		
1936	250 c.c. O.H.V. S	Al.	64m.	8762	1 11/16"	2 31/32"	1	Dome	87/-	2	1 1/16"	P.180B	3/4"	2 1/8"	S.C.	2997A.	5/4	FS.1076	22/3
1937	250 c.c. O.H.V. C.R. 8 to 1...	Al.	64m.	8310	1 17/32"	2 13/16"	1	Dome	87/-	2	1 1/16"	SS.3990B	3/4"	2 1/16"	S.C.	1661A.	2/7		
1939/40	250 c.c.	Al.	64m.	8600	1 7/32"	2 9/16"	1	Flat	30/3	2	1 1/16"	P.180B							
1939/40	225 c.c. A	H'lex	64m.	8578	2 9/32"	3 55/64"	1	2-Str.	59/6	2	1 1/8"	P.186E	15-62m.	2 1/4"	F.F.	115B.	5/2		
1927/9	350 c.c. O.H.V.	H'lex	2 3/4"	3599	1 5/16"	2 1/2"	1	Dome	100/-	2	1 1/16"	P.346B	15-62m.	61-5m.	F.F.	116B.	7/3		
1928/39	346 c.c. S.V. C, F, G35	H'lex	2 3/4"	2768	1 37/64"	2 27/32"	1	Flat	30/3	3	1 1/16"	P.346B	15-62m.	2 1/2"	F.F.	118B.	6/2		
1929/31	350 c.c. O.H.V. G	H'lex	2 3/4"	3265	1 5/32"	2 3/4"	1	Flat	50/6	2	1 1/16"	P.346B	15-62m.	61-5m.	S.C.	116A.	3/11		
1930	300 c.c. S.V. J.A.P. Engine	H'lex	2 3/4"	3500	1 27/64"	2 53/64"	1	Flat	35/-	3	3 3/32"	P.347B	15-62m.	2 1/2"	F.F.	118B.	6/2		
1931	350 c.c. O.H.V. G31, De Luxe	Al.	2 3/4"	4431	1 1/8"	2 23/32"	1	Flat	100/-	3	1 1/16"	P.346B	15-62m.	2 1/2"	F.F.	118B.	6/2		
1931/2	350 c.c. O.H.V. 2 Port, CO...	Al.	2 3/4"	3416	1 1/8"	2 13/64"	1	Flat	34/3	3	1 1/16"	P.346B	15-62m.	2 1/2"	F.F.	118B.	6/2		
1931/5	350 c.c. O.H.V. G, G35, Dry Sump, 2 Port.	H'lex	2 3/4"	3132	1 5/16"	2 61/64"	1	Dome	42/6	2	1 1/16"	P.346B	15-62m.	61-5m.	S.C.	116A.	3/11		
1933/4	350 c.c. O.H.V. G, Bullet	H'lex	2 3/4"	4367	1 23/64"	2 61/64"	1	Dome	100/-	3	1 1/16"	P.346B	15-62m.	61-5m.	F.F.	116B.	7/3		
1936/9	350 c.c. O.H.V. G, Bullet	H'lex	2 3/4"	5726	1 3/8"	3 1/8"	1	Flat	35/-	2	1 1/16"	P.346B	3/4"	2 5/16"	S.C.	2110A.	3/10		
1936/9	350 c.c. O.H.V. G, Bullet, High Comp.	H'lex	2 3/4"	8032	1 5/8"	3 3/8"	1	Dome	35/-	2	1 1/16"	P.346B	3/4"	2 5/16"	S.C.	2110A.	3/10		
1936/9	3-46 h.p. O.H.V. G-39, Bullet	H'lex	2 3/4"	8330	2 1/16"	3 13/16"	1	Dome	38/- (with Valve Pockets)	2	1 1/16"	FP.5652B	3/4"	2 5/16"	S.C.	2110A.	3/10		
	350 c.c. O.H.V.	Al.	2 3/4"	4037	1 1/16"	2 5/16"	1	Flat	100/-	2	1 1/8"	P.349B	15-62m.	2 1/2"	F.F.	118B.	6/2		
	350 c.c.	Al.	2 3/4"	3940	1 1/2"	2 9/16"	1	Dome	100/-	3	1 1/16"	P.346B	15-62m.	2 1/2"	F.F.	118B.	6/2		
1939/40	350 c.c. SV. C-39, C-40, WD	H'lex	2.751"	8645	1-585"	2-788"	1	Flat	30/-	1	1 1/16"	FP.4005B	3/4"	59m.	RC93	3014A.	3/7		
												FTP.4002B							
												FSOC.4003B							
1940	350 c.c. O.H.V. WD	Al.	2.751"	8831	1 5/16"	2 29/32"	1	Flat	31/6	1	1 1/16"	FP.4005B	3/4"	59m.	RC93	3014A.	3/7		
												FTP.4002B							
												FSS.4142B							
1941/52	350 c.c. O.H.V. WD, G, G41, Bullet	Al.	2.751"	8899	1 3/8"	2 31/32"	1	Flat	30/-	1	1 1/16"	FP.4005B	3/4"	59m.	RC93	3014A.	3/7		
												FTP.4002B							
												FSOC.4003B							
1948/52	346 c.c. O.H.V. G2 Bullet, C.R. 6-5 to 1	H'lex	2.751"	SW 11250	1 33/64"	3 7/64"	1	Dome	32/6	1	1 1/16"	MKFTP.7139B	3/4"	59m.	RC93	3014A.	3/7		
	(High Comp. for above) C.R. 7-5 to 1	H'lex	2.751"	10497	1 23/32"	3 5/16"	1	Dome	41/6	1	1 1/16"	FTP.4002B	3/4"	59m.	RC93	3014A.	3/7		
												FSOC.4003B							
1952	700 c.c. Bullet, Twin	H'lex	2.751"	SW 11436	1 33/64"	2-811"	2	Dome	32/-	1	1 1/16"	MKFTP.7139B	3/4"	59m.	RC93	3104A.	3/7		
												FTP.4002B							
												FSOC.4003B							
1931/3	499 c.c. O.H.V. J, 2 Port de Luxe	Al.	80m.	3556	46-5m.	95-5m.	1	Dome	113/-	3	1 1/16"	P.509B	3/4"	69-5m.	S.C.	1136A.	5/7		
1932/3	499 c.c. S.V. L	H'lex	80m.	3961	1 5/8"	3 3/8"	1	Flat	58/-	3	1 1/16"	P.509B	3/4"	69-5m.	S.C.	1136A.	5/7		
1936/7	500 c.c. O.H.V. Bullet, JF, 4 Valve	Al.	84m.	5807	2 5/64"	3 27/32"	1	Spec.	113/-	3	1 1/16"	P.2060B	3/4"	2 7/8"	S.C.	374A.	3/10		
1936/7	499 c.c. SV. H																		
1936/7	499 c.c. O.H.V. J, J2, JF, JM, 4 Valve Bullet de Luxe	H'lex	84m.	7250	1 21/32"	3 1/2"	1	Flat	38/6	2	1 1/16"	P.2060B	3/4"	2 27/32"	S.C.	1500A.	3/9	FS.748	24/6
												SS.2522B							
1938/52	499 c.c. O.H.V. J, J2	H'lex	84m.	9961	1 21/32"	88-5m.	1	Flat	36/6	2	1 1/16"	TP.5469B	3/4"	2 55/64"	RC93	3661A.	4/1	FS.748	24/6
	(High Comp. for above) C.R. 7 to 1	H'lex	84m.	10102	2 1/32"	3 55/64"	1	Dome	38/6	2	1 1/16"	MSDO.8066B	3/4"	2 55/64"	RC93	3661A.	4/1		
												TP.5469B							
	499 c.c. O.H.V. J36 Competition	Al.	84m.	9405	2 5/32"	4"	1	Dome	113/-	2	1 1/16"	MSDO.8066B	3/4"	2 27/32"	S.C.	1500A.	3/9		
												P.2060B							
												SS.2522B							
928/30	500 c.c. S.V. Single, DH																		
	976 c.c. S.V. Twin, K	H'lex	85-5m.	3241	1 5/8"	3 1/4"	1/2	Flat	40/-	3	3 3/32"	P.575B	3/4"	3"	F.F.	384D.	9/4	FS.684	28/3
1929	488 c.c. O.H.V. 505	Al.	85-5m.	3309	48-5m.	89-5m.	1	Dome	113/-	3	3 3/32"	P.575B	3/4"	3"	F.F.	384D.	9/4		
1930	488 c.c. O.H.V. 2 Port, Dry Sump, J	Al.	85-5m.	2761	1 27/32"	3 17/32"	1	Dome	72/-	2	3 3/32"	FP.5880B	3/4"	3"	F.F.	384D.	9/4	FS.653	27/6
												FSDO.5885B							
1931	500 c.c. S.V. HA																		
1932/40	570 c.c. S.V. L, H, HL	Al.	85-5m.	3495	1 5/8"	3 19/32"	1/2	Flat	37/3	3	1 1/16"	P.573B	3/4"	75-5m.	S.C.	377A.	3/4	FS.824	26/3
	1140 c.c. S.V. L, K, KX, Twin																		
1931	488 c.c. O.H.V.																		
1933	976 c.c. S.V. Twin K	Al.	85-5m.	3102	1 23/32"	3 11/16"	1/2	Flat	56/-	3	1 1/16"	P.573B	3/4"	75-5m.	S.C.	377A.	3/4		
1931/2	488 c.c. O.H.V. Single 4 Valve, JF31, LF	Al.	85-5m.	3410	1 23/32"	3 7/8"	1/2	Dome	113/-	2	1 1/16"	P.573B	3/4"	75-5m.	S.C.	377A.	3/4		
	976 c.c. S.V. Twin K																		

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

PISTONS											RINGS		PINS				LINERS		
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
ROYAL ENFIELD (continued).																			
1932	488 c.c. O.H.V. LF, High Comp.	Al.	85.5m.	3981	1 ²⁹ / ₃₂ "	3 ¹ / ₂ "	1	Dome	42/-	3	1 ¹ / ₁₆ "	P.573B	3 ³ / ₄ "	74m.	S.C.	1064A.	3/3		
1934	488 c.c. O.H.V. 4 Valve Bullet, 2 Port.	Al.	85.5m.	4224	1 ¹³ / ₁₆ "	3 ³ / ₄ "	1	Dome	113/-	3	1 ¹ / ₁₆ "	P.573B	3 ³ / ₄ "	74m.	S.C.	1064A.	3/3		
1933	488 c.c. O.H.V. Bullet, LF, C.R. 6 to 1	Al.	85.5m.	4224	1 ¹³ / ₁₆ "	3 ³ / ₄ "	1	Dome	113/-	3	1 ¹ / ₁₆ "	P.573B	3 ³ / ₄ "	74m.	S.C.	1064A.	3/3		
1934/5	488 c.c. O.H.V. 3 Valve, LO, 500 Bullet, C.R. 6 to 1	H'lex	85.5m.	5130	1 ¹ / ₂ "	3 ³ / ₃₂ "	1	Flat	113/-	3	1 ¹ / ₁₆ "	P.573B	7 ⁷ / ₈ "	2 ⁷ / ₈ "	S.C.	1869A.	4/7		
1934	488 c.c. O.H.V. 4 Valve, Bullet, 2 Port, LF, High Comp.	Al.	85.5m.	4610	2 ⁷ / ₃₂ "	3 ²⁵ / ₃₂ "	1	Dome	113/-	2	1 ¹ / ₁₆ "	P.573B	3 ³ / ₄ "	74m.	S.C.	1064A.	3/3		
1938	1140 c.c. Twin	H'lex	85.5m.	8734	1 ¹¹ / ₁₆ "	3"	2	Flat	51/-	3	1 ¹ / ₁₆ "	P.573B	3 ³ / ₄ "	2 ²⁹ / ₃₂ "	S.C.	1755A.	3/8		
	488 c.c. S.V.	Al.	85.5m.	4985	1 ³⁷ / ₆₄ "	3 ³⁵ / ₆₄ "	1	Flat	113/-	3	1 ¹ / ₁₆ "	P.573B	3 ³ / ₄ "	2 ²⁹ / ₃₂ "	S.C.	1755A.	3/8		
	500 c.c. O.H.V.	Al.	85.5m.	5497	1 ¹¹ / ₁₆ "	3 ⁵ / ₁₆ "	1	Flat	113/-	2	3.85m.	P.2379B	3 ³ / ₄ "	3"	F.F.	384D.	9/4		
	500 c.c. W.D.	H'lex	85.5m.	9201	1 ¹⁹ / ₃₂ "	3 ⁷ / ₃₂ "	1	Flat	39/-	1	1 ¹ / ₁₆ "	P.573B	3 ³ / ₄ "	2 ²⁹ / ₃₂ "	RC93	1755A.	3/8		
										1	1 ¹ / ₁₆ "	TP.4455B							
										1	5 ⁵ / ₃₂ "	SDO.4456B							
1929	500 c.c. S.V. (J.A.P. Engine)	H'lex	3 ³ / ₈ "	2094	1 ⁵ / ₈ "	3 ¹ / ₄ "	1	Flat	113/-	3	3 ³ / ₃₂ "	FP.4133B	3 ³ / ₄ "	3"	F.F.	384D.	9/4		
ROYAL RUBY (Refer to J.A.P. and VILLIERS.)																			
RUDGE (Refer also to VILLIERS.)																			
1936/8	250 c.c. O.H.V. Rapid 4 Valve Sports	H'lex	62.10m.	8001	1 ⁷ / ₁₆ "	2 ⁷ / ₁₆ "	1	Dome	26/3	2	1.5m.	P.3546B	5 ⁵ / ₈ "	2 ¹ / ₄ "	F.F.	133B.	4/7		
1939	250 c.c. O.H.V. Rapid, 2 Valve	H'lex	62.10m.	8371	1 ⁷ / ₁₆ "	2 ⁷ / ₁₆ "	1	Dome	31/3	2	1.5m.	P.3546B	5 ⁵ / ₈ "	2 ¹ / ₄ "	F.F.	133B.	4/7		
	(High Comp. for above)	Al.	62.10m.	10585	1 ⁵ / ₈ "	2 ⁵ / ₈ "	1	Dome	64/6	2	1.5m.	P.3546B	5 ⁵ / ₈ "	2 ¹ / ₄ "	RC45	2657A.	8/7		
	C.R. 9 to 1																		
1924/33	250 c.c. O.H.V. 2 Port	Al.	62.5m.	1383	1 ¹⁵ / ₃₂ "	2 ²³ / ₃₂ "	1	Dome	32/-	2	3 ³ / ₃₂ "	P.144B	15.62m.	2 ³ / ₁₆ "	F.F.	114B.	5/4		
1931/5	250 c.c. O.H.V. Python, Tourist, 2 Valve	H'lex	62.5m.	3463	1 ⁷ / ₁₆ "	2 ⁷ / ₁₆ "	1	Dome	25/9	2	1.5m.	FP.5893B	5 ⁵ / ₈ "	2 ¹ / ₄ "	F.F.	133B.	4/7	FS.671	21/3
1935/9	250 c.c. O.H.V. Sports, 4 Valve	H'lex	62.5m.	4363	1 ⁷ / ₁₆ "	2 ⁷ / ₁₆ "	1	Dome	58/-	2	1.5m.	FP.5893B	5 ⁵ / ₈ "	2 ¹ / ₄ "	F.F.	133B.	4/7		
1933/4	250 c.c. O.H.V. Racing	H'lex	62.5m.	4363	1 ⁷ / ₁₆ "	2 ⁷ / ₁₆ "	1	Dome	58/-	2	1.5m.	FP.5893B	5 ⁵ / ₈ "	2 ¹ / ₄ "	F.F.	133B.	4/7		
1934/5	250 c.c. O.H.V. Sports TT, 4 Valve	H'lex	62.5m.	5143	1 ⁷ / ₁₆ "	2 ⁷ / ₁₆ "	1	Dome	63/-	2	1.5m.	FP.5893B	5 ⁵ / ₈ "	2 ¹ / ₄ "	F.F.	133B.	4/7		
	(High Comp. for above)	H'lex	62.5m.	10853	1 ²⁵ / ₃₂ "	2 ²⁵ / ₃₂ "	1	Spec.	84/-	2	1.5m.	MFP.6718B	5 ⁵ / ₈ "	2 ¹ / ₄ "	RC45	2657A.	8/7		
	C.R. 12 to 1, Slipper Design							Dome											
1929/32	350 c.c. O.H.V. TT Replica, Sports, Python Engine, Slipper Design	Al.	70m.	3525	42m.	65m.	1	Dome	100/-	2	1.5m.	P.354B	3 ³ / ₄ "	64m.	F.F.	358C.	6/7	FS.762	23/3
1929/34	350 c.c. O.H.V. TT, Replica, Sports, Python	Al.	70m.	5074	42m.	73m.	1	Dome	33/-	2	1.5m.	P.354B	3 ³ / ₄ "	64m.	F.F.	358C.	6/7	FS.762	23/3
	350 c.c. O.H.V. 4 Valve	H'lex	70m.	4936	42m.	65m.	1	Dome	67/-	2	1.5m.	FP.5944B	3 ³ / ₄ "	64m.	F.F.	358C.	6/7		
1936/9	495 c.c. O.H.V. Special Sports	H'lex	3.334"	5861	1 ²⁷ / ₃₂ "	2 ¹⁵ / ₁₆ "	1	Dome	33/9	2	1.5m.	P.2856B	3 ³ / ₄ "	79m.	F.F.	388B.	6/10		
1927/9	499 c.c. O.H.V. 4 Valve	H'lex	85m.	2859	40m.	73.25m.	1	Dome	37/3	2	2.54m.	P.561B	3 ³ / ₄ "	74m.	S.C.	1064A.	3/3		
1928/33	499 c.c. O.H.V. Ulster, Slipper Design High Comp.	H'lex	85m.	3613	1 ²⁷ / ₃₂ "	2 ¹⁵ / ₁₆ "	1	Dome	61/-	2	1.5m.	P.551B	3 ³ / ₄ "	70.25m.	S.C.	1309A.	4/5		
1929/32	499 c.c. O.H.V. Ulster Grand Prix, High Comp.	H'lex	85m.	2850	1 ²⁷ / ₃₂ "	2 ¹⁵ / ₁₆ "	1	Dome	35/6	2	1.5m.	P.551B	3 ³ / ₄ "	74m.	S.C.	1064A.	3/3		
1930/3	499 c.c. O.H.V. Special, S3	H'lex	85m.	2963	1 ¹⁵ / ₁₆ "	2 ³¹ / ₃₂ "	1	Dome	113/-	2	1.5m.	P.551B	3 ³ / ₄ "	70.25m.	S.C.	1309A.	4/5	FS.654	25/-
1930/1	499 c.c. O.H.V. TT Replica	H'lex	85m.	2963	1 ¹⁵ / ₁₆ "	2 ³¹ / ₃₂ "	1	Dome	113/-	2	1.5m.	P.551B	3 ³ / ₄ "	70.25m.	S.C.	1309A.	4/5	FS.654	25/-
1932	499 c.c. O.H.V. Ulster Special, Slipper Design, High Comp.	H'lex	85m.	4504	1 ²⁷ / ₃₂ "	2 ¹⁵ / ₁₆ "	1	Dome	113/-	2	1.5m.	P.551B	3 ³ / ₄ "	70.25m.	S.C.	1309A.	4/5	FS.744	25/6
1932/3	499 c.c. O.H.V. Ulster Special, High Comp.	H'lex	85m.	4091	1 ²⁷ / ₃₂ "	2 ¹⁵ / ₁₆ "	1	Dome	37/3	2	1.5m.	P.551B	3 ³ / ₄ "	74m.	S.C.	1064A.	3/3	FS.744	25/6
1933	499 c.c. O.H.V. 4 Valve, Python Engine, Dirt Track, Ulster, Slipper Design, High Comp.	H'lex	85m.	3644	1 ¹⁵ / ₁₆ "	2 ³¹ / ₃₂ "	1	Dome	113/-	2	1.5m.	P.551B	3 ³ / ₄ "	70.25m.	S.C.	1309A.	4/5		
1934/8	500 c.c. O.H.V. Special S4, Standard XI, X2	H'lex	85m.	4824	1 ²⁷ / ₃₂ "	2 ¹⁵ / ₁₆ "	1	Dome	31/9	2	1.5m.	P.551B	3 ³ / ₄ "	74m.	S.C.	1064A.	3/3	FS.744	25/6
1933/9	499 c.c. O.H.V. Ulster, 2 Port 4 Valve, Slipper Design	H'lex	85m.	5864	1 ¹⁵ / ₁₆ "	3 ⁵ / ₃₂ "	1	Dome	35/6	2	1.5m.	P.551B	3 ³ / ₄ "	2 ⁹ / ₁₆ "	S.C.	2110A.	3/10		
	499 c.c. O.H.V. Dirt Track, 4 Valve, C.R. 9 to 1	Al.	85m.	2889	2"	3 ³ / ₆₄ "	1	Dome	113/-	2	1.5m.	P.551B	3 ³ / ₄ "	74m.	S.C.	1064A.	3/3		
	500 c.c. O.H.V. 4 Valve, Semi Radial Valve Head, Slipper Design	H'lex	85m.	4812	1 ¹⁵ / ₁₆ "	3 ⁷ / ₃₂ "	1	Dome	65/-	2	1.5m.	P.551B	3 ³ / ₄ "	70.25m.	S.C.	1309A.	4/5		

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS AND MOTOR CYCLE ENGINES



PISTONS										RINGS		PINS			LINERS				
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
SACHS																			
1928/32	Auxiliary Engine, for Pedal Cycle	H'lex	42m.	5549	41m.	71m.	1	2-Str.	87/-	2	2.5m.	P.1462O	12m.	35.5m.	S.C.	1528A.	4/10		
1932/8	98 c.c. Auxiliary Engine	H'lex	48m.	4423	43.5m.	73m.	1	2-Str.	24 6	2	2.5m.	P.1606O	12m.	41.5m.	S.C.	1620A.	2/3		
1937/9		H'lex	54m.	8244	43m.	72.5m.	1	2-Str.	87/-	2	2.5m.	P.3732G	12m.	47.75m.	S.C.	2817A.	3/1		
1940/7	200 c.c. Two-Stroke Stationary Engine, Two-Stroke	H'lex	54m.	10915	37.5m.	69.25m.	1	Dome	21/6	2	2.5m.	FP.6951G	12m.	47.75m.	S.C.	2817A.	3/1		
		Al.	63m.	8443	43m.	89m.	1	Dome	87/-	3	2.5m.	P.153D	15m.	56m.	S.C.	2843A.	3/-		
SAROLEA																			
1938/40	125 c.c. Two-Stroke	H'lex	52m.	8414	35m.	71.5m.	1	Dome	87/-	2	3m.	P.3226D	14m.	45m.	S.C.	2524A.	3/9		
		C.I.	55m.	5358	47.5m.	87m.	1	2-Str.	94/-	2	3m.	P.2499F	13m.	48m.	S.C.	1965A.	4/10		
1933/4		C.I.	60m.	5491	48m.	89m.	1	2-Str.	94/-	2	3m.	P.2663D	13m.	52m.	S.C.	46A.	5/2		
1926/31	350 c.c. O.H.V.	H'lex	75m.	7646	45m.	84m.	1	Dome	100/-	2	3/32"	P.1086B	20m.	65m.	S.C.	1323A.	6/3		
1930	350 c.c. O.H.V.	H'lex	75m.	7645	52m.	87m.	1	Dome	100/-	1	1/8"	SDO.2555B							
										2	3/32"	P.1086B	20m.	65m.	S.C.	1323A.	6/3		
1931	350 c.c. O.H.V.	H'lex	75m.	4152	50m.	90.5m.	1	Dome	100/-	2	3m.	P.469B	20m.	65m.	S.C.	1323A.	6/3		
1932/5	350 c.c. O.H.V.	H'lex	75m.	5751	44m.	83.75m.	1	Cone	52/-	1	2.5m.	P.1060B	20m.	65m.	S.C.	1323A.	6/3		
										1	2.5m.	SS.1082B							
										1	4m.	SDO.1510B							
	350 c.c. O.H.V.	H'lex	75m.	9854	45m.	85m.	1	Cone	100/-	2	3/32"	P.5304A	20m.	65m.	S.C.	3617A.	8/10		
										1	4.5m.	SDO.1431B							
	350 c.c. O.H.V.	H'lex	75m.	5477	51m.	86m.	1	Dome	100/-	2	2.5m.	P.1060B	20m.	62.5m.	S.C.	421A.	3/3		
1929/33	500 c.c. O.H.V.	H'lex	80.5m.	4864	35m.	85m.	1	Flat	113/-	2	3/32"	P.1356B	22m.	67m.	S.C.	1214A.	5/7		
										1	3m.	SDO.3364B							
1935/6		H'lex	88m.	5752	35m.	84.25m.	1	Flat	41/6	2	3m.	P.2654B	22m.	2 15/16"	S.C.	1016A.	4/11		
										1	3m.	SDO.1328B							
SCOTT																			
1939/50	98 c.c. Cyc-Auto, MAJ, Two-Stroke 7/16" Dia. G. Pin)	Al.	50m.	58023	31.62m.	66.93m.	1	Cone	87/-	2	3/32"	P.1051N	7/16"	1.604"	S.C.	2677A.	4/5		
1941/52	98 c.c. MAJ, Mark II, Superior Cyc-Auto (1/2" Dia. G. Pin) Two-Stroke	Al.	50m.	10458	1 1/4"	2 5/8"	1	Cone	30/6	2	3/32"	XFP.5588N	1/2"	1 43/64"	S.C.	3081A.	2/11		
1928	498 c.c. Twin Power Plus Engine, TT Replica, Sprint Special	Al.	2.620"	5068	1 15/16"	3 3/4"	2	2-Str.	55/6	2	1/16"	P.245V	5/8"	2 11/32"	F.F.	152B.	9/4		
1935/8	498 c.c. Flying Squirrel	Al.	2 5/8"	8307	1 7/8"	3 11/16"	2	Cone	100/-	3	3/32"	P.5000M	5/8"	2.346"	S.C.	2850A.	5/3		
1925/31	498 c.c. Flying Squirrel	Al.	2.6825"	1418	2"	3 13/16"	2	2-Str.	51/-	2	1/16"	FP.294V	5/8"	2 15/32"	F.F.	151B.	9/6		
1928	596 c.c. Twin Power Plus, TT Replica, Sprint Special, Flyer	Al.	2 7/8"	5069	1 15/16"	3 3/4"	2	2-Str.	51/-	2	1/16"	P.432V	5/8"	2 21/32"	F.F.	165B.	8/8		
1934/7	596 c.c. Twin Water Cooled Flying Squirrel	Al.	2 7/8"	5069	1 15/16"	3 3/4"	2	2-Str.	51/-	2	1/16"	P.432V	5/8"	2 21/32"	F.F.	165B.	8/8		
1936/40	596 c.c. Flying Squirrel, Clubmans Special, Twin	Al.	2 7/8"	10593	1 31/32"	3 35/32"	2	2-Str.	50/-	3	1/16"	P.432V	5/8"	2 21/32"	F.F.	165B.	8/8		
1926/30	596 c.c. Flying Squirrel	Al.	2 15/16"	1417	2"	3 13/16"	2	2-Str.	89/-	2	1/16"	P.466V	5/8"	2 23/32"	F.F.	169B.	9/7		
S.O.S. (Refer to VILLIERS.)																			
STEVENS.																			
1935/6	249 c.c. O.H.V. DSI, US2	H'lex	63m.	5185	1 23/32"	3 5/32"	1	Dome	42/-	3	1.5m.	P.2573B	5/8"	2 1/8"	S.C.	1894A.	2/11		
1935/6	350 c.c. O.H.V.	H'lex	74m.	7172	1 7/8"	3 3/16"	1	Dome	57/6	3	1.5m.	P.450B	5/8"	2 5/8"	S.C.	161A.	5/-		
1936	495 c.c. O.H.V. LP5, HP6	Al.	79m.	5470	1 41/64"	3 5/64"	1	Flat	113/-	3	1.5m.	P.1916B	1 1/16"	2 33/32"	S.C.	1542A.	7/7		
STURMEY ARCHER																			
1926/9	348 c.c. Motor Mower	C.I.	60m.	5258	1 7/64"	2 21/64"	1	Flat	94/-	3	3/32"	P.83B	14m.	53.5m.	F.F.	55B.	5/7		
	S.V.	Al.	71m.	1694	37m.	74m.	1	Flat	100/-	2	3/32"	P.393B	18m.	64m.	F.F.	293C.	7/11		
1930/2	348 c.c. O.H.V.	H'lex	71m.	2943	36m.	69.25m.	1	Dome	50/6	2	3/32"	P.393B	18m.	2 17/32"	F.F.	294C.	7/9		
	348 c.c. O.H.V.	C.I.	71m.	7286	28.68m.	71.5m.	1	Flat	101/-	3	3/32"	P.3978B	18m.	2 17/32"	F.F.	2411B.	8/8		
1927/30	496 c.c. S.V.	Al.	79m.	2946	1 3/8"	2 13/16"	1	Flat	50/6	3	3/32"	P.507B	18m.	72.5m.	F.F.	305B.	7/10		
1927/31	498 c.c. O.H.V. MH203, 2 Port	Al.	79m.	1352	33m.	64m.	1	C'cave	38/6	2	3/32"	P.507B	18m.	72m.	A.C.	303.	5/9		
1930	496 c.c. O.H.V. 2 Port	H'lex	79m.	3110	31m.	62m.	1	C'cave	48/6	2	3/32"	P.507B	18m.	72m.	A.C.	303.	5/9		
1931/4	496 c.c. O.H.V. 2 Port	H'lex	79m.	3348	31m.	62m.	1	C'cave	51/-	2	3/32"	P.507B	18m.	72.5m.	F.F.	305B.	7/10	FS.674	26/9
1930/4	600 c.c. S.V.	Al.	86-80m.	3113	34.75m.	75.25m.	1	Flat	113/-	3	3/32"	P.1220B	18m.	82m.	A.C.	1137.	8/1	FS.758	27/6
1930/4	600 c.c. S.V.	Al.	86-80m.	3905	34.75m.	75.25m.	1	Flat	113/-	3	3/32"	P.1220B	18m.	80m.	F.F.	1445B.	9/7	FS.758	27/6
	Lawn Mower	C.I.	86-80m.	7022	34.75m.	73.75m.	1	Flat	43/6	3	1/8"	P.3255B	18m.	3 5/32"	F.F.	2545B.	8/5		

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

PISTONS											RINGS		PINS				LINERS		
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia	Length	Type	Ref. No.	Price	Ref. No.	Price
SUNBEAM																			
1933/8	250 c.c. O.H.V. 14, 24	H'lex	59m.	4288	1 ²¹ / ₃₂ "	2 ¹⁵ / ₁₆ "	1	Dome	48/-	2	2m.	P.74B	3/4"	1 ¹⁵ / ₁₆ "	S.C.	1457A.	3/5	FS.1699	20/9
1934	246 c.c. O.H.V. Little 95, C.R. 8 to 1	H'lex	59m.	5314	1 ³ / ₄ "	3 ¹ / ₃₂ "	1	Dome	87/-	2	2m.	SS.1590B	3/4"	1 ¹⁵ / ₁₆ "	S.C.	1457A.	3/5		
1936	246 c.c. O.H.V.	H'lex	59m.	7228	1 ⁵¹ / ₆₄ "	3 ⁷ / ₆₄ "	1	Dome	49/-	2	2m.	P.74B	3/4"	1 ¹⁵ / ₁₆ "	S.C.	1457A.	3/5	FS.1699	20/9
1937/8	250 c.c. O.H.V. 23, C.R. 7 to 1	H'lex	59m.	7156	1 ²¹ / ₃₂ "	2 ³¹ / ₃₂ "	1	Dome	39/-	2	2m.	SDO.78B	3/4"	48-75m.	S.C.	2308A.	4/3		
1939/40	246 c.c. O.H.V. B23, B23S, B23T, C23	H'lex	2 ¹⁵ / ₃₂ "	SW 4453	1 ⁷ / ₁₆ "	2 ²⁹ / ₃₂ "	1	Cone (with Valve Pockets)	27/9	2	1 ¹ / ₁₆ "	FP.6122B	7/8"	2"	S.C.	1567A.	3/8	FS.1022	20/6
1935	248 c.c. O.H.C. Single Port	H'lex	64m.	5151	1 ³ / ₄ "	3 ¹ / ₈ "	1	Dome	45/6	2	2m.	P.182B	3/4"	2 ¹ / ₁₆ "	S.C.	1661A.	2/7	FS.1077	22/3
	350 c.c. O.H.V. B24	H'lex	2 ²³ / ₃₂ "	SW 9990	1 ¹ / ₂ "	3 ⁷ / ₁₆ "	1	Cone	28/-	2	1 ¹ / ₁₆ "	FP.6026B	7/8"	2 ¹ / ₄ "	S.C.	3675A.	3/4		
1946/52	487 c.c. O.H.C. S7, S8, Twin C.R. 6-55 to 1 (R.B.P.)	H'lex	2-7487"	RSW 11304	1-34"	2-716"	2	Flat	32/6	2	1 ¹ / ₁₆ "	FSDO.6027B	3/4"	2-374"	S.C.	4326A.	5/5	PF.2108	40/6
	(High Comp. for above) C.R. 7-2 to 1 (R.B.P.)	H'lex	2-7487"	RSW 11305	1-52"	2-895"	2	Spec. Flat	40/-	2	1 ¹ / ₁₆ "	FTP.7718B	3/4"	2-374"	S.C.	4326A.	5/5	PF.2108	40/6
1923/4	347 c.c. S.V.	Al.	70m.	547	1 ¹⁰ / ₃₂ "	2 ²⁷ / ₃₂ "	1	Cone	100/-	3	2m.	P.357B	5/8"	2 ¹⁵ / ₃₂ "	F.F.	153C.	8/-		
1925/30	347 c.c. S.V. (R.B.P.)	Al.	70m.	1957	2 ¹ / ₈ "	3 ⁷ / ₃₂ "	1	Cone Radiused	48/6	4	2m.	P.357B	5/8"	61-5m.	S.C.	149A.	5/3		
1926/9	347 c.c. O.H.V. 2 Port, 8	H'lex	70m.	1389	1 ⁵ / ₈ "	2 ¹¹ / ₁₆ "	1	Cone	100/-	3	2m.	P.357B	5/8"	61.5m.	S.C.	149A.	5/3		
1930	347 c.c. O.H.V. Low Comp. C.R. 7 to 1	H'lex	70m.	3897	1 ⁵ / ₈ "	2 ¹¹ / ₁₆ "	1	Cone	50/-	4	2m.	P.357B	3/4"	2 ³ / ₈ "	S.C.	1472A.	2/7	FS.691	23/9
1933	347 c.c. O.H.V. (R.B.P.)	H'lex	70m.	3238	1 ⁵ / ₈ "	2 ¹¹ / ₁₆ "	1	Cone	43/-	2	2m.	P.357B	3/4"	2 ³ / ₈ "	S.C.	1472A.	2/7		
1930	347 c.c. O.H.V. Low Comp. C.R. 7 to 1	H'lex	70m.	3238	1 ⁵ / ₈ "	2 ¹¹ / ₁₆ "	1	Cone	43/-	1	2m.	SS.1457B							
1933/5	347 c.c. O.H.V. 8	Al.	70m.	3251	1 ¹³ / ₁₆ "	2 ⁷ / ₈ "	1	Dome	100/-	3	2m.	P.357B	3/4"	2 ¹⁵ / ₃₂ "	S.C.	1138A.	5/6		
1930/3	347 c.c. O.H.V. High Comp.	H'lex	70m.	7157	1 ⁵ / ₈ "	2 ¹¹ / ₁₆ "	1	Cone	41/-	2	2m.	P.357B	3/4"	58-25m.	RC48	2307A.	3/10		
1937/8	350 c.c. O.H.V. 24, C.R. 6-5 to 1	H'lex	70m.	4449	1 ³ / ₄ "	2 ¹³ / ₁₆ "	1	Dome	100/-	3	2m.	SDO.370B	3/4"	2 ¹¹ / ₃₂ "	S.C.	354A.	4/3		
1931	344 c.c. O.H.V. 10	Al.	74m.	3535	1 ⁷ / ₃₂ "	2 ¹⁷ / ₃₂ "	1	Flat	49/6	2	2m.	P.1852B	3/4"	2 ⁹ / ₁₆ "	S.C.	363A.	4/6		
1927	492 c.c. S.V. Long Stroke (R.B.P.)	Al.	77m.	4585	1 ³ / ₄ "	3 ¹ / ₈ "	1	Cone	113/-	4	2m.	P.2548B	7/8"	2 ⁵ / ₈ "	S.C.	507A.	4/11		
1929/33	492 c.c. S.V. 5, 6, 6a, Lion, Long Stroke (R.B.P.)	H'lex	77m.	1820	1 ¹⁷ / ₃₂ "	2 ¹⁵ / ₁₆ "	1	Flat	38/6	4	2m.	P.2548B	7/8"	65m.	RC1	505A.	4/5	FS.826	26/9
1935/9	492 c.c. S.V. Lion Long Stroke 19/29, B29	H'lex	77m.	5189	2"	3 ⁷ / ₁₆ "	1	Cone	48/-	2	2m.	P.2548B	7/8"	2 ³⁵ / ₆₄ "	S.C.	1896A.	5/5		
1926/30	493 c.c. O.H.V. 9	Al.	80m.	3658	1 ¹⁵ / ₃₂ "	3 ³ / ₃₂ "	1	Cone	113/-	2	2m.	SS.2547B	7/8"	2 ³ / ₄ "	S.C.	509A.	9/3		
1929	493 c.c. O.H.V. 2 Port, 9	Al.	80m.	4440	1 ²³ / ₃₂ "	3 ¹¹ / ₃₂ "	1	Dome	113/-	3	2m.	P.511B	7/8"	2 ³ / ₄ "	S.C.	509A.	9/3	FS.672	25/6
1931	493 c.c. O.H.V. 90	Al.	80m.	3291	1 ²⁷ / ₃₂ "	3 ¹⁵ / ₃₂ "	1	Dome	113/-	2	3 ³ / ₃₂ "	P.1122B	7/8"	2 ³ / ₄ "	S.C.	509A.	9/3		
1929	493 c.c. O.H.V. 9, High Comp	Al.	80m.	3291	1 ²⁷ / ₃₂ "	3 ¹⁵ / ₃₂ "	1	Dome	113/-	1	3 ³ / ₃₂ "	SS.1132B							
1929/38	500 c.c. O.H.V. 7, 9, 12, 25, 27, Light Solo Sports, C.R. 6-5 to 1	H'lex	80m.	5809	1 ¹ / ₂ "	3 ¹ / ₈ "	1	Cone	38/6	2	2m.	P.511B	7/8"	69-25m.	RC52	2138A.	5/2		
1931	500 c.c. O.H.V. 9, C.R. 9 to 1	Al.	80m.	5157	1 ²⁹ / ₃₂ "	3 ¹⁷ / ₃₂ "	1	Dome	113/-	2	2m.	SDO.2048B	7/8"	2 ³ / ₄ "	S.C.	509A.	9/3		
1939/40	500 c.c. O.H.V. B25, B25S, B25T, C25, C25S, C25T, C25H, C.R. 7-4 to 1	H'lex	3 ¹ / ₄ "	9524	1 ⁴¹ / ₆₄ "	3 ³³ / ₆₄ "	1	Dome	55/-	2	1 ¹ / ₁₆ "	P.612B	7/8"	2 ²⁵ / ₃₂ "	S.C.	1858A.	4/11	FS.1531	26/-
1931/4	600 c.c. S.V. Lion Longstroke	H'lex	85m.	3554	1 ¹⁷ / ₃₂ "	3 ¹ / ₄ "	1	Flat	49/6	2	2m.	SDO.3685B	7/8"	2 ²⁹ / ₃₂ "	S.C.	1516A.	4/8	FS.764	30/-
1935/40	598 c.c. S.V. Lion Longstroke, 20/30, B30, C30, C.R. 4-75 to 1	H'lex	85m.	5537	2 ⁷ / ₃₂ "	3 ²⁹ / ₃₂ "	1	Cone	53/6	2	2m.	P.549B	7/8"	2 ⁷ / ₈ "	S.C.	1869A.	4/7		
1931/4	600 c.c. O.H.V. 9 (R.B.P.)	H'lex	88m.	4552	1 ³ / ₃₂ "	2 ⁷ / ₈ "	1	Flat	53/-	3	2m.	SS.2711B	7/8"	75m.	S.C.	1142A.	6/-		
1931/6	600 c.c. O.H.V. 9, High Comp.	H'lex	88m.	4924	1 ¹⁹ / ₃₂ "	3 ⁷ / ₁₆ "	1	Flat	56/-	1	4m.	P.615B	7/8"	2 ²⁹ / ₃₂ "	S.C.	1516A.	4/8		
1935/6	600 c.c. O.H.V. 9C, 18, C.R. 5-75 to 1	H'lex	88m.	8199	1 ⁵ / ₈ "	3 ¹⁵ / ₃₂ "	1	Flat	113/-	2	2m.	SDO.616B	7/8"	2 ³¹ / ₃₂ "	S.C.	520A.	9/4		
1936/8	600 c.c. O.H.V. 9 and 28, 2 Port, C.R. 5-75 to 1	H'lex	88m.	5833	1 ⁹ / ₁₆ "	3 ³ / ₈ "	1	Flat	61/-	2	2m.	SDO.616B	7/8"	2 ³¹ / ₃₂ "	RC52	520A.	9/4		
1939/40	600 c.c. O.H.V. B28, C28, C.R. 5-7 to 1, C28H	Al.	3 ⁹ / ₁₆ "	8478	1 ¹ / ₆₄ "	3 ¹ / ₆₄ "	1	Cave	63/-	2	2m.	SDO.13283	7/8"	3 ⁵ / ₃₂ "	S.C.	2936A.	5/4		
										1	4m.	P.3923B							
												SDO.3924B							

PISTONS MOTOR CYCLES AND MOTOR CYCLE ENGINES



PISTONS											RINGS		PINS				LINERS			
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price	
TANDON (Refer to VILLIERS.)																				
TERROT																				
98 c.c.		H'lex	48m.	11028	45m.	74.5m.	1	2-Str.	22/9	2	2.5m.	FP.7191C	14m.	41m.	S.C.	4161A.	2/1			
TRIUMPH (Refer also to VILLIERS.)																				
1932/3	147 c.c.	Z, Gloria	Al.	55m.	3693	1 ⁵ / ₈ "	3 ³ / ₁₆ "	1	2-Str.	87/-	2	1 ¹ / ₈ "	P.1674B	12.5m.	1 ¹⁵ / ₁₆ "	F.F.	20B.	3/8		
1945/51	350 c.c.	O.H.V. De Luxe 3T, Twin, C.R. 6.3 to 1	H'lex	55m.	10500	1 ⁹ / ₃₂ "	2 ¹⁵ / ₃₂ "	2	Slight Dome (with Valve Pockets)	23/-	1	1 ¹ / ₁₆ "	FP.5126B	9 ¹ / ₁₆ "	1-902"	RC161	3538A.	2/11	FS.1665	18/6
	(High Comp. for above)	C.R. 9 to 1	H'lex	55m.	10551	1 ⁹ / ₁₆ "	2 ³ / ₄ "	2	Dome (with Valve Pockets)	35/-	1	1 ¹ / ₁₆ "	FTP.7723B	9 ¹ / ₁₆ "	1-902"	RC161	3538A.	2/11	FS.1665	18/6
1947/8	350 c.c.	O.H.V. Tiger 85, C.R. 8 to 1	H'lex	55m.	10499	1 ¹⁵ / ₃₂ "	2 ²¹ / ₃₂ "	2	Dome Radiused (with Valve Pockets)	23/-	1	1 ¹ / ₁₆ "	FP.5126B	9 ¹ / ₁₆ "	1-902"	RC161	3538A.	2/11	FS.1665	18/6
1933/4	147 c.c.	O.H.V. XO, XO5/1, XO5/5	Al.	56.5m.	4085	1 ¹³ / ₃₂ "	2 ¹ / ₂ "	1	Dome	31/-	2	3 ³ / ₃₂ "	P.46B	5 ⁵ / ₈ "	50m.	F.F.	1489B.	3/7	FS.673	19/9
1931/2	174 c.c.	X	Al.	59.5m.	3191	1 ³ / ₄ "	3 ¹ / ₃₂ "	1	2-Str.	87/-	2	1 ¹ / ₈ "	P.1697D	12.5m.	54m.	F.F.	23C.	7/-		
1934	174 c.c.	O.H.V. X07/1, X07/5, S. Port, Export	Al.	61.5m.	4460	1 ¹ / ₂ "	2 ⁴¹ / ₆₄ "	1	Dome	87/-	2	3 ³ / ₃₂ "	P.1658B	5 ⁵ / ₈ "	2 ⁵ / ₆₄ "	S.C.	1634A.	3/1		
											1	1 ¹ / ₈ "	SDO.1659B							
1930/3	249 c.c.	O.H.V. WA, Single Port, WO, 2 Port	Al.	63m.	3553	1 ³ / ₁₆ "	2 ⁹ / ₁₆ "	1	Flat	35/-	2	3 ³ / ₃₂ "	P.149B	11 ¹ / ₁₆ "	2 ¹ / ₄ "	F.F.	240B.	7/4	FS.680	19/6
1931/2	249 c.c.	O.H.V. High Comp. WO	Al.	63m.	3992	1 ⁷ / ₁₆ "	2 ¹³ / ₁₆ "	1	Dome	87/-	2	3 ³ / ₃₂ "	P.149B	11 ¹ / ₁₆ "	2 ¹ / ₄ "	F.F.	240B.	7/4		
	(High Comp. for above)		H'lex	63m.	5676	1 ¹⁵ / ₃₂ "	2 ²³ / ₃₂ "	1	Dome	87/-	1	1 ¹ / ₁₆ "	P.1551B	11 ¹ / ₁₆ "	54.5m.	S.C.	254A.	5/3		
											1	1 ¹ / ₁₆ "	TP.7721B							
											1	1 ¹ / ₈ "	SDO.159B							
1934/8	249 c.c.	O.H.V. 2 Port, L2/1, 2/5, 2H, C.R. 6 to 1	H'lex	63m.	4540	1 ⁹ / ₃₂ "	2 ¹⁷ / ₃₂ "	1	Dome	27/6	1	1 ¹ / ₁₆ "	P.1551B	17.5m.	2 ⁵ / ₃₂ "	RC162	1662A.	3/5	FS.1526	20/6
											1	1 ¹ / ₁₆ "	TP.7721B							
											1	1 ¹ / ₈ "	SDO.159B							
1934/40	249 c.c.	O.H.V. 2 Port, Mark 5, R5, 2/1, Tiger 70, Low Comp. C.R. 6.92 to 1	H'lex	63m.	5897	1 ⁵ / ₁₆ "	2 ⁹ / ₁₆ "	1	Dome (with Valve Pockets)	27/6	1	1 ¹ / ₁₆ "	P.1551B	17.5m.	2 ⁵ / ₃₂ "	RC162	1662A.	3/5	FS.1526	20/6
	(High Comp. for above)	C.R. 7.7 to 1	H'lex	63m.	5601	1 ⁹ / ₁₆ "	2 ¹³ / ₁₆ "	1	Dome Radiused (with Valve Pockets)	28/3	1	1 ¹ / ₁₆ "	P.1551B	17.5m.	2 ⁵ / ₃₂ "	RC162	1662A.	3/5	FS.1526	20/6
											1	1 ¹ / ₁₆ "	TP.7721B							
											1	1 ¹ / ₈ "	SDO.159B							
1938/52	498 c.c.	O.H.V. Speed Twin, 5T, C.R. 7 to 1 (also suitable for Tiger 100, TR5)	H'lex	63m.	10502	1 ³ / ₈ "	2 ¹¹ / ₁₆ "	2	Dome (with Valve Pockets)	26/-	1	1 ¹ / ₁₆ "	P.5132B	17.5m.	2 ⁵ / ₃₂ "	RC162	1662A.	3/5	FS.680	19/6
											1	1 ¹ / ₁₆ "	TP.7721B							
											1	1 ¹ / ₈ "	SDO.5133B							
1948/50	498 c.c.	O.H.V. Grand Prix C.R. 8.25 to 1 (also suitable for Tiger 100, Speed Twin 5T, TR5)	H'lex	63m.	10701	1-550"	2-857"	2	Spec. (with Valve Pockets)	28/6	2	1 ¹ / ₁₆ "	MFP.6637B	17.5m.	2 ⁵ / ₃₂ "	RC162	1662A.	3/5	FS.680	19/6
											1	1 ¹ / ₈ "	MFSDO.6638B							
1938/52	498 c.c.	O.H.V. Tiger 100, C.R. 7.7 to 1 (also suitable for Speed Twin 5T, TR5)	H'lex	63m.	SW 11563	1 ⁷ / ₁₆ "	2 ³ / ₄ "	2	Slight Dome Radiused (with Valve Pockets)	26/-	1	1 ¹ / ₁₆ "	P.5132B	17.5m.	2 ⁵ / ₃₂ "	RC162	1662A.	3/5	FS.680	19/6
											1	1 ¹ / ₁₆ "	TP.7721B							
											1	1 ¹ / ₈ "	SDO.5133B							
1938/52	498 c.c.	O.H.V. Tiger 100, Speed Twin 5T, TR5, Slipper Design, High Comp. C.R. 8.8 to 1	H'lex	63m.	8421	1 ²¹ / ₃₂ "	2 ³¹ / ₃₂ "	2	Dome Radiused	32/-	1	1 ¹ / ₁₆ "	P.1551B	17.5m.	2 ⁵ / ₆₄ "	S.C.	2790A.	4/3	FS.680	19/6
											1	1 ¹ / ₁₆ "	TP.7721B							
											1	1 ¹ / ₈ "	SDO.159B							
1938/52	498 c.c.	O.H.V. Tiger 100, Speed Twin 5T, TR5, Grand Prix High Comp. C.R. 12 to 1	H'lex	63m.	10652	1 ¹⁵ / ₁₆ "	3 ¹ / ₄ "	2	Spec. Dome	37/3	2	1 ¹ / ₁₆ "	MFP.6637B	17.5m.	2 ⁵ / ₃₂ "	RC162	1662A.	3/5	FS.680	19/6
											1	1 ¹ / ₈ "	MFSDO.6638B							
1927/30	277 c.c.	S.V. W, WS, W De-Luxe	Al.	66.5m.	2031	1 ¹ / ₂ "	2 ⁷ / ₈ "	1	Dome	32/-	2	1 ¹ / ₈ "	P.242B	15.62m.	2 ⁹ / ₃₂ "	F.F.	117B.	6/7		
1931/3	350 c.c.	O.H.V. CA, NM	Al.	70m.	3455	1 ⁷ / ₃₂ "	2 ⁵⁵ / ₆₄ "	1	Flat	100/-	3	1 ¹ / ₁₆ "	P.355B	18-82m.	63.5m.	F.F.	1272B.	9/2	FS.657	24/-

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

		PISTONS							RINGS			PINS				LINERS		
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls. Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
TRIUMPH (continued).																		
1934/40	343 c.c. S.V. 3/1, C.R. 5 to 1...	H'lex	70m.	4537	1 ¹³ / ₃₂ "	2 ²³ / ₃₂ "	1/2	Dome 27/6	2	1 ¹⁵ / ₁₆ "	P.355B SDO.2013B	18-84m.	2 ³ / ₈ "	S.C.	1659A.	3/4		
	343 c.c. O.H.V. 3/2, 3H, Tiger 80, Special, C.R. 6 to 1								1	1 ¹⁵ / ₁₆ "								
	649 c.c. O.H.V. Twin 6/1, C.R. 5-75 to 1																	
1934/40	343 c.c. O.H.V. 3/5, Mark 5, Tiger 80, High Comp. C.R. 7 to 1	H'lex	70m.	7754	1 ⁵ / ₈ "	2 ¹⁵ / ₁₆ "	1	Dome 29/- (with Valve Pockets)	2	1 ¹⁵ / ₁₆ "	P.355B SDO.2013B	18-84m.	2 ³ / ₈ "	S.C.	1659A.	3/4		
1936/40	343 c.c. O.H.V. 3/5, Mark 5, Tiger 80, Slipper Design. High Comp. C.R. 7 to 1	H'lex	70m.	5119	1 ⁵ / ₈ "	2 ¹⁵ / ₁₆ "	1	Dome 38/6	2	1 ¹⁵ / ₁₆ "	P.355B SDO.2013B	18-82m.	58-5m.	S.C.	2846A.	4/5		
1936/40	343 c.c. O.H.V. 3/5, Mark 5, Tiger 80, High Comp. C.R. 9 to 1, Slipper Design	H'lex	70m.	7762	1 ¹⁵ / ₁₆ "	3 ¹ / ₄ "	1	Dome 61/-	2	1 ¹⁵ / ₁₆ "	P.355B SDO.2013B	18-84m.	2 ³ / ₈ "	S.C.	1659A.	3/4		
1936/40	343 c.c. O.H.V. 3/5, Mark 5, Tiger 80, Slipper Design, High Comp. C.R. 10-5 to 1	H'lex	70m.	10479	2 ¹ / ₈ "	3 ⁷ / ₁₆ "	1	Dome 83/-	2	1 ¹⁵ / ₁₆ "	P.355B SDO.2013B	18-84m.	2 ³ / ₄ "	S.C.	1659A.	3/4		
1937/42	349 c.c. S.V. 3S, 3SE, 3SC, 3SW, WD, De Luxe, C.R. 5-3 to 1	H'lex	70m.	7576	1 ⁹ / ₃₂ "	2 ¹⁹ / ₃₂ "	1	Flat 27/-	2	1 ¹⁵ / ₁₆ "	P.4025B SDO.4026A	18-84m.	2 ³ / ₈ "	RC26	1659A.	3/4	FS.1095	25/6
1939/40	343 c.c. Tiger 80, Competition	H'lex	70m.	8381	1 ¹ / ₂ "	2 ¹³ / ₁₆ "	1	Dome 37/6	2	1 ¹⁵ / ₁₆ "	FP.6010E FSDO.6011B	18-84m.	2 ³ / ₈ "	S.C.	1659A.	3/4		
1950/2	650 c.c. 6T, Thunderbird, CR. 7 to 1	H'lex	71m.	SW 11564	1 ¹⁹ / ₆₄ "	2 ⁹⁹ / ₆₄ "	2	Flat 26/- (with Valve Pockets)	1	1 ¹⁵ / ₁₆ "	P.7250B TP.7720B	17-5m.	2 ⁵ / ₃₂ "	RC162	1662A.	3/5	FS.2100	20/-
	(High Comp. for above) C.R. 8-5 to 1	H'lex	71m.	11134	1 ¹⁷ / ₃₂ "	2 ²⁷ / ₃₂ "	2	Dome 26/6 (with Valve Pockets)	1	1 ¹⁵ / ₁₆ "	SDO.7251B P.7250B TP.7720B SDO.7251B	17-5m.	2 ⁵ / ₃₂ "	RC162	1662A.	3/5	FS.2100	20/-
1929/30	348 c.c. O.H.V. CS29, CO...	Al.	72m.	2770	1 ²¹ / ₃₂ "	3 ¹ / ₃₂ "	1	Dome 100/-	3	1 ¹⁵ / ₁₆ "	P.403B	17-5m.	2 ¹ / ₂ "	F.F.	265B.	8/6		
1929/30	348 c.c. O.H.V. CO	H'lex	72m.	2035	1 ¹¹ / ₁₆ "	3 ¹ / ₁₆ "	1	Dome 53/- Stepped	2	1 ¹⁵ / ₁₆ "	P.403B	17-5m.	2 ¹ / ₂ "	F.F.	265B.	8/6		
1931/2	348 c.c. S.V. WL	Al.	72m.	3566	36m.	76-5m.	1	Dome 100/-	2	1 ¹⁵ / ₁₆ "	BS.1867B	11 ¹ / ₁₆ "	65-5m.	F.F.	250B.	8/9		
1927/31	498 c.c. O.H.V. TT, ST, CTT	Al.	80m.	2041	1 ⁵ / ₁₆ "	2 ¹⁵ / ₁₆ "	1	C'cave 113/- Dome	2	3 ³² / ₃₂ "	P.1122B SDO.2048B	18-82m.	2 ¹³ / ₁₆ "	F.F.	332B.	7/11	FS.656	26/-
1929/31	498 c.c. S.V. CN	Al.	80m.	2034	2 ¹ / ₁₆ "	3 ¹¹ / ₁₆ "	1	Dome 59/-	3	3 ³² / ₃₂ "	P.1122B	18-82m.	2 ¹³ / ₁₆ "	F.F.	332B.	7/11		
1924/7	494 c.c. S.V. P (R.B.P.)	C.I.	84m.	712	1 ⁵ / ₈ "	3 ¹ / ₄ "	1	Flat 111/-	3	4m.	P.546B	17-5m.	2 ¹³ / ₁₆ "	S.C.	266A.	4/8		
	(Al. for above)	Al.	84m.	2321	1 ²³ / ₃₂ "	3 ¹¹ / ₃₂ "	1	Flat 113/-	2	1 ¹⁵ / ₁₆ "	P.547B	17-5m.	2 ¹³ / ₁₆ "	S.C.	266A.	4/8		
1926/7	494 c.c. S.V. Q, QA	Al.	84m.	S4271	1 ²⁹ / ₃₂ "	3 ²³ / ₃₂ "	1	Dome 41/-	2	3 ³² / ₃₂ "	SDO.1953B P.526B SDO.1955B	17-5m.	3"	F.F.	267B.	6/5		
1933/4	549 c.c. S.V. A, Silent Scout...	H'lex	84m.	2033	1 ³ / ₄ "	3 ³ / ₈ "	1	Flat 52/6	3	3 ³² / ₃₂ "	P.526B	18-82m.	2 ¹³ / ₁₆ "	F.F.	333B.	7/1		
1927/30	494 c.c. S.V. N, NL, NP								3	3 ³² / ₃₂ "	P.526B	3 ³ / ₈ "	74m.	S.C.	1064A.	3/3		
	549 c.c. S.V. NSD	Al.	84m.	LS1151	1 ³ / ₄ "	3 ⁹ / ₁₆ "	1	Flat 39/6	3	4m.	P.546B	17-5m.	2 ¹³ / ₁₆ "	S.C.	266A.	4/8		
1927/30	494 c.c. S.V. N, NL, NP	Al.	84m.	2463	1 ³ / ₄ "	3 ³³ / ₆₄ "	1	Flat 37/9	3	3 ³² / ₃₂ "	P.526B	17-5m.	3"	F.F.	267B.	6/5		
1929/33	549 c.c. S.V. NSD, ND, ND De Luxe	Al.	84m.	2463	1 ³ / ₄ "	3 ³³ / ₆₄ "	1	Flat 37/9	3	3 ³² / ₃₂ "	P.526B	17-5m.	3"	F.F.	267B.	6/5		
1929/32	549 c.c. S.V. N, NL, ND, ND De Luxe	Al.	84m.	LS3272	1 ³ / ₄ "	3 ⁹ / ₁₆ "	1	Flat 113/-	3	3 ³² / ₃₂ "	P.526B	17-5m.	2 ¹³ / ₁₆ "	S.C.	266A.	4/8		
1929/32	549 c.c. S.V. CSD	H'lex	84m.	2033	1 ³ / ₄ "	3 ³ / ₈ "	1	Flat 52/6	3	3 ³² / ₃₂ "	P.526B	18-82m.	2 ¹³ / ₁₆ "	F.F.	333B.	7/1		
	549 c.c. CSD	H'lex	84m.	7329	1 ¹⁹ / ₃₂ "	81-480m.	1	Flat 113/-	3	3 ³² / ₃₂ "	P.526B	3 ³ / ₈ "	74m.	S.C.	1064A.	3/3		
	549 c.c. S.V.	Al.	84m.	LS3978	1 ³ / ₄ "	3 ⁹ / ₁₆ "	1	Flat 113/-	3	3 ³² / ₃₂ "	P.526B	18-82m.	2 ¹³ / ₁₆ "	S.C.	332A.	6/-		
1931/3	493 c.c. O.H.V. NT	Al.	84m.	2984	31-5m.	75-25m.	1	Flat 113/-	2	2-5m.	P.527B	18-82m.	2 ¹³ / ₁₆ "	F.F.	333B.	7/1		
1932	500 c.c. O.H.V.	Al.	84m.	S4837	1 ¹ / ₂ "	3 ³ / ₁₆ "	1	Flat 113/-	2	3 ³² / ₃₂ "	P.526B	18-82m.	2 ¹³ / ₁₆ "	F.F.	333B.	7/1		
1932/4	493 c.c. O.H.V. CD Competition, B Silent Scout, BS	Al.	84m.	S3695	1 ⁵ / ₈ "	3 ⁵ / ₁₆ "	1	Dome 44/-	2	3 ³² / ₃₂ "	P.526B	18-82m.	2 ¹³ / ₁₆ "	F.F.	333B.	7/1		
1932/4	493 c.c. O.H.V. CD Competition, B Silent Scout, BS, High Comp.	Al.	84m.	S4549	1 ¹³ / ₁₆ "	3 ¹ / ₂ "	1	Dome 113/-	2	3 ³² / ₃₂ "	P.526B	18-82m.	2 ¹³ / ₁₆ "	F.F.	333B.	7/1		
1934/5	493 c.c. O.H.V. 2 Port, 5/2, De Luxe 5/4	H'lex	84m.	4538	1 ¹³ / ₃₂ "	2 ²⁹ / ₃₂ "	1	Flat 39/- (with Valve Pockets)	2	3 ³² / ₃₂ "	P.526B SDO.1955B	18-84m.	2 ¹⁵ / ₁₆ "	RC26	3069A.	4/1		
	549 c.c. S.V. 5/1, De Luxe 5/3								1	3m.								
1935	500 c.c. O.H.V.																	
1934/40	500 c.c. O.H.V. 5/5, 5H, Tiger 90, C.R. 7 to 1, Low Comp.	H'lex	84m.	5000	1 ²¹ / ₃₂ "	3 ⁵ / ₃₂ "	1	Dome 34/9 Radiused (with Valve Pockets)	2	1 ¹⁵ / ₁₆ "	P.2060B SDO.1955B	18-82m.	2 ¹⁵ / ₁₆ "	S.C.	333A.	3/2	FS.1092	26/-

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL SECTION

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS										RINGS		PINS			LINERS				
Make and Year	Model	Cyl. Metal Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price	
TRIUMPH (continued).																			
1934/40	500 c.c. O.H.V. 5/5, 5H, Tiger 90, High Comp. ...	H'lex 84m.	5675	1 ⁷ / ₈ "	3 ³ / ₈ "	1	Dome	61/-	2	1 ¹ / ₁₆ "	P.2060B	18-82m.	2 ¹⁵ / ₁₆ "	S.C.	333A.	3/2	FS.1092	26/-	
							Radiused (with Valve Pockets)		1	3m.	SDO.1955B								
1937/40	597 c.c. S.V. 6S De Luxe, 55W, 5S.....	H'lex 84m.	8748	1 ¹³ / ₃₂ "	2 ²⁹ / ₃₂ "	1	Flat	36/6	2	1 ¹ / ₁₆ "	P.2060B	18-84m.	2 ¹⁵ / ₁₆ "	RC26	3069A.	4/1	FS.1091	28/3	
							(with Valve Pockets)		1	3m.	SDO.1955B								
1915/27	550 c.c. S.V. HSD (R.B.P.)...	C.I. 85m.	1507	39m.	85m.	1	Flat	111/-	3	4m.	P.567B	16m.	78m.	F.F.	212B.	7/9			
T.W.N.																			
1937/8	200 BM, Two-Stroke	H'lex 59m.	8127	42m.	90-5m.	1	Dome	87/-	2	2m.	P.3642B	16m.	52m.	S.C.	946A.	4/11			
									2	2-5m.	P.2484B								
1934/6	.....	H'lex 63m.	7104	55m.	90-75m.	1	2-Str.	87/-	3	2-5m.	P.153D	15m.	54-5m.	S.C.	2287A.	4/11		
1937/40	Two-Stroke	H'lex 66m.	9780	38m.	85-5m.	1	Dome	52/6	2	2m.	FP.5285M	17m.	57m.	S.C.	222A.	5/6			
									2	2-5m.	FP.5281M								
1935/6	S350, MZ. Two-Stroke	H'lex 72m.	7436	40m.	99m.	1	Flat	43/6	3	3m.	P.3135D	17m.	64m.	S.C.	2442A.	5/9			
	350 c.c.	H'lex 72m.	7277	35m.	74m.	1	Flat	100/-	2	3m.	P.409B	17m.	63-5m.	S.C.	1143A.	4/6			
1939	Two-Stroke	H'lex 72m.	S8532	55m.	100m.	1	Flat	39/-	2	2m.	P.3954M	17m.	63m.	S.C.	2965A.	4/-			
									2	3m.	P.3955M								
V.A.P.																			
48 c.c.	Cycle Motor Attachment (recommended maximum over-size is +.040")	H'lex 40m.	11415	33-5m.	54-5m.	1	2-Str.	16/6	2	2-5m.	FP.7796C	10-3m.	33m.	S.C.	4382A.	1/10			
VELOCETTE																			
1949/50	149 c.c. S.V. LE Transverse Twin, Water Cooled	H'lex 44m.	S10581	1"	1 ²¹ / ₃₂ "	2	Flat	26/6	2	1 ¹ / ₁₆ "	MFP.6475B	4-36"	1 ⁹ / ₁₆ "	F.F.	3985B.	4/1			
									1	1 ¹ / ₈ "	SDO.6476B								
1950/2	192 c.c. S.V. LE200, Transverse Twin, Water Cooled	H'lex 50m.	11195	1"	1 ²¹ / ₃₂ "	2	Flat	21/-	2	1 ¹ / ₁₆ "	MFP.7401B	4-99"	1-712"	RC185	4248A.	2/1			
									1	1 ¹ / ₈ "	SDO.7402B								
1922/36	249 c.c. Inlet Port 1 ⁵ / ₈ " on Circumference at bottom of Skirt ...	C.I. 63m.	1107	1 ²¹ / ₃₂ "	3 ²⁹ / ₃₂ "	1	2-Str.	94/-	2	3 ¹ / ₃₂ "	P.151F	1 ¹ / ₂ "	55-5m.	S.C.	1146A.	4/9			
1928/9	249 c.c. "U," Offset Inlet Port 1 ³ / ₄ " on Circumference at bottom of Skirt	C.I. 63m.	3145	1 ¹⁹ / ₃₂ "	3 ²⁷ / ₃₂ "	1	2-Str.	94/-	2	1 ¹ / ₈ "	P.157G	1 ¹ / ₂ "	2 ⁷ / ₃₂ "	F.F.	1153B.	7/9			
1930/1	249 c.c. GTP, Inlet Port 1 ⁵ / ₁₆ " on Circumference at bottom of Skirt ...	Al. 63m.	2223	1 ³ / ₄ "	4"	1	2-Str.	38/9	2	1 ¹ / ₈ "	P.157G	1 ¹ / ₂ "	2 ⁹ / ₁₆ "	S.C.	31A.	2/10			
1930/1	249 c.c. GTP, Inlet Port 1 ³ / ₄ " on Circumference at bottom of Skirt ...	Al. 63m.	4335	1 ³ / ₄ "	4"	1	2-Str.	40/6	2	1 ¹ / ₈ "	P.157G	1 ¹ / ₂ "	2 ⁹ / ₁₆ "	S.C.	31A.	2/10			
1932/3	249 c.c. GTP, Inlet Port 1 ⁵ / ₁₆ " on Circumference at bottom of Skirt ...	Al. 63m.	4102	1 ²⁵ / ₃₂ "	4 ¹ / ₃₂ "	1	2-Str.	36/3	2	3 ¹ / ₃₂ "	P.151F	1 ¹ / ₂ "	2 ⁹ / ₁₆ "	S.C.	31A.	2/10			
1934/40	249 c.c. GTP, Inlet Port 1 ¹ / ₁₆ " on Circumference in middle of Skirt	Al. 63m.	4378	1 ²⁵ / ₃₂ "	4 ¹ / ₃₂ "	1	2-Str.	35/3	2	3 ¹ / ₃₂ "	P.151F	1 ¹ / ₂ "	2 ⁹ / ₁₆ "	S.C.	31A.	2/10			
	250 c.c. GTP.	Al. 63m.	8852	1 ²⁵ / ₃₂ "	4 ¹ / ₃₂ "	1	2-Str.	37/9	2	3 ¹ / ₃₂ "	P.151F	1 ¹ / ₂ "	2-214"	RC10	3115A.	3/7			
	249 c.c. Inlet Port 1 ³ / ₄ " on Circumference at bottom of Skirt ...	Al. 63m.	4329	1 ²⁵ / ₃₂ "	4 ¹ / ₃₂ "	1	2-Str.	87/-	2	3 ¹ / ₃₂ "	P.151F	1 ¹ / ₂ "	2 ⁹ / ₁₆ "	S.C.	31A.	2/10			
	249 c.c. Offset Inlet Port 1 ¹³ / ₁₆ " on Circumference at bottom of Skirt	Al. 63m.	4319	1 ²⁵ / ₃₂ "	4 ¹ / ₃₂ "	1	2-Str.	87/-	2	3 ¹ / ₃₂ "	P.151F	1 ¹ / ₂ "	2 ⁹ / ₁₆ "	S.C.	31A.	2/10			
	248 c.c. O.H.V. Racing, High Comp. C.R. 10 to 1, Slipper Design	Al. 68m.	10291	1 ²⁷ / ₃₂ "	3 ⁹ / ₃₂ "	1	Spec. Dome	55/6	2	1 ¹ / ₁₆ "	FP.5744B	5 ¹ / ₈ "	60m.	S.C.	1248A.	3/1			
									1	5 ¹ / ₃₂ "	FSDO.5881B								
	350 c.c. O.H.V. Single Port MAC, C.R. 8 to 1, Slipper Design	Al. 68m.	10249	1 ³¹ / ₃₂ "	3 ¹⁹ / ₃₂ "	1	Spec. Dome	63/-	2	1 ¹ / ₁₆ "	FP.5744B	5 ¹ / ₈ "	60m.	S.C.	1248A.	3/1	FS.1413	24/6	
									1	5 ¹ / ₃₂ "	FSDO.5881B								
1934/50	248 c.c. O.H.V. Single Port, MOV																		
1934/51	350 c.c. O.H.V. Single Port, MAC, C.R. 6 to 1 ... Slipper Design	Al. 68m.	4636	1 ²⁷ / ₃₂ "	2 ³¹ / ₃₂ "	1	Dome	32/-	2	1 ¹ / ₁₆ "	P.275B	5 ¹ / ₈ "	60m.	S.C.	1248A.	3/1	FS.1078	22/3	
							(with Valve Pockets)		1	5 ¹ / ₃₂ "	SDO.2165A						For Model MOV	FS.1413	24/6
1927	348 c.c. O.H.C.																		
1932	348 c.c. O.H.C. & O.H.V. C.R. 7 to 1	Al. 74m.	2020	1 ⁷ / ₈ "	3 ³ / ₁₆ "	1	Dome	36/3	2	1 ¹ / ₈ "	P.455B	5 ¹ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3			
							Stepped		1	5 ¹ / ₃₂ "	SDO.458B								
1929	348 c.c. O.H.C. KTT, C.R. 7 to 1, Slipper Design	Al. 74m.	3183	1 ²⁹ / ₃₂ "	3 ¹ / ₄ "	1	Dome	100/-	2	1 ¹ / ₁₆ "	P.451B	8-236"	2 ¹⁷ / ₃₂ "	S.C.	1175A.	9/2			
									1	5 ¹ / ₃₂ "	SDO.458B								
1929	348 c.c. O.H.C. KTT, C.R. 8-5 to 1, Slipper Design	Al. 74m.	3315	1 ²⁷ / ₃₂ "	3 ⁵ / ₃₂ "	1	Dome	100/-	3	1 ¹ / ₁₆ "	P.451B	8-236"	2 ¹⁷ / ₃₂ "	S.C.	1175A.	9/2			

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL SECTION

		PISTONS							RINGS			PINS					LINERS	
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
VELOCETTE (continued).																		
1929/31	348 c.c. O.H.C. KTT, C.R. 10-25 to 1	Al.	74m.	4564	1 ³¹ / ₃₂ "	3 ⁹ / ₃₂ "	1	Cone 100/-	3	1 ¹ / ₁₆ "	P.451B	8236"	2 ¹⁷ / ₃₂ "	S.C.	1175A.	9/2		
1929/30	348 c.c. O.H.C. KSS, KTS, C.R. 10-25 to 1	Al.	74m.	3351	2 ¹ / ₈ "	3 ⁷ / ₁₆ "	1	Cone 49/-	3	1 ¹ / ₁₆ "	P.451B	5 ¹ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1929/31	348 c.c. O.H.C. KN, KTP	Al.	74m.	1415	1 ²⁵ / ₃₂ "	3 ³ / ₃₂ "	1	Cone 36/3 Stepped	2	1 ¹ / ₈ "	P.455B	5 ¹ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
1932/5	348 c.c. O.H.C. KTS, C.R. 6-5 to 1	H'lex	74m.	3909	1 ³ / ₄ "	3 ³ / ₃₂ "	1	Dome 38/9 (with Valve Pockets)	2	1 ¹ / ₁₆ "	P.451B	5 ¹ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3	FS.745	25/3
1934	348 c.c. O.H.C. KSS, Slipper Design	H'lex	74m.	4534	1 ²⁵ / ₃₂ "	3 ⁵ / ₃₂ "	1	Dome 100/-	1	5 ¹ / ₃₂ "	SDO.458B							
1933	348 c.c. O.H.C. KTT, C.R. 7-75 to 1	H'lex	74m.	4534	1 ²⁵ / ₃₂ "	3 ⁵ / ₃₂ "	1	Dome 100/-	2	1 ¹ / ₁₆ "	P.451B	8236"	2 ¹⁷ / ₃₂ "	S.C.	1175A.	9/2		
1936	348 c.c. O.H.C. KTS, C.R. 6-8 to 1 (R.B.P.)	Al.	74m.	5875	1 ¹³ / ₁₆ "	3 ¹ / ₈ "	1	Dome 100/-	4	4 ¹ / ₁₆ "	P.451B	5 ¹ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3	FS.745	25/3
1936	348 c.c. O.H.C. KTS, Slipper Design, C.R. 6-8 to 1	H'lex	74m.	5874	1 ¹³ / ₁₆ "	3 ¹ / ₈ "	1	Dome 43/6	2	1 ¹ / ₁₆ "	P.451B	5 ¹ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3	FS.745	25/3
1936/48	348 c.c. O.H.C. KSS, MK11, Slipper Design, C.R. 7-5 to 1	H'lex	74m.	7426	1 ²⁹ / ₃₂ "	3 ⁷ / ₃₂ "	1	Dome 35/-	2	1 ¹ / ₁₆ "	P.451B	5 ¹ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3	FS.739	25/-
	348 c.c. O.H.C. KTT, C.R. 11-5 to 1	Al.	74m.	5450	2 ³ / ₃₂ "	3 ⁷ / ₁₆ "	1	Dome 80/-	2	1 ¹ / ₁₆ "	P.451B	8236"	2-610"	RC100	1946A.	4/11	FS.768	25/-
	348 c.c. O.H.V.	Al.	74m.	5150	1 ³ / ₄ "	3 ¹ / ₁₆ "	1	Flat 100/- Bevelled	2	1 ¹ / ₈ "	P.455B	5 ¹ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
	348 c.c. O.H.V.	Al.	74m.	4900	1 ¹⁹ / ₃₂ "	2 ²⁹ / ₃₂ "	1	Dome 100/-	1	5 ¹ / ₃₂ "	SDO.458B							
	348 c.c. O.H.V.	Al.	74m.	4471	1 ¹³ / ₁₆ "	3 ¹ / ₈ "	1	Cone 100/-	2	1 ¹ / ₁₆ "	P.451B	5 ¹ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
	348 c.c. O.H.V.	Al.	74m.	4350	1 ³¹ / ₃₂ "	3 ⁹ / ₃₂ "	1	Dome 100/-	1	5 ¹ / ₃₂ "	SDO.458B							
	348 c.c. O.H.C.	Al.	74m.	4078	1 ⁷ / ₈ "	3 ³ / ₁₆ "	1	Dome 100/-	2	1 ¹ / ₁₆ "	P.451B	5 ¹ / ₈ "	2 ¹⁹ / ₃₂ "	S.C.	160A.	3/3		
		H'lex	80m.	4109	1 ⁷ / ₈ "	3 ³ / ₁₆ "	1	Dome 113/-	2	3 ¹ / ₃₂ "	P.1122B	8236"	2 ³ / ₄ "	S.C.	1696A.	10/-		
1935/48	495 c.c. O.H.V. Single Port, MSS, C.R. 6 to 1 (R.B.P.)	Al.	81m.	5941	1 ¹³ / ₁₆ "	3 ⁵ / ₁₆ "	1	Dome 37/6 (with Valve Pockets)	2	2m.	P.2609B	8236"	2-610"	RC100	1946A.	4/11	FS.830	32/9
									1	4m.	SDO.2610B							
									1	2m.	SS.2947B							
VELO-SOLEX																		
1946/51	45 c.c. Power Cycle	H'lex	38m.	10993	28-5m.	58-5m.	1	2-Str. 16/6	2	0-98"	ZFP.7253B	12m.	30-5m.	RC178	4140A.	2/1		
VESPA																		
1949/52	125 c.c.	*H'lex	56-5m.	S11216	44-5m.	73-5m.	1	2-Str. 26/-	2	2-5m.	ZMP.7434ZH	15m.	48-5m.	RC188	4263A.	3/1		
VICTORIA																		
	O.H.V. KR35N	H'lex	69m.	10918	34m.	70m.	1	Dish 26/6	2	2m.	FP.5709B	14m.	61-5m.	S.C.	4112A.	2/8		
									1	4m.	FSDO.5710B							
VILLIERS																		
98 c.c.	Mark II Marvil, Mark IV	*C.I.	45m.	10461	1 ¹³ / ₁₆ "	2 ¹³ / ₁₆ "	1	2-Str. 33/6	2	1 ¹ / ₈ "	P.6204C	9-3m.	40m.	RC125	3929A.	2/3		
	Mark IF, Mark 2F, Two-Stroke	*H'lex	47m.	10936	1 ¹ / ₁₆ "	2 ³ / ₈ "	1	Flat 23/-	2	3 ¹ / ₃₂ "	P.6980C	9-30m.	40m.	RC125	4117A.	2/2		
98 c.c.	De Luxe Junior Two-Stroke	*C.I.	50m.	9413	1 ¹ / ₂ "	2 ³ / ₄ "	1	2-Str. 94/-	2	3-5m.	P.2188D	12-5m.	1 ⁵ / ₈ "	S.C.	3359A.	3/4		
98 c.c.	Midget, G. Pin parallel to Deflector	*H'lex	50m.	8575	3 ¹ / ₃₂ "	2 ³³ / ₆₄ "	1	Flat 23/6	2	3 ¹ / ₃₂ "	P.5429C	12-52m.	41-5m.	S.C.	1164A.	1/10		
1929/32	98 c.c. Midget, G. Pin at Right Angles to Deflector	*C.I.	50m.	4635	1 ⁹ / ₁₆ "	2 ¹³ / ₁₆ "	1	2-Str. 45/6	2	3 ¹ / ₃₂ "	P.1051N	12-5m.	44m.	F.F.	1166B.	4/11		
1931/2	98 c.c. Midget, G. Pin parallel with Deflector	*C.I.	50m.	3162	1 ⁵ / ₈ "	2 ⁷ / ₈ "	1	2-Str. 40/6	2	3 ¹ / ₃₂ "	P.1051N	12-5m.	44m.	F.F.	1166B.	4/11		
1931/2	98 c.c. Midget Pathfinder	C.I.	50m.	3163	1 ⁹ / ₄ "	3 ¹ / ₄ "	1	2-Str. 94/- with Def'r.	2	3 ¹ / ₃₂ "	P.3G	12-5m.	44m.	F.F.	1165B.	6/11		
1931/2	98 c.c. Midget Pathfinder	*Al.	50m.	3904	1 ⁹ / ₁₆ "	2 ¹³ / ₁₆ "	1	2-Str. 87/- with Def'r.	2	3 ¹ / ₃₂ "	P.1051N	12-5m.	44m.	F.F.	1166B.	4/11		
1931/8	98 c.c. Midget (Al. for above)	*C.I.	50m.	7078	1 ⁹ / ₁₆ "	2 ¹³ / ₁₆ "	1	2-Str. 39/6	2	3 ¹ / ₃₂ "	P.1051N	12-5m.	44m.	F.F.	1166B.	4/11		
		*Al.	50m.	5981	1 ⁹ / ₁₆ "	2 ¹³ / ₁₆ "	1	2-Str. 87/-	2	3 ¹ / ₃₂ "	P.1051N	12-5m.	44m.	F.F.	1166B.	4/11		
1935/9	98 c.c. Midget Marvel, Two-Stroke	*H'lex	50m.	5890	3 ¹ / ₃₂ "	2 ³³ / ₆₄ "	1	Flat 25/9	2	3 ¹ / ₃₂ "	P.3G	12-52m.	41-5m.	S.C.	1164A.	1/10		
1936	98 c.c.	C.I.	50m.	8219	1 ⁹ / ₁₆ "	2 ¹³ / ₁₆ "	1	2-Str. 94/-	2	3 ¹ / ₁₆ "	P.3721G	7 ¹ / ₁₆ "	44m.	S.C.	2809A.	3/3		
1938	98 c.c. Two Stroke	*C.I.	50m.	8160	1 ¹⁵ / ₃₂ "	2 ⁷ / ₁₆ "	1	Flat 32/9	2	3 ¹ / ₃₂ "	P.3G	12-52m.	41-5m.	S.C.	1164A.	1/10		
1938/47	98 c.c. Autobyk, J36 Junior	*H'lex	50m.	8158	1 ⁹ / ₁₆ "	2 ¹³ / ₁₆ "	1	2-Str. 26/9	2	3 ¹ / ₃₂ "	P.3G	9-30m.	44-5m.	RC125	2772A.	2/1		
1935/48	122 c.c. Midget Marvel, 9D, U11D, Two-Stroke	*H'lex	50m.	5650	3 ¹ / ₃₂ "	2 ¹¹ / ₁₆ "	1	Flat 23/6	2	3 ¹ / ₃₂ "	P.5429C	12-52m.	41-5m.	S.C.	1164A.	1/10		
122 c.c.	Mark 10D, Two Stroke, (Stop Pegs Diametrically opposite at 45° from G. Pin Centre Line)	*H'lex	50m.	10735	3 ¹ / ₃₂ "	2 ¹¹ / ₁₆ "	1	Flat 23/6	2	3 ¹ / ₃₂ "	P.5429C	12-52m.	41-5m.	S.C.	1164A.	1/10		

PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL SECTION

KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING

PISTONS												RINGS			PINS			LINERS	
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls.	Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
VILLIERS (continued).																			
1936	(R.B.P.)	C.I.	2"	3679	1 ⁵ / ₃₂ "	2 ⁷ / ₁₆ "	1	2-Str.	94/-	3	1 ¹ / ₈ "	P.1595F	9-3m.	1 ⁷ / ₈ "	A.P.	1063.	4/10		
1931/40	148 c.c. Longstroke, Two Port, XIIC, GY	*C.I.	53m.	4046	2 ¹ / ₃₂ "	3 ¹⁹ / ₃₂ "	1	2-Str.	31/6	2	3 ¹ / ₃₂ "	P.1421N	12-5m.	47m.	F.F.	1481B.	5/7		
	(H'lex for above)	*H'lex	53m.	5455	2 ¹ / ₃₂ "	3 ¹⁹ / ₃₂ "	1	2-Str.	63/-	2	3 ¹ / ₃₂ "	P.1421N	12-5m.	47m.	F.F.	1481B.	5/7		
1924/31	147 c.c. VIC, VIIC	C.I.	55m.	815	1 ²¹ / ₃₂ "	3 ⁵ / ₃₂ "	1	2-Str.	54/-	2	3 ¹ / ₁₆ "	P.26G	12-5m.	2"	A.P.	21	4/3		
1924/31	147 c.c. VIC, VIIC	C.I.	55m.	8309	1 ²¹ / ₃₂ "	3 ⁵ / ₃₂ "	1	2-Str.	50/-	2	3 ¹ / ₁₆ "	P.26G	14-07m.	2"	A.P.	2851.	4/7		
1924/38	147 c.c. Single Port, VIIIIC, IXC	C.I.	55m.	1290	1 ⁵ / ₈ "	3 ¹ / ₈ "	1	2-Str.	30/-	2	3 ¹ / ₁₆ "	P.26G	12-5m.	1 ¹⁵ / ₁₆ "	F.F.	20B.	3/8		
1924/38	147 c.c. Mark VIIIIC, XC, XIC	C.I.	55m.	10845	1 ²¹ / ₃₂ "	3 ⁷ / ₃₂ "	1	2-Str.	30/-	2	3 ¹ / ₁₆ "	P.26G	12-52m.	1 ³⁷ / ₃₂ "	S.C.	4068A.	2/3		
1928	147 c.c.	C.I.	55m.	1066	1 ⁹ / ₁₆ "	3 ¹ / ₁₆ "	1	2-Str.	94/-	2	4m.	P.24D	7 ¹ / ₁₆ "	2 ¹ / ₁₆ "	A.P.	945.	4/11		
1933	147 c.c. Mark II, XC, VIIC	*H'lex	55m.	5093	1 ⁴¹ / ₆₄ "	3 ⁹ / ₆₄ "	1	2-Str.	35/-	2	3 ¹ / ₃₂ "	P.2533F	12-5m.	1 ¹⁵ / ₁₆ "	F.F.	20B.	3/8		
1948/9	147 c.c. Mark 24C, Invalid Carriage, Air Cooled	*H'lex	55m.	10798	1 ⁴¹ / ₆₄ "	3 ¹³ / ₆₄ "	1	2-Str.	27/-	2	3 ¹ / ₃₂ "	P.6689C	12-52m.	1 ³⁷ / ₃₂ "	S.C.	4068A.	2/3		
1924/5	172 c.c. Sports Two Port	*C.I.	2 ¹ / ₄ "	1292	1 ²⁷ / ₃₂ "	3 ¹⁷ / ₃₂ "	1	2-Str.	94/-	2	1 ¹ / ₈ "	P.60F	12-5m.	52m.	F.F.	22B.	4/7		
1924/31	172 c.c. Two Port	*Al.	2 ¹ / ₄ "	3355	1 ⁷ / ₈ "	3 ¹³ / ₁₆ "	1	2-Str.	87/-	2	1 ¹ / ₈ "	P.60F	12-5m.	52m.	F.F.	22B.	4/7		
1925/7	172 c.c. Super Sports	*Al.	2 ¹ / ₄ "	2637	1 ⁷ / ₈ "	3 ¹³ / ₁₆ "	1	2-Str.	39/-	2	3 ¹ / ₃₂ "	P.59F	12-5m.	52m.	F.F.	22B.	4/7		
1927/8	172 c.c. Sports	*C.I.	2 ¹ / ₄ "	3391	1 ⁷ / ₈ "	3 ¹³ / ₁₆ "	1	2-Str.	94/-	2	3 ¹ / ₃₂ "	P.59F	12-5m.	52m.	F.F.	22B.	4/7		
	(Al. for above)	*Al.	2 ¹ / ₄ "	2636	1 ⁷ / ₈ "	3 ¹³ / ₁₆ "	1	2-Str.	87/-	2	3 ¹ / ₃₂ "	P.59F	12-5m.	52m.	F.F.	22B.	4/7		
1927/34	172 c.c. Sports, Super Sports, TT	*Al.	2 ¹ / ₄ "	3357	1 ⁷ / ₈ "	3 ¹³ / ₁₆ "	1	2-Str.	39/-	2	1 ¹ / ₈ "	P.60F	12-5m.	52m.	F.F.	22B.	4/7		
	172 c.c.	*C.I.	2 ¹ / ₄ "	3864	1 ²⁵ / ₃₂ "	3 ¹⁵ / ₃₂ "	1	2-Str.	94/-	2	1 ¹ / ₈ "	P.60F	12-5m.	52m.	F.F.	22B.	4/7		
	172 c.c. Super Sports	*Al.	2 ¹ / ₄ "	7861	1 ²⁷ / ₃₂ "	3 ²⁵ / ₃₂ "	1	2-Str.	87/-	2	1 ¹ / ₈ "	P.3407D	12-5m.	52m.	F.F.	22B.	4/7		
1938/40	197 c.c. Two-Stroke, Double Century Unit	*H'lex	59m.	8498	1 ⁵ / ₈ "	3 ²⁵ / ₆₄ "	1	Flat	30/-	2	1 ¹ / ₈ "	P.3933D	12-52m.	52-5m.	S.C.	2948A.	2/4		
	197 c.c. Mark 6E, Two Stroke, (Stop Pegs Diametrically opposite at 45° from G. Pin Centre Line	*H'lex	59m.	10736	1 ⁵ / ₈ "	3 ²⁷ / ₆₄ "	1	Flat	26/-	2	3 ¹ / ₃₂ "	P.6666C	12-52m.	52-5m.	S.C.	2948A.	2/4		
1928/30	196 c.c. Super Sports	C.I.	2-35"	4065	43m.	80m.	1	2-Str.	55/-	2	3 ¹ / ₁₆ "	P.44G	12-5m.	2 ³ / ₁₆ "	A.P.	1483.	5/-		
1928/38	196 c.c. IE	C.I.	61m.	4878	1 ¹⁵ / ₁₆ "	3 ⁷ / ₈ "	1	2-Str.	55/-	2	1 ¹ / ₈ "	P.118D	12-5m.	54m.	S.C.	23A.	2/10		
1928/38	196 c.c. Super Sports, KZ, KZS, C.R. 6 to 1	C.I.	61m.	3447	1 ⁷ / ₈ "	3 ¹³ / ₁₆ "	1	2-Str.	48/6	2	1 ¹ / ₈ "	P.118D	12-5m.	54m.	F.F.	23B.	7/-		
	(Al. for above)	*Al.	61m.	2848	1 ¹⁵ / ₁₆ "	3 ⁷ / ₈ "	1	2-Str.	41/6	2	1 ¹ / ₈ "	P.118D	12-5m.	54m.	F.F.	23B.	7/-		
1932/8	249 c.c. XIVA, BY, BYP	*C.I.	63m.	2131	1 ¹⁵ / ₁₆ "	3 ⁷ / ₈ "	1	2-Str.	37/6	2	3 ¹ / ₈ "	P.1710N	12-5m.	54m.	F.F.	23B.	7/-		
	(Al. for above)	*C.I.	63m.	7468	1 ²⁹ / ₃₂ "	4 ³ / ₈ "	1	2-Str.	57/-	2	3 ¹ / ₃₂ "	P.1721N	12-5m.	2 ³ / ₁₆ "	F.F.	19C.	3/10		
		Al.	63m.	5657	1 ²⁹ / ₃₂ "	4 ³ / ₈ "	1	2-Str.	36/-	2	3 ¹ / ₃₂ "	P.1721N	12-5m.	2 ³ / ₁₆ "	F.F.	19C.	3/10		
1932/8	249 c.c. Long Stroke, XIVA, RY, Water Cooled, Air Cooled	*Al.	63m.	4300	1 ¹⁵ / ₁₆ "	4 ¹³ / ₃₂ "	1	2-Str.	34/3	2	3 ¹ / ₃₂ "	P.1721N	12-5m.	2 ³ / ₁₆ "	F.F.	19C.	3/10		
1935/40	249 c.c. BYX17A, Two Stroke	*H'lex	63m.	5514	1 ¹ / ₃₂ "	3 ¹⁷ / ₃₂ "	1	Flat	34/3	2	3 ¹ / ₃₂ "	P.2692C	12-5m.	54m.	S.C.	23A.	2/10		
1937	249 c.c. Two-Stroke	*H'lex	63m.	7474	1 ¹ / ₃₂ "	3 ¹⁷ / ₃₂ "	1	Flat	87/-	2	3 ¹ / ₃₂ "	P.2692C	15-62m.	2 ¹ / ₈ "	S.C.	113A.	2/8		
	XXVA, XVIIIIA, Two Stroke	*H'lex	63m.	8100	1 ²⁵ / ₃₂ "	3 ¹⁷ / ₃₂ "	1	Flat	32/6	2	3 ¹ / ₃₂ "	P.2692C	12-5m.	54m.	S.C.	23A.	2/10		
1922/5	247 c.c. VIA, VIIA	C.I.	67m.	3232	1 ¹⁵ / ₁₆ "	3 ³ / ₄ "	1	2-Str.	56/-	2	3 ¹ / ₁₆ "	P.263G	12-5m.	2 ⁹ / ₁₆ "	A.P.	1202	3/4		
1926/30	247 c.c. IXA, Panther, Two Port	C.I.	67m.	2529	50m.	110m.	1	2-Str.	101/-	2	3 ¹ / ₃₂ "	P.254F	12-5m.	2 ⁷ / ₁₆ "	F.F.	25B.	4/8		
	(H'lex for above)	*H'lex	67m.	1344	50m.	110m.	1	2-Str.	44/6	2	3 ¹ / ₃₂ "	P.254F	12-5m.	2 ⁷ / ₁₆ "	F.F.	25B.	4/8		
1926/32	247 c.c. IXA, XA	Al.	67m.	4045	50m.	110m.	1	2-Str.	37/9	2	4-71m.	P.1824G	12-5m.	2 ⁷ / ₁₆ "	F.F.	25B.	4/8		
1930/2	247 c.c. XA, Two Port	*Al.	67m.	3701	50m.	110m.	1	2-Str.	35/-	2	4-71m.	P.1824G	12-5m.	2 ⁷ / ₁₆ "	F.F.	25B.	4/8		
	1 ¹ / ₂ h.p. Water Cooled	*C.I.	67m.	8259	50m.	110m.	1	2-Str.	101/-	2	3 ¹ / ₁₆ "	P.263G	12-5m.	2 ⁷ / ₁₆ "	F.F.	25B.	4/8		
	247 c.c. Two Port (R.B.P.)	C.I.	67m.	5149	2 ¹ / ₃₂ "	4 ³ / ₃₂ "	1	2-Str.	101/-	3	3 ¹ / ₁₆ "	P.263G	1 ¹ / ₂ "	2 ¹¹ / ₃₂ "	S.C.	1881A.	4/9		
		C.I.	67m.	8440	1 ¹⁵ / ₁₆ "	3 ³ / ₄ "	1	2-Str.	101/-	2	3 ¹ / ₁₆ "	P.263G	14-07m.	62m.	A.P.	2915	4/9		
1921/6	346 c.c.	C.I.	70m.	1975	2 ³ / ₁₆ "	3 ³ / ₄ "	1	2-Str.	101/-	2	1 ¹ / ₄ "	P.386H	12-5m.	2 ¹¹ / ₁₆ "	A.P.	26.	6/10		
1931/4	346 c.c. Long Stroke, XIVB	*Al.	70m.	4681	1 ¹⁵ / ₁₆ "	4 ⁵ / ₈ "	1	2-Str.	100/-	2	5 ¹ / ₃₂ "	P.1866N	12-5m.	64-5m.	F.F.	1134B.	6/11		
1931/8	346 c.c. Long Stroke, XIVB, YZP, Petroil Lubrication	*Al.	70m.	3112	2"	4 ¹¹ / ₁₆ "	1	2-Str.	48/6	2	5 ¹ / ₃₂ "	P.1866N	12-5m.	64-5m.	F.F.	1134B.	6/11		
1931/8	346 c.c. Long Stroke, XIVB, YZ, Automatic Lubrication	*Al.	70m.	3726	2"	4 ¹¹ / ₁₆ "	1	2-Str.	46/-	2	5 ¹ / ₃₂ "	P.1866N	12-5m.	64-5m.	F.F.	1134B.	6/11		
	346 c.c. XVB, XIVB	*C.I.	70m.	5595	46m.	114-25m.	1	2-Str.	101/-	2	4m.	P.2735N	12-5m.	64-5m.	F.F.	1134B.	6/11		

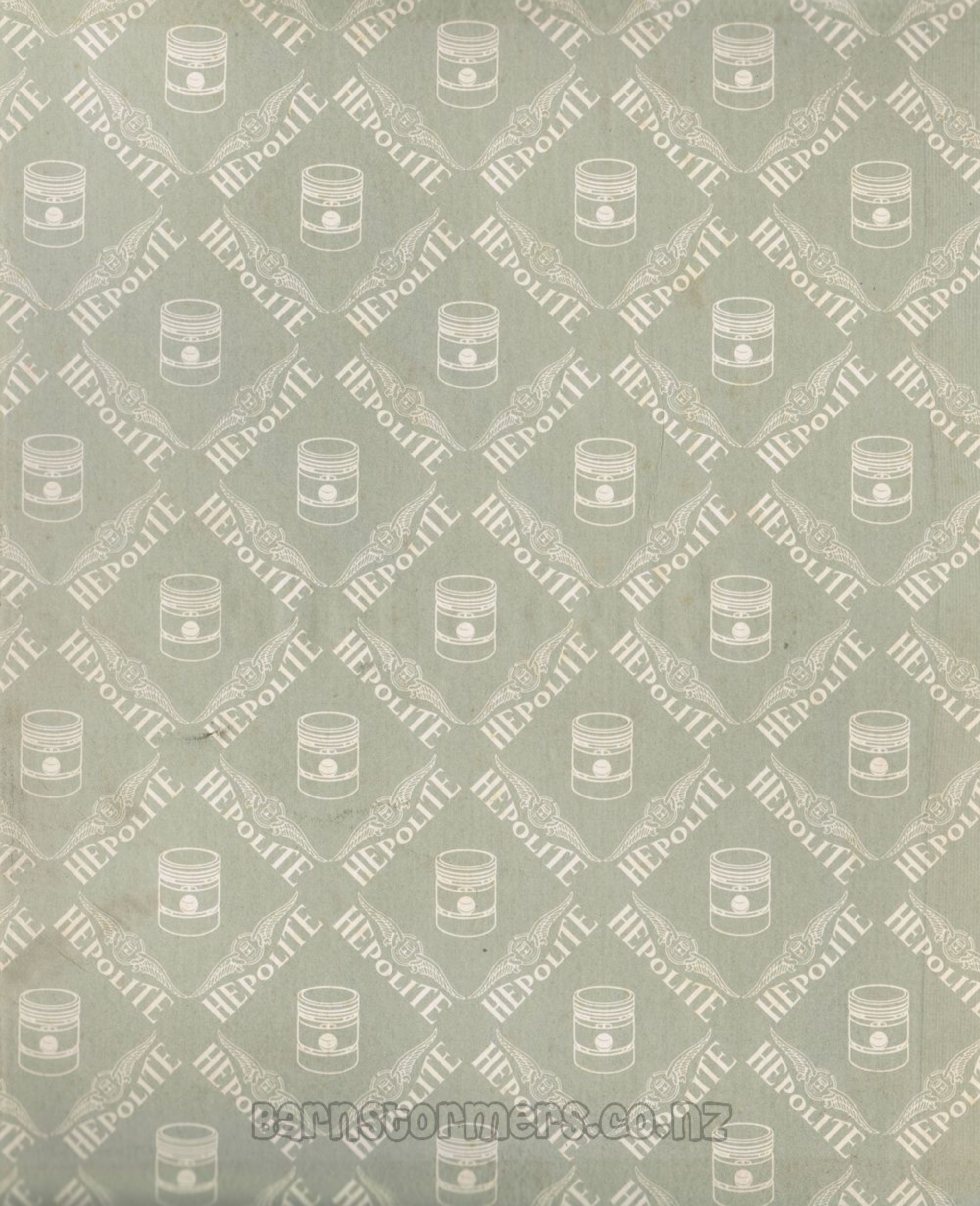
PRICES FOR PISTON RINGS, INCLUDING SPECIAL TYPES, ARE SHOWN IN THE RING NUMERICAL LISTING

PISTONS								RINGS		PINS				LINERS				
Make and Year	Model	Metal	Cyl. Bore	Ref. No.	Comp.	Length	No. of Cyls. Head	Price Complete	No. of Rings	Width	Ref. No.	Dia.	Length	Type	Ref. No.	Price	Ref. No.	Price
VILLIERS (continued).																		
1925/32	342 c.c. AZ, CZ, IXB, IXBA, VIII B.....	C.I.	79m.	4105	50m.	110m.	1	2-Str. 53/-	2	1/8"	P.7032N	12.52m.	2 13/16"	F.F.	27B.	5/-		
	(Al. for above).....	*Al.	79m.	2155	50m.	110m.	1	2-Str. 73/-	2	1/8"	P.7032N	12.52m.	2 13/16"	F.F.	27B.	5/-		
	342 c.c. (This piston differs from Reference No. 2155 by reason of the Stop Peg being on opposite side and the Head Shape being slightly different).....	*Al.	79m.	10941	49.5m.	109.5m.	1	2-Str. 72/-	2	1/8"	P.7032N	12.52m.	2 13/16"	F.F.	27B.	5/-		
VINCENT (Refer also to H.R.D.)																		
1950/2	499 c.c. O.H.V., Meteor Series B, Comet, Grey Flash Series C, 1 Cyl.	H'lex	84m.	5255	1 15/16"	2 7/8"	1/2	Dome (with Valve Recess) 53/-	2	1 1/8"	P.2060B	7/8"	3"	RC52	1691A.	10/3		
	998 c.c. O.H.V. Rapide, Black Shadow, Black Lightning, Series B, Series C, 2 Cyl.								1	1 1/8"	SDO.1953B							
WALDORP																		
38 c.c.	Cycle Motor Attachment, Two-Stroke	C.I.	35m.	11163	36.1m.	60.1m.	1	Dome 22/9	3	2.5m.	FP.7382G	13m.	29-20m.	F.F.	4238B.	4/7		
WHIZZER																		
	Cycle Motor Attachment	H'lex	2 1/4"	1777	1"	2 1/8"	1	Flat 19/-	2	3/32"	FP.6850B	9/16"	1 29/32"	S.C.	2849A.	2/3		
									1	1/8"	FSDO.6851B							
WOLF (Refer to VILLIERS.)																		
WOOLER																		
1947/9	500 c.c. O.H.V., Light Four, WLFI, Air Cooled (R.B.P.)	H'lex	50m.	10791	24.5m.	42.5m.	4	Flat 39/6	1	2.5m.	MKFTP.6470B	14m.	41.5m.	S.C.	3002A.	2/4		
									1	2.5m.	FPC.6745B							
									1	3.5m.	FSDO.6746B							
ZENITH (Refer to J.A.P.)																		
ZUNDAPP																		
1931/2	200 c.c. (R.B.P.)	H'lex	60m.	3686	53m.	100.5m.	1	2-Str. 87/-	3	3m.	P.1987ZG	14m.	53.5m.	S.C.	55A.	5/2		
1935/7	200 c.c. DB200, Two-Stroke, Two Port	H'lex	60m.	7209	38m.	80.86m.	1	Dome 45/6	3	2.5m.	P.2054D	18m.	51.5m.	S.C.	2325A.	4/-		
1937	200 c.c. Two-Stroke	H'lex	60m.	7855	33m.	80.5m.	1	Dome 87/-	3	2.5m.	P.2054D	18m.	51.5m.	S.C.	2325A.	4/-		
	DB200, Two-Stroke (with Six Air Ports in lower end of Skirt)	H'lex	60m.	9777	38m.	81m.	1	Dome 44/-	3	2.5m.	FP.5287D	18m.	51.5m.	S.C.	2325A.	4/-		
1936/8	150 c.c. Two-Stroke	H'lex	60m.	8262	52m.	90m.	1	2-Str. 87/-	3	2.5m.	P.3749D	16m.	54.5m.	F.F.	2359B.	8/4		
	Two-Stroke	H'lex	67m.	7823	40m.	83m.	1	Dome 62/-	3	2.5m.	P.1997F	18m.	59m.	S.C.	2578A.	3/10		
	Two-Stroke	H'lex	67m.	9968	47m.	81.92m.	1	Dome 62/-	3	2.5m.	FP.5520C	18m.	59m.	S.C.	2578A.	3/10		
1936/8	500 c.c. Twin Kardan K	H'lex	69m.	7718	45m.	75.25m.	2	Flat 39/-	2	2m.	P.304B	18m.	59m.	S.C.	2578A.	3/10		
									1	2m.	NS.3529B							
									1	4.5m.	SDO.3203B							
1938	500 c.c. O.H.V. Twin	H'lex	69m.	8346	48m.	78.25m.	2	Dome 37/3	3	2m.	P.304B	18m.	59m.	S.C.	2578A.	3/10		
									1	4.5m.	SDO.3203B							
1941/4	750 c.c.	H'lex	75m.	11385	40m.	73m.	2	Dish 33/-	3	2.5m.	FP.5448B	18m.	62m.	S.C.	2877A.	4/1		
									1	4.5m.	FSDO.7241B							

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KEY TO SYMBOLS AND ABBREVIATIONS IS ON PAGES 3 to 7—PLEASE REFER TO THIS BEFORE ORDERING



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