

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander	
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
A.E.C.																	
1937/54	7.7 litre Regent, Regal Mk. II.	6	105	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	.230	—	$\frac{3}{16}$	122	—	—	OG	—	—	—	
1939/54	Regent Mk. III	6	105	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	.230	—	$\frac{3}{16}$	124	—	—	OG	—	—	—	
1955/57	6.75 litre Mercury, Reliance	6	105	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	$\frac{1}{8}$	123	—	—	OG	—	—	—	
1954/57	7.68 litre AV.470, AH.470 Horizontal.	6	112	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	$\frac{1}{8}$	125	—	—	OG	—	—	—	
1946/57	9.6 litre Regal, Regent Mk. III and IV, Mammoth Major.	6	120	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	$\frac{1}{8}$	126	—	—	OG	—	—	—	
1950/57	11.3 litre	6	130	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	$\frac{1}{8}$	127	—	—	—	—	—	—	
AILSA CRAIG																	
—	RF Ricardo	1/6	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	121	—	—	OG	—	—	—	
ALBION (See also Leyland)																	
1936/51	19.6 h.p. 30/50 cwt. ..	4	3 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{16}$	—	—	$\frac{1}{16}$	128	—	C	OG	—	—	—	
1936/50	19.6 h.p. 30/50 cwt. ..	4	3 $\frac{1}{2}$	.129	.129	$\frac{1}{16}$	—	—	$\frac{1}{16}$	129	—	C	OG	—	—	—	
1936/51	29.4 h.p. 3-4 ton	6	3 $\frac{1}{2}$	.129	.129	$\frac{1}{16}$	—	—	$\frac{1}{16}$	130	—	C	OG	—	—	—	
1936/41	22.5 h.p.	4	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{16}$	—	—	$\frac{3}{16}$	131	—	—	OG	—	—	—	
1954/56	3.8 litre Diesel	4	3.96	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	.248	—	.248	132	—	—	OG	—	—	—	
1950/56	28.9 h.p. 5/8 ton	4	4 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}$	—	$\frac{1}{8}$	133	—	—	OG	—	—	—	
1957/58	5.5 litre	4	4 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}$	—	$\frac{1}{8}$	249	—	—	OG	—	—	—	
1939/51	CX Series Diesel	4	4 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}$	—	$\frac{1}{8}$	134	—	—	OG	—	—	—	
1951	CX Series Viking, Venturer	6	4 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}$	—	$\frac{1}{8}$	135	—	—	OG	—	—	—	
ALFA ROMEO																	
1948/51	2 $\frac{1}{2}$ litre	6	72	2	2	2	4	—	—	300	—	C	OG	R	—	—	
1954/55	Giulietta, 1300 Sprint 750 B and C.	4	74	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{32}$	—	—	—	99	—	C	OG	—	—	—	
—	1900 and 2000	4	84 $\frac{1}{2}$	$\frac{1}{16}$	$\frac{1}{16}$	4	—	—	4	100	—	—	OG	—	—	—	
—	430 Diesel	4	115	4	4	4	4	6	6	301	—	—	OG	—	—	—	
—	450 Diesel	4	120	4	4	4	4	6	6	302	—	—	OG	—	—	—	

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES							SET No.		SUFFIXES					Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set			
	ALLARD (Refer to Cadillac, Ford, Lincoln and Mercury)																	
	ALLIS CHALMERS TRACTOR																	
1947/57	G	4	2 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	273	—	C	OG	—	—	—		
1938/44	Power Unit B (own B or I.B Engine).	4	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	136	—	C	OG	—	—	—		
1939/41	C.1/C.12, B, CE, RC (own R Engine).	4	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	137	—	C	OG	—	—	—		
1941/60	C.12 and own B, C, R, CA, 138 Engine.	4	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	274	—	C	OG	—	—	—		
1958/60	D.14	4	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	275	—	C	OG	—	—	—		
1958/60	D.17 (Diesel)	6	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	276	—	C	OG	—	—	—		
1933/60	W.25, W, WC, WF, WD, WD.45, D17.	4	4	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	138	—	C	OG	R	—	—		
1939/42	H.D.7, S.M.C. Engine ..	3	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	—	139	—	—	OG	R	—	—		
1939/42	H.D.10	4	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	140	—	—	OG	—	—	—		
1939/42	H.D.14	6	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}a$	$\frac{3}{16}ab$	$\frac{3}{16}$	141	—	—	OG	—	—	—		
1955/60	HD-6 (Diesel)	4	4 $\frac{7}{16}$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	277	—	—	OG	—	—	—		
1955/60	HD-11 (Diesel)	6	4 $\frac{7}{16}$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	278	—	—	OG	—	—	—		
1937/44	U, UC, UCM, WM.42 Power Unit U.40, UM.42 (own M, U, UM Engine).	4	4 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{1}{2}$	—	$\frac{1}{2}$	142	—	—	OG	—	—	—		
1951/54	HD-20	6	5 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	$\frac{3}{16}(2)$	—	—	—	OG	—	—	—		
1955/59	HD-16A, AC, HD-21 Diesel	6	5 $\frac{1}{2}$	$\frac{1}{8}h$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{2}$	—	$\frac{1}{2}$	279	—	—	—	—	—	—		
	ALVIS																	
1946/50	13.5 h.p. O.H.V. 14. .	4	74	$\frac{3}{32}$	$\frac{3}{32}$	4 $\frac{1}{2}$	—	—	—	143	—	—	OG	—	—	—		
1950/58	3 litre O.H.V.	6	84	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}$	—	—	—	—	144	—	OG	—	—	—		

a = Cords Ring Groove.

b = Below Gudgeon Pin.

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES					Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
ARMSTRONG SIDDELEY																	
1939/49	2 litre Lancaster, York, Hurricane, Typhoon.	6	65	2	2	$\frac{1}{8}$	$\frac{1}{8}$	—	—	—	21	C	OG	—	—	—	—
1950/56	2.3 litre, 18 h.p., Lancaster, Hurricane, Typhoon, Whitley, Sapphire 236.	6	70	2	2	$\frac{1}{8}$	$\frac{1}{8}$	—	—	—	145	C	OG	—	—	—	—
1950/56	2.3 litre Lancaster, Hurricane, Typhoon, Whitley.	6	70	$\frac{5}{16}$	$\frac{5}{16}$	$\frac{3}{8}$	$\frac{5}{16}$	—	—	—	303	C	OG	—	—	—	—
1956/57	Sapphire 236	6	70	$\frac{5}{16}$	$\frac{5}{16}$	$\frac{3}{8}$	—	—	$\frac{3}{8}$	—	303R	C	OG	—	—	—	—
1956/57	20 h.p., 2.3 litre, Sapphire 234	4	90	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	—	281	—	OG	R	—	—	—
1953/59	3.4 litre Sapphire 346 ..	6	90	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	—	146	—	OG	R	—	—	—
—	Direct Injection Diesel ..	1/3	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	282n	C	OG	—	—	—	—
ASTON MARTIN																	
1936/52	16 h.p. A.C. 2 litre	6	65	2	2	2	4	—	—	—	148	C	OG	—	—	—	—
1949/53	2 $\frac{1}{2}$ litre DB.2, DB.3, DB.2-4, Vantage.	6	78	1 $\frac{1}{2}$	1 $\frac{1}{2}$	$\frac{5}{16}$	$\frac{5}{16}$	—	—	—	147	C	OG	—	—	—	—
1954/57	25.6 h.p., 3 litre, DBA, DB.2-4, Vantage Mk. I, II and III, DB.3.	6	83	1 $\frac{1}{2}$	1 $\frac{1}{2}$	$\frac{5}{16}$	$\frac{5}{16}$	—	—	—	283	C	OG	—	—	—	—
AUSTIN Cars and Vans																	
1937/48	8 h.p. Big Seven, New Eight	4	2.235	$\frac{5}{16}$	$\frac{3}{8}$	$\frac{1}{2}$	—	—	—	—	6	—	OG	R	—	—	E
1952/56	A.30	4	2.28	.070	.070	.070	$\frac{1}{2}$ o	—	—	—	1	C	—	R	—	—	C (Incl.)
1957/—	A.35, New Seven, 5 cwt. Van and A.40 (from 1959—Farina).	4	62.9	.070	.070	.070	$\frac{1}{2}$ o	—	—	—	2	C	—	R	—	—	E
1932/47	10 h.p.	4	63 $\frac{1}{2}$	$\frac{3}{8}$	$\frac{5}{16}$	$\frac{1}{2}$	—	—	—	—	52	—	OG	R	—	—	I
1939/47	11.9 h.p. Light 12/4	4	2.730	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{1}{2}$	—	—	—	62	—	OG	—	—	—	L
1939/47	11.9 h.p. Light 12/4	4	2.730	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{1}{2}$	—	—	$\frac{3}{8}$	—	62R	—	OG	—	—	—	—
1947/52	A.40 Devon, Dorset, Pickup, Countryman.	4	65 $\frac{1}{2}$	$\frac{3}{8}$	$\frac{5}{16}$	$\frac{5}{16}$ o	—	—	—	—	3	C	—	R	X	—	I&
1952/57	A.40 Somerset, Sports, Countryman, Cambridge.	4	65 $\frac{1}{2}$	2	2	2	$\frac{1}{2}$ o	—	—	—	4	C	—	R	X	—	I
1954/59	A.50, A.55, Omnivan ..	4	73	$\frac{5}{16}$	$\frac{3}{8}$	$\frac{5}{16}$	$\frac{1}{2}$ o	—	—	—	5	C	—	R	—	—	L
1962 on	A60 1622 cc.		3 $\frac{1}{2}$								4.33						

n = State number of Pistons.

o = Oilguard Ring is included in all sets.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES					Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
AUSTIN—(contd.) Cars and Vans																	
1945/52	Austin 16, A.70, 25 cwt. Van and BSI Taxi.	4	3 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	7	C	OG	R	—	L	
1946/59	A.70 Hampshire, Hereford 20/25 cwt. Van.	4	3 $\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	8	C	OG	R	—	L	
1955/59	A.90 Westminster, A.95, A.105, Healey 100/6 (1956/58).	6	3 $\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	10	C	OG	R	—	L	
1959/61	A.99, Healey 3000	6	3.28	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	284	C	OG	—	—	—	
1950/54	A.90 Atlantic, Healey 100/4 (1948/56).	4	3 $\frac{7}{16}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	64	C	OG	R	—	P	
1948/59	A.125 Sheerline, A.135 Prin- cess, Ambulance.	6	3 $\frac{7}{16}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	65	C	OG	R	—	P	
Trucks (See also B.M.C. Diesel)																	
1954/57	2.2 litre Diesel	4	3 $\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{7}{16}$	—	$\frac{7}{16}$	—	68	C	OG	—	—	—	
1939/48	3.4 litre, 27 h.p. 1 $\frac{1}{2}$ -5 ton Truck and Bus.	6	3.350	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	63	C	OG	R	—	—	
1947/56	4 litre 2-5 ton Loadstar ..	6	3 $\frac{7}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{5}{16}$	—	—	—	—	41	C	OG	R	—	—	
1957/—	4 litre 2-5 ton Loadstar ..	6	3 $\frac{7}{16}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{5}{16}$	—	—	—	65	C	OG	R	—	P	
1954/59	3.4 litre 2-3 ton	4	95	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	66	—	OG	—	—	—	
1954/59	5.1 litre Diesel 5 ton	6	95	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	67	—	OG	—	—	—	
BEARDMORE																	
1938/40	Taxi-Cab Mark VI, 14 h.p. . .	4	75	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	$\frac{3}{16}$	—	151	—	OG	—	—	—	
BEDFORD																	
1938/48	10 h.p. 5/6 cwt. HC	4	63 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}$	—	—	—	—	57	C	OG	R	—	E	
1940/52	12 h.p. 10/12 cwt. JCE, PC. .	4	69 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	—	33	C	OG	R	—	L	
1952/54	15.63 h.p., 10/12 cwt. CA, Dormobile.	4	3 $\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	—	35	C	OG	R	—	M	
1952/59	15.63 h.p., 10/12 cwt. CA, Dormobile.	4	3 $\frac{1}{8}$	$\frac{5}{64}$	$\frac{5}{64}$	$\frac{3}{16}$	—	—	—	—	13	C	OG	R	—	—	
1938/50	27.34 h.p. $\frac{3}{4}$ -5 ton WLG, WLT.	6	3 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	49	—	OG	R	—	M	

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Expander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
	BEDFORD—(contd.)															
1947/59	27.34 h.p. $\frac{3}{4}$ -5 ton K, M, O, W. 6-8 ton Tractor.	6	3 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{16}$	—	—	—	—	50	—	OG	R	—	M
1957/59	24 h.p. 3.28 litre $1\frac{1}{4}$ -3 ton 200 Engine/Diesel.	4	3.874 98.4	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{16}$	—	$\frac{1}{16}$	—	285	—	OG	—	—	—
1957/59	36 h.p. 4.92 litre O.H.V. 300 Engine/Diesel.	6	3.874 98.4	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{16}$	—	$\frac{1}{16}$	—	286	—	OG	—	—	—
1950/56 1957/59	36 h.p. 4.92 litre, O.H.V. 'S' Series 7 ton.	6	3 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{16}$	—	—	$\frac{1}{16}$	—	51	—	OG	—	—	—
	BENTLEY															
1937/46	29 h.p. $4\frac{1}{2}$ litre	6	3 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$4\frac{1}{2}$	—	—	—	287	—	—	OG	—	—	—
1946/51	29.4 h.p. $4\frac{1}{2}$ litre Mk. VI †	6	3 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	.176	—	—	—	288	—	—	OG	—	—	—
1956/58	33.7 h.p. 4.9 litre 'S' Series Continental.	6	3 $\frac{3}{4}$	2	2	2	.176	—	—	289	—	—	OG	—	—	—
	BERKELEY															
1956/58	328 c.c. Aircooled Two Stroke	2	58	$\frac{3}{32}$	$\frac{3}{32}$	—	—	—	—	—	550	—	—	—	—	—
1958/59	492 c.c. Aircooled Two Stroke	3	58	$\frac{1}{16}$	$\frac{1}{16}$	—	—	—	—	—	551	—	—	—	—	—
1959	692 c.c. Aircooled O.H.V. . .	2	2 $\frac{1}{2}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{32}$	—	—	—	292	—	—	—	—	—	—
	B.M.C. DIESEL (See also Austin-Trucks)															
1954/59	2.2 litre	4	3 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{16}$	—	$\frac{1}{16}$	—	68	C	OG	—	—	—
1954/59	3.4 litre	4	95	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	66	—	OG	—	—	—
1954/59	5.1 litre	6	95	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	67	—	OG	—	—	—
	B.M.W.															
1952/54	501, 2 litre	6	66	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	—	411	—	—	OG	—	—	—
1954/57	501/6, 2.1 litre	6	68	2	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	—	—	295	—	—	OG	—	—	—
1957/60	503 and 507	8	82	2	2 $\frac{1}{2}$	3	5	—	—	296	—	—	OG	—	—	—
1955/57	245 c.c. O.H.V. Isetta	1	68	2	2	2	4	—	—	297	—	—	OG	—	—	—
1956/59	298 c.c. O.H.V. Isetta 300	1	72	2	2	2 $\frac{1}{2}$	4	—	—	298	—	C	OG	—	—	—

† Not suitable for Chrome-Plated Bore.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES							SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
	BOND MINICAR (Refer to Villiers)																
	BORGWARD																
1949/53	H.1500, B.1000	4	72	3	3	5	—	—	—	83	—	C	OG	R	—	—	
1940	L.2300	6	72	3	3	5	—	—	—	293	—	C	OG	R	—	—	
1954/60	Isabella, Hansa, 1500 ..	4	75	2	2	2½	4½	—	—	84	—	—	OG	R	—	—	
—	2.3 litre	6	75	2	2	2½	4½	—	—	291	—	—	OG	R	—	—	
1952/—	Hansa 1800 and Diesel 4M..	4	78	2½	2½	5	—	—	5	85	—	—	OG	—	—	—	
1951/54	Hansa 1800 and Diesel D4M	4	78	2½	2½	2½	5	—	5	294	—	—	OG	—	—	—	
1952/—	Hansa 2400 and Diesel ..	6	78	2½	2½	5	—	—	5	86	—	—	OG	—	—	—	
1952/59	B.2000, 2500 and Diesel D4M	4	90	3	3	3	5	—	5	412	—	—	OG	—	—	—	
	BRADFORD																
1946/53	10 cwt. Van CA, CB (S.V.) ..	2	3½	¾	¾ a	¾	—	—	—	—	26	C	—	—	—	—	5
1953/54	10 cwt. Van (S.V.)	2	3½	¾	¾ a	—	—	—	¾	—	26R	C	—	—	—	—	
	BRISTOL																
1946/54	8.14 litre, 45 h.p. All Models Diesel.	6	110	¾ w	¾ w	¾ w	¾	—	¾	—	149	—	OG	—	—	—	
1948/54	2 litre, Type 400-1-2-3 ..	6	66	¾	¾	¾	¾	—	—	—	150	C	OG	R	—	—	
	BRITISH ANZANI																
—	322 c.c. Two Stroke ..	2	60	¾	¾	—	—	—	—	—	552	—	—	—	—	—	
—	355 c.c. Two Stroke ..	2	62	¾	¾	—	—	—	—	—	553	—	—	—	—	—	
	BRITISH SEAGULL																
—	Two Stroke	1	50	¾	¾	—	—	—	—	—	554	—	—	—	—	—	

a = Cords Ring Groove.

w = Wedge Section Groove. See p. 13.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kir.	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
BUICK																
1938/40	30.6 h.p. 40 Special (Canada 44).	8	3 $\frac{1}{16}$	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{2}{16}$	—	—	—	606	—	OG	—	—	—
1941/50	30.6 h.p. 40 Special, 50 Super (Canada 42, 44, 45).	8	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{2}{16}$	$\frac{2}{16}$	—	—	—	600	C	OG	—	—	—
1950/53	32.5 h.p. 40 Series, 50 Super (Canada 43 Series).	8	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{2}{16}$	$\frac{2}{16}$	—	—	—	601	C	OG	—	—	—
1938/40	37.81 h.p., 5.2 litre Roadmaster Series 60, 70, 90.	8	3 $\frac{7}{16}$	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{2}{16}$	—	—	—	610	C	OG	—	—	—
1941/52	37.81 h.p., 5.2 litre Roadmaster Series 60, 70, 90.	8	3 $\frac{7}{16}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{2}{16}$	$\frac{2}{16}$	—	—	—	602	C	OG	—	—	—
1941/52	37.81 h.p., 5.2 litre Roadmaster Special.	8	3 $\frac{1}{8}$	$\frac{3}{16}h$	$\frac{3}{16}h$	$\frac{2}{16}$	—	—	—	—	603	—	OG	—	—	—
1953/56	51.2 h.p. V.8. 50, 60, 70 Series	8	4	$\frac{3}{16}h$	$\frac{5}{16}h$	$\frac{2}{16}$	—	—	—	—	604	—	OG	R	—	—
1957/—	V.8 Le Sabre 40, 50, 60, 70, 700 Series.	8	4 $\frac{1}{16}$	$\frac{3}{16}h$	$\frac{5}{16}h$	$\frac{2}{16}$	—	—	—	—	605	—	OG	—	—	—
1959/—	Electra, Invicta	8	4 $\frac{1}{16}$	$\frac{3}{16}h$	$\frac{5}{16}h$	$\frac{2}{16}$	—	—	—	—	619	—	OG	—	—	—
CADILLAC																
1939/45	60S, 61, 62, 75 (V.8) ..	8	3 $\frac{1}{2}$	$\frac{3}{16}h$	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{5}{32}$	—	—	—	620	C	OG	—	—	—
1946/48	60S, 61, 62, 75 (V.8) ..	8	3 $\frac{1}{2}$	$\frac{3}{16}h$	$\frac{5}{16}h$	$\frac{2}{16}$	—	—	—	—	607	C	OG	—	—	—
1949/55	60, 60S, 61, 62, 75, 86 Commercial (V.8).	8	3 $\frac{1}{16}$	$\frac{3}{16}h$	$\frac{5}{16}h$	$\frac{2}{16}$	—	—	—	—	608	—	OG	R	—	—
1956/—	All Models	8	4	$\frac{3}{16}h$	$\frac{5}{16}h$	$\frac{2}{16}$	—	—	—	—	604	—	OG	—	—	—
CASE TRACTOR																
1940/42	V, VC, VI, VO, Combine M-2	4	3	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	—	—	672	C	OG	—	—	—
1941/56	VA, VAC, VAI, VAO, VAH, VAS, Combine K-2.	4	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	—	—	673	C	OG	—	—	—
1941/53	S, SC, SE, SI, SO, Combine SP-9. Up to Ser.8027115.	4	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{2}{16}$	—	—	—	674	C	OG	—	—	—
1953/55	S, SC, SE, SI, after Ser.8027116	4	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{2}{16}$	—	—	—	675	—	OG	—	—	—
1924/55	9-18, 10-18, B, C, CC, CI, CO, D, DC, DE, DI, DO, Combine SP-12.	4	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	—	—	676	—	OG	—	—	—
—	C, D, Super	4	4	$\frac{3}{16}h$	$\frac{1}{16}$	$\frac{3}{32}$	$\frac{1}{8}$	—	—	—	677	—	OG	—	—	—
1930/55	L, LA, LAE, LAH, LAI, LE, LI	4	4 $\frac{1}{16}$	$\frac{3}{32}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{5}{32}$	—	—	—	678	—	OG	—	—	—

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
CATERPILLAR TRACTOR																
1939/47	D2, D.3400	4	3 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{7}{32}$ (2)	—	—	681	—	OG	—	—	—
—	New D.2, D.311 Engine ..	4	4	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{7}{32}$	—	$\frac{7}{32}$	—	682	—	OG	—	—	—
1941/46	D.4, D.4403, D.312 Engine..	4	4 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{7}{32}$	—	$\frac{7}{32}$	—	683	—	OG	—	—	—
1941/46	D.6, D.4600	6	4 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{7}{32}$	—	$\frac{7}{32}$	—	684	—	OG	—	—	—
1948/51	D.4, D.315	4	4 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{7}{32}$	—	$\frac{7}{32}$	—	685	—	OG	—	—	—
1948/51	D.6, D.318, DW.10, No. 12 Motor Grader.	6	4 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{7}{32}$	—	$\frac{7}{32}$	—	686	—	OG	—	—	—
1936/40	D.6, RD.6	3	5 $\frac{1}{8}$	$\frac{3}{16}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{1}{4}$	$\frac{1}{4}$	—	687	—	—	—	—	—
1936/45	D.7, KD.7	4	5 $\frac{1}{8}$	$\frac{3}{16}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{1}{4}$	$\frac{1}{4}$	—	688	—	—	—	—	—
1945/53	D.7	4	5 $\frac{1}{8}$	$\frac{3}{16}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{1}{4}$	—	—	—	689	—	—	—	—	—
1936/45	R.8, RD.8	6	5 $\frac{1}{8}$	$\frac{3}{16}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{1}{4}$	$\frac{1}{4}$	—	690	—	—	—	—	—
1945/53	D.8	6	5 $\frac{1}{8}$	$\frac{3}{16}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{1}{4}$	—	—	—	691	—	—	—	—	—
—	D.9, D.353	6	6 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}$	—	—	—	692	—	—	—	—	—
CHEVROLET Cars																
1937/52	All Models using 216 Engine 29.4 h.p.	6	3 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{16}$	—	—	—	—	609	C	OG	R	—	—
1950/53	All Models using 235 Engine 30.4 h.p.	6	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{1}{16}$	—	—	—	—	611	—	OG	R	—	—
1953/60	All Models using 235 Engine (Power Glide).	6	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{1}{16}$	—	—	—	—	612	—	OG	R	—	—
1955/57	All Models using 265 Engine 45 h.p.	8	3 $\frac{1}{8}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{1}{16}$	—	—	—	—	614	—	OG	R	—	—
1957/60	All Models using 283 Engine	8	3 $\frac{1}{8}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{1}{16}$	—	—	—	—	615	—	OG	—	—	—
1958/60	All Models using 348 Engine	8	4 $\frac{1}{8}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{1}{16}$	—	—	—	—	605	—	OG	—	—	—
1960	Corvair	6	3 $\frac{1}{8}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{1}{16}$	—	—	—	—	621	C	OG	—	—	—
Trucks																
1934/36	All Models	6	3 $\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{16}$	—	—	—	—	668	C	OG	R	—	—
1954/60	All Models using 261 Engine (Jobmaster).	6	3 $\frac{1}{8}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{1}{16}$	—	—	—	—	666	—	OG	R	—	—
1956/60	All Models using 322 Engine	8	4	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{1}{16}$	—	—	—	—	604	—	OG	—	—	—

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						R.B.P.	SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	Kit		Eng'd	Chrome Set	Oilguard Set	With Extra Skirt Ring	Special Set		
CHRYSLER																	
1934/42	CO, CN, CK, CZ, CI, C2, C3, C9, C10, C11, C14, C8, C15, C17, C19, C20, C23, C24, C26, C27, C30K, C30M, C33, C36K, C36N, C37N, Airflow, Airstream, Airflow Imperial, Custom Imperial, De Luxe 8, Industrial Engine C36.	8	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{5}{32}$	$\frac{5}{32}$	—	—	—	—	626	C	OG	—	—	—
1940/50	T96, T112, T116	6	3 $\frac{1}{2}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{3}{32}$	$\frac{3}{32}$	—	—	—	—	627	C	OG	—	—	—
1942/50	C36, C37, C39, C40, C46, C47, Industrial C30, C36, Industrial 9, Industrial 12.	8	3 $\frac{1}{2}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{5}{32}$	$\frac{5}{32}$	—	—	—	—	669	C	OG	—	—	—
1934/41	CA, C6, C7, C16, C18, C22, C25, C28, Airstream, Royal 6.	6	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{5}{32}$	$\frac{5}{32}$	—	—	—	—	670	C	OG	—	—	—
1954 1942/54	Canadian Royal C34, C38, C45, C48, C51.	6	3 $\frac{7}{16}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{7}{16}$	—	—	—	—	—	617	C	OG	—	—	—
—	C60, C62, Royal, Windsor, Newport, Engines T118, T120, Ind. 7, Ind. 8.	6	3 $\frac{7}{16}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{5}{32}$	$\frac{5}{32}$	—	—	—	—	653	—	OG	—	—	—
1951/56	C52, C53, C54, C55, C56, C58, C59, C63, C64, C66, C68, C69, C70, C71, M45.	8	3 $\frac{11}{16}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{7}{16}$	—	—	—	—	—	608	—	OG	—	—	—
1955	C67	8	3 $\frac{11}{16}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{7}{16}$	—	—	—	—	—	603	—	OG	—	—	—
1956/58	C70, C72, C73, C75, LCI, LC2, Engine Ind. 56A.	8	3 $\frac{11}{16}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{7}{16}$	—	—	—	—	—	618	—	OG	—	—	—
1960	Valiant	6	3.4	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{7}{16}$	—	—	—	—	—	671	—	OG	—	—	—
1957/58	C76, IM Series, LC3, LY1 ..	8	4	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{7}{16}$	—	—	—	—	—	604	—	OG	—	—	—
1959/60	MC1, MC2, PC1, PC2 (383 Engine).	8	4 $\frac{1}{16}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{7}{16}$	—	—	—	—	—	696	—	OG	—	—	—
1959	Canadian MCI	8	4 $\frac{1}{16}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{7}{16}$	—	—	—	—	—	605	—	OG	—	—	—
1959/60	MC3, MY1, PC3, PY1 (413 Engine).	8	4 $\frac{1}{16}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{7}{16}$	—	—	—	—	—	697	—	OG	—	—	—
1959	Canadian MC2	8	4 $\frac{1}{16}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{7}{16}$	—	—	—	—	—	698	—	OG	—	—	—
CITROEN																	
1946/51	2CV	2	62	2	2	3 $\frac{1}{2}$	—	—	—	—	—	103	—	—	—	—	—
1951/55	375 c.c. O.H.V. 2CV ..	2	62	2	2	4	—	—	—	—	—	104	C	OG	R	—	—
1954/59	425 c.c. O.H.V. 2CV ..	2	66	2	2	4 $\frac{1}{2}$	—	—	—	—	—	105	C	OG	R	—	—
—	Model 7	4	72	2	2	4	4	—	—	—	—	106	C	OG	—	—	—
1940/—	1911 c.c. O.H.V. 15 h.p. CII, Berline II, ID19, DS19.	4	78	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4	4	—	—	—	—	107	—	OG	—	—	O
1940/56	2866 c.c. O.H.V. 22.6 h.p. C15, Berline 15.	6	78	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4	4	—	—	—	—	108	—	OG	—	—	M

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander	
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
COMMER																	
1932/46	6-8 cwt. Van, S.V., 9.8 h.p. . .	4	63	2½	2½	⅝	—	—	—	152	—	—	OG	—	—	—	F&
1947/49	6.8 cwt. Van, S.V.	4	63	2	2	⅝	—	—	⅝	—	15R	—	OG	—	—	—	—
1950/56	5.7 cwt. Cob Mk. IV, V, 1265 c.c., 10.45 h.p.	4	2⅞	⅝	⅝	⅝	—	—	⅝	—	16	—	OG	—	—	—	F
1938/49	15-25 cwt. N.I. (Karrier), 13.95 h.p.	4	75	½	½	⅝	⅝	—	—	153	—	—	OG	—	—	—	—
1956/58	Estate Wagon, Express Deli- very Van, Mk. VIII, Cob 7 cwt., 1390 c.c., 14.2 h.p.	4	3	2	2	⅝	—	—	—	—	17	—	OG	R	—	—	L
1959	15.5 h.p. 8 cwt. Express Deli- very Van, 1494 c.c.	4	79	2	2	⅝	—	—	⅝	304	—	—	OG	—	—	—	—
1950/54	Q.25, 16 h.p., 2266 c.c. S.V. Superpoise and 25 cwt. Van (Chrome Bores).	4	3.178	.098	.098	.197	—	—	.197	154	—	—	—	—	—	—	—
1956/59	16.25 h.p., 2266 c.c. O.H.V. 15-25 cwt. Van (Chrome Bores).	4	3⅛	⅜	⅜	⅞	—	—	⅞ a	305	—	—	OG	—	—	—	—
1936/44	26.8 h.p., 4086 c.c. S.V. 2-6½ ton Truck, Tractor and 24-26 Passenger.	6	85	½	½	⅝	⅝	—	—	155	—	—	OG	—	—	—	—
1948/51	26.8 h.p. (Chrome Bores) . .	6	85	⅜	⅜	⅞	—	—	⅞ a	156	—	—	OG	—	—	—	—
1951/57	29.4 h.p., 4139 c.c. O.H.V. Superpoise Q.2, -3, -4 2-10 ton Truck.	6	3½	⅜	⅜	⅞	—	—	⅞ a	157	—	—	OG	—	—	—	—
1948/54	33.8 h.p., 4750 c.c. O.H.V. 5-7 ton Truck, 10-12 ton Tractor and Avenger.	6	3½	½	½	⅞	—	—	⅞	158	—	—	OG	—	—	—	—
1948/57	33.8 h.p., 4.75 litre	6	3½	⅜	⅜	⅞	—	—	⅞	159	—	—	OG	—	—	—	—
IMPORTANT: Cords Rings MUST NOT be fitted above Gudgeon Pin in Chrome Bores. Fit in Skirt Groove only if Ring at bottom of ring travel does not pass below, or partially below, lead-in or swing gap.																	
CONTINENTAL																	
—	C.4113, F.4124, Industrial F.124, Power Units PF.124, LE.124.	4	3	⅛	⅛	⅛	¼	—	—	—	672	C	OG	—	—	—	—
—	DF and DS.6170, F.170, F.186, F.6186, PF.170.	6	3	⅛	⅛	⅛	¼	—	—	—	679	C	OG	—	—	—	—
—	F.140, LF.140, PF.140 . . .	4	3⅛	⅛	⅛	⅛	¼	—	—	—	694	—	OG	—	—	—	—
—	F.6209, F.209	6	3⅛	⅛	⅛	⅛	¼	—	—	—	695	—	OG	—	—	—	—
—	F.6226, F.226, PF.226 . . .	6	3⅛	⅜	⅜	⅝	—	—	⅝	—	700	—	OG	—	—	—	—

a = Cords Ring Grooves.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Sec	Oilguard Sec	With Extra Skirt Ring	Special Sec	
	CONTINENTAL— (contd.)															
—	F.4162, F.162, LF.162, PF.162 Kerosene.	4	3 $\frac{7}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	—	—	701	—	OG	—	—	—
—	F.4162, F.162, LF.162, PF.162 Petrol.	4	3 $\frac{7}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	—	$\frac{1}{4}$	—	702	—	OG	—	—	—
—	R.602, R.6602, O.H.V.	6	4 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	—	$\frac{5}{16}$	—	703	—	OG	—	—	—
	COVENTRY CLIMAX															
—	1098 c.c. O.H.C. Engine FWA.	4	2.85	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{32}$	—	—	—	—	423	—	OG	—	—	—
—	1216 c.c. O.H.C. Engine FWE.	4	3	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{32}$	—	—	—	—	424	C	OG	—	—	—
1953/—	Godiva Fork Lift	2	82 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{16}$	—	—	—	425	—	OG	—	—	—
—	CD3, CD4	3/4	90	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{16}$ ϕ	—	—	—	—	426n	—	—	—	—	—
	CROSSLEY															
—	48.6 h.p. 8.6 litre HOE.7, HOE.9.	6	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	306	—	OG	—	—	—
	CUMMINS															
—	50/200 h.p. 'H' Series ..	6	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{4}$	—	—	705	—	OG	—	—	—
—	HR, HRF, HRS, NH-220 Series.*	6	5 $\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	—	—	—	706	—	OG	R	—	—
—	KO.6, 'L' Series	6	7	$\frac{3}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{16}$	$\frac{1}{4}$	$\frac{1}{4}$	—	707	—	—	—	—	—
—	'LR' Series	6	7 $\frac{1}{2}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	—	$\frac{5}{16}$	—	708	—	—	—	—	—
	DAIMLER															
1939/53	18 h.p., 2 $\frac{1}{2}$ litre, DB.18, Consort.	6	2.740	2	2	2	$\frac{3}{16}$	—	—	160	—	—	OG	—	—	—
1952/57	2952 c.c. and 2433 c.c. Conquest, Regency, Century.	6	3	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{16}$	—	—	—	161	C	OG	R	—	K
1955/57	3 $\frac{1}{2}$ litre Regency Mk. II ..	6	3 $\frac{1}{2}$	2	2	2	$\frac{3}{16}$	—	$\frac{3}{16}$	—	385	—	OG	—	—	—
1946/54	27 h.p., 4 litre, DE.27 Ambu- lance.	6	3.35	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{16}$	—	—	—	163	—	OG	R	—	—

* Not to be fitted in Engines with Chrome-Plated Liners. n = State number of Cylinders. ϕ = Oilguard Ring is included in all sets.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
DAIMLER—(contd.)																
—	36 h.p., 5½ litre DE.36 ..	8	3.35	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{16}$	—	—	299	—	—	OG	—	—	—
1955/58	4½ litre Regency Mk. II ..	6	3½	2	2	2	$\frac{3}{16}$	—	—	162	—	—	OG	—	—	—
—	8.6 litre Diesel Mk. I ..	6	4½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{1}{4}$	164	—	—	OG	—	—	—
—	8.6litre Diesel Mark IVA and V	6	4½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	165	—	—	OG	—	—	—
—	10.6 litre CD and TD ..	6	5	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	166	—	—	OG	—	—	—
DAIMLER BENZ (See Mercedes Benz)																
DAVID BROWN TRACTOR																
—	Cropmaster, 2523 c.c., 25 Series (Petrol and Paraffin).	4	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	45	—	—	OG	R	—	—
—	Cropmaster, 2523 c.c., 25 Series Diesel.	4	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	46	—	—	OG	—	—	—
—	Cropmaster AD.6 ..	6	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	167	—	—	—	—	—	—
—	Tracklayer 4 (Early) ..	4	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	53	—	—	—	—	—	—
1951/52	Trackmaster, Taskmaster, 2706 c.c., 30 Series (Petrol and Paraffin).	4	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	177	—	—	—	R	—	—
—	Super Cropmaster, Track- master, Taskmaster, 2706 c.c. (Lamp Oil Fuel) and Diesel.	4	3½	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{16}$	—	—	168	—	—	—	—	—	—
—	Cropmaster ..	6	3½	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	169	—	—	—	—	—	—
—	Trackmaster, Taskmaster, 50 Series (Diesel).	6	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	178	—	—	—	—	—	—
JOHN DEERE TRACTOR																
1959/60	55 Combine ..	6	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	711	—	—	OG	R	—	—
1934/48	A, AR, AO, AN, AL, ANH, AW, General Purpose.	2	5½	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{4}$	—	$\frac{1}{4}$	712	—	—	—	—	—	—
1949/—	A after No. 584000 ..	2	5½	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{1}{16}$	$\frac{3}{16}$	—	$\frac{1}{16}$	713	—	—	—	—	—	—
1937/53	G, GM, GN, GW ..	2	6½	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{4}$	—	$\frac{1}{4}$	714	—	—	—	—	—	—

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander	
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
JOHN DEERE TRACTOR—(contd.)																	
1956/60	HA-145 Combine	4	3 $\frac{3}{8}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{3}{16}$	—	—	—	715	—	OG	—	—	—	
1947/53	B, BN, BW	2	4 $\frac{1}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	716	—	OG	—	—	—	
1953/57	50, 520	2	4 $\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	$\frac{1}{4}$	—	717	—	OG	—	—	—	
1947/53	M, MC, MT, MI	2	4	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{1}{8}$	$\frac{1}{4}$	—	—	—	718	—	OG	R	—	—	
1953/60	40, 320, 330	2	4	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{1}{4}$	—	—	—	719	—	OG	R	—	—	
1950/55	R	2	5 $\frac{1}{4}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}(2)$	—	720	—	—	—	—	—	
1954/58	70, 720, 820 (Diesel) ..	2	6 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{1}{4}$	—	721	—	—	—	—	—	
1959/60	730, 830 (Diesel)	2	6 $\frac{1}{8}$	$\frac{5}{32}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{1}{4}$	—	722	—	—	—	—	—	
DENNIS																	
1929/55	37.2 h.p. Lance, Lancet, Arrow, Rigid 6.	6	100	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	172	—	—	OG	—	—	—	
1929/55	24.8 h.p. Ace, Falcon, Pax-Horla, Rigid 6, 1 $\frac{1}{2}$ -8 ton.	4	100	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	170	—	—	OG	—	—	—	
1946/51	41 h.p., 7.58 litre, DI Diesel, Lance, Lancet III and IV, Dragon, Dominant, 12-20 ton.	6	105	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	$\frac{3}{16}$	171	—	—	OG	—	—	—	
1946/55	Diesel, 'O' Type (Slotted Liners).	6	105	$\frac{5}{32}w$	$\frac{5}{32}w$	$\frac{5}{32}w$	$\frac{5}{32}w$	$\frac{1}{4}$	$\frac{1}{4}$	307	—	—	OG	—	—	—	
1939/50	Diesel, 'O' Type (Slotted Liners).	4	4 $\frac{9}{16}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{3}{16}$	173	—	—	OG	—	—	—	
DE SOTO																	
1934/41	Airflow, Airstream, SI-8 ..	6	3 $\frac{3}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{5}{32}$	$\frac{5}{32}$	—	—	—	670	C	OG	—	—	T	
1942/54	SI0, 11, 13, 14, 15, 18, 20 ..	6	3 $\frac{7}{16}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{5}{32}$	$\frac{5}{32}$	—	—	—	653	C	OG	—	—	—	
1952/54	SI6, 17, 19 (4 $\frac{1}{2}$ litre V.8) ..	8	3 $\frac{3}{8}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	603	C	OG	—	—	—	
1958/61	LS2, LS3, MSI, PSI (361 Eng.)	8	4 $\frac{1}{8}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	605	—	OG	—	—	—	
1959/61	MS2, MS3, PS3 (383 Eng.) ..	8	4 $\frac{1}{4}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	698	—	OG	—	—	—	
—	Canadian S20, LFI, MF2 ..	6	3 $\frac{7}{16}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	617	C	OG	—	—	—	
—	Canadian LS2 (354 Eng.) ..	8	3 $\frac{13}{16}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	618	—	OG	—	—	—	
—	Canadian LS2, LS3, MSI (361 Engine).	8	4 $\frac{1}{8}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	605	—	OG	—	—	—	
—	Canadian PF3 (225 Engine)..	6	3.4	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	671	—	OG	—	—	—	

h = High Radial Pressure.

w = Wedge Section Groove. See p. 13.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES					Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
D.K.W.																	
1954/58	896 c.c. Sonderklasse Three-Six. Two Stroke.	3	71	2	2	2	—	—	—	—	558	—	—	—	—	—	
1936/45, 1952/54	684 c.c. Master Class. Two Stroke.	2	76	2½	2½	2½	—	—	—	—	559	—	—	—	—	—	
—	1000 Coupé Two Stroke	3	78	2½	2½	2½	—	—	—	—	560	—	—	—	—	—	
DODGE																	
1942/59	D22, 23, 24, 29, 30, 33, 34, 41, 42, 46, 47, 51, 52, 56, 72, LDI, MDI (230 Eng.).	6	3½	¾h	¾h	¾	¾	—	—	—	616	C	OG	R	—	—	
1934/55	27.34 h.p. (Inc. Canadian) ..	6	3½	¾h	¾h	¾	¾	—	—	—	622	C	OG	R	—	—	
—	27.34 h.p. (Inc. Canadian) ..	6	3½	¾	¾	¾	¾	—	—	—	670	C	OG	R	—	—	
1941/57	28.35 h.p. Trucks from Engine 42000, Army, F, G, H, J, K, etc.	6	3 7/16	¾	¾	¾	¾	—	—	—	653	C	OG	R	—	—	
1955/57	Powerflite	6	3 7/16	¾h	¾h	¾	—	—	—	—	617	C	OG	R	—	—	
1953/55	37.81 h.p. Meadow Brook, Coronet, Royal Sierra, D44, 48, 50, 53, 59 (V.8).	8	3 7/16	¾h	¾h	¾	—	—	—	—	623	C	OG	R	—	—	
1955/56	D55, D55-1-2-3, D500, D63 (270 Eng.), Canadian D61 up to Eng. 6000C.	8	3½	¾h	¾h	¾	—	—	—	—	603	—	OG	R	—	—	
1943/46	All Diesels	6	3½	¾h	¾	¾	¾	—	—	—	625	—	OG	R	—	—	
1946/50	WJ, WJA, WK, WR, R, T, V, Series B1 and B2. }																
1951/55	Y-Trucks (377 Engine) ..	6	4	¾h	¾	¾	¾	—	—	—	812	—	OG	R	—	—	
1958/61	D500, MD3, PD1 (Canadian PD2). (361 Engine).	8	4½	¾h	¾h	¾	—	—	—	—	605	—	OG	R	—	—	
See also FARGO																	
E.R.F. (See Gardner Engines)																	
FARGO																	
1957/59	230 Engine	6	3½	¾h	¾h	¾	¾	—	—	—	616	C	OG	R	—	—	
1942/54	230 Engine	6	3 7/16	¾h	¾h	¾	¾	—	—	—	653	C	OG	R	—	—	
1954/60	230 Engine	6	3 7/16	¾h	¾h	¾	—	—	—	—	617	C	OG	R	—	—	
1954/56	J8, K8	8	3 7/16	¾h	¾h	¾	—	—	—	—	623	C	OG	R	—	—	
1954/57	'R', 'T', 'V' Series	8	3 7/16	¾h	¾h	¾	—	—	—	—	608	—	OG	R	—	—	
1955/59	'FK', 'FL', 'FM' Series (315 Engine).	8	3½	¾h	¾h	¾	—	—	—	—	603	—	OG	R	—	—	

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
	FARMALL (See International Harvester)															
	FERGUSON TRACTOR															
1947/51	TEA.20, 1849 c.c. Standard Engine.	4	80	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{7}{16}$	—	—	$\frac{5}{16}$	—	174	—	OG	—	—	—
—	TE, 1966 c.c. O.H.V. Conti- nental Engine.	4	$3\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{7}{16}$	—	—	—	176	C	OG	—	—	—
1951/54	TEF.20, 2092 c.c. Diesel ..	4	$3\frac{1}{16}$	2	2	2	$\frac{5}{16}$	—	—	—	175	C	OG	—	—	—
—	TEF.20	4	$3\frac{1}{16}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$\frac{5}{16}$	—	—	—	322	—	OG	—	—	—
—	Model 35, 2259 c.c. Diesel ..	4	$3\frac{1}{16}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{9}{16}$	—	$\frac{9}{16}$	—	264	—	OG	—	—	—
—	2088 c.c. O.H.V. Petrol ..	4	85	2	2	$\frac{7}{16}$	$\frac{5}{16}$	—	—	—	312	—	OG	—	—	—
—	TED.20, TEH.20, Mk. III, 2088 c.c. T.V.O.	4	85	2	2	2	$\frac{7}{16}$	—	$\frac{5}{16}$	—	179	—	OG	—	—	—
—	2088 c.c., Lamp Oil ..	4	85	2	2	2	$\frac{7}{16}$	—	$\frac{7}{16}$	313	—	—	OG	—	—	—
1955/—	Model FE.35, 2186 c.c. O.H.V. Petrol.	4	87	2	2	$\frac{7}{16}$	—	—	—	314	—	—	OG	R	—	—
—	Model FE.35, 2186 c.c. O.H.V. T.V.O. and Lamp Oil.	4	87	2	2	2	$\frac{7}{16}$	—	$\frac{7}{16}$	315	—	—	OG	—	—	—
	FIAT															
1937/40	500 Topolino	4	52	2	2	2	3	—	—	—	69	—	OG	—	—	—
1949/53	500B, 500C, Light Van ..	4	52	$2\frac{1}{2}$	$2\frac{1}{2}$	$3\frac{1}{2}$	—	—	—	102	—	—	OG	R	—	—
1954/58	600 Berlina	4	60	$2\frac{1}{2}$	$2\frac{1}{2}$	$3\frac{1}{2}$	—	—	—	—	97	C	OG	R	—	—
1955/60	600 Berlina, Multipla ..	4	60	$2\frac{1}{2}$	$2\frac{1}{2}$	$\frac{5}{16}$	—	—	—	—	316	C	OG	—	—	—
1961/—	600D	4	62	—	—	—	—	—	—	—	—	—	—	—	—	—
1957/59	500 (479 c.c. O.H.V., Air- cooled).	2	66	2	2	2	$\frac{5}{16}$	—	—	317	—	C	OG	—	—	—
1938/54	1100 Coppa	4	68	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$3\frac{1}{2}$	—	—	—	70	C	OG	—	—	—
1955/57	1100B Berlina	4	68	$2\frac{1}{2}$	$2\frac{1}{2}$	$3\frac{1}{2}$	—	—	—	—	71	C	OG	—	—	—
1958/—	Nuova 1100 (103D) ..	4	68	$2\frac{1}{2}$	$2\frac{1}{2}$	4	—	—	—	—	318	C	OG	—	—	—
1950/52	1200C Granluce	4	72	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$3\frac{1}{2}$	—	—	—	72	C	OG	—	—	—
1949/53	1400 and 1900	4	82	3	3	3	$4\frac{1}{2}$	—	—	—	73	C	OG	R	—	—
1953/56	1400, 1900	4	82	3	3	5	—	—	—	—	96	—	OG	—	—	—
1956/—	1400B, 1900B	4	82	3	3	$\frac{5}{16}$	—	—	—	—	262	C	OG	—	—	—

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES							SET No.		SUFFIXES					Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set			
FIAT—(contd.)																		
—	2270 c.c. Tractor	4	85	3	3	3	4½	—	—	320	—	—	OG	R	—	—		
—	5750 c.c. Diesel 626	6	100	2½	2½	2½	2½	4½	4½	308	—	—	—	—	—	—		
—	5750 c.c. Diesel 642	6	105	2½	2½	2½	2½	5½	5½	309	—	—	—	—	—	—		
—	9363 c.c. Diesel 666	6	120	3	3	3	5½	—	5½	310	—	—	—	—	—	—		
—	6546 c.c. Tractor	4	122	3	3	3	3	5½	5½	311	—	—	OG	—	—	—		
—	Diesel 682/N	6	125	3	3	3	5½	—	5½	321	—	—	OG	—	—	—		
FODEN																		
1935/48	7½ ton 4 L.W.	}	See Perkins Engines.															
1935/48	12 ton 5 L.W.																	
1935/48	15 ton 6 L.W.																	
British and Continental FORD and FORDSON Cars and Light Vans																		
1933/53	8 h.p. Popular "Y", Anglia, 5 cwt. Van. 933 c.c.	4	2.230	.076	.076	.155	—	—	—	—	F11	C	—	R	—	Fitz. (Inc.)		
1935/53	10 h.p. Popular, Anglia, Prefect, 10 cwt. Van, 1172 c.c., 5.V.	4	63½	.076	.076	.155	—	—	—	—	F12	C	—	R	—	Fitz. (Inc.)		
1954/56	10 h.p. Popular (R.S.W. Pistons).	4	63½	.076	.076	.155	—	—	—	—	12	C	—	R	—	3		
1954/59	Anglia, Prefect, Squire, Escort, (100E Engine), Thames 10 cwt. Van, Taunus 12M.	4	63½	.076	¾	5/16	—	—	—	—	C12	C	—	R	—	5 (Inc.)		
1936/57	22 h.p. Utility V.8, Vedette V.8.	8	2.60	¾	¾	5/16	—	—	—	—	324	—	OG	R	—	Fitz.		
1932/52	30 h.p. V.8	8	3 1/16	¾	¾	5/16	—	—	—	—	54	—	OG	R	—	Fitz.		
1951/56	Consul Mk. I	4	3 1/16	.078	.078	3/16	—	—	—	—	13	C	OG	R	—	4		
1951/56	Zephyr, Zodiac Mk. I	6	3 1/16	.078	.078	3/16	—	—	—	—	14	C	OG	R	—	4		
1959/61	Anglia (105E Engine), Consul 315 Classic, Thames 5- & 7-cwt. Van (307E).	4	3 1/16	2	2	5/16	—	—	—	—	323	C	OG	R	—	O		
1955/56	Taunus 1498 c.c. O.H.V.	4	82	2	3	5	—	—	—	325	—	—	OG	R	—	—		
1956/61	Consul Mk. II, 375	4	3 1/16	5/16	5/16	3/16	—	—	—	—	13A	C	OG	R	—	S		
1956/61	Zephyr, Zodiac Mk. II	6	3 1/16	5/16	5/16	3/16	—	—	—	—	14A	C	OG	R	—	S		
1958	Taunus 1698 c.c. O.H.V.	4	84	2	3	5	—	—	—	326	—	—	OG	—	—	—		
1954/55	39.2 h.p. V.8	8	3 1/16	¾ h	¾ h	5/16	—	—	—	—	629	C	OG	R	—	—		

h = High Radial Pressure.

o = Oilguard Ring.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
British and Continental FORD and FORDSON —(contd.) Trucks and Tractors																
1932/48	30/85 h.p. V.8 Sussex, Surrey, Thames 2-5 ton (Set 54R, for Canadian, U.S.A. 4-Ring).	8	3 $\frac{1}{16}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{6}{32}$	—	—	—	—	54	—	OG	R	—	Fitz.
1949	Thames 2-5 ton	6	3 $\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	234	—	OG	—	—	—
1952/57	Tractor O.H.V.-Major ..	4	95	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{11}{16}$	$\frac{3}{16}$	—	—	263	—	—	OG	—	—	—
1952/59	Trader 4D and Cost Cutter Diesel.	4	100	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{3}{32}$	$\frac{1}{16}$	—	$\frac{3}{16}$	—	48	—	OG	—	—	—
1957/58	Trader 6D	6	100	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	61	—	OG	—	—	—
1934/51	Fordson Major Tractor ..	4	4 $\frac{1}{8}$	$\frac{5}{32}$	$\frac{3}{32}$	$\frac{5}{32}$	$\frac{7}{32}$	—	—	—	47	—	OG	—	—	—
AMERICAN FORD																
1954	Mainline, Customline, Crest- line.	8	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{7}{16}$	$\frac{7}{16}$	—	—	—	601	—	OG	—	—	—
1943/51	90 h.p. (226 Engine) ..	6	3.3	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{3}{16}$	$\frac{7}{16}$	—	—	—	810	—	OG	—	—	—
1954	239 Engine	8	3 $\frac{1}{8}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{7}{16}$	—	—	—	—	629	—	OG	R	—	—
1952/53	215 Engine	6	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{11}{16}$ $\frac{1}{4}$	—	—	—	—	612	—	OG	R	—	—
1952/55	279 Engine EAL	8	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{1}{16}$	—	—	—	—	630	—	OG	R	—	—
1954/57	223 Engine	6	3 $\frac{1}{8}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{3}{16}$	—	—	—	—	631	—	OG	R	—	—
1955/57	Fairlane, 272 Engine ..	8	3 $\frac{1}{8}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{1}{16}$	—	—	—	—	632	—	OG	R	—	—
1956/57	302, ECS Engine	8	3 $\frac{1}{8}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{5}{16}$	—	—	—	—	809	—	OG	R	—	—
1956/57	Fairlane, 292 Engine ..	8	3 $\frac{1}{4}$	$\frac{5}{16}h$	$\frac{5}{16}h$	$\frac{3}{16}$	—	—	—	—	614	—	OG	R	—	—
1955/57	Fairlane, Thunderbird, 312 Engine.	8	3.8	$\frac{5}{16}h$	$\frac{3}{32}h$	$\frac{3}{16}$	—	—	—	—	613	—	OG	R	—	—
1952/57	Engines 317EAM, 332ECT ..	8	3.8	$\frac{3}{16}h$	$\frac{3}{32}h$	$\frac{1}{16}$	—	—	—	—	634	—	OG	R	—	—
For FORD MERCURY see under MERCURY.																
FORD FERGUSON TRACTOR																
1939/52	2N, 8N, 9N (and AN), BN025	4	3 $\frac{1}{16}$	.092	.092	$\frac{3}{16}$	—	—	$\frac{3}{16}$	—	327	—	OG	—	—	—
FRAZER NASH																
1953/54	2.6 litre Mk. VI	4	3 $\frac{1}{16}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{6}{32}$	—	—	—	183	—	OG	R	—	Fitz.

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
—	FRISKY															
—	492 c.c. Two Stroke	3	58	$\frac{1}{16}$	$\frac{1}{16}$	—	—	—	—	—	551	—	—	—	—	—
—	GARDNER ENGINES															
—	LK4, 3.8 litre	4	3 $\frac{1}{2}$	.082	.082	$\frac{1}{16}a$	$\frac{1}{16}a$	$\frac{3}{32}a$	—	—	184	—	OG	—	—	—
—	LW, HLW, L2 Series	2/8	4 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}a$	.052	$\frac{1}{16}$	—	—	185n	—	OG	—	—	—
—	K. Conversion for above	2/8	4 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{7}{16}$	—	—	—	186n	—	OG	—	—	—
—	L-3 Series	8	5 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	—	—	328	—	OG	—	—	—
—	GARNER															
	All Models—See PERKINS ENGINES.															
—	GILFORD															
	All Models—See PERKINS ENGINES.															
—	G.M.C.															
—	Engine No. 216	6	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	609	C	OG	R	—	—
1939/41	Engine No. 228	6	3 $\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{16}$	—	—	—	637	—	OG	—	—	—
1950/52	Engine No. 228 after No. 308565.	6	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	639	—	OG	R	—	—
—	Engine No. 235 (Canadian)..	6	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	638	—	OG	R	—	—
1942/49	Engine Nos. 236 and 286	6	3 $\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	640	—	OG	R	—	—
1941/52	Engine No. 248	6	3 $\frac{3}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	641	—	OG	R	—	—
1953/55	Engine No. 248	6	3 $\frac{3}{16}$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	642	—	OG	R	—	—
—	Engine No. 248	6	3 $\frac{3}{16}$	$\frac{3}{32}h$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	643	—	OG	R	—	—
—	Engine No. 261 (Canadian)..	6	3 $\frac{1}{4}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{3}{16}$	—	—	—	—	666	—	OG	R	—	—
—	Engine Nos. 288 and 265, 4343 c.c.	8	3 $\frac{1}{4}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	—	614	—	OG	R	—	—
—	Engine No. 331	6	3 $\frac{1}{4}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	723	—	OG	R	—	—
1941/51	Engine Nos. 256 and 270	6	3 $\frac{3}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	645	—	OG	R	—	—
1953/55	Engine Nos. 256 and 270	6	3 $\frac{3}{16}$	$\frac{3}{32}h$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	646	—	OG	R	—	—

a = Cords Ring Grooves.

h = High Radial Pressure.

n = State Number of Cylinders; Set is for One Cylinder.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
G.M.C.—(contd.)																
—	Engine Nos. 316 and 347 ..	8	3 11/16	5/8 h	3/4 h	7/16	—	—	—	—	618	—	OG	R	—	—
1953/55	Engine No. 302	6	4	3/8 h	3/8	3/8	3/16	—	—	—	724	—	OG	R	—	—
—	Engine No. 322 (Canadian) ..	8	4	5/8 h	5/8 h	3/16	—	—	—	—	604	—	OG	R	—	—
—	Engine No. 370	8	4	5/8	3/8	3/16	—	—	—	—	635	—	OG	R	—	—
—	Engine No. 360	6	4 1/2	3/8 h	3/16	3/8	1/4	—	—	—	725	—	OG	R	—	—
—	Engine No. 361	6	4 1/2	1/8	1/8	1/8	1/4	—	—	—	726	—	OG	R	—	—
—	Engine No. 400	6	4 1/2	1/8	1/8	1/8	3/16	—	—	—	727	—	OG	R	—	—
—	Series 71 Diesel	Multi	4 1/2	1/8	1/8	1/8	1/8 n	—	3/16 d	—	680n	—	OG	—	—	—
—	Engine No. 426 (4-Ring) ..	6	4 1/2	1/8	1/8	1/8	1/4	—	—	—	728	—	OG	—	—	—
—	Engine No. 426 (5-Ring) ..	6	4 1/2	1/8	1/8	1/8	1/4	—	3/16	—	729	—	OG	—	—	—
—	Engine No. 426	6	4 1/2	3/8 h	3/8	3/8	1/4	—	—	—	730	—	OG	R	—	—
—	Engine No. 450	6	4 1/2	1/8	1/8	1/8	1/16	—	—	—	731	—	OG	R	—	—
1950/54	Series 110 Diesel	6	5	1/8	1/8	1/8	1/8 n	—	3/16 a	—	732n	—	OG	—	—	—
GOGGOMOBIL																
1955/59	293 c.c. T.300. Two Stroke ..	2	58	2	2	2	—	—	—	—	555	—	—	—	—	—
1958/60	T.400 Two Stroke	2	67	2	2 1/2	4	—	—	—	—	557	—	—	—	—	—
1958/60	T.600 Two Stroke	2	72	2	2 1/2	4	—	—	—	—	556	—	—	—	—	—
1958/60	T.700 Four Stroke	2	78	2	2 1/2	4	—	—	—	—	429	—	—	—	—	—
GUY																
1929/56	20 h.p. Wolf, Vixen, etc. ..	4	90	1/8	1/8	3/16	—	—	3/16	—	329	—	OG	—	—	—
1935/56	22.4 h.p.	4	95	1/8	1/8	3/16	—	—	3/16	—	330	—	OG	—	—	—
See also PERKINS and MEADOWS ENGINES.																
HEINKEL																
—	174 c.c.	1	60	2	2	2	4	—	—	290	—	C	OG	—	—	—
1957/—	198 c.c. Kabine 204	1	64	2	2	4	—	—	—	561	—	C	OG	R	—	—
1952/57	1093 c.c. TE.1100 (410) ..	4	70	2 1/2	2 1/2	2 1/2	4 1/2	—	—	331	—	C	OG	R	—	—
1955/57	1400 Matador (413)	4	72	2 1/2	2 1/2	2 1/2	4 1/2	—	—	413	—	—	OG	R	—	—

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n = State Number of Cylinders; Set is for One Cylinder.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
	HENRY 'J' (See under Kaiser)															
	HENSCHEL															
1951/—	5.43 litre Diesel	6	96	3	3	3	5½	—	5½	332	—	—	OG	—	—	—
—	517 Series D.4	4	100	3	3	3	5	—	5	333	—	—	OG	—	—	—
1954/—	522 Series	6	100	3	3	3	5	—	5	334	—	—	OG	—	—	—
—	513 Series, HS.140, HS.150 ..	6	110	3½	3½	3½	6	—	6	335	—	—	OG	—	—	—
—	520 Series	6	125	3½	3½	3½	6	—	6	336	—	—	—	—	—	—
	HILLMAN															
1932/46	Minx Mk. I	4	63	2½	2½	4	—	—	—	152	—	—	OG	R	—	F&
1947/49	Minx Mk. II and III	4	63	2	2	4	—	—	4	—	15	C	OG	—	—	—
1949/54	Minx Mk. IV, V, VI, VII S.V. Engine, Husky (1955/57).	4	2 ⅞	2	2	4	—	—	4	—	16	C	OG	—	—	F&
1955/58	Minx Mk. VIII and Californian	4	3	2	2	⅞	—	—	—	—	17	C	OG	R	—	L
1959/61	1½ litre Minx	4	79	2	2	4	—	—	4	—	337	C	OG	—	—	—
	HOLDEN															
1949/—	2.2 litre 2l. 6 h.p. O.H.V. ..	6	3	⅞	⅞	⅞	—	—	—	—	338	C	OG	R	—	—
	HUDSON															
1939/47	21.6 h.p. Big 6, Terraplane 6	6	3	⅞	⅞	⅞	—	—	⅞p	—	733	C	OG	—	—	—
1939/52	28.8 h.p. S.V. Super 8, Com- modore 8.	8	3	⅞	⅞	⅞	—	—	⅞p	—	734	C	OG	—	—	—
1953/56	21.6 h.p. Jet, Wasp, etc. p	6	3	⅞h	⅞h	⅞	—	—	⅞p	—	735	C	OG	—	—	—
1956/57	Hornet Special, Rambler ..	8	3½	⅞h	⅞h	⅞	—	—	—	—	607	C	OG	—	—	—
1948/54	30.4 h.p. S.V. Super 6, Com- mander 6.	6	3 ⅞	⅞h	⅞h	⅞	—	—	⅞p	—	736	—	OG	—	—	—
1950/56	34.9 h.p. S.V. Hornet ..	6	3 ⅞	⅞h	⅞h	⅞	—	—	⅞p	—	737	—	OG	—	—	—
1957	51.2 h.p. O.H.V. Hornet (V.8)	8	4	⅞h	⅞h	⅞	—	—	—	—	604	—	OG	R	—	—

h = High Radial Pressure.

p = Pegged Groove.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES							SET No.		SUFFIXES					Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set			
HUMBER																		
1936/47	273I c.c. S.V. Snipe. . .	6	69½	⅜	⅜	⅛	—	—	—	—	339	—	OG	R	—	—		
1945/50	1944 c.c. S.V. Hawk Mk. II and III.	4	75	⅜	⅜	⅛	—	—	⅛	—	18R	—	OG	—	—	L		
1951/61	2267 c.c. O.H.V. Hawk Mk. IV, V and VI. Series I & II.	4	3 ⅛ 81	⅜	⅜	⅛	—	—	⅜ ⅜	—	19	—	OG	—	—	J		
1946/53	26.8 h.p. Snipe, Pullman . .	6	85	⅜	⅜	⅛	—	—	⅛	—	56	—	OG	—	—	O		
1953/57	29.4 h.p. Super Snipe, Pull- man Imperial Mk. IV.	6	3 ½	⅜	⅜	⅛	—	—	⅛	—	60	—	OG	—	—	—		
1953/57	29.4 h.p. Super Snipe, Pull- man Imperial Mk. IV, with chrome bores.	6	3 ½	⅜	⅜	⅛	—	—	⅛ a	—	157	—	OG	—	—	—		
INTERNATIONAL HARVESTER Tractors & Power Units																		
1946/—	Farmall Cub, Combine 52R (C.60 Engine).	4	2 ⅛	⅜	⅜	⅛	—	—	—	—	738	—	OG	R	—	—		
1940/53	Farmall A, B, C, BN, AI, AV, Super A, Combine 22, Petrol.	4	3	½	½	½	¼	—	—	—	672	C	OG	R	—	—		
1940/53	Farmall A, B, C, BN, AI, AV, Super A, Combine 22,	4	3	½	½	½	⅛	—	—	—	739	C	OG	R	—	—		
—	Farmall Super C, Series 100, 200. Power Units C123, U123.	4	3 ½	⅜	⅜	⅜	¼	—	—	—	740	C	OG	R	—	—		
—	DF Tractor Multi	80	3	3	3	3	3	5	—	741n	—	—	OG	—	—	—		
1934/52	Combine Models 31, 41, 51, 122C, 123, 125 (Al.-Piston).	6	3 ⅛	⅜ h	⅜	⅜	⅛	—	—	—	742	C	OG	—	—	—		
1939/52	Farmall H, HV, I-4, IU4, O4, WH, OS4, Combine 122.	4	3 ⅛	½	⅜	⅜	¼	—	—	—	743	C	OG	—	—	—		
—	C.152 Engine	4	3 ⅛	⅜ h	⅜	⅜	¼	—	—	—	744	C	OG	—	—	—		
1953/54	Super H, HV, W4(C.16 Eng.)	4	3 ½	⅜ h	⅜	⅜	¼	—	—	—	745	C	OG	—	—	—		
1955/56	300 Series (C. 169 Engine) . .	4	3 ⅛	⅜	⅜	⅜	¼	—	—	—	746	—	OG	—	—	—		
1958/60	460, 560, 660 (C.221 and 263 Engines).	6	3 ⅛	⅜ h	⅜	¼	—	—	—	—	747	—	OG	R	—	—		
1956/58	350 Series (C.175 Engine) . .	4	3 ⅛	⅜ h	⅜	⅜	¼	—	—	—	748	—	OG	R	—	—		
1958/—	460D (D.236 Engine). 560D, 660D (D.282 Engine).	6	3 ⅛	⅜	½	¼	—	—	—	—	750	—	OG	R	—	—		
1958	350 Series (D.193 Engine) . .	4	3 ⅛	½	½	½	¼	—	—	—	749	—	OG	R	—	—		
1939/56	Farmall MD, MDU, Trac- tor (D.248 Engine).	4	3 ⅛	⅜ h	½	⅜	¼	—	¼	—	751	—	OG	—	—	—		

a = Cords Ring this Groove only.

h = High Radial Pressure.

n = Packed in Single Cylinder Units.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
INTERNATIONAL HARVESTER—(contd.) Tractors & Power Units																
—	Super M, MV, W6, Farmall Super BM (Power Unit U.264).	4	4	$\frac{3}{32}h$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	—	—	—	752	—	OG	R	—	—
1952/56	MD, MDV, MDTA, ID6, OD56, WD6, Crawler TD6, Farmall 400D, W400D, Power Units D6, UD6 (D.264 Engine).	6	4	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	753	—	OG	—	—	—
—	4325 c.c. O.H.V. Farmall Super BMD, Super BTD6, BWD6.	4	4	$\frac{3}{32}h$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	754	—	OG	—	—	—
1952/56	M, MV, 400	4	4 $\frac{1}{2}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{1}{4}$	—	—	—	755	—	OG	R	—	—
1956/59	Super M, MTA, W6, 450, W450 (C.281 Engine).	4	4 $\frac{1}{2}$	$\frac{3}{32}h$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	—	—	—	756	—	OG	R	—	—
1940/43	I9 (to Eng. No. ICMB4303) T9 (to Eng. No. TCBM3729) W9 (to Eng. No. WCBM4267)	4	4.4	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{1}{4}$	—	—	—	757	—	OG	R	—	—
1943/57	I9, T9, W9 from above on..	4	4.4	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{5}{32}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	757R	—	OG	—	—	—
1940/57	ID9, OD9, TD9, WD9, WDR9 (D.335 Engine).	4	4.4	$\frac{1}{8}$	$\frac{5}{32}$	$\frac{3}{16}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	759	—	OG	—	—	—
1959/—	TD15 (D.554 Engine) ..	6	4 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	760	—	OG	—	—	—
1938/56	ID40, TD14, TD14A, TD40, WD40 (Diesel) (D.461 Engine).	4	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{1}{4}$	—	761	—	OG	—	—	—
1938/60	TD18, TD18A, TD20 (Diesel) (D.691 Engine).	6	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{1}{4}$	—	762	—	OG	—	—	—
1959/—	TD25 (D.817 and DT.817 Engines).	6	5 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	—	—	—	763	—	—	—	—	—
1948/55	TD24 (D.1091 Engine) ..	6	5 $\frac{1}{2}$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	764	—	—	—	—	—
Trucks and Engines																
1959/—	Metro-Mite KM.B0	4	2 $\frac{3}{4}$	$\frac{5}{64}$	$\frac{5}{64}$	$\frac{5}{64}$	$\frac{5}{32}$	—	—	—	5	C	OG	R	—	—
—	GRD214, 233	6	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	742	C	OG	R	—	—
—	BLD-250 Engine	6	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	766	C	OG	R	—	—
—	BD269, BLD269, S220, 240, SD220, 240 (B.240 Cana- dian).	6	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	639	—	OG	R	—	—
—	BD.264, SD.264	6	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{3}{16}$	—	—	—	—	767	—	OG	R	—	—
—	BD.264, SD.264 (B.264 Cana- dian).	6	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	768	—	OG	R	—	—
—	BD282, 308 (to No. 157446)	6	3 $\frac{1}{16}$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	769	—	OG	R	—	—

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Sec	Oilguard Sec	With Extra Skirt Ring	Special Sec	
INTERNATIONAL HARVESTER—(contd.) Trucks and Engines																
—	BD282, 308 (from 157447 on)	6	3 1/8	3/32 h	1/8	1/8	3/16	—	3/16	—	769R	—	CG	—	—	—
—	FBB3, FBB298	6	3 1/8	1/8	1/8	1/8	3/16	—	—	—	723	—	CG	R	—	—
—	V.304, 345	8	3 1/8	3/32 h	3/32 h	3/16	—	—	—	—	813	—	OG	R	—	—
1960	"Scout" 2 1/2 litre	4	3 1/8	3/32 h	3/32 h	3/16	—	—	—	—	814	—	OG	R	—	—
—	FBB361, FBC361, RED361, 401.	6	4 1/8	1/8	1/8	1/8	3/16	—	—	—	727	—	OG	R	—	—
—	RED361, 401	6	4 1/8	3/32 h	1/8	1/8	3/16	—	—	—	770	C	OG	R	—	—
—	V401, V461	8	4 1/8	3/32 h	3/32 h	3/16	—	—	—	—	771	C	OG	R	—	—
—	FBB450, FBC450, RED450..	6	4 1/8	1/8	1/8	1/8	3/16	—	—	—	731	C	OG	R	—	—
—	RD501	6	4 1/8	3/32	3/32	3/16	—	—	—	—	758	—	OG	R	—	—
ISETTA (See B.M.W.)																
JAGUAR																
1939/49	1 1/2 litre, 14 h.p.	4	2 1/8	3/32	3/32	3/16	—	—	—	—	187	C	OG	R	—	M
1938/50	2 1/2 litre Mk. V, 20 h.p. ..	6	2 1/8	3/32	3/32	3/16	—	—	—	—	340	C	OG	R	—	M
1948/49	XK100 Sports 2 litre	4	80	3/32	3/32	3/16	—	—	—	—	341	C	OG	R	—	—
1938/52	3 1/2 litre Mk. V, 25 h.p. ..	6	82	1/16	1/16	3/16	—	—	—	—	188	—	CG	R	—	O
1949/61	3 1/2 litre Mk. VII, XK120, XK140, XK150, Type M, Mk. VIII 3.4 litre, 2.4 litre.	6	83	.078	.078	5/32	—	—	—	—	189	—	OG	R	—	Q
1956/57	Maker's Alternative Piston for 2.4 litre.	6	83	.078	.078	5/32	—	—	5/32	—	189R	—	OG	—	—	Q
1960/—	Mk. IX and 3.8 litre Mk. 2..	6	87	.078	.078	5/32	—	—	—	—	422	—	OG	R	—	—
J.A.P.																
JEEP (See under Willys)																
JOHN DEERE (See under Deere)																

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
JOWETT																
1947/54	1½ litre Javelin, Jupiter (O. H. V. horizontally opposed).	4	72½	¾h	¾	4½	—	—	—	—	190	C	OG	R	—	K
—	Bradford Van—see under Bradford.															
KAISER																
1947/55	Special F.47, etc., Virginian, De Luxe 26.3 h.p. S.V.	6	3 1/16	¾h	¾h	¾	¾	—	—	—	650	C	OG	R	—	—
1951/54	Henry 'J' 513 (4 Cyl.) Vaga- bond.	4	3 1/16	¾	¾	¾	—	—	—	—	648	C	OG	R	—	—
1951/54	Henry 'J' 514 (6 Cyl.) Vaga- bond.	6	3 1/16	¾	¾	¾	—	—	—	—	649	C	OG	R	—	—
KARRIER																
1937/42	Cob Senior	6	75	1/8	1/8	5/32	5/32	—	—	191	—	—	OG	—	—	—
1937/42	Cob Junior, Colt, Bantam ..	4	75	3/32	3/32	1/16	—	—	3/16	18R	—	—	OG	—	—	—
1936/52	CK.3, CK.5, CK.6	6	85	1/8	1/8	5/32	5/32	—	—	155	—	—	OG	—	—	—
1936/52	CK.3, CK.5, CK.6 with Chrome Bores.	6	85	3/32	3/32	1/16	—	—	3/16 a	156	—	—	OG	—	—	—
1950/54	Bantam (If Chrome Bores) ..	Fit Cast Iron Rings Only.														
1950/54	Bantam	4	3.178	2½	2½	5	—	—	5	192	—	—	OG	—	—	—
1953/54	33.8 h.p., 4½ litre Gamecock	6	3 1/16	1/8	1/8	1/16	—	—	3/16 a	158	—	—	OG	—	—	—
1953/57	Alternative Maker's Piston, Gamecock(Petrol)Chrome Plated Bore.	6	3 1/16	3/32	3/32	1/16	—	—	3/16 a	159	—	—	OG	—	—	—
1957/58	17.5 h.p., 2259 c.c. O.H.V. Bantam 2.26 litre Diesel.	4	3 1/16	3/32	3/32	3/32	3/16	—	3/16	264	—	—	OG	—	—	—
1956/58	16.25 h.p., 2266 c.c. O.H.V. Bantam. For Cast Iron Bores.	4	3 1/16	2½	2½	5	—	—	5	154	—	—	OG	—	—	—
1956/58	16.25 h.p., 2266 c.c. O.H.V. Bantam. With Chrome Plated Bores.	4	3 1/16	3/32	3/32	1/16	—	—	3/16 a	305	—	—	OG	—	—	—
IMPORTANT: Cords Rings MUST NOT be fitted above Gudgeon Pin in Chrome Bores. Fit in Skirt Groove only if Ring at bottom of ring travel does not pass below, or partially below, lead-in or swing gap.																

a = Cords Ring this Groove only.

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
LAGONDA																
1946/53	22.6 h.p., 2½ litre	6	78	1½	1½	¾	¾	—	—	193	—	C	OG	—	—	—
1954/58	3 litre, 25.6 h.p. O.H.C.	6	83	1½	1½	¾	¾	—	—	194	—	—	OG	—	—	—
LANCHESTER																
1946/51	10 h.p. C.D. 10	4	2½	2	2	2	¾	—	—	195	—	C	OG	R	—	—
1951/56	14 h.p. O.H.V. 2 litre, 14.4 h.p. O.H.V. Sprite 1.6 litre.	4	3	⅞	⅞	⅞	⅞	—	—	—	196	C	OG	R	—	H
1954	21 h.p. O.H.V. Dauphin 2½ litre.	6	3	⅞	⅞	⅞	⅞	—	—	—	161	C	OG	R	—	—
LANCIA																
1949/50	903 c.c. Ardea	4	65	2	2	2	3	—	3	343	—	—	OG	—	—	—
1953/54	1090 c.c. O.H.V. Appia	4	68	2	2	2	3	—	3	92	—	—	OG	—	—	—
1955/60	Appia Series 2 and 3	4	68	2	2	4	—	—	—	344	—	—	OG	R	—	—
1950/52	1754 c.c. O.H.V. Aurelia	6	70	2	2	2	3	—	3	345	—	—	OG	—	—	—
1951/53	1991 c.c. O.H.V. Gran Turismo, Aurelia.	6	72	2	2	2	3½	—	3½	346	—	—	OG	—	—	—
1939/50	1486 c.c. Aprilia, Series 2	4	74.6	¾	¾	¾	1	—	¾	347	—	—	OG	—	—	—
1957	Aurelia	6	78	—	—	—	—	—	—	94	—	—	OG	—	—	—
1957/—	Flaminia	6	80	2½	2½	5	—	—	—	82	—	—	OG	—	—	—
1961/—	Flavia	4	—	—	—	—	—	—	—	430	—	—	OG	—	—	—
—	1963 c.c. Beta, Diesel	2	100	2	3½	3	3	3	4.8(2)	348	—	—	OG	—	—	—
—	Esaro, Esatan, Diesel	6	108	2½	2½	2½	2½	5	5	349	—	—	OG	—	—	—
—	Esatan Super Six, Diesel	6	112	2½	2½	2½	2½	5	5	350	—	—	OG	—	—	—
LAND ROVER																
1948/51	Model 60	4	69½	.070	.070	¾	¾	—	—	—	39	—	OG	R	—	J
1952/58	2 litre, Series I	4	3 ⅞	.070	.070	¾	¾	—	—	—	40	—	OG	R	—	O
1958/61	2½ litre, Series II	4	3 ⅞	.070	.070	¾	—	—	—	—	280	—	OG	R	—	—
1957/61	2 litre Diesel	4	3½	¾	¾	¾	¾	—	¾	—	351	—	OG	—	—	—

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander	
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
LEA FRANCIS																	
1946/49	1½ litre, Mk. V, V	4	69	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	—	—	—	197	—	—	OG	R	—	Fitzall	
1945/54	14 h.p., 1767 c.c. O.H.V. ..	4	75	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	—	—	198	—	—	OG	R	—	C/K	
1949/54	2½ litre	4	85	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{5}{32}$	—	—	199	—	—	OG	R	—	Fitz.	
1949/54	2½ litre, Maker's Alternative Piston.	4	85	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{5}{32}$	—	—	200	—	—	OG	R	—	Fitz.	
1960	Leaf Lynx	6	82.55	—	—	—	—	—	—	—	—	—	—	—	—	—	
LEYLAND																	
1948/52	5 litre Comet, D.I., D.300 ..	6	3.8	.121w	.121w	.121	$\frac{3}{16}$	—	$\frac{1}{16}$	201	—	—	OG	—	—	—	
1951/56	5.75 Litre Comet 90, 0350, Mk. III.	6	3.96	.1324 w	.1324 w	.1324 w	$\frac{1}{4}$	—	$\frac{1}{4}$	202	—	—	OG	—	—	—	
—	6.17 litre Super Comet 0375	6	4.10	$\frac{1}{8}$ w	$\frac{1}{8}$ w	$\frac{1}{8}$ w	$\frac{1}{4}$	—	$\frac{1}{4}$	207	—	—	OG	—	—	—	
—	7.4 litre Mk. III Hippo, etc., 0450.	6	4½	$\frac{1}{8}$ w	$\frac{1}{8}$ w	$\frac{1}{8}$ w	$\frac{1}{4}$	—	$\frac{1}{4}$	203	—	—	OG	—	—	—	
—	7.4 litre Mk. III Hippo, Titan, Tiger, 0450.	6	4½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	204	—	—	OG	—	—	—	
1934/53	8.6 litre	6	4½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$ a	$\frac{3}{16}$ a	205	—	—	OG	—	—	—	
1934/53	8.6 litre	6	4½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$ a	—	$\frac{3}{16}$ a	205R	—	—	OG	—	—	—	
1934/53	5.7 litre	4	4½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$ a	—	$\frac{3}{16}$ a	206R	—	—	OG	—	—	—	
1934/53	5.7 litre Badger	4	4½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$ a	$\frac{3}{16}$ a	206	—	—	OG	—	—	—	
1946/56	9.8 litre, 0600	6	4.8	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	208	—	—	OG	—	—	—	
1946/56	9.8 litre (Offset Pin) ..	6	4.8	.136w	.136w	.136	$\frac{1}{4}$	—	$\frac{1}{4}$	209	—	—	OG	—	—	—	
1954/56	11.1 litre, VE.680	6	5	.139w	.139w	.139w	$\frac{1}{4}$	—	$\frac{1}{4}$	210	—	—	OG	—	—	—	
1954/56	11.7 litre, Maker's Alternative Piston, VE.680.	6	5	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	211	—	—	OG	—	—	—	
LINCOLN																	
1940/47	Zephyr	12	2½	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	—	654	C	OG	R	—	—	
1942/46	Zephyr, Continental, Custom.	12	2½	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	—	652	C	OG	R	—	—	
1949/51	39.2 h.p. S.V. Cosmopolitan (V.8).	8	3½	$\frac{3}{32}$ h	$\frac{3}{32}$ h	$\frac{3}{16}$	—	—	—	—	629	C	OG	R	—	—	
1952/54	V.8	8	3.8	$\frac{5}{64}$ h	$\frac{5}{64}$ h	$\frac{3}{16}$	—	—	—	—	633	—	OG	R	—	—	
1955	V.8	8	3½	$\frac{5}{64}$ h	$\frac{5}{64}$ h	$\frac{3}{16}$	—	—	—	—	656	—	OG	R	—	—	
1956/57	All Models (368 Engine) ..	8	4	$\frac{5}{64}$ h	$\frac{3}{32}$ h	$\frac{3}{16}$	—	—	—	—	635	—	OG	R	—	—	
1958/60	All Models (430 Engine) ..	8	4.3	$\frac{5}{64}$ h	$\frac{3}{32}$ h	$\frac{3}{16}$	—	—	—	—	772	—	OG	R	—	—	

a = Cords Ring Grooves.

h = High Radial Pressure.

w = Wedge Section Groove. See p. 13.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
LISTER ENGINES																
—	1½ h.p. 11, 12D, 13D; 2 h.p. 13V. Lighting Set.	1	3	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	—	$\frac{1}{8}$	212	—	—	OG	—	—	—
—	24A., F.L.	1-4	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	213n	—	—	OG	R	—	—
—	3 h.p. Diesel	1	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	.122	—	.182	214	—	—	OG	—	—	—
—	9.54 h.p. Diesel Freedom, Series FR.	1-6	3½	$\frac{3}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$ a	215n	—	—	OG	—	—	—
—	5/11, 10/2 h.p. Diesel . . .	1-2	4½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	.120	—	.182a	216n	—	—	OG	—	—	—
—	6, 9 (1 Cyl.); 12, 21, 2JP (2 Cyl.); 30, 3JP (3 Cyl.); 38, 40, 4JP (4 Cyl.); 616 (6 Cyl.).	1-6	4½	$\frac{3}{16}$ w	$\frac{1}{8}$	$\frac{1}{8}$	.182	—	—	217n†	—	—	OG	—	—	—
MACK																
—	EN.11 Engine	6	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	—	—	695	—	OG	—	—	—
—	EN.12 Engine	6	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{2}$	—	—	773	—	OG	R	—	—
1938/46	EE, EEU 1½ ton (EN.253 FO Engine).	6	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	774	C	OG	—	—	—
1938/41	EN, EFU 2 ton (EN.271, EN.310 FM Engine).	6	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	775	—	OG	—	—	—
—	CE, FU (EN.330, EN.405 Engine).	6	4	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	776	—	OG	—	—	—
—	EN.331, 377 Engine . . .	6	4	$\frac{3}{32}$ h	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	777	—	OG	—	—	—
—	EN.401 Engine	6	4½	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{16}$	—	$\frac{3}{16}$	—	778	—	OG	—	—	—
—	EN.431A Engine	6	4½	$\frac{3}{32}$ h	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	779	—	OG	—	—	—
—	END.510 Engine, Diesel . .	6	4½	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	780	—	OG	—	—	—
—	END.510, 510A Engine . .	6	4½	$\frac{3}{32}$ h	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	781	—	OG	—	—	—
1945/55	END.672, 673 Engines, Diesel	6	4½	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	782	—	OG	—	—	—
—	6 x 6 Army, EN.707, EY . .	6	5	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{16}$	—	$\frac{3}{16}$	—	783	—	OG	—	—	—
MASSEY FERGUSON & MASSEY HARRIS																
1938/48	F.124, Engine 20, 21 Colt, 81	4	3	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	—	—	218	C	OG	R	—	—
—	20, 101 Junior, 81 Rowcrop, Rowcrop 101.	6	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{5}{32}$	—	—	—	219	C	OG	R	—	—
—	TE.20, TO.20	4	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	176	C	OG	R	—	—
1940/48	F.140, Engine 20K, 22K, 101, 102 Junior, 81, 82, Rowcrop and Standard Tread.	4	3½	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	—	—	220	C	OG	R	—	—

a = Cords Ring this Groove only. h = High Radial Pressure. n = State number of Cylinders. w = Wedge Section Groove. See p. 13.
† = Not suitable for Chromed Bores.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander	
				Top	2nd	3rd	4th	5th	R.B.P.	Kic	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
MASSEY FERGUSON & MASSEY HARRIS —(contd.)																	
—	Combines No. 15, 16 (Wauk FC).	4	3 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	221	C	OG	R	—	—	
—	21, 21A Reaper Thresher, 101 Super (S.137 Repl. Engine).	6	3 $\frac{1}{8}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{3}{32}$	$\frac{3}{32}$	—	—	—	616	C	OG	—	—	—	
—	TO.30	4	3 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	352	C	OG	R	—	—	
—	TO.35, F.40, MH.50 ..	4	3 $\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{16}$	—	—	—	353	C	OG	R	—	—	
—	101 Sr (F.226 Engine) ..	6	3 $\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	—	—	354	C	OG	R	—	—	
—	TO.30, 35, MH.50	4	3 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	274	—	OG	R	—	—	
—	27 Reaper Thresher, 201 Repl. Engine.	6	3 $\frac{7}{16}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{6}{32}$	$\frac{5}{32}$	—	—	—	355	—	OG	R	—	—	
—	1021r, Combines 15, 16, 17, 18, 22 (F.162 Engine).	4	3 $\frac{7}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	—	—	222	—	OG	R	—	—	
1960	3A/152 (FE.35)	3	3.6	$\frac{3}{32}$	$\frac{1}{16}$	$\frac{3}{32}a$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	319	—	OG	—	—	—	
—	44, S44G, S44K, S44LP (H.260 Engine).	4	3 $\frac{7}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	—	—	356	—	OG	—	—	—	
—	44, S44G, S44K, S44LP (H.260 Engine).	4	3 $\frac{7}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{16}$	—	356R	—	OG	—	—	—	
—	44	4	4	$\frac{3}{32}h$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	—	—	—	357	—	OG	R	—	—	
—	55D, K (JD.382 Engine) ..	4	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{16}$	—	358	—	OG	—	—	—	
MEADOWS																	
—	4EL	4	90	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{16}$	—	—	$\frac{3}{16}p$	—	407	—	OG	—	—	—	
—	4EL/AV	4	95	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{16}$	—	—	$\frac{3}{16}p$	—	408	—	OG	—	—	—	
—	4DC/330	4	120	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	409	—	OG	—	—	—	
—	6D/500	6	120	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	126	—	OG	—	—	—	
—	4D/420	4	130	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	410	—	OG	—	—	—	
—	6D/630	6	130	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	127	—	OG	—	—	—	
MERCEDES BENZ																	
1949/50	170D, OM.636	4	73 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	—	5	414	—	—	OG	—	—	—	
1949/57	1767 c.c. S.V. 170S, 170SV, 180, M.136.	4	75	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	—	—	115	—	—	OG	—	—	—	
1949/57	1767 c.c. S.V. 170S, 170SV, 180, M.136.	4	75	3	3	3	5	—	—	115R	—	—	OG	—	—	—	
1949/55	1767 c.c. 170D, 170DS, 170SD, 180D, OM.636, 637 Diesel.	4	75	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	—	5	114	—	—	OG	—	—	—	

h = High Radial Pressure.

p = Pegged Groove.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
MERCEDES BENZ —(contd.)																
1951/9	2195 c. c. M.180, 219, 220 Series	6	80	2½	2½	3	5	—	—	117	—	—	OG	—	—	—
1954/—	2.3 litre	6	80	2½	2½	2½	5	—	—	116	—	—	OG	—	—	—
1951/55	300 Series M.186, 188, 189. .	6	85	2½	2½	3	5	—	—	359	—	—	OG	—	—	—
1956/59	300 Series	6	85	2	2½	3	5	—	—	360	—	—	OG	—	—	—
1955/—	190, 190SL Series	4	85	2	2½	3	5	—	—	361	—	—	OG	—	—	—
1959/60	190D (OM.621 Diesel) ..	4	85	2	2	2	5	—	—	362	—	—	OG	—	—	—
—	L.3500, O.3500 (OM.312 Diesel).	6	90	3	3	3	3	5½	5½	363	—	—	OG	—	—	—
—	OM.321 Diesel	6	95	2½	2½	2½	2½	5½	5½	364	—	—	OG	—	—	—
—	OM.321 Diesel	6	95	3	3	3	3	5½	5½	365	—	—	OG	—	—	—
—	OM.65/3, OM.65/4 L.300 Diesel.	4	105	3½	3½	3½	3½	6	6	366	—	—	—	—	—	—
—	OM.67/3, OM.67/4, 8 L.4500 Diesel (OM.325).	6	105	3½	3½	3½	3½	6	6	367	—	—	—	—	—	—
—	OM.315, L.6600 Diesel ..	6	112	3½	3½	3½	3½	6	6	368	—	—	—	—	—	—
MERCURY																
1946/53	32.5 h.p.	8	3 ⅜	⅜ h	⅜ h	⅜ a	—	—	⅜ a	—	655	C	OG	—	—	—
1948/53	32.5 h.p. (Canadian Engines 1946-48).	8	3 ⅜	⅜ h	⅜ h	⅜ a	—	—	⅜ a	—	784	C	OG	—	—	—
1954/57	42 h.p., 256 Engine	8	3 ⅝	⅜ h	⅜ h	⅜	—	—	—	—	632	—	OG	R	—	—
—	31.5 h.p., 223 Engine	6	3 ⅝	⅜ h	⅜ h	⅜	—	—	—	—	631	—	OG	R	—	—
1955	31.5 h.p., 292 Engine	8	3 ⅝	⅜ h	⅜ h	⅜	—	—	—	—	614	—	OG	R	—	—
1956/—	46.2 h.p., 312 Engine, V.8. ..	8	3.8	⅜ h	⅜ h	⅜	—	—	—	—	613	—	OG	R	—	—
1957	46.2 h.p., 368 Engine	8	4	⅜ h	⅜ h	⅜	—	—	—	—	635	—	OG	R	—	—
1958	46.2 h.p., Canadian Models..	8	4.2	⅜ h	⅜ h	⅜	—	—	—	—	785	—	OG	R	—	—
1958/—	46.2 h.p., 383, 430 (and Canadian Parklane).	8	4.3	⅜ h	⅜ h	⅜	—	—	—	—	786	—	OG	R	—	—
METROPOLITAN																
1954/6	O.H.V. 1200	4	65½	2	2	2	⅜ o	—	—	—	4	C	OG	R	—	Kor i
1956/—	O.H.V. 1500	4	2 ⅞ 73	.078	.078	.078	⅜ o	—	—	—	5	C	OG	R	—	L

a = Cords Ring Grooves.

h = High Radial Pressure.

o = Oilguard Ring.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander	
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
	M.G.																
1940/55	1½ litre, 11 h.p. O.H.V. Midget TB, TC, TD, TF, Y, YA, YB.	4	66½	2½	2½	4	—	—	—	—	20	C	OG	R	—	—	H
1954/55	1466 c.c., 12.86 h.p. O.H.V. Midget TF, 1500.	4	72	⅞	⅞	4	—	—	—	—	55	C	OG	R	—	—	—
1954/59	1489 c.c., 13.2 h.p. O.H.V. Magnette, Series ZA.	4	2⅞ 73	2	2	2	⅝ ₃₂ 0	—	—	—	5	C	—	R	—	—	K
1954/59	1489 c.c., 13.2 h.p. O.H.V. Magnette, Series ZA, ZB, MGA.	4	2⅞ 73	⅞	⅞	⅞	⅝ ₃₂	—	—	223	—	C	OG	R	—	—	—
1958/61	1588 c.c., 14.03 h.p. (1.6 litre), MGA Twin-Cam.	4	2⅞ 73	.055	.055	.055	⅝ ₃₂	—	—	—	369	C	OG	R	—	—	—
	MORGAN																
1939/52	4/4	4	2½	.076	.076	⅝ ₃₂	—	—	—	—	F12	C	OG	R	—	—	Fitz. (Inc.)
1953/57	100E Engine	4	2½	.076	⅝ ₃₂	⅝ ₃₂	—	—	—	—	C12	C	OG	R	—	—	5 (Inc.)
1954/59	17 h.p. Plus Four	4	83	⅞	⅞	⅝ ₃₂	—	—	—	—	32	C	OG	R	—	—	—
1951/58	2.1 litre, 17.9 h.p. (Vanguard Engine).	4	85	2	2	⅝ ₃₂	⅝ ₃₂	—	—	—	29	C	OG	—	—	—	—
	MORRIS Cars and Vans																
1937/38	8 h.p., Series 2	4	57	2	2	3	—	—	3 (St.P.)	370	—	—	OG	—	—	—	—
1938/53	8 h.p. Series E, 5 cwt. Van, Series Z, Minor Series MM.	4	57	2½	2½	3	—	—	—	—	22	C	OG	—	—	—	A
1938/53	8 h.p. Series E, 5 cwt. Van, Series Z, Minor Series MM.	4	57	2½	2½	4	—	—	4	224	—	C	OG	—	—	—	—
1953/56	Minor O.H.V., 5 cwt. Van li	4	2.28	.070	.070a	.070a	⅝ ₃₂ 0	—	—	—	1	C	—	R	—	—	C (Inc.)
1957/59	Minor 1000, 5 cwt. Van lii	4	62.9	.070	.070	.070	⅝ ₃₂ 0	—	—	—	2	C	—	R	—	—	E
1934/48	10 h.p. Series M	4	63½	2	2	3	3	—	—	—	23	C	OG	—	—	—	—
1934/48	10 h.p. Series M	—	—	2	2	⅝ ₃₂	—	—	⅝ ₃₂	225	—	C	OG	—	—	—	—
1954/56	1200 c.c. Cowley	4	65½	2	2	2	⅝ ₃₂ 0	—	—	—	4	C	—	R	—	—	I
1938/41	11.9 h.p. Twelve-Four Series lii	4	69½	2½	2½	4	—	—	—	226	—	—	OG	R	—	—	F
1954/59	Oxford 1½ litre O.H.V. Series 2, Cowley 1500, Traveller J.2 Van and Pick-Up.	4	2⅞	2	2	2	⅝ ₃₂ 0	—	—	—	5	C	—	R	—	—	L

a = Cords Ring Groove.

o = Oilguard Ring.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES							SET No.		SUFFIXES					Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set			
	MORRIS—(contd.) Cars and Vans																	
1949/54	Oxford Series MO, Cowley 1½ litre S.V. 'J' type 10 cwt. Van (1949/57).	4	73½	2	2	4	—	—	—	—	24	C	OG	R	—	—	L	
1949/54	20 h.p. 2.2 litre Six Series MS	6	73½	2	2	4	—	—	—	—	25	C	OG	R	—	—	L	
1955/58	2.6 litre Isis and LC.5 Van ..	6	3½	¾	¾	¾	¾	—	—	—	10	C	OG	R	—	—	L	
1954/59	20/30 cwt. Van, 2.2 litre O.H.V. L.C., LC.5, LD.	4	3½	¾	¾	¾	¾	—	—	—	8	—	OG	R	—	—	—	
1939/53	15.94 h.p. O.H.V. 15/30 cwt. Van LC, LCS, LD, NEB, PV.	4	80	2½	2½	4	—	—	—	227	—	—	OG	R	—	—	—	
1962 on	OXFORD III 1622 cc		3"								433							
	Trucks																	
1954/59	2.2 litre O.H.V. 20/30 cwt. Diesel.	4	3½	¾	¾	¾	¾	—	¾	—	66	C	OG	—	—	—	—	
1950/54	4½ litre, FVS, NVS.. ..	6	88	¾	¾	¾	—	—	¾	228	—	—	OG	—	—	—	—	
1954/57	3.4 litre, 2/3 ton	4	95	¾	¾	¾	¾	—	¾	—	67	—	OG	—	—	—	—	
1954/57	5.1 litre, OEB, 5 ton	6	95	¾	¾	¾	¾	—	¾	—	68	—	OG	—	—	—	—	
1934/50	24.8 h.p. C, CD, CV	4	100	¾	¾	¾	—	—	¾	229	—	—	OG	—	—	—	—	
1948/54	3.77 litre, 5 ton Petrol FV..	4	100	¾	¾	¾	—	—	¾	230R	—	—	OG	—	—	—	—	
	NASH																	
1954/55	10.6 h.p. Metropolitan, 1200 c.c.	4	65½	2	2	2	¾	—	—	—	4	C	—	R	—	—	Korl	
1956/58	Metropolitan III, 1500 c.c..	4	2½	2	2	2	¾	—	—	—	5	C	—	R	—	—	L	
1941/48	23.44 h.p. Statesman, Amba- sador 600.	6	3½	¾h	¾	¾	—	—	—	—	649	—	OG	R	—	—	—	
1949/56	23.44 h.p. Statesman 4940, 5040, 5140, etc., Rambler SI 10, 5210, etc.	6	3½	¾h	¾h	¾	¾	—	—	—	787	—	OG	—	—	—	—	
1941/7	27.3 h.p. Ambassador 6 ..	6	3½	¾h	¾	¾	¾	—	—	—	788	—	OG	—	—	—	—	
1952/56	27.3 h.p. Ambassador 5260, 5360, etc.	6	3½	¾h	¾h	¾	¾	—	—	—	789	—	OG	—	—	—	—	
1952/57	27.3 h.p. V.8, Ambassador 5680, 5780, Rambler Rebel.	8	4	¾h	¾h	¾	—	—	—	—	604	—	OG	R	—	—	—	
1955	27.3 h.p. V.8 Ambassador 5580.	8	3½	¾h	¾h	¾	—	—	—	—	608	—	OG	R	—	—	—	

h = High Radial Pressure.

o = Oilguard Ring.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
N.S.U.																
1958/—	Prinz (Four Stroke)	2	75	2	2	4	—	—	—	427	—	—	—	R	—	—
NUFFIELD TRACTOR																
—	2550 c.c. O.H.V. Universal Three, 2.55 litre Diesel.	3	95	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	371	—	OG	—	—	—
—	3400 c.c. O.H.V. DM Uni- versal 3.4 litre, Diesel.	4	95	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	66	—	OG	—	—	—
1948/56	Universal M, PM	4	100	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	230	—	—	OG	—	—	—
1948/56	Model M, PM, M.3, M.4	4	100	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	$\frac{3}{16}$	230R	—	—	OG	—	—	—
OLDSMOBILE																
1938/48	L. 38, 68, 78, 80, 90, 90 (Canad- ian 34, 37, 38, 39).	8	3 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	$\frac{3}{16}$	—	790	C	OG	—	—	—
1941/48	66, 76, 96 (Canadian 35, 36)	6	3 $\frac{1}{2}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{3}{16}$	—	—	$\frac{3}{16}$	—	791	C	OG	—	—	—
1949/50	76 (Canadian 35)	6	3 $\frac{1}{2}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{3}{16}$	—	—	$\frac{3}{16}$	—	792	C	OG	—	—	—
1949/53	88, 98 (Canadian 36, 37)	8	3 $\frac{1}{2}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	658	—	OG	R	—	—
1954/56	88, 98, Super 88 (Canadian 30, 36).	8	3 $\frac{1}{2}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	615	—	OG	R	—	—
1957/—	88, 98, Super 88	8	4	$\frac{5}{64}h$	$\frac{3}{32}h$	$\frac{3}{16}$	—	—	—	—	635	—	OG	R	—	—
1959/—	98, Super 88.	8	4 $\frac{1}{2}$	$\frac{5}{64}h$	$\frac{3}{32}h$	$\frac{3}{16}$	—	—	—	—	793	—	OG	R	—	—
OPEL																
1934/47	P.4 Kadett, Olympia	4	67 $\frac{1}{2}$	3	3	5	—	—	—	372	—	—	—	R	—	—
1960/—	1200	4	72	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	—	—	—	—	415	—	OG	R	—	—
1937/53	Super 6, Blitzwagen, Kapitän 2 $\frac{1}{2}$ litre.	6	80	3	3	$\frac{3}{16}$	—	—	—	—	81	—	—	R	—	—
1938/53	Rekord, Olympia 1 $\frac{1}{2}$ litre	4	80	3	3	$\frac{3}{16}$	—	—	—	—	79	—	—	R	—	—
1954/58	Kapitän 2 $\frac{1}{2}$ litre	6	80	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	—	—	—	—	82	—	—	R	—	—
1954/—	Rekord, Car-A-Van, Olympia	4	80	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	—	—	—	—	80	—	—	R	—	—
1960/—	Rekord, Olympia 1.7 litre	4	85	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	—	—	—	—	416	—	OG	R	—	—
1960/—	Kapitän 2.6 litre	6	85	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	—	—	—	—	417	—	OG	R	—	—

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES							SET No.		SUFFIXES					Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set			
PACKARD																		
1938/39	29.4 h.p., 1600, 1700 ..	6	3 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	609	C	OG	R	—	—	—	
1940/50	29.4 h.p. Clipper, Series 110	6	3 $\frac{1}{2}$	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	794	C	OG	R	—	—	—	
1948/54	39.2 h.p. Clipper, Super 8, Custom 8, Caribbean, Ambassador, etc.	8	3 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	—	659	C	OG	R	—	—	—	
1948/54	39.2 h.p. Clipper, Super 8, Custom 8, Caribbean, Ambassador, etc.	8	3 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	795	C	OG	R	—	—	—	
1955	5540 Super Clipper ..	8	3 $\frac{11}{16}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	608	—	OG	R	—	—	—	
1955/56	5768 c.c. Clipper Custom, etc., V.8.	8	4	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	604	—	OG	R	—	—	—	
1956	5680, 5688	8	4 $\frac{1}{8}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	605	—	OG	R	—	—	—	
1954/58	5680, 5688	8	3 $\frac{9}{16}$	$\frac{5}{64}h$	$\frac{5}{64}h$	$\frac{3}{16}$	—	—	—	—	624	—	OG	R	—	—	—	
PANHARD																		
1948/49	GM.600, Dyna, Aircooled ..	2	72	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4	—	—	373	—	—	OG	R	—	—	—	
1950/53	700 c.c. Dyna, 4CV ..	2	79 $\frac{1}{2}$	3	3	3	4 $\frac{1}{2}$	—	4 $\frac{1}{2}$	428	—	—	OG	—	—	—	—	
1953/—	850 c.c. O.H.V. 5CV Dyna 130 (PL.17).	2	85	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4 $\frac{1}{2}$	—	4	95	—	—	OG	—	—	—	—	
PERKINS																		
1939	Wolf, Vixen	4	85	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{5}{8}$	—	$\frac{3}{16}$	232	—	—	OG	—	—	—	—	
—	4/99 Series	4	3	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	236	—	OG	—	—	—	—	
'P' Series Original Equipment																		
—	P.3	3	3.501	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}\sigma$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	233A	—	OG	—	—	—	—	
—	P.4	4	3.501	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}\sigma$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	58A	—	OG	—	—	—	—	
—	P.6	6	3.501	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}\sigma$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	42A	—	OG	—	—	—	—	
'P' Series Re-Ring Set																		
—	P.3	3	3.501	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}\sigma$	$\frac{1}{4}$	—	$\frac{1}{4}\sigma$	—	233	—	OG	—	—	—	—	
—	P.4	4	3.501	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}\sigma$	$\frac{1}{4}$	—	$\frac{1}{4}\sigma$	—	58	—	OG	—	—	—	—	
—	P.6	6	3.501	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}\sigma$	$\frac{1}{4}$	—	$\frac{1}{4}\sigma$	—	42	—	OG	—	—	—	—	
—	P.6 Tractor, Cast Iron Piston	6	3.501	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}\sigma$	$\frac{1}{4}$	—	$\frac{1}{4}\sigma$	—	234	—	OG	—	—	—	—	

σ = Cords Ring Groove.

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES					Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
PERKINS—(contd.)																	
'P' Series																	
Re-Ring Set																	
—	Six 305, 5 litre (Cromard Liner).	6	3.6	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}a$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	250	—	OG	—	—	—	
—	Four 203 (Cromard Liner) ..	4	3.6	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}a$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	431	—	OG	—	—	—	
—	Three 152 (Cromard Liner)	3	3.6	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}a$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	319	—	OG	—	—	—	
—	Six 354	6	3 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}a$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	93	—	OG	—	—	—	
—	Leopard 50/60 h.p.	6	100	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	235	—	OG	—	—	—	
—	Leopard Mk. II	6	105	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	—	237	—	OG	—	—	—	
'R', 'L', 'S' Series																	
—	R.6 M'frs' Eqpt.	6	4	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}a$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	43A	—	—	—	—	—	
—	'R' Series Re-Ring Set ..	6	4	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}a$	$\frac{1}{4}$	—	$\frac{1}{4}a$	—	43	—	—	—	—	—	
—	L/4 Series Manufacturer's Equipment.	4	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}a$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	59A	—	—	—	—	—	
—	L/4 Series Re-Ring Set ..	4	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}a$	$\frac{1}{4}$	—	$\frac{1}{4}a$	—	59	—	—	—	—	—	
—	S/6 Series Manufacturer's Equipment.	6	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}a$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	44A	—	—	—	—	—	
—	S/6 Series Re-Ring Set ..	6	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}a$	$\frac{1}{4}$	—	$\frac{1}{4}a$	—	44	—	—	—	—	—	
PETTER																	
—	PAZ. I Aircooled Diesel ..	1	3	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	$\frac{1}{16}$	—	374	C	OG	—	—	—	
—	AV. I, AVA. I, AV. 2, AVA. 2, Series 2.	1/2	80	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	375n	—	OG	R	—	—	
—	A. I, W. I, Series II (1 Cyl.); 2LTA, 2AV, PA, PAW (2 Cyl.); PAV Series II (4 Cyl.).	Var.	85	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	—	—	—	—	376n	—	OG	R	—	—	
—	'PH' Series Diesel	1/2	3 $\frac{1}{16}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	377n	—	OG	R	—	—	
PETTER-McLAREN																	
—	'B' type Series I and II PB, Multi PBV Diesel.	110	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	378n	—	—	—	—	—	
PEUGEOT																	
1938/47	1133 c.c. 202, 202B	4	68	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4 $\frac{1}{2}$	—	—	—	76	—	OG	—	—	—	
1949/58	1290 c.c. O.H.V. 203	4	75	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4 $\frac{1}{2}$	—	—	—	77	—	OG	—	—	—	
1957/59	203	4	75	2	2	4 $\frac{1}{2}$	—	—	—	379	—	—	OG	R	—	—	
1955/59	1468 c.c. O.H.V. 403	4	80	2	2	4 $\frac{1}{2}$	—	—	—	—	78	—	OG	R	—	—	

a = Cords Ring Groove.

n = Packed in Single Cylinder Units—state number of Cylinders.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES							SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
PLYMOUTH																	
1941	P11, 12, PT.125	6	3 $\frac{1}{4}$	$\frac{3}{8}h$	$\frac{1}{2}$	$\frac{5}{8}$	$\frac{5}{8}$	—	—	—	796	—	OG	—	—	—	
1942/59	25.4 h.p. P.13-30, LP.1, MP.1 and Trucks.	6	3 $\frac{1}{4}$	$\frac{3}{8}h$	$\frac{5}{8}h$	$\frac{5}{8}$	$\frac{5}{8}$	—	—	—	616	—	OG	—	—	—	
1955	25.4 h.p. P.27 (first 50,000) and Canadian.	8	3 $\frac{7}{16}$	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	623	—	OG	R	—	—	
1955	25.4 h.p. P.25 (after first 50,000) and Canadian.	8	3 $\frac{7}{16}$	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	624	—	OG	R	—	—	
1956	25.4 h.p. P.29 (40-80 thou- sand) and Canadian.	8	3 $\frac{1}{2}$	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	603	—	OG	R	—	—	
1956	25.4 h.p. P.29 (up to 40,000) and Canadian.	8	3 $\frac{1}{2}$	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	614	—	OG	R	—	—	
1957/60	25.4 h.p. P.31, LP.2, MP.2, PP.1, PP.2	8	3.91	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	797	—	OG	R	—	—	
1960	25.4 h.p. PP.1, PP.2	6	3.4	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	671	—	OG	R	—	—	
1956/57	25.4 h.p. P.29 Fury (Canadian P.31).	8	3 $\frac{1}{2}$	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	608	—	OG	R	—	—	
PONTIAC																	
1939/49	4080 c.c. S.V., 27, 28, 29 De Luxe Eight.	8	3 $\frac{1}{2}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{16}$	—	—	—	—	798	—	OG	R	—	—	
1950/54	4396 c.c. S.V., 27, 28, P.8, 8XH (Canadian 27).	8	3 $\frac{1}{2}$	$\frac{3}{8}$	$\frac{3}{8}$	—	—	—	$\frac{3}{16}$	—	661	—	OG	R	—	—	
1939/40	4396 c.c. S.V., 6EA, 6EB, 6HA, 6HB (Canadian 25, 26).	6	3 $\frac{7}{16}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{16}$	—	—	—	—	799	—	OG	R	—	—	
1941/52	24, 25, 26, 30.4 h.p., S.V. (Canadian 20, 22, 25, 26).	6	3 $\frac{7}{16}$	$\frac{3}{8}h$	$\frac{3}{8}h$	$\frac{3}{16}$	—	—	—	—	612	—	OG	R	—	—	
1953/54	25, 30.4 h.p., S.V. Chieftain (Also Canadian Models).	6	3 $\frac{7}{16}$	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	660	—	OG	R	—	—	
1955	27, 28, 4343 c.c. O.H.V. (V.8) and Canadian Models 265 Engine.	8	3 $\frac{1}{2}$	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	614	—	OG	R	—	—	
1955/56	Canadian Models 261 Engine	6	3 $\frac{1}{2}$	$\frac{3}{8}h$	$\frac{3}{8}h$	$\frac{3}{16}$	—	—	—	—	663	—	OG	R	—	—	
1957/58	Canadian Models 261 Engine	8	3 $\frac{1}{2}$	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	615	—	OG	R	—	—	
1956/57	27, 28 (V.8)	8	3 $\frac{1}{2}$	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	656	—	OG	R	—	—	
1958/60	V.370, V.389 Engines ..	8	4 $\frac{1}{16}$	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	800	—	OG	R	—	—	
1958/60	Canadian Models, 348 Engine	8	4 $\frac{1}{4}$	$\frac{5}{8}h$	$\frac{5}{8}h$	$\frac{3}{16}$	—	—	—	—	605	—	OG	R	—	—	

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						R.B.P.	SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	Kit		Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
PORSCHÉ																	
1951/54	1.1 litre	4	73½	3	3	5	—	—	—	418	—	—	OG	R	—	—	
1953/55	1.5 litre, 1500 Super	4	80	3	3	5	—	—	—	118	—	—	OG	R	—	—	
1956/—	1600, 1600S	4	82½	3	3	5	—	—	—	119	—	—	OG	R	—	—	
RAMBLER																	
1957/60	Metropolitan (Series III)	4	2½	⅝	⅝	⅝	⅝	—	—	—	5	C	—	R	—	—	
1957/60	3205 c.c., 23.4 h.p. O.H.V. Rambler 5810, 5910, 6010, American 5810.	6	3½	⅝h	⅝h	⅝	—	—	—	—	649	—	OG	R	—	—	
1958/60	Rebel 5820, 5920, 6020	8	3½	⅝h	⅝h	⅝	—	—	—	—	801	—	OG	R	—	—	
1957/60	Rebel Series 80, Ambassador 5880, 5980, 6080, 5359 c.c., 51.2 h.p. O.H.V. (V.8).	8	4	⅝h	⅝h	⅝	—	—	—	—	604	—	OG	R	—	—	
RELIANT																	
1952/59	Regent, Regal Van 3-wheeler	4	2.2	⅞	⅞	⅝	—	—	⅝	—	238	—	OG	—	—	—	
RENAULT																	
1951/60	7.3 h.p., 748 c.c. O.H.V. (4 CV), R.1062, 1063, R.2072, R.2100.	4	54½	2	2	2	3½	—	—	109	—	—	OG	—	—	—	
1951/60	7.3 h.p., 748 c.c. O.H.V. (4 CV) R.1062, 1063, R.2072, R.2100.	4	54½	2	2	3½	—	—	3½	109R	—	—	OG	—	—	—	
1947/50	7.5 h.p., 760 c.c. O.H.V. (4CV) R.1060.	4	55	2	2	2	3½	—	—	110	—	—	OG	—	—	—	
1947/50	7.5 h.p., 760 c.c. O.H.V. (4CV) R.1060.	4	55	2	2	3½	—	—	3½	110R	—	—	OG	—	—	—	
1938/53	8.3 h.p., 1003 c.c. S.V.	4	55	2½	2½	2½	3½	—	—	380	—	—	OG	—	—	—	
1938/53	8.3 h.p., 1003 c.c. S.V.	4	55	2½	2½	3½	—	—	3½	380R	—	—	OG	—	—	—	
1946/53	Juvaquatre	4	58	2½	2½	2½	3½	—	—	381	—	—	OG	R	—	—	
1956/60	845 c.c. O.H.V. Dauphine	4	58	2	2	2	3½	—	—	—	111	—	OG	R	—	—	
1936/56	17.9 h.p. Primaquatre, Vina- quatre, Novaquatre, Frégate.	4	85	3	3	3	4½	—	—	112	—	—	OG	—	—	—	
1956/60	19 h.p., 2140 c.c. O.H.V. Frégate, Marchande R.1101.	4	88	3	3	3	4½	—	—	—	113	—	OG	R	—	—	

h = High Radial Pressure.

o = Oilguard Ring.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander	
				Top	2nd	3rd	4th	5th	R.B.P.	Kir	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
REO																	
1940/51	GC.245, GC.288 Engines ..	6	3½	⅛	⅛	⅛	⅜	—	—	—	802	—	OG	R	—	—	
1943/50	GC.310 (also S.309) Engines	6	3½	⅛	⅛	⅛	⅜	—	—	—	640	—	OG	R	—	—	
1950/60	OA.110, OA.255 Engines ..	6	3½	⅜h	⅜	⅜	—	—	⅜	—	631R	—	OG	—	—	—	
1950/59	OA.130, OA.292 Engines ..	6	3½	⅜h	⅜	⅜	—	—	⅜	—	803	—	OG	—	—	—	
1956/60	OH.160, OH.170, OA.145, OA.331 Engines.	6	4½	⅜h	⅜	⅜	—	—	⅜	—	804	—	OG	—	—	—	
RILEY																	
1935/55	1½ litre, 12 h.p. Sprite ..	4	69	2	2	2	4	—	—	239	—	—	OG	R	—	—	
1938/56	16.07 h.p. O.H.V., 2½ litre Pathfinder.	4	80½	⅜	⅜	⅜	⅜	—	—	—	240	—	OG	R	—	—	
1957/—	13.2 h.p. O.H.V. One Point Five and Four Sixty-Eight.	4	2½	.062	.062	.062	⅜	—	—	—	5A	C	OG	R	—	K	
1957/59	23.4 h.p. O.H.V. Two Point Six.	6	3½	⅜	⅜	⅜	⅜	—	—	—	10	C	OG	R	—	L	
ROLLS ROYCE																	
1946/51	Silver-Dawn, Wraith, Phantom 4½ litre. N.B.—Do NOT fit Cords if Bores are Chrome Plated.	6	3½	⅜	⅜	.178	—	—	—	288	—	—	OG	—	—	—	
1952/55	Silver-Dawn, Wraith, 4½ litre.	6	3½	⅜	⅜	.178	—	—	—	382	—	—	OG	—	—	—	
1956/59	Silver-Cloud, Wraith, 4.9 litre.	6	3½	2	2	2	.178	—	—	289	—	—	OG	—	—	—	
—	Diesel 'C' Series	4-8	5½	⅛	⅛	⅛	¼	—	.230	383n	—	—	OG	—	—	—	
ROTARY HOE																	
—	9.8 h.p. 810 c.c. Gem Series IV	2	3	⅜	⅜	⅜	—	—	—	—	384	—	OG	R	—	—	
ROVER																	
1937/47	14.9 h.p. Fourteen	6	2½ 63½	⅜	⅜	⅛	⅛	—	—	241	—	—	OG	R	—	—	
1948/50	P.3, P.4, 2½ litre '75'	6	65.2	.070	.070	⅜	⅜	—	—	—	37	—	OG	R	—	F&	
1948/54	P.3, P.4, 2½ litre '75'	6	65.2	.070	.070	⅜	⅜	—	—	242	—	—	OG	R	—	F&	
1934/47	10.8 h.p. Ten 10/4	4	66½	2	2	⅛	⅛	—	—	243	—	—	OG	R	—	Fitz.	

h = High Radial Pressure.

n = State number of Pistons.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES							SET No.		SUFFIXES					Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set			
ROVER—(contd.)																		
1937/47	16.9 h.p. Sixteen	6	67½	⅜	⅜	⅛	⅛	—	—	244	—	—	OG	R	—	—	K	
1934/47	11.9 h.p. Twelve 12/4 ..	4	69	2	2	⅛	⅛	—	—	245	—	—	OG	R	—	—	Fitz.	
1948/49	1½ litre P.3, '60' and Land- rover (1948/51).	4	69½	.070	.070	⅜	⅜	—	—	—	39	—	OG	R	—	—	J	
1948/51	1½ litre Landrover	4	69½	.070	.070	⅜	⅜	—	—	246	—	—	OG	R	—	—	J	
1937/40	Speed Twenty	6	73	2	2	⅝	⅝	—	—	247	—	—	OG	R	—	—	L	
1954/59	2.6 litre '90' and 2230c.c. '75'	6	2⅝ 73.02	.070	.070	⅜	⅝	—	—	—	38	—	OG	R	—	—	J	
1956/59	2.6 litre '90' and 2230 c.c. '75' (3 Ring Piston). and 105R, 105S.	6	2⅝ 73.02	.070	.070	⅝	—	—	—	386	—	—	OG	R	—	—	—	
1952/57	2 litre Landrover	4	3⅞ 77.8	.070	.070	⅜	⅝	—	—	—	40	—	OG	R	—	—	O	
1954/59	2 litre '60'	4	3⅞ 77.8	.070	.070	⅝	—	—	—	—	—	—	OG	R	—	—	—	
1958	2 litre Landrover (3 Ring Piston).	4	3⅞ 77.8	.070	.070	⅝	—	—	—	387	—	—	OG	R	—	—	—	
1959/61	3 litre, 2-6 litre '100' ..	6	3⅞ 77.8	.070	.070	⅝	—	—	—	—	388	—	OG	—	—	—	—	
1957/58	18.2 h.p. O.H.V. 2 litre Diesel	4	3⅝ 85.7	⅜	⅝	⅝	⅞	—	⅞	—	351	—	OG	—	—	—	—	
1959	2½ litre '80' and Landrover Series II (from Dec. 1958). See also Landrover.	4	3⅞ 90.5	.070	.070	⅜	—	—	—	—	280	—	OG	R	—	—	—	
RUSTON HORNSBY																		
—	VRH Diesel	3/4/6	4½	⅛	⅛	⅛	¼	—	—	—	389n	—	OG	R	—	—	—	
SAAB																		
1956/60	93, 938, G1750 Two Stroke..	3	66	2½p	2½p	2½p	—	—	—	563	—	—	—	—	—	—	—	
1960/—	96 Two Stroke	3	70	2½p	2½p	2½p	—	—	—	—	—	—	—	—	—	—	—	
SCAMMELL																		
1947/57	18.86 h.p. S.V. Scarab (Petrol) MH6, 3.6 ton.	4	3⅞	⅜ C	⅜	⅞	—	—	—	248	—	C	OG	R	—	—	—	
—	Scarab Diesel 3 ton— See Perkins 4/99.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	Scarab Diesel 6 ton— See Perkins P.4/6.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	Artic	—	4½	See Gardner L.2						—	185	—	—	—	—	—	—	

n = State number of Pistons.

p = Pegged Groove.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander	
				Top	2nd	3rd	4th	Sch	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
SCANIA VABIS																	
—	Tractor D.1664	6	110	3	3	3	3	6	6	419	—	—	OG	—	—	—	
—	D.620 Direct Injection Diesel	4	115	3	3	3	6	—	6	390	—	—	OG	—	—	—	
—	D.620, 630, 640 Direct Injection Diesel.	6	115	3	3	3	6	—	6	391	—	—	OG	—	—	—	
—	D.400, 600, 800 Indirect Injection Diesel.	4/6/8	115	3	3	3	3 St.	6	6	392 _n	—	—	OG	—	—	—	
—	D.10	6	127	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	393	—	—	—	—	—	—	
S.D. FREIGHTER																	
1939/46	3-4 ton EU. 12	4	90	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	$\frac{3}{16}$	329	—	—	OG	—	—	—	
1946/49	23.8 h.p. 3-4 ton EU. 301 ..	4	98	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	$\frac{3}{16}$	330	—	—	OG	—	—	—	
SENTINEL DIESEL																	
1946/51	Comet Mk. III	4	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	251	—	—	OG	—	—	—	
1952/55	36.14 h.p., 6.08 litre	4	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	—	—	—	OG	—	—	—	
1952/55	54 h.p., 6D	6	4 $\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	394	—	—	OG	—	—	—	
SIMCA																	
1955/57	2353 c.c. S.V. Vedette V.8 ..	8	2.6 66	$\frac{3}{32}$	$\frac{3}{32}$	5	—	—	—	101	—	—	OG	R	—	—	
1951/53	1221 c.c., 12.9 h.p. O.H.V. Aronde.	4	72	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	3 $\frac{1}{2}$	—	—	395	—	—	OG	—	—	—	
1951/53	1221 c.c., 12.9 h.p. O.H.V. Aronde. (With 4 mm. Oil Ring.)	4	72	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4	—	—	396	—	—	OG	—	—	—	
1954/55	1221 c.c. O.H.V. Aronde (from Engine No. 846345).	4	72	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	—	—	—	74	C	OG	R	—	—	
1956/59	1290 c.c. O.H.V. Aronde (Flash Engine).	4	74	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	5	—	—	—	75	C	OG	R	—	—	

n = State number of Pistons.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander	
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
SINGER																	
1954	8 h.p.	4	58	2	2	$\frac{5}{16}$	—	—	—	252	—	—	OG	R	—	—	—
1938/52	Bantam 9 h.p.	4	60	2	2	$\frac{5}{16}$	—	—	—	253	—	—	OG	R	—	—	—
1938/48	Super 10	4	63	2	2	$\frac{5}{16}$	—	—	—	—	30	C	OG	R	—	F	—
1945/49	Super 10	4	63 $\frac{1}{2}$	2	2	$\frac{5}{16}$	—	—	—	254	—	—	OG	R	—	—	—
1937/49	Super 12	4	68	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{5}{16}$	—	—	—	255	—	—	OG	R	—	—	—
1949/51 1951/58	S.M.1500, 1 $\frac{1}{2}$ litre, Roadster, Hunter, Gazelle, Series 4AD, SMX.	4	2 $\frac{1}{8}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{5}{16}$	—	—	—	—	256	—	OG	R	—	—	—
1958/—	18.5 h.p., 1494 c.c. O.H.V. Gazelle Series 11A.	4	79	2	2	$\frac{5}{16}$	—	—	$\frac{5}{16}$	—	337	—	OG	—	—	—	—
SKODA																	
1939/55	11.5 h.p., 1089 c.c. O.H.V. 1100, 1101.	4	68	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4	—	—	87	—	—	OG	—	—	—	—
1950/60	11.5 h.p., 1089 c.c. O.H.V. 1102, 440, 450.	4	68	2	2	2	4	—	—	88	—	—	OG	R	—	—	—
1953/60	1221 c.c. O.H.V. 1200, 1201, 445.	4	72	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4	—	—	89	—	—	OG	R	—	—	—
STANDARD																	
1945/48	Flying Eight	4	56.7	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{16}$	—	—	—	—	27	—	OG	R	—	—	—
1953/59	Eight 803 c.c.	4	58	2	2	$\frac{5}{16}$	—	—	—	—	28	—	OG	R	—	F	—
1954/59	10 h.p. Pennant, Companion 948 c.c. and Atlas FC Van, Herald.	4	63	2	2	$\frac{5}{16}$	—	—	—	—	30	C	OG	R	—	F	—
1937/48	Flying 12	4	69 $\frac{1}{2}$	$\frac{3}{16}$	$\frac{3}{16}$	4 $\frac{1}{2}$	—	—	—	257	—	—	OG	—	—	—	—
1937/48	Flying 12. Alternative Piston			$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{5}{16}$	—	—	258	—	—	OG	—	—	—	—
1937/48	Flying 14	4	2 $\frac{1}{8}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{7}{16}$	—	—	—	259	—	—	OG	—	—	—	—
1937/48	Flying 14. Alternative Piston			$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{16}$	$\frac{5}{16}$	—	—	260	—	—	OG	—	—	—	—
1957/—	14.3 h.p. Ensign	4	76	2	2	$\frac{5}{16}$	—	—	—	—	31	—	OG	R	—	L	—
—	Diesel Taxi and 12 cwt. Van TEF 20.	4	3 $\frac{1}{16}$	2	2	2	$\frac{5}{16}$	—	—	—	175	—	OG	—	—	—	—
1954/—	Diesel Taxi	4	3 $\frac{1}{16}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	$\frac{5}{16}$	—	—	—	322	—	OG	—	—	—	—
1948/59	Vanguard 20S Phase II and III, 12 cwt. Van, Vignale.	4	85	$\frac{5}{16}$	$\frac{5}{16}$	$\frac{5}{16}$	$\frac{5}{16}$	—	—	—	29	—	OG	R	—	—	—
1957/58	Vanguard Sportsman	4	85	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{16}$	$\frac{5}{16}$	—	—	261	—	—	OG	—	—	—	—
1960	Vanguard	6	74.7	—	—	—	—	—	—	397	—	—	—	—	—	—	—

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES							SET No.		SUFFIXES					Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set			
STUDEBAKER																		
1939/60	21.6 h.p. S.V. Champion, Econ-o-miser, Flight Hawk, Silver Hawk, Lark.	6	3	$\frac{3}{32}h$	$\frac{1}{8}$	$\frac{5}{32}$	—	—	—	—	664	C	OG	R	X	—		
1934/45	30 h.p. Commander, Presi- dent.	8	$3\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	805	—	OG	R	—	—		
1934/37	25.4 h.p. Dictator	6	$3\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	806	—	OG	R	—	—		
1938/39	26 h.p. Commander 7A, 8A, 9A.	6	$3\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	—	—	668	—	OG	R	—	—		
1939/50	26 h.p. S.V. Commander 9A (from Engine No. H81540) 10A, 11A, 12A, 14A, 15A, 16A, 17A.	6	$3\frac{1}{16}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}$	—	—	—	—	667	—	OG	R	—	—		
1951/54	36.4 h.p. O.H.V. Commander Land Cruiser H, 3H, 4H, 5H.	8	$3\frac{1}{16}$	$\frac{5}{16}h$	$\frac{5}{16}h$	$\frac{3}{16}$	—	—	—	—	665	—	OG	R	—	—		
1955/60	40.6 h.p. Commander, Hawk, Lark.	8	$3\frac{1}{16}$	$\frac{5}{16}h$	$\frac{5}{16}h$	$\frac{3}{16}$	—	—	—	—	624	—	OG	R	—	—		
1956	5768 c.c. O.H.V. Golden Hawk 56J.	8	4	$\frac{5}{16}h$	$\frac{5}{16}h$	$\frac{3}{16}$	—	—	—	—	604	—	OG	R	—	—		
SUNBEAM																		
1956/58	14.2 h.p., 1390 c.c. O.H.V. Rapier.	4	3	$\frac{5}{16}$	$\frac{5}{16}$	$\frac{1}{2}$	—	—	—	—	17	—	OG	R	—	L		
1958	1494 c.c. Rapier II, III and Alpine.	4	79	$\frac{5}{16}$	$\frac{5}{16}T$	$\frac{1}{2}$	—	—	$\frac{1}{16}$	—	337	—	—	—	—	—		
1955/57	2267 c.c., 16.25 h.p. O.H.V. Alpine Mk. III.	4	$3\frac{1}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	$\frac{3}{16}$	—	19	—	OG	—	—	J		
SUNBEAM TALBOT																		
1939/50	Ten, S.V. and O.H.V. 80, 1185 c.c.	4	63	$\frac{5}{16}$	$\frac{5}{16}$	$\frac{1}{2}$	—	—	$\frac{1}{16}$	—	15	—	OG	—	—	F&		
1939/48	14 h.p., 1944 c.c. S.V. 90 Mk. I (1948/50).	4	75	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	$\frac{3}{16}$	—	18R	—	OG	—	—	—		
1950/54	2½ litre '90' Mk. II and IIA Alpine.	4	$3\frac{1}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	$\frac{3}{16}$	—	19	—	OG	—	—	J		
SWALLOW																		
1954/55	17 h.p., 1991 c.c. Doretta Engine.	4	83	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{32}$	—	—	—	—	32	—	OG	R	—	—		

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander	
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
THORNYCROFT																	
—	Sturdy, YF, TR.6, Diesel	6	3 $\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	265	—	—	OG	R	—	—	
—	4.18 litre Nippy Star, Sturdy Star.	6	3 $\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	$\frac{3}{16}$	266	—	—	OG	R	—	—	
1950/56	5.5 litre Trident	6	3 $\frac{1}{4}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	267	—	—	OG	R	—	—	
1943/55	24 h.p. Nippy, Sturdy, Petrol	4	3 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	—	$\frac{3}{16}$	268	—	—	OG	R	—	—	
1946/55	7.8 litre Amazon, Trusty Diesel.	6	4 $\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	—	$\frac{3}{16}$	269	—	—	OG	R	—	—	
1952/54	11.33 litre Trusty Diesel ..	6	4 $\frac{1}{4}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{4}$	—	$\frac{1}{4}$	270	—	—	OG	R	—	—	
TRIUMPH																	
1950/61	Mayflower, Herald	4	63	2	2	$\frac{5}{32}$	—	—	—	—	30	C	OG	R	—	—	
1952/57	TR.2, TR.3	4	83	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{32}$	—	—	—	—	32	—	OG	R	—	—	
1949/55	Renown, Roadster, 1800, 2000, 2.1 litre.	4	85	2	2	$\frac{5}{32}$	$\frac{5}{32}$	—	—	—	29	—	OG	R	—	—	
TILLING STEPHENS																	
Refer to Gardner and Commer Engines.																	
VAUXHALL																	
1939/48 1934/39	14 h.p. DX, 14 h.p. 14/6 ..	6	61 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	—	—	—	—	9	—	OG	R	—	Fitzall	
1939/48	10 h.p.	4	63 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{5}{32}$	—	—	—	—	57	—	OG	R	—	Fitzall	
1940/48 1949/52	12 h.p. Wyvern, 12/4 O.H.V.	4	69 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	—	—	—	—	33	C	OG	R	—	Fitzall or N	
1952/54	Wyvern	4	3 $\frac{1}{4}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	—	35	C	OG	R	—	M	
1954/60	Wyvern, Victor	4	3 $\frac{1}{4}$	.078	.078	$\frac{3}{16}$	—	—	—	—	13	C	OG	R	—	—	
1949/52	2 $\frac{1}{2}$ litre Velox, Cresta ..	6	69 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{32}$	—	—	—	—	34	C	OG	R	—	Fitzall or N	
1952/54	Velox, Cresta	6	3 $\frac{1}{4}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	—	36	C	OG	R	—	—	
1954/60	Velox, Cresta	6	3 $\frac{1}{4}$	.078	.078	$\frac{3}{16}$	—	—	—	—	14	C	OG	R	—	—	
1961/—	Velox, Cresta 2.6 litre ..	6	3 $\frac{1}{4}$	—	—	—	—	—	—	—	—	—	—	—	—	—	

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES					Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set		
—	VICKERS 12.17 litre VR.180 Tractor 18c Supercharged Diesel.	6	5½	⅝	⅝	⅝	¾	—	.230	383/6	—	—	OG	—	—	—	
	VILLIERS																
	VOLKSWAGEN																
1947/53	14 h.p. 1131 c.c. Aircooled Horizontally-opposed Flat Four, Types 11 and 51.	4	75	3	3	5	—	—	—	—	90	—	OG	R	—	—	
1953/59	14.7 h.p. 1192 c.c. O.H.V. Aircooled (inc. Karmann- Ghia).	4	77	2½	2½	4	—	—	—	—	91	—	OG	R	—	—	
	VOLVO																
1946/57	1414 c.c. O.H.V., PV.444, B4B, B14A.	4	75	2½	2½	4½	—	—	—	399	—	—	OG	R	—	—	
1957/59	1580 c.c. O.H.V., PV.444, PV.544, 122S, B16A, B16B, Amazon.	4	3½	.078	.078	⅜	—	—	—	—	13	C	OG	R	—	—	
1946/50	S.V. Engine ED, PV.60 ..	6	3 ⅜	⅛	⅛	⅛	⅜	—	—	—	400	—	OG	—	—	—	
1950/—	S.V. Engine ED, L.34, L.36 (from Nov., 1950 on).	6	3 ⅜	⅜	⅛	⅛	⅜	—	—	—	401	—	OG	—	—	—	
—	105 h.p., A6	6	3½	⅜	⅛	⅛	⅜	—	—	—	402	—	OG	R	—	—	
1945/—	D47A, L375, VDE Diesel ..	6	3½	⅜ h	⅛	⅛	⅜	—	⅜	—	402R	—	OG	—	—	—	
1946/48	95 h.p. VDA, FE, FEG Diesel	6	100	⅛	⅛	⅛	⅜	—	⅜	—	172	—	OG	—	—	—	
1945	VDC Diesel	6	100	⅜	⅛	⅛	⅜	—	⅜	—	403	—	OG	—	—	—	
—	Hesselmann, FA, FAH ..	6	4½	⅛	⅛	⅛	⅜	—	⅜	—	269	—	OG	—	—	—	
—	40.75 h.p. Viking L389, D67A	6	4½	⅜ h	⅛	⅛	⅜	—	⅜	—	404	—	OG	—	—	—	
—	FB, FB8, FBH	6	4½	⅛	⅛	⅛	⅜	—	⅜	—	405	—	OG	—	—	—	
—	54.15 h.p. O.H.V. VDF Diesel	6	4½	⅜ h	⅛	⅛	⅜	—	⅜	—	406	—	OG	—	—	—	
	VULCAN																
1939/48	5PF, 6PF, 9PFA	6	3½	Refer to Perkins P.6.													

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.		SUFFIXES				Ex- pander
				Top	2nd	3rd	4th	5th	R.B.P.	Kit	Eng'd	Chromo Set	Oilguard Set	With Extra Skirt Ring	Special Set	
WILLYS																
1947/50	Station Sedan 6-63, 6-70, 21.6 h.p., 2440 c.c. S.V.	4	3	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	—	807	C	OG	R	—	—
1933/39	37, 38, 48, 77 and Trucks ..	4	$3\frac{1}{8}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	808	—	OG	—	—	—
1940/60	440 Americar, 441 and Trucks, and 440 Americar, 441, 442 and Trucks, Jeep, Jeepster, 463, 473, Station Wagon and Trucks (134 and 475, CJ2A and 3A Engines).	4	$3\frac{1}{8}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	—	644	C	OG	R	—	—
1950/54	23.44 h.p., 2638 c.c., 6-73, Jeepster, Aero, 6-85 Lark.	6	$3\frac{1}{8}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	—	36	C	OG	R	—	—
1954/60	FC.170 (226 Engine), Ace de Luxe, Eagle, Custom, Bermuda, Station Sedan, Panel Delivery.	6	$3\frac{1}{16}$	$\frac{3}{32}h$	$\frac{3}{32}h$	$\frac{6}{32}$	$\frac{9}{32}$	—	—	—	650	C	OG	R	—	—
WOLSELEY																
1939/53	8 h.p.	4	57	$2\frac{1}{4}$	$2\frac{1}{4}$	3	—	—	—	—	22	C	OG	R	—	—
1939/48	10 h.p.	4	$63\frac{1}{2}$	2	2	3	3	—	—	—	23	—	OG	R	—	E
1937/48	14/60	6	$61\frac{1}{2}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	271	—	—	OG	R	—	Fitzall
1953/57	4/44	4	$66\frac{1}{2}$	$2\frac{1}{4}$	$2\frac{1}{4}$	4	—	—	—	—	20	—	OG	R	—	H
1937/48	12 h.p.	4	$69\frac{1}{2}$	$2\frac{1}{4}$	$2\frac{1}{4}$	4	—	—	—	226	—	—	OG	R	—	F
1938/48	18/85 Series II	6	$69\frac{1}{2}$	$2\frac{1}{4}$	$2\frac{1}{4}$	4	—	—	—	272	—	—	OG	R	—	—
1949/54	4/50	4	$73\frac{1}{2}$	2	2	4	—	—	—	—	24	C	OG	R	—	L
1949/54	6/80	6	$73\frac{1}{2}$	2	2	4	—	—	—	—	25	C	OG	R	—	L
1957/58	'1500', 15/50	4	$2\frac{1}{2}$	2	2	2	$\frac{6}{32}$	—	—	—	5	C	OG	R	—	K
1955/58	6/90 Series II and III	6	$3\frac{1}{8}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	10	C	OG	R	—	L
1959/—	6/99	6	3.28	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	—	—	—	284	—	OG	R	—	—
1962 on	16/60 1622cc		3"								433					
ZETOR																
1942/52	Diesel Tractor	2	105	4	4	4	$5\frac{1}{2}$	—	$5\frac{1}{2}$	420	—	—	OG	—	—	—
1953/56	Diesel Tractor	2	105	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	5	5	421	—	—	OG	—	—	—

h = High Radial Pressure.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.	TYPE
				Top	2nd	3rd	4th	5th	R. B. P		
A. J. S.											
1949/55	498 c.c. O.H.V. 20, Springtwin ..	2	66	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	450	—
1956/59	498 c.c. O.H.V. 20	2	66	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{32}$	—	—	—	451	—
1948/59	347 c.c. O.H.V. 16M, 16MS	1	2.21	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	452	—
—	545 c.c. O.H.V.	2	2.21	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	453	—
1956/59	348 c.c. O.H.V. 16MCS	1	72	$\frac{3}{64}$	$\frac{3}{64}$	$\frac{3}{32}$	—	—	—	454	—
1956/58	592 c.c. O.H.V. 30	2	72	$\frac{3}{64}$	$\frac{3}{64}$	$\frac{3}{32}$	—	—	—	455	—
1948/55	348 c.c. O.H.V. 7 Racer	1	74	$\frac{3}{64}$	$\frac{3}{64}$	$\frac{6}{32}$	—	—	—	456	—
1947/60	498 c.c. O.H.V. 18, 18S	1	31	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	457	—
1956/60	497 c.c. O.H.V. 18CS	1	86	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	458	—
A. M. C.											
—	172 c.c. (175)	1	59	$\frac{1}{16}p$	$\frac{1}{16}p$	$\frac{1}{16}p$	—	—	—	591	Two Stroke
—	249 c.c. 25/T	1	66	$\frac{1}{16}p$	$\frac{3}{64}p$	$\frac{3}{64}p$	—	—	—	592	Two Stroke
ARIEL											
1958/60	249 c.c. Leader	2	54	$\frac{1}{16}$	$\frac{1}{16}$	—	—	—	—	593	Two Stroke
1954/59	197 c.c. O.H.V. Colt 200	1	60	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	459	—
1948/57	498 c.c. O.H.V. KG, KH, KHA ..	2	63	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	460	—
1938/54	1000 c.c. O.H.V. 4G, Mk. I, Square Four, 4H.	4	2.56	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	461	—
1953/60	1000 c.c. 4G, Mk. II, Square Four ..	4	2.56	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	462	—
1954/59	646 c.c. O.H.V. FH	2	70	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	463	—
1939/57	350 c.c. O.H.V. NG, NH, Red Hunter	1	72	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	464	—
1933/55	350 c.c. O.H.V.	1	72	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	—	—	—	465	—
1954/58	497 c.c. HS	1	3.22	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	466	—
1947/59	500 c.c. O.H.V. Red Hunter VG, VH, VCH, VHA, HT5.	1	3.222	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	467	—
1937/49	600 c.c. S.V. VB	1	3.4	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	—	—	—	468	—
1950/59	600 c.c. S.V.	1	3.4	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	469	—

p = Pegged Groove.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.	TYPE	
				Top	2nd	3rd	4th	5th	R.B.P.			
B. M. W.												
1949/54	250 c.c.	1	68	2½ 2	2½ 2	4 2	— 4	— —	— —	470 470R	— —	
1949/51	245 c.c. O.H.V. R.24, R.25, R.25/2 . .	1	68	2	2	2	4	—	—		Two Stroke	
1949/54	494 c.c. R.51/2	2	68	2½ 2	2½ 2	4 2	— 4	— —	— —	472 472R	— —	
1951/56	590 c.c. R.68, 69	2	72	2	2	4	—	—	—	473	—	
B.S.A.												
1947/59	125 c.c. D.1 Bantam	1	52	⅜p	⅜p	—	—	—	—	594	Two Stroke	
1959	249 c.c. O.H.V. Sunbeam Scooter, B.2	2	56	⅛	⅛	⅜	—	—	—	474	—	
1954/58	150 c.c. D.3 Bantam Major	1	57	⅜p	⅜p	—	—	—	—	564	Two Stroke	
1958/59	173 c.c. Bantam Super, B.1 Sunbeam . .	1	61½	⅜p	⅜p	—	—	—	—	565	Two Stroke	
1947/50	500 c.c. O.H.V. A.7 Star Twin	2	62	⅛	⅛	⅛	—	—	—	475	—	
1936/58	250 c.c.	1	63	⅛	⅛	⅛	—	—	—	476	—	
1951/59	500 c.c. O.H.V. A.7	2	66	⅛	⅛	⅛	—	—	—	477	—	
1959	249 c.c. O.H.V. C.15 250 Star	1	67	⅛	⅛	⅛	—	—	—	478	—	
1950/59	650 c.c. O.H.V. A.10 Golden Flash, Road Rocket.	2	70	⅛	⅛	⅛	—	—	—	479	—	
1940/59	348 c.c. O.H.V. B.31, B.32	1	71	⅜	⅜	⅛	—	—	—	480	—	
1937/55	496 c.c. S.V. (VWD) M.20	1	82	⅜	⅜	⅛	—	—	—	481	—	
1939/59	600 c.c. S.V. M.21	1	82	⅜	⅜	⅛	—	—	—	482	—	
1947/52	499 c.c. O.H.V. B.33, B.34, M.33	1	85	⅜	⅜	⅜	—	—	—	483	—	
1954/59	500 c.c. O.H.V. B.34 Gold Star Export and Trials.	1	85	⅛	⅛	⅜	—	—	—	484	—	
DOUGLAS												
1955/59	124 c.c. Vespa	1	54	2½p	2½p	—	—	—	—	566	Two Stroke	
1951/54	125 c.c. Vespa	1	56½	2½p	2½p	—	—	—	—	567	Two Stroke	
1955/59	145 c.c. Vespa	1	57	2½p	2½p	—	—	—	—	568	Two Stroke	
1948/54	348 c.c. O.H.V. T.35 Mk. III, IV and V, 80 Plus and 90 Plus.	2	60.8	⅛ ⅛	⅛	⅜	—	—	—	485	—	
1955/57	348 c.c. O.H.V. Dragonfly	2	60.8	⅛	⅜	⅛	—	—	—	486	—	

p = Pegged Groove.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES							SET No.	TYPE
				Top	2nd	3rd	4th	5th	R.B.P.			
EXCELSIOR												
1950/60	244 c.c. Talisman	2	50	$\frac{3}{32}p$	$\frac{3}{32}p$	—	—	—	—	569	Two Stroke	
1953/57	148 c.c. Courier C.1, 2, 3, 4 ..	1	55	$\frac{3}{32}p$	$\frac{3}{32}p$	—	—	—	—	570	Two Stroke	
1958/60	328 c.c. Super Talisman S.8, S.9 ..	2	58	$\frac{3}{32}p$	$\frac{3}{32}p$	—	—	—	—	571	Two Stroke	
FRANCIS BARNETT See Villiers and A.M.C.												
HARLEY DAVIDSON												
1929/46	750 c.c. S.V.	2	2.745	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}$	—	—	—	487	—	
1947/51	750 c.c. S.V.	2	2.745	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	487R	Also used for a re- placement piston fitted to earlier model.	
1936/45	1000 c.c. O.H.V., 1200 c.c. S.V. ..	2	$3\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	—	—	—	488		—
1946/50	1000 c.c. O.H.V., 1200 c.c. S.V. ..	2	$3\frac{1}{16}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	488R		—
1941/48	1213 c.c. O.H.V.	2	$3\frac{1}{16}$	$\frac{5}{32}$	$\frac{3}{32}$	$\frac{1}{8}$	—	—	—	489		—
1949/53	1213 c.c. O.H.V.	2	$3\frac{1}{16}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	—	—	—	489R		—
INDIAN												
1949/54	O.H.V. Arrow	1	$2\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{32}$	—	—	—	490	—	
1949/54	O.H.V. Scout	2	$2\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{32}$	—	—	—	491	—	
1950/52	498 c.c. Warrior	2	$64\frac{1}{2}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{32}$	—	—	—	492	—	
1941/53	1200 c.c. S.V.	2	$3\frac{1}{4}$	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{3}{32}$	—	—	493	—	
JAMES See A.M.C.												
J.A.P.												
—	350 c.c. Speed way	1	74	$\frac{1}{16}$	$\frac{1}{16}a$	—	—	—	—	595	—	
—	500 c.c. Speedway (all types) ..	1	80	$\frac{1}{16}$	$\frac{1}{16}a$	—	—	—	—	596	—	

a = Cords Ring.

p = Pegged Groove.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.	TYPE
				Top	2nd	3rd	4th	5th	R.B.P.		
LAMBRETTA											
—	125 c.c.	1	52	2p	2p	—	—	—	—	572	Two Stroke
—	148 c.c. 150D, 150LD	1	57	2p	2p	2p	—	—	—	574	Two Stroke
1959	148 c.c. LI.150	1	57	2½p	2½p	—	—	—	—	575	Two Stroke
1957/60	170 c.c. TV.175	1	60	2½p	2½p	—	—	—	—	576	Two Stroke
MATCHLESS											
1949/55	498 c.c. O.H.V. G.9 Super Clubman . .	2	66	⅞	⅞	⅞	—	—	—	494	—
1956/59	498 c.c. O.H.V. G.9 Super Clubman . .	2	66	⅞	⅞	⅞	—	—	—	495	—
1948/59	347 c.c. O.H.V. G3/L, G3/LS	1	2 ⅞	⅞	⅞	⅞	—	—	—	496	—
1956/58	592 c.c. O.H.V. G.11	2	72	⅞	⅞	⅞	—	—	—	497	—
1956/60	348 c.c. O.H.V. G3/LCS	1	72	⅞	⅞	⅞	—	—	—	498	—
1947/59	498 c.c. O.H.V. G.80, G.80S	1	3 ⅞	⅞	⅞	⅞	—	—	—	499	—
1956/59	497 c.c. O.H.V. G.80CS	1	86	⅞	⅞	⅞	—	—	—	500	—
M.V. AUGUSTA											
—	125 c.c. O.H.C.	1	53	1 ½	1 ½	1 ½	—	—	—	590	Two Stroke
—	150 c.c. Two Stroke	1	56	2p	2p	2p	—	—	—	577	Two Stroke
1955/56	172 c.c. O.H.C.	1	59½	2	2	3	3	—	—	501	—
—	175 c.c. O.H.C. Sports	1	59½	1 ½	1 ½	3	3	—	—	502	—
NORTON											
1959	249 c.c. O.H.V.	2	60	⅞	⅞	⅞	—	—	—	503	—
1948/60	500 c.c. O.H.V. 7, 88	2	66	⅞	⅞	⅞	—	—	—	504	—
1956/60	597 c.c. O.H.V. 77, 99	2	68	⅞	⅞	⅞	—	—	—	505	—
1939/60	O.H.C. International 40 and 348 c.c. O.H.V. 50, 55.	1	71	⅞	⅞	⅞	—	—	—	506	—
1954/56	350 c.c. O.H.C.	1	76	⅞	⅞	⅞	—	—	—	507	—
1935/48	490 c.c. (W.D.) 16H	1	79	⅞	⅞	⅞	—	—	—	508	—
1935/60	490 c.c. O.H.C. International 30, S.V. 16H and O.H.V. ES2, 18, S00T.	1	79	.060	.060	⅞	—	—	—	509	—
1939/53	499 c.c. O.H.C. 30 Manx	1	79.6	⅞	⅞	⅞	—	—	—	510	—
1947/58	596 c.c. S.V. and O.H.V. 19R, 19S . .	1	82	.060	.060	⅞	—	—	—	511	—
1954/56	500 c.c. O.H.C. 30 Manx	1	86	⅞	⅞	⅞	—	—	—	512	—

p = Pegged Groove.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.	TYPE	
				Top	2nd	3rd	4th	5th	R.B.P.			
P. & M.												
1947/59	250 c.c. O.H.V. M.65	1	60	$\frac{5}{64}$	$\frac{5}{64}$	$\frac{1}{8}$	—	—	—	513	—	
1947/60	350 c.c. O.H.V. M.75	1	71	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{1}{8}$	—	—	—	514	—	
1936/60	598 c.c. O.H.V. 100, 100S	1	87	$\frac{3}{32}$	$\frac{3}{32}$	$\frac{5}{32}$	—	—	—	515	—	
See also Villiers.												
ROYAL ENFIELD												
1945/53	125 c.c. RE	1	54	$\frac{1}{8}p$	$\frac{1}{8}p$	—	—	—	—	578	Two Stroke	
1953/60	148 c.c.	1	56	$\frac{1}{8}p$	$\frac{1}{8}p$	—	—	—	—	589	Two Stroke	
1949/57	496 c.c. O.H.V. 500 Twin	2	64	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{16}$	—	—	—	516	—	
1954/57	248 c.c. O.H.V.	1	64	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{16}$	—	—	—	517	—	
1951/59	346 c.c. O.H.V. (W.D.), 248 c.c. O.H.V.	1	24	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{16}$	—	—	—	518	—	
1953/60	692 c.c. O.H.V., 496 c.c. O.H.V. ..	2	24	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{16}$	—	—	—	519	—	
1938/55	499 c.c. O.H.V. J, J2	1	84	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{16}$	—	—	—	520	—	
SUNBEAM												
1946/57	487 c.c. O.H.C. S7, S8	2	24	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{32}$	$\frac{5}{32}$	—	—	521	—	
TRIUMPH												
1945/51	350 c.c. O.H.V.	2	55	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{16}$	—	—	—	522	—	
1959	249 c.c. O.H.V. Tigress Scooter ..	2	56	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{16}$	—	—	—	523	—	
1953/56	150 c.c. O.H.V. Terrier, T.15 ..	1	57	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{16}$	—	—	—	524	—	
1957/60	348 c.c. O.H.V. T.21, 3TA ..	2	58	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	525	—	
1959	173 c.c. TS.1 Tigress	1	61	$\frac{3}{32}p$	$\frac{3}{32}p$	—	—	—	—	579	Two Stroke	
1938/60	498 c.c. O.H.V.	2	63	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	526	—	
1954/60	200 c.c. O.H.V. T.20, T20C ..	2	63	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{16}$	—	—	—	527	—	
1937/45	349 c.c. S.V. (W.D.)	1	70	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	528	—	
1950/60	650 c.c. O.H.V.	2	71	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	529	—	

p = Pegged Groove.

Year	MAKE AND MODEL	Cyl.	Bore	GROOVES						SET No.	TYPE
				Top	2nd	3rd	4th	5th	R.B.P.		
VELOCETTE											
1949/50	149 c.c. S.V. LE Transverse Twin ..	2	44	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	530	—
1950/60	192 c.c. S.V. LE.200 Transverse Twin	2	50	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	531	—
1934/49	248 c.c. O.H.V. MOV ..	1	68	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{32}$	—	—	—	532	—
1935/60	350 c.c. O.H.V. MAC ..	1	72	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{5}{32}$	—	—	—	533	—
1956/60	349 c.c. O.H.V. Viper	1	81	2	2	2	2	—	—	534	—
1935/47	495 c.c. O.H.V. M8S	1	81	2	2	4	2	—	—	535	—
1948	495 c.c. O.H.V. M8S	1	86	$\frac{5}{16}$	$\frac{5}{16}$	$\frac{5}{32}$	—	—	—	536	—
1954/59	500 c.c. O.H.V. M8S Venom, Endurance.	1									
VESPA											
See Douglas											
VILLIERS											
—	249 c.c. Mk. 2T	2	50	$\frac{3}{32}p$	$\frac{3}{32}p$	—	—	—	—	580	Two Stroke
—	98 c.c. De Luxe Junior, 122 c.c. Mk. 8D, 9D, 10D, 11D, 12D, 13D.	1	50	$\frac{3}{32}p$	$\frac{3}{32}p$	—	—	—	—	581	Two Stroke
—	147 c.c. Mk. 30C	1	55	$\frac{3}{32}p$	$\frac{3}{32}p$	—	—	—	—	582	Two Stroke
—	148 c.c. Mk. 31C	1	57	$\frac{3}{32}p$	$\frac{3}{32}p$	—	—	—	—	583	Two Stroke
—	324 c.c. Mk. 3T	2	2.2475	$\frac{3}{32}p$	$\frac{3}{32}p$	—	—	—	—	584	Two Stroke
—	173 c.c. Mk. 2L, 197 c.c. Mk. 6E, 7E, 8E, 9E, 10E.	1	59	$\frac{3}{32}p$	$\frac{3}{32}p$	—	—	—	—	586	Two Stroke
—	225 c.c. Mk. 1H	1	63	$\frac{3}{32}p$	$\frac{3}{32}p$	—	—	—	—	587	Two Stroke
—	250 c.c. Mk. 2H, 31A	1	66	$\frac{3}{32}p$	$\frac{3}{32}p$	—	—	—	—	588	Two Stroke
VINCENT H.R.D.											
1950/55	499 c.c. O.H.V. Comet Series C, Victor Series D.	1	84	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	537	—
1950/55	998 c.c. O.H.V. Rapide, Black Shadow, Black Lightning, Black Knight, Black Prince, Series B, C, D.	2	84	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	—	—	—	538	—

p = Pegged Groove.

Set No.	Bore	Shown under the following Models:	Set No.	Bore	Shown under the following Models:
1	2.280"	Austin A.30, Morris Minor. (Includes Camatics).	24	73½m	Morris Oxford 4, Wolseley 4/50.
2	62.9m	Austin A.35, Morris 1000, Austin Healey Sprite, Mini Minor and Seven.	25	73½m	Morris 'Six', Wolseley 6/80.
3	65½m	Austin A.40, Devon and Dorset.	26	3½"	Bradford (2 cyl.).
4	65½m	Austin A.40, Sports and Somerset, Morris Cowley, Nash Metropolitan 1200.	27	56.7m	Standard 8, 'Flying Eight'.
5	73m	Austin A.50, A.55, Morris Oxford II, M.G. Magnette, Nash Metropolitan 1500, International Harvester AM.80, Wolseley 1500/1550.	28	58m	Standard 8, 'Gold Star'.
5A	2½"	Riley I.5 (½" top rings).	29	85m	Standard Vanguard.
6	2.235"	Austin 8 h.p.	30	63m	Standard 10, Pennant, Singer Super 10, Triumph Mayflower.
7	3½"	Austin 16 h.p., B.S.I. Taxi, Early A.70 (Three Ring Piston).	31	76m	Standard Ensign.
8	3½"	Austin A.70, Healey 100/4. (Four Ring Piston).	32	83m	Triumph TR2, TR3, Swallow-Doretti.
9	61½m	33/48 Vauxhall 14 h.p. 'J.'	33	69½m	Vauxhall 12/4, Early Wyvern and Bedford.
10	3½"	Austin A.90, A.95, A.105, Healey 100/6, Morris Isis and LC.5 Van.	34	69½m	Vauxhall Velox.
F11	2.230"	Ford 8 h.p. and Early Anglia.	35	3½"	Vauxhall Wyvern and Bedford (See also Set No. 644—Willys Jeep).
F12	63½m	Ford 10 h.p. and Early Prefect, Early Popular, Anglia.	36	3½"	Vauxhall Velox, Cresta.
12	63½m	Ford Popular (R.S.W. Pistons).	37	65.2m	Rover 2½ litre (Early 75).
C12	63½m	Ford Anglia, Prefect, Squire and Escort (100.E Engine). (Includes Camatics.)	38	2½"	Rover '75', '90', 10SS, 10SR.
13	3½"	Ford Consul I, Vauxhall Wyvern (From Engine No. 20,001) and Victor, Bedford, Volvo.	39	69½m	Rover '60', Landrover.
13A	3½"	Ford Consul II.	40	3 ⅞"	Rover '60', Landrover 2 litre Series I.
14	3½"	Ford Zephyr, Zodiac I, Vauxhall Velox, Cresta (From Engine No. 15,001).	41	3 ⅞"	Austin A.125, A.135 (3 Ring Piston), Austin 4 litre Truck.
14A	3½"	Ford Zephyr, Zodiac II.	42	3½"	Perkins Engine P.6 (2 Grooves Cords).
15	63m	Hillman Minx, Commer, Sunbeam Talbot 10 h.p. '80'.	42A	3½"	Perkins Engine P.6 (1 Groove Cords).
16	2 ⅞"	Hillman Minx, Husky, Commer.	43	4"	Perkins Engine R.6 (2 Grooves Cords).
17	3"	Hillman Minx, Sunbeam Rapier, Commer.	43A	4"	Perkins Engine R.6 (1 Groove Cords).
18	75m	Humber Hawk II, and III.	44	4 ⅞"	Perkins Engine S.6 (2 Grooves Cords).
19	81m	Humber Hawk IV, V, VI and New Hawk.	44A	4 ⅞"	Perkins Engine S.6 (1 Groove Cords).
20	66½m	M.G.. Wolseley 4/44.	45	3½"	David Brown Series 25 Cropmaster, Taskmaster (3 Ring).
21	65m	Armstrong: Hurricane, Lancaster and Typhoon.	46	3½"	David Brown Series 25 Cropmaster (4 Ring).
22	57m	Morris Series 'E', 'Z', and Series 'MM'.	47	4½"	Fordson Major.
23	63½m	Morris Series 'M' 1939/48.	48	100m	Fordson Major 'Costcutter' Diesel and 4D Truck.
			49	3½"	Bedford 28 h.p. Early.
			50	3½"	Bedford 28 h.p. Late.
			51	3 ⅞"	Bedford 36 h.p. 7-Ton.
			52	63½m	Austin 10 h.p. 38/47.
			53	3 ⅞"	David Brown 'Trackmaster'.

Set No.	Bore	Shown under the following Models:	Set No.	Bore	Shown under the following Models:
54	3 1/8"	Ford 30 h.p. V.8.	88	68m	Skoda 1102. 440, 450.
55	72m	M.G. 'Midget'.	89	72m	Skoda 1200, 1201, 445.
56	85m	Humber Snipe (1946/53).	90	75m	Volkswagen VW.
57	63 1/8m	Vauxhall 10 h.p. and Bedford.	91	77m	Volkswagen VW.
58	3 1/2"	Perkins Engine 'P.4' (2 Grooves Cords).	92	68m	Lancia Appia.
58A	3 1/2"	Perkins Engine 'P.4' (1 Groove Cords).	93	3 1/8"	Perkins Six 354.
59	4 1/2"	Perkins Engine 'L.4' (2 Grooves Cords).	94	78m	Lancia Aurelia.
59A	4 1/2"	Perkins Engine 'L.4' (1 Groove Cords).	95	85m	Panhard Dyna 57, Z.16.
60	3 1/2"	Humber 'Super Snipe' Mk. IV.	96	82m	Fiat 1400 Diesel, 1900, 1900B.
61	100m	Fordson 6D.	97	60m	Fiat 600 Berlina.
62	2.73"	Austin 12/4.	98	52m	Fiat 500.
63	3.35"	Austin 1 1/2 Ton Truck and Bus.	99	74m	Alfa Romeo 'Giulietta'.
64	3 7/8"	Austin Early A.90, Healey 100/4.	100	84 1/2m	Alfa Romeo 1900, 2000.
65	3 7/8"	Austin A.125 and 4 litre Truck.	101	66m	Simca: Vedette, Beaulieu, Chambord and Marly.
66	95m	Austin 3.4 litre Diesel (See also B.M.C.).	102	52m	Fiat 500B, 500.
67	95m	Austin 5.1 litre Diesel (See also B.M.C.).	103	62m	Citroen 2CV 46/51 (Oct.).
68	3 1/2"	Austin 2.2 litre Diesel (See also B.M.C.).	104	62m	Citroen 2CV Oct. 51/54.
69	52m	Fiat 500 Topolino.	105	66m	Citroen 2CVAZ.
70	68m	Fiat 1100 Coppa.	106	72m	Citroen Model 7.
71	68m	Fiat 1100B Berlina.	107	78m	Citroen 15 h.p., 1911 c.c.
72	72m	Fiat 1200C.	108	78m	Citroen 22.6 h.p., 2866 c.c.
73	82m	Fiat 1400, 1400B.	109	54 1/2m	Renault 4CV. 750.
74	72m	Simca '9' Aronde (5m Oil Ring).	110	55m	Renault 4CV (2m Top Ring).
75	74m	Simca '9' Aronde (Flash Engine).	111	58m	Renault Dauphine.
76	68m	Peugeot 202.	112	85m	Renault Frégate.
77	75m	Peugeot 203.	113	88m	Renault Frégate 1956 on.
78	80m	Peugeot 403.	114	75m	Mercedes Benz, 180D Diesel (OM.636).
79	80m	Opel Early Olympia. Rekord.	115	75m	Mercedes Benz 170 and 180 Series (M.136).
80	80m	Opel Olympia, Rekord 1954 on.	116	80m	Mercedes Benz, Engine M.180.
81	80m	Opel Early Kapitän.	117	80m	Mercedes Benz, Engine M.180 II.
82	80m	Opel Kapitän 1954/1958; Lancia.	118	80m	Porsche 1500, 1.3, 1.5.
83	72m	Borgward Hansa 1500.	119	82 1/2m	Porsche Type 356 (A.1600).
84	75m	Borgward Isabella 60, T.S.75.	120	85m	Porsche Type 356 (Carrera).
85	78m	Borgward Hansa 1800.	121	4 1/8"	Ailsa Craig R.F. Ricardo (State number of Pistons: 1-6).
86	78m	Borgward Hansa 2400 and Diesel.			
87	68m	Skoda 1100, 1101.			

Set No.	Bore	Shown under the following Models:	Set No.	Bore	Shown under the following Models:
122	105m	A.E.C. 7.7 litre Regent, Regal ($\frac{1}{8}$ " Comp. Rings).	156	85m	Commer 26.8 h.p.
123	105m	A.E.C. Mercury, Reliance.	157	3 $\frac{1}{2}$ "	Commer 29.4 h.p. Q.2, Q.3, Q.4 and Humber Snipe IV with Chrome Bore.
124	105m	A.E.C. Regent Mk. 3. Replacement Piston with $\frac{3}{32}$ " Comp. Rings.	158	3 $\frac{1}{4}$ "	Commer 33.3 h.p. 4.75 litre (Tractor, Avenger).
125	112m	A.E.C. 7.68 (Horizontal).	159	3 $\frac{1}{2}$ "	Commer 33.3 h.p. 4.75 litre.
126	120m	A.E.C. 9.6 litre.	160	2.72"	Daimler 18 h.p. 2 litre.
127	130m	A.E.C. 11.3 litre, Meadows.	161	3"	Daimler 2 $\frac{1}{2}$ litre Conquest, Regency, Century; Lanchester 21 h.p.
128	3 $\frac{1}{2}$ "	Albion 19.6 h.p. $\frac{3}{32}$ " Top Ring.	162	3 $\frac{3}{4}$ "	Daimler 4 $\frac{1}{2}$ litre Regency Mk. II.
129	3 $\frac{1}{2}$ "	Albion 19.6 h.p. .129" Top Ring.	163	3.350"	Daimler 4 litre Ambulance.
130	3 $\frac{1}{2}$ "	Albion 29.4 h.p.	164	4 $\frac{1}{2}$ "	Daimler 8.6 litre Diesel Mk. I.
131	3 $\frac{3}{4}$ "	Albion 22.5 h.p.	165	4 $\frac{1}{2}$ "	Daimler 8.6 litre Diesel Mk. IVA.
132	3.96"	Albion 3.8 litre Diesel.	166	5"	Daimler 10.6 litre CD, TD.
133	4 $\frac{1}{4}$ "	Albion 28.9 h.p.	167	3 $\frac{5}{8}$ "	David Brown Cropmaster Tractor.
134	4 $\frac{3}{8}$ "	Albion CX Series Diesel.	168	3 $\frac{1}{2}$ "	David Brown Cropmaster 'Super'.
135	4 $\frac{3}{8}$ "	Albion CK Series, Viking, Venturer.	169	3 $\frac{3}{8}$ "	David Brown Cropmaster Late Models.
136	3 $\frac{1}{2}$ "	Allis Chalmers Tractor, 'Powerful Unit'.	170	100m	Dennis Pax 24 h.p.
137	3 $\frac{1}{2}$ "	Allis Chalmers Tractor CI/C12, B, CE, RC.	171	105m	Dennis 7.5 litre DI Diesel.
138	4"	Allis Chalmers Tractor W25, WF, WC, W.	172	100m	Dennis 37 h.p. Rigid-6.
139	4 $\frac{1}{4}$ "	Allis Chalmers Tractor H.D.7.	173	5 $\frac{5}{8}$ "	Dennis 'O' Type Diesel.
140	4 $\frac{1}{4}$ "	Allis Chalmers Tractor H.D.10.	174	80m	Ferguson Tractor TEA.20.
141	4 $\frac{1}{4}$ "	Allis Chalmers Tractor H.D.14.	175	3 $\frac{11}{16}$ "	Ferguson Tractor TEF.20 Diesel; Standard Taxi and Van.
142	4 $\frac{1}{2}$ "	Allis Chalmers Tractor U, UC, UCM, WM42, U40, UM42.	176	3 $\frac{11}{16}$ "	Ferguson Tractor TEF.20 Continental; also Massey Harris.
143	74m	Alvis 13.5 O.H.V.	177	3 $\frac{11}{16}$ "	David Brown Trackmaster.
144	84m	Alvis 3 litre O.H.V.	178	3 $\frac{11}{16}$ "	David Brown Trackmaster, 50 Series Diesel.
145	70m	Armstrong Siddeley Lancaster, Hurricane, Whitley.	179	85m	Ferguson Tractor TED.20 (T.V.O.).
146	90m	Armstrong Siddeley 3.4 litre Sapphire (6 cyl.).	180	—	Foden 7 $\frac{1}{2}$ Ton 4LW.
147	78m	Aston Martin 2.5 litre O.H.C.	181	—	Foden 12 Ton 5LW.
148	65m	Aston Martin A.C. 2 litre.	182	—	Foden 15 Ton 6LW.
149	110m	Bristol 8.14 litre Diesel.	183	3 $\frac{1}{16}$ "	Fraser Nash 2.6 litre.
150	66m	Bristol 2 litre 400/1/2/3.	184	3 $\frac{3}{4}$ "	Gardner 3.8 litre, All Models LK.4.
151	75m	Beardmore Taxi 47/51.	185	4 $\frac{1}{4}$ "	Gardner LW, HLW, L2 Series.
152	63m	Commer, Hillman 32/46.	186	4 $\frac{1}{4}$ "	Gardner 'K' Conversion for above.
153	75m	Commer NI Series.	187	2 $\frac{3}{4}$ "	Jaguar 1 $\frac{1}{2}$ litre.
154	3 $\frac{11}{16}$ "	Commer Q.25 and Karrier Bantam.	188	82m	Jaguar 3 $\frac{1}{2}$ litre O.H.V.
155	85m	Commer 26.8 h.p.			

Set No.	Bore	Shown under the following Models:	Set No.	Bore	Shown under the following Models:
189	83m	Jaguar 3½ litre O.H.C. (XK.120).	219	3½"	Massey Harris, Row Crop.
189R	83m	Jaguar. Maker's alternative piston.	220	3⅞"	Massey Harris F.140 Engine (¾" oil ring).
190	72½m	Jowett Javelin 1½ litre.	221	3½"	Massey Harris Combines 15, 16.
191	75m	Karrier Cob Senior.	222	3⅞"	Massey Harris Row Crop, Combines 15, 17, 18, 22, 101, 102, Junior.
192	3.178"	Karrier Bantam.	223	2½"	M.G. M.G.A. Sports.
193	78m	Lagonda 2½ litre 22.6 h.p.	224	57m	Morris Minor (Replacement piston).
194	83m	Lagonda 3 litre.	225	63½m	Morris 10 h.p. Series M.
195	2½"	Lanchester 10 h.p. O.H.V.	226	69½m	Morris 12/4 Series III.
196	3"	Lanchester 14 h.p. O.H.V.	227	80m	Morris 15.9 h.p., 15/30 cwt.
197	69m	Lea Francis 1½ litre Mk. V, VI.	228	88m	Morris 4½ litre FVS, NVS Trucks.
198	75m	Lea Francis 14 h.p. O.H.V.	229	100m	Morris 24.8 h.p. C, CD, CV Trucks.
199	85m	Lea Francis 2½ litre 18 h.p.	230	100m	Nuffield Tractor Universal M, PM.
200	85m	Lea Francis. Maker's alternative piston for above.	230R	100m	Morris 3.77 litre 5 Ton Petrol FV, NOV Series: Nuffield Tractor M, PM, M3, M4.
201	3.8"	Leyland 5 litre Comet 0300.	232	85m	Perkins Wolf, Vixen.
202	3.96"	Leyland 5.76 litre Comet 90 Mk. III.	233	3½"	Perkins P.3 (Re-Ring).
203	4⅝"	Leyland 7.4 litre Mk. III Tiger, Hippo, Titan.	233A	3½"	Perkins P.3 (Mfrs.' Instal'n.).
204	4⅝"	Leyland 7.4 litre Mk. II (Plain Comp.).	234	3½"	Perkins P.6 Tractor. ½" Comp., ¼" Oil.
205	4½"	Leyland 8.6 litre.	235	100m	Perkins Leopard.
205R	4½"	Leyland 8.6 litre.	236	3"	Perkins 4/99 Series.
206	4½"	Leyland 5.7 litre Badger.	237	105m	Perkins Leopard Mk. II.
206R	4½"	Leyland 5.7 litre.	238	2.2"	Reliant Regent, Regal.
207	4.10"	Leyland 6.17 litre Super Comet.	239	69m	Riley 1½ litre.
208	4.8"	Leyland 9.8 litre.	240	80½m	Riley 2½ litre Pathfinder.
209	4.8	Leyland 9.8 litre. Offset Pin.	241	63½m	Rover 14.9 and 14/6.
210	5"	Leyland 11.1 litre Royal Tiger.	242	65.2m	Rover '75', 2½ litre.
211	5"	Leyland 11.1 litre Alternative piston.	243	66½m	Rover 10.8 h.p.
212	3"	Lister 11, 12, 13, D, 2 h.p.	244	67½m	Rover Sixteen-Six.
213	3½"	Lister 24A, FL. (State number of pistons).	245	69m	Rover 11.9 h.p. (12/4).
214	3½"	Lister 3 h.p. Diesel.	246	69½m	Rover 12 h.p. Landrover.
215	3½"	Lister 9.54 h.p. Diesel Freedom Series. (State number of pistons: 1-6).	247	73m	Rover Speed Twenty.
216	4½"	Lister 5/1, 10/2 Diesel. (State number of pistons: 1 or 2).	248	3⅞"	Scammell Scarab M.46.
217	4½"	Lister JP Series. (State number of pistons: 1-6).	249	4½"	Albion 5.5 litre.
218	3"	Massey Harris F.124 Engine Junior, Row Crop.	250	3.6"	Perkins 3.6 (Cromard Liners).
			251	4½"	Sentinel 7-8 Ton Comet Mk. III.
			252	58m	Singer 8 h.p. O.H.V.

Set No.	Bore	Shown under the following Models:	Set No.	Bore	Shown under the following Models:
253	60m	Singer Bantam.	286	3.874"	Bedford 36 h.p. (6 Cyl.).
254	63½m	Singer Super 10.	287	3½"	Bentley 4½ litre.
255	68m	Singer Super 12.	288	3½"	Bentley Mk. VI (Not for C.P. Bore); Rolls Royce.
256	2½"	Singer S.M.1500.	289	3½"	Bentley 'S' Series; Rolls Royce.
257	69½m	Standard Flying 12.	290	60m	Heinkel 174 c.c.
258	69½m	Standard. Alternative Piston for above.	291	75m	Borgward 2.3 litre (6 Cyl.).
259	2½"	Standard Flying 14.	292	2½"	Berkeley 692 c.c. O.H.V.
260	2½"	Standard Flying 14.	293	72m	Borgward L.2300 (6 Cyl.).
261	85m	Standard Vanguard (½" Top Ring).	294	78m	Borgward Hansa 1800 and Diesel D4M.
262	82m	Fiat 1400B, 1900B.	295	68m	B.M.W. 501.
263	95m	Fordson Major Tractor O.H.V. (Petrol).	296	82m	B.M.W. 503 and 507.
264	3 ⅞"	Ferguson Tractor, Model 35 Diesel; Karrier Bantam 2.26 litre Diesel.	297	68m	B.M.W. 245 c.c. Isetta.
265	3 ⅞"	Thornycroft TR.6 Diesel.	298	72m	B.M.W. 298 c.c. Isetta 300.
266	3½"	Thornycroft 4.18 litre Nippystar, Sturdy star.	299	3.35"	Daimler 5½ litre DE.36.
267	3½"	Thornycroft 5.5 litre Trident.	300	72m	Alfa Romeo 2½ litre.
268	3½"	Thornycroft 25 h.p. Petrol Nippy. Sturdy.	301	115m	Alfa Romeo 430 Diesel.
269	4½"	Thornycroft 7.8 litre Amazon, Trusty; Volvo Hesselmann FA, FAH.	302	120m	Alfa Romeo 450 Diesel.
270	3½"	Thornycroft 11.3 litre Trusty, KRN.6 Diesel.	303	70m	Armstrong Siddeley 2.3 litre Lancaster, etc. (⅝" Oil Grooves).
271	61½m	Wolseley 14/60 O.H.V.	303R	70m	Armstrong Siddeley Sapphire 236.
272	69½m	Wolseley 18/85 Series II.	304	79m	Commer 1959 Express Delivery.
273	2½"	Allis Chalmers G.	305	3 ⅞"	Commer 2266 c.c. O.H.V. Van. (Chrome Bores; ⅜" Top Groove).
274	3½"	Allis Chalmers 138 Engine; C.12, etc.; Massey Harris TO.30, 35.	306	4½"	Crossley 8.6 litre.
275	3½"	Allis Chalmers D.14.	307	105m	Dennis 41 h.p. (⅔" Skirt Groove).
276	3 ⅞"	Allis Chalmers D.17.	308	100m	Fiat Diesel 626.
277	4 ⅞"	Allis Chalmers HD-6.	309	105m	Fiat Diesel 642.
278	4 ⅞"	Allis Chalmers HD-10.	310	120m	Fiat Diesel 666.
279	5½"	Allis Chalmers HD-16A, HD-21.	311	122m	Fiat 6546 c.c. Tractor.
280	3 ⅞"	Rover '80' and Landrover Series II 2½ litre.	312	85m	Ferguson Tractor 2088 c.c. Petrol.
281	90m	Armstrong Siddeley Sapphire 234.	313	85m	Ferguson Tractor 2088 c.c. Lamp Oil.
282	4½"	Armstrong Siddeley Direct-Injection Diesel (State number of cylinders: 1-3).	314	87m	Ferguson Tractor 2186 c.c. FE.35 Petrol.
283	83m	Aston Martin DBA, DB.2, DB.3.	315	87m	Ferguson Tractor 2186 c.c. FE.35 T.V.O.
284	3.28"	Austin A.99, Wolseley 6/99.	316	60m	Fiat 600.
285	3.874"	Bedford 24 h.p. (4 Cyl.).	317	66m	Fiat 500.
			318	68m	Fiat Nuova 1100.

Set No.	Bore	Shown under the following Models:	Set No.	Bore	Shown under the following Models:
319	3.6"	Ferguson FE.35, Perkins Three 152.	354	3 $\frac{1}{8}$ "	Massey Harris 101Sr (F.226 Engine).
320	85m	Fiat 2270 c.c. Tractor.	355	3 $\frac{1}{8}$ "	Massey Harris 27 Reaper, Thresher.
321	125m	Fiat Diesel 682/N.	356	3 $\frac{1}{8}$ "	Massey Harris 44 (H.260 Engine).
322	3 $\frac{1}{8}$ "	Ferguson TEF.20 (2 $\frac{1}{4}$ " Comp. Rings).	357	4"	Massey Harris 44.
323	3 $\frac{1}{8}$ "	Ford Anglia (1959).	358	4 $\frac{1}{2}$ "	Massey Harris 55D, K.
324	2.6"	Ford Vedette and Utility.	359	85m	Mercedes Benz.
325	82m	Ford Taunus.	360	85m	Mercedes Benz 300 Series.
326	84m	Ford Taunus.	361	85m	Mercedes Benz 190 Series.
327	3 $\frac{1}{8}$ "	Ford Ferguson Tractor.	362	85m	Mercedes Benz 190D Series.
328	5 $\frac{1}{8}$ "	Gardner L.3.	363	90m	Mercedes Benz OM.312 Engine.
329	90m	Guy 20 h.p.; S.D. Freighter.	364	95m	Mercedez Benz OM.321 Engine.
330	95m	Guy 22.4 h.p.	365	95m	Mercedez Benz OM. 321 Engine.
331	70m	Heinkel TE.1100.	366	105m	Mercedes Benz L.300 Engine.
332	96m	Henschel 5.43 litre.	367	105m	Mercedes Benz L.4500 Engine.
333	100m	Henschel S17 Series.	368	112m	Mercedes Benz OM.315, L.6600 Engine.
334	100m	Henschel 522 Series.	369	2 $\frac{3}{8}$ "	M.G.A. Twin Cam.
335	110m	Henschel 513 Series.	370	57m	Morris 8 Series 2.
336	125m	Henschel 520 Series.	371	95m	Nuffield Tractor—Universal Three.
337	79m	Hillman Minx 1 $\frac{1}{2}$ litre; Singer Gazelle, Sunbeam Alpine and Rapier.	372	67 $\frac{1}{2}$ m	Opel Kadett, Olympia 1934/47.
338	3"	Holden (Australian).	373	72m	Panhard Dyna GM.600.
339	69 $\frac{1}{2}$ m	Humber Snipe (1936/47).	374	3"	Petter PAZ. i.
340	2 $\frac{3}{8}$ "	Jaguar 2 $\frac{1}{2}$ litre Mk. V.	375	80m	Petter AV.1, AV.2, AVA.1, AVA.2 Series 2 (State number of cylinders).
341	80m	Jaguar 2 litre XK.100.	376	85m	Petter A.1, W.1 (State number of cylinders).
342	3 $\frac{1}{8}$ "	Jaguar.	377	3 $\frac{1}{8}$ "	Petter PH Diesel (State number of cylinders).
343	65m	Lancia 903 c.c. Arden.	378	110m	Petter McLaren.
344	68m	Lancia Appia Series 2 and 3.	379	75m	Peugeot 203 (Alternative Piston).
345	70m	Lancia Aurelia.	380	55m	Renault 8.3 h.p.
346	72m	Lancia Aurelia Gran Turismo.	381	58m	Renault Juraquatre.
347	74.6m	Lancia Aprilia Series 2.	382	3 $\frac{1}{8}$ "	Rolls Royce 4.9 litre Silver Cloud, Silver Wraith.
348	100m	Lancia Diesel 2 cyl.	383	5 $\frac{1}{8}$ "	Rolls Royce 'C' Series Diesel (State number of cylinders); Vickers VR.180 6-Cylinder).
349	108m	Lancia Diesel Esara, Esatan.	384	3"	Rotary Hoe.
350	112m	Lancia Diesel Esatan Super 6.	385	3 $\frac{1}{8}$ "	Daimler 3 $\frac{1}{2}$ litre Regency Mk. II.
351	3 $\frac{1}{8}$ "	Landrover Diesel 2 litre.	386	2 $\frac{3}{8}$ "	Rover 90, 75, 105 (3-Ring Piston).
352	3 $\frac{1}{8}$ "	Massey Harris TO.30.			
353	3 $\frac{1}{8}$ "	Massey Harris TO.35, MH.50.			

Set No.	Bore	Shown under the following Models:	Set No.	Bore	Shown under the following Models:
387	3 1/16"	Rover 2 litre 60 and Landrover (3-Ring Piston).	420	105m	Zetor Tractor.
388	3 1/16"	Rover 3 litre and 100.	421	105m	Zetor Tractor.
389	4 1/8"	Ruston Hornsby VRH Diesel (State number of Pistons).	422	87m	Jaguar Mk. IX, 3.8 litre.
390	115m	Scania Vabis D.620 (4 Cyl.).	423	2.85"	Coventry Climax.
391	115m	Scania Vabis D.620 (6 Cyl.).	424	3"	Coventry Climax.
392	115m	Scania Vabis D.400, 600, 800 (State number of Pistons).	425	82 1/2m	Coventry Climax, Godiva Fork Lift.
393	127m	Scania Vabis D.10.	426	90m	Coventry Climax CD3, CD4 Fork Lift.
394	4 3/8"	Sentinel Diesel 6D.	427	75m	N.S.U. Prinz.
395	72m	Simca Aronde (3 1/2" Oil Ring).	428	79 1/2m	Panhard 700 c.c. Dyna.
396	72m	Simca Aronde (4m Oil Ring).	429	78m	Goggomobil T.700.
397	74.7m	Standard Vanguard Vignale 6 (1960).	430	—	Lancia Flavia.
398	3 1/2"	Vauxhall Velox 1960.	431	3.6"	Perkins Four 203.
399	75m	Volvo 1414 c.c.			
400	3 5/8"	Volvo ED, PV.60 (1946-50).			TWO - STROKES
401	3 5/8"	Volvo ED, PV.60 (from 1950).	550	58m	Berkeley 328 c.c.
402	3 3/4"	Volvo 105 h.p. A.6.	551	58m	Berkeley and Frisky 492 c.c.
402R	3 3/4"	Volvo VDE Diesel.	552	60m	British Anzani 322 c.c.
403	100m	Volvo VDE Diesel.	553	62m	British Anzani 355 c.c.
404	4 1/8"	Volvo Viking L.389.	554	50m	British Seagull.
405	4 3/8"	Volvo FB, FB.8, FBH.	555	58m	Goggomobil T.300.
406	4 3/8"	Volvo VDF Diesel.	556	72m	Goggomobil T.600.
407	90m	Meadows 4EL.	557	67m	Goggomobil T.400.
408	95m	Meadows 4EL/AV.	558	71m	D.K. W. 896 c.c.
409	120m	Meadows 4EL/AV, 4DC/330.	559	76m	D.K. W. 684 c.c.
410	130m	Meadows 4EL/AV, 4D/420.	560	78m	D.K. W. 1000.
411	66m	B.M.W. 501, 2 litre.	561	64m	Heinkel 200 c.c.
412	90m	Borgward B.2000, 2500.	562	—	—
413	72m	Heinkel 1400.	563	66m	Saab.
414	73 1/2m	Mercedes Benz 170D.	564	57m	B.S.A. 1500 c.c.
415	72m	Opel 1200.	565	61 1/2m	B.S.A. 173 c.c.
416	85m	Opel 1.7 litre (4 Cyl.).	566	54m	Douglas Vespa 124 c.c.
417	85m	Opel 2.6 litre (6 Cyl.).	567	56 1/2m	Douglas Vespa 125 c.c.
418	73 1/2m	Porsche 1.1 litre.	568	57m	Douglas Vespa 145 c.c.
419	110m	Scania Vabis D.1664.	569	50m	Excelsior 244 c.c.
			570	55m	Excelsior 148 c.c.
			571	58m	Excelsior 328 c.c.

Set No.	Bore	Shown under the following Models:	Set No.	Bore	Shown under the following Models:
572	52m	Lambretta 125 c.c.	605	4 $\frac{1}{8}$ "	Packard 5680, 5688; Dodge D.500 (Canadian PD.2); De Soto 361 Engine; Chrysler (Canadian MC.1); Chevrolet 348 Engine; Buick Le Sabre; Pontiac (348).
573	—	—	606	3 $\frac{3}{32}$ "	Buick 1938-40 ($\frac{1}{8}$ " Top Ring).
574	57m	Lambretta 148 c.c.	607	3 $\frac{1}{8}$ "	Cadillac V.8; Hudson.
575	57m	Lambretta 148 c.c.	608	3 $\frac{1}{8}$ "	Cadillac; Chrysler M.45, etc.; Nash Ambassador 5580; Packard 5540; Plymouth P.29 (Canadian P.31).
576	60m	Lambretta 170 c.c.	609	3 $\frac{1}{2}$ "	Chevrolet 6 Cyl; G.M.C. 216; Packard.
577	56m	M.V. Augusta 150 c.c.	610	3 $\frac{1}{16}$ "	Buick Series 60, 70, 90 ($\frac{1}{8}$ " Top Ring).
578	54m	Royal Enfield 125 c.c.	611	3 $\frac{1}{16}$ "	Chevrolet 235.
579	61 $\frac{1}{2}$ m	Triumph 173 c.c.	612	3 $\frac{1}{16}$ "	Chevrolet Power Glide; Ford 223 and 215; Pontiac 24, 25, 26; Ford.
580	50m	Villiers 249 c.c.	613	3.8"	Mercury V.8 (312 Engine); Ford Thunderbird.
581	50m	Villiers 249 c.c.	614	3 $\frac{1}{8}$ "	Chevrolet 265; Mercury 292; Pontiac 27, 28; Plymouth P.29; Ford Fairlane.
582	55m	Villiers 147 c.c.	615	3 $\frac{3}{8}$ "	Chevrolet 283; G.M.C. 265; Olds. 88, 98; Pontiac; Plymouth.
583	57m	Villiers 148 c.c.	616	3 $\frac{1}{8}$ "	Dodge 230 Engine; Plymouth.
584	2.2475"	Villiers 324 c.c.	617	3 $\frac{1}{16}$ "	Chrysler (Canadian Royal) C.34-51; De Soto.
585	70m	Saab 96.	618	3 $\frac{1}{8}$ "	Chrysler C.70-75; Plymouth; De Soto; G.M.C. 316.
586	59m	Villiers 197 c.c., 173 c.c.	619	4 $\frac{1}{16}$ "	Buick Electra, Invicta.
587	63m	Villiers 225 c.c.	620	3 $\frac{1}{2}$ "	Cadillac V.8 ($\frac{3}{32}$ " Top Ring).
588	66m	Villiers 250 c.c.	621	3 $\frac{1}{8}$ "	Chevrolet Corvair.
589	56m	Royal Enfield 148 c.c.	622	3 $\frac{1}{8}$ "	Dodge 6 Cyl.
590	53m	M.V. Augusta 125 c.c.	623	3 $\frac{7}{16}$ "	Dodge 8 Cyl.; Plymouth P.27.
591	59m	A.M.C. 172 c.c.	624	3 $\frac{1}{16}$ "	Packard; Studebaker Commander; Plymouth.
592	66m	A.M.C. 249 c.c.	625	3 $\frac{1}{8}$ "	Dodge 6 Cyl. $\frac{3}{32}$ " Top Ring.
593	54m	Ariel 249 c.c.	626	3 $\frac{1}{8}$ "	Chrysler 8 Cyl. 1934-42.
594	52m	B.S.A. 125 c.c.	627	3 $\frac{1}{8}$ "	Chrysler 6 Cyl. T.96, 112, 116.
595	74m	J.A.P. 350 c.c. Speedway.	628	3 $\frac{1}{2}$ "	Ford Truck 254 (6 Cyl.).
596	80m	J.A.P. 500 c.c. Speedway.	629	3 $\frac{1}{2}$ "	Ford V.8.
600	3 $\frac{3}{32}$ "	Buick 30.6 h.p. 40 Special (Canada 42, 44, 45).	630	3 $\frac{1}{16}$ "	Ford 279 Engine.
601	3 $\frac{1}{16}$ "	Buick 32.5 h.p. 40 Series (Canada 43 Series); Ford.	631	3 $\frac{1}{8}$ "	Ford 223 Engine (6 Cyl.); Mercury.
602	3 $\frac{7}{16}$ "	Buick 37.8 h.p.	632	3 $\frac{3}{8}$ "	Ford Mercury (8 Cyl.).
603	3 $\frac{1}{8}$ "	Buick 40 Special (8 Cyl.); Chrysler C.67; De Soto; Dodge 270 Engine; Plymouth P.29.	633	3.8"	Lincoln Mercury.
604	4"	Buick V.8; Cadillac; Chevrolet 322; Chrysler; G.M.C. 322 (Canadian); Nash Ambassador; Packard Clipper; Studebaker Golden Hawk.			

Set No.	Bore	Shown under the following Models:	Set No.	Bore	Shown under the following Models:
634	3.8"	Ford Truck 317EAM.	666	3½"	G.M.C. Canadian 261 Engine.
635	4"	Lincoln 368 Engine; Mercury; Olds. Super 88.	667	3 ⅞"	Studebaker Commander.
636	3 ⅞"	G.M.C. Engine 224.	668	3 ⅞"	Chevrolet Truck 193436.
637	3 ⅞"	G.M.C. Engine 228.	669	3½"	Chrysler C.36-46.
638	3 ⅞"	G.M.C. Engine 235 (3 Ring Piston).	670	3½"	Chrysler CA, etc. (½" Top Ring); De Soto; Dodge.
639	3 ⅞"	G.M.C. Engine 235 (4 Ring Piston); International 240 Engine.	671	3.4"	Chrysler Valiant; De Soto PF.3; Plymouth PP.1, 2.
640	3½"	G.M.C. Engine 236, 286; Reo GC.310.	672	3"	Case Tractor; Continental; International Harvester.
641	3 ⅞"	G.M.C. Engine 248.	673	3½"	Case Tractor.
642	3 ⅞"	G.M.C. Engine 248.	674	3½"	Case Tractor.
643	3 ⅞"	G.M.C. Engine 248.	675	3½"	Case Tractor.
644	3½"	Willys Jeep (4 Cyl.) (Similar to Set No. 35).	676	3½"	Case Tractor.
645	3 ⅞"	G.M.C. Engine 256, 4270.	677	4"	Case Tractor.
646	3 ⅞"	G.M.C. Engine 256, 270.	678	4 ⅞"	Case Tractor.
647	3 ⅞"	G.M.C. Engine 270.	679	3"	Continental Tractor DF, DS.
648	3½"	Henry 'J' (4 Cyl.); Kaiser.	680	4½"	G.M.C. Series 71 Diesel—Packed in single cylinder sets.
649	3½"	Henry 'J' (6 Cyl.); Nash Ambassador; Rambler.	681	3½"	Caterpillar Tractor D.2.
650	3 ⅞"	Henry 'J'; Kaiser.	682	4"	Caterpillar Tractor New D.2.
651	2½"	Lincoln Zephyr.	683	4½"	Caterpillar Tractor D.4.
652	2 ⅞"	Lincoln Zephyr.	684	4½"	Caterpillar Tractor D.6.
653	3 ⅞"	Chrysler 6 Cyl. C.60, C.62, etc.; De Soto; Dodge 28.35 h.p. Truck.	685	4½"	Caterpillar Tractor D.4.
654	2½"	Lincoln Zephyr.	686	4½"	Caterpillar Tractor D.6.
655	3 ⅞"	Mercury 32½ h.p. (R.B.P.).	687	5½"	Caterpillar Tractor RD.6.
655Y	3 ⅞"	Mercury 32½ h.p. (⅜" oil groove).	688	5½"	Caterpillar Tractor KD.7.
656	3 ⅞"	Mercury V.8; Nash Ambassador; Pontiac 27, 28.	689	5½"	Caterpillar Tractor D.7.
657	3½"	Nash Rambler.	690	5½"	Caterpillar Tractor R.8, RD.8.
658	3½"	Oldsmobile 88, 98 (Canadian 36, 37).	691	5½"	Caterpillar Tractor D.8.
659	3½"	Packard Clipper, Ambassador, etc.	692	6½"	Caterpillar Tractor D.9.
660	3 ⅞"	Pontiac (6 Cyl.) 30 h.p. S.V.	694	3 ⅞"	Continental F.140.
661	3½"	Pontiac (8 Cyl.) 27, 28.	695	3 ⅞"	Continental F.6209; Mack EN.11.
662	3½"	Pontiac (8 Cyl.) 27 Chieftain.	696	4 ⅞"	Chrysler MC.1, MC.2 (383 Engine).
663	3½"	Pontiac 261 Engine (6 Cyl.).	697	4 ⅞"	Chrysler MC.3 (413 Engine).
664	3"	Studebaker Champion, etc.	698	4½"	Chrysler Canadian MC.2.
665	3½"	Studebaker Commander.	700	3 ⅞"	Continental F.6226.
			701	3 ⅞"	Continental F.4162 Kerosene.

Set No.	Bore	Shown under the following Models:	Set No.	Bore	Shown under the following Models:
702	3 $\frac{7}{16}$ "	Continental F.4162 Petrol.	740	3 $\frac{1}{4}$ "	International Harvester Farmall Super C.
703	4 $\frac{7}{8}$ "	Continental R.602.	741	80m	International Harvester DF Tractor (Packed in single cylinder units).
705	4 $\frac{7}{8}$ "	Cummins 'H' Series.	742	3 $\frac{1}{4}$ "	International Harvester Combines and GRD.214, 233.
706	5 $\frac{1}{8}$ "	Cummins HR, NH-220.	743	3 $\frac{1}{8}$ "	International Harvester Farmall H, Combine 122.
707	7"	Cummins KO.6, 'L' Series.	744	3 $\frac{7}{8}$ "	International Harvester C.152.
708	7 $\frac{1}{4}$ "	Cummins 'LR' Series.	745	3 $\frac{1}{4}$ "	International Harvester C.164.
711	3 $\frac{7}{16}$ "	John Deere Tractor 1959 55 Combine.	746	3 $\frac{7}{8}$ "	International Harvester C.169.
712	5 $\frac{1}{8}$ "	John Deere Tractor General Purpose.	747	3 $\frac{7}{8}$ "	International Harvester C.221, 263.
713	5 $\frac{1}{8}$ "	John Deere Tractor A (later version).	748	3 $\frac{5}{8}$ "	International Harvester C.175.
714	6 $\frac{1}{8}$ "	John Deere Tractor G, GM, GN, GW.	749	3 $\frac{3}{4}$ "	International Harvester D.193.
715	3 $\frac{3}{4}$ "	John Deere Tractor HA-145 Combine.	750	3 $\frac{11}{16}$ "	International Harvester D.282.
716	4 $\frac{1}{16}$ "	John Deere Tractor B, BN, BW.	751	3 $\frac{7}{8}$ "	International Harvester D.248.
717	4 $\frac{1}{16}$ "	John Deere Tractor 50, 520.	752	4"	International Harvester Farmall and U.264.
718	4"	John Deere Tractor M, MC, MT, MI.	753	4"	International Harvester D.264.
719	4"	John Deere Tractor 40, 320, 330.	754	4"	International Harvester Farmall Super BMD.
720	5 $\frac{1}{4}$ "	John Deere Tractor R.	755	4 $\frac{1}{8}$ "	International Harvester M, MV.
721	6 $\frac{1}{8}$ "	John Deere Tractor 70, 720, 820.	756	4 $\frac{1}{8}$ "	International Harvester Super 'M' (C.281 Engine).
722	6 $\frac{1}{8}$ "	John Deere Tractor 730, 830.	757	4.4"	International Harvester I.9, T.9, W.9.
723	3 $\frac{3}{4}$ "	G.M.C. 331 Engine; International FBB.298.	757R	4.4"	International Harvester I.9, T.9, W.9 (later Models).
724	4"	G.M.C. 302 Engine (6 Cyl.).	758	4 $\frac{1}{2}$ "	International Harvester RD.501.
725	4 $\frac{1}{8}$ "	G.M.C. 360 Engine.	759	4.4"	International Harvester ID.9, WD.9.
726	4 $\frac{1}{8}$ "	G.M.C. 361 Engine.	760	4 $\frac{5}{8}$ "	International Harvester TD.15 (D.554).
727	4 $\frac{1}{8}$ "	G.M.C. 400 Engine; International FBB.361.	761	4 $\frac{1}{2}$ "	International Harvester D.461 Diesel, TD.14, 40.
728	4 $\frac{1}{4}$ "	G.M.C. 426 Engine (4 Ring).	762	4 $\frac{1}{2}$ "	International Harvester D.691 Diesel, TD.18, 20.
729	4 $\frac{1}{4}$ "	G.M.C. 426 Engine (5 Ring).	763	5 $\frac{1}{8}$ "	International Harvester D.817, TD.25.
730	4 $\frac{1}{4}$ "	G.M.C. 426 Engine.	764	5 $\frac{1}{8}$ "	International Harvester D.1091, TD.24.
731	4 $\frac{3}{8}$ "	G.M.C. 450 Engine; International FBB.450.	766	3 $\frac{7}{16}$ "	International Harvester BLD.250.
732	5"	G.M.C. Series 110 Diesel (Packed in single cylinder units).	767	3 $\frac{11}{16}$ "	International Harvester BD.264.
733	3"	Hudson Terraplane (6 Cyl.).	768	3 $\frac{11}{16}$ "	International Harvester B.264 (Canadian).
734	3"	Hudson Commodore (8 Cyl.).	769	3 $\frac{11}{16}$ "	International Harvester BD.282.
735	3"	Hudson Wasp, etc. (Includes Pin-Milled Rings).	769R	3 $\frac{11}{16}$ "	International Harvester BD.282 (later Models).
736	3 $\frac{1}{16}$ "	Hudson Super 6, Commander 6.			
737	3 $\frac{1}{8}$ "	Hudson Hornet.			
738	2 $\frac{3}{8}$ "	International Harvester.			
739	3"	International Harvester Farmall.			

Set No.	Bore	Shown under the following Models:	Set No.	Bore	Shown under the following Models
770	4 $\frac{1}{8}$ "	International Harvester RED.361, 401.	792	3 $\frac{1}{16}$ "	Oldsmobile.
771	4 $\frac{1}{8}$ "	International Harvester V.401, V.461.	793	4 $\frac{1}{8}$ "	Oldsmobile 98, Super 88.
772	4.3"	Lincoln 430 Engine.	794	3 $\frac{1}{2}$ "	Packard Clipper Series 110.
773	3 $\frac{1}{16}$ "	Mack EN.12 Engine.	795	3 $\frac{1}{2}$ "	Packard Clipper Super B.
774	3 $\frac{1}{2}$ "	Mack EE, EEU.	796	3 $\frac{1}{8}$ "	Plymouth P.11, 12 PT. 125.
775	3 $\frac{1}{8}$ "	Mack EN, EFU.	797	3.91"	Plymouth P.3f, LP.2, MP.2, PP.1, PP.2.
776	4"	Mack CE, FU (EN.330).	798	3 $\frac{1}{2}$ "	Pontiac.
777	4"	Mack EN.331.	799	3 $\frac{7}{16}$ "	Pontiac 6EA, EB, HA, HB.
778	4 $\frac{1}{16}$ "	Mack EN.401.	800	4 $\frac{1}{16}$ "	Pontiac V.370, V.389.
779	4 $\frac{1}{8}$ "	Mack EN.431A.	801	3 $\frac{1}{2}$ "	Rambler Rebel.
780	4 $\frac{7}{16}$ "	Mack END.510.	802	3 $\frac{1}{2}$ "	Reo GC.245, GC.285.
781	4 $\frac{7}{16}$ "	Mack EN.510 and 510.A.	803	3 $\frac{7}{8}$ "	Reo OA.130.
782	4 $\frac{7}{8}$ "	Mack END.672, 673.	804	4 $\frac{1}{8}$ "	Reo OH.160, 170.
783	5"	Mack EN.707, EY (Army 6 x 6).	805	3 $\frac{1}{16}$ "	Studebaker 30 h.p. Commander, President.
784	3 $\frac{1}{16}$ "	Mercury 32.5 h.p. (Canadian).	806	3 $\frac{1}{2}$ "	Studebaker 25.4 h.p. Dictator.
785	4.2"	Mercury Canadian Models.	807	3"	Willys 6-63, 6-70.
786	4.3"	Mercury 383, 430.	808	3 $\frac{1}{8}$ "	Willys 37, 38, 48, 77 and Trucks (4 Ring).
787	3 $\frac{1}{8}$ "	Nash Statesman 4840, 4940, 5040; Rambler 5110-5610.	809	3 $\frac{5}{8}$ "	Ford (U.S.) 302 Engine.
788	3 $\frac{1}{2}$ "	Nash 27.3 h.p. Ambassador 6.	810	3.3"	Ford (U.S.) 226 Engine.
789	3 $\frac{1}{2}$ "	Nash Ambassador 5260, 5360.	811	3 $\frac{1}{2}$ "	Ford (U.S.) Falcon.
790	3 $\frac{1}{2}$ "	Oldsmobile L.38-90.	812	4"	Dodge (377 Engine).
791	3 $\frac{1}{2}$ "	Oldsmobile 66, 76, 96.	813	3 $\frac{7}{8}$ "	International V.304, 345.
			814	3 $\frac{7}{8}$ "	International "Scout" 2 $\frac{1}{2}$ litre.