

# JP PISTONS

VINTAGE VETERAN CLASSIC HISTORIC RACING SPECIALS

## Catalogue Introduction

JP Engineering Products are pleased to present our new and much improved piston catalogue that contains our extensive selection of pistons as well as technical information.

The range covers all forms of applications including motor cars, trucks, motorcycles and industrial motors.

### Piston Assemblies

In the interest of our customers, JP Pistons now sells all pistons in complete sets. These sets include the pistons, gudgeon pin, rings and circlips (if necessary). This is to ensure the product quality and the longer life of your engine and its components.

### Oversizes

Pistons can be purchased in any number of oversizes. These are dependent on manufacturers recommendations and are marked accordingly in the catalogue. Pistons can be made beyond manufacturers recommended oversizes but these are sold without warranty.

### Special Pistons

If a piston is not available in the catalogue it can be manufactured from a sample piston. Pistons can be made from dimensions supplied by the customer, but must include as many details as possible. (See Special Piston Order Form at the end of this catalogue for a checklist to be carried out before submitting dimensions).

Special pistons can take longer for delivery as they are not catalogue items and generally are made from casting selection.

Special pistons are manufactured specifically for the customer and so cannot be returned for credit, nor is there any warranty, implied or otherwise.

### Piston Ring Sets

Rings are sold in sets for JP Pistons for re-ringing a cylinder where the piston is not worn enough for replacement. These rings are standardized and require the piston number only when reordering.

### Loose Piston Rings

In the event of an accident, such as breaking a piston ring when fitting, loose rings can be purchased. Prices for these rings are available in the price list.

### Note

Every attempt has been made to prevent mistakes and incorrect information, but due to the fact that many of the vehicles went out of production over fifty years ago, it is difficult to have all the information.

Any errors found will be corrected and the information received appreciated.

### Acknowledgements

We kindly acknowledge the friendly help and service of Bourke Billingham at the Motoring Bookshop, 47 Gouger Street, Adelaide, South Australia.

[www.jp.com.au](http://www.jp.com.au)

[pistons@jp.com.au](mailto:pistons@jp.com.au)

# Catalogue Notes

## Pin Retention

CR	Clamp Rod
WC	Wire Circlips
SC	Seeger Clips
PR	Press Fit

## Ring Details

AC	Compression (Pin or Anchor)
Ch	Compression (Chrome)
Scr	Scraper
P	Oil (Single piece, slotted)
RBP	Ring Below Pin
No Ch	Do NOT fit chrome rings

All other ring sets that are unmarked are fitted with an oil control ring and plain compression rings.

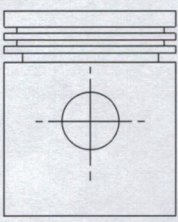
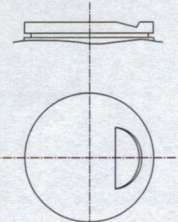
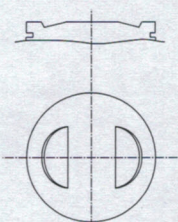
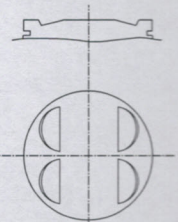
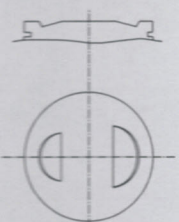
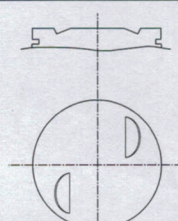
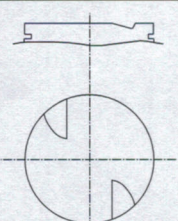
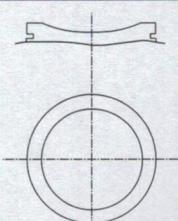
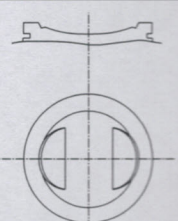
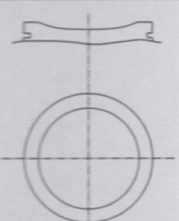
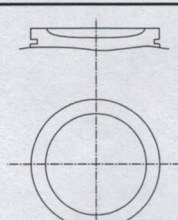
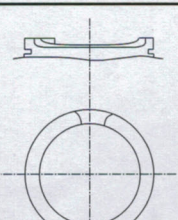
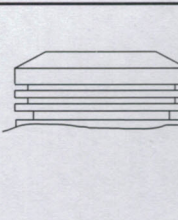
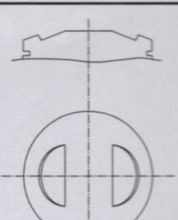
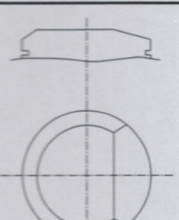
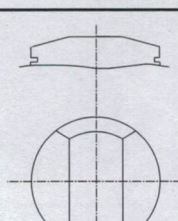
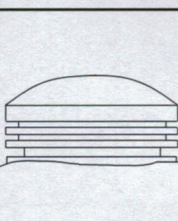
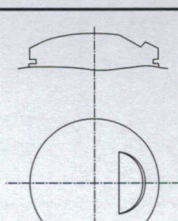
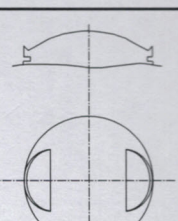
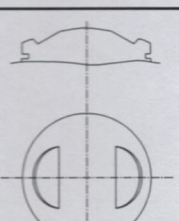
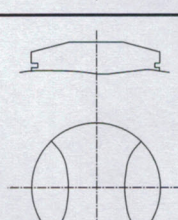
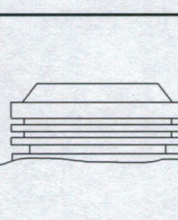
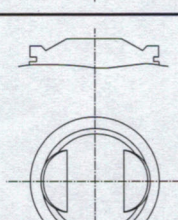
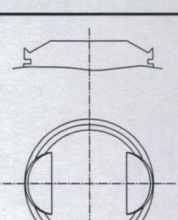
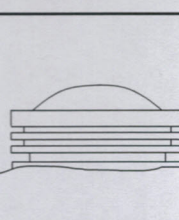
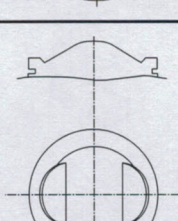
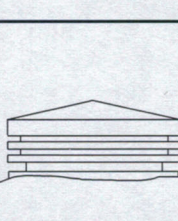
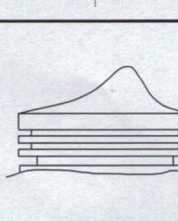
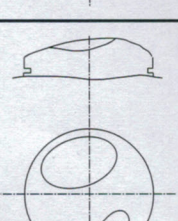


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## Piston Head Shapes



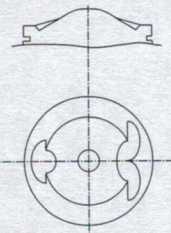
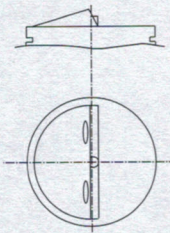
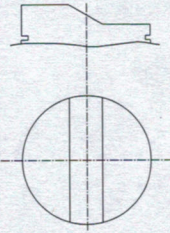
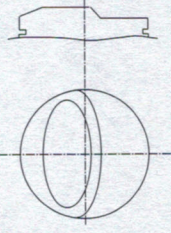
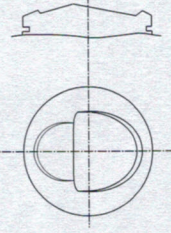
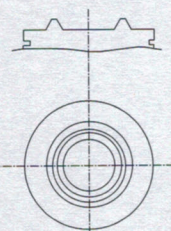
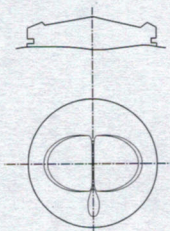
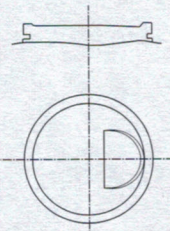
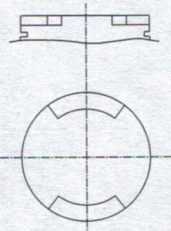
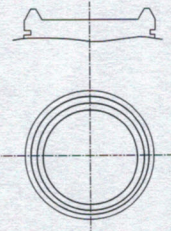
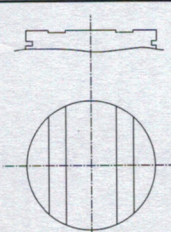
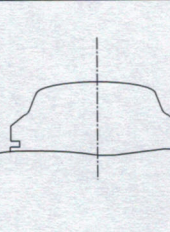
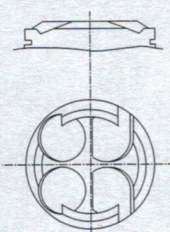
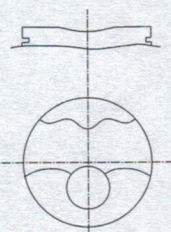


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## Piston Head Shapes



 <p>6A</p>	 <p>6B</p>	 <p>6C</p>	 <p>6D</p>	 <p>6E</p>
 <p>6F</p>	 <p>6G</p>	 <p>6H</p>	 <p>6J</p>	 <p>6K</p>
 <p>6L</p>	 <p>6M</p>	 <p>6N</p>	 <p>6P</p>	



# JP PISTONS

**(A Division of Nornda Pty Ltd) ABN 26 152 152 264**

25-31 Innes Road  
Windsor Gardens  
South Australia 5087

## SPECIAL PISTON ASSEMBLY TECHNICAL DATA

JP Order No.....	AE Number.....	P.O.Box 21 Greenacres South Australia 5086
Quote No.....	Account No.....	Phone+61 (08) 8261 7222 Fax +61 (08) 8261 9171
Date...../...../.....	Order No.....	Web Site www.jp.com.au Email pistons@jp.com.au
Name.....	Phone No.....	
Address.....	Fax No.....	
.....	Moblie No.....	
.....	Email.....	
Contact Name.....	GST.....	

### Piston Details:

### Ring Details (sample):

### Gudgeon Pin Details:

Compression Height.....	Comp Ring No..... Size.....	Outside Diameter.....
Distance Between Bosses.....	Oil Ring No..... Size.....	Length.....
Overall Length.....	Type: Plain / Oil Control	Type.....
Head Shape.....	Distance from top of Crown	Circlips used? YES / NO
Is sample casting offset? YES / NO	to Bottom of top ring groove.....	Pin No used.....
Is JP casting offset? YES / NO		
Casting.....(JP USE ONLY)		

RING DETAILS (to be used): Comp. Rings.....Oil Rings.....(JP USE ONLY)

Type of Vehicle: <b>Car</b> <b>Motorcycle</b> <b>Industrial</b>	Type of Cooling System <b>Air</b> <b>Water</b>
Vehicle application (use): <b>Standard</b> <b>Racing</b>	
Make.....	Model.....
Standard Bore Size.....	Bore Size Required.....
Sample Supplied? YES / NO	Drawing Supplied? YES / NO
	Year of Manufacture.....
	No of Cylinders.....
	Quantity Required.....

PRICE \$AUD..... Per assembly plus GST (if applicable) plus freight and handling.

**These piston assemblies are made to customer specifications, therefore no warranty shall be given on these products except for casting faults.**

**Customer to sign prior to manufacture of pistons.**

Signature..... Date...../...../.....

Name.....

PISTON CALALOGUE 2016

<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO1095	AC	Ace 1991cc	1937-1958	6	65		1.6535	2.9177	2 x 2mm	1 x 4mm x .115"	P	0.6250		C 1	1.1996	4A	
JPO1094	AJS	497 cc OHV 18CS CR 8.7:1	1956-1960	1	86	3.3858	2.2968	3.9098	2 x 1/16"	1 x 4mm	P	0.8750	T6	C 2	1.3062	4H	
JPO592	AJS Motorcycle	18S 498cc, OHV, CR 7.3:1	1956-59	1	82.55	3.2500	2.0625	3.4370	2 x 1/16"	1 x 1/8"	P	0.8750	P	C 2	1.2150	4H +0.285" (+7.2)	dome valves
JPO633	AJS Motorcycle	31CS, 31CSR, Hurricane 646cc, CR 8.5:1 OHV	1960-1966	2	72	2.8346	2.0310	2.8120	2 x 1/16"	1 x 4mm	P	0.7500	P	C 750	1.1730	4N +0.374" (9.50)	
JPO680	AJS Motorcycle	18 498cc, OHV, CR 7.2:1 Model 18	1947-55	1	82.55	3.2500	1.8120	3.1880	2 x 1/16"	1 x 1/8"	P	0.8750	T6	C 2	1.3130	4C	flat top
JPO680A	AJS Motorcycle	18 498cc, OHV, CR 8.5:1 Model 18	1947-55	1	82.55	3.2500	1.9320	3.3110	2 x 1/16"	1 x 1/8"	P	0.8750	T6	C 2	1.3130	4C	flat top
JPO751	AJS Motorcycle	16, 16M, 26, 26SS, 26T, Silver Streak 347cc, OHV, CR7:1	1935-46	1	69	2.7165	1.4900	3.0000	2 x 1/16"	1 x 1/8"	P	0.8750	P	C 2	1.2500	4A +0.340" (8.64)	dome

PISTON CALALOGUE 2016

<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO789	AJS Motorcycle	31CS, 31CSR, 646cc, OHV, CR 8.5:1	1958-1959	2	72	2.8346	2.1970	2.9780	2 x 1/16"	1 x 5/32"	P	0.7500	P	SC 19	1.1020	4G +0.527" (13.4)	dome with valve
JPO790	AJS Motorcycle	30 592cc, OHV, CR 7.5:1	1956-58	2	72	2.8346	1.9370	2.8940	2 x 1/16"	1 x 4mm	P	0.7500	P	SC 19	1.1500	4P +0.484" (12.3)	dome
JPO791	AJS Motorcycle	20 498cc, OHV, CR 7.8:1	1956-59	2	66	2.5984	1.9606	2.8350	2 x 1/16"	1 x 4mm	P	0.7500	P	SC 19	1.1340	4J +0.504" (12.8)	dome
JPO792	AJS Motorcycle	16M High Comp, 16MS 347cc, OHV, CR7.5:1	1948-64	1	69	2.7165	2.1540	3.3860	2 x 1/16"	1 x 1/8"	P	0.8750	P	C 2	1.2000	4H +0.472" (12.0)	dome
JPO869	AJS Motorcycle	20, Spring Twin 498cc, OHV, CR 7:1	1949-55	2	66	2.5980	1.8750	2.6970	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.1340	4H +0.394" (10.0)	dome
JPO891	AJS Motorcycle	Model 14 Sapphire 248cc, OHV, CR 7.8:1	1959-60	1	69.849	2.7500	2.0471	2.9690	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.3750	4J +0.335" (+8.5)	dome with valves
JPO894	AJS Motorcycle	Model 8 348cc, OHV, CR7.4:1	1960	1	72	2.8350	1.7185	2.3790	2 x 1/16"	1 x 4mm	P	0.7500	P	C 750	1.1500	1C	flat with valves

PISTON CALALOGUE 2016

<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO413	AJS Motorcycle	16M 347cc, OHV, CR 6.3:1	1948-55	1	69.05	2.7187	2.0000	3.1950	2 x 1/16"	1 x 1/8"	P	0.8750	P	SC 22	1.2500	4A +0.320"	flat top
JPO445	AJS Motorcycle	CS 498cc SV Single 1933 X 990cc SV Twin 1937 -1940 All CR 5:1	1933/193 7-40	1 & 2	85.725	3.3750	1.8130	3.5000	2 x 1/16"	1 x 4mm	P	0.8750	P	C 2	1.1970	4J	
JPO905	AJS Motorcycle	AJS: 37/2, 37/2A, 38/2, 38/2A, 39/2, 39/2A, 40/2, 40/2A: 990cc, SV, CR5:1 1937 - 1940 twin	1937-40	2	85.725	3.3750	1.8130	3.5000	2 x 1/16"	1 x 4mm	P	0.8750	P	C 2	1.2992	4J	
JPO1051	Allard	Palm Beach 2262cc, OHV, CR 6.8:1, RBP	1951-56	4 & 6	79.4	3.1250	1.8750	3.1250	2 X 2mm	1 x3/16" P & 1 x 3/16" OC	OC	0.8125	PR		1.0630	1A	flat top
JPO1049	Allard	Monte Carlo K3 3622cc, 221 cui, SV, CR 6.3:1, V8	1937-56	8	77.79	3.0625	1.7810	3.0620	2 x 3/32"	1 x 5/32"	OC	0.7500	P	SC 19	1.4400	4F 0.170"	dome
JPO1086	Alvis	Silver Crest, Eagle 2362cc 16.95HP	1935-40	6	67.5	2.6574	1.5350	3.1590	2 x 3/32"	1 x 4mm	P	0.7874			1.0230	4F	
JPO1101	Alvis	TG,TJ	1926- 1932	4		2.7165	1.4570	3.0710	2 x 1/16"	1 x 4mm x .125"	P	0.7874		SC 20	1.0470	1A	



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JPO127	Alvis	14/4, TA14, TB14 13.58 H.P., 1892cc, OHV	1946-50	4	74	2.9133	1.5748	3.0300	2 X 2mm	1 x 4mm	P	0.7874	G16		1.0150	1A	flat top
JPO217	Alvis	3 Litre, TA21, TB21, TC21, TC108G 2993cc, OHV, CR7:1/8:1	1950-58	6	84	3.3071	2.0670	3.7200	3 x 2mm	1 x 3/16"	OC	0.9448	G7		1.1900	1A	flat top
JPO217A	Alvis	TD21, TE21, TF21 (9:1) 2993cc, OHV, CR8.5:1	1959-63	6	84	3.3070	2.0670	3.7200	3 x 2mm	1 x 3/16"	OC	0.9448	P	C 3	1.1900	1A	flat top
JPO417	Alvis	Firebird, 12/70, 13.22 H.P., 1842cc	1935-40	4 & 6	73	2.8740	1.5730	2.9750	2 X 2mm	1 x 4mm	P	0.7874	G16		1.0000	1A	flat top
JPO575	Alvis	Silver Eagle, TA, TB, TC 16.9 H.P. +020 and above only	1930-34	6	67.5	2.6575	1.5370	3.1120	2 X 2mm	1 x 4mm	P	0.7087	P	C 14	1.0630	4F +0.102" (2.6)	dome
JPO720	Alvis	11/40 H.P.	1922-28	4	68	2.6770	1.4690	2.9390	2 X 2mm	1 x 4mm	P	0.7874	G16		0.8280	1A	flat top
JPO887	Alvis	TG, TJ 11.8 H.P., 1645cc	1926-32	4	69	2.7170	1.4570	3.0710	2 x 1/16"	1 x 4mm	P	0.7874	G		1.0470	1A	flat top

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JPO926	Alvis	Speed 25, Crested Eagle 3571cc MAX. OVERSIZE 0.060"	1936-39	6	83	3.2677	2.1259	3.7790	2 X 2mm	1 x 3/16"	P	0.8661	G6		1.3390	1A	flat top
JPO930	Alvis	Speed 20	1935-40	4 & 6	73	2.8740	1.5730	2.9750	2 X 2mm	1 x 4mm	P	0.7874	G16		1.0000	4A	flat top
JPO1080	American Austin Bantam	Bantam 60	1938- 1939	4		2.2000	1.1440	2.0650	2 X 2mm	1 x 4mm	P	0.6094			0.8300	1A	
JPO608	Amilcar	10 H.P.	1924-33	4	60	2.3620	1.3360	2.4950	2 X 2mm	1 x 4mm	P	0.7087	G15		0.9330	4F	dome
JPO769	Amilcar	8.3 H.P., 1004cc	1924-26	4	58	2.2840	1.3125	2.5000	2 x 3/32"	1 x 1/8"	P	0.7087	G15		1.0000	4F	dome
JPO481	Amphicar	Triumph: 12 H.P., Herald 1200, Herald 12/50; Spitfire Mk I, II, 7 cwt van Amphicar: 770 (61-68) 1147cc, OHV, CR8:1	1961-70	4	69.3	2.7280	1.5140	2.9350	2 X 2mm	1 x 5/32"	OC	0.8125	PR	SC 21	1.0780	1A	flat top
JPO1037	Ariel Motorcycle	FH Huntmaster 650cc, OHV, CR 9:1	1954-59	2	70	2.7555	1.4200	2.6500	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.5000	1C	flat top

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JPO1038	Ariel Motorcycle	FH Huntmaster 650cc, OHV, CR 9:1 High Comp version 626	1952-63	2	70	2.7555	1.7000	2.9300	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	0.9700	4R +0.305" (7.8)	dome
JPO1039	Ariel Motorcycle	FH Huntmaster 650cc, OHV, CR 6.5:1 Std. Comp version	1950-59	2	70	2.7560	1.3250	2.5600	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.0880	2C DISH WITH	VALVE CUTS
JPO440	Ariel Motorcycle	A10 Golden Flash 646cc, OHV, CR 7.25:1	1954-59	2	70	2.7560	1.3590	2.5900	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.1500	1C flat top with	valves
JPO583	Ariel Motorcycle	550cc, SV: SB31, SB32, VB, VB33, VA3, VA4 CR7:1 600cc, SV: VB (1936-59)	1931-58	1	86.4	3.4010	1.9375	3.3400	2 x 1/16"	1 x 4mm	P	0.8125	P	C 812	1.3400	1A	flat top
JPO622	Ariel Motorcycle	HS 497cc, CR9:1	1954-58	1	81.788	3.2200	1.7500	3.2500	2 x 1/16"	1 x 1/8"	P	0.8125	T	C 812	1.2570	4H +0.521"(1 3.2)	dome
JPO770	Ariel Motorcycle	A & B, VB 550cc, SV, CR 5.4:1	1928-31	1	86.4	3.4020	1.5700	3.0630	2 x 3/32"	0		1.0000	P	SC 25	1.4380	1A	flat top
JPO794	Ariel Motorcycle	Square 4, Mk I, 4G, 4H 995cc, OHV, CR 6:1	1937-55	4	65	2.5590	1.1830	2.4210	2 x 1/16"	1 x 1/8"	P	0.6875	P	C 14	1.1220	2A - 0.160" (- 4.0)	dish



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JPO795	Ariel Motorcycle	4F, 4F/6-32, 4F/6-33 600cc, OHC, CR 5.8:1	1932-36	4	56	2.2050	1.0530	2.0710	1 x 1/16" & 1 x 3/32"	0		0.6250	P	C 1	1.1700	2A - 0.160" (4.2)	dish
JPO797	Ariel Motorcycle	Red Hunter, VH, VG 500cc, CR 7.5:1 High Comp version	1935-46	1	81.8	3.2210	1.3750	2.8750	2 x 1/16"	1 x 1/8"	P	0.8125	T5	C 812	1.1800	4N 57mm	FLAT ON TOP
JPO798	Ariel Motorcycle	Square 4 Mk II, 4G 1000cc, OHV, CR 7.2:1 High comp version	1953-59	4	65	2.5590	1.3740	2.8150	2 x 1/16"	1 x 1/8"	P	0.6875	P	C 14	1.1800	4L +0.186" (4.73)	stepped flat top
JPO893	Ariel Motorcycle	NG, NH, Red Hunter 350cc, OHV, CR 6.3:1	1939-55	1	72	2.8340	1.7185	3.1540	2 x 1/16"	1 x 4mm	P	0.8120	P	C 812	1.0350	4H +0.185" (+4.7)	dome with valves
JPO119	Armstrong Siddeley	20 HP Sapphire 234, 2.3 litre OHV 1956 -1957 4 cylinder 30 HP Sapphire 346, 3.4 Litre 3435cc, OHV, CR 7.0:1 1953 - 1958 6 cylinder	1953-56	4 & 6	90	3.5433	2.5450	4.2470	2 x 3/32"	1 x 5/32"	OC	0.8750	P	C 2	1.3438	4P +0.545" (13.8)	dome
JPO339	Armstrong Siddeley	Lancaster, York, Hurricane, Typhoon 16 H.P., 1991cc, CR 7:1	1939-49	6	65	2.5590	1.5750	3.0120	3 x 2mm	1 x 4mm	P	0.6250	P	C 1	1.1000	1A	flat top
JPO342	Armstrong Siddeley	17 H.P. Sports 2394cc, OHV see notes re skirt	1937-38	6	66.7	2.6250	1.5780	3.0780	3 x 2mm	1 x 4mm	P	0.6250	G12		1.0000	1A	flat top

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JPO465	Armstrong Siddeley	14 H.P. 12+, 14+ 1666cc	1936-38	6	60.96	2.4000	1.6120	2.8750	3 x 2mm	1 x 4mm	P	0.6250	G5		1.0000	1A	flat top
JPO917	Armstrong Siddeley	Star Sapphire 3990cc, OHV, CR 7.5:1	1959-60	6	97	3.8189	2.3000	4.0000	2 x 3/32"	1 x 3/16"	P	0.8750	P	C 2	1.3050	4P	dome +0.300" (7.6)
JPO118	Armstrong Siddeley	2.3 ZN Series 18 HP, Lancaster, Typhoon, HurricaneWhitely 2309cc, OHV, CR6.5:1 Sapphire 236, CR 7.5:1	1949-57	6	70	2.7559	1.6250	3.0550	2 X 2mm	2 X 4mm	P	0.6875	P	C 14	1.3070	1A	flat top
JPO760	Armstrong Siddeley	Sports 17 H.P., 2394cc, OHV	1935-36	6	66.7	2.6250	1.5780	3.0780	3 x 2mm	1 x 4mm	P	0.6250	PR	C 1	1.1560	1A	flat top
JPO780	Armstrong Siddeley	New 20/25 HP, 3670cc	1937-38	6	82.55	3.2500	2.1180	3.8030	2 X 2mm	2 X 4mm	P	0.9370	G17		1.3400	1A	flat top
JPO900	Armstrong Siddeley	30 HP, Sapphire 346, 3.4 Litre 3435cc, OHV, CR 7.5:1	1956-58	6	90	3.5433	2.6820	4.1820	2 x 3/32"	1 x 5/32"	OC	0.8750	P	C 2	1.3438	4P 0.680" (17.3)	dome
JPO407	Aston Martin	15/98 Saloon, Sports, Speed Model 15 H.P., 1950cc, CR 7.75:1	1936-39	4	78	3.0710	1.5520	3.0000	3 x 2mm	1 x 4mm	OC	0.8750	PR	C 2	1.2190	6H	dish valve

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JPO116	Auburn	22.5 H.P.: 652, 652X, 652Y, 653, 654 30 H.P.: 850, 850X, 850Y, 851, 852, 852	1934-36	6 & 8	77.78	3.0620	2.3125	3.7500	3 x 3/32"	1 x 3/16"	OC	0.8750	G9		1.0625	1A	flat top
JPO864	Audi			6	85	3.3470	1.8425	3.7400	3 x 2mm	1 x 3/16"	OC	0.9450	P	C 3	1.3400	1A	flat top
JPO100	Austin	7 Brookland Special 747cc, SV,RBP Circlip	1923-29	4	55.9	2.2000	0.8750	1.8125	2 x 1/16"	2 X 4mm	P	0.5000	P	C 5	0.7500	1A	flat top
JPO100A	Austin	7	1923-29	4	55.9	2.2000	0.8750	1.8250	2 X 1/16"	1 x 4mm	P	0.5000	G9		0.7500	1A	flat top
JPO100A	Austin	7 Ordered by Holmesdale, UK Circlips	1923-29	4	55.9	2.2000	0.8750	1.8250	2 x 1/16"	1 x 4mm	P	0.5000	P	C 5	0.7500	1A	flat top
JPO102	Austin	Big 7, New Eight, WD, 5/6cwt 8 H.P., 900cc, CR6.8:1, RBP	1937-48	4	56.8	2.2350	1.2500	2.3120	2 X 2mm	2 X 4mm	P	0.5000	G9		1.1563	1A	flat top
JPO103	Austin	10 H.P., 10/4, 6/10 cwt Triton Marine engine model AB 1125cc, SV	1932-48	4	63.5	2.5000	1.2500	2.7600	2 X 2mm	1 x 4mm	P	0.5625	G1		0.7500	1A	flat top



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JPO106	Austin	A70, A90, A95, A105, Healey 100/6, 2639cc, OHV, CR7.3:1	1946-68/55-59	4 & 6	79.4	3.1250	1.8600	3.4280	2 x 3/32"	1 x 3/16"	OC	0.8750	G9		1.1600	2A - 0.230"	dish
JPO1076	Austin	Healey Sprite Mk III, Vanden Plas, Princess 1100 1098cc, OHV, CR 8.9:1	1964-69	4	64.57	2.5420	1.1920	2.3130	3 x 1/16"	1 x 4mm	OC	0.6250	P	C 1	1.0000	2A - 0.098"	dish
JPO1097	Austin	Princess 2Litre 1994cc CR9.0:1	1982-85	4		3.3245	1.3897	2.3728	2 x 1/16"	1 x 4mm	OC	0.8125			1.1712	3A	
JPO1106	Austin	O Series 1695cc CR 9:1 Ambassador 1.7LT, HL Princess 1700L, HL, HLS	1978-1984	4	84.442	3.3245	1.7090	2.8880	2 x 2mm	1 x 4mm	OC	0.8127			1.1750	3A	
JPO1107	Austin	A Series 1098cc 1962-1967 1100 Algro 1974/82 Clubman 75/80		4		2.5420	1.1940	2.2850	3 x 1/16"	1 x 1/8"	P	0.6250		C 1	1.0000	2A	
JPO1108	Austin	A Series 1275cc Metro Maestro	1981-1988	4	70.625	2.7805	1.4980	2.2820	2 x 1/16"	1 x 4mm	OC	0.8125			0.9860	2A 0.226"	
JPO111	Austin	A40 Cambridge 1200cc, OHV, CR7.2:1, RBP	1954-57	4	65.47	2.5775	1.6500	3.0200	2 x 3/32"	1 x 5/32"	OC	0.6875	G11		0.9550	2A - 0.130" (3.30)	dish

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JPO112	Austin	3400cc, OHV: 2-3 ton 22.3 HP, 3.4L 20HP 5103cc, OHV, CR16.5:1: Diesel 5 ton, 702 7 ton RBP	1954-57	4 & 6	95	3.7401	2.7680	4.7150	3 x 3/32"	2 x 3/16"	P	1.3750	P	SC 35	1.5000	3A 0.915" (23.2)	dish
JPO216	Austin	Healey 3 Litre 2993cc, OHV	1952-54/50-58	6	84	3.3070	2.0720	4.0000	3 x 2mm	1 x 3/16"	OC	0.9450	G7		1.1900	1A	flat top
JPO235	Austin	1800 Mk I, II, III, Princess B Series, 1798cc, OHV, CR8.4/9:1	1965-71	4	80.2	3.1595	1.6650	2.5750	3 x 1/16"	1 x 4mm	OC	0.8125	PR	SC 21	1.0450	2F - 0.150" (3.8)	dish
JPO333	Austin	A99, A110, Healey 3000 MkII, C Series 2912cc, OHV, CR 9:1	1959-72	6	83.3	3.2805	1.8750	3.4400	3 x 2mm	1 x 3/16"	OC	0.8750	P	C 2	1.1300	1A	flat top
JPO335	Austin	Seven Cooper 997cc, OHV, CR 9.4:1	1961-64	4	62.4	2.4580	1.2500	2.3500	3 x 1/16"	1 x 4mm	OC	0.6250	G5		0.8750	2A - 0.075"	dish
JPO337	Austin	Allegro 1000 (81-82), Metro, L, City X, 310 City Van (81- ) 998cc, OHV, CR9.5:1	1981	4	64.6	2.5420	1.3430	2.5600	2 X 2mm	1 x 4mm	OC	0.6250	P	C 1	1.1250	1A	flat top
JPO379	Austin	A95, A105, Westminster, Healey 100/6, 23.4 H.P. 2639cc, OHV, CR 9:1	1956-57	6	79.38	3.1250	1.8750	3.4350	2 X 2mm	1 x 3/16"	OC	0.8750	G9		1.1875	1A	flat top

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JPO383	Austin	A60, 1600 Freeway 1622cc CR 8.3:1 Australian 11/16" pin.	1959-65	4 & 6	76.2	3.0000	1.6560	3.0310	2 X 2mm	1 x 3/16"	OC	0.6875	G6		0.9700	2A - 0.170"	dish
JPO425	Austin	A40 MkII, Healey Sprite Mk III 1098cc, OHV, CR 10:1	1963-68	4	64.6	2.5420	1.1980	2.2900	2 x 1/16"	1 x 4mm	OC	0.6250	P	C 1	1.0640	1A	flat top
JPO477	Austin	A90, A125, 4 Litre, Healey 100 2660cc, OHV, CR 8.3:1	1946-76	4 & 6	87.312	3.4375	2.0000	3.5620	2 X 2mm	1 x 3/16"	OC	0.8750	G9		1.1250	1A	flat top
JPO490	Austin	A95, A105, Westminster, Healey 100/6 2639cc, OHV, CR 9:1, RBP	1957-60	6	79.4	3.1250	1.8750	3.4060	2 X 2mm	1 x3/16" P & 1 x 3/16" OC	OC	0.8750	PR	C 2	1.2500	1A	flat top
JPO524	Austin	Metro 1000 998cc, OHV, CR8.3:1	1965-78	4	64.6	2.5420	1.3430	2.5600	2 X 2mm	1 x 4mm	OC	0.6250	P	C 1	1.1250	2A - 0.240"	dish
JPO614	Austin	Austin A40 MkII, 1100; Allegro 1100 HC 10:1; Austin OHV Healey Sprite Mk111, 9.5:1; MG Midget 1100 9.5:1; Morris OHV 1100, Minor 1100, 10:1	1963-1970	4	64.6	2.5420	1.1940	2.2900	2 x 1/16"	1 x 4mm	OC	0.6250	P	C 1	1.0640	1A	flat top
JPO704	Austin	Tasman Kimberley 6 Mk1, 2227cc, OHV	1970-73	6	76.2	3.0000	1.6800	3.0000	2 X 2mm	1 x 3/16"	OC	0.8125	PR		1.1250	1A	flat top



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JPO750	Austin	1535cc, CR6.2:1: 12/4, Light 12/4 2510cc, CR6.3:1: 16H.P., 15cwt Ambulance	1933-47	4 & 6	69.3	2.7300	1.5000	3.0000	2 X 2mm	1 x 4mm	P	0.6250	G6		1.0000	1A	flat top
JPO752	Austin	12 H.P., 12 Heavy	1922-36	4	72	2.8350	1.5000	2.8900	3 x 2mm	1 x 5/32"	P	0.6250	G6		1.0000	1A	flat top
JPO753	Austin	16/6, 14/6 2249cc/1711cc	1928-39	6	65.5	2.5787	1.7500	2.8300	2 X 2mm	1 x 5/32"	OC	0.5625	G4		0.8750	1A	flat top
JPO762	Austin	16 H.P. Export	1934-35	6	65.5	2.5787	1.5000	2.8750	3 x 2mm	1 x 4mm	P	0.6250	G12		1.0000	1A	flat top
JPO815	Austin	20 22.4 H.P., 3610cc	1921-28	4	95.3	3.7500	1.8750	3.7500	2 x 1/8"	1 x 3/16"	P	0.8750	G10		1.4330	4A	flat top
JPO903	Austin	A60, 1600 Freeway 1622cc, 3/4" pin. 8.3:1 CR	1959-65	4	76.2	3.0000	1.6560	3.0310	2 X 2mm	1 x 3/16"	OC	0.7500	G2		0.9700	2A - 0.170"	dish
JPO921	Austin	16HP fitted into 12/6 chassis (34-38) 14/6, Goodwood 1711cc, CR 6.4:1	1934-40	6	65.5	2.5787	1.3125	2.8440	2 X 2mm	1 x 4mm	P	0.5625	G1		0.9840	1A	flat top

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<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO100	Austin	7, 2.5/5cwt, Thetis, ABC Marine 747cc, SV, RBP	1923-29	4	55.9	2.2000	0.8750	1.8125	2 X 1/16"	2 X 4mm	P	0.5000	G9		0.7500	1A	flat top
JPO101	Austin	A30, 7, 5cwt, Somerset 803cc, OHV, CR7.2:1, RBP	1952-57	4	57.9	2.2800	1.3125	2.5630	2 X 2mm	2 X 4mm	P	0.5625	G6		0.7500	2A - 0.110"	dish
JPO101A	Austin	A30, 7, 5cwt, Somerset 803cc, OHV, CR7.9:1, 8.3HP, RBP	1952-57	4	57.9	2.2800	1.3125	2.5630	2 X 2mm	2 X 4mm	P	0.5625	G6		0.7500	1A FLAT TOP	
JPO104	Austin	A40 Mk I & II, Devon, Dorset, 10cwt van 1200cc, OHV, CR7.2:1	1947-52	4	65.47	2.5775	1.5000	2.8200	3 x 2mm	1 x 4mm	P	0.6250	G12		0.9700	1A	flat top
JPO107	Austin	2660cc, CR7.5:1: A90, A125, Healey 100/4; 3993cc, OHV, CR6.8:1: A125 Sheerline, A135, Princess, Loadstar 2-5 ton, 4x4 1 ton	1948-1956	4 & 6	87.312	3.4375	2.0000	3.5110	3 x 2mm	1 x 3/16"	OC	0.8750	G9		1.2500	2A - 0.500"	dish
JPO107A	Austin	2660cc: A90, A125, Healey 100/4 CR 8.6:1	1953-1956	4	87.312	3.4375	2.0000	3.5110	3 x 2mm	1 x 3/16"	OC	0.8750	G9		1.2500	2A - 0.300"	dish
JPO108	Austin	A40 Sports, Somerset, Devon, Dorset 1200cc, OHV, CR7.2:1	1951-54/54-55	4 & 6	65.47	2.5775	1.5625	2.9580	2 x 3/32"	1 x 5/32"	P	0.6250	G12		0.9375	2A - 0.200"	dish

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JPO109	Austin	A50, A55, 1500J4, 152 Series Omnivan, Omnitruck, Omnicoach 1489cc, OHV CR8.3:1 (A50 CR7.2:1) Lancer	1956-62	4	73.025	2.8750	1.6560	3.0310	2 X 2mm	1 x 5/32"	OC	0.6875	G6		1.0000	2A - 0.140" (3.6)	dish
JPO113	Austin	A70, Hampshire, Hereford 2199cc, OHV, CR6.8:1	1946-68	4	79.4	3.1250	1.8750	3.8660	3 x 3/32"	1 x 3/16"	OC	0.8750	G9		1.1500	2A - 0.390" (9.9)	dish
JPO311	Austin	Allegro 1500 (73-82) Maxi 1500 (73-79) 1485cc, OHV, CR 9.5:1 E Series	1973-82	4	76.2	3.0000	1.6980	2.9440	3 x 1/16"	1 x 5/32"	OC	0.8125	PR		1.0000	1A	flat top
JPO325	Austin	A40 MkII (62-67), Allegro 1100 (74-81) 1098cc, OHV, CR8.5:1	1962-81	4	64.6	2.5420	1.1950	2.3150	2 X 2mm	1 x 4mm	OC	0.6250	P	C 1	0.9680	2A - 0.219"	dish
JPO429	Austin	1300 Mk V America, Allegro 1300, Healey Sprite Mk IV 1275cc, OHV, CR8.8:1	1967-74	4	70.6	2.7795	1.5000	2.7500	3 x 1/16"	1 x 4mm	OC	0.8125	PR		1.0000	2A - 0.226"	dish
JPO442	Austin	Healey Sprite Mk IV, Allegro 1.3 L, HL, HLS; Metro, City van 1275cc, OHV, CR9.75:1	1964-82	4	70.6	2.7795	1.5000	2.3110	3 x 1/16"	1 x 4mm	OC	0.8125	T		1.0000	2A - 0.210"	dish
JPO551	Austin	1800 Mk I, Princess 1798cc, OHV, CR 9:1	1971-78	4	80.2	3.1590	1.6600	2.5750	3 x 1/16"	1 x 4mm	OC	0.8125	PR		1.2410	2F - 0.159" (4.0)	dish



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JPO562	Austin	1300 (68-73) Allegro 1300 (74-82) Healey Sprite MkIV (67-72) 1275cc, OHV, CR11.7:1	1967-82	4	70.612	2.7800	1.4976	2.3070	2 x 1/16"	1 x 4mm	OC	0.8125	PR		1.0400	1A	flat top
JPO922	Austin Morris	Austin: A40 Mk II, 1100 (63-73); A35 (62-67); Allegro 1100 (74-81) Morris: Minor 1100, 1100 (63-69) Marina (73) A Series 1098cc, OHV, CR 7.5:1	1962-81	4	64.567	2.5420	1.1940	2.2880	3 x 1/16"	1 x 4mm	OC	0.6250	P	C 1	1.0000	2F	dish - 0.306" (-7.77)
JPO110	Austin Turner	A35, A40, Healey Sprite Turner: 950 (59-63) 948cc, OHV, CR8.3:1	1957-62	4	63	2.4775	1.3438	2.5950	2 x 0.070"	1 x 5/32"	P	0.6250	G5		0.8200	2A - 0.140" (3.56)	dish
JPO400	Austin Turner	A35, A40, Healey Sprite MkI, II Turner: SPR60 (59-63) MG miget MK1 948cc OHV, CR 9.4:1	1957-62	4	63	2.4775	1.3500	2.5950	2 X 2mm	1 x 4mm	P	0.6250	G5		0.8750	1A	flat top
JPO122	Bedford	JCV 10/12 cwt light van, PC 12 H.P., 1442cc, OHV, CR 6.8:1, RBP	1938-48	4	69.5	2.7360	2.1710	3.5900	2 X 2mm	2 x 5/32"	P	0.6250	G5		1.0000	5C 0.620"	turbulator
JPO123	Bedford	14 H.P. ASXC RBP	1933-38	6	61.5	2.4210	1.5625	2.9700	2 x 3/32"	2 x 5/32"	P	0.7500	P	SC 19	0.8750	1A	flat top
JPO124	Bedford	14H.P., JASXC	1939-48	6	61.5	2.4210	1.8125	2.9900	2 x 3/32"	2 x 5/32"	P	0.6250	G5		1.0000	4F 0.185"	wedge

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JPO125	Bedford	Series K, M, O, W, TA, 214, 3/4-5 ton, Tractor 6-8 ton 27HP, 3519cc, OHV	1938-57	6	85.73	3.3750	1.6250	3.3750	2 x 3/32"	1 x 3/16"	OC	0.8125	P		1.0625	1A	flat top
JPO128	Bedford	214 1.25 - 8 ton 3519cc OHV	1957-75	6	85.73	3.3750	1.8120	3.3750	2 X 2mm	1 x 3/16"	OC	0.8125	P	SC 21	1.3500	1A	flat top
JPO129	Bedford	10-17 CWT, van 1594cc OHV CR8.5:1	1964-70	4	81.6	3.2140	1.7720	3.0950	2 X 2mm	1 x 3/16"	OC	0.8661	PR	C 2	1.3870	1A	flat top
JPO433	Bedford	2.6 Litre, 0.5 ton 2651cc OHV	1961-66	4 & 6	82.55	3.2500	1.7500	3.0700	2 X 2mm	1 x 3/16"	OC	0.8665	PR	C 2	1.3440	1A	flat top
JPO487	Bedford	CA 10-15 CWT , van 1507cc OHV	1952-63	4	79.4	3.1250	1.8120	3.0940	2 x 3/32"	1 x 3/16"	OC	0.7500	P	SC 19	1.1880	1A	flat top
JPO523	Bedford	300 Engine, C3, D3, S3, SB3 4927cc, OHV, CR 6.9:1, RBP	1957-76	6	98.4	3.8750	2.7680	4.6250	2 x 3/32"	2 x 3/16"	P	1.0000	P	SC 25	1.5630	1A	flat top
JPO779	Bedford	S Series 4927cc, OHV, CR 6.7:1	1950-56	6	98.4	3.8750	2.3000	4.1460	2 x 3/32"	2 x 3/16"	P	1.0000	P	SC 25	1.3780	1A	flat top

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JPO121	Bedford	HC, 5/6cwt van 10HP, RBP, CR6.5:1	1938-48	4	63.5	2.5000	1.5625	2.9700	2 X 2mm	2 X 4mm	P	0.6250	G5		0.8750	1A	flat top
JPO919	Bedford	Bedford: CF2300, 22,25,35cwt, CF9700 Range Vauxhall: VX4/90, Victor 2300SL, Magnum 3200 (72-78) Viva 2300SL, Firenza 2300 Sports SL (72-73) 2279cc, OHC, CR 7.3:1	1972-84	4	97.536	3.8400	1.5380	3.0340	2 X 2mm	1 x 3/16"	OC	1.0000	PR		1.3360	2F - 0.116" (2.95)	dish
JPO850	Benelli Motorcycle	650cc		2	84	3.3070	1.7520	3.2500	2 X 2mm	1 x 4mm	P	0.8661	PR	C 2	1.2000	6G +0.490" (12.5)	dome valves
JPO1112	Bentley	6.75 Litre American Specification Comp 9:1	1969-76	8		4.1000	1.9060	3.4600	1 x 2mm .172" CHR& 1 x 2mm .197"	1 x 4.5mm x .169"	3PC	1.0000		SC 25	1.3650	1U .170" DISH	
JPO1113	Bentley	6.75 Litre No American Specification Comp 9:1	1969-76	8		4.1000	1.8780	3.4320	1 x 2mm .172" CHR& 1 x 2mm .197"	1 x 4.5mm x .169"	3PC	1.0000		SC 25	1.3650	1U .142" DISH	
JPO700	Bentley	Mk VI R Type 4566cc, F Head CR6.4:1	1953-55	6	92.1	3.6250	2.2750	4.2620	2 X 2mm	1 x 3/16"	OC	0.7500	P	SC 19	1.3650	1A	flat top
JPO700B	Bentley	29.4 H.P. 4 1/4 Mk VI (later model) 4256cc, F Head, CR6.4:1 was AE: 7936	1937-53	6	88.9	3.5000	2.2750	4.2380	2 X 2mm	1 x 3/16"	OC	0.7500	P	SC 19	1.3650	1A	flat top

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JPO924	Bentley	4 1/2 Litre Le Mans CR 5.5:1	1928-30	4	100	3.9370	2.4410	4.5700	2 x 3/32"	1 x 3/16"	P	0.7874	P	C 15	1.6540	4F	dome +0.354" (+9.0)
JPO120	Bentley	15.9 H.P., 2996cc, High Comp	1920-28	4	80	3.1496	2.4375	4.5000	3 x 2mm	1 x 4mm	P	0.7087	P	C 14	1.3750	4F 0.620" (15.8)	dome
JPO1052	Berkeley	T60 328cc, 2 stroke, air cooled, CR 7.5:1	1957-60	2	58	2.2840	1.0311	2.7520	2 x 3/32"	0		0.4921	P	C 7	0.8660	4F 0.063" (1.60)	dome
JPO1054	Berkeley	500 492cc, 1/16" Comps, 2 stroke, air cooled, CR 7.5:1	1958-59	3	58	2.2840	1.0310	2.7520	2 x 1/16"	0		0.4921	P	C 7	0.8660	4F 0.063" (1.60)	dome
JPO291	Bitzer	G6 Compressor		1	75	2.9530	1.0827	1.8110	2 X 2mm	0		0.7875	P	SC 20	1.0630	6L	Milled flat top
JPO786	Bitzer	6F Compressor		1	82	3.2280	1.1035	1.8500	2 X 2mm	0		0.7875	P	C 15	1.1570	6L +0.035" (0.9)	flat top
JPO833	Bitzer	H6 Compressor		1	70	2.7560	1.1100	2.1420	2 X 2mm	0		0.7875	P	SC 20	1.0900	6L +0.035" (0.9)	flat top

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JPO1110	BMW	Dixi		4	55.88	2.2000	0.8629	1.8110	2 X 2mm	1 x 5/32"	P	0.5150			0.7087	1A	
JPO731	BMW	400-405 1971cc, OHV, CR 7.5:1 or BMW: 328 1936-	1947-58	6	66	2.5980	2.2850	3.5450	3 x 2mm	1 x 4mm	OC	0.7086	P	C 14	1.6880	4H +0.56" (14.2)	dome
JPO785	BMW	501, 501 A/B Series 1971cc, OHV, CR 6.8:1	1937-55	6	66	2.5980	1.6543	2.9130	3 x 2mm	1 x 4mm	P	0.7086	P	C 14	1.0240	1A	flat top
JPO805	BMW	501/3 2077cc, OHV, CR7.0:	1955-58	6	68	2.6770	1.6600	2.9130	3 x 2mm	1 x 4mm	P	0.7086	P	C 14	1.0630	1A	flat top
JPO811	BMW	315 1490cc	1928- 1932	4	58	2.2835	1.2350	2.4800	2 X 2mm	1 x 4mm	P	0.6300	P	C 1	0.9570	1A	flat top
JPO812	BMW	320, 321, 326, 327	1936-55	6	66	2.5980	1.9095	2.8540	2 X 2mm	1 x 4mm	P	0.7086	P	C 14	1.0750	4P 0.244" (6.20)	dome
JPO851	BMW	Isetta 298cc, OHV, CR 6.8:1	1956-62	1	72	2.8340	1.9095	3.1600	3 x 2mm	1 x 4mm	P	0.7875	T	SC 20	1.1020	4F (3.00)	dome



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JPO1079	BMW Motorcycle	R69/S 9.5:1 CR 594ccm engine 30.8kw (42ps)	1960- 1969	2	72	2.8346	2.0510	3.2690	2 x 2mm x .135"	1 x 4mm x .135"	P	0.7875	T	C 15	0.9843	4J	
JPO568	BMW Motorcycle	R60/2 590cc, CR 7.5:1 suits 125mm conrod	1961-69	2	72	2.8346	1.8228	3.0433	2 X 2mm	1 x 4mm	P	0.7874	T	C 15	1.0000	4P	dome
JPO822	BMW Motorcycle	R35, 14PS 340cc, OHV, CR 6:1	1937-40	1	72	2.8350	1.4764	2.6580	2 X 2mm	1 x 4mm	P	0.7087	P	C 14	1.1180	1C	flat top
JPO854	BMW Motorcycle	400cc, OHV (single): R4, CR 5.4:1 750cc, SV (twin): R11, R12, R71, CR 5.5:1	1929-41	1 & 2	78	3.0710	1.6095	3.1300	2 X 2mm	1 x 4mm	P	0.7087	P	C 14	1.0830	1A	flat top
JPO857	BMW Motorcycle	R42 494cc, SV, CR 4.9:1	1926-28	2	68	2.6770	1.2400	2.8740	2 X 2mm	1 x 3mm	P	0.7087	P	C 14	1.0830	1A	flat top
JPO866	BMW Motorcycle	R60; 60/2590cc, CR 7.5:1 suits 130mm conrod	1955-61	2	72	2.8350	1.6260	2.8350	2 X 2mm	1 x 4mm	P	0.7875	T	C 15	1.8030	4P +0.248" (6.30)	dome
JPO843	BMW Motorcycle & Car	R24 (1), R25 (2); Isetta 247cc, OHV, 6.75:1	1949-57	1	68	2.6770	1.3580	2.7760	3 x 2mm	1 x 4mm	P	0.7087	T	C 14	1.0240	4R +0.158"(4 .0)	dome

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JPO831	Bock	F4 Compressor		1	55	2.1650	0.8555	1.6340	2 x 3/32"	0		0.5900	P	C 1	0.7440	1A	flat top
JPO832	Bock	F5, AM5 Compressor		1	70	2.7560	1.2040	2.1180	1 x 2.5mm	1 x 2.5mm	Scr	0.7875	P	SC 20	1.0630	4L +0.030"(0.76)	flat top
JPO381	Borgward	TS, Hansa 1500, Isabella 1.5Litre, 4M 1.5 11, 4M 1.5 11K, B1500 F-O 1.6 to B511 0, B611 0, BO6110 1493cc, OHV, CR6.8:1	1954-61	4	75	2.9528	1.6870	3.1250	3 x 2mm	1 x 4mm	P	0.8661	P	C 2	1.2500	1A	flat top
JPO284	Briggs & Stratton	WM / G75 Mower (Suffolk)		1	50.8	2.0000	1.0670	3.7500	2 x 3/32"	1 x 3/16"	P	0.4900	P	C 7	1.3130	1A	flat top
JPO457	Briggs & Stratton	2 1/2 H.P. & 3 H.P. Horizontal, 6, 8C		1	60.325	2.3750	1.1980	1.8720	2 x 3/32"	1 x 3/16"	P	0.4900	P	C 7	1.1650	1A	flat top
JPO639	Briggs & Stratton	6 H.P. Series 141000-143000		1	69.85	2.7500	1.4060	2.2800	2 X 2mm	1 x 3/16"	P	0.6720	P	C 12	1.3130	1A	flat top
JPO640	Briggs & Stratton	Old 4 H.P □10200-10900 Series		1	63.5	2.5000	1.2810	2.1660	2 x 3/32"	1 x 3/16"	P	0.5530	P	C 6	1.1560	1A	flat top

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JPO641	Briggs & Stratton	3 1/2 H.P 92500-92900, 130200 Series		1	65.1	2.5625	1.1870	1.8500	2 X 2mm	1 x 3/16"	P	0.4900	P	C 7	1.1250	1A	flat top
JPO656	Briggs & Stratton	4 H.P. Series 1100		1	70.6	2.7810	1.2000	1.9600	2 X 2mm	1 x 3/16"	P	0.4900	P	C 7	1.3870	1A	flat top
JPO695	Briggs & Stratton	11 H.P. Cast Iron Bore		1	87.3	3.4375	1.4250	2.6900	2 X 2mm	1 x 3/16"	P	0.8000	P	C 15	1.2500	1A	flat top
JPO696	Briggs & Stratton	7 & 8 H.P. Cast Iron Bore		1	76.2	3.0000	1.4000	2.4070	2 X 2mm	1 x 3/16"	P	0.6720	P	C 12	1.3750	1A	flat top
JPO846	Bristol	Compressor		1	57.2	2.2500	0.8949	1.4890	2 X 2mm	0		0.7500	P	SC 19	0.8270	4L +0.020"	flat top
JPO731	Bristol	400-405 1971cc, OHV, CR 7.5:1 or BMW: 328 1936	1947-58	6	66	2.5980	2.2850	3.5450	3 x 2mm	1 x 4mm	OC	0.7086	P	C 14	1.6880	4H +0.56" (14.2)	dome
JPO445	Brough Superior	CS 498cc SV Single 1933 X 990cc SV Twin 1937 -1940 All CR 5:1	1933/1937-40	1 & 2	85.725	3.3750	1.8130	3.5000	2 x 1/16"	1 x 4mm	P	0.8750	P	C 2	1.1970	4J	

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JPO905	Brough Superior Motorcycle	AJS: 37/2, 37/2A, 38/2, 38/2A, 39/2, 39/2A, 40/2, 40/2A: 990cc, SV, CR5:1 1937 - 1940 twin	1937-40	2	85.725	3.3750	1.8130	3.5000	2 x 1/16"	1 x 4mm	P	0.8750	P	C 2	1.2992	4J	
JPO1084	BSA	S25,S26,S27,S28,S29,S30-9,S31-7 493cc ,SV	1925-31	1	80		1.6562	3.6299	3 x 1/8"			0.6250		C 1	1.4170	4A	
JPO1087	BSA	E25-E31 770cc SV	1925-32	2	76	2.9921	1.4375	3.5315	3 x 3/32"	0		0.6250		C 1	1.5984		1A
JPO585	BSA	420cc, SV, Industrial 'E'		1	82	3.2280	1.2210	2.7900	2 x 3/32"	1 x 1/8"	P	0.7500		SC 19	1.2500	2A 0.095"	dish
JPO585	BSA	600cc SV M21	1938-59	1	82	3.2280	1.2210	2.7900	2 x 3/32"	1 x 1/8"	P	0.7500		SC 19	1.2500	2A 0.095"	dish
JPO615	BSA	496cc SV WD M20 4.9:1	1937-1955	1	82	3.2280	1.5920	3.3430	3 x 2mm	1 x 1/8"	P	0.7500		SC 19	1.2500	1A	flat top
JPO343	BSA Industrial	10 H.P., 1203cc	1936-37	4	63.5	2.5000	1.2600	2.6250	2 X 2mm	1 x 4mm	P	0.6250	G5		1.0000	1A	flat top

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JPO624	BSA Motorcycle	A10, Golden Flash, A10 Super Rocket, Rocket Gold Star 650cc, OHV, CR 9:1	1950-59	2	70	2.7555	1.7000	2.9300	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	0.9700	4R +0.305" (7.8)	dome
JPO642	BSA Motorcycle	A10, Golden Flash 650cc, OHV, CR 6.5:1 Std. comp version also fits: Ariel Twin 650cc 1956	1950-59	2	70	2.7560	1.3250	2.5600	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.0880	2C	dish with valves
JPO292	BSA Motorcycle	B50, B50MX, B50T, B50SS 500cc, OHV, CR 10:1	1971	1	84	3.3070	1.8190	3.0030	2 x 1/16"	1 x 4mm	P	0.7500	P	C 750	1.2600	4H +0.413" (10.5)	dome with valves
JPO365	BSA Motorcycle	Model C 120cc, SV	1952	1	56	2.2050	1.2200	2.1260	2 x 3/32"	1 x 5/32"	P	0.5625	P	C 6	1.0310	1A	flat top
JPO474	BSA Motorcycle	C11, C11G, C12 250cc, OHV	1939-58	1	63	2.4800	1.1875	2.5000	2 x 1/16"	1 x 1/8"	P	0.6250	P	C 1	1.0240	4P +0.126" (+3.2)	radiused dome
JPO475	BSA Motorcycle	B1, B2, B18, B20, C10, C10L 250cc, SV/OHV	1933-57	1	63	2.4800	1.0000	2.3750	2 x 1/16"	1 x 4mm	P	0.6250	P	C 1	1.0240	1A	flat top
JPO581	BSA Motorcycle	B44, Shooting Star, 441cc OHV, CR 9.4:1	1967-69	1	78.98	3.1096	1.6600	2.9400	2 x 1/16"	1 x 1/8"	P	0.7500	P	C 750	1.2205	4N +0.417" (+10.6)	dome valves



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JPO628	BSA Motorcycle	A7 500cc, OHV, CR 6.6:1	1951-60	2	66	2.5984	1.5650	2.6300	2 x 1/16"	1 x 1/8"	P	0.6875	P	C 14	0.8450	4A	flat top
JPO643	BSA Motorcycle	A65, 650 Star 654cc, OHV, CR 7.5:1	1962-65	2	74.983	2.9521	1.6940	2.9850	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.1560	4N	
JPO643A	BSA Motorcycle	A65, 650 Star, A65R Rocket, A65L Lightning, A65T Thunderbird, A65SS Spitfire, A65FS Firebird Scrambler 650cc, OHV, CR 9:1	1962-73	2	75	2.9528	1.9120	3.1850	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.1560	4N	
JPO652	BSA Motorcycle	A10, Golden Flash 650cc, OHV, CR 7.25:1	1950-62	2	70	2.7560	1.3590	2.5900	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.1500	1C	flat top with valves
JPO665	BSA Motorcycle	A10, Golden Flash, Road Rocket, Super Rocket 650cc, OHV, CR 8:1	1950-59	2	70	2.7555	1.4200	2.6500	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.1250	1C	flat top
JPO867	BSA Motorcycle	1935-6 DeLuxe Single Port, R35-4, R36-17 1929-41 B23, B26, C12, C23, B30-WD; 1946-59 B31, B32 348cc, OHV, CR6.5:1	1935-54	1	71	2.7953	1.1575	2.8350	2 x 3/32"	1 x 1/8"	P	0.7500	P	C 750	1.1810	1C	flat top
JPO874	BSA Motorcycle	A50, 500 Star 498cc, OHV, CR7.5:1	1962-64	2	65.5	2.5788	1.4740	2.5790	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.0870	4N +0.307"(7 .80)	dome

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JPO876	BSA Motorcycle	C25 Barracuda; B25 Starfire; Gold Star 250SS, B25SS, Victor 250 B25T 249cc, OHV, CR 9.5:1	1967-71	1	67	2.6377	1.3780	2.5650	2 x 1/16"	1 x 1/8"	P	0.6890	P	C 14	1.0800	4H +0.270" (6.9)	dome
JPO896	BSA Motorcycle	B34, Goldstar 499cc, OHV, CR 9:1	1954- 1959	1	84.937	3.3440	1.7030	2.8622	2 x 1/16"	1 x 4mm	P	0.7500		C 750	1.2600	4C +0.314" (8.0)	dome with valves
JPO564	BSA / Bantam	150cc, 2 stroke		1	57	2.2440	1.3750	2.5700	2 x 3/32"			0.4690	P	C 7	1.1560	4S +0.125"	dome
JPO775	BSA Motorcycle & Car	3 wheeler motorcycle 4 wheeler car Scout 9 H.P., 1075cc, RBP	1924-47	34	60	2.3620	1.2500	2.6250	2 X 2mm	2 X 4mm	P	0.6250	K		0.9470	1A flat	
JPO380	Buick	Series 60, 80, 90 RBP	1936-37	8	87.3	3.4375	2.3125	4.1320	2 x 3/32"	2 x 3/16"	P	0.8750	G9		1.5340	1A	flat top
JPO678	Buick	Standard '6', Series 20 191cui, OHV	1925	6	76.2	3.0000	2.2550	3.6250	2 x 3/32"	1 x 3/16"	P	0.7500	G2	SC 19	1.2500	1A	flat top
JPO697	Buick	Series 116 239 cui, OHV, CR4.3:1	1927-29	6	84.1	3.3125	2.3350	4.0380	3 x 3/32"	1 x 3/16"	P	0.8750	G9		1.3130	1A	flat top

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JPO710	Buick	Series 121, 129, Master 6 310cui, OHV, CR4.3:1	1929	6	92.1	3.6250	2.2660	4.0740	2 X 2mm	1 x 3/16"	P	0.9375	G7		1.5000	1A	flat top
JPO712	Buick	Master '6', Series 40 & 50 255cui, OHV	1925	6	85.73	3.3750	2.4380	3.7500	3 x 3/32"	1 x 3/16"	P	0.8750	G9		1.1880	1A	flat top
JPO733	Buick	Series 22, 23, 24 170cui, OHV	1922-24	4 & 6	85.7	3.3750	2.2750	3.7500	2 x 3/32"	1 x 3/16"	P	0.7500		SC 19	1.6250	1A	flat top
JPO742	Buick	Series 50 235cui, OHV	1932-35	8	75.4	2.9687	2.0940	3.5630	2 x 3/32"	1 x 3/16"	P	0.7500	G2		1.2500	1A	flat top
JPO114	Buick	Standard 6 207cui, OHV	1926-29	6	79.4	3.1250	2.2500	3.8060	2 x 3/32"	1 x 3/16"	OC	0.7500	TG4		1.2000	1A	flat top
JPO115	Buick	Series 40 A, B 248cui, OHV, CR6.15:1	1938-50	8	78.6	3.0937	2.7430	4.2900	2 x 3/32"	2 x 3/16"	P	0.8125	G15		1.0625	5F +0.484"	turbulator
JPO117	Buick	Marquette, Series 30 213cui, SV	1930	6	79.4	3.1250	2.2500	3.7500	2 x 3/32"	1 x 3/16"	P	0.8125	G15		1.2500	1A	flat top

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JPO1100	Cadillac	341 B 341 A	1928-29	8		3.3125	1.4846	3.3593	2 x 2mm	1 x 3/16"	P	0.8750		SC 22	1.5684	1A	
JPO754	Carlyle	46 Compressor Available 4,6,8,12 cylinder		4 & 6 & 8 & 12	82.55	3.2500	1.9000	3.4250	2 x 3/32"	1 x 3/16"	P	1.0000	P	SC 25	1.6250	4K +0.453"	dome
JPO816	Carlyle	PH Compressor		1	57.2	2.2500	1.1140	1.8740	1 x 3/32"	0		0.7500	P	SC 19	0.8460	6F 0.287" (7.3)	dish
JPO152	Caterpillar	D6 (D4600) Starter Engine RBP		2	79.4	3.1250	1.9370	3.6860	3 x 3/32"	2 x 3/16"	P	0.8750	PR	C 2	1.2360	1A	flat top
JPO154	Caterpillar	D2, D4, DR4 Horizontally opposed, water cooled, petrol RBP	1936-40	2	69.9	2.7500	1.6875	3.2300	2 x 3/32"	2 x 3/16"	P	0.7500	P	SC 19	1.3000	1A	flat top
JPO638	Chainsaw	Canadian		1	57.15	2.2500	0.9680	1.7400	2 x 3/32"	0		0.6250	P	C 1	1.0000	1A	flat top
JPO306	Chevrolet	Bel Air, Impala, Del Ray, Biscayne 283 cui, 4637cc, OHV, CR 8.5:1	1958-65	8	98.4	3.8750	1.7970	3.7970	2 X 2mm	1 x 3/16"	OC	0.9270	PR		1.4340	1C	flat top valves

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JPO432	Chevrolet	All cars-trucks 235 cui, OHV, CR7.5:1	1952-62	6	90.5	3.5625	2.0780	3.5150	2 x 3/32"	1 x 3/16"	OC	0.8650			1.2800	1A	flat top
JPO627	Chevrolet	All four cylinder cars-trucks, commercial 171 cui, OHV	1914-1928	4	93.7	3.6875	1.9380	3.7140	2 x 1/8"	1 x 3/16"	P	0.8500	P		1.1600	1A	flat top
JPO130	Chevrolet	All cars Commercial: 4403 (1937) 216.5 cui, OHV, CR6.25:1	1937-40	6	88.9	3.5000	2.2350	3.7600	2 x 1/8"	1 x 3/16"	P	0.8650	PR		1.2500	4F 0.275"	dome
JPO134	Chevrolet	All cars 217 cui, OHV, CR6.5:1	1941-53	6	88.9	3.5000	2.0610	3.6470	2 x 3/32"	2 x 3/16"	P	0.8650	PR		1.2813	1A	flat top
JPO135	Chevrolet	all cars - trucks 194 cui, OHV, CR5:1 VX vauxhall 1931 - 34	1929-36	6	84.1	3.3125	1.8750	3.6650	2 x 3/32"	1 x 4mm	P	0.9900	P		1.3300	1A	flat top
JPO144	Chrysler	C34, C38, C45, C51, C60, C62 Royal Windsor 251 cui, SV, CR 7.0:1	1942-54	6	87.31	3.4375	2.0000	3.7500	2 x 3/32"	2 x 5/32"	P	0.8590	P	C 2	1.3400	1A	flat top
JPO480	Chrysler	245 Hemi VG, VH, VJ, VK, CL, CM 9:1 CR	1970-81	6	95.5	3.7600	1.7090	3.2850	2 X 2mm	1 x 3/16"	OC	0.9220	P		1.4060	1A	flat top

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JPO501	Chrysler	Valiant RV1, SV1, AP5; VC, VE, AP6 170, 225 cui	1962-70	6	86.4	3.4000	1.7600	3.5100	2 X 2mm	1 x 3/16"	OC	0.9010	PR		1.3750	1A	flat top
JPO502	Chrysler	Valiant VG, VH, VJ; Charger, Ranger 215 cui, OHV	1970-75	6	89.4	3.5200	1.6870	3.1620	2 X 2mm	1 x 3/16"	OC	0.9220	PR		1.2800	2F - 0.063"	dish
JPO647	Chrysler	265 Hemi Charger VK, CL; Valiant CK, CL, CM, VH, VK, CH, CJ	1971-81	6	99.3	3.9100	1.7090	3.2850	2 X 2mm	1 x 3/16"	OC	0.9220	P		1.4060	1A	flat top
JPO687	Chrysler	60, 62, B-70 210cui, SV, CR 4.7:1	1924-28	6	76.2	3.0000	2.0000	3.4400	2 x 3/32"	1 x 3/16"	P	0.7500	G2		1.2500	1A	flat top
JPO699	Chrysler	A635-21, A636-76; Charger; CJ Ranger; Valiant VG, VH, CH; VIP; D5N Series A634-113; Dodge Trucks 318- 318 cui	1976-80	8	99.3	3.9100	1.7220	3.2360	2 X 2mm	1 x 3/16"	OC	0.9850	PR		1.4380	1A	flat top
JPO737	Chrysler	Series 75 200 cui, SV, CR 5.2:1	1929	6	82.55	3.2500	2.3130	3.9530	3 x 3/32"	1 x 3/16"	P	0.8750	G9		1.3440	1A	flat top
JPO138	Chrysler	Series 70 - 66 - 65 218 cui, SV, CR 5.2:1, 13/16" Pin	1926-28	6	79.4	3.1250	2.0000	3.7070	2 x 3/32"	1 x 3/16"	P	0.8125	G2		1.0630	1A	flat top



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JPO143	Chrysler	C Series, Air Stream, Richmond, Royal 6 241 cui, SV, CR 6.0:1	1934-41	6	85.73	3.3750	2.0000	3.8550	2 x 3/32"	2 x 5/32"	P	0.8590	P	C 2	1.3750	1A	flat top
JPO149	Chrysler	Valiant AP6, VC, VE 273 cui	1965-69	8	92.075	3.6250	1.8000	3.0500	2 X 2mm	1 x 3/16"	OC	0.9842	PR	SC 25	1.4150	1F	flat top with valves
JPO150	Chrysler	Series 50, 52, 30, 80 Imperial 170 cui, SV, CR4.7:1	1927-29	4	92.1	3.6250	2.0000	3.9150	2 X 2mm	1 x 3/16"	P	0.7500	G14		1.1700	4A	flat top
JPO141	Chrysler Massey Harris	Chrysler: 23.4HP CD Series 2 261 cui 8 cyl; Kew Plymouth; Massey Harris: 101 Rowcrop 196 cui 6 cyl, SV, CR 5.2:1	1931-32	6 & 8	79.4	3.1250	2.0000	3.6700	2 x 3/32"	2 x 5/32"	P	0.8593	PR	C 2	1.3100	1A	flat top
JPO142	Chrysler Massey Harris	Chrysler: Series 72, 75, C Series (except CD Series) Massey Harris: 101 Rowcrop after 258286; 249 cui, SV, CR 5.2:1	1928-40	6 & 8	82.55	3.2500	2.0000	3.6370	2 x 3/32"	1 x 5/32"	OC	0.8593	PR	C 2	1.3700	1A	flat top
JPO1020	Commer	Express Delivery Van Mk VIII 1390cc, OHV, RBP, CR8:1	1956-58	4	76.2	3.0000	1.8504	3.2500	2 X 2mm	2 X 4mm	P	0.8750	P	C 2	1.2200	1A	flat top
JPO1042	Commer	Q15, Q25 (late models) N2, N3, N4, PN3, Q2, Q3, Superpoise, 3-/40/60 cwt. 1944cc, SV, CR 6.4:1	1935-49	4	75	2.9530	2.0080	3.6562	2 x 3/32"	1 x 3/16"	P	0.9450	P	C 3	1.2500	1A	flat top

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JPO181	Commer	6/8cwt 9.8 H.P., SV, RBP	1938-48	4	63	2.4800	1.5310	2.9470	2 X 2mm	2 X 4mm	P	0.6300	G17		0.8750	1A	flat top
JPO182	Commer	Mk IV & V, Supervan, Express Delivery Van, 8cwt, Cob 5-7cwt 10.5 H.P., 1265cc, SV, CR6.6:1, RBP	1950-58	4	65.1	2.5625	1.5312	2.9062	2 X 2mm	1 x 4mm	OC	0.6875	P	C 14	1.1000	1A	flat top
JPO186	Commer	Series A, Q15, Q25, 15/20/25cwt (early models) 13.9 H.P.	1938-50	4	75	2.9530	2.0080	3.6270	2 x 3/32"	1 x 3/16"	P	0.9450	G15		1.0000	1A	flat top
JPO187	Commer	LN5, N5, PN4, PNF4, PNF5, PCNF5, Q2, Q3, Q4, Q5, 2-6.5ton, 24/26 seater Passenger, Commando, Tractor-Trailer, 6/10 ton 26.8 H.P., 4086cc, SV, RBP	1936-51	6	85	3.3470	2.0000	3.6500	2 x 3/32"	2 x 3/16"	P	0.9450	P	C 3	1.2600	1A	flat top
JPO188	Commer	34.8 H.P. R, 4.75 Litre, 5-7 ton, Avenger, Sloping Engine, Tractor 4139cc, OHV, CR6.15:1, RBP	1948-52	6	95.25	3.7500	2.3750	4.2000	2 x 1/8"	2 x 3/16"	P	1.1250	P	SC 29	1.4100	1A	flat top
JPO189	Commer	1.5, 2-10 ton, Q2, Q3, Q4, Superpoise 4139cc, OHV, RBP	1951-57	6	88.9	3.5000	2.6250	4.4700	2 x 3/32"	2 x 3/16"	P	1.1250	P	SC 29	1.4100	4A	flat top
JPO1021	Commer	Superpoise, 15/25cwt 2267cc, OHV, CR7:1, RBP 2267cc, SV, RBP, CR 6.3:1	1950-64	4	81	3.1875	2.0079	3.6560	2 x 3/32"	2 x 3/16"	P	0.9450	P	C 3	1.2200	1A	flat top

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JPO1024	Commer	Express Delivery Van, 8cwt, 15cwt. 1494cc, OHV, CR 8.5:1	1959-60	4	79	3.1102	1.8504	3.2500	2 x 3/32"	2 x 3/16"	P	0.8750	P	C 2	1.2500	1A	flat top
JPO748	Continental	Continental: F4140, F140, F6209, 24B, Power Unit PF140 Ferguson: Tractor 1966cc, OHV, CR 6:1		4 & 6	80.96	3.1875	2.0000	3.6400	2 x 3/32"	1 x 5/32"	OC	0.8593	PR	C 2	1.3750	1A	flat top
JPO590	Cooper	1 H.P.		1	57.2	2.2500	1.0620	1.9690	2 X 2mm	1 x 4mm	P	0.5625	P	C 6	1.0000	1A	flat top
JPO136	Coventry Climax	Welding Plant Type Z, Forklift Truck Model ZQ 14.27 H.P., SV	1933-39	4	78	3.0708	1.9380	3.5050	2 x 3/32"	1 x 3/16"	P	0.8750	P	C 2	1.4380	1A	flat top
JPO796	Coventry Climax	Sky-Zone, Forklift CDE, Diesel RBP	1953	6	90	3.5430	2.6575	4.1540	3 x 3/32"	1 x 3/16" P & 1 x 3/16" OC	OC	1.1865	P	SC 13/16"	1.3780	1A	flat top
JPO519	Crossley	Quicksilver Regis 10 H.P., 1122cc, SV & OHV	1933-38	4	63	2.4800	1.5630	2.8400	2 X 2mm	1 x 4mm	OC	0.6250	P	C 1	1.0250	1A	flat top
JPO601	Crossley	Regis 1.5 litre 12.9 H.P., 1640cc, RBP	1937-39	6	59	2.3230	1.3750	2.8750	2 X 2mm	2 X 4mm	P	0.7500	P	SC 19	1.0670	1A	flat top

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JPO649	Daihatsu	Compagno 800	1965-67	2	62	2.4410	1.4570	2.7880	3 x 2mm	0		0.6690	P	C 12	0.8661	4F + 0.167"	dome
JPO650	Daihatsu	V100 1400cc	1966-72	4	78	3.0710	1.6930	3.1820	2 X 2mm	1 x 4mm	OC	0.8661	P	C 2	1.2590	1A	flat top
JPO651	Daihatsu	1900cc Petrol		4	85	3.3460	1.7320	3.2500	2 X 2mm	1 x 4mm	OC	0.9450	P	C 3	1.5000	1A	flat top
JPO655	Daihatsu	2530cc DG, Diesel engine: Delta D200, D300, DV24, DV26L, DV26T, DV32, DV36M, SV4, SV18L, SV24, SV26T, SV32, V20, V21, V22H, V23, V24, V40; F50, F55	1969-75	4	88	3.4650	1.9880	3.6660	3 x 2mm	1 x 4mm	OC	1.0240	P	C 17	1.3300	6P	flat top
JPO1045	Daimler	Double-Six, Vanden Plas 5343cc, OHC, CR9:1	1971-79	1 & 2	90	3.5430	1.5630	3.1880	2 X 2mm	1 x 4mm	OC	0.9375	P	C 3	1.2500	2F - 0.280"	dish
JPO1046	Daimler	Sovereign 4.2 4235cc, DOHC, CR 8:1	1965-84	6	92.1	3.6250	1.8420	3.5310	2 X 2mm	1 x 3/16"	OC	0.8750	PR	C 2	1.3750	4P + 0.226"	dome
JPO346	Daimler	3.8 Litre, Majestic 3794cc, OHV, CR7.6:1	1958-60	6	86.4	3.4000	1.8520	3.4600	3 x 2mm	1 x 4mm	OC	0.8750	G9		1.3750	1A	flat top

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JPO576	Daimler	20 H.P., 2687cc	1934-35	6	72	2.8350	1.7520	3.1400	3 x 2mm	1 x 4mm	OC	0.8661	G5		1.1300	1A	flat top
JPO658	Daimler	2.5 Litre V8, Sp250 Dart 2548cc, OHV, CR 8.2:1	1960-1970	8	76.2	3.0000	1.4950	2.8000	2 x 1/16"	1 x 4mm	OC	0.7509	P	SC 19	1.0940	4M + 0.275"	dome
JPO660	Daimler	DB18, Consort, Special Sports 2522cc, OHV, CR 7:1	1939-53	6	69.6	2.7401	1.9500	3.3500	3 x 2mm	1 x 4mm	OC	0.8500	TG3		1.0000	1A	flat top
JPO713	Daimler	4095cc: 27 H.P., DE27, 4 Litre 5460cc: DE36, 5.5 Litre OHV, CR 6.3:1	1946-54	6	85.1	3.3500	2.0510	3.7790	3 x 1/16"	1 x 3/16"	OC	0.8500	G9		1.2500	1A	flat top
JPO730	Daimler	3.5 Litre, Regency, Empress Mk II, 104 3468cc, OHV, CR 6.7:1	1954-58	6	82.55	3.2500	1.8520	3.2360	2 X 2mm	1 x 3/16"	OC	0.8750	G9		1.2500	1A	flat top
JPO885	Daimler	Majestic Major 4561cc, OHV CR 8:1	1958-60	8	95.25	3.7500	1.6830	3.2500	2 x 1/16"	1 x 4mm	OC	0.8750	P	C 2	1.3000	4J +0.325" (+8.3)	dome
JPO897	Daimler	Twenty 23.8HP	1936-38	68	80	3.1496	1.9880	3.3660	3 x 2mm	1 x 3/16"	P	0.8661	G		1.0040	1A	flat top

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JPO661	Daimler	2433cc, OHV, 21HP: Regency/Empress, 3 Litre 2952cc, OHV, CR 6.7:1: Conquest, Conquest Century, 2.5 Litre	1952-59	4 & 6	76.2	3.0000	1.8000	3.4580	3 x 1/16"	1 x 3/16"	OC	0.8750	G7		0.9380	1A	flat top
JPO755	Daimler	15 2003cc	1934-35	6	63.5	2.5000	1.5050	2.7500	3 x 2mm	1 x 5/32"	OC	0.7088	G5		0.8130	1A	flat top
JPO759	Daimler	15 2166cc, 16.2 H.P.	1937-38	6	66	2.5980	1.5750	2.9380	3 x 2mm	1 x 4mm	P	0.7088	G5		1.0000	1A	flat top
JPO404	Datsun	1200, 1300, J20 CR 7:1	1958-75	4	73	2.8740	1.2810	2.6430	2 X 2mm	1 x 4mm	OC	0.6875	G6		1.0000	1A	flat top
JPO405	Datsun	180B, L18 1770cc, OHC	1971	4	85	3.3465	1.5000	3.3750	2 X 2mm	1 x 4mm	OC	0.8271	PR		0.9375	1A	flat top
JPO405A	Datsun	180B, L18 1770cc, OHC	1971	4	85	3.3465	1.5000	3.3750	2 X 2mm	1 x 4mm	OC	0.8271	PR		0.9375	3A Dish	
JPO693	Datsun	1500 Sports, 'G' Engine, SPL310 1488cc, OHV, CR9.0:1	1963-65	4	80	3.1500	1.8330	3.3050	2 X 2mm	1 x 4mm	OC	0.8660	PR	C 2	1.3750	4F 0.125"	dome

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JPO1055	De Soto	SD6 249 cui, SV, CR 5.2:1	1928-40	6 & 8	82.55	3.2500	2.0000	3.6870	2 x 3/32"	1 x 5/32"	OC	0.8593	PR	C 2	1.3400	1A	flat top
JPO1056	De Soto	Airflow SE, SG, Airstream SF, S1, S2, S3, S5, S6, S7S, S8 241 cui, SV, CR 6.0:1	1934-41	6	85.73	3.3750	2.0100	3.3750	2 x 3/32"	2 x 5/32"	P	0.8590	P	C 2	1.3750	1A	flat top
JPO1057	De Soto	S10, S11, S13, S14, S15, S18, S20, Custom, Powermaster 251 cui, SV, CR 7.0:1	1942-54	6	87.31	3.4375	2.0000	3.7500	2 x 3/32"	1 x 5/32" P 1 x 5/32" OC	OC	0.8590	P	C 2	1.3400	1A	flat top
JPO1058	De Soto	Series K 175 cui, SV, CR 5.2:1	1928-29	6	76.2	3.0000	2.0000	3.4400	2 x 3/32"	1 x 3/16"	P	0.7500	G2		1.2500	1A	flat top
JPO859	DKW Motorcycle	RT200/2 200cc		1	66	2.5980	1.7990	3.0120	3 x 2mm	0		0.7086	P	C 14	1.0880	4F +0.197" (5.00)	dome
JPO159	Dodge	Series DA 208 cui, SV, CR 5.2:1, RBP	1928-32	6	85.7	3.3750	2.3100	3.9240	2 x 3/32"	2 x 3/16"	P	0.8590	P	C 2	1.5000	1A	flat top
JPO237	Dodge	Series K 175 cui, SV, CR 5.2:1	1928-29	6	76.2	3.0000	2.0000	3.4400	2 x 3/32"	1 x 3/16"	P	0.7500	G2		1.2500	1A	flat top



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JPO238	Dodge	DP, DQ, D6, D7, D9, D10, D12, D13, D15, D16 23.4 HP, 201 cui, SV, CR 5.5:1	1933-41	6	79.4	3.1250	2.0000	3.6700	2 x 3/32"	2 x 5/32"	P	0.8593	PR	C 2	1.3100	1A	flat top
JPO239	Dodge	Victory, De Luxe Senior, Custom Six, D Series (see below)212cui, SV, CR 5.2:1	1931-57	6 & 8	82.55	3.2500	2.0000	3.6370	2 x 3/32"	1 x 5/32"	O/C	0.8593	PR	C 2	1.3700	1A	flat top
JPO254	Dodge	Kew 250 cui, SV, CR 6.6:1	1942-57	6	87.3	3.4375	2.0000	3.7500	2 x 3/32"	2 x 5/32"	P	0.8590	P	C 2	1.3400	1A	flat top
JPO630	Dodge	First & Second Series 212 cui, SV CR 4:1	1922-28	4	98.4	3.8750	2.1880	4.3750	3 x 1/8"	1 x 4mm	P	0.8125	P	SC 21	2.0000	1A	flat top
JPO630A	Dodge	Fast Four Series 128/129 1927-1928 212 cui, SV	1927-28	4	98.4	3.8750	2.1880	4.3000	3 x 1/8"	1 x 4mm	P	0.8125	P	SC 21	2.0000	1A	flat top
JPO722	Dodge	AT4, 318-3 318 cui, OHV	1968-75	8	99.3	3.9100	1.6220	3.1650	2 X 2mm	1 x 3/16"	OC	0.9842	PR	SC 25	1.5000	1A	flat top
JPO735	Dodge	Senior Series 2249, 2251, 2252 224 cui, SV, CR 5.3:1	1927-28	6	82.55	3.2500	2.3130	3.9280	2 x 3/32"	1 x 3/16"	P	0.8593	PR	C 2	1.4380	1A	flat top

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JPO145	Dodge	313 cui	1958-64	8	98.4	3.8750	1.8125	3.3040	2 X 2mm	1 x 3/16"	OC	0.9850	PR	SC 25	1.4680	4A	flat top
JPO147	Dodge	313 cui truck	1961-64	8	98.4	3.8750	1.8125	3.3020	2 X 2mm	1 x 3/16"	OC	0.9850	PR	SC 25	1.4620	1U with a .090"	dish
JPO148	Dodge	318 cui Phoenix 330, Coronet 5212cc, OHV, CR9:1 Chrysler Royale	1960-67	8	99.3	3.9100	1.8130	3.2000	2 X 2mm	1 x 3/16"	OC	0.9840		SC 25	1.5000	1U	flat top
JPO240	Dodge	D8-D16, D19-D25, D30-D32, D34-D36, D39, D40, D42, D43, Kingsway, Custom, D49, D54, Crusader, Regent 218 cui, SV, CR 5.4:1	1941	6	85.7	3.3750	2.0000	3.8550	2 x 3/32"	2 x 5/32"	P	0.8590	P	C 2	1.3750	1A	flat top
JPO766	Dorin	500 Compressor		1	57.2	2.2500	1.0000	2.1250	2 x 3/32"	0		0.7085	P	C 14	0.8130	1A	flat top
JPO777	Douglas Motorcycle	Dragon-Fly, T35 348cc, OHV, CR 8:1	1955-1957	2	60.8	2.3940	1.1535	2.6540	1 x 1/16 1 x 1/16"SCR	1 x 4mm	P	0.6250	P	C 1	0.9290	4N +0.175"(4.45)	
JPO777A	Douglas Motorcycle	Dragon-Fly 348cc,OHV, CR 8:1	1955-1957	2	60.8	2.3940	1.1530	2.3780	2 x 1/16"	1 x 3/32"	Scr	0.6250	P	C 1	0.9290	4N +0.175"(4.45)	

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JPO868	Douglas Motorcycle	TF 2.75 H.P., CR6.1:1	1907-1925	2	61	2.4020	1.0630	2.0550	2 x 3/32"	0		0.3750	S	C 9	1.2600	1A	flat top
JPO611	Ducati Motorcycle	250 Monza (w/case) 248.6cc, CR 8:1	1967-74	1	74	2.9130	1.5350	2.9720	2 x 1.5mm	1 x 1/8"	P	0.7087	P	C 14	1.0080	4D +0.531" (13.5)	flat top
JPO397	Elva	MGA 1600 Mk II, Magnette Mk IV Elva: Courier Mk III (62-65) TVR: Grantura Mk III (62-63) 1622cc, OHV, CR 8.9:1, 3/4" pin	1961-67	4	76.2	3.0000	1.6600	3.0250	3 x 1/16"	1 x 4mm	OC	0.7500	G2		1.0000	1A	flat top
JPO545	Elva	MGB 1800, 3 M-B Elva: Courier Mk IV (62-65) 1798cc, OHV, CR 9.7:1 18G, 18A	1962-64	4	80.25	3.1596	1.6650	2.8300	3 x 1/16"	1 x 4mm	OC	0.7500	TG4		1.0450	1A	flat top
JPO499	Elva	Ford: Anglia 105E, 107E, 307E; Anglia Super, Cortina Super 113E, 116E, 120E; Cortina GT, 122E eng. Elva: Courier Mk IV (62-65) Turner: Sprint 1499cc, OHV, CR8.3 - 9:1	1960-75	4	80.95	3.1875	1.5310	2.5300	2 x 1/16"	1 x 3/16"	OC	0.8125	T5	C 4	1.1880	1A	flat top
JPO434	Essex	Challenger 161 cui, SV, CR 5.8:1	1929-31	6	69.85	2.7500	1.6870	3.0620	2 X 2mm	1 x 5/32"	P	0.7500	P	SC 19	1.1250	1A	flat top
JPO825	Essex	Terraplane, K, KS, KU, GU, 61, 71, 81, De Luxe, 62, Custom, 72, 82, Super, 70, 80, 88: 3310cc/4165cc, SV CR 5.8:1	1932-50	6 & 8	76.2	3.0000	1.6875	3.1875	2 x 3/32"	2 x 3/16"	P	0.7500	P	SC 19	1.1250	1A	flat top

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JPO801	Excelsior Opperman Motorcycle	Excelsior: Supertalisman, S8, S9 Opperman: Unicar 328cc, 2 stroke, air cooled, CR 7.5:1	1957-60	2	58	2.2834	1.0311	2.7520	2 x 3/32"	0		0.4921	P	C 7	0.8660	4F +0.063" (1.60)	dome
JPO801A	Excelsior Frisky Motorcycle	Excelsior: Supertalisman Frisky: Sprint (CR 8.5:1) (1959) 328cc, 1/16" Comps, 2 stroke, air cooled, CR 7.5:1	1958-60	2	58	2.2834	1.0310	2.7520	2 x 1/16"	0		0.4921	P	C 7	0.8660	4F +0.063" (1.60)	dome
JPO248	Ferguson	TE-A-20 Petrol	1949-52	4	80	3.1496	1.9567	3.3940	2 X 2mm	1 x 3/16"	OC	0.8750	PR	SC 22	1.2000	1A	flat top
JPO266	Ferguson	TE-D-20 Petrol 2088cc, OHV	1949-52	4	85	3.3464	2.0000	3.4400	3 x 2mm	1 x 4mm	OC	0.8750	P	C 2	1.3800	1A	flat top
JPO289	Ferguson	2088cc, OHV, TVO fuel	1949- 1952	4	85	3.3464	1.9600	3.4000	3 x 2mm	1 x 4mm	OC	0.8750	P	C 2	1.3800	1A	flat top
JPO386	Ferguson	TE-35, TVO, Kero 2186cc, OHV		4	87	3.4252	2.0000	3.4380	2 X 2mm	1 x 3/16"	OC	0.8750	P	C 2	1.3750	1A	flat top
JPO748	Ferguson	Continental: F4140, F140, F6209, 24B, Power Unit PF140 Ferguson: Tractor 1966cc, OHV, CR 6:1		4 & 6	80.96	3.1875	2.0000	3.6400	2 x 3/32"	1 x 5/32"	OC	0.8593	PR	C 2	1.3750	1A	flat top

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JPO170	Fiat	500A, B, C, Topolino 6.7 H.P., 569cc, OHV, CR 7:1	1938-53	4	52	2.0472	1.2000	2.2030	2 X 2mm	1 x 1/8"	P	0.5905	P	C 1	0.6900	1A	flat top
JPO175	Fiat	1400, 1900 1348cc, OHV, CR6.7:1, RBP	1949-57	4	82	3.2280	1.8125	3.5460	2 X 2mm	2 x 3/16"	P	1.0240	P	C 17	1.2800	1A	flat top
JPO177	Fiat	1953-62 1100, Engine Type: 103, 1089cc, CR6.7:1 1966-70 1100R, Engine Type: 103H, CR8.1:1	1953-63	4	68	2.6772	1.8110	2.8440	2 X 2mm	1 x 4mm	OC	0.8661	P	C 2	1.0000	1A	flat top
JPO514	Fiat	1100D, Europa, 1200, Gran Luxe Spider, Engine Type 103G 1221cc, OHV, CR8.0:1	1957-61	4	72	2.8346	1.8120	2.8750	2 X 2mm	1 x 4mm	OC	0.8661	P	C 2	1.1880	1A	flat top
JPO539	Fiat	1800, 1800B, Engine Types 112 & 112B 1795cc, OHV, CR8.8:1	1959-68	4	72	2.8346	2.0079	3.4370	2 X 2mm	1 x 4mm	OC	0.8661	P	C 2	1.1250	4G 0.545" (13.8)	dome valve
JPO540	Fiat	2100, Engine Type 114 2054cc, OHV, CR8.8:1	1960-65	6	77	3.0315	1.8900	3.3750	2 X 2mm	1 x 4mm	OC	0.8661	P	C 2	1.1560	4L Plus 1 Valve	cutout
JPO549	Fiat	2300, 114B engine 2279cc, OHV CR 8.8:1	1962-69	6	78	3.0710	1.6650	3.3550	2 X 2mm	1 x 4mm	OC	0.8661	P	C 2	1.1410	4G	dome valve

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JPO563	Fiat	500 Bambino 497cc, OHV, Air cooled, RWD, CR 7:1	1957-63	2	66	2.5980	1.5748	2.9134	3 x 2mm	1 x 4mm	OC	0.7875	P	C 15	0.9840	1A	flat top
JPO1048	Ford	Mercury 09A, 19A, 29A, 99A, 69M, 79M, 89M 239cui SV, CR 6.8:1, RBP	1939-1948	8	81	3.1875	1.7810	3.1560	2 x 3/32"	1 x3/16" P & 1 x 3/16" OC	OC	0.7500	P	SC 19	1.4140	4F +0.200"	dome
JPO160	Ford	1703cc, OHV, CR7.8:1: Consul MkII, 375; Zephyr Mk II, III, 1V Thames 10/12/15 cwt; Reliant: Sabre 4 (61-63); 2553cc, OHV, CR8.3:1: Zephyr, Zodiac, Mk II, III; Reliant: Sabre 6, Scimitar GT, SE4 (63-66)	1956-66	4 & 6	82.55	3.2500	1.8120	3.4580	2 X 2mm	1 x 3/16"	OC	0.8750	P	C 2	1.4550	1A	flat top
JPO161	Ford	8 H.P., SV, RBP	1932-53	4	56.6	2.2300	1.2250	2.5620	2 X 2mm	2 X 4mm	P	0.6875	P	C 14	1.0000	1A	flat top
JPO163	Ford	Model A Commercial: A, AA, B, BB, Sussex, Surrey, Thames, Six wheeler 201 cui, SV, 4.22:1	1928-35	4	98.4	3.8750	1.9062	3.8550	2 x 1/8"	1 x 3/16"	P	1.0000	P	SC 25	1.7600	1A	flat top
JPO165	Ford	1508cc, Consul 2262cc, Zephyr Mk I, Zodiac OHV, CR 6.8:1, RBP	1951-56	4 & 6	79.4	3.1260	1.8790	3.2500	2 X 2mm	2 x 3/16"	P	0.8125	PR		1.0630	1A	flat top
JPO167	Ford	74, 78, 81A, 82A, 922A, 91A, 022A, 01A, 11A, 21A, Pilot, Thames, Model 28, Surrey, Sussex, 15, 40, 60, 100, 120 cwt. 3622cc, 221 cui, SV, CR 6.3:1, V8	1937-1942	8	77.79	3.0625	1.7810	3.1500	2 x 3/32"	1 x 5/32"	OC	0.7500	P	SC 19	1.4680	4F +0.250"	dome

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JPO194	Ford	Escort 1100; Cortina 1100; 2733E Engine; 1098cc; OHV; CR9:1	1968-1970	4	80.985	3.1884	1.7409	3.3000	1 x 2mm: 1 x 2mmSc	1 x 4mm	3pc	0.8125		SC 21	1.1820	3X (-0.500")	
JPO252	Ford	Willys: Jeep all 4 cyl.; Overland, 39, 440, 441, 442, 4-63, 4-73, Hurricane, MA, MB, CJ, CJ2A, CJ3A, VJ2, 2WD, 4WD Ford: GPW, Jeep 2199cc, 134 cui, CR 6.48:1	1941-67	4	79.4	3.1250	2.1875	3.7500	2 x 3/32"	1 x 3/16"	OC	0.8125	G2		1.1250	1A	flat top
JPO315	Ford	Escort 1300L; 1300GT; 1298cc CR 9:1	1968-1980	4	80.985	3.1883	1.7410	3.3000	2 X 2mm	1 x 4mm	3pc	0.8125		SC 21	1.1360	3W (12.86mm/.506")	
JPO396	Ford	144 Falcon XK-XP 144 cui, OHV, CR 9.5:1	1960-66	6	88.9	3.5000	1.7000	3.3440	2 X 2mm	1 x 3/16"	OC	0.9125	PR		1.1880	1A	flat top
JPO398	Ford	Falcon XK-XR 170 cui 6cyl Fairlane 221 cui 8 cyl OHV, CR 8.7:1	1960-67	6 & 8	88.9	3.5000	1.6020	3.0700	2 X 2mm	1 x 3/16"	OC	0.9125	PR		1.2000	1A	flat top
JPO439	Ford	Model 18, 40, 48, 68, 78, 81A, 82A, 91A, 922A, 01A, 022A, Deluxe, Super Deluxe, 21A, 2GA 221 cui, SV, CR 5.5:1, V8	1932-1936	8	77.8	3.0625	1.5310	2.9700	2 x 3/32"	1 x 5/32"	OC	0.7500	P	SC 19	1.4380	1A	flat top
JPO485	Ford	897cc, Anglia, 105E engine o/bored to 1098cc, CR9.7:1 1198cc, Anglia Super, Cortina, 113E o/bored 1320cc, CR9.48: 1499cc, Cortina Super, 116E eng. o/bored 1650cc, CR9.5:1	1960-70	4	85	3.3465	1.5310	2.6250	2 x 1/16"	1 x 3/16"	OC	0.8125	T5	C 4	1.1880	1A	flat top

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JPO486	Ford	Cortina Racing 8.7:1	1960-70	4	83	3.2680	1.5310	2.6250	2 x 1/16"	1 x 3/16"	OC	0.8125	T5	C 4	1.1880	1A	flat top
JPO492	Ford	F100-F700 292 cui, OHV, CR 8.8:1	1960-65	8	95.3	3.7500	1.7810	3.4060	2 X 2mm	1 x 3/16"	OC	0.9125	PR	C 3	1.4380	1A	flat top
JPO555	Ford	Model T 177 cui, SV, CR 4.5:1	1909-29	4	95.3	3.7500	1.9370	3.8120	2 x 1/8"	1 x 3/16"	P	0.7400	G10		1.1250	4A	flat top
JPO570	Ford	Cortina, Capri, Anglia, Prefect, Thames, Classic, Corsair 1198cc, OHV, CR 8.7:1, 1499cc 105E, 107E, 109E, 307E, 113E, 116E, 3014E, 120E, 122E	1960-68	4	80.95	3.1875	1.5310	3.0400	2 X 2mm	1 x 4mm	OC	0.8125	PR	SC 21	1.0630	1A	flat top
JPO600A	Ford	Mercury SV, CR 6.8:1	1939-54	8	84.1	3.3125	1.7598	2.8940	2 X 2mm	1 x 4mm	OC	0.7500		SC 19	1.4570	4F +0.250"	dome
JPO600C	Ford	Mercury SV, CR 6.8:1	1939-54	8	84.1	3.3125	1.5885	2.7320	2 X 2mm	1 x 4mm	OC	0.7500		SC 19	1.4570	4F +0.250"	dome
JPO600J	Ford	Mercury SV, CR 6.8:1	1939-54	8	85.73	3.3750	1.7598	2.8940	2 X 2mm	1 x 4mm	OC	0.7500		SC 19	1.4570	4F +0.250"	dome



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<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO600K	Ford	Mercury SV, CR 6.8:1	1939-54	8	85.73	3.3750	1.6400	2.7840	2 X 2mm	1 x 4mm	OC	0.7500		SC 19	1.4570	4F + 0.250"	dome
JPO600L	Ford	Mercury SV, CR 6.8:1	1939-54	8	85.73	3.3750	1.5886	2.7320	2 X 2mm	1 x 4mm	OC	0.7500		SC 19	1.4570	4F +	dome
JPO637A	Ford	1600 Cortina, Escort, Capri, cross-flow V-R Uprated 711M 1599cc, OHV, CR 9:1	1971-78	4	80.985	3.1889	1.7350	3.2800	2 X 2mm	1 x 4mm	3pc	0.8125	PR	SC 21	1.1720	3F - 0.499" (-12.67)	dish 32cc valve c/out
JPO637B	Ford	Aug 1970/5 1500cc OHV Cortina 1600, Escort Mexico CR 9:1 Aug 1970/2 1599cc OHV Capri 1600, Capri 1600GT CR9:1 Uprated 711M Engine	1970-75	4	80.985	3.1889	1.7410	3.3000	1 x 1/16" 1 x 2mm	1 x 4mm 3pce	3pc	0.8125	PR	SC 21	1.1700	3F - 0.503" x 2.445"	dish valve c/out
JPO657	Ford	Cortina TC-TF; Escort 1993cc, OHC, Belt Drive, CR 8.6:1	1971-82	4	90.8	3.5750	1.6120	3.1000	2 X 2mm	1 x 4mm	O C	0.9450	PR		1.2500	1A	flat top
JPO743	Ford	21A, 1GA, 2GA, 6GA, 7GA Commercial: 1GC, 2GC, 1GD, 2GD, 1GT, 2GT, 1GY, 2GY, 1GU, 2GU, 1G8T, 2G8T, 1G42G4T, T226 cui, SV, CR 6.7:11	1941-47	6	83.8	3.3000	1.9370	3.4690	2 X 2mm	1 x 3/16"	P	0.8500	P	C 2	1.4380	4S +0.250"	pixie hat
JPO808	Ford	15M, Taunas 1498cc, OHV, CR6.8:1	1955-1965	4	82	3.2280	1.7480	3.1890	2 X 2mm	1 x 3/16"	P	0.8661	PR	C 2	1.3470	1A	flat top

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JPO809	Ford	17M, Taunas Commercial: FK1000 1698cc, OHV, CR7.1:1	1957-64	4	84	3.3070	1.8630	3.6060	2 X 2mm	1 x 3/16"	P	0.8661	PR	C 2	1.3470	1A	flat top
JPO810	Ford	17M 1758cc, OHV, CR8.6:1	1961-64	4	85.5	3.3660	1.8929	3.6500	2 X 2mm	1 x 3/16"	OC	0.8661	PR	C 2	1.3500	1A	flat top
JPO898	Ford	Cortina 1600 1966-73 Capri 1600, GT 1968-73 Escort Mexico 1972-75 1599cc, OHV, CR10.5:1 Uprated 711E	1966-75	4	80.98	3.1884	1.7362	3.3070	2 x 1/16"	1 x 4mm 3pce	3pc	0.8125	T5	SC 21	1.1610	3W - 0.396" (- 10.1)	dish with valves 25cc
JPO913	Ford	Capri 2600RS/GT, Granada L, GL, GXL, SGLS, Ghia S, Turnier 2600 V6, 2551cc, OHV, CR 8.75:1	1970-79	6	90	3.5433	1.5898	2.9441	2 X 2mm	1 x 4mm	OC	0.9449	P		1.2050	1A	flat top
JPO914	Ford	Escort 1100, Cortina 1100 711M Engine uprated 1098cc, 9:1 AE18645 superseded by AE20548 07/05/99	1970-75	4	80.985	3.1884	1.7370	3.3000	2 X 2mm	1 x 4mm	3pc	0.8125	P	SC 21	1.2320	3W	dish - 0.500" (12.7)
JPO162	Ford	10 H.P., E93A, Anglia, Thames, 10cwt. Prefect US export: E03A, E93A, E493A 993cc, SV, CR 6.16:1 long piston engine (block marked L)	1939-57	4	63.5	2.5000	1.2180	2.7500	2 X 2mm	1 x 5/32"	OC	0.6875	P	C 14	1.0000	1A	flat top
JPO411	Ford	Ford: Telstar Spectron, Courier, Econovan, FE series Mazda: 323 F6 Engine, 1587cc, OHC	1983- 1989	4	81	3.1900	1.5160	2.6250	2 x 1.5mm	1 x 4mm	OC	0.8661	PR		1.1880	6A 0.180" (4.6)	dome valve reliefs

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JPO600B	Ford	Mercury SV, CR 6.8:1	1939-54	8	84.1	3.3125	1.6400	2.7840	2 X 2mm	1 x 4mm	OC	0.7500		SC 19	1.4570	4F + 0.250"	dome
JPO164	Ford Allard	69A, 79A, 89A, 99A, 09A, 19A, 29A, 0BA, 1BA, 8BA, B2, B3, 69M, 79M, 89M 239 cui engine 3917cc, SV, CR 6.8:1, RBP	1946-1953	8	81	3.1875	1.7810	3.2220	2 x 3/32"	1 x3/16" P & 1 x 3/16" OC	OC	0.7500	P	SC 19	1.4200	4F +0.240"	dome
JPO164A	Ford Allard	69A, 79A, 89A, 99A, 09A, 19A, 29A, 0BA, 1BA, 8BA, B2, B3, 69M, 79M, 89M 239 cui engine 3917cc, SV, CR 6.8:1	1946-1953	8	81	3.1875	1.7810	3.2220	2 x 3/32"	1 x 3/16"	OC	0.7500		SC 19	1.4140	4F +0.240"	dome
JPO166	Ford Dellow	10 H.P., Prefect, DeLuxe, CX Dellow: MkI, II A/B, III 1172cc, SV, CR 6.16:1, RBP short piston engine	1935-39	4	63.5	2.5000	1.0312	2.5620	2 X 2mm	2 x 5/32"	P	0.6875	P	C 14	1.0000	1A	flat top
JPO168	Ford Dellow Lotus TVR	Ford: Anglia, Prefect, Squire, Taunus 12M, Escort, 1600 Series, Popular 100E; Thames 5-7cwt, FK1000, Kleibus, Microbus Dellow: Mk IIC, IIE, III, IV, V, VI Lotus: Seven S1, XI Sports (57-64) TVR: Grantura Mk I (57-59) 1172cc, SV, CR 7:1	1952-61	4	63.5	2.5000	1.7810	2.9220	2 X 2mm	1 x 4mm	OC	0.6870	P	C 14	1.0400	1A	flat top
JPO499	Ford Elva Turner	Ford: Anglia 105E, 107E, 307E; Anglia Super, Cortina Super 113E, 116E, 120E; Cortina GT, 122E eng. Elva: Courier Mk IV (62-65) Turner: Sprint 1499cc, OHV, CR8.3 - 9:1	1960-75	4	80.95	3.1875	1.5310	2.5300	2 x 1/16"	1 x 3/16"	OC	0.8125	T5	C 4	1.1880	1A	flat top

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JPO484	Ford Lotus	Escort 1600 Twin Cam, Cortina, Cortina Twin Cam Lotus: Elan +2, +2S 130, +2S-S4 1558cc, DOHC, CR9.5:1	1964-71	4	82.55	3.2500	1.5530	2.7010	2 x 1/16"	1 x 3/16"	OC	0.8125	T5	C 4	1.1800	1C	flat top
JPO484A	Ford Lotus	Escort 1600 Twin Cam, Lotus Cortina, Cortina Twin Cam Lotus: Elan Plus 2S 130 (CR 9.5:1); Elan Sprint (CR 10:1), Europa 1588cc, DOHC, CR10:1	1964-71	4	82.55	3.2500	1.6230	2.7720	2 x 1/16"	1 x 3/16"	OC	0.8125	T5	C 4	1.1800	4M flat top valves check if relief	check if relief needed
JPO637	Ford TVR	Cortina, Escort, Capri, 2737E TVR: Vixen S1, S2, S3 1599cc, OHV, CR 9:1	1967-71	4	80.9981	3.1889	1.7380	3.2800	2 X 2mm	1 x 4mm	3pc	0.8125	PR	SC 21	1.1720	3A - 0.500"	dish 32cc
JPO312	Fordson	Major Tractor, Rowcrop, Standard 4380cc, SV	1939-53	4	104.8	4.1250	2.2500	4.0600	3 x 1/8"	1 x 3/16"	P	1.3750	P	SC 35	1.6900	1A	flat top
JPO294	Frazer Nash	Mark VI 3993cc, OHV, CR6.8:1	1946-54	4 & 6	87.312	3.4375	2.0000	3.5630	3 x 2mm	1 x 3/16"	OC	0.8750	G9		1.2500	2A - 0.500"	dish
JPO393	Goggomobil	T300, TS300, TL300 293cc, Air cooled, 2 stroke, CR 6:1	1955-59	2	58	2.2834	1.8700	3.0510	3 x 2mm	0		0.7088	P	C 14	0.8440	4F 0.277"	dome
JPO852	Goliath	GP900V, GM900V, GP900E 886cc, 2 stroke	1953-56	2	84	3.3070	1.5827	3.4530	3 x 3/32"	0		0.8780	O2	C 2	1.1810	1A	flat top

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JPO438	Graham Paige	Model 612 SV	1929-1930	6	76.2	3.0000	2.0940	3.5940	2 x 3/32"	1 x 3/16"	P	0.8125	G15		1.2500	1A	flat top
JPO525	Graveley	5 H.P. Mower	1960	1	82.55	3.2500	2.1250	3.8120	2 x 3/32"	1 x 3/16"	P	0.8593	PR	C 2	1.4380	1A	flat top
JPO349	Greeves Motorcycle	246cc Hawkstone Special, Two Port, 2 Stroke	1959	1	66.017	2.5991	1.6220	3.4000	2 x 1/16"	0		0.4930	P	C 7	1.0313	1A	flat top
JPO773	Hampton		1920-30	4	60	2.3620	1.6760	2.9380	2 X 2mm	2 X 4mm	P	0.7500	P	SC 19	1.1100	4A	flat top chamfer
JPO668	Harley Davidson Motorcycle	Shovelhead 1207cc, SV: V, VL, 74cui, CR4:1 1340cc, SV: VLH, 80 cui, CR4.5:1	1930-1936	2	86.9	3.4220	1.7200	3.3000	3 x 3/32"	0		0.7920	P	C 15	1.5600	1A	flat top
JPO669	Harley Davidson Motorcycle	Knucklehead 61E Shovelhead, 989cc, OHV: 74cui, CR7:1	1937-1956	2	84.1	3.3125	1.7200		2 X 2mm	1 x 3/16"	P	0.7920	P	C 15	1.0940	1A	flat top
JPO771	Harley Davidson Motorcycle	Shovelhead 747cc: K, 45 cui 901cc, CR6.8:1: KH, 55cui	1950-1965	2	69.8	2.7450	1.6300	2.9380	2 X 2mm	1 x 4mm	P	0.7500	P	SC 19	1.3130	1A	flat top

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JPO1011	Healey	Silverstone 2433cc, OHV, CR 6.9:1	1946-53	4	80.5	3.1690	2.2500	3.8050	2 X 2mm	1 x 4mm	OC	0.8661	P	C 2	1.2500	4A	flat top
JPO814	Heinkel Motorcycle	Tourist 174cc, OHV, CR 7.5:1		1	60	2.3620	1.5160	2.6180	2 X 2mm	1 x 4mm	P	0.7088	P	C 14	0.9000	4H +0.287" (7.30)	dome
JPO133	Hillman	Minx; Super Minx; Hunter 1725cc; OHV; CR 8.4:1	1966	4	81.539	3.2100	1.8520	3.2500	2 X 2mm	1 x 4mm	OC	0.9375		C 3	1.1250	2A (-0.225")	
JPO193	Hillman	Imp, Super Imp, Rally Imp overbored 996cc, OHC, CR 10:1 Imp Oversized Dryliner	1963-70	4	72.532	2.8556	1.0600	2.0311	2 x 1/16"	1 x 1/8"	P	0.6250		C 1	1.0830	1D	
JPO218	Hillman	10 HP, Minx, Mk I, II & III 1185cc, OHV, CR 6.3:1, RBP	1938-48	4	63	2.4800	1.5310	2.9100	2 X 2mm	2 X 4mm	P	0.6300	G17		0.8750	1A	flat top
JPO219	Hillman	Minx Mk IV, V, VI, VII, Husky Mk 1265cc, SV, CR 6.6:1, RBP	1950-58	4	65.1	2.5620	1.5312	2.9060	2 X 2mm	1 x 4mm	OC	0.6875	P	C 14	1.1000	1A	flat top
JPO431	Hillman	Avenger 1600 GLS, TC, DL 1598cc, OHV, CR 9.2:1	1973-76	4	87.3125	3.4375	1.7370	3.0000	2 X 2mm	1 x 4mm	OC	0.9375	P	C 3	1.1880	2F - 0.110"	dish

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<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO520	Hillman	Minx, Super Minx: 1725cc, OHV, CR8.4:1 1496cc, OHV, CR 9.3:1	1962-65	4	81.5	3.2102	1.8460	3.2500	2 X 2mm	1 x 3/16"	OC	0.9375	P	C 3	1.1250	1A	flat top
JPO593	Hillman	Imp, Super Imp, Husky 875cc, OHC, CR10:1 Stroke: 2.376" Imp Dryliner	1963-70	4	68	2.6770	1.0500	2.0550	2 X 2mm	1 x 4mm	OC	0.6250	P	C 1	1.0000	1D	flat top valves
JPO881	Hillman	Minx, 1600 Super Minx, Hunter, Hunter GT, Hunter GLS 1592cc/1725cc, OHV, CR8:1.9:1, 10.4:1 (GT)	1961-75	4	81.5	3.2102	1.8500	2.8500	2 X 2mm	1 x 5/32"	OC	0.9375	P	C 3	1.3500	1A	flat top
JPO1043	Hillman	20/70 (1934-35), Hawk, 80 (1936-38) 1944cc, SV, CR 6.4:1	1934-38	4	75	2.9530	2.0080	3.5860	2 x 3/32"	1 x 3/16"	P	0.9450	P	C 3	1.2500	1A	flat top
JPO184	Hillman	10 H.P. Minx Mk VIII, Mk VIIIA, New Minx Series I, Husky 1390cc, OHV, RBP, CR8:1	1955-66	4	76.2	3.0000	1.8500	3.2500	2 X 2mm	1 x 4mm	OC	0.8750	P	C 2	1.2350	1A	flat top
JPO388	Hillman	Minx Series 3, 3A, 3B 1494cc, OHV, CR 8.5:1	1959-62	4	79	3.1102	1.8504	3.2500	2 x 3/32"	1 x 3/16" P & 1 x 3/16" OC	OC	0.8750	P	C 2	1.2500	1A	flat top
JPO560	Hillman	Minx, Super Minx, 1600 Hunter, Humber Vogue; 1592cc CR8.3:1/1725cc CR9.2:1, OHV	1962-67	4	81.5	3.2100	1.8460	3.2500	2 X 2mm	1 x 3/16"	OC	0.9375	P	C 3	1.1250	2A - 0.098"	dish

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<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO804	Hitachi	15 H.P. Compressor		1	55.6	2.1875	1.1193	1.8700	1 x 2mm	0		0.7085	P	C 14	0.7870	6F 0.225" (5.7)	dish
JPO191	Holden	FJ, FE, FC Grey motor	1953-59	6	76.2	3.0000	1.8000	3.0695	2 x 3/32"	1 x 3/16"	OC	0.7500	P	SC 19	1.2500	1A	flat top
JPO196	Holden	138 Grey Overbored	1948-63	6	82.55	3.2500	1.8120	3.0000	2 X 2mm	1 x 3/16"	OC	0.7500	P	SC 19	1.3580	1A	flat top
JPO197	Holden	138 Grey Overbored, High Comp., CR 12:1	1949-63	6	81	3.1875	2.2350	3.4375	2 x 1/16"	1 x 5/32"	OC	0.7500	T4	C 750	1.1900	6D	turbulator
JPO202	Holden	FB, EK, EJ, 138 Grey	1960-63	6	77.8	3.0625	1.8120	3.0940	2 x 3/32"	1 x 3/16"	OC	0.7500	P	SC 19	1.1880	1A	flat top
JPO220	Holden	138 Grey overbored	1949-63	6	79.4	3.1250	1.8120	3.0940	2 x 3/32"	1 x 3/16"	OC	0.7500	P	SC 19	1.1880	1A	flat top
JPO470	Holden	149 EH, HD	1963-66	6	82.55	3.2500	1.7930	3.2030	2 X 2mm	1 x 3/16"	OC	0.8661	PR		1.1200	1A	flat top



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JPO471	Holden	179 cui EH-HD	1963-66	6	90.5	3.5625	1.8000	3.2100	2 X 2mm	1 x 3/16"	OC	0.8661	PR		1.1200	1A	flat top
JPO479	Holden	Isuzu 4XC1H, Gemini RB 1471cc	1985-90	4	77	3.0314	1.1240	2.3130	2 x 1.5mm	1 x 4mm	OC	0.7087	P		1.1250	2A - 0.075"	dish
JPO498	Holden	RB20, 2 Litre, Nissan Engine	1969-70	4	78	3.0710	1.7910	2.5900	2 x 1.5mm	1 x 4mm	OC	0.7480	PR	SC 19	1.0940	4AY	flat top
JPO527	Holden	138 Grey overbored	1949-63	6	81	3.1875	1.8120	3.0940	2 x 3/32"	1 x 3/16"	OC	0.7500	P	SC 19	1.1880	1A	flat top
JPO567	Holden	186 cui HR-HG, Torana LC GTR CR8.5:1	1966-71	6	92.1	3.6250	1.7840	3.0630	2 X 2mm	1 x 3/16"	OC	0.8661	PR		1.1200	1A	flat top
JPO616	Holden	161cui, 2639cc; HR-HG, Torana LC2600	1967-70	6	85.73	3.3750	1.7980	3.0800	2 X 2mm	1 x 3/16"	OC	0.8661	PR		1.1200	1A	flat top
JPO644	Holden	2250, LC, LJ Torana	1969-71	6	79.38	3.1250	1.9080	3.2800	2 X 2mm	1 x 3/16"	OC	0.8661	PR		1.1250	4U	

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JPO645	Holden	173 cui; Commodore VB-VH; HQ-HZ; Torana LC-UC	1971-84	6	88.9	3.5000	1.8000	2.9375	2 X 2mm	1 x 3/16"	OC	0.8660	PR		1.1200	1A	flat top
JPO646	Holden	253 cui; Commodore VB,VC,VK; HT-HZ; Torana LH-LX; WB ute&van	1974-86	8	92.08	3.6250	1.6900	3.0000	2 X 2mm	1 x 3/16"	OC	0.9270	PR		1.1300	1A	flat top
JPO889	Honda	S600 606cc, DOHC	1964-66	4	54.5	2.1457	1.2285	2.2240	2 x 1/16"	1 x 1/8"	P	0.5906	P	C 1	0.8270	4J +0.276" (+7.0)	dome with valves
JPO920	Honda	S800	1967	4	60	2.3620	1.3150	2.4214	2 x 1/16"	1 x 1/8"	P	0.7087	P	C 14	0.8860	4H +0.295" (+7.5)	dome with valves
JPO783	Horex Motorcycle	EI, MC-IC, Regina 350cc, OHV	1950-55	1	69	2.7170	1.3820	2.7950	2 x 2mm	1 x 4mm	P	0.7088	P	C 14	1.1420	1A	flat top
JPO819	Horex Motorcycle	Regina 250(1 cyl) 250cc, Imperator 500 500cc(2cyl)		1 & 2	65	2.5590	2.0240	3.1690	2 X 2mm	1 x 4mm	P	0.7088	P	C 14	1.1420	4H +0.224" (5.70)	dome
JPO821	Horex Motorcycle	Regina 400, 400cc		1	74	2.9130	1.6930	3.0900	2 X 2mm	1 x 4mm	OC	0.7087	P	C 14	1.2000	4G +0.276" (7.0)	dome

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JPO834	Horex Motorcycle	Regina Sport 350cc with Alu.cyl.head		1	69	2.7165	1.6060	3.0120	2 X 2mm	1 x 4mm	P	0.7088	P	C 14	1.1420	4F +0.315" (8.00)	dome
JPO847	Horex Motorcycle	350cc, Resident		1	77	3.0320	1.9690	2.9840	2 X 2mm	1 x 4mm	P	0.7087	P	C 14	1.3270	4H +0.417" (10.60)	dome
JPO550	Howard	5-8 H.P. Stationary Engine		1 & 2	88.9	3.5000	1.4380	2.9690	2 x 1/8"	1 x 1/8"	P	0.7087	G		1.1250	4A	flat top
JPO565	Howard	Rotary Hoe RBP		1 & 2	79.4	3.1250	1.5010	2.4380	2 X 2mm	2 X 4mm	P	0.6875	P	C 14	1.4380	1A	flat top
JPO591	Howard	Rotary Hoe		1	73.025	2.8750	1.3750	2.8810	3 x 3/32"	1 x 3/16"	P	0.6250	P	C 1	1.1250	1A	flat top
JPO682	Howard	9.8 H.P. Gem Series IV, air cooled		2	76.2	3.0000	1.5950	2.8880	2 x 3/32"	1 x 4mm	P	0.7500	P	SC 19	1.0780	1A	flat top
JPO298	Hudson	Metropolitan Series A & B 1200cc, OHV, CR7.2:1, RBP	1954-57	4	65.47	2.5775	1.6500	3.0200	2 x 3/32"	1 x 5/32" P 1 x 5/32" OC	OC	0.6875	G11		1.0000	2A - 0.130" (3.30)	dish

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JPO359	Hudson	Super Six 262 cui, SV, CR 6.5:1	1948	6	90.49	3.5625	2.0630	3.5400	2 x 3/32"	1 x 3/16"	OC	0.9750	P	SC 25	1.4380	1A	flat top
JPO741	Hudson	Super Six 289 cui, SV, CR 5:1	1922-29	6	88.9	3.5000	2.2500	3.9380	2 x 3/32"	1 x 3/16"	P	1.0938	P	SC 28	1.5000	1A	flat top
JPO297	Hudson	Metropolitan 1500 1489cc, OHV CR8.3:1	1956-62	4	73.025	2.8750	1.6500	3.0300	2 X 2mm	1 x 5/32"	OC	0.6875	G6		1.0000	2A - 0.140" (3.6)	dish
JPO360	Hudson	All sixes & eights (see below) 3310cc/4165cc, SV, CR 5.8:1	1932-50	6 & 8	76.2	3.0000	1.6875	3.1875	2 x 3/32"	2 x 3/16"	P	0.7500	P	SC 19	1.1250	1A	flat top
JPO1028	Humber	Sceptre 1592cc CR8.3:1/1725cc CR9.2:1, OHV	1962-67	4	81.539	3.2100	1.8460	3.2500	2 X 2mm	1 x 3/16"	OC	0.9375	P	C 3	1.1250	2A - 0.098"	dish
JPO180	Humber	Super Snipe Series II 2965cc, OHV, CR 8:1	1960-68	6	87.29	3.4367	2.0750	3.5000	2 X 2mm	1 x 3/16"	OC	0.9375	P	C 3	1.3800	1A	flat top
JPO180A	Humber	Super Snipe Series II, III, IV, V 2965cc, OHV, CR 7.5:1	1960-68	6	87.29	3.4367	2.0300	3.4660	2 X 2mm	1 x 3/16"	OC	0.9375	P	C 3	1.3800	1A	flat top

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JPO190	Humber	26.8 H.P. Imperial, Pullman, Super Snipe 4086cc, SV, CR 6.25:1, RBP	1936-54	6	85	3.3470	2.0000	3.6560	2 x 3/32"	2 x 3/16"	P	0.9450	P	C 3	1.2600	1A	flat top
JPO227	Humber	29.4 HP, Super Snipe Mk IV, Pullman, Imperial 4139cc, OHV, CR 7.2:1, RBP	1953-57	6	88.9	3.5000	2.6250	4.4700	2 x 3/32"	2 x 3/16"	P.	1.1250	P	SC 29	1.4100	4A	flat top
JPO758	Humber	16.95 H.P., 2276cc	1933-35	6	67.5	2.6580	1.8930	3.3130	2 X 2mm	1 x 4mm	P	0.7875	P	SC 20	1.0000	1A	flat top
JPO883	Humber	15.72 HP, 2110cc	1929-32	6	65	2.5590	1.7320	3.0310	2 x 3/32"	1 x 5/32"	P	0.7480	P	SC 19	1.1250	1A	flat top
JPO183	Humber	Hawk Mk I, II, III 1944cc, SV, CR 6.4:1	1946-58	4	75	2.9530	2.0080	3.5865	2 x 3/32"	1 x 3/16"	P	0.9450	P	C 3	1.2500	1A	flat top
JPO185	Humber	16.25 H.P. Hawk Mk IV-VI, 2267cc, OHV, CR 6.3:1 Mk VI Series 1 & 1A 2267cc, OHV, CR7:1, RBP	1950-64	4	80.962	3.1875	2.0079	3.6920	2 x 3/32"	1 x 3/16" P & 1 x 3/16" OC	OC	0.9450	P	C 3	1.2200	1A	flat top
JPO683	Hupmobile	R10, R11, R12, R15	1923-24	4	82.55	3.2500	2.4060	4.0200	3 x 3/32"	1 x 3/16"	P	0.8660	G6		1.3750	1A	flat top

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JPO714	Hupmobile	417, 417W, 421, 421J, 518, 618, W, D, J, Aero, Dynamic, Series 118, 121 29.4 H.P.	1934-38	6	88.9	3.5000	2.2810	3.9380	3 x 2mm	1 x 4mm	P	0.8750	P	C 2	1.5000	1A	flat top
JPO598	Indian Motorcycle	74cui, 340 Chief; 80cui Blackhawk, Chief 1200cc, SV	1941-53	2	82.55	3.2500	1.8125	3.2500	3 x 2mm	1 x 4mm	P	0.7500	T4	SC 19	1.5500	1A	flat top
JPO605	Indian Motorcycle	Scout, 5/8" pin 585cc, V-twin	1920-1930	2	69.85	2.7500	1.6750	3.0000	3 x 1/16"	1 x 4mm	P	0.6250	P	C 1	1.4170	1A	flat top
JPO605A	Indian Motorcycle	Scout, 3/4" pin 741B 585cc, V-twin	1935-1944	2	69.85	2.7500	1.6750	3.0000	3 x 1/16"	1 x 4mm	P	0.7500	P	SC 19	1.4170	1A	flat top
JPO542	Ingersoll Rand	Compressor		5	76.2	3.0000	1.2500	2.3750	2 X 2mm	1 x 5/32"	OC	0.6250	P	C 1	1.3750	1A	flat top
JPO171	International	ASD240 L Series RBP	1950-55	6	90.5	3.5625	2.1250	3.8750	2 x 3/32"	1 x 3/16" P & 1 x 3/16" OC	OC	0.8750	P	C 2	1.5300	1A	flat top
JPO172	International	K7, BLD269	1942-51	6	90.5	3.5625	2.1250	3.9370	2 x 3/32"	1 x 3/16"	P	0.9190	P	C 3	1.5630	1A	flat top

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JPO173	International	D, K, K5 RBP	1937-50	6	84.1	3.3125	2.0625	3.9375	2 x 3/32"	2 x 3/16"	P	0.9375	P	C 3	1.3100	1A	flat top
JPO174	International	K6, KS6, BLD250 engine 1 1/2 to 2 ton	1942-46	6	87.312	3.4375	2.1560	3.9840	3 x 3/32"	1 x 3/16"	P	0.9190	P	C 3	1.4940	1A	flat top
JPO179	International	K4	1937	6	84.1	3.3125	2.2500	3.9000	2 x 3/32"	1 x 3/16"	P	0.9375	P	C 3	1.3500	1A	flat top
JPO300	International	ABD282	1953-57	6	96.8	3.8125	2.3600	4.3910	1 x 3/32" 1 x 1/8"	2 x 3/16"	P	0.9190	P	C 3	1.5630	1A	flat top
JPO301	International	ABD264 T/Valve	1955-58	6	93.7	3.6875	2.3125	4.0170	2 x 3/32"	1 x 3/16"	OC	0.8750	P	C 2	1.5000	6B + 0.501" (12.7)	
JPO303	International	ABD240, Vertical valve	1954-58	6	90.5	3.5625	2.2190	4.0000	1 x 3/32" 1 x 1/8"	1 x 3/16"	OC	0.8750	P	C 2	1.5000	1A	flat top
JPO389	International	ABD240 T/valve, AGD240	1958-63	6	90.5	3.5625	2.3420	4.4060	2 x 3/32"	1 x 3/16"	OC□	0.8750	P	C 2	1.5000	6B +0.480" (12.2)	

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JPO390	International	ABD264 T/valve, AGD264 T/valve	1958-68	6	93.7	3.6875	2.7100	4.4600	2 x 3/32"	1 x 3/16"	OC	0.8750	P	C 2	1.5500	6B +0.530" (13.5)	
JPO391	International	ABD282 T/valve, AGD280 T/valve	1959-78	6	96.8	3.8125	2.6750	4.4600	2 x 3/32"	1 x 3/16"	OC	0.8750	P	C 2	1.5550	6B +0.650" (16.51)	
JPO302	International	ASD220, SD220	1950-55	6	90.5	3.5625	2.3590	4.0000	1 x 3/32" 1 x 1/8"	1 x 3/16"	P	0.8750	P	C 2	1.5300	1A	flat top
JPO698	International Willy's 690	S26, SD36, SL36, SF36, AL3, A3, SD46, SF46; 15B bus after engine 4SL-26997	1926-34	6	82.55	3.2500	2.4375	3.9370	3 x 3/32"	1 x 3/16"	P	0.8750	P	C 2	1.7500	1A	flat top
JPO1047	Jaguar	SSII 14 H.P., 1497cc	1932-36	6	60	2.3750	1.3750	2.7500	2 X 2mm	2 X 4mm	P	0.6250	P	C 1	1.0310	1A	flat top
JPO1092	Jaguar	3.4L OHC 3442CC XJ6 CR 8:1	1975	6	83	3.2674	2.2480	3.7444	2 X 2mm	1 x 4mm 4 Piece OC	OC	0.8752		SC 22	1.2598	4P +.613"	
JPO1093	Jaguar	2.8Litre XJ6 CR 8:1	1969- 1973	6	83		1.8822	3.1948	2 X 2mm	1 x 4mm	OC	0.8750		C 2	1.2464	4M +.350"	



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JPO244	Jaguar	1776cc: 1.5 Litre, 14 H.P. 2664cc: 2.5 Litre, Mk V, 20 H.P., 100 OHV, CR 7.5:1	1937-50	4 & 6	73.025	2.8750	1.7990	3.2500	2 X 2mm	1 x 4mm	OC	0.7500	P	SC 19	1.3130	1A	flat top
JPO280	Jaguar	25 H.P., 3.5 Litre 100, Mk V 3485cc, OHV, CR 7.2:1	1938-50	6	82	3.2280	1.7180	3.3750	2 X 2mm	1 x 4mm	OC	0.8750	P	C 2	1.1900	1A	flat top
JPO281	Jaguar	XK120, Mk VII, 3.5 Litre 3442cc, DOHC, CR 7:1	1949-54	6	83	3.2674	1.6900	3.3465	2 X 2mm	1 x 4mm	OC	0.8750	P	C 2	1.2200	1A	flat top
JPO408	Jaguar	XK120, XK140 Mk VII, high compression 3.5 litre XK140, Mk V11M type, Mk VIII, XK150, Mk 7-8 3442cc, DOHC, CR 8:1	1949-60	6	83	3.2677	2.2470	4.0710	2 X 2mm	1 x 4mm	OC	0.8750	P	C 2	1.2190	4P +0.557"	dome
JPO409	Jaguar	2.4, Mk II, 240 2483cc, DOHC, CR 8:1	1956-70	6	83	3.2674	2.1200	3.4300	2 X 2mm	1 x 4mm	OC	0.8750	P	C 2	1.3130	4E + 0.450"	dome valve
JPO535	Jaguar	3.8 Mk IX, X; XK150S; High Comp 3781cc, DOHC, CR 9:1	1959-68	6	87	3.4252	2.2470	4.0650	2 X 2mm	1 x 4mm	OC	0.8750	P	C 2	1.3130	4P +0.600"	dome
JPO538	Jaguar	3.8 Mk IX, X, XK150 3781cc, DOHC, CR 8:1	1959-68	6	87	3.4252	2.0690	4.0650	2 X 2mm	1 x 4mm	OC	0.8750	P	C 2	1.1700	4P +0.400" (10.2)	dome

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JPO802	Jaguar	SS1, 20 H.P.	1931-36	6	73.025	2.8750	1.5622	2.9760	2 X 2mm	1 x 4mm	P	0.6250	P	C 1	1.1420	1A	flat top
JPO472	Jaguar	XJ12 Series I, II; E type Series III, XJS 5.3 litre 5343cc, OHC, CR9:1	1971-81	12	90	3.5430	1.5630	3.1880	2 X 2mm	1 x 4mm	OC	0.9375	P	C 3	1.2500	2F - 0.280" (7.1)	dish
JPO706	Jaguar	XJ6 Series I, II&III, E type 2+2, 420, Mk X 4.2 litre 4235cc, DOHC, CR 8:1	1965-84	6	92.1	3.6250	1.8420	3.5310	2 X 2mm	1 x 3/16"	OC	0.8750	PR	C 2	1.3750	4P +0.226" (5.7)	dome
JPO363	JAP Industrial	98cc, Model 2A, 2S, Lyon, 4 stroke, air cooled, stationary		1	51.5	2.0276	0.9375	2.0000	2 x 1/16"	1 x 1/8"	P	0.6150	P	C 1	0.9690	1A	flat top
JPO574	JAP Industrial	4.5 H.P. 412cc, air cooled		1	80	3.1490	1.5310	3.0000	2 X 2mm	1 x 4mm	P	0.8125	PR	SC 21	1.4340	1A	flat top
JPO654	JAP Industrial	Mk III, Type No. 5600cc, SV Stationary Engine		1	85.7	3.3750	1.5000	3.0250	3 x 3/32"	1 x 3/32"	Scr	0.8125	P	SC 21	1.2500	1A	flat top
JPO877	JAP Industrial	288cc, Model 4/3, air cooled, stationary, industrial		1	69.9	2.7500	1.2820	2.4720	2 X 2mm	1 x 4mm	P	0.6125	P	C 1	1.5500	1A	flat top

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JPO387	JAP Motorcycle	1100cc twin MAXIMUM 060" oversize	1932	2	85.725	3.3750	1.8750	3.1490	3 x 1/8"	0		0.8125	PR	C 812	1.3267	6M	
JPO1050	Jensen	3 1/2 Litre V8 3622cc, 221 cui, SV, CR 6.3:1	1937-39	8	77.79	3.0625	1.7810	3.0620	2 x 3/32"	1 x 5/32"	OC	0.7500	P	SC 19	1.4400	4F +0.170"	dome
JPO296	Jensen	Interceptor, 541 3993cc, OHV, CR6.8:1	1946-62	6	87.312	3.4375	2.0000	3.5630	3 x 2mm	1 x 3/16"	OC	0.8750	G9		1.2500	2A - 0.500"	dish
JPO195	Jowett	Javelin, Jupiter1486cc, OHV, CR7.8:1	1948-50	4	72.5	2.8540	1.5625	3.1300	2 x 3/32"	1 x 4mm	P	0.8125	P	SC 21	1.2430	2A - 0.200" (5.1)	dish
JPO488	Kirby	VR30, HK25, 4 stroke	1969	1	58.7	2.3125	1.0620	2.2810	2 x 3/32"	1 x 1/8"	P	0.5625	P	C 6	1.0000	1A	flat top
JPO612	Kirby	KAV 74	1966-69	1	58.7	2.3125	0.8440	1.8400	2 x 1/16"	0		0.5000	P	C 5	0.6250	1A	flat top
JPO466	Kohler	K90, 91		1	60.3	2.3750	1.3175	2.3550	2 x 3/32"	1 x 3/16"	P	0.5625	P	C 6	0.8800	1A	flat top

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JPO467	Kohler	K160, 161		1	73.025	2.8750	1.5000	2.6250	2 x 3/32"	1 x 3/16"	P	0.6250	P	C 1	1.2500	1A	flat top
JPO566	Kohler	8 H.P. MS8	1984	1	74.6125	2.9375	1.5030	2.6000	2 x 3/32"	1 x 3/16"	P	0.6250	P	C 1	1.2500	1A	flat top
JPO659	Kohler	K321, 12 H.P.		1	88.9	3.5000	1.6880	2.7800	2 X 2mm	1 x 3/16"	P	0.8750	P	C 2	1.4380	1A	flat top
JPO674	Kohler	K301, 12 H.P.		1	85.7	3.3750	1.6880	2.7560	2 X 2mm	1 x 3/16"	P	0.8750	P	C 2	1.4380	1A	flat top
JPO685	Kohler	K241, 10 H.P.		1	82.55	3.2500	1.6250	2.6200	2 X 2mm	1 x 3/16"	P	0.8593	PR	C 2	1.4500	1A	flat top
JPO904	Lagonda	Speed 12.9 HP, 2 Litre, CR 6.2:1	1926-33	4	72	2.8347	1.5866	3.1500	2 x 1/16"	1 x 4mm	P	0.7500	P	C 750	1.1417	4P +0.118" (+3.0)	dome
JPO1062	Lanchester	Dauphin : 2433cc, OHV, 21HP Leda: 1968cc, OHV Sprite: 1622cc, OHV:	1952-59	4 & 6	76.2	3.0000	1.8000	3.4580	3 x 1/16"	1 x 3/16"	OC	0.8750	G7		0.9380	1A	flat top

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JPO1063	Lanchester	1203cc, Car 20051 up 1287cc, OHV, 10, LD10 CR 7.4:1	1934-35	4	63.5	2.5000	1.5050	2.7500	3 x 2mm	1 x 5/32"	OC	0.7088	G5		0.8130	1A	flat top
JPO1064	Lanchester	11hp 1144cc	1937-38	6	66	2.5980	1.5750	2.9380	3 x 2mm	1 x 4mm	P	0.7088	G5		1.0000	1A	flat top
JPO745	Lanchester	Light 6 Sports Saloon, 342, Light 6 Deluxe Saloon, 351 12 H.P., 1378cc	1935-36	6	57	2.2440	1.2500	2.3440	2 X 2mm	1 x 5/32"	P	0.5900	G8		0.4060	1A	flat top
JPO807	Lancia	Flaminia 2458cc, V6, OHV, CR 8.4:1	1957-63	6	80	3.1496	1.9449	3.1890	2 X 2mm	1 x 3/16"	P	0.8661	P	C 2	1.2400	6E + 0.189" (4.8)	dome valves
JPO719	Laverda Motorcycle	Jota 981cc, DOHC, CR 10:1	1973-85	3	75	2.9530	1.4430	2.2800	2 X 2mm	1 x 4mm	OC	0.7875	P	C 15	1.0000	4M +0.170" (4.3)	dome
JPO823	Laverda Motorcycle	750 SFC 744cc, SOHC, CR 9.6:1	1971	2	80	3.1500	1.5510	2.7600	2 X 2mm	1 x 4mm	OC	0.7875	P	C 15	1.1420	4R +0.197" (5.0)	dome
JPO844	Laverda Motorcycle	Montjuic 497cc, DOHC, CR 9:1, 4 Valve		2	72	2.8350	1.5350	2.5790	2 x 1.5mm	1 x 4mm	OC	0.7875	T	C 15	1.0000	6N +0.198" (5.0)	4 valves

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JPO845	Laverda Motorcycle	750cc		1	82	3.2280	1.3350	2.1650	2 x 1.5mm	1 x 4mm	OC	0.7875	P	C 15	1.1420	1C	flat top
JPO1012	Lea Francis	12, Westland, 1.5 litre 12 HP, 1496cc	1940-48	4	69	2.7165	1.9090	3.9600	2 X 2mm	1 x 4mm	P	0.6875	G6		1.1560	1A	flat top
JPO1008	Leyland	Marina 1750, 2.6 1746cc/2623cc, OHV	1972-74	4 & 6	76.2	3.0000	1.4100	2.0000	2 x 1/16"	1 x 4mm	OC	0.8125	PR		1.1250	2A - 0.225"	dish
JPO676	Leyland	4.4 Litre Terrier, P76 Std., Bowl	1973-78	8	88.9	3.5000	1.8750	2.9500	2 X 2mm	1 x 3/16"	OC	0.8750	PR		1.2500	2F - 0.355"	dish
JPO827	Lloyd	Alexander, TS 596cc, OHV, CR 6.6:1	1957-60	2	77	3.0320	1.7360	3.3070	2 X 2mm	1 x 4mm	OC	0.7875	P	C 15	1.1420	4H + 0.213" (5.40)	dome
JPO840	Lloyd	Chasella		4	69	2.7170	1.3976	2.8500	2 X 2mm	1 x 4mm	P	0.7086	P	C 14	1.0430	1A	flat top
JPO756	Luke	46, Compressor C950		2	80	3.1500	1.5700	3.1250	2 x 3/32"	1 x 5/32"	P	0.7875	P	C 15	1.2500	1A	flat top

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JPO521	Marauder	Rover: Type 75, P3, P4 Marauder: Model A 15.8 H.P., 2103cc, SV, CR 7.25:1	1948-54	6	65.2	2.5670	2.5310	3.7700	2 x 0.070"	2 X 4mm	P	0.6875	P	C 14	1.1250	5C +0.510"	turbulator
JPO387	Matchless	1100cc twin MAXIMUM 060" oversize	1932	2	85.725	3.3750	1.8750	3.1490	3 x 1/8"	0		0.8125	PR	C 812	1.3267	4P	
JPO1031	Matchless Motorcycle	G3/L 347cc, OHV, CR 6.3:1	1948-55	1	69.06	2.7187	2.0000	2.8750	2 x 1/16"	1 x 1/8"	P	0.8750	P	SC 22	1.2500	4A +0.320" (8.13)	flat top
JPO1032	Matchless Motorcycle	G80 498cc, OHV, CR 7.2:1	1947-55	1	82.55	3.2500	1.8120	3.1880	2 x 1/16"	1 x 1/8"	P	0.8750	T6	C 2	1.3130	4C	flat top
JPO1033	Matchless Motorcycle	G80 498cc, OHV, CR 8.5:1	1947-55	1	82.55	3.2500	1.9320	3.3110	2 x 1/16"	1 x 1/8"	P	0.8750	T6	C 2	1.3130	4C	flat top
JPO1034	Matchless Motorcycle	D3, G3, G3/L, G4, Clubman and Special 347cc, OHV, CR7:1	1935-46	1	69	2.7165	1.4900	3.0000	2 x 1/16"	1 x 1/8"	P	0.8750	P	C 2	1.2500	4A +0.340" (8.64)	dome
JPO1035	Matchless Motorcycle	G12CS, G12CSR Monarch 646cc, CR 8.5:1	1960- 1966	2	72	2.8346	2.0321	2.8125	2 x 1/16"	1 x 4mm	P	0.7500	P	C 750	1.1730	4N +0.374" (9.50)	with valve

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JPO1036	Matchless Motorcycle	G11 592cc, OHV, CR 7.5:1	1956-58	2	72	2.8346	1.9370	2.8940	2 x 1/16"	1 x 4mm	P	0.7500	P	SC 19	1.1500	4P +0.484" (12.3)	dome
JPO1041	Matchless Motorcycle	G9, Super Clubman 498cc, OHV, CR 7.8:1	1956-59	2	66	2.5984	1.9606	2.8350	2 x 1/16"	1 x 4mm	P	0.7500	P	SC 19	1.1140	4J +0.504" (12.8)	dome
JPO1065	Matchless Motorcycle	G9, Super Clubman 498cc, OHV, CR 7:1	1949-55	2	66	2.5984	1.8750	2.6970	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.1300	4H +0.394" (10.0)	dome
JPO1066	Matchless Motorcycle	G3/L High Comp, G3/LS 347cc, OHV, CR7.5:1	1948-64	1	69	2.7165	2.1540	3.3860	2 x 1/16"	1 x 1/8"	P	0.8750	P	C 2	1.2000	4H +0.472" (12.0)	dome
JPO1067	Matchless Motorcycle	G80S 498cc, OHV, CR 7.3:1	1956-59	1	82.55	3.2500	2.0625	3.4370	2 x 1/16"	1 x 1/8"	P	0.8750	P	C 2	1.2150	4H +0.285" (+7.2)	dome valves
JPO1068	Matchless Motorcycle	G12CS, G12CSR 646cc, OHV, CR 8.5:1	1958-1959	2	72	2.8346	2.1970	2.9780	2 x 1/16"	1 x 5/32"	P	0.7500	P	SC 19	1.1020	4G +0.527"	dome with valve
JPO1069	Matchless Motorcycle	G2 248cc, OHV, CR 7.8:1	1959-64	1	69.9	2.7500	2.0471	2.9690	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.1300	4J +0.335" (+8.5)	dome with valves



<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO1070	Matchless Motorcycle	G5 348cc, OHV, CR7.4:1	1960	1	72	2.8350	1.7185	2.3790	2 x 1/16"	1 x 4mm	P	0.7500	P	C 750	1.1500	1C	flat with valves
JPO445	Matchless Motorcycle	CS 498cc SV Single 1933 X 990cc SV Twin 1937 -1940 All CR 5:1	1933/1937-40	1 & 2	85.725	3.3750	1.8130	3.5000	2 x 1/16"	1 x 4mm	P	0.8750	P	C 2	1.1970	4J	
JPO905	Matchless Motorcycle	AJS: 37/2, 37/2A, 38/2, 38/2A, 39/2, 39/2A, 40/2, 40/2A: 990cc, SV, CR5:1 1937 - 1940 twin	1937-40	2	85.725	3.3750	1.8130	3.5000	2 x 1/16"	1 x 4mm	P	0.8750	P	C 2	1.2992	4J	
JPO411	Mazda	Ford: Telstar Spectron, Courier, Econovan, FE series Mazda: 323 F6 Engine, 1587cc, OHC	1983-1989	4	81	3.1900	1.5160	2.6250	2 x 1.5mm	1 x 4mm	OC	0.8661	PR		1.1880	6A 0.180" (4.6)	dome valve reliefs
JPO1098	Meadows	12/50 11.9 HP	1927-1929	4	69	2.7165	1.4173	3.2322	3 x 1/16"	1 x 4mm x .120" Plain	P	0.6250		C 1	1.2755	4A (+0.150")	
JPO295	Meadows	4EL/AV Tractor RBP		4	95	3.7400	2.0000	4.0000	2 x 1/8"	2 x 3/16"	P	0.9375		C 3	1.5940	1A	flat top
JPO610	Mercedes	13.9 H.P. 170S, 170V, 180; M181, M136 engines M136 eng. Mk VII & VIII (CR6.7:1) 1767cc, SV, CR6.5:1	1950-57	4	75	2.9528	1.7323	3.4650	3 x 2mm	1 x 4mm	OC	0.7874	P	C 15	1.2640	1A	flat top

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JPO729	Mercedes	280S/SE/SL, 300 SEL, M130 engine 2778cc, OHC, CR9:1 Oversize to MAX 1.0mm (040")	1968-72	6	86.5	3.4055	1.9380	3.2050	3 x 2mm	1 x 4mm	OC	0.9842	P	SC 25	1.3130	1A	flat top
JPO1081	Mercedes Benz	230SL, 230, 230S, M180 CR 9:1	1965-1967	6	82	3.2283	2.0310	3.2940	2 X 2mm	1 x 4mm	OC	0.9843		SC 25	1.3630	6C	
JPO1109	Mercedes Benz	220SE 200SEB 220SEC M127 8.7:1	1958	6	80	3.1496	1.6535	3.4590	3 x 2mm	1 x 4mm	OC	24.0000		C 3	1.3970	1A	
JPO1048	Mercury	Mercury 09A, 19A, 29A, 99A, 69M, 79M, 89M 239cui SV, CR 6.8:1, RBP	1939-1948	8	81	3.1875	1.7810	3.1560	2 x 3/32"	1 x3/16" P & 1 x 3/16" OC	OC	0.7500	P	SC 19	1.4140	4F +0.200"	dome
JPO1007	MG	Car 13.9 H.P., 1802cc	1927-32	4	75	2.9530	1.6560	3.1250	2 X 2mm	1 x 4mm	P	0.7875	G6		0.8440	1A	flat top
JPO1016	MG	MG GT V8 3528cc, OHV, CR 8.25:1	1973	8	88.9	3.5000	1.8530	2.9300	2 X 2mm	1 x 3/16"	OC	0.8750	PR		1.2500	2F - 0.160"	dish
JPO1017	MG	Midget Mk III 1493cc, OHV, CR 8.5:1	1974-80	4	73.65	2.8995	1.2870	2.2870	2 x 1/16"	1 x 4mm	OC	0.8125		SC 21	1.0000	1A	flat top

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<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO1071	MG	Midget 1100 1098cc, OHV, CR 8.9:1	1964-69	4	64.57	2.5420	1.1920	2.3130	3 x 1/16"	1 x 4mm	OC	0.6250	P	C 1	1.0000	2A - 0.098"	dish
JPO200	MG	T Series: TB, TC, TD, TF, Y, YA, YB; Midget, 1.25Litre 1250cc, OHV, CR 7.4:1	1939-1956	4	66.5	2.6181	1.7690	2.8950	2 X 2mm	1 x 5/32"	OC	0.7088	G5		0.8440	1A	flat top
JPO317	MG	MGB Mk II, 5 M-B, MGB GT 1798cc, OHV, CR 9:1	1971-78	4	80.2	3.1590	1.6600	2.5750	3 x 1/16"	1 x 4mm	OC	0.8125	PR		1.2410	2F - 0.159"	dish
JPO332	MG	Midget PB 939cc, OHV, RBP	1936	4	60	2.3620	1.4160	2.7500	2 X 2mm	2 x 5/32"	P	0.5625	P	C 6	0.9400	1A	flat top
JPO347	MG	MGA 1600; 11/16" pin 1588cc, OHV, CR 9.5:1	1959-61	4	75.4	2.9680	1.6580	3.0250	2 X 2mm	1 x 4mm	OC	0.6875	G6		1.0000	1A	flat top
JPO424	MG	1100 Midget 1098cc, OHV, CR 10:1	1963-69	4	64.6	2.5420	1.1980	2.2900	2 x 1/16"	1 x 4mm	OC	0.6250	P	C 1	1.0640	1A	flat top
JPO441	MG	Midget Mk III, 1300 Mk I, II 1275cc, OHV, CR9.75:1	1964-82	4	70.6	2.7795	1.5000	2.3110	3 x 1/16"	1 x 4mm	OC	0.8125	T		1.0000	2A - 0.210"	dish

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<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO510	MG	T Series, overbored 1348cc, OHV, CR 8.6:1	1939-56	4	69.04	2.7180	1.7720	2.8740	2 X 2mm	1 x 4mm	OC	0.7087	G9		0.8750	1A	flat top
JPO511	MG	MGA 1600 1588cc, OHV, CR9.5:1	1959-65	4	76.2	3.0000	1.6560	3.0310	2 X 1/16"	1 x 5/32"	OC	0.6875	G6		1.0000	1A	flat top
JPO533	MG	8 H.P. Midget, J1, J2; 847cc, SV/OHV, RBP .582"(Magna 6 cylinder (1934-35))	1928-34	4	57	2.2440	1.4173	2.6180	2 X 2mm	2 X 4mm	P	0.5625	G6		0.8750	1A	flat top
JPO533B	MG	8 H.P., Midget, J1, J2 847cc, OHV	1928-34	4	57	2.2440	1.4173	2.6180	2 X 2mm	2 X 4mm	P	0.5625	M3		0.8750	1A	flat top
JPO533A	MG	8 H.P. Midget, J1, J2 12 H.P. KN, NA, Magnette, 847cc/1286cc, OHV, RBP .582" {Magna 6 cylinder (1934 - 35)}	1928-34	4	57	2.2440	1.4173	2.6180	2 X 2mm	2 X 4mm	P	0.5625	P	C 6	0.8750	1A	flat top
JPO533R	MG	8 HP, Midget, J1, J2 847cc, OHV	1928-34	4	57	2.2440	1.4173	2.6180	2 x 0.047"	1 x 4mm	P	0.5625	P	C 6	0.8750	1A	flat top
JPO534	MG	TF 1500 1466cc, OHV, CR 8.3:1	1954-56	4	72	2.8346	1.7717	2.8740	2 X 2mm	1 x 4mm	OC	0.7087	G6		0.8440	1A	flat top

PISTON CALALOGUE 2016

<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO544	MG	MGA Mk1, overbored 1798cc, OHV, CR9.7:1	1959-1961	4	80.25	3.1596	1.6650	3.0360	3 x 1/16"	1 x 4mm	OC	0.6875	G6		1.0450	1A flat top	
JPO545	MG	MGB 1800, 3 M-B Elva: Courier Mk IV (62-65) 1798cc, OHV, CR 9.7:1 18G, 18A	1962-64	4	80.25	3.1596	1.6650	2.8300	3 x 1/16"	1 x 4mm	OC	0.7500	TG4		1.0450	1A	flat top
JPO546	MG	MGB 1800, 3 M-B, 3/4" pin 1798cc, OHV, CR 8.75:1	1962-64	4	80.25	3.1596	1.6650	2.8300	3 x 1/16"	1 x 4mm	OC	0.7500	TG4		1.1200	2F - 0.150"	dish
JPO547	MG	MGB, MGB-GT 5 M-B, 13/16" pin, clips 1798cc, OHV, CR 8.8:1	1965-71	4	80.25	3.1596	1.6650	2.5750	3 x 1/16"	1 x 4mm	OC	0.8125		SC 21	1.0450	2F - 0.150"	dish
JPO547A	MG	MGB Mk I, MGB-GT 1798cc, OHV, CR8.75:1 5	1963-80	4	80.25	3.1596	1.6650	3.0310	3 x 1/16"	1 x 4mm	OC	0.8125		SC 21	1.0450	2F - 0.150"	dish
JPO548	MG	1800 MGB, 5 M-B, 1798cc, 13/16" pin, circlips 18GUH, 18GG	1964-70	4	80.25	3.1596	1.6580	2.6560	2 x 1/16"	1 x 4mm	OC	0.8125		SC 21	1.3000	1A	flat top
JPO548A	MG	1800 MGB, 5 M-B, overbored	1964-70	4	82.55	3.2500	1.6580	2.6560	2 x 1/16"	1 x 3/16"	OC	0.8125	T5	C 4	1.3000	1A	flat top

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<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO614	MG	Austin A40 MkII, 1100; Allegro 1100 HC 10:1; Austin OHV Healey Sprite Mk111, 9.5:1; MG Midget 1100 9.5:1; Morris OHV 1100, Minor 1100, 10:1	1963-1970	4	64.6	2.5420	1.1940	2.2900	2 x 1/16"	1 x 4mm	OC	0.6250	P	C 1	1.0640	1A	flat top
JPO623A	MG	Midget Mk 111 1380cc OHV CR9.6:1	1967-1973	4	73.025	2.8750	1.5000	2.3110	2 x 0.047"	1 x 4mm	3Pc	0.8125	PR		1.0000	2A - 0.188"	dish
JPO749	MG	1600 Twin Cam 1588cc, DOHC, CR 8.3:1	1958-60	4	75.4	2.9680	2.2700	3.6900	3 x 1/16"	1 x 5/32"	OC	0.8750	P	SC 22	1.1250	4R +0.640"	dome
JPO763	MG	20 H.P.	1939-40	6	73	2.8740	1.6750	3.1450	2 X 2mm	1 x 4mm	OC	0.7087	G6		1.1250	1A	flat top
JPO1005	MG	Midget, Series TA 1292cc, 10 H.P.	1936-40	4 & 6	63.5	2.5000	1.4770	2.7200	2 X 2mm	2 x 5/32"	P	0.6299	G3		0.8750	1A	flat top
JPO1009	MG	Series V (1937-40) (4 cyl) Series S (1938-40) (2 Litre, 6 cyl) 1550cc/1998cc, SV/OHV	1937-40	4 & 6	69.5	2.7362	1.6750	3.1690	2 X 2mm	1 x 4mm	P	0.7087	G9		0.8900	1A	flat top
JPO395	MG	MGA 1600, Mk I; TVR: Grantura Mk II, IIA (60-61) 11/16" pin, 1588cc, OHV, CR 8.3:1	1960-61	4	75.4	2.9680	1.6540	3.0310	2 X 2mm	1 x 3/16"	OC	0.6875	G6		0.9700	2A - 0.170"	dish

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JPO397	MG	MGA 1600 Mk II, Magnette Mk IV Elva: Courier Mk III (62-65) TVR: Grantura Mk III (62-63) 1622cc, OHV, CR 8.9:1, 3/4" pin	1961-67	4	76.2	3.0000	1.6600	3.0250	3 x 1/16"	1 x 4mm	OC	0.7500	G2		1.0000	1A	flat top
JPO427	MG	Midget Mk III, 1300 Mk I, II 1275cc, OHV, CR8.8:1	1967-74	4	70.6	2.7795	1.5000	2.7500	3 x 1/16"	1 x 4mm	OC	0.8125	PR		1.0000	2A - 0.226"	dish
JPO446	MG	MGC, MGC GT 2912cc, OHV, CR 9:1	1968-70	6	83.3	3.2805	1.8750	3.4400	3 x 2mm	1 x 3/16"	OC	0.8750	P	C 2	1.1300	1A	flat top
JPO448	MG	Midget Mk III 1275cc, OHV, CR11.7:1	1967-76	4	70.6	2.7795	1.4976	2.3070	2 x 1/16"	1 x 4mm	OC	0.8125	PR		1.0000	1A	flat top
JPO105	MG	1500 Magnette MkIII, MGA 1489cc, OHV, CR9:1	1953-61	4	73.025	2.8750	1.6480	3.0000	3 x 1/16"	1 x 4mm	OC	0.6875	G6		1.0900	1A	flat top
JPO229	MG Elva	ZA, ZB, Magnette Mk 111, MGA Elva: Courier Mk 1 (58-59) 1489cc, OHV, CR 8.2:1	1953-1961	4	73.025	2.8750	1.6500	3.0300	2 X 2mm	1 x 5/32"	OC	0.6875	G6		1.0000	2A - 0.140" (3.6)	dish
JPO450	Mini	Cooper S 1275cc, OHV, CR11.7:1	1964-69	4	70.6	2.7795	1.4976	2.3070	2 x 1/16"	1 x 4mm	OC	0.8125	PR		1.0000	1A	flat top

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JPO553A	Mini	1100 OHV, Clubman, Mini S, Minimatic, Moke 1098cc, OHV, CR 8.9:1	1964-69	4	64.57	2.5420	1.1920	2.3130	3 x 1/16"	1 x 4mm	OC	0.6250	P	C 1	1.0000	2A - 0.098"	dish
JPO617	Mini	1275GT 1275cc, OHV, CR8.8:1	1970-75	4	70.6	2.7795	1.5000	2.7500	3 x 1/16"	1 x 4mm	OC	0.8125	PR		1.0000	2A - 0.226"	dish
JPO686	Mini	Deluxe, Moke 8.7:1	1967-69	4	64.6	2.5420	1.3300	2.5050	2 X 2mm	1 x 4mm	OC	0.7570	PR		1.0000	2A - 0.223"	dish
JPO313	Mini	Cooper Deluxe, Mini 1000, S, LS, SS; Moke 998cc, OHV, CR8.3:1	1965-78	4	64.6	2.5420	1.3430	2.5600	2 X 2mm	1 x 4mm	OC	0.6250	P	C 1	1.1250	2A - 0.240"	dish
JPO524A	Mini	Cooper Deluxe, Mini 1000, S, LS, SS; Moke; 998cc, OHV, CR9.5:1 AE 20754 Austin	1965-78	4	64.6	2.5420	1.3330	2.5600	2 x 2mm	1 x 4mm	OC	0.6250	P	C 1	1.1250	1A	flat top
JPO553	Mini	1100 OHV, Clubman, Mini S, Minimatic, Moke; CR 7:1 (75-83) 1098cc, OHV, CR8.5:1	1962-83	4	64.6	2.5420	1.1950	2.3130	2 X 2mm	1 x 4mm	OC	0.6250	P	C 1	1.0000	2A - 0.219"	dish
JPO561	Mini	850, Mk II, City, SDL, 95 van, Moke 850cc, OHV, A Series	1960-69	4	62.9	2.4770	1.4980	2.7170	3 x 0.070"	1 x 4mm	P	0.6250	G5		0.8130	1A	flat top



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JPO580	Mini	Cooper 997cc, OHV, CR 9:1	1962-64	4	62.4	2.4580	1.2500	2.3500	3 x 1/16"	1 x 4mm	P	0.6250	G5		0.8750	2A - 0.075"	dish
JPO618	Mini	Cooper 'S', 1100S, 1300, Clubman GT, LS, Moke Californian 1275cc, OHV, CR9.75:1	1964-82	4	70.6	2.7795	1.5000	2.3110	3 x 1/16"	1 x 4mm	OC	0.8125	T		1.0000	2A - 0.210"	dish
JPO623	Mini	Cooper 'S' overbored, Racing	1964-73	4	73.025	2.8750	1.5000	2.3075	2 x 0.047"	1 x 4mm	3Pc	0.8125	PR		1.0000	2A - 0.188"	dish 8.5cc
JPO410	Mitsubishi	4G37, 1755cc Cordia AB, AC Nimbus UA,UB	1984-89	4	80.6	3.1730	1.6190	2.3750	2 x 1.5mm	1 x 4mm	OC	0.7480	PR		1.1560	4H	
JPO648	Mitsubishi	4G53 Canter	1975-80	4	88	3.4650	1.3680	3.0000	2 X 2mm	1 x 4mm	OC	0.8661	PR		1.4060	1A	flat top
JPO673	Mitsubishi	G511		1	68	2.6770	1.1630	2.1300	2 X 2mm	1 x 1/8"	P	0.5510	P	C 6	1.1250	1A	flat top
JPO681	Mitsubishi	4G54, Sigma 2.6 Litre, Flat top Canter FC, Pajero NA, NB, NC, ND, N; Triton ME, MF, MG, MH Sigma GE, GH, GJ, GK, GN; Scorpion GH, G	1979-81	4	91.1	3.5870	1.3580	2.9760	2 X 2mm	1 x 4mm	OC	0.8661	PR		1.3750	1A	flat top

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JPO692	Mitsubishi	4G52, Sigma 2 Litre Astron L200 MA, MB Sigma GE, GH, GK, G, Scorpion GE	1977-79	4	84	3.3070	1.5890	2.9840	2 X 2mm	1 x 4mm	OC	0.8661	PR		0.9690	1B	flat top
JPO836	Monro	Sedan	1936	4	76.2	3.0000	1.5200	3.2870	2 X 2mm	1 x 4mm	P	0.7500	G2		1.1420	1A	flat top
JPO453	Morgan	F Super, F4, Three Wheeler 993cc, SV, CR 6.16:1	1946-52	4	63.5	2.5000	1.2250	2.7500	2 X 2mm	1 x 5/32"	OC	0.6875	P	C 14	1.0000	1A	flat top
JPO454	Morgan	F Super 1172cc, SV, CR 6.16:1, RBP	1935-39	4	63.5	2.5000	1.0312	2.5620	2 X 2mm	1 x 5/32" P 1 x 5/32" OC	OC	0.6875	P	C 14	1.0000	1A	flat top
JPO458	Morgan	4/4 Series II 1172cc, SV, CR 7:1	1956-60	4	63.5	2.5000	1.7810	2.9370	2 X 2mm	1 x 4mm	OC	0.6870	P	C 14	1.0000	1A	flat top
JPO459	Morgan	4/4 1267cc, OHV, CR7.1:1	1939-40	4	63.5	2.5000	1.5000	2.8750	2 X 2mm	1 x 5/32" P 1 x 5/32" OC	OC	0.7500	P	SC 19	1.0630	1A	flat top
JPO460	Morgan	Plus Four 2088cc, OHV, CR6.7:1	1950-54	4	85	3.3464	2.0040	3.4400	3 x 2mm	1 x 4mm	OC	0.8750	P	C 2	1.3800	1A	flat top

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JPO462	Morgan	4/4 Series V 1499cc, OHV, CR8.3:1	1960-75	4	80.95	3.1875	1.5310	2.6250	2 x 1/16"	1 x 3/16"	OC	0.8125	T5	C 4	1.1880	1A	flat top
JPO463	Morgan	4/4 Series III, IV, V 1198cc, OHV, CR 8.7:1	1960-68	4	80.95	3.1884	1.5310	3.0400	2 X 2mm	1 x 4mm	OC	0.8125	PR	SC 21	1.0630	1A	flat top
JPO464	Morgan	4/4 10 H.P., 1122cc, IOE & OHV	1937-40	4	63	2.4800	1.5630	2.8400	2 X 2mm	1 x 4mm	P/O	0.6250	P	C 1	1.0250	1A	flat top
JPO476	Morgan	4/4 1600 2737E 1599cc, OHV, CR 9:1	1967-71	4	80.985	3.1884	1.7380	3.2800	2 X 2mm	1 x 4mm	3pc	0.8125	PR	SC 21	1.1880	3F - 0.450" (11.4)	dish
JPO504	Morgan	Plus Eight 3528cc, OHV, CR 10.5:1	1968-73	8	88.86	3.5000	1.8570	2.9380	2 X 2mm	1 x 3/16"	OC	0.8750	PR		1.1880	2F - 0.042"	dish
JPO509	Morgan	Plus Four 2138cc, OHV, CR9:1	1961-67	4	85.989	3.3854	2.0000	3.4400	3 x 1/16"	1 x 4mm	OC	0.8750	P	C 2	1.2190	1A	flat top
JPO461	Morgan	Plus Four 1991cc, OHV, CR8.5:1	1954-62	4	83	3.2677	2.0000	3.4400	3 x 2mm	1 x 4mm	OC	0.8750	P	C 2	1.2500	1A	flat top

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JPO1013	Morris	Isis 2639cc, OHV, CR9:1, RBP	1957-60	6	79.4	3.1250	1.8750	3.4060	2 X 2mm	2 x 3/16"	P	0.8750	P	C 2	1.1560	1A	flat top
JPO1015	Morris	Minor, 10/6, Light Van prior to Eng. No. UO136 for OHV; U101A for SV. 847cc, SV/OHV, RBP	1928-34	4 & 6	57	2.2440	1.4173	2.6180	2 X 2mm	2 X 4mm	P	0.5625	G6		0.8750	1A	flat top
JPO155	Morris	Minor 1000 948cc, OHV, CR 9:1	1957-62	4	62.9	2.4770	1.3500	2.5950	2 X 2mm	1 x 4mm	P	0.6250	G5		0.8750	1A	flat top
JPO156	Morris	Minor 1000, Series III, 5cwt van 948cc, OHV, CR 8.3:1	1957-62	4	63	2.4775	1.3420	2.5950	2 x 0.070"	1 x 5/32"	P	0.6250	G5		0.8200	2A - 0.140"	dish
JPO157	Morris	7 H.P. Minor SV, OHV, RBP	1928-34	4	57	2.2440	1.4173	2.6180	2 X 2mm	2 X 4mm	P	0.5625	M3		0.8750	1A	flat top
JPO199	Morris	C, CD, CV, FV, NCV 24.8 H.P., 1.5-5 ton 3519cc/3770cc, SV	1934-54	4	100	3.9370	2.2500	4.2450	2 x 3/32"	1 x 3/16"	OC	1.0625	G8		1.2500	1A	flat top
JPO201	Morris	8 H.P. Series 'E', Minor Series MM, 5cwt Series Z 918cc, SV	1939-52	4	57	2.2440	1.1020	2.5000	2 X 2mm	2 X 4mm	P	0.5905	G8		0.7800	1A	flat top

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JPO203	Morris	1476cc, SV: 14 H.P. Oxford, Series MO, J Type Cowley van 2215cc, OHC: Six, 2.2Litre, Series MS	1948-57	4 & 6	73.5	2.8937	1.6250	2.3100	2 X 2mm	1 x 4mm	OC	0.7500	G2		0.9690	1A	flat top
JPO204	Morris	NEB, LC, LCS, LD, PV, 15-30 cwt 15.9 H.P., OHV, RBP	1939-53	4	80	3.1500	1.7500	3.1875	2 x 3/32"	2 x 3/16"	P	0.8661	G6		1.0300	1A	flat top
JPO213	Morris	1600 Oxford, Major Elite, = 4 cylinder 1599cc, OHV, CR6.3:1 AUSTRALIAN RELEASE 11/16" pin	1959-64	4	76.2	3.0000	1.6560	3.0310	2 X 2mm	1 x 3/16"	OC	0.6875	G6		0.9700	2A - 0.170"	dish
JPO215	Morris	Marina 1500, 2200	1969-74	4 & 6	76.2	3.0000	1.6800	3.0000	2 X 2mm	1 x 3/16"	OC	0.8125	PR		1.1250	1A	flat top
JPO233	Morris	1500 Oxford Series II, III, 15/50, 15/60 Commercial: J2, 15cwt, Minibus 1489cc, OHV, CR 8.3:1	1956-62	4	73.025	2.8750	1.6500	3.0300	2 X 2mm	1 x 5/32"	OC	0.6875	G6		1.0000	2A - 0.140"	dish
JPO255	Morris	LC5, Isis 2639cc, OHV, CR7:1	1955-57	6	79.4	3.1250	1.8600	3.4280	2 x 3/32"	1 x 3/16"	OC	0.8750	G9		1.1600	2A - 0.230"	dish
JPO278	Morris	Minor Series II 803cc, OHV, CR7.2:1, RBP	1952-57	4	57.9	2.2800	1.3100	2.5700	2 X 2mm	2 X 4mm	P	0.5625	G6		0.7500	2A - .110"	

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JPO299	Morris	Cowley, Metropolitan 1200cc, OHV, CR7.2:1, RBP	1954-57	4	65.47	2.5775	1.6500	3.0200	2 x 3/32"	1 x 5/32" P 1 x 5/32" OC	OC	0.6875	G11		1.0000	2A - 0.130" (3.30)	dish
JPO305	Morris	3400cc, OHV: 2-3 ton 22.3 HP, 3.4L 20HP 5103cc, OHV, CR16.5:1: Diesel 5 ton, 702 7 ton RBP	1954-57	4 & 6	95	3.7401	2.7680	4.7150	3 x 3/32"	2 x 1/4"	P	1.3750	P		1.5000	3A - 0.915" (23.2)	dish
JPO307	Morris	1800 Mk I, II, Marina 1.8TC, 1.8GT, 1.8HL, 1800S Mk II B Series, 1798cc, OHV, CR9:1	1967-72	4	80.2	3.1595	1.6650	2.5750	3 x 1/16"	1 x 4mm	OC	0.8125	PR	SC 21	1.0450	2F - 0.150" (3.8)	dish
JPO309	Morris	Isis 2639cc, OHV, CR 9:1	1956-57	6	79.38	3.1250	1.8600	3.4350	2 X 2mm	1 x 3/16"	OC	0.8750	G9		1.1875	1A	flat top
JPO318	Morris	8 H.P. Series I, II, Light Van 918cc, RBP	1935-38	4	57	2.2440	0.9840	2.3700	2 X 2mm	2 X 4mm	P	0.5900	G8		0.8130	1A	flat top
JPO326	Morris	Minor 1000, 1100 1098cc, OHV, CR8.5:1	1963-71	4	64.6	2.5420	1.1950	2.3150	2 X 2mm	1 x 4mm	OC	0.6250	P	C 1	0.9680	2A - 0.219"	dish
JPO329	Morris	Minor 850, Mini-Van 850cc, OHV, CR 9:1, A Series	1960-69	4	62.9	2.4770	1.4980	2.7170	3 x 0.070"	1 x 4mm	P	0.6250	G5		0.8130	1A	flat top

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JPO331	Morris	FVS, NVS Series 4197cc, OHV, CR6.4:1, RBP	1950-54	6	88	3.4646	1.8700	3.5000	2 X 2mm	2 x 3/16"	P	0.9375	G9		1.2500	1A	flat top
JPO338	Morris	Minor 1100 1098cc, OHV, CR 10:1	1963-70	4	64.6	2.5420	1.1980	2.2900	2 x 1/16"	1 x 4mm	OC	0.6250	P	C 1	1.0640	1A	flat top
JPO344	Morris	25 H.P. Series II & III, 'O' Commercial: CS, CV, CVS, Equiloard, 2, 3, & 5 ton. 3485cc	1936-40	6	82	3.2280	2.0080	3.7650	3 x 2mm	1 x 4mm	P	0.8661	G6		1.0600	1A	flat top
JPO348	Morris	Major QX, Oxford, 10/4, 15/6 10 H.P., 14.9 H.P.	1930-35	4 & 6	63.5	2.5000	1.3800	2.6400	2 X 2mm	1 x 4mm	P	0.6299			0.8700	1A	flat top
JPO364	Morris	Cowley 11.9 H.P., 1550cc	1927-33	4	69.5	2.7360	1.6530	3.1250	3 x 2mm	1 x 4mm	P	0.7874	P	C 15	1.0000	1A	flat top
JPO382	Morris	11.9 H.P., 8/10/12cwt, Light Van 1550cc	1927-33	4	69.5	2.7360	1.6530	3.1250	3 x 2mm	1 x 4mm	P	0.7874	G16		1.0000	1A	flat top
JPO426	Morris	Marina 1300, L, HL, 7-10cwt van 1275cc, OHV, CR8.8:1	1972-80	4	70.6	2.7795	1.5000	2.7500	3 x 1/16"	1 x 4mm	OC	0.8125	PR		1.0000	2A - 0.226"	dish

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JPO437	Morris	Cowley, Oxford (1927-31) 8/10/15/20 cwt, Commercial and Light van, Navigator Marine 13.9 H.P., 1802cc	1927-39	4	75	2.9530	1.6560	3.1250	2 X 2mm	1 x 4mm	P	0.7875	G6		0.8440	1A	flat top
JPO437A	Morris	Oxford 13.9 H.P.	1924-26	4	75	2.9530	1.6520	3.1490	2 X 2mm	1 x 4mm	P	0.7875	P	C 15	1.3000	1A	flat top
JPO447	Morris	Marina 1300, 1275cc, OHV, CR11.7:1	1968-80	4	70.6	2.7795	1.4976	2.3070	2 x 1/16"	1 x 4mm	OC	0.8125	PR		1.0000	1A	flat top
JPO517	Morris	12/4, 18/6, T Series III, 10/12cwt, Series Y1550cc/1998cc, SV/OHV	1935-41	4 & 6	69.5	2.7362	1.6750	3.1690	2 X 2mm	1 x 4mm	P	0.7087	G9		0.8900	1A	flat top
JPO595	Morris	12 H.P. 10/6 1378cc, RBP	1934-35	6	57	2.2440	1.5740	2.6480	2 X 2mm	2 X 4mm	P	0.5900	G8		1.0400	4F	Dome
JPO614	Morris	Austin A40 MkII, 1100; Allegro 1100 HC 10:1; Austin OHV Healey Sprite Mk111, 9.5:1; MG Midget 1100 9.5:1; Morris OHV 1100, Minor 1100, 10:1	1963- 1970	4	64.6	2.5420	1.1940	2.2900	2 x 1/16"	1 x 4mm	OC	0.6250	P	C 1	1.0640	1A	flat top
JPO623B	Morris	Marina 1380cc OHV CR9.6:1 A Series	1972- 1980	4	73.025	2.8750	1.5000	2.3110	2 x 0.047"	1 x 4mm	3Pc	0.8125	PR		1.0000	2A - 0.188"	dish



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JPO703	Morris	Major QX, Oxford, 10/4, 15/6 10 H.P., 14.9 H.P. RBP	1930-35	4 & 6	63.5	2.5000	1.3770	2.6400	2 X 2mm	1 x 4mm	P	0.6300	G17		0.8130	4A	flat top
JPO732	Morris	Marina 1750, 2.6 1746cc/2623cc, OHV	1972-74	4 & 6	76.2	3.0000	1.4100	2.0000	2 x 1/16"	1 x 4mm	OC	0.8125	PR		1.1250	2A - 0.225"	dish
JPO761	Morris	18 H.P. 2288cc, Series II	1936-37	6	69	2.7170	1.6730	3.1690	2 X 2mm	1 x 4mm	P	0.7086	G5		1.0000	1A	flat top
JPO901	Morris	14/6 Series II & III , Q	1936-40	6	61.5	2.4210	1.6730	3.1300	2 X 2mm	2 X 4mm	P	0.7087	G15		0.9060	1A	flat top
JPO931	Morris	Minor Series II 803cc, OHV, CR7.9:1, RBP	1952-57	4	57.9	2.2800	1.3100	2.5700	2 X 2mm	2 X 4mm	P	0.5625	G6		0.7500	1A	
JPO146	Morris	Cowley 1200 1200cc, OHV, CR7.2:1	1951-54	4	65.47	2.5775	1.5720	2.9500	2 x 3/32"	1 x 5/32"	P	0.6250	G12		0.9370	2A - 0.200"	dish
JPO205	Morris	Series M, SM, 10/4 10 H.P., 1140cc, RBP	1939-45	4	63.5	2.5000	1.7720	2.9060	2 X 2mm	2 X 4mm	P	0.6300	G17		0.8130	1A	flat top

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JPO257	Morris	Isis 2639cc, OHV, CR 9:1, RBP	1957-60	6	79.4	3.1250	1.8750	3.4060	2 X 2mm	1 x3/16" P & 1 x 3/16" OC	OC	0.8750	P	C 2	1.1560	1A	flat top
JPO319	Morris	Marina 1.8TC, GT, HL 1798cc, OHV, CR 9:1	1971-75	4	80.2	3.1590	1.6600	2.5750	3 x 1/16"	1 x 4mm	OC	0.8125	PR		1.0400	2F - 0.159"	dish
JPO336	Morris	Metro 310 City Van 998cc, OHV, CR9.5:1	1981	4	64.6	2.5420	1.3430	2.5600	2 X 2mm	1 x 4mm	OC	0.6250	P	C 1	1.1250	1A	flat top
JPO416	Morris	10/4, Series II & III, G2, G2S, Taxi Cab 1292cc, 10 H.P.	1935-38	4 & 6	63.5	2.5000	1.4770	2.7200	2 X 2mm	2 x 5/32"	P	0.6299	G3		1.0000	1A	flat top
JPO443	Morris	Marina 1300, 1300GT 1275cc, OHV, CR9.75:1	1972-80	4	70.6	2.7795	1.5000	2.3110	3 x 1/16"	1 x 4mm	OC	0.8125	T		1.0000	2A - 0.210"	dish
JPO451	Morris	2200 E, HL 2227cc, OHV, CR 9.5:1 E Series	1972-75	6	76.2	3.0000	1.6980	2.9440	3 x 1/16"	1 x 5/32"	OC	0.8125	PR		1.0000	1A	flat top
JPO270	Nash	Ambasador 600, Series 4140, Series 40 23.44 HP, 173cui, RBP, CR 6.87:1	1941-49	6	79.4	3.1250	1.8750	3.3750	2 x 3/32"	2 x 5/32"	P	0.8125	PR	SC 21	1.3130	1A	flat top

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JPO271	Nash	Rambler Series 10 173cui, SV, CR7.25:1	1950-54	6	79.4	3.1250	2.0000	3.3750	2 x 3/32"	2 x 5/32"	P	0.8125	G15		1.0630	1A	flat top
JPO272	Nash	Ambassador 6, Advanced 6, Big 6 235 cui, OHV, RBP, CR 6.8:1 Ambassador 8, Advanced 8 (42-51)	1934-51	6 & 8	85.7	3.3750	2.3125	3.8750	2 x 3/32"	2 x 3/16"	P	0.8750	P	C 2	1.4380	1A	flat top
JPO702	Nash	Rambler Classic, Rebel 287 cui	1964-66	8	95.3	3.7500	1.9340	3.6880	2 X 2mm	1 x 3/16"	OC	0.9315	PR		1.3750	1A	flat top
JPO705	Nash	Standard Six Series 420 184 cui, SV, CR 5:1	1929	6	79.4	3.1250	2.2500	3.8130	2 x 3/32"	1 x 3/16"	P	0.8125	PR	SC 21	1.1880	1A	flat top
JPO1090	Norton	ES2,490cc.OHC Comp Ratio 7.1:1	1956-1959	1	79	3.1102	1.3751	2.5787	2 x 1.5mm	1 x 4mm	P	0.8750		C 2	1.2598	1C	
JPO1103	Norton	Electra 400 Two Port 397cc 7.9:1	1963-1964	2		2.5984	1.4460	2.3860	2 x 1/16"	1 x 4mm	OC	0.6869		C 14	1.1050	1C	
JPO1111	Norton	ES2 490cc, OHV 18 500T	1948-1955	1	79	3.1102	1.3430	2.7180	2 x 1/16"	1 x 5/32"	P	0.8750		C 2	1.2600	1C	

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JPO584	Norton Motorcycle	490cc 16H, WD Model 30, SV	1931-48	1	79	3.1100	1.7500	3.3270	2 x 1/16"	1 x 1/8"	P	0.8750	P	C 2	1.2320	4P +0.470" (11.9)	dome
JPO597	Norton Motorcycle	Navigator 349cc, OHV, CR8.25:1	1949	2	63	2.4808	1.5000	2.2500	2 x 1/16"	1 x 4mm	P	0.6875	P	C 14	1.1000	1C	flat top valves
JPO626	Norton Motorcycle	Atlas, P11, P11A, N15CS, Commando, Combat 750 Eng. 745cc, OHV, CR10:1 Pistons: Left & Right Hand	1964-73	2	73.015	2.8746	1.7398	2.6500	2 x 1/16"	1 x 5/32"	3Pc	0.6869	P	C 14	1.3800	4R	
JPO691	Norton Motorcycle	7, 88, Dominator Twin, 88SS 500cc, OHV, CR 9.5:1	1949-66	2	66	2.5984	1.6560	2.8430	2 x 1/16"	1 x 4mm	P	0.6875	P	C 14	1.1250	4M +0.189" (4.8)	
JPO694	Norton Motorcycle	7, 88, Dominator Twin 500cc, OHV, CR 7.8:1	1948-60	2	66	2.5984	1.5937	2.7810	2 x 1/16"	1 x 5/32"	P	0.6875	P	C 14	1.5000	4M +0.142" (3.6)	
JPO739	Norton Motorcycle	77, 99, 99SS, Dominator Twin, 99 Nomad 600cc, OHV, CR 9:1	1956-60	2	68	2.6770	1.8430	2.8750	2 x 1/16"	1 x 4mm	P	0.6875	P	C 14	1.1250	4F +0.270" (6.9)	dome
JPO765	Norton Motorcycle	Model International 30 490cc OHC	1934-52	1	79	3.1102	1.3770	2.7500	2 X 2mm	1 x 4mm	P	0.8750	PR	C 2	1.2500	1A	flat top

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JPO784	Norton Motorcycle	Atlas MX, P11, P11A, N15CS, Ranger, Commando, Combat 750Eng 745cc, OHV, CR 9:1	1964-73	2	73.015	2.8746	1.5430	2.4480	1 x 1/16 1 x 1/16"SCR	1 x 4mm	3Pc	0.6869	P	C 14	1.1260	1C	flat top
JPO875	Norton Motorcycle	CS1, ES2, 18 490cc, OHV, CR7.6:1	1929-30	1	79	3.1100	1.8440	3.0630	3 x 1/16"	0		0.6250	P	C 1	1.2100	4J +0.450" (11.4)	dome
JPO890	Norton Motorcycle	Model 50 OHV, 348cc, CR 7.3:1	1956-63	1	71	2.7953	1.8126	2.8500	2 x 1/16"	1 x 4mm	P	0.8750	P	C 2	1.2400	1C	flat top with valves
JPO892	Norton Motorcycle	Manxman, Mercury, Dominator Twin, 650, 650SS 650cc, OHV, CR8.9:1	1961-70	2	68	2.6770	1.5985	2.5000	2 x 1/16"	1 x 4mm	P	0.6875	P	C 14	1.1810	1C	flat with valves
JPO925	Norton Motorcycle	Commando 850 828cc, OHV, CR 8.5:1	1975-77	2	77	3.0315	1.4780	2.3800	2 x 1/16"	1 x 4mm	3Pc	0.6869	P	C 14	1.1420	1A	flat top
JPO781	NSU Car	Prinz 4 598cc, OHC, CR7.5:1	1961-73	2	76	2.9920	1.8500	3.1500	2 X 2mm	1 x 4mm	P	0.7874	P	C 15	1.1810	4F +0.138" (3.50)	dome
JPO817	NSU Car	1200C 1177cc, OHC, CR 7.8:1	1966-73	4	75	2.9530	1.7193	2.9130	2 X 2mm	1 x 4mm	OC	0.7087	P	C 14	1.2200	4M +0.083" (2.10)	dome

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JPO818	NSU Car	1200TT, CR 9.2:1	1967-73	4	75	2.9530	1.9843	3.1180	2 X 2mm	1 x 4mm	OC	0.7087	P	C 14	1.2210	4R +0.382" (9.70)	dome
JPO738	NSU Motorcycle	Max Sport 247cc, OHC, CR 10.5:1	1953-60	1	69	2.7170	1.8100	3.2100	2 X 2mm	1 x 4mm	P	0.7086	P	C 14	1.1250	4M +0.404" (10.3)	dome
JPO738A	NSU Motorcycle	Max 247cc, OHC, CR 7.4:1	1953-60	1	69	2.7170	1.6930	3.0800	2 X 2mm	1 x 4mm	P	0.7086	P	C 14	1.1250	4M +0.265" (6.7)	dome
JPO813	NSU Motorcycle	500 SS, 501 OSL 500cc, OHV	1932-33	1	80	3.1496	1.8890	3.1850	2 X 2mm	1 x 4mm	P	0.8661	P	C 2	1.1810	4H +0.478" (12.0)	dome
JPO826	NSU Motorcycle	OSL 251 250cc	1950-52	1	64	2.5200	1.3170	2.5000	2 X 2mm	1 x 4mm	OC	0.5900	P	C 1	0.8900	1A	flat top
JPO829	NSU Motorcycle	OS 351	1932-37	1	72	2.8350	1.6650	2.9330	2 X 2mm	1 x 4mm	P	0.7875	P	C 15	0.9920	4H +0.394" (10.0)	dome
JPO837	NSU Motorcycle	501T		1	80	3.1496	1.7720	3.2950	3 x 2mm	1 x 4mm	P	0.7875	P	C 15	1.4570	1A	flat top

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JPO838	NSU Motorcycle	301T		1	66	2.5980	1.4960	2.9330	2 X 2mm	1 x 4mm	P	0.7086	P	C 14	1.1020	1A	flat top
JPO841	NSU motorcycle	Maxi 175cc		1	62	2.4410	1.5040	2.5980	2 X 2mm	1 x 4mm	P	0.5900	P	C 1	1.2600	4H +0.224" (5.70)	dome
JPO855	NSU Motorcycle	Max 300		1	72	2.8346	1.4330	2.7560	2 X 2mm	1 x 4mm	P	0.7087	P	C 14	1.1420	4H +0.173" (4.40)	dome
JPO862	NSU Motorcycle	Konsul 11 501 OS 500cc	1938	1	80	3.1500	1.6575	2.9330	2 X 2mm	1 x 4mm	P	0.8661	P	C 2	1.3000	1A	flat top
JPO863	NSU Motorcycle	601T		1	87	3.4252	1.8780	3.4800	3 x 2mm	1 x 4mm	P	0.7874	P	C 15	1.4570	4F +0.157" (4.00)	dome
JPO888	NSU Motorcycle	300 Sports Max		1	72	2.8345	1.5450	2.8000	2 X 2mm	1 x 4mm	OC	0.7087	P	C 14	1.1020	4H +0.314" (8.0)	dome
JPO711	Oakland	All American Model 212	1928-29	6	82.55	3.2500	2.1880	3.7500	2 x 3/32"	1 x 3/16"	P	1.0625	P	C 17	1.7500	1A	flat top

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JPO206	Oldsmobile	F Series 230 cui, SV, RBP, CR 6.1:1	1937-40	6	87.3	3.4375	2.2400	4.0312	2 x 3/32"	2 x 3/16"	P	0.8590	P	C 2	1.5000	1A	flat top
JPO207	Oldsmobile	Series 60, 76, 96 238 cui, SV, RBP, CR 6.1:1	1941-48	6	88.9	3.5000	2.2340	4.0000	2 x 3/32"	2 x 3/16"	P	0.8590	P	C 2	1.5000	1A	flat top
JPO208	Oldsmobile	Series 76 231 cui, SV, RBP, CR 6.5:1	1949-50	6	89.7	3.5313	2.1090	4.0312	2 x 3/32"	2 x 3/16"	P	0.8590	P	C 2	1.5300	1A	flat top
JPO421	Oldsmobile	Series 88, 98, Super 88, Cyclone 324 cui, OHV, V8, CR 8.5:1	1954-56	8	98.4	3.8750	1.8750	4.0310	2 X 2mm	1 x 3/16"	OC	0.9805	P	SC 25	1.3130	1A	flat top
JPO688	Oldsmobile	F Series 213 cui, SV, RBP, CR 6:1	1932-35	6	84.1	3.3125	2.2500	3.9520	2 x 3/32"	1 x 3/16"	P	0.8590	P	C 2	1.3750	1A	flat top
JPO746	Oldsmobile	Model 30-E 185 cui, SV	1926-27	6		2.8750	1.8700	3.3750	2 x 3/32"	1 x 3/16"	P	0.8580	P	C 2	1.3130	1A	flat top
JPO1085	Opel	Rekord	1959	4	80		1.7710	3.7401	2 x 3/32"	1 x 3/16"	OC	0.8661		C 2	1.2795	1A	



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JPO824	Opel	2.6 Kapitän CR 8:1	1960-65	4 & 6	85	3.3465	1.7681	3.6220	2 X 2mm	1 x 3/16"	OC	0.8661	PR	C 2	1.3390	1A	flat top
JPO911	Opel	Olympia, Rekord 1.5 (4 cyl) 1488cc, OHV, CR6.9:1 Kapitän 2.6, Kapitän BR3V, Super Six (6 cyl) 2473cc, OHV, CR6.9:1	1938-58	4 & 6	80	3.1496	1.9744	3.5492	2 x 3/32"	1 x 3/16"	OC	0.8661	P	C 2	1.3390	1A	flat top
JPO139	Overland	96 to Car 155457 Whippet 32 HP	1928-31	4	79.4	3.1250	2.0000	3.6870	2 x 3/32"	1 x 3/16"	P	0.7500	G		1.3000	1A	flat top
JPO140	Overland	98, 98A (6cyl) 96, 96A (4cyl) after 155457 Whippet	1928-31	4 & 6	79.4	3.1250	2.0000	3.6870	2 x 3/32"	1 x 3/16"	P	0.8125	PR	SC 21	1.3200	1A	flat top
JPO670	Overland	Model 91, 92, Redbird, Blackbird, Bluebird	1924-28	4	88.9	3.5000	1.8750	3.5000	2 x 3/32"	1 x 3/16"	P	0.7400	SG		1.1250	1A	flat top
JPO912	Packard	526, 533, (6 cyl); 443, 640, 645, 740, 745, 840, 845, 903, 904, 904C, 1003, 1004, 1103, 1104, 1105, 1203, 1204, 1205, 1403, 1404, 1405 (8 cyl)	1928-36	6 & 8	88.9	3.5000	2.5000	4.2500	3 x 2mm	1 x 3/16"	P	0.8750	P	C 2	1.5750	1A	flat top
JPO734	Panther Motorcycle	100, 100S, Redwing 598cc, OHV	1936-60	1	87	3.4252	1.7500	3.3440	2 x 3/32"	1 x 4mm	P	0.8750	P	C 2	1.3130	1C	

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JPO209	Perkins	Python 3, Puma 4, Panther 6 Petrol, RBP 2.36L, 3.15L, 4.73L	1937-47	3 & 6	88.9	3.5000	2.2470	4.1950	3 x 3/32"	2 x 1/4"	P	1.2500	P	SC 1 1/4"	1.1560	1A	flat top
JPO537	Perkins	Diesel	1959	3 & 6	91.5	3.6020	2.2470	4.2500	3 x 3/32"	2 x 1/4"	P	1.2500	P	SC 1 1/4"	1.1560	1A	flat top
JPO468	Petter	A1, W1, Series II, 2LTA, 2AV, PA, PAW, PAV Series II		1 & 2 & 3	85	3.3464	1.5730	3.1650	2 X 2mm	1 x 4mm	P	0.7500	P	SC 19	1.4060	1A	flat top
JPO285	Peugeot	203, 1290cc, OHV, CR6.8:1 403/1300, 403/7, CR 7.4:1	1949-60/61-64	4	75	2.9528	1.8900	3.3130	2 X 2mm	1 x 4mm	OC	0.8661	P	C 2	1.1900	4A	flat top
JPO286	Peugeot	403, 404/8 1468cc, OHV, CR 7:1	1955-68/68-70	4	80	3.1496	1.6340	3.0710	2 X 2mm	1 x 3/16"	OC	0.8661	PR	C 2	1.3100	1A	flat top
JPO532	Peugeot	403 Special for racing only 1468cc, OHV, CR 8:1	1955-58	4	81	3.1890	1.8320	3.2700	2 X 2mm	1 x 4mm	OC	0.8661		C 2	1.3130	4K +.197" (5.0)	dome valves
JPO856	Peugeot	201, 201C 1100cc, 11.46 H.P.	1935-36	4	68	2.6770	1.7717	3.3720	3 x 2mm	1 x 4mm	P	0.7087	G9		1.0000	1A	flat top

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JPO558	Pinnock	Mower		1	57	2.2440	0.9380	2.2500	2 x 3/32"	0		0.4930	P	C 6	0.8750	1A	flat top
JPO701	Pioneer	Air Cooled		1	57.2	2.2500	1.2210	2.0640	2 x 1/16"	0		0.6250	P	C 1	1.0000	4A	flat top
JPO1059	Plymouth	PC, PD, PE, PG, PJ, P1-P12 23.4 HP, 201 cui, SV, CR 5.5:1	1933-41	6	79.4	3.1250	2.0000	3.5940	2 x 3/32"	2 x 5/32"	P	0.8593	PR	C 2	1.6300	1A	flat top
JPO1060	Plymouth	P Series (P14, P15, P17-P20, P22-P28) 212cui, SV, CR 5.2:1	1942-57	6	82.55	3.2500	2.0000	3.6870	2 x 3/32"	1 x 5/32"	P	0.8593	PR	C 2	1.3400	1A	flat top
JPO1061	Plymouth	P11, P11D, P12 (Export) 218 cui, SV, CR 5.4:1	1941	6	85.7	3.3750	2.0100	3.3750	2 x 3/32"	2 x 5/32"	P	0.8590	P	C 2	1.3750	1A	flat top
JPO230	Pontiac	Series 25-26 223 cui, SV, RBP, CR 6.2:1	1937-40	6	87.3	3.4375	2.1562	3.5940	2 x 3/32"	2 x 3/16"	P	0.9375	P	C 3	1.6300	1A	flat top
JPO231	Pontiac	Torpedo 6 240 cui, OHV, CR 6.5:1	1931-40	6	90.49	3.5625	2.1562	3.5940	2 x 3/32"	1 x 3/16"	P	0.9375	P	C 3	1.6300	1A	flat top

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JPO231	Pontiac	Torpedo 6 240 cui, OHV, CR 6.5:1	1931-40	6	90.49	3.5625	2.1562	3.5940	2 x 3/32"	1 x 3/16"	P	0.9375	P	C 3	1.6300	1A	flat top
JPO512	Pontiac	5188cc V8 347 cui, OHV, 8.5:1	1956-58	8	100	3.9375	1.9170	3.8900	2 X 2mm	1 x 3/16"	OC	0.9800	P	SC 25	1.4380	2F - 0.125"	dish
JPO744	Pontiac	Big Six, New Big Six, Fine Six 200 cui, SV, CR 4.9:1	1929-31	6	84.1	3.3125	2.1360	4.0000	2 x 3/32"	1 x 3/16"	P	1.0625	P	C 17	1.6250	1A	flat top
JPO371	Pope	125cc		1	54	2.1250	1.1810	2.5620	2 x 3/32"	0		0.5000	P	C5	0.8750	1A	flat top
JPO401	Pope	4 stroke		1	60.3	2.3750	1.1080	2.2700	2 x 3/32"	1 x 3/16"	P	0.5625	P	C 6	1.0940	1A	flat top
JPO293	Reliant	Regal 8cwt, Three wheeler van 747cc, SV, CR5.7:1	1952-59	4	55.9	2.2000	0.8750	1.8125	2 x 1/16"	2 X 4mm	P	0.5000	G9		0.7500	1A	flat top
JPO290	Renault	4CV, 750 (R1060/R1062) 748cc, OHV, RBP, CR6:1	1950-60	4	54.5	2.1460	1.1800	2.6090	2 X 2mm	2 X 4mm	P	0.5510	P	C 6	0.8440	1A	flat top

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JPO375	Renault	Dauphine, 5CV; Ondine, Gordini, Floride, R4L, R6, Estafette 845cc, OHV, RBP, CR 7.25:1	1956-58	4	58	2.2835	1.1811	2.5200	2 X 2mm	2 X 4mm	P	0.5510	P	C 6	0.8600	1A	flat top
JPO689	Reo	Flying Cloud A	1927-28	6	82.55	3.2500	2.2344	3.9250	3 x 3/32"	1 x 3/16"	OC	0.9842	G6		1.5000	1A	flat top
JPO747	Reo	Flying Cloud, 2S, 3S, 4S, 5S (6cyl) 4396cc Royale N31, N35, 831, 835, 1N, 2N(8cyl), 5861cc	1928-36	6 & 8	85.725	3.3750	2.2340	4.0000	3 x 2mm	1 x 3/16"	P	0.9842	PR	SC 25	1.3750	1A	flat top
JPO842	Riedel Motorcycle	2 stroke		1	52	2.0470	0.9840	1.9690	2 x 3/32"	0		0.4720	P	C 7	0.8740	1A	flat top
JPO1003	Riley	2.6 High Comp 2639cc, OHV, CR 9:1, RBP	1957-60	6	79.4	3.1250	1.8750	3.4060	2 X 2mm	2 x 3/16"	P	0.8750	P	C 2	1.1560	1A	flat top
JPO1073	Riley	Kestrel 1098cc, OHV, CR 8.9:1	1966-68	4	64.57	2.5420	1.1920	2.3130	3 x 1/16"	1 x 4mm	OC	0.6250	P	C 1	1.0000	2A - 0.098"	dish
JPO234	Riley	4/68, 1.5 1489cc, OHV, CR8.3:1	1958-65	4	73.025	2.8750	1.6563	3.0300	2 X 2mm	1 x 5/32"	OC	0.6875	G6		1.1560	2A - 0.140 (3.6)	dish

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JPO236	Riley	2.5 Litre, Pathfinder 2443cc, OHV, CR7.25:1	1955-57	4	80.5	3.1693	2.2520	3.8000	2 X 2mm	1 x 4mm	OC	0.8661	P	C 2	1.2500	4A	flat top
JPO403	Riley	2.5 Litre, High Comp. 2443cc, OHV,	1945-52	4	80.5	3.1690	2.5030	4.0000	2 X 2mm	2 X 4mm	P	0.8661	P	C 2	1.4000	4S + 0.494"	
JPO428	Riley	Kestrel 1300 1275cc, OHV, CR8.8:1	1967-69	4	70.6	2.7795	1.5000	2.7500	3 x 1/16"	1 x 4mm	OC	0.8125	PR		1.0000	2A - 0.226"	dish
JPO444	Riley	Kestrel 1300 Mk II 1275cc, OHV, CR9.75:1	1964-82	4	70.6	2.7795	1.5000	2.3110	3 x 1/16"	1 x 4mm	OC	0.8125	T		1.0000	2A - 0.210"	dish
JPO559	Riley	12 H.P. 1.5 Litre, Sprite 1496cc, CR6.8:1 largest o/s +.060"	1945-56	4	69	2.7165	2.0000	3.5630	2 X 2mm	1 x 4mm	P	0.7500	P	SC 19	1.1560	4L +.275"□□□□	flat top
JPO596	Riley	Stelvio 9 H.P. (1089cc); Alpine 14 H.P.(1633cc) CR 6:1	1928-35	4 & 6	60.3	2.3740	1.6535	2.8630	2 X 2mm	2 X 4mm	P	0.5625	P	C 6	1.0240	4A	flat top
JPO708	Riley	1.5 Litre, Sprite, High Comp. 1496cc, OHV, CR8:1	1945-52	4	69	2.7165	2.4206	3.9900	2 X 2mm	1 x 4mm	P	0.7500	P	SC 19	1.1560	4S +0.700"	pixie hat

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JPO314	Riley	Elf Mk II, III 998cc, OHV, CR8.3:1	1963-69	4	64.6	2.5420	1.3430	2.5600	2 X 2mm	1 x 4mm	OC	0.6250	P	C 1	1.1250	2A - 0.240"	dish
JPO327	Riley	Elf Mk I 850cc, OHV, CR 9:1, A Series	1962-63	4	62.9	2.4770	1.4980	2.7170	3 x 0.070"	1 x 4mm	P	0.6250	G5		0.8130	1A	flat top
JPO374	Riley	16 H.P., 2.5 Litre 2443cc, OHV, CR6.5:1	1940-54	4	80.5	3.1690	2.2500	3.8000	2 X 2mm	1 x 4mm	OC	0.8661	P	C 2	1.2500	4A +0.243"	flat top
JPO886	Riley	Falcon, Kestrel 12 HP, 1496cc	1935-40	4	69	2.7165	1.9090	3.4840	2 X 2mm	1 x 4mm	P	0.7480		SC 19	1.1560	4A+.210"	flat top
JPO653	Robin	Stationary		1	50	1.9685	1.0630	2.2000	2 X 2mm	0		0.4720	P	C 7	0.6250	1A	flat top
JPO1112	Rolls Royce	6.75 Litre American Specification Comp 9:1	1969-76	8		4.1000	1.9060	3.4600	1 x 2mm .172" CHR& 1 x 2mm .197"	1 x 4.5mm x .169"	3PC	1.0000		SC 25	1.3650	1U .170" DISH	
JPO1113	Rolls Royce	6.75 Litre No American Specification Comp 9:1	1969-76	8		4.1000	1.8780	3.4320	1 x 2mm .172" CHR& 1 x 2mm .197"	1 x 4.5mm x .169"	3PC	1.0000		SC 25	1.3650	1U .142" DISH	

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JPO263	Rolls Royce	29.4 HP 4.25 Litre, Silver Dawn, Silver Wraith, Silver Phantom; 25/30 4256cc, SV, CR6.4:1	1946-54	6	88.9	3.5000	2.2750	4.2620	2 X 2mm	1 x 3/16"	OC	0.7500	P	SC 19	1.3650	1A	flat top
JPO264	Rolls Royce	Silver Wraith, Silver Dawn 4566cc, F Head, CR6.4:1	1951-54	6	92.1	3.6250	2.2750	4.2620	2 X 2mm	1 x 3/16"	OC	0.7500	P	SC 19	1.3650	1A	flat top
JPO435	Rolls Royce	20/25 3669cc, CR 4.6:1	1929-36	6	82.55	3.2500	2.2700	3.7750	3 x 2mm	1 x 4mm	OC	0.7500	P	SC 19	1.3650	1A	flat top
JPO718	Rolls Royce	20 HP, "baby Rolls" 3103cc, OHV	1922-29	6	76.2	3.0000	2.1250	3.5700	4 x 3/32"	1 x 4mm	OC	0.7500	P	SC 19	1.3650	1A	flat top
JPO725	Rolls Royce	FB60 Princess 4 Litre R	1965	6	95.3	3.7500	2.0625	3.3600	2 X 2mm	1 x 3/16"	OC	0.8750	P	SC 22	1.5000	1A	flat top
JPO757	Rolls Royce	Silver Cloud, Silver Wraith 33.7 H.P. 4.9 Litre, 4887cc, CR 6.8:1	1955-59	6	95.25	3.7500	2.2800	4.1500	3 x 2mm	1 x 3/16"	OC	0.7500	P	SC 19	1.3650	1A	flat top
JPO899	Rolls Royce	Phantom III 7340cc, SV Spitfire: Merlin	1936-39	12	82.55	3.2500	1.7500	3.7400	2 X 2mm	1 x 3/16"	OC	0.8750	P	SC 22	1.3650	1A	flat top



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JPO902	Rolls Royce	Phantom II 7670cc, SV	1929-35	6	107.95	4.2500	2.2500	4.9250	3 x .098"	1 x 4.5mm	P	1.0000	P	SC 25	1.8050	1A	flat top
JPO211	Rover	2 Litre 15 H.P., Land Rover Series I, 60 1997cc, 11/16" pin, CR6.73:1	1933-55	4	77.8	3.0625	2.4230	3.6220	2 x 0.070" 1 x 3/32"	1 x 5/32"	OC	0.6875	P	C 14	1.1560	5C +0.510"	turbulator
JPO212	Rover	2 Litre, 15 H.P., Land Rover Series I, 60 1997cc, 7/8" pin, CR6.9:1	1956-58	4	77.8	3.0625	2.4280	3.6220	2 x 0.070" 1 x 3/32"	1 x 5/32"	OC	0.8750	P	SC 22	1.1560	5C +0.500"	turbulator
JPO212A	Rover	Land Rover 2.6 Litre Series II, III, CR 7.8:1; Rover: Mk I, II, III, Saloon, Coupe 2995cc, 3 Litre CR8.75:1 100 2625cc, CR7.8:1 (1960-62)	1959-73	6	77.8	3.0625	2.6130	3.8590	1 x 0.070" 1 x 0.07CHR.	1 x 4mm x .108" rails	OC	0.8750	P	SC 22	1.1600	5C +0.735"	turbulator
JPO223	Rover	10 1389cc, OHV	1934-47	4	63	2.4800	1.3100	2.8000	2 X 2mm	1 x 5/32"	P	0.5625	P	C 6	1.0000	1A	flat top
JPO385	Rover	16 2147cc, OHV	1937-47	6	67.5	2.6575	2.0000	3.2500	2 X 2mm	2 X 4mm	P	0.6250	P	C 1	1.1700	1A	flat top
JPO394	Rover	80 check for chrome bore 2286cc, OHV, CR7:1	1960-1962	4	90.475	3.5620	2.2968	3.9370	2 x 0.070"	1 x 3/16"	P	1.0000	P	SC 25	1.4380	1A	flat top

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JPO412	Rover	14 14.9 H.P., 1901cc, OHV	1939-47	6	63.5	2.5000	2.0000	3.2500	2 X 2mm	2 x 5/32"	P	0.6250	P	C 1	1.0000	1A	flat top
JPO414	Rover	Ten 10.8 H.P., 1389cc	1934-47	4	66.5	2.6180	1.5770	2.9150	2 X 2mm	2 X 4mm	P	0.6250	PR	C 1	1.1880	1A	flat top
JPO423	Rover	2200 TC, 2200SC; P6 2205cc, OHC, CR 9:1	1973-77	4	90.5	3.5625	1.9380	3.1880	2 X 2mm	1 x 3/16"	OC	1.0000	P	SC 25	1.4380	2F - 0.175"	dish
JPO522	Rover	90, 105 19.8 H.P., 2638cc, CR 6.73:1	1954-59	6	73.025	2.8750	2.4700	3.7200	2 x 0.070"	1 x 4mm	OC	0.6875	P	C 14	1.1560	5C +0.510"	turbulator
JPO522A	Rover	90, 105 19.8 H.P., 2638cc, CR6.73:1	1956-59	6	73.025	2.8750	2.4700	3.7200	2 x 0.070"	1 x 4mm	OC	0.8750	P	C 2	1.1560	5C +0.500"	turbulator
JPO586	Rover	2000TC, P6 Engine 1980cc, OHC, CR10:1	1966-73	4	85.8	3.3750	2.2280	3.5000	2 X 2mm	1 x 3/16"	OC	1.0000	P	SC 25	1.4380	3F	dish
JPO736	Rover	4.2 Litre Stroker		8	88.9	3.5000	1.6500	2.7850	2 X 2mm	1 x 3/16"	OC	0.8750	PR		1.3750	2A	dish

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JPO772	Rover	12 11.9H.P., 1496cc	1934-47	4	69	2.7170	1.5781	3.1250	2 X 2mm	1 x 4mm	P	0.6250	P	C 1	1.1880	1A	flat top
JPO675	Rover	3500, 3.5 Litre, V8, Range Rover 3528cc, OHV, CR 8.25:1	1968-77	8	88.9	3.5000	1.8530	2.9300	2 X 2mm	1 x 3/16"	OC	0.8750	PR		1.2500	2F - 0.160"	dish
JPO690	Rover MG	3.5 Litre, 3500, 3500S, V8, Range Rover MG: MG GT V8 (1973- ) 3528cc, OHV, CR 10.5:1	1968-73	8	88.86	3.5000	1.8570	2.9380	2 X 2mm	1 x 3/16"	OC	0.8750	PR		1.2500	2F - 0.042"	dish
JPO521	Rover Marauder	Rover: Type 75, P3, P4 Marauder: Model A 15.8 H.P., 2103cc, SV, CR 7.25:1	1948-54	6	65.2	2.5670	2.5310	3.7700	2 x 0.070"	2 X 4mm	P	0.6875	P	C 14	1.1250	5C +0.510"	turbulator
JPO679	Rover MG	SD 1, 3.5 Litre, 3500 V8 Land Rover: 90, 110, Range Rover, Series III, 109 MG: MG GT V8 (1973- ) 3528cc, OHV, CR 9.35:1	1968-86	8	88.9	3.5000	1.8650	2.9400	2 X 2mm	1 x 3/16"	OC	0.8750	PR		1.2500	2F - 0.088"	dish
JPO1104	Royal Enfield	J,J2,499cc OHV	1938-1955	1	84	3.3071	1.6558	3.4864	2 x 1/16"	1 x 4mm x .140"	P	0.7500		C 750	1.2511	1A	
JPO672	Royal Enfield Motorcycle	248cc, OHV CR 9:1 Crusader 250, Crusader Sports, Crusader Super 5, Clipper, Continental, Continental GT, Olympic,	1958-1966	1	69.9	2.7510	1.7800	3.0710	2 x 1/16"	1 x 4mm	P	0.7500	P	SC 19	1.0630	4J +0.470" (+12.0)	dome

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JPO860	Royal Enfield Motorcycle	1140cc, SV TWIN	1938	2	85.5	3.3661	1.6870	3.0110	3 x 1/16"	0		0.7500	P	SC 19	1.3390	4A (3.30)	flat top
JPO879	Royal Enfield Motorcycle	Interceptor 736cc, OHV, CR 8.5:1	1963-71	2	70.9	2.7918	1.8366	3.1300	2 x 1/16"	1 x 4mm	P	0.7500	T3	SC 19	1.0000	4H +0.358" (+9.1)	dome
JPO880	Royal Enfield Motorcycle	350 Bullett (single); Meteor 700, Super Meteor (twin); Constellation (twin) 350cc/692cc, OHV, CR 8:1	1959	1 & 2	69.875	2.7510	1.7760	3.0710	2 x 1/16"	1 x 4mm	P	0.7500	T3	SC 19	1.0000	4H +0.315" (8.0mm)	dome
JPO882	Royal Enfield Motorcycle	346cc OHV WD G	1941-54	1	69.875	2.7510	1.3750	2.9150	2 x 1/16"	1 x 5/32"	P	0.7500		C 750	1.0380	1A	
JPO895	Royal Enfield Motorcycle	500 Bullet, 499cc, OHV, CR6.5:1; 500 Bullet, OHV, CR 7.25:1 (1960-)	1953-59	2	69.874	2.7510	2.0000	3.2950	2 x 1/16"	1 x 4mm	P	0.7500	P	C 750	1.0630	4H +0.496" (+12.6)	dome with valves
JPO582	Royal Enfield (Indian) Motorcycle	Bullett 500cc, OHV, CR 6.5:1	1953-59	1	84	3.3070	2.0625	3.2870	2 x 1/16"	1 x 4mm	P	0.7500	P	C 750	1.2500	4H + .405" dome	valve cutouts
JPO909	Saab	Triumph: Engine JB87510 on Saab: 99 1709cc, OHC, CR 8.8:1	1970-71	4	83.5	3.2869	1.3428	2.5420	1 x 2mm & 1 x 3mm	1 x 4mm	OC	0.8750	P	SC 22	1.1020	2F	dish - 0.095" (2.413)

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JPO910	Saab/Ford	Sonett V4, Sonett III, 95, 96, V4 1498cc, OHV	1967	4	90.03	3.5445	1.7933	3.3209	1 x 2mm & 1 x 3mm	1 x 4mm	OC	0.9449	PR		1.1810	1A	flat top
JPO564	Scott Bonnar	125cc, 2 stroke		1	57	2.2440	1.3750	2.5700	2 x 3/32"			0.4690	P	C 7	1.1560	4S +0.125"	dome
JPO377	Simca	1300 Elysee, Flash 1290cc, OHV, CR 6.8:1	1956-65	4	74	2.9130	1.6720	3.1250	2 X 2mm	1 x 4mm	P	0.8661	P	C 2	1.1900	1A	flat top
JPO378	Simca	Aronde, 1200, 1.2 Litre 1221cc, OHV, RBP, CR6.7:1	1952-54	4	72	2.8350	1.6540	3.2280	2 X 2mm	2 X 4mm	P	0.7875	P	C 15	1.0250	1A	flat top
JPO373	Simplex	85cc		1	74.6	1.8750	1.1250	2.0620	2 x 3/32"	0		0.5000	P	C 7	0.7500	6J +0.360" (9.1)	flat top side cutouts
JPO1075	Singer	Gazelle, Vogue 1592cc, OHV, CR8.3:1	1961-65	4	81.5	3.2100	1.8460	3.2500	2 X 2mm	1 x 3/16"	OC	0.9375	P	C 3	1.1250	2A - 0.098"	dish
JPO222	Singer	Super Ten 10 H.P., 1193cc, CR7:1	1938-49	4	63.245	2.4900	1.2990	2.6740	2 X 2mm	1 x 4mm	P	0.5625	P	C 6	0.9690	1A	flat top

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JPO415	Singer	Junior 8 H.P., 848cc	1929-32	4	56	2.2050	1.1880	2.6700	2 X 2mm	1 x 1/8"	P	0.5625	P	C 6	0.8750	1A	flat top
JPO671	Singer	9 H.P., 972cc: Bantam, Le Mans, Junior Special 14H.P., 1612cc: 14	1932-37	4 & 6	60	2.3620	1.1900	2.6370	2 X 2mm	1 x 4mm	P	0.5625	P	C 6	1.0000	1A	flat top
JPO1025	Singer	Gazelle Series IIA 1494cc, OHV, CR 8.5:1	1959-62	4	79	3.1102	1.8504	3.2500	2 x 3/32"	2 x 3/16"	P	0.8750	P	C 2	1.2500	1A	flat top
JPO221	Singer HRG	Bantam, Roadster, Series 4A, 4AB HRG: 1100 (35-37) 9 H.P., 1074cc, OHC	1938-52	4	60	2.3622	1.3480	2.6000	2 X 2mm	2 X 4mm	P	0.5625	P	C 6	1.3130	1A	flat top
JPO224	Singer HRG	SM 1500, Roadster, Series 4AD, SMX, Hunter, Hunter S, Gazelle HRG: 1500 late (53-56) 1506cc, OHC, CR7:1	1949-53	4	73	2.8740	1.7260	3.1410	2 X 2mm	1 x 4mm	OC	0.6250	P	C 1	1.2500	1A	flat top
JPO402	Skoda	1200, 1201, 445 1221cc, OHV, CR 7.2:1, RBP	1952-59	4	72	2.8350	1.5750	3.0710	2 X 2mm	1 x 4mm	P	0.7087	P	C 14	1.0000	2A - 0.230"	dish
JPO241	Standard	Flying Eight 8 H.P., 1021cc, RBP, CR6.7:1	1939-41	4	57	2.2440	1.5000	2.8750	2 X 2mm	2 X 4mm	P	0.6250	P	C 1	1.0310	1A	flat top

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JPO246	Standard	Eight, Gold Star Power Plus 8 H.P., 803cc, OHV, RBP, CR8.25:1	1954-59	4	58	2.2835	1.5000	2.5940	2 X 2mm	2 X 4mm	P	0.6250	P	C 1	1.0000	1A	flat top
JPO247	Standard	10 Pennant 948cc, OHV	1954-60	4	63	2.4800	1.5000	2.6250	2 X 2mm	1 x 4mm	P	0.6250	P	C 1	1.0000	1A	flat top
JPO269	Standard	2 Litre Vanguard 6 1998cc, OHV, CR 8:1	1961-64	6	74.7	2.9405	1.5000	2.9920	2 X 2mm	1 x 4mm	OC	0.8125	PR	SC 21	1.0000	1A	flat top
JPO304	Standard	Flying Eight 1009cc, OHV, CR 6.7:1	1945-48	4	56.7	2.2323	1.5000	2.8750	2 x 1/16"	1 x 4mm	P	0.6250	P	C 1	1.0310	1A	flat top
JPO323	Standard	16 H.P. Six	1935-36	6	65.5	2.5780	1.5500	2.9350	3 x 2mm	1 x 5/32"	P	0.7500	P	SC 19	1.1250	1A	flat top
JPO573	Standard	V3 11.3 H.P.	1923-26	4	68.3	2.6875	1.4380	2.8130	2 X 2mm	1 x 4mm	P	0.5000	P	C 5	1.0630	1A	flat top
JPO774	Standard	12/4 1608cc, CR 5.5:1	1934	4	69.5	2.7360	1.5470	3.1090	2 X 2mm	1 x 4mm	P	0.6250	P	C 1	1.0880	1A	flat top

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JPO228	Standard	14 H.P., 1776cc: Flying Fourteen 20H.P., 2664cc: Flying Twenty 1776cc, OHV	1937-48	4 & 6	73.24	2.8750	1.7990	3.2500	2 X 2mm	1 x 4mm	P	0.7500	P	SC 19	1.3130	1A	flat top
JPO242	Standard	Flying Ten 10 H.P., 1267cc, RBP, CR6.5:1	1937-40	4	63.5	2.5000	1.5000	2.8750	2 X 2mm	2 x 5/32"	P	0.7500	P	SC 19	1.0630	1A	flat top
JPO245	Standard	20S, Vanguard Phase I, II, III 2088cc, OHV	1948-62	4	85	3.3464	2.0040	3.4400	3 x 2mm	1 x 4mm	OC	0.8750	P	C 2	1.3800	1A	flat top
JPO776	Standard	Standard: 9 H.P., 1006cc: Little Nine 9 H.P., 1052cc: Nine 14 H.P., 1497cc: Big 12 RBP	1932-36	4 & 6	60	2.3750	1.3750	2.7500	2 X 2mm	2 X 4mm	P	0.6250	P	C 1	1.0310	1A	flat top
JPO260	Studebaker	G Series, 164, 170, 186, Champion 2780cc, 164 cui, SV, CR 6.5:1/7.8:1 AE11209 is for four ring piston with one below pin original pin .7495"	1939-60	6	76.2	3.0000	1.5938	2.9060	2 x 3/32"	1 x 5/32"	P	0.7500	M4		1.0630	1A	flat top
JPO261	Studebaker	Commander 6 26 H.P., 226 cui, SV, CR 6.5:1	1938-50	6	84.1	3.3125	2.0530	3.7830	2 x 3/32"	1 x 3/16"	P	0.8750	G9		1.2800	1A	flat top
JPO667	Studebaker	Standard Six, Dictator 3973cc	1925-27	6	85.7	3.3750	1.9580	3.8750	2 x 3/32"	1 x 3/16"	P	0.8750	G9		1.5000	1A	flat top



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JPO677	Studebaker	Dictator 6, Series GE 242 cui, SV, CR 4.41:1	1928-30	6	85.7	3.3750	2.4000	4.0000	3 x 3/32"	1 x 3/16"	P	0.8750	G9		1.5000	1A	flat top
JPO709	Studebaker	Commander, Power Hawk, Silver Hawk 4244cc, 259cui, OHV, CR 7.8:1	1956-65	8	90.5	3.5625	1.7330	3.0420	2 X 2mm	1 x 3/16"	OC	0.8750	M3		2.0000	1A	flat top
JPO716	Studebaker	President, Sky Hawk Series 56H, 57B, 58H, 60V, 61V, 62V, 63V, 64V 289 cui, OHV, CR 7.8:1	1956-65	8	90.5	3.5625	1.5890	3.0000	2 X 2mm	1 x 3/16"	OC	0.8750	M3		1.7500	2F - 0.250"	dish
JPO556	Suffolk	G75 Mower		1	50.8	2.0000	1.0670	3.7500	2 x 3/32"	1 x 3/16"	P	0.4900	P	C 7	1.3130	1A	flat top
JPO1019	Sunbeam	Rapier 1390cc, OHV, RBP, CR8:1	1956-58	4	76.2	3.0000	1.8504	3.2500	2 X 2mm	1 x 4mm	OC	0.8750	P	C 2	1.2200	1A	flat top
JPO1022	Sunbeam	Mark III, Alpine 2267cc, OHV, CR7:1, RBP	1955-57	4	81	3.1875	2.0079	3.6560	2 x 3/32"	2 x 3/16"	P	0.9450	P	C 3	1.2200	1A	flat top
JPO1026	Sunbeam	Rapier Series II 1494cc, OHV, CR 8.5:1	1959-61	4	79	3.1102	1.8504	3.2500	2 X 2mm	2 x 3/16"	P	0.8750	P	C 2	1.2500	1A	flat top

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JPO1030	Sunbeam	1592cc, OHV, 8:1: Alpine Series II, III, IV (61-63); Rapier IIIA, IV (61-63); 1725cc, OHV, CR9.2:1: Alpine Series V; Rapier V	1961-63	4	81.5	3.2102	1.8500	2.8500	2 X 2mm	1 x 5/32"	OC	0.9375	P	C 3	1.3500	1A	flat top
JPO1078	Sunbeam	Rapier, Alpine Series I & II 1496cc, OHV, CR 9.3:1	1962-65	4	81.5	3.2102	1.8460	3.2500	2 X 2mm	1 x 3/16"	OC	0.9375	P	C 3	1.1250	1A	flat top
JPO1088	Sunbeam	S7,S8,487cc,OHC CR6.5:1	1946-57	2	69.816		1.3385	2.7125	2 x 1/16"	1 x 4mm	P	0.7500		C 750	1.1639	1A	
JPO1027	Sunbeam	Rapier, Alpine Series II, III 1592cc, OHV, CR8.3:1	1961-65	4	81.5	3.2100	1.8460	3.2500	2 X 2mm	1 x 3/16"	OC	0.9375	P	C 3	1.1250	2A - 0.098"	dish
JPO1029	Sunbeam Motorcycle	B24 347cc, OHV, CR7:1	1939-40	1	69	2.7165	1.4900	3.0000	2 x 1/16"	1 x 1/8"	P	0.8750	P	C 2	1.2500	4H +0.340" (8.64)	dome
JPO1023	Sunbeam Talbot	B, Y 26.8 H.P., 4086cc, SV, RBP	1936-51	6	85	3.3470	2.0080	3.6500	2 x 3/32"	2 x 3/16"	P	0.9450	P	SC 29	1.2700	1A	flat top
JPO513	Swallow	Doretti 1991cc, OHV, CR8.5:1	1953-61	4	83	3.2677	2.0000	3.4400	3 x 2mm	1 x 4mm	OC	0.8750	P	C 2	1.2500	1A	flat top

<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO1040	Talbot	BE, 10 1185cc, SV, 6.8:1	1938-48	4	63	2.4800	1.5310	2.9100	2 X 2mm	1 x 4mm P 1 x 4mm OC	OC	0.6300	G17		0.8750	1A	flat top
JPO1044	Talbot	90 1944cc, SV, CR 6.4:1	1946-50	4	75	2.9530	2.0080	3.6562	2 x 3/32"	1 x 3/16"	P	0.9450	P	C 3	1.2500	1A	flat top
JPO341	Talbot	AG, AQ, Scout, AX65 13.8 H.P., 1665cc	1930-38	6	61	2.4020	1.2500	2.2500	2 X 2mm	1 x 4mm	P	0.6299	G3		0.9380	1A	flat top
JPO707	Talbot	75 Sports, AM75, AW75, BA75, BB75, 90 Sports 18 H.P., 2276cc	1931-35	6	69.5	2.7360	1.2500	2.8130	2 X 2mm	1 x 4mm	P	0.7500	G2		1.0630	1A	flat top
JPO782	Terry	VS Compressor		1	69.9	2.7500	1.8740	2.8740	2 x 1/8"	0		0.8750	P	SC 22	1.3300	1A	flat top
JPO1018	Triumph	1800, 18T, 18TR 1776cc, OHV	1946-48	4	73.24	2.8750	1.7990	3.2500	2 X 2mm	1 x 4mm	O/C	0.7500	P	SC 19	1.3130	1A	flat top
JPO1099	Triumph	P	1926	1 & 2	84		1.6250	3.2460	2 x 3/32"	0		17.5000		C 14	1.0681	1A	

<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO243	Triumph	2 Litre Vanguard Six, E30/1; Triumph: 2000 MkI&II, Vitesse, GT6 1998cc, OHV, CR8:1 up to engine no. 50000	1961- 64/64-71	6	74.7	2.9405	1.5000	2.9920	2 X 2mm	1 x 4mm	OC	0.8125	PR	SC 21	1.0000	1A	flat top
JPO243A	Triumph	2000 Mk II, from Eng. 50001; GT6 MkIII from eng. 10001 1998cc, OHV, CR 8.85:1	1970-75	6	74.7	2.9405	1.8040	2.9920	2 X 2mm	1 x 4mm	OC	0.8125	PR	SC 21	1.0000	4P +0.300"	dome
JPO249	Triumph	1300, Herald 13/60 1296cc, OHV, CR 6.8:1	1966-71	4	73.64	2.8995	1.5060	2.6250	2 x 1/16"	1 x 4mm	OC	0.8125	PR	SC 21	1.0000	2A - 0.195"	dish
JPO249A	Triumph	1300, 1300TC, Spitfire, Herald 13/60, Toledo, Dolomite 1296cc, OHV, CR 9:1 from Engine RD19477	1967-70	4	73.64	2.8995	1.5155	2.6365	2 x 1/16"	1 x 4mm	OC	0.8125	PR	SC 21	1.0000	1A	flat top
JPO267	Triumph	1800, 2000 Renown 2088cc, OHV, CR6.7:1	1949-55	4	85	3.3464	2.0040	3.4400	3 x 2mm	1 x 4mm	OC	0.8750	P	C 2	1.3800	1A	flat top
JPO322	Triumph	12 H.P. Gloria, Vitesse	1935-37	4	66	2.5980	1.5720	2.9000	3 x 2mm	1 x 4mm	P	0.6250	G12		1.0000	1A	flat top
JPO350	Triumph	Mayflower, 1200T 10 H.P., 1247cc, SV, RBP, CR6.8:1	1951-53	4	63	2.4800	1.5000	2.8750	2 X 2mm	2 X 4mm	P	0.7500	P	SC 19	1.0630	1A	flat top

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JPO392	Triumph	TR2, 3, 3A 1991cc o/bored to 2188cc, OHV, CR 9.24:1	1953-61	4	87	3.4252	2.0000	3.4420	2 x 1/16"	1 x 4mm	OC	0.8750	P	C 2	1.3340	1A	flat top
JPO422	Triumph	Vitesse 1596cc, OHV, CR 8.75:1	1962-66	6	66.5	2.6280	1.4940	2.9000	2 X 2mm	1 x 4mm	OC	0.8125	P	SC 21	1.1250	1A	flat top
JPO481	Triumph	Herald 1200, 12/50, Spitfire 1147cc, OHV, CR 8:1	1961-65	4	69.3	2.7280	1.5160	2.9350	2 X 2mm	1 x 4mm	OC	0.8125	PR		1.0310	1A	flat top
JPO603	Triumph	8 K1B, K1D, 7 K1, K2 832cc, 7.9 H.P.	1927-34	4	56.5	2.2244	0.9760	2.2400	2 X 2mm	2 X 4mm	P	0.5215	G1		0.8250	1A	flat top
JPO607	Triumph	16/6, Gloria, G16, Dolomite, Continental 1991cc, 16 H.P.	1935-38	6	65	2.5590	1.3730	2.8400	2 X 2mm	1 x 4mm	P	0.7500	P	SC 19	1.0930	1A	flat top
JPO723	Triumph	2500 P.I., TR5, TR250, TR6, 2500S, 2500TC TVR: 2500, 2500M (72-77) 2498cc, OHV, CR9.5:1 max o/s +1mm	1968-78	6	74.7	2.9400	1.1430	2.4400	2 x 1/16"	1 x 5/32"	OC	0.8125	P	SC 21	1.0940	1A	flat top
JPO907	Triumph	Stag V8 to Eng # 20000 2997cc, OHC, CR 8.8:1	1970-73	8	85.987	3.3853	1.6100	2.6900	2 X 2mm	1 x 4mm	OC	0.8750	P	SC 22	1.1025	2F - 0.040" (1.016)	dish

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JPO908	Triumph	Stag V8 Eng # 20001E on 2997cc, OHC, CR 9.25:1	1973-77	8	85.987	3.3853	1.7240	2.8000	2 X 2mm	1 x 4mm	OC	0.8750	P	SC 22	1.0830	2Q	dish / raised centre
JPO918	Triumph	TR7 (European Version) 1998cc, OHV, CR 9.25:1	1975-82	4	90.287	3.5546	1.3425	2.7559	2 x 0.070"	1 x 4mm	OC	0.9376	P	C 3	1.1025	2AG-0.0472"x 50mm	dish with valves
JPO932	Triumph	Dolomite Sprint 2.0litre CR 9.5:1	1973	4	90.287	3.5546	1.3386	2.7559	2 x .070"	1 x 4mm	OC	0.9370		C 3	1.1011	1D	
JPO481A	Triumph	Triumph: 12 H.P., Herald 1200, Herald 12/50; Spitfire Mk I, II, 7 cwt van Amphicar: 770 (61-68) 1147cc, OHV, CR8:1	1961-70	4	69.3	2.7280	1.5140	2.9350	2 X 2mm	1 x 5/32"	OC	0.8125	PR	SC 21	1.0780	1A	flat top
JPO577	Triumph	Southern Cross 10 H.P., 1122cc, SV & OHV	1933	4	63	2.4800	1.5630	2.8400	2 X 2mm	1 x 4mm	P	0.6250	P	C 1	1.0250	1A	flat top
JPO587	Triumph	Toledo, 1500, 1500HL 1500TC, Spitfire 1500, Dolomite 1493cc, OHV, CR 8.5:1	1970-83	4	73.65	2.8995	1.2870	2.2870	2 x 1/16"	1 x 4mm	OC	0.8125		SC 21	1.0000	1A	flat top
JPO717	Triumph	TR3B, TR4, TR4A 2138cc, OHV, CR9:1	1961-67	4	86	3.3858	2.0000	3.4400	3 x 1/16"	1 x 4mm	OC	0.8750	P	C 2	1.2190	1A	flat top

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JPO909	Triumph	Triumph: Engine JB87510 on Saab: 99 1709cc, OHC, CR 8.8:1	1970-71	4	83.5	3.2869	1.3428	2.5420	1 x 2mm & 1 x 3mm	1 x 4mm	OC	0.8750	P	SC 22	1.1020	2F	dish - 0.095" (2.413)
JPO268	Triumph	10 HP Herald, S 948cc, OHV	1959-62	4	63	2.4800	1.5015	2.6000	2 X 2mm	1 x 4mm	P	0.6250	P	C 1	1.0000	1A	flat top
JPO473	Triumph Motorcycle	Tiger 100, T100, T100A, T100SS, T100SC, T100SR, T100R 490cc, OHV, CR 9:1	1958-67	2	69	2.7165	1.5780	2.6500	2 x 1/16"	1 x 1/8"	P	0.6890	P	C 14	0.9660	4R +0.430" (11.0)	dome valves
JPO604	Triumph Motorcycle	Tiger Cub, T20 200cc, OHV, CR 7:1	1954-60	1	63	2.4803	1.1200	2.0600	2 x 1/16"	1 x 1/8"	P	0.5625	P	C 6	0.9630	1C	flat top
JPO613	Triumph Motorcycle	T21, 3TA, Tiger 90, T35, 350 Sports 348cc, CR 9:1	1957-66	2	58.3	2.2930	1.5156	2.5780	2 x 1/16"	1 x 1/8"	P	0.5625	P	C 6	0.8800	4K +0.455" (11.6)	dome valves
JPO620	Triumph Motorcycle	T21, 3TA 348cc, OHV, CR 7.5:1	1957-66	2	58.3	2.2930	1.4180	2.4800	2 x 1/16"	1 x 1/8"	P	0.5625	P	C 6	0.8800	4N +0.487" (12.4)	dome
JPO721	Triumph Motorcycle	Tiger 750 TR7R, TR6T, Bonneville 750 T140 747cc, OHV, CR 8.5:1	1972-83	2	76	2.9920	1.6820	2.7400	2 x 1/16"	1 x 1/8"	P	0.7500	P	SC 19	1.1250	4R +0.527" (13.4)	dome

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JPO799	Triumph Motorcycle	Speed Twin, Tiger 100, Trophy TR5, Grand Prix 498cc, OHV, CR 8:1	1938-59	2	63	2.4800	1.4930	2.7950	2 x 1/16"	1 x 1/8"	P	0.6890	P	C 14	1.1380	4N +0.327" (8.30)	dome
JPO849	Triumph Motorcycle	Tiger 100, Speed Twin 5T, Trophy TR5, T100 498cc, OHV, CR7.7:1	1939-54	2	63	2.4800	1.4375	2.7500	2 x 1/16"	1 x 1/8"	P	0.6890	PR	C 14	1.1180	4N	dome
JPO865	Triumph Motorcycle	200		2	59	2.3230	1.6540	3.5430	3 x 3/32"	0		0.6300	P	C 1	0.9840	4F +0.394" (10.0)	dome
JPO870	Triumph Motorcycle	6T, Thunderbird 649cc, OHV, CR 7:1	1950-63	2	71	2.7953	1.2970	2.6380	2 x 1/16"	1 x 1/8"	P	0.6889	P	C 14	1.1020	4C +0.254" (6.45)	dome
JPO872	Triumph Motorcycle	6T, Thunderbird 649cc, OHV, CR 7.5:1	1961-66	2	71	2.7953	1.4240	2.7330	2 x 1/16"	1 x 1/8"	P	0.6890	P	C 14	1.2200	4H +0.374" (9.50)	dome
JPO884	Triumph Motorcycle	Tiger 100, Trophy TR5, Speed Twin 5T, Grand Prix 498cc, OHV, CR 9:1	1955-59	2	63	2.4800	1.5940	2.9130	2 x 1/16"	1 x 1/8"	P	0.6890	P	C 14	1.1180	4N +0.422" (10.7)	dome
JPO923	Triumph Motorcycle	Tiger 100, Speed Twin 5T, Trophy TR5, Grand Prix 498cc, OHV, CR 8.6:1	1938-59	2	63	2.4803	1.6560	2.9688	2 x 1/16"	1 x 1/8"	P	0.6890	P	C 14	1.1420	4J +0.386" (+9.8)	dome with valves



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JPO793	Triumph Motorcycle	Tiger 100, Trophy TR5, Speed Twin 5T, Grand Prix 498cc, OHV,	1938-58	2	63	2.4803	1.5750	2.8940	2 x 1/16"	1 x 1/8"	P	0.6890	P	C 14	1.1180	4M +0.421" (10.7)	dome
JPO376	Triumph Peerless	TR2, TR3, TR3A Peerless: GT (58-60), Warwick GT (60-62) 1991cc, OHV, CR8.5:1	1953-61	4	83	3.2677	2.0000	3.4400	3 x 2mm	1 x 4mm	OC	0.8750	P	C 2	1.2500	1A	flat top
JPO499	Turner	Ford: Anglia 105E, 107E, 307E; Anglia Super, Cortina Super 113E, 116E, 120E; Cortina GT, 122E eng. Elva: Courier Mk IV (62-65) Turner: Sprint 1499cc, OHV, CR8.3 - 9:1	1960-75	4	80.95	3.1875	1.5310	2.5300	2 x 1/16"	1 x 3/16"	OC	0.8125	T5	C 4	1.1880	1A	flat top
JPO395	TVR	MGA 1600, Mk I; TVR: Grantura Mk II, IIA (60-61) 11/16" pin, 1588cc, OHV, CR 8.3:1	1960-61	4	75.4	2.9680	1.6540	3.0310	2 X 2mm	1 x 3/16"	OC	0.6875	G6		0.9700	2A - 0.170"	dish
JPO397	TVR	MGA 1600 Mk II, Magnette Mk IV Elva: Courier Mk III (62-65) TVR: Grantura Mk III (62-63) 1622cc, OHV, CR 8.9:1, 3/4" pin	1961-67	4	76.2	3.0000	1.6600	3.0250	3 x 1/16"	1 x 4mm	OC	0.7500	G2		1.0000	1A	flat top
JPO723	TVR	2500 P.I., TR5, TR250, TR6, 2500S, 2500TC TVR: 2500, 2500M (72-77) 2498cc, OHV, CR9.5:1 max o/s +1mm	1968-78	6	74.7	2.9400	1.1430	2.4400	2 x 1/16"	1 x 5/32"	OC	0.8125	P	SC 21	1.0940	1A	flat top
JPO725	Vanden Plas	FB60 Princess 4 Litre R	1965	6	95.3	3.7500	2.0625	3.3600	2 X 2mm	1 x 3/16"	OC	0.8750	P	SC 22	1.5000	1A	flat top

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JPO135	Vauxhall	all cars - trucks 194 cui, OHV, CR5:1 VX vauxhall 1931 - 34	1929-36	6	84.1	3.3125	1.8750	3.6650	2 x 3/32"	1 x 4mm	P	0.9900	P		1.3300	1A	flat top
JPO225	Vauxhall	Velox, Cresta, 1.5 Litre, Wyvern, Victor, VX 4/90 92 cui, 1507cc/2262cc, OHV, CR 7.8:1	1952-63	4 & 6	79.4	3.1250	1.7950	3.1120	2 x 3/32"	1 x 3/16"	OC	0.7500	P	SC 19	1.1880	1A	flat top
JPO273	Vauxhall	ASX, Light Six, 14/6 from engine no. DX520001 14 HP, 1781cc, CR6.3:1, RBP	1933-38	6	61.5	2.4210	1.5625	2.9700	2 x 3/32"	2 x 5/32"	P	0.7500	P	SC 19	0.8750	1A	flat top
JPO274	Vauxhall	J 14 HP, 1781cc, RBP, CR6.75:1	1939-48	6	61.5	2.4210	1.8125	2.9900	2 x 3/32"	2 x 5/32"	P	0.6250	G5		1.0000	4F +0.185"	wedge
JPO275	Vauxhall	Wyvern, 10/4 10 H.P., 1203cc, CR6.5:1	1938-48	4	63.5	2.5000	1.5625	2.9900	2 X 2mm	2 X 4mm	P	0.6250	G5		1.0000	1A	flat top
JPO276	Vauxhall	LIX, Wyvern, 12/4 12 H.P., 1442cc, OHV, RBP, CR6.8:1	1939-52	4	69.5	2.7360	2.1200	3.5900	2 X 2mm	2 x 5/32"	P	0.6250	G5		1.0000	5C +0.620"	
JPO277	Vauxhall	Victor, VX 4/90 1594cc, OHV, CR 8.5:1	1964-70	4	81.6	3.2140	1.7720	3.0950	2 X 2mm	1 x 3/16"	OC	0.8661	PR	C 2	1.3870	1A	flat top

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JPO282	Vauxhall	2.6, Velox, Cresta 2651cc, OHV	1961-66	6	82.55	3.2500	1.7500	3.0700	2 X 2mm	1 x 3/16"	OC	0.8665		C 2	1.3440	1A	flat top
JPO469	Vauxhall	Velox, Cresta, Viscount, Ventora, Victor 3300 3294cc, OHV, CR 8.5:1	1965-75	6	92.1	3.6250	1.7500	3.0500	2 X 2mm	1 x 3/16"	OC	0.8665		C 2	1.4200	2A - 0.100"	dish
JPO764	Vauxhall	20/6, R, T 20.9 H.P., 2916cc	1929-35	6	75	2.9530	1.8420	3.3130	2 X 2mm	1 x 4mm	P	0.8750	P	C 2	1.2500	1A	flat top
JPO767	Vauxhall	14/4 Low Comp	1922-25	4	75	2.9530	1.5780	3.0625	2 X 2mm	1 x 4mm	P	0.6875	P	C 14	1.1250	1A	flat top
JPO768	Vauxhall	14/4 High Comp	1922-25	4	75	2.9530	1.8500	3.3130	2 X 2mm	1 x 4mm	P	0.6875	P	C 14	1.2500	1A	flat top
JPO906	Vauxhall	30/98 E: SV, 1913-21 OE: OHV, 1921-25 4 1/2 Litre, CR5.5:1	1921-25	4	98	3.8580	2.0000	4.2500	2 x 3/32"	1 x 3/16"	P	0.8750	P	C 2	1.5000	4F +0.496" (12.6)	dome
JPO919	Vauxhall	Bedford: CF2300, 22,25,35cwt, CF9700 Range Vauxhall: VX4/90, Victor 2300SL, Magnum 3200 (72-78) Viva 2300SL, Firenza 2300 Sports SL (72-73) 2279cc, OHC, CR 7.3:1	1972-84	4	97.536	3.8400	1.5380	3.0340	2 X 2mm	1 x 3/16"	OC	1.0000	PR		1.3360	2F - 0.116" (2.95)	dish

PISTON CALALOGUE 2016

<i>Part</i>	<i>Make</i>	<i>Model</i>	<i>Year</i>	<i>Cyl</i>	<i>Metric Bore</i>	<i>Imp Bore</i>	<i>Comp Height</i>	<i>Length Inches</i>	<i>Ring Comp</i>	<i>Rings Oil</i>	<i>OC</i>	<i>Pin OD</i>	<i>Pin Type</i>	<i>Clips</i>	<i>DBB</i>	<i>Head Shape</i>	<i>Crown</i>
JPO1083	Velocette	MSS	1935-1948	1	81		1.8192	3.3059	2 x 2mm	1 x 4mm x .140"	P	0.8235		SC 21	1.2523	4H	
JPO406	Velocette Motorcycle	MSS 500cc, OHV, CR6.8:1	1954-60	1	86	3.3860	2.0080	3.2800	2 X 2mm	1 x 4mm	P	0.8235	P	SC 21	1.3800	4F +0.294" (7.5)	dome
JPO871	Velocette Motorcycle	248cc MOV, OHV, CR 6.75:1 350cc MAC, MOV, CR 6.75:1 MOV is the military version of MAC (1939-45)	1934-49/34-60	1	68	2.6772	1.5625	2.7640	2 x 1/16"	1 x 4mm	P	0.6250	P	C 1	1.1020	4K +0.315" (8.0)	dome
JPO873	Velocette Motorcycle	KSS, Mk II 348cc, OHV, CR7.5:1	1936-48	1	74	2.9133	1.9060	3.2180	2 x 1/16"	1 x 4mm	P	0.6250	P	C 1	1.3230	4H +0.630" (16.0)	dome
JPO362	Villiers	Mk 10, 10/1, 10/1 HS 98cc, 4 stroke		1	50	1.9685	0.9690	1.9690	2 x 1/16"	1 x 1/8"	P	0.6120	P	C 1	0.8750	1A	flat top
JPO366	Villiers	Mk 3		1	50	1.9685	1.5620	2.6120	2 x 3/32"	0		0.4930	P	C 7	0.9380	5C +0.750"	turbulator
JPO367	Villiers	Mk 25c 2 stroke		1	55	2.1654	1.6140	3.1890	2 x 3/32"	0		0.4930	P	C 7	0.9380	5C +0.637"	turbulator

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JPO372	Villiers	Mk 7F 98cc, 2 stroke		1	50	1.9685	0.9690	2.2190	2 x 3/32"	0		0.4930	P	C 7	0.8130	1A	flat top
JPO483	Villiers	Mk 20 4 stroke		1	63	2.4800	1.3125	2.7950	3 x 1/16" ( 1 x Chrome )	1 x 1/8"	P	0.6120	P	C 1	1.1060	1A	flat top
JPO569	Villiers	Mk 12, 12/1, 12/1 HS, 12/2 120cc, 4 stroke		1	55.1	2.1680	0.9710	1.9670	2 x 1/16"	1 x 1/8"	P	0.6120	P	C 1	0.8750	1A	flat top
JPO578	Villiers	Mk 10 98cc, 2 stroke		1	50	1.9685	1.0040	2.5900	2 x 3/32"	0		0.4930	P	C 7	0.8750	1A	flat top
JPO588	Villiers	Mk 25 256cc, 4 stroke		1	70	2.7559	1.2500	2.6250	3 x 1/16"	1 x 1/8"	P	0.6120	P	C 1	1.1880	1A	flat top
JPO589	Villiers	140 Deluxe, 2 stroke		1	57	2.2440	0.9680	2.2180	2 x 3/32"	0		0.4930	P	C 7	0.8300	1A	flat top
JPO619	Villiers	Mk 31C, 2 stroke		1	57	2.2440	1.2190	2.9430	2 x 3/32"	0		0.4930	P	C 7	1.0000	1A	flat top

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JPO788	Vincent Motorcycle	E7/8 engine: Rapide, Black Shadow, Black Lightning, Series B, C, Black Knight, Black Prince, Series D 998cc, OHV, CR 9:1?	1948-50	2	84	3.3070	1.7010	3.0710	2 x 1/16"	1 x 4mm	P□	0.8750	T6	C 2	1.2200	4H +0.433" (11.0)	dome
JPO320	Volkswagen	1200 (Beetle), 15cwt van, Kombi, Microbus, Kharman-Ghia 36 BHP, 1192cc, OHV, CR6.6:1	1954-61	4	77	3.0315	1.4960	3.1150	2 x 2.5mm	1 x 4mm	OC	0.7875	P	SC 20	1.2190	1A	flat top
JPO321	Volkswagen	1200 (Beetle), Kombi, Microbus, Karmann Ghia 40 BHP, 1192cc, OHV, CR7:1	1961-67	4	77	3.0315	1.5360	3.1500	2 x 2.5mm	1 x 4mm	OC	0.7875	P	SC 20	1.2190	1A	flat top
JPO1105	Volvo	142, 144, 145	1973	4 & 6	88.9		1.8110	2.7950	2 x 2mm	1 x 4mm	OC	0.9450		C 3	1.3400	1A	
JPO787	Volvo	PV444, B14A, B4B, 1.4 Litre 1414cc, OHV, CR7.3:1	1946-57	4	75	2.9528	1.8040	3.3860	2 X 2mm	1 x 4mm	P	0.7480	P	C 750	1.2200	1A	flat top
JPO803	Volvo	B16A, B16B, PV444, PV544, 122S, Amazon, 1.6 Litre 1580cc, OHV, CR 8.2:1	1957-62	4	79.375	3.1250	1.8140	3.3860	2 X 2mm	1 x 3/16"	OC	0.7480	P	SC 19	1.2200	1A	flat top
JPO915	Volvo	B16B Engine: (61-66) B16A, B18D Engine: PV544, 121, 122S, 131 Amazon (61-66) P1800S, 144, 133, 123GT, 142S, 144S, 1800S, 223 (CR10:1)(64-68) 132S, 131, 142, 144, 221 (66-68) 1780cc, OHV, CR8.5:1	1961-68	4	84.138	3.3125	1.8110	2.7950	2 X 2mm	1 x 3/16"	OC	0.8661	P	C 2	1.3780	1A	flat top

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JPO916	Volvo	36, 51, EC, ED, 3670cc, OHV	1957-59	6	84.138	3.3125	2.1850	3.8980	2 X 2mm	2 X 4mm	P	0.8661	P	C 2	1.5355	1A	flat top
JPO861	Wanderer	W24 1767cc 4 cylinder W23 2650cc 6 cylinder	1937-1942	4 & 6	75	2.9527	1.8917	3.3860	3 x 2mm	1 x 4mm	OC	0.7875	P	C 15	1.2200	1A	flat top
JPO251	Willys	37, 38, 49 134 cui, CR 6.5:1	1937-48	4	79.4	3.1250	2.1875	3.7500	2 x 3/32"	1 x 3/16"	P	0.9375	P	C 3	1.3130	1A	flat top
JPO253	Willys	6-226: L6, Ace, Eagle, Bermuda, Custom, Station Wagon 26.3 HP, 3072cc, 226cui, CR 7.3:1	1954-55	6	84.137	3.3125	2.0000	3.5310	2 x 3/32"	2 X 4mm	P	0.8590	P	C 2	1.3130	1A	flat top
JPO252	Willys	Willys: Jeep all 4 cyl.; Overland, 39, 440, 441, 442, 4-63, 4-73, Hurricane, MA, MB, CJ, CJ2A, CJ3A, VJ2, 2WD, 4WD Ford: GPW, Jeep 2199cc, 134 cui, CR 6.48:1	1941-67	4	79.4	3.1250	2.1875	3.7500	2 x 3/32"	1 x 3/16"	OC	0.8125	G2		1.1250	1A	flat top
JPO529	Wisconsin	53.9: TF, TFD, TH, THLD, TJD 108: VF, V, VF4D, VH4, VH4D	1969	1 & 4	82.55	3.2500	1.5000	3.3750	3 x 3/32"	1 x 3/16"	P	0.7500	P	SC 19	1.2500	1A	flat top
JPO529A	Wisconsin	53.9: TF, TFD, TH, THLD, TJD	1969	1 & 4	82.55	3.2500	1.5000	2.8750	3 x 3/32"	1 x 3/16"	P	0.7500	P	SC 19	1.2500	1A	flat top

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JPO530	Wisconsin	AVH4D		4	82.55	3.2500	1.6250	2.7200	2 x 3/32"	1 x 3/16"	P	0.8593	PR	C 2	1.4060	1A	flat top
JPO634	Wisconsin	VP4D, AGND, VG4D		1 & 4	88.9	3.5000	2.0000	3.3540	3 x 1/8"	1 x 3/16"	P	0.9375	P	C 3	1.5630	1A	flat top
JPO636	Wisconsin	AKN, BKN		1	73.025	2.8750	1.3750	2.6800	3 x 3/32"	1 x 3/16"	P	0.6250	P	C 1	1.1500	1A	flat top
JPO724	Wisconsin	V465D		4	95.3	3.7500	1.9690	3.3000	3 x 3/32"	1 x 3/16"	P	0.9375	P	C 3	1.5000	1A	flat top
JPO726	Wisconsin	S12D		1	88.9	3.5000	1.5040	2.8750	2 x 3/32"	1 x 3/16"	P	0.7500		SC 19	1.5000	1A	flat top
JPO635	Wisconsin Massey Harris	Wisconsin: 23: AEH, AENL, TE, TED, VE4D Massey Harris: Clipper Header		1 & 4	76.2	3.0000	1.5000	2.8800	3 x 3/32"	1 x 3/16"	P	0.7500	P	SC 19	1.2500	1A	flat top
JPO1001	Wolseley	1300 Mk I, II 1275cc, OHV, CR8.8:1	1967-73	4	70.6	2.7795	1.5000	2.7500	3 x 1/16"	1 x 4mm	OC	0.8125	PR		1.0000	2A - 0.226"	dish



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JPO1002	Wolseley	10 10 H.P., 1140cc, RBP	1939-45	4	63.5	2.5000	1.7720	2.9060	2 X 2mm	2 X 4mm	P	0.6300	G17		0.8130	1A	flat top
JPO1004	Wolseley	Super Six 3485cc	1937-49	6	82	3.2280	2.0080	3.7650	3 x 2mm	1 x 4mm	P	0.8661	G6		1.0600	1A	flat top
JPO1006	Wolseley	10/40 1292cc, 10 H.P.	1935-38	4	63.5	2.5000	1.4770	2.7200	2 X 2mm	2 x 5/32"	P	0.6299	G3		0.8750	1A	flat top
JPO1010	Wolseley	12HP 12/4 (1937-48); 18HP 18/6 (1938-48) 1550cc/1998cc, SV/OHV	1937-48	4 & 6	69.5	2.7362	1.6750	3.1690	2 X 2mm	1 x 4mm	P	0.7087	G9		0.8900	1A	flat top
JPO1074	Wolseley	1100 Mk I 1098cc, OHV, CR 8.9:1	1966-69	4	64.57	2.5420	1.1920	2.3130	3 x 1/16"	1 x 4mm	OC	0.6250	P	C 1	1.0000	2A - 0.098	dish
JPO1077	Wolseley	14/56, 14/60 1818cc	1937-48	6	61.5	2.4210	1.6730	3.1300	2 X 2mm	2 X 4mm	P	0.7087	G15		0.9060	1A	flat top
JPO151	Wolseley	Hornet 12H.P., 1271cc, RBP	1928-34	6	57	2.2440	1.4173	2.6180	2 X 2mm	2 X 4mm	P	0.5625	M3		0.8750	1A	flat top

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JPO214	Wolseley	15/60 Mk 11, = 4 cylinder 1498cc 24/80, = 6 cylinder 1622cc, 2430 = 6 cylinder OHV, CR 7.2:1 11/16" pin	1959-65	4 & 6	76.2	3.0000	1.6560	3.0310	2 X 2mm	1 x 3/16"	OC	0.6875	G6		0.9700	2A - 0.170" (4.3)	dish
JPO232	Wolseley	15/50, 1.5 Litre, 15/60, 1500 1489cc, OHV, CR8.3:1	1956-59	4	73.025	2.8750	1.6504	3.0300	2 X 2mm	1 x 5/32"	OC	0.6875	G6		1.0000	2A - 0.140" (3.6)	dish
JPO256	Wolseley	6/90 Series I, II 2639cc, OHV, CR 7.3:1 from 1955- mid 1957	1955-57	6	79.38	3.1250	1.8600	3.4280	2 x 3/32"	1 x 3/16"	OC	0.8750	G9		1.1600	2A - 0.230"	dish
JPO258	Wolseley	6/90 2.6 Litre 2639cc, OHV, CR8.3:1, RBP	1957-60	6	79.4	3.1250	1.8750	3.4060	2 X 2mm	1 x3/16" P & 1 x 3/16" OC	OC	0.8750	P	C 2	1.1560	1A	flat top
JPO279	Wolseley	4/44 1250cc, OHV, CR7.3:1	1953-57	4	66.5	2.6180	1.7717	2.8750	2 X 2mm	1 x 5/32"	OC	0.7088	G5		0.8440	1A	flat top
JPO283	Wolseley	2.9 Litre, 6/99 , 6/110 2912cc, OHV, CR 9.03:1	1959-67	6	83.3	3.2800	1.8750	3.4400	3 x 2mm	1 x 3/16"	OC	0.8750	P	C 2	1.1300	1A	flat top
JPO287	Wolseley	14 hp 6cyl 10 hp 4cyl Wasp	1935-36	4 & 6	61.5	2.4210	1.6719	2.9720	2 X 2mm	2 X 4mm	P	0.6250	G5		1.0240	4P +0.098" (+2.5)	dome

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JPO288	Wolseley	1475cc, OHC: 4/50 2215cc, OHC: 2.25 Litre, 6/80	1949-50	4 & 6	73.5	2.8937	1.6250	3.0060	2 X 2mm	1 x 4mm	OC	0.7500	G2		0.9690	1A	flat top
JPO310	Wolseley	6/90 Series III 2639cc, OHV, CR 9:1	19-57	6	79.38	3.1250	1.8600	3.3450	2 X 2mm	1 x 3/16"	OC	0.8750	G9		1.1875	1A	flat top
JPO316	Wolseley	Hornet Mk II, III 998cc, OHV, CR8.3:1	1963-70	4	64.6	2.5420	1.3430	2.5600	2 X 2mm	1 x 4mm	OC	0.6250	P	C 1	1.1250	2A - 0.240"	dish
JPO324	Wolseley	18/85 Mk II 1798cc, OHV, CR 9:1	1971-72	4	80.2	3.1590	1.6650	2.5750	3 x 1/16"	1 x 4mm	OC	0.8125	PR		1.0450	2F - 0.159"	dish
JPO330	Wolseley	Hornet 12 H.P., 1271cc, Flat on pin, RBP	1933-36	6	57	2.2440	1.5000	2.6000	2 X 2mm	2 X 4mm	P	0.5625	M3		1.0000	4F +0.160"	dome
JPO452	Wolseley	2200 HL, HLS 2227cc, OHV, CR 9.5:1 E Series	1975-85	6	76.2	3.0000	1.6980	2.9440	3 x 1/16"	1 x 5/32"	OC	0.8125	PR		1.0000	1A	flat top
JPO308	Wolseley	18/85 Mk I, II B Series, 1798cc, OHV, CR8.4/9:1	1967-71	4	80.2	3.1595	1.6650	2.5750	3 x 1/16"	1 x 4mm	OC	0.8125	PR	SC 21	1.0450	2F - 0.150" (3.8)	dish

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JPO328	Wolseley	Hornet Mk I 850cc, OHV, CR 9:1, A Series	1962-63	4	62.9	2.4770	1.4980	2.7170	3 x 0.070"	1 x 4mm	P	0.6250	G5		0.8130	1A	flat top
JPO800	York	Compressor		1	66.7	2.6250	2.0080	3.1500	1 x 3/32"	1 x 1/8"	P	0.8750	P	SC 22	1.1890	6K - 0.247" (6.3)	dish
JPO830	York	JS44 Compressor		1	95.3	3.7500	2.2500	3.6340	2 x 1/8"	0		1.2500	P	SC 1 1/4"	1.6930	6K - 0.371" (9.4)	dish
JPO1102	Zundapp	Bella R200 198cc, R201, R203 2 Stroke	1954-1957	1	64	2.5196	1.6920	2.9620	3 x 3/32"	0		0.7080		C 14	0.8230	4S	
JPO806	Zundapp Motorcycle	Kardan K 500cc	1936-38	2	69	2.7165	1.7693	2.9450	2 X 2mm	1 x 4mm	P	0.7086	P	C 14	1.0630	1A	flat top
JPO820	Zundapp Motorcycle	KS 601 Sports 597cc, OHV, Horizontally Opposed	1950	2	75	2.9530	2.0276	3.1810	3 x 2mm	1 x 4mm	OC	0.7087	P	C 14	1.0830	4H +0.327" (8.30)	dome