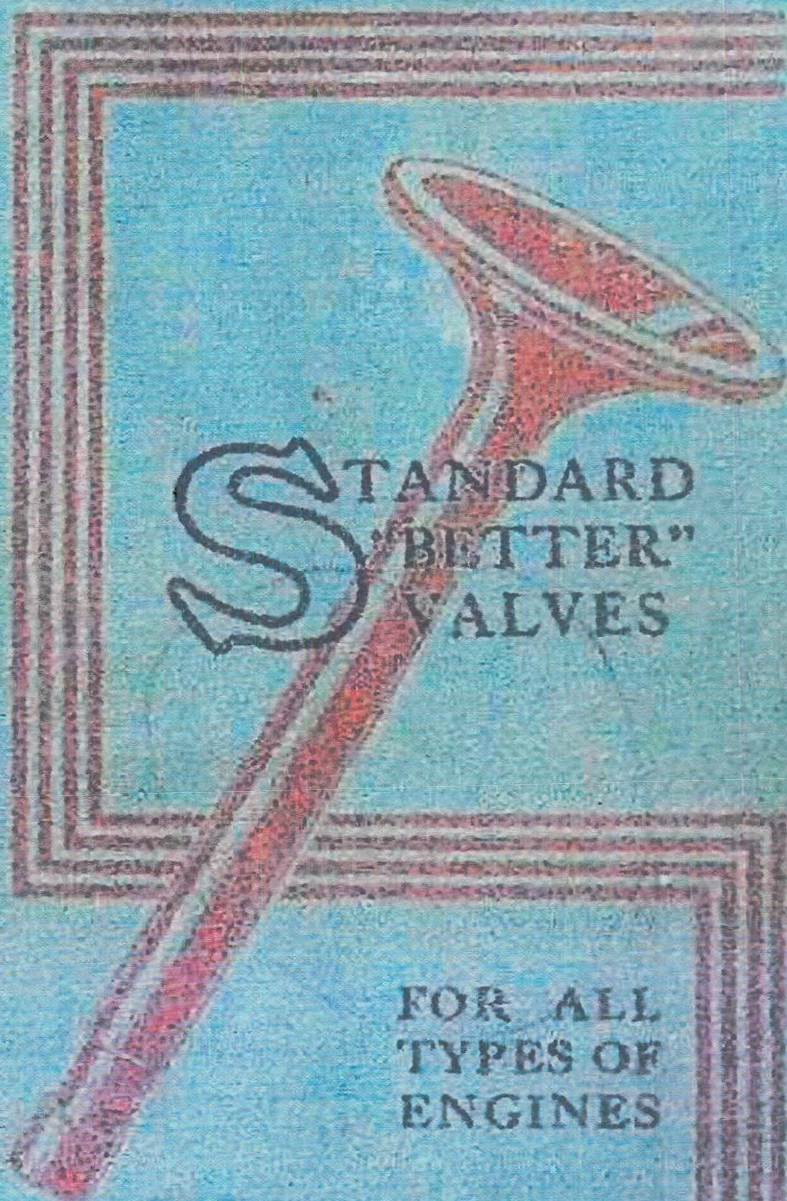
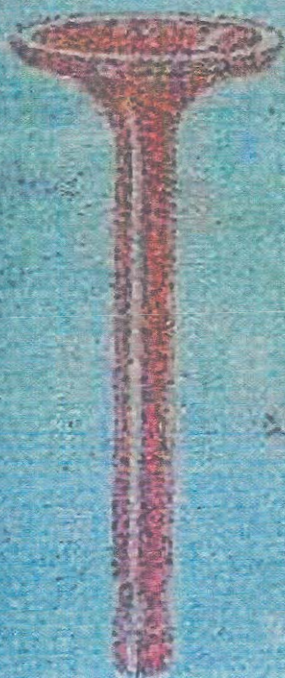


1939



FOR ALL
TYPES OF
ENGINES

Standard Valves Ltd.
NORTHAMPTON
ENGLAND

Grams: "BETTERVAL"

Phone: 547

Quality Service

QUALITY is ever our first care, and it is on this account that Standard "Better" Valves are chosen by knowledgeable men when hard work is in prospect.

Standard "Better" Valves are known all over the world as "Quality" valves, and much of the world's everyday work is done by their aid. They are fitted by many leading engine builders—for instance, by Messrs. Thornycrofts Ltd. who used them in the engines fitted to the forty lifeboats of the "QUEEN MARY." Numerous coveted speed records at home and abroad have been secured by their aid, and they have served many "T.T." winners.

Thousands of Traders buy and fit Standard "Better" Valves to their profit and satisfaction, gaining the goodwill of the many Users whom they serve by ensuring them economical and trouble-free motoring in this respect.

SERVICE is two-fold.—That which we render to you, and that which our Valves give the user.

Large stocks at the Factory and at wide-spread distributing centres throughout the British Isles contribute to our service to you (see page 4) while service to the User is best assured by using Standard "Better" Valves in the metals as listed

If 3% nickel-steel valves are used as exhaust valves where S/2 or S/3 metals are indicated, we do not accept any responsibility for the result, and our usual replacement guarantee will not apply.

You can recognise Standard "Better" Valves by the letters "S.V." impressed on the Head or Stem, together with the listed number. Be sure to look for these on every valve you buy. It is your guarantee of quality.

STANDARD VALVES LTD.

NORTHAMPTON
ENGLAND

Telegrams: "Betervel"

Telephone: 642

CONDITIONS OF BUSINESS

TERMS

Net Cash with order or against invoice. Monthly accounts can be opened for regular buyers on submitting satisfactory references.

CARRIAGE

All carriage charges to be borne by the purchaser.

CASES

Charged at cost, and will be credited in full on return to our works in good condition and carriage paid.

PATTERNS

Pattern valves submitted will not be returned unless it is specially requested at the time of ordering.

TELEGRAMS

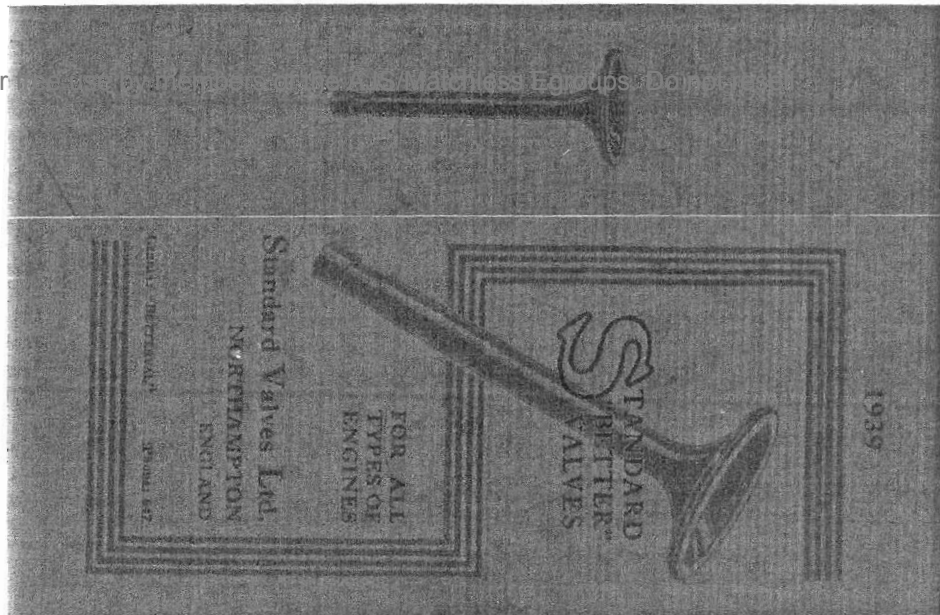
Where telegraphic replies are required they must be prepaid.

RETURNS

Valves for which replacement is claimed must be returned to us with full details and date of purchase, and if found defective in material or workmanship they will be replaced free of charge, but we cannot accept any further responsibility.

PRICES

Qwing, to increase in the price of
social, etc., we must—until further
notice, I confirm this. ALL PRICES
IN THIS LIST ARE SUBJECT TO
TEN PER CENT ADVANCE



Price List

No. 20

STANDARD "BETTER" VALVES

(For all types of Petrol, Heavy Oil and other Internal Combustion Engines)

and

VALVE GUIDES

(For Motor Cycles)

ENTIRELY BRITISH

Standard Valves Ltd.

Engine Valve Specialists

NORTHAMPTON

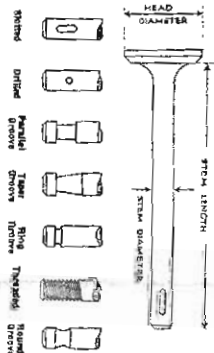
ENGLAND

Telegrams: "BETTERVAL"

Telephone: 647

Contractors to the Admiralty
War Office and Air Ministry

TECHNICAL NOTES



Valves in S13 steel require greater tappet and guide clearance than is customary. Clearance should be checked when the engine is hot. We recommend that overhead type valves in S13 steel should be fitted with hardened stem caps, as valves in this steel cannot be hardened on the end of the stem. Prices on application.

THIS VALVE LIST offers you details of a wide range of varied types. We have many other patterns recorded and the absence of any required pattern from the List must not be taken as an indication that we cannot supply. Send us your enquiries, and you will find us interested in giving you the best possible service.

The chief dimensions of each Valve and Valve Guide are shown opposite to it, and are intended to help you in ordering the correct part.

If you cannot identify the part you require among those listed, please send pattern or dimensioned sketch with your order.

Details of manufacture and dimensional details should be requested as approximate. They are lumped for identification purposes only, and we do not guarantee their absolute accuracy.

Valves with oversize heads or stems, or to patterns not listed, can be made quickly to your requirements.

Substantial discounts allowed — to the Trade only.

Valve Guides are listed on pages 42 to 51.

This list cancels all previous issues, and is subject to alteration without notice.

Motor Cycle Valves

NO.	PATTERN	H.P. or C.C.	YEAR	MODEL
22	A.J.S.	All S.V.	except	250 c.c. & 1933/4-990 c.c.
146		250	1928	S.V. K12, M12.
175		250	1930/33	O.H.V. R12, S12.
145		349	1926	O.H.V. E6.
140		498	1925	
197		498	1928	O.H.C. K10.
198		349/498	1929	O.H.V. M6-7-8-10
190		350/490	1930/31	O.H.V. R6, R8, S6.
1044		349/498	1930	O.H.C. K7, R10.
1045		348	1931	O.H.C. S7, R7.
1046		498	1931	O.H.C.
1099		246	1935/37	12/22
1100		347	1935/37	16/26
1100a		347	1935/37	16/26
1168		498	1935	35/18
1258		348	1936/38	38/18
1259		348	1937/38	37/78, O.H.C.
1260		495	1936	36/10R, O.H.C.
1261		495	1936	36/10R
1262		498	1937/38	37/9, 38/9, S.V.
1263		498	1937/38	37/9, 38/9, S.V.
1085	AMERICAN X.			Super
1085a				Ex.
163	ARIEL	250	1929/32	S.V. LB31, LB32.
174		250/350	1930/33	O.H.V. Colt.
174a		250/360	1930/33	O.H.V. Colt.
148		500	1926/29	O.H.V. E-F
148a		500	1926/29	O.H.V. E-F
147		550	1926/28	S.V.
1032		557	1929/34	S.V.
1033		500	1930	O.H.V. G
1033a		500	1930	O.H.V. G
199		500	1931	O.H.V. SF
1000		500	1932/35	O.H.V. VH, SG 4-valve
1000a		500	1932/35	O.H.V. SG 4-valve
1001		500/600	1931/37	Square Four
1086		250	1934/38	"Red Hunter" & L Model
1047		350	1933/38	O.H.V. "Red Hunter"
1047a		350	1933/34	O.H.V. "Red Hunter"
1047b		350	1935/38	"Red Hunter" Ex. (ln. = 1047)
1048		499	1933/34	O.H.V. "Red Hunter"
1048a		499	1933/34	O.H.V. "Red Hunter"
1115		500	1935/38	"Red Hunter" V.H.
1115a		500	1935/38	"Red Hunter" V.H.
1116		557	1935/38	S.V. Fleet Van. "V"
1251		1000		Square Four
1252		1000		Square Four
18	BLACKBURN			S.V.
113		350	1926/27	O.H.V.
114		350	1926/27	O.H.V.
1087		300	1928	S.V.
1088		500	1928/34	O.H.V.
1088a		500	1928/34	O.H.V.
4	B.S.A.	986	1930	Twin
46		6/7		
46		770	1930	
60		567	1930	
79		349/493	1923/31	
1175		349/493	1932/36	S.V.
117		595/986	1924/31	S.V.
117		249		

contd.

For Stockists List, see page 4.

RETAIL PRICES

DIMENSIONS

Inches or mm

NO.	INLET	EXHAUST	DIAMETER	Length	STYLE OF
	Price	Price	Head	Stem	Head
22	K10 3/6	S/2 4/6	1 1/2	4 1/2	Dome
146	K10 3/3	S/3 5/6	1 1/2	4 1/2	Recess
175	K10 3/3	S/3 5/6	1 1/2	4 1/2	Prill. Grv.
145	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
140	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
197	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
198	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
190	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1044	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1045	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1046	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1099	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1100	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1100a	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1168	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1258	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1259	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1260	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1261	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1262	K10 3/6	S/3 6/6	1 1/2	3 1/2	"
1263	K10 3/6	S/2 4/6	1 1/2	3 1/2	Slotted
1085	K10 3/6	S/2 4/6	1 1/2	3 1/2	Prill. Grv.
1085a	K10 3/6	S/2 4/6	1 1/2	3 1/2	"
163	K10 3/3	S/2 4/3	1 1/2	4 1/2	Dome
174	K10 3/3	S/3 5/6	1 1/2	4 1/2	Recess
174a	K10 3/6	S/3 5/6	1 1/2	4 1/2	Dome
148	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
148a	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
147	K10 3/6	S/2 4/6	1 1/2	4 1/2	"
1032	K10 3/6	S/2 4/6	1 1/2	4 1/2	"
1033	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
1033a	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
199	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
1000	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
1000a	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
1001	K10 2/6	S/2 3/6	1 1/2	4 1/2	"
1086	K10 3/6	S/2 3/6	1 1/2	4 1/2	"
1047	K10 3/3	S/3 5/6	1 1/2	4 1/2	"
1047a	K10 3/3	S/3 5/6	1 1/2	4 1/2	"
1047b	K10 3/6	S/3 5/6	1 1/2	4 1/2	"
1048	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
1048a	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
1115	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
1115a	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
1116	K10 3/6	S/2 4/6	1 1/2	4 1/2	"
1251	K10 2/6	S/3 4/6	1 1/2	4 1/2	"
1252	K10 3/6	S/2 4/3	1 1/2	4 1/2	"
18	K10 3/3	S/2 4/3	1 1/2	4 1/2	Dome
113	K10 3/6	S/3 6/6	1 1/2	4 1/2	Recess
114	K10 3/6	S/2 4/6	1 1/2	4 1/2	Dome
1087	K10 3/6	S/2 4/6	1 1/2	4 1/2	Prill. Grv.
1088	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
1088a	K10 3/6	S/3 6/6	1 1/2	4 1/2	"
4	K10 3/6	S/2 4/6	1 1/2	4 1/2	Dome
46	K10 3/6	S/2 4/6	1 1/2	4 1/2	Flat
60	K10 3/6	S/2 4/6	1 1/2	4 1/2	Dome
79	K10 3/6	S/2 4/6	1 1/2	4 1/2	"
1175	K10 3/6	S/2 4/6	1 1/2	4 1/2	"
117	K10 3/6	S/2 4/6	1 1/2	4 1/2	"

METALS

Motor Cycle Valves—continued.

NO.	PATTERN	H.P. or C.C.	YEAR	MODEL
176	B.S.A.—contd.	249	1930/32	O.H.V. B.
176	..	249	1932/33	"Blue Star"
118	..	349	1924/35	O.H.V.
118	..	349	1932/35	"Blue Star" & R35-4
177	..	493	1927/34	O.H.V.
1083	..	493	1932/35	O.H.V. "Blue Star" and M. & W.
1111	..	249	1932/35	S.V.
1112	..	249	1934/35	O.H.V. B.
1117	..	149	1934/35	O.H.V. X34
1137	..	498	1934	O.H.V. J34-11 Twin
1118	..	348	1933/36	"Blue Star" R33-35-36
1152	..	249	1936	O.H.V. B3
1211	..	348	1936	O.H.V. R4
1159	..	500	1936	O.H.V. O7
1160	..	250	1936/38	S.V.
1155	..	250	1938	O.H.V. B21
1156	..	250	1938	O.H.V. B21
1205	..	350	1938	S.V. B23
1206	..	350	1938	S.V. B23
1209	..	350	1938	O.H.V. B26
1210	..	350	1938	O.H.V. B26
1207	..	500	1938	S.V. M20
1208	..	500	1938	S.V. M20
1212	..	500	1936/38	O.H.V. M22 "Empire In."
1213	..	500	1936/38	O.H.V. Star
1136	..	748	1936/37	O.H.V. Twin, Y13
178	CALTHORPE	350	1927/29	O.H.V. J.A.P. Engine
1089	..	350	1929	O.H.V. 2-port
1002	..	350	1932/37	O.H.V.
1003	..	800	1932/37	O.H.V.
1138	..	250	1934/37	O.H.V. 2-port
142	DOUGLAS	348	1925/32	E.W. S.V.
164	..	600	1928	S.V.
1056	..	350	1929	E. & F. S.V.
1036	..	500/600	1930	E. & F. S.V.
1037	..	500/600	1931	F. & G. O.H.V.
1037a	..	500/600	1931	F. & G. O.H.V.
1149	..	500	1935/37	"Blue Chief" S.V.
1150	..	250	1936/37	"Aero" S.V.
1276	..	348/500	1932/36	S.V. E.W. "Bundog"
120	ENFIELD	350	1926	O.H.V. J.A.P.
121	..	350	1926	O.H.V. J.A.P.
167	..	225	1929/33	S.V.
1043	..	346	1930	O.H.V.
1004	..	346	1931/36	O.H.V. C.S. G. & J.
137	..	980	1926/35	S.V. K. Twin
1005	..	488/557	1929/36	S.V. L. & H.
1005	..	488	1929/30	O.H.V. 505 J.
1006	..	500	1931/32	O.H.V. L.F. L.F.L. J.F.
1006	..	488	1931/36	O.H.V. "Butler" 4-Valve
1057	..	346	1932/37	S.V. C. B.C.
1091	..	346	1929/32	S.V.
1092	..	248	1934	O.H.V. "Bullet"
1119	..	148	1935	O.H.V. T.
1120	..	488	1935	O.H.V. L.O. 3-Valve. In
1120a	..	488	1935	O.H.V. L.O. 3-Valve. Ex
1139	..	248	1935/36	S.V. B.
1140	..	248	1936	O.H.V. S.
1052	EXCELSIOR	500	1932	B14. IT.
1052a	..	500	1932	B14. TT.
1093	..	147	1933/35	O.H.V. Bantam
1093a	..	147	1933/35	O.H.V. Bantam

RETAIL PRICES

DIMENSIONS
Inches or mm

NO.	INLET	EXHAUST	DIA. HEAD	STEM	LENGTH UNDER HEAD	STYLE OF HEAD	STYLE OF STEM END
176	K10 3/...	S/3 5/...	37	9	87	Recess	Pril. Grv.
118	K10 3/6...	S/3 6/6...	14	9	34	"	"
177	K10 3/6...	S/3 6/6...	14	9	34	"	"
1083	K10 3/6...	S/3 6/6...	14	9	34	"	"
1111	K10 3/...	S/2 4/...	14	9	44	Flat	Slotted Pril. Grv.
1112	K10 3/...	S/3 5/...	14	9	34	"	"
1117	K10 2/6...	S/3 4/6...	14	9	34	"	"
1137	K10 3/...	S/3 5/...	14	9	34	Recess	"
1118	K10 3/3...	S/3 5/6...	14	9	34	"	"
1152	K10 3/3...	S/3 5/6...	14	9	34	"	"
1136	K10 3/3...	S/3 5/6...	14	9	34	"	"
1211	K10 3/6...	S/3 6/6...	14	9	34	"	"
1159	K10 3/3...	S/2 4/3...	14	9	34	Flat	"
1160	K10 3/...	S/2 4/3...	14	9	34	Recess	"
1155	K10 3/...	S/3 5/...	14	9	34	"	"
1156	K10 3/3...	S/3 5/...	14	9	34	Flat	"
1205	K10 3/3...	S/2 4/3...	14	9	34	Recess	"
1206	K10 3/...	S/2 4/3...	14	9	34	Recess	"
1209	K10 3/...	S/3 5/...	14	9	34	Recess	"
1210	K10 3/6...	S/2 4/6...	14	9	34	Flat	"
1207	K10 3/6...	S/2 4/6...	14	9	34	Recess	"
1208	K10 3/6...	S/2 4/6...	14	9	34	Recess	"
1212	K10 3/6...	S/3 6/6...	14	9	34	"	"
1213	K10 3/3...	S/3 6/6...	14	9	34	"	"
1136	K10 3/3...	S/3 6/6...	14	9	34	"	"
178	K10 3/6...	S/3 6/6...	14	9	34	Recess	Pril. Grv.
1089	K10 3/6...	S/3 6/6...	14	9	34	"	"
1002	K10 3/6...	S/3 6/6...	14	9	34	"	"
1003	K10 3/6...	S/3 6/6...	14	9	34	"	"
1138	K10 3/...	S/3 5/...	14	9	34	"	"
142	K10 2/6...	K10 2/6...	14	9	34	Flat	Pril. Grv.
164	K10 3/6...	S/3 6/6...	14	9	34	Recess	Pril. Grv.
1056	K10 3/...	S/3 5/...	14	9	34	Recess	Pril. Grv.
1036	K10 3/6...	S/2 4/6...	14	9	34	Recess	Pril. Grv.
1037	K10 3/3...	S/3 6/6...	14	9	34	Recess	Pril. Grv.
1037a	K10 3/3...	S/3 6/6...	14	9	34	Recess	Pril. Grv.
1149	K10 2/6...	S/2 4/6...	14	9	34	Flat	Pril. Grv.
1150	K10 2/6...	S/2 4/6...	14	9	34	Flat	Pril. Grv.
1276	K10 3/...	S/2 4/...	14	9	34	"	"
120	K10 3/3...	S/3 6/6...	14	9	34	Recess	Pril. Grv.
121	K10 3/...	S/3 6/6...	14	9	34	Dome	Pril. Grv.
167	K10 3/...	S/2 4/...	14	9	34	Dome	Pril. Grv.
1043	K10 3/...	S/3 5/...	14	9	34	Recess	"
1004	K10 3/...	S/3 5/...	14	9	34	Recess	"
137	K10 3/6...	S/2 4/6...	14	9	34	Dome	Pril. Grv.
1005	K10 3/6...	S/2 4/6...	14	9	34	Recess	Pril. Grv.
1005	K10 3/6...	S/2 4/6...	14	9	34	Recess	Pril. Grv.
1006	K10 2/6...	S/3 4/6...	14	9	34	Dome	Pril. Grv.
1057	K10 3/6...	S/2 4/6...	14	9	34	Recess	Pril. Grv.
1091	K10 3/6...	S/2 4/6...	14	9	34	Dome	Pril. Grv.
1092	K10 3/...	S/3 5/...	14	9	34	Recess	Pril. Grv.
1119	K10 2/6...	S/3 4/6...	14	9	34	Flat	"
1120	K10 3/...	S/3 6/6...	14	9	34	Recess	"
1120a	K10 3/...	S/3 6/6...	14	9	34	Recess	"
1139	K10 3/...	S/2 4/...	14	9	34	Dome	"
1140	K10 3/...	S/3 5/...	14	9	34	Recess	"
1052	K10 3/6...	S/3 6/6...	14	9	34	Recess	Ring Grv.
1052a	K10 2/6...	S/3 6/6...	14	9	34	"	Pril. Grv.
1093	K10 2/6...	S/3 6/6...	14	9	34	"	"
1093a	K10 2/6...	S/3 6/6...	14	9	34	"	"

For Stockists List, see page 4.

"K10"=3% Nickel-Steel. "S/2"=Stichrome Steel. "S/3"=KE604 Steel.

METALS

Motor Cycle Valves—continued.

NO.	PATTERN	H.P. or C.C.	YEAR	MODEL	INLET			EXHAUST		DIAMETER		Length under Head	STYLE OF	
					Metal	Price	Metal	Price	Head	Stem	Head		Stem End	
1141	Excelsior—contd.	250	1933/35	Pathfinder. F.	K10	3/-	S/3	5/-	1 1/2	5/8	3 1/2	Recess	Prill. Grv.	
1141a		250	1933/35	Pathfinder. F.	K10	3/-	S/3	5/-	1 1/2	5/8	3 1/2	"	"	
1161		250	1935/36	O.H.C. Manxman	K10	3/-	S/3	5/-	1 1/2	5/8	4 1/2	"	"	
1162		250	1935/36	O.H.C. Manxman	K10	3/3	S/3	5/-	1 1/2	5/8	3 1/2	"	"	
1163		350	1935/36	O.H.C. Manxman	K10	3/3	S/3	5/6	1 1/2	5/8	3 1/2	"	"	
1164		350	1935/36	O.H.C. Manxman	K10	3/3	S/3	5/6	1 1/2	5/8	3 1/2	"	"	
1053	F.N.	350	1926/34	Standard de Luxe, S.V.	K10	3/6	S/2	4/6	39	8	93	Flat	Prill. Grv.	
1054		500		Standard O.H.V.	K10	3/6	S/3	6/6	39	10	98	Recess	Tpr. Grv.	
1054a		500		Standard O.H.V.	K10	3/6	S/3	6/6	39	10	98	"	"	
1007	HARLEY-DAVIDSON	7/9		Twin	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Flat	Slotted	
28		7/9		Twin	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Dome	"	
1058		5/6		Twin	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Flat	"	
1058a		5/6		Twin	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Recess	"	
1059		750			K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Flat	"	
1059a		750			K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Recess	"	
1121		2 1/2	1926/30	S.V.	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Flat	"	
1060		350	1927/30	O.H.V.	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Flat	"	
1060a		350	1927/30	O.H.V.	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Recess	Tpr. Grv.	
1007		10	1924/28	61 Cu. In.	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Flat	"	
1007a		10	1924/28	61 Cu. In.	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Recess	"	
1007a	12	1921/28	74 Cu. In.	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Flat	"		
1008	12	1925/28	74 Cu. In.	K10	4/-	S/2	6/-	1 1/2	5/8	2 1/2	Recess	Prill. Grv.		
1061	1250	1930/33	In. and Ex.	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Flat	"		
1198	750	1935	In.	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Recess	"		
1199	750	1935	Ex.	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Flat	"		
181	HUMBER	349	1927	S.V.	K10	3/6	S/2	4/6	42	9	126	Dome	Prill. Grv.	
*150		349	1928/30	O.H.V.	K10	3/3	S/3	5/6	38	9	91.5	Recess	"	
59	INDIAN	7/9	1920/28	Chief and Standard	K10	4/-	K10	4/-	2	2	5	Flat	Prill. Grv.	
58		7/9	1920/28	Chief and Standard	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Dome	"	
139		596		37 c.u.	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Do. or Fl.	"	
1062		750	1927/33	Super Scout and Police	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Flat	"	
1062a		750	1927/33	Super Scout and Police	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Dome	"	
38	JAMES	500	1930/35	S.V. Twin	K10	3/-	K10	3/-	1 1/2	5/8	3 1/2	Dome	Slotted	
122		350		S.V.	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Recess	Prill. Grv.	
1038		2 1/2	1930	O.H.V.	K10	3/6	S/3	6/6	1 1/2	5/8	2 1/2	"	"	
1098		3 1/2	1931	O.H.V. Twin	K10	3/6	S/3	6/6	1 1/2	5/8	2 1/2	"	"	
1098a		250	1935	Super Sports. G5	K10	3/6	S/3	6/6	1 1/2	5/8	2 1/2	"	"	
1098a		3 1/2	1931	O.H.V. Twin	K10	3/6	S/3	6/6	1 1/2	5/8	2 1/2	"	"	
1098a		250	1935	Super Sports. G5	K10	3/6	S/3	6/6	1 1/2	5/8	2 1/2	"	"	
9	J.A.P.	2 1/2	1927/30	3 1/2 Stem	K10	3/-	K10	3/-	1 1/2	5/8	3 1/2	Flat	Slotted	
169		250	1927/30	O.H.V.	K10	3/6	S/3	5/-	1 1/2	5/8	2 1/2	Recess	Ring Grv.	
169a		250	1927/30	O.H.V.	K10	3/6	S/3	5/-	1 1/2	5/8	2 1/2	Dome	"	
1030		250	1931	O.H.V. Standard	K10	3/-	S/3	5/-	1 1/2	5/8	2 1/2	Recess	Prill. Grv.	
1030a		250	1931	O.H.V. Standard	K10	3/-	S/3	5/-	1 1/2	5/8	2 1/2	Dome	"	
110		250/350	1926/37	S.V.	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Recess	Prill. Grv.	
120		300/350	1927/31	O.H.V. Standard	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Dome	"	
121		300/350	1927/31	O.H.V. Standard	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Recess	"	
151		500/600	1927/31	O.H.V. Standard	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Dome	"	
151a		500/600	1927/31	O.H.V. Standard	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Recess	"	
11		550 & 6/8	1921/32	3 1/2 Stem	K10	3/6	S/3	5/6	1 1/2	5/8	2 1/2	Flat	Slotted	
88		500 & 980	1932/36	S.V.	K10	3/6	S/3	6/6	1 1/2	5/8	2 1/2	Dome	"	
1235		500 & 980	1932/36	S.V. 8/10 h.p. Twin	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Recess	Ring Grv.	
1097		1100	1927/29	8/40 Twin	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Dome	Prill. Grv.	
1097a		1100	1927/29	8/40 Twin	K10	3/6	S/2	4/6	1 1/2	5/8	2 1/2	Recess	"	
1052	497	1932	O.H.V. Single Port	K10	3/6	S/3	6/6	1 1/2	5/8	2 1/2	Dome	Ring Grv.		
1052a	497	1932	O.H.V. Single Port	K10	3/6	S/3	6/6	1 1/2	5/8	2 1/2	Recess	"		
1031	1100	1932/33	O.H.V. W.C. Morgan	K10	3/6	S/3	6/6	1 1/2	5/8	2 1/2	Dome	"		
1031a	1100	1932/33	O.H.V. W.C. Morgan	K10	3/6	S/3	6/6	1 1/2	5/8	2 1/2	Recess	"		
1180	250	1932/34	O.H.V.	K10	3/6	S/3	6/6	1 1/2	5/8	2 1/2	Dome	"		
1181	250	1932/34	O.H.V.	K10	3/6	S/3	6/6	1 1/2	5/8	2 1/2	Recess	"		
1181		250	1932/34	O.H.V.	K10	3/6	S/3	5/-	1 1/2	5/8	2 1/2	Dome	"	

For Stockists List, see page 4.

METALS

DIMENSIONS
Inches or mm

For Stockplate List, see page 4

METALS

Motor Cycle Valves—continued.

Motor Cycle Valves—continued.													
NO.	PATTERN	H.P. or C.C.	YEAR	MODEL	RETAIL PRICES				DIMENSIONS Inches or mm				
					INLET		EXHAUST		DIAMETER		Length under Head	STYLE OF	
					Metal	Price	Metal	Price	Head	Stem		Head	Stem End
1176	J.A.P.—contd.	300/350	1932/34	O.H.V.	K10	3/3	S/3	5/6	1 1/8	1 1/8	3 1/4	Recess	Ring Grv.
1177		300/350	1932/34	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	3 1/4	Dome	"
1178		500/600	1932/34	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	Recess	"
1179		500/600	1932/34	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	Dome	"
1165		350	1935/37	"	K10	3/6	S/3	6/6	1 1/8	1 1/8	3 1/4	"	"
1166		500	1935/37	"	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
1167		500	1936/37	"	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
1270		150	1937	O.H.V.	K10	3/3	S/3	5/6	1 1/8	1 1/8	3 1/4	Recess	"
1271		150	1937	O.H.V.	K10	3/3	S/3	5/6	1 1/8	1 1/8	3 1/4	"	"
1010	LEVIS	250/350	1930/35	O.H.V. A2	K10	3/6	S/3	6/6	1 1/8	1 1/8	3 1/4	Recess	Prill. Grv.
1065		500	1933/35	O.H.V. D	K10	3/6	S/3	6/6	1 1/8	1 1/8	3 1/4	"	"
155	MATCHLESS	246	1926/32	Side Valve "R"	K10	2/6	S/2	3/6	1 1/8	1 1/8	3 1/4	Flat	Slotted
182		246	1929/30	O.H.V. R3, R4, R6	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	Recess	Prill. Grv.
152		347	1927/34	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	3 1/4	"	"
152a		347	1927/34	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	3 1/4	"	"
154		347	1928/29	S.V.	K10	3/6	S/2	4/6	1 1/8	1 1/8	4 1/4	Dome	"
153		495	1928/35	O.H.V. V2, V3	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	Flat	Slotted
1110		5-86	1929	V/5, S.V.	K10	3/6	S/2	4/6	1 1/8	1 1/8	4 1/4	Recess	"
1110		9-9	1929	X Twin. S.V.	K10	3/6	S/2	4/6	1 1/8	1 1/8	4 1/4	"	"
191		400	1931	Silver Arrow	K10	3/6	S/2	4/6	1 1/8	1 1/8	5 1/4	"	"
1066		500/550	1932	D5 and Light 500, S.V.	K10	3/3	S/2	4/3	1 1/8	1 1/8	5 1/4	"	"
1099		246	1934	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	Recess	"
1100		347	1934/36	O.H.V. Clubman	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
1100a		347	1934	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
190		498	1934/35	D/80, O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	3 1/4	"	"
1142		5-86	1934/35	S.V.	K10	3/6	S/2	4/6	1 1/8	1 1/8	5 1/4	Flat	Prill. Grv.
1168		500	1936/38	Clubman. G80	K10	3/6	S/3	6/6	1 1/8	1 1/8	3 1/4	Recess	3 Grv.
1067	NEW HUDSON	350/499	1927/29	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	Recess	Tpr. Grv.
1067a		350/499	1927/29	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
1101		499	1928/29	S.V. 83/84	K10	3/6	S/2	4/6	1 1/8	1 1/8	4 1/4	"	"
1039		280	1929	S.D. 80	K10	3/6	S/2	4/6	1 1/8	1 1/8	4 1/4	"	"
184		500	1930	O.H.V. 86	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	Recess	"
184a		500	1930	O.H.V. 86	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
1068		500	1931	S. Special	K10	3/6	S/3	6/6	1 1/8	1 1/8	3 1/4	Dome	"
1068a		500	1931	S. Special	K10	3/6	S/3	6/6	1 1/8	1 1/8	3 1/4	Recess	"
1069		550	1932/33	S.V.	K10	3/6	S/2	4/6	1 1/8	1 1/8	4 1/4	"	"
1170		350	1933	S.V.	K10	3/6	S/2	4/6	1 1/8	1 1/8	4 1/4	"	"
156	NEW IMPERIAL	300	1928	S.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	Dome	Prill. Grv.
157		346/692	1928	S.V.	K10	3/3	K10	3/3	1 1/8	1 1/8	4 1/4	"	"
1102		500	1928	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
1103		500	1929	S.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
1122		250	1927/30	O.H.V.	K10	3/6	S/2	4/6	1 1/8	1 1/8	3 1/4	"	"
192		350	1931	S.V.	K10	3/6	S/3	5/6	1 1/8	1 1/8	3 1/4	"	"
193		490	1931	S.V.	K10	3/6	S/2	4/6	1 1/8	1 1/8	4 1/4	"	"
158		250	1931	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	5 1/4	"	"
159		350	1931	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
194		490	1931	O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
1011		350	1931/35	O.H.V. Blue Prince.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
1104		500	1931/35	Blue Prince & F.11	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	Recess	"
1012		500	1931	S.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	3 1/4	"	"
1070		150	1933/37	Unit Minor 23, O.H.V.	K10	2/6	S/2	4/6	1 1/8	1 1/8	4 1/4	Dome	"
1071		250	1933/35	Unit Super 30, O.H.V.	K10	3/6	S/3	5/6	1 1/8	1 1/8	3 1/4	Recess	"
1114		350	1934/35	40 O.H.V. Unit Plus	K10	3/3	S/3	5/6	1 1/8	1 1/8	3 1/4	"	"
1123		500	1935	O.H.V. 70	K10	3/6	S/3	6/6	1 1/8	1 1/8	3 1/4	"	"
1231		350	1936	Clubman	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
1232		350	1936	Clubman	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
1244		250	1937	M36, O.H.V.	K10	3/6	S/3	6/6	1 1/8	1 1/8	4 1/4	"	"
1245		250	1937	M36, O.H.V.	K10	3/6	S/3	5/6	1 1/8	1 1/8	4 1/4	"	"
1246		350	1937	M46, O.H.V.	K10	3/3	S/3	5/6	1 1/8	1 1/8	3 1/4	"	"
1247		350	1937	M46, O.H.V.	K10	3/3	S/3	5/6	1 1/8	1 1/8	3 1/4	"	"
1248		500	1937	M76, O.H.V.	K10	4/6	S/3	7/6	1 1/8	1 1/8	3 1/4	"	"
20	NORTON	4	1925/32	Big Four	K10	3/6	K10	3/6	1 1/8	1 1/8	5 1/4	Dome	Slotted
20a		3 1/4	1925/32	"	K10	3/6	K10	3/6	1 1/8	1 1/8	5 1/4	"	"

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Motor Cycle Valves—continued.

NO.	PATTERN	H.P. or C.C.	YEAR	MODEL
1153	Velocette—contd.	348	1937	O.H.C., KTS, KSS .. In.
1154	.. .. .	348	1937	O.H.C., KTS, KSS .. Ex.

For Stockists List, see page 4.

Any pattern valve not listed can quickly be made to
your instructions.

Motor Cycle Valve Guides

When replacing Valves, examine the Valve Guides, and
if at all worn, replace them also.

Worn Valve Guides are a fruitful source of trouble and
annoyance by permitting air leaks, with consequent irregular
and imperfect carburation, difficult starting, over-heating,
loss of power, etc.

If new Valves are fitted in worn Valve Guides, it is likely,
by leading to excessive wear on the valve stems and seat-
ings, to cause an all-too-soon recurrence of the above-
mentioned troubles, and a marked reduction in the efficiency
and serviceable life of the Valves.

RETAIL PRICES DIMENSIONS

NO.	INLET		EXHAUST		DIAMETER		Length		STYLE OF	
	Metal	Price	Metal	Price	Head	Stem	Under Head	Stem	Head	Stem End
1153	K10	3/6	S/3	6/6	1 3/8	1 1/8	4 1/2	4 3/4	Recess	Pril. Grv.
1154	..	..	..	..	1 3/8	1 1/8	4 1/2	4 3/4	..	..

METALS

"K10" = 3% Nickel-Steel. "S 2" = Silechrome Steel. "S/3" = KFe65 Steel.

Any pattern valve not listed can quickly be made to
your instructions.

Motor Cycle Valve Guides

New Valves and Valve Guides fitted together give the
most reliable results, while the small extra cost of the Valve
Guides is more than compensated for by the improved
efficiency of the engine and the longer life of the Valves
and Valve Guides themselves.

We carry stocks of most of the pattern Valve Guides
listed, and are continually adding to their number. If you
cannot trace in this List the particular pattern of Valve
Guide that you require, please supply sample or dimensioned
sketch to assist in correct identification.

Valve Guides are listed on pages 42 to 51.

Motor Car Valves

NO.	PATTERN	H.P. cc.	YEAR	MODEL
726	A.C. (Acadec)	16/40	1934/35	O.H.V. 6 Cylinder .. In.
726a	..	16/40	1934/35	O.H.V. 6 Cylinder .. Ex.
758	A.J.S. ..	9	1931/32	.. .. .
727	ALVIS ..	12/50	1927/31	O.H.V. 4 Cylinder ..
728	..	14/75	1928/29	O.H.V. 6 Cylinder ..
728	..	16/95	1930/36	Silver Eagle ..
1216	1935	Firefly & Speed 20 ..
380	ARMSTRONG- SIDDELEY ..	14	1924/26	Long Stem ..
380x	..	14	1926/29	Cylinder ..
744	..	12	1929/30	6 Cylinder ..
745	..	15	1929/33	O.H.V. 6 Cylinder .. In.
759	..	20	1928/32	O.H.V. 6 Cylinder .. Ex.
759a	..	20	1928/32	O.H.V. 6 Cylinder ..
836	..	15	1933/35	Special Six ..
866	..	30	1933/35	.. .. .
1195	..	12	1934/35	.. .. .
204	AUSTIN ..	20	1920 on	4 Cylinder ..
*318	..	12	1922/38	4 Cylinder .. Heavy
*319	..	7	1922/38	4 Cylinder ..
746	..	10	1932/35	4 Cylinder ..
*711	..	12	1933/38	Light 4 Cylinder ..
*715	..	16	1928/38	6 Cylinder ..
*746	..	20	1928/35	6 Cylinder & 4 Cylinder ..
*1182	..	10/12	1931/37	4 Cylinder .. Heavy
*1183	..	7	1936/37	4 Cylinder ..
*1184	..	12	1936/37	4 Cylinder .. Light
*1184	..	12	1936/37	6 Cylinder ..
1184	..	16	1936/37	6 Cylinder ..
1185	..	18	1935/37	6 Cylinder ..
*1267	..	20	1936/37	4 Cylinder ..
1274	..	10	1938	Light 16 .. In.
1275	..	10	1938	Light 16 .. Ex.
354	BEAN ..	14	1924/27	Hadfield ..
710	..	14/60	1926/29	.. .. .
790	..	13-9	1932	New Era ..
805	BENTLEY ..	..	..	3 and 4 1/2 Litre ..
748	B.S.A. ..	10	1932/36	2 Cylinder. 3-Wheeler ..
807	..	10	1932/36	4 Cyl. 3-Wheeler & Scout 4 ..
359	BUICK ..	..	1924/27	Master Six .. In.
360	1924/27	Master Six .. Ex.
809	1925/27	Standard 6. Series 115 ..
716	..	24	1926	Light Six ..
760a	1928	Master Six 120/128 .. In.
761	1928	Master Six 120/128 .. Ex.
761a	1929/30	Master Six 121/129 .. In.
762	1929/30	Master Six 121/129 .. Ex.
808	1929/30	Standard Six ..
808a	1931/35	8 Cylinder. 8/50. 32/50. In.
808a	1931/35	8 Cylinder. 8/50. 32/50. Ex.
313	CHEVROLET ..	20	..	Old Type 4 Cylinder ..
717	..	22	..	4 Cylinder ..
718	..	26-3	1928	6 Cylinder ..
811	CHRYSLER ..	..	1930	66-Early 70 .. In.
811a	1930	66-Early 70 .. Ex.
812	1932	6-CI and "Richmond" In.
812a	1932	6-CI and "Richmond" Ex.

For Stockists List, see page 4.

These valves are interchangeable, please specify your requirements when ordering.

(8)

RETAIL PRICES

DIMENSIONS

Inches or cm

NO.	INLET	EXHAUST	DIAMETER	STYLE OF
	Metal	Metal	Head	Head
	Price	Price	Stem	Stem End
726	K10 4/-	S12 5/-	1 1/2	Recess ..
726a	..	..	1 1/2	..
758	K10 3/-	S13 5/-	1 1/2	Dome ..
727	K10 4/-	S13 7/-	41	Recess ..
728	K10 4/-	S13 7/-	36	..
1216	K10 3/6	S13 6/6	38	Dome ..
380	K10 4/-	S12 5/-	1 1/2	Recess ..
380x	K10 4/-	S12 5/-	1 1/2	..
744	K10 3/-	S12 4/-	1 1/2	..
745	K10 3/6	S12 4/6	1 1/2	..
759	K10 4/-	S12 5/-	1 1/2	..
759a	K10 4/-	S12 5/-	1 1/2	..
836	K10 3/6	S12 4/6	1 1/2	..
866	K10 5/-	S12 7/-	2	..
1195	K10 3/-	S12 4/-	1 1/2	..
204	K10 4/9	S12 6/6	2 1/2	..
318	K10 2/6	S12 3/6	1 1/2	..
319	K10 2/6	S12 3/6	1 1/2	..
746	K10 2/6	S12 3/6	1 1/2	..
711	K10 2/6	S12 3/6	1 1/2	..
715	K10 4/-	S12 5/-	1 1/2	..
746	K10 2/6	S12 3/6	1 1/2	..
1182	K10 2/6	S12 3/6	1 1/2	..
1183	K10 2/-	S12 2/6	1 1/2	..
1184	K10 2/6	S12 3/6	1 1/2	..
1185	K10 4/-	S12 5/-	1 1/2	..
1267	K10 3/-	S12 4/-	1 1/2	..
1274	K10 3/-	S12 4/-	1 1/2	..
1275	..	S12 4/3	1 1/2	..
354	K10 4/6	S12 6/6	1 1/2	..
710	K10 4/-	S13 7/-	1 1/2	..
790	K10 4/-	S13 7/-	1 1/2	..
805	K10 4/-	S13 7/-	37-5	..
748	K10 3/6	S13 6/6	1 1/2	..
807	K10 3/-	S13 5/-	1 1/2	..
359	K10 5/-	K10 4/6	2 1/2	..
360	K10 4/-	S12 5/-	1 1/2	..
809	K10 4/-	S12 5/-	1 1/2	..
716	K10 5/-	S12 5/-	1 1/2	..
760a	K10 5/-	S12 5/-	1 1/2	..
761	K10 5/-	S12 5/-	1 1/2	..
761a	K10 5/-	S12 5/-	1 1/2	..
762	K10 4/-	S12 5/-	1 1/2	..
808	K10 4/-	S12 5/-	1 1/2	..
808a	K10 4/-	S12 5/-	1 1/2	..
313	K10 2/6	S12 3/3	1 1/2	..
717	K10 3/-	S12 4/-	1 1/2	..
718	K10 3/-	S12 4/-	1 1/2	..
811	K10 4/-	S12 5/-	1 1/2	..
811a	K10 4/-	S12 5/-	1 1/2	..
812	K10 4/-	S12 5/-	1 1/2	..
812a	K10 4/-	S12 5/-	1 1/2	..

METALS

"K10" = 10% Nickel-Steel. "S12" = Silechrome Steel. "S13" = K-Forg Steel

Motor Car Valves—continued.

Motor Car Valves—continued.					RETAIL PRICES				DIMENSIONS Inches or mm						
NO.	PATTERN	H.P. or C.C.	YEAR	MODEL	NO.	INLET		EXHAUST		DIAMETER		Length under Head	STYLE OF		
						Metal	Price	Metal	Price	Head	Stem		Head	Stem Rod	
310	CITROEN	7.5	1922/26		310	K10	3/-	S/2	4/-	24	7	103	Dome	Drilled	
258		10 & 11.4	1933		258	K10	3/6	S/2	4/6	30	8	125	"	Slotted	
390		12/24			390	K10	3/6	S/2	4/6	30	8	125	"	Drilled	
732		13/30		4 Cylinder	732	K10	3/6	S/2	4/6	35.25	9	133	"	"	
732		19	1933/35	6 Cylinder	813	K10	3/6	S/2	4/6	35	9	135	Flat	Prill. Grv.	
813		11.4	1933/35	P35	813a	K10	3/6	S/2	4/6	32	9	135	Dome	"	
813a		11.4	1933/35	4 Cylinder Big 12	814	K10	3/6	S/2	4/6	37	9	135	Flat	"	
814		13.4	1933	6 Cylinder	814a	K10	3/6	S/2	4/6	34	9	133	Dome	"	
814a		20.8	1933/35	4 Cylinder Big 12	814a	K10	3/6	S/2	4/6	34	9	133	Dome	"	
814a		20.8	1933	6 Cylinder	361	K10	3/6	S/2	4/6	31.5	8	126	Dome	Drilled	
361	CLYNO	11	1928		392	K10	3/-	S/2	4/-	1 1/2	1 1/2	4	"	"	
392		9			771	K10	3/-	S/2	4/-	1 1/2	1 1/2	3 1/2	Flat	Slotted	
771	CROSSLEY	10	1932		771a	K10	3/6	S/2	4/6	1 1/2	1 1/2	4 1/2	"	"	
791		15.7	1929/32	6 Cylinder. Silver	791	K10	3/6	S/2	4/6	1 1/2	1 1/2	4 1/2	"	Prill. Grv.	
794		17.9	1926/27	6 Cylinder. Golden	794	K10	3/6	S/2	4/6	1 1/2	1 1/2	5 1/2	"	"	
794		20.9	1928/32	6 Cylinder. Golden	812	K10	4/-	S/2	5/-	1 1/2	1 1/2	5 1/2	Flat	Prill. Grv.	
812	DE SOTO		1931/32	6 after 7971 & SC	812a	K10	4/-	S/2	5/-	1 1/2	1 1/2	5 1/2	Dome	"	
812a					363	K10	4/6	S/2	6/-	1 1/2	1 1/2	6 1/2	Dome	Drilled	
363	DODGE	17	1918/28		772	K10	4/-	S/2	6/-	1 1/2	1 1/2	6 1/2	"	Tpr. Grv.	
772			1927/30	4 Cylinder	772a	K10	4/-	S/2	6/-	1 1/2	1 1/2	6 1/2	"	"	
772a			1927/30	Senior Six	719	K10	4/-	S/2	5/-	1 1/2	1 1/2	5 1/2	Flat	"	
719		28	1929/31	Standard & Victory Six	719a	K10	4/-	S/2	5/-	1 1/2	1 1/2	5 1/2	"	Prill. Grv.	
719a			1929/31	Standard & Victory Six	812	K10	4/-	S/2	5/-	1 1/2	1 1/2	5 1/2	Dome	"	
812			1932	DL.	812a	K10	4/-	S/2	5/-	1 1/2	1 1/2	5 1/2	Flat	2 Grv.	
812a			1932	DL.	841	K10	4/-	S/2	5/-	1 1/2	1 1/2	4 1/2	Dome	"	
841			1934	Surrey	841a	K10	4/-	S/2	5/-	1 1/2	1 1/2	4 1/2	Dome	"	
841a			1934/36	Surrey	367	K10	3/6	S/2	4/6	1 1/2	1 1/2	5 1/2	Dome	Prill. Grv.	
367	ESSEX	17.3	1925/31	6 Cyl. Super & Challenger	816	K10	3/6	S/2	4/6	1 1/2	1 1/2	5 1/2	"	"	
816			1932	Terraplane & Pacemaker	1253	K10	3/6	S/2	4/6	1 1/2	1 1/2	5 1/2	Flat	"	
1253			1934/35	Terraplane	1254	K10	4/-	S/2	5/-	1 1/2	1 1/2	5 1/2	Dome	"	
1254			1936/37	Terraplane	1255	K10	4/-	S/2	5/-	1 1/2	1 1/2	5 1/2	"	"	
1255			1936/37	Terraplane	368	K10	4/6	S/2	6/-	37	9	164	Dome	Slotted	
368	F.I.A.T.	15/20	1922/28	505 as No. 368 but with 39 mm. Head.	382	K10	3/-	S/2	4/-	29	7	99	Flat	Prill. Grv.	
382		7	1926/27	509/510	382x	K10	3/-	S/2	4/-	29	8	106	"	"	
382x		9	1928/30	509a	1237	K10	4/-	S/2	5/-	30.5	8	147	Dome	"	
1237		12	1927/30	503	261	K10	2/6	K10	2/6	1 1/2	1 1/2	4 1/2	Flat	Drilled	
261	FORD	22.4	1914/27	"T"	394	K10	3/6	S/2	3/6	1 1/2	1 1/2	5 1/2	Dome	Clubbed	
394		15 & 24	1928/37	A, AF, AB, ABF.	802	K10	3/6	S/2	2/6	1 1/2	1 1/2	4 1/2	Flat	"	
802		8 & 10	1932/37	Y.	816	K10	3/6	S/2	3/6	1 1/2	1 1/2	4 1/2	"	"	
816		30	1933	V8.	867	K10	3/6	S/2	3/6	1 1/2	1 1/2	4 1/2	"	"	
867		30	1934/37	V8. Series 40/48	886	K10	3/6	S/2	3/6	1 1/2	1 1/2	4 1/2	"	"	
886		20	1936/37	V8.	714	K10	4/-	S/2	5/-	1 1/2	1 1/2	5 1/2	Recess	Prill. Grv.	
714	HILLMAN	14	1928/29	4 Cylinder	844	K10	3/6	S/2	4/6	1 1/2	1 1/2	5 1/2	Flat	"	
844			1930	8 Cylinder	757	K10	3/6	S/2	4/6	38	8	112	"	"	
757		15.7	1931/32	6 Cylinder "Wizard"	757a	K10	3/6	S/2	4/6	34	8	112	"	"	
757a		15.7	1931/32	6 Cylinder "Wizard"	775	K10	3/6	S/2	4/6	35	8	128	Recess	"	
775		19.7	1931/32	8 Cylinder "Vortic" O.H.V.	776	K10	2/6	K10	2/6	31	8	106	Flat	"	
776		9.8	1932/35	4 Cylinder "Minx"	776a	K10	2/6	K10	2/6	29	8	106	"	"	
776a		9.8	1932/35	4 Cylinder "Minx"	757	K10	3/6	S/2	3/6	38	8	112	"	"	
757		16	1934/35	6 Cylinder	757a	K10	3/6	S/2	4/6	34	8	112	"	"	
757a		20/70	1934/35	6 Cylinder	757b	K10	3/6	S/2	4/6	31	8	112	"	"	
757b		20/70	1934/35	6 Cylinder	886	K10	2/6	S/2	3/6	32	8	106	"	Rnd. Grv.	
886			16	1936/38	"Minx"	886a	K10	2/6	S/2	3/6	29	8	106	"	"
886a			9.8	1936/38	"Minx"										

Motor Car Valves—continued.

NO.	PATTERN	H.P. or C.C.	YEAR	MODEL
887 887a	Hillman—contd.	16 & 20-9 16 & 20-9	1936/38 1936/38	Sixteen & Hawk "80" In. Sixteen & Hawk "80" Ex.
395	HUMBER	14/40 & 20/55 14/40 & 20/55 1926/28 9/28	1926/28 1926/28 1926/28 1926/28	4 Cylinder In. 6 Cylinder In. 6 Cylinder Ex. 6 Cylinder Ex.
736 736a		11-98 11-98	1929 1933	Twelve-Four In. Twelve-Four In.
819 819a		16/50 16/50	1933 1929/30/1	6 Cylinder In. 6 Cylinder In.
737 737a		16/50 16/50	1931 1931	6 Cylinder Ex. 6 Cylinder Ex.
775 775a		16/50 16/50	1932 1932	6 Cylinder In. 6 Cylinder In.
777 777a		16/50 16/50	1933 1933	6 Cylinder In. 6 Cylinder In.
820 820a		16/60 16/60	1933 1933	6 Cylinder In. 6 Cylinder In.
738 738a		23-8 23-8	1930/31 1930	Snipe & Pullman In. Snipe & Pullman In.
756 756a		23-8 23-8	1931 1931	Snipe & Pullman Ex. Snipe & Pullman Ex.
778 778a		23-8 23-8	1932 1932	Snipe & Pullman In. Snipe & Pullman In.
821 821a		23-8 23-8	1933/35 1933/35	Snipe 80 In. Snipe 80 In.
881 881a		12 12	1936/38 1936/38	4 Cylinder In. 4 Cylinder In.
888 888a		27 27	1936/38 1936/38	6 Cylinder Snipe In. 6 Cylinder Snipe Ex.
889 889a				
887a				
1268 1269	JAGUAR	20 20	1937 1937	In. Ex.
342 739 881 1222 881	JOWETT	7 10 10 10 10	to 1929 1930 on 1936 1937 1937	4 Cylinder In. and Ex. 4 Cylinder In. 4 Cylinder In. 4 Cylinder In. 4 Cylinder Ex.
780 792 882 883 884	LAGONDA	14/60 16 10 12-9 16/80	1927/33 1927 1935 1933 1935	6 Cylinder In. Rapter In. Rapter In. Rapter In. Rapter In.
846 868 885 1203	LANCHESTER	10 18 10 11	1933/35 1933/35 1936 1937	6 Cylinder In. 6 Cylinder In. 6 Cylinder In. 6 Cylinder In.
338	LANCIA			Tetra & Penta Jota In.
541 397	LEA-FRANCIS	12/50 14		Meadows Engine In. 6 Cylinder O.H.V. In.
822 896 847 847a 848 848a 848 848a	M.G.	8 12 8 8 8 8 8 12	1932/33 1932 1934 1934 1936 1936 1934/36 1934/36	J1 & J4, O.H.V. In. Magna 6 Cylinder F. In. J2, O.H.V. In. J2, O.H.V. In. Midget P. In. Midget P. In. 6 Cylinder Magnette N. In. 6 Cylinder Magnette N. Ex.
709 750 232	MORRIS	8 8 11-9 & 14	1928/33 1931/33 All to 30	O.H.V. In. S.V. In. Cowley/Oxford In.

RETAIL PRICES				DIMENSIONS			
				Inches or mm			
NO.	INLET	EXHAUST	DIAMETER	LENGTH	STYLE OF	STEM END	
	Valve	Valve	Head	Under Head	Head	Stem	End
887 887a	K10 3/6	S/2 4/6	39 35	9 9	Flat		Rnd. Grv.
395	K10 4/-	S/2 5/-	45	8	Recess.		Drilled
736 736a	K10 3/6	S/2 4/6	35	7	"		"
819 819a	K10 3/6	S/2 4/6	35	7	"		"
737 737a	K10 3/6	S/2 4/6	39	9	Flat		"
775 775a	K10 3/6	S/2 4/6	37	8	Recess.		"
777 777a	K10 3/6	S/2 4/6	37	9	Flat		"
820 820a	K10 3/6	S/2 4/6	36	9	Recess.		"
738 738a	K10 4/-	S/2 4/6	31	9	Flat		"
756 756a	K10 4/-	S/2 4/6	31	9	Recess.		"
778 778a	K10 5/-	S/2 5/-	44	8	Flat		"
821 821a	K10 4/-	S/2 4/6	43	9	Recess.		"
881 881a	K10 4/-	S/2 4/6	42	9	Flat		"
888 888a	K10 3/6	S/2 4/6	35	8	"		"
889 889a	K10 4/-	S/2 4/6	35	8	"		"
887a	K10 4/-	S/2 4/6	42	9	"		"
1268 1269	K10 3/6	S/2 4/6	31	9	Flat		Rnd. Grv.
342 739 881 1222 881	K10 3/6 K10 3/6 K10 3/6 K10 3/6 K10 3/6	S/2 4/6 S/2 4/6 S/2 4/6 S/2 4/6 S/2 4/6	1 1/2 1 1/2 1 1/2 1 1/2 1 1/2	4 1/2 4 1/2 4 1/2 4 1/2 4 1/2	Flat Dome Flat Flat Flat		Thr. " " " " " " " "
780 792 882 883 884	K10 3/6 K10 3/6 K10 3/6 K10 3/6 K10 3/6	S/2 4/6 S/2 4/6 S/2 4/6 S/2 4/6 S/2 4/6	1 1/2 1 1/2 1 1/2 1 1/2 1 1/2	4 1/2 4 1/2 4 1/2 4 1/2 4 1/2	Flat " " " " " " " "		Prill. Grv. " " " " " " " "
846 868 885 1203	K10 3/6 K10 3/6 K10 3/6 K10 3/6	S/2 4/6 S/2 4/6 S/2 4/6 S/2 4/6	1 1/2 1 1/2 1 1/2 1 1/2	4 1/2 4 1/2 4 1/2 4 1/2	Flat " " " " " "		Prill. Grv. " " " " " "
338	K10 5/-	S/2 7/-	58	11	Flat		Slotted
541 397	K10 3/6 K10 3/6	S/2 4/6 S/2 4/6	1 1/2 1 1/2	4 1/2 4 1/2	Dome Recess.		Slotted Prill. Grv.
822 896 847 847a 848 848a 848 848a	K10 3/6 K10 3/6 K10 3/6 K10 3/6 K10 3/6 K10 3/6 K10 3/6 K10 3/6	S/2 4/6 S/2 4/6 S/2 4/6 S/2 4/6 S/2 4/6 S/2 4/6 S/2 4/6 S/2 4/6	1 1/2 1 1/2 1 1/2 1 1/2 1 1/2 1 1/2 1 1/2 1 1/2	4 1/2 4 1/2 4 1/2 4 1/2 4 1/2 4 1/2 4 1/2 4 1/2	Flat " " " " " " " " " " " " " "		Prill. Grv. " " " " " " " " " " " " " "
709 750 232	K10 2/- K10 2/- K10 2/3	S/2 3/3 S/2 3/3 S/2 3/3	1 1/2 1 1/2 1 1/2	4 1/2 4 1/2 4 1/2	Flat " " Dome		Prill. Grv. " " " "

Motor Car Valves—continued.

RETAIL PRICES

DIMENSIONS

Inches or in.

NO.	PATTERN	H.P. C.C.	YEAR	MODEL	INLET	EXHAUST	DIAMETER	Length under Head	STYLE OF	
					Metal	Price	Head	Stem	Head	Stem
749	Morris contd.	11-9 & 14	1931/32	Cowley/Oxford	K10	2/3	1 1/8	3	Flat	Prill. Grv.
823		14/32	1933	Cowley 4 Cylinder	K10	2/3	1 1/8	3	Flat	Rnd. Grv.
824		10	1933/34	4 Cylinder	K10	2/3	1 1/8	7	"	"
740		15	1930	Oxford Six and Major	K10	2/3	1 1/8	7	"	"
398		17-7	1930/35	"Isis" 6 Cylinder. O.H.V.	K10	2/6	1 1/8	7	Recess	Prill. Grv.
825		16	1933	Oxford Six	K10	2/6	1 1/8	7	Flat	Rnd. Grv.
823		25	1933/35	6 Cylinder S.V.	K10	2/3	1 1/8	7	"	"
849		10	1934	6 Cylinder	K10	2/3	1 1/8	7	"	"
835		14/32	1934	Cowley 4 Cylinder	K10	2/6	1 1/8	7	"	"
824		8	1934	Cowley & Major 6 Cylinder	K10	2/3	1 1/8	7	"	"
869			1935/38	4 Cylinder. S.V. Series I.	K10	2/3	1 1/8	7	"	Prill. Grv.
				and Series III. O.H.V.						
870		10	1935/37	4 Cylinder Series II.	K10	2/3	1 1/8	7	"	"
870		15	1935/37	6 Cylinder	K10	2/3	1 1/8	7	"	"
871		10	1935/37	6 Cylinder	K10	2/3	1 1/8	7	"	"
872		12	1935/37	Cowley 4 Cylinder	K10	2/6	1 1/8	8-5	"	"
873		20	1935/37	Oxford 6 Cylinder	K10	2/6	1 1/8	8-5	"	"
1256		16	1935/37	Oxford 6 Cylinder	K10	3/1	1 1/8	8-5	"	"
1257		25	1936/37	6 Cylinder. Series II. In.	K10	3/1	1 1/8	8-5	"	"
1257		25	1936/37	6 Cylinder. Series II. Ex.	K10	3/1	1 1/8	8-5	"	"
1281		10/16	1938	4 6 Cylinder. Series III. O.H.V. In.	K10	3/1	33	8	"	"
1282		10 1/6	1938	4 6 Cylinder. Series III. O.H.V. Ex.			30	8	"	"
1283		12	1938	4 Cylinder. Series III. O.H.V. In.	K10	3/1	34-5	8	"	"
1284		12	1938	4 Cylinder. Series III. O.H.V. Ex.			32	8	"	"
782	O.M.		1932	All S.V. Models	K10	3/6	33	8	Dome	Prill. Grv.
1285	OPEL		1936	1-1 Litre. P.4						
1285			1937/38	1-1 Litre. "Cadet."						
1285			1937	1-3 Litre. "Olympia." Series I)	K10	3/3	1 1/8	8	Flat	Prill. Grv.
387	OVERLAND	15-6	1926/28	"Whippet." 96, 4 Cylinder	K10	4/1	1 1/8	5	Flat	Drilled
827			1929	96a. 4 Cylinder In.	K10	4/1	1 1/8	5	"	Prill. Grv.
827a			1929	96a. 4 Cylinder Ex.			1 1/8	5	Dome	"
769	PLYMOUTH	16/56	1928/31	To No. U-220884	K10	4/1	1 1/8	4	Flat	Drilled
770			1930/31	After No. U-220884	K10	4/1	1 1/8	4	"	"
770a			1928/30/1	All Numbers	K10	4/1	1 1/8	4	"	"
830			1932	P.B. In. & Ex.	K10	4/1	1 1/8	4	Dome	2 Grv.
793	PONTIAC		1929/31	Big Six	K10	3/6	1 1/8	4	Flat	Prill. Grv.
793a			1929/31	Big Six			1 1/8	4	"	"
1040	RALEIGH	248	1934	3 Wheeler. Twin	K10	3/6	1 1/8	3	Dome	Slotted
1041		496/742	1934	3 Wheeler. Single Cylinder.	K10	3/6	1 1/8	4	"	"
399	RENAULT	9/15	1928		K10	3/1	27	7	Flat	Slotted
399a		9/15	1928				27	7	"	"
741		14/45	1930	4 Cylinder	K10	4/6	40	8	Recess	"
741a		14/45	1930	4 Cylinder	K10	3/1	36	10	"	"
853		8-3			K10	3/1	27	7	Flat	"
853a		8-3					27	7	"	"
1200		12	1936				29	8	"	Drilled
784	REO	27-3	1929/30	Flying Cloud & Gold Crown.	K10	4/6	1 1/8	11	Flat	Prill. Grv.
389	RILEY	11/40	to 1927	O.H.V.	K10	4/1	1 1/8	11	Dome	Slotted
700		9 & 14	1927/36		K10	3/1	1 1/8	11	Flat	"
874		12	1931/33	Special	K10	3/6	1 1/8	11	Recess	Rnd. Grv.
890		12	1936	4 Cylinder. 1 1/2 litre	K10	3/6	1 1/8	11	Flat	Slotted
890		15	1934/36	6 Cylinder			1 1/8	11	"	"

METALS

Motor Car Valves—continued.

NO.	PATTERN	H.P. C.C.	YEAR	MODEL
330	ROVER	12	1920	O.H.V.
375	..	9/20 & 10/25	1925/27	4 Cylinder
785	..	12	1931	"Pilot" 6 Cylinder
713	..	2 litre	1928	6 Cylinder
754	..	19-3	1928	"Meteor" 6 Cylinder
855	..	10 and 12	1934/37	4 Cylinder
856a	..	14	1934/37	Sports 6
856a	..	16 & 20	1934/37	..
856	..	16 & 20	1937	..
1230	..	16 & 20	1937	..
343	SINGER	10	1922/26	O.H.V.
343	..	15	1927/28	6 Cylinder
701	..	8	1927/8/9	"Junior" O.H.V.
702	..	12	1927/8/9	"Senior" O.H.V.
742	..	16	1930/31	Light Six S.V.
742	..	10	1932/33	Kaye Don Six
742	..	12	1933	4 Cylinder
742a	..	16	1930/31	Light Six S.V.
742a	..	10	1932/33	Kaye Don Six
742a	..	12	1933	4 Cylinder
743	..	16	1930/31	Super Six O.H.V.
743a	..	16	1930/31	Super Six O.H.V.
796	..	8/9	1932/33	"Junior" O.H.V.
796	..	14	1933	6 Cylinder
786	..	12	1932	Twelve-Six
857	..	13	1934	1 1/2 Litre 6 Cylinder
857a	..	13	1934	1 1/2 Litre 6 Cylinder
858	..	9	1934	4 Cylinder
858	..	16	1934	6 Cylinder
876	..	14	1936	6 Cylinder
876a	..	9	1936	"Bantam"
876a	..	9	1936	"Bantam"
891	..	11	1936	1 1/2 Litre Le Mans
891a	..	11	1936	1 1/2 Litre Le Mans
892	..	16	1936	6 Cylinder
876a	..	16	1936	6 Cylinder
703	STANDARD	9	1928/32	"Big Nine"
703a	..	9	1928/32	"Big Nine"
787	..	9	1932	"Little Nine"
787a	..	9	1932	"Little Nine"
704	..	14/28	1928	6 Cylinder
705	..	18/42	1928	Light Six
751	..	16	1930/32	Light Six
751a	..	16	1930/32	Light Six
787	..	also	1933	Light 12. 6 Cylinder
787a	..	10/12/16	1933	Big 12. 6 Cylinder
859	..	10/12/16	1934/37	4 and 6 Cylinder
859a	..	10/12/16	1934/35	4 and 6 Cylinder
859b	Flyers	10/12/16	1936/37	..
875	..	9	1935	..
897	..	9	1936/37	..
875a	..	9	1936/37	..
865	STUDEBAKER	25-4	1934	6 Cylinder
865a	..	25-4	1934	6 Cylinder

RETAIL PRICES

DIMENSIONS Inches or mm

NO.	INLET			EXHAUST			DIAMETER		Length Under Head	STYLE OF	
	Metrl	Price	Metrl	Price	Head	Stem	Head	Stem End			
330	K10	4/6	K10	4/6	1 1/8	6 1/4	Flat	Slotted			
375	K10	3/6	S/2	4/6	1 1/8	3 1/2	"	Pril. Grv.			
785	K10	3/-	S/2	4/-	1 1/8	3 1/2	"	"			
713	K10	4/-	S/2	5/-	1 1/8	5 1/8	"	Tur. & Dr			
754	K10	3/6	S/2	4/6	1 1/8	5 1/8	"	Pril. Grv.			
855	K10	3/-	S/2	4/-	1 1/8	4 1/2	"	"			
855a	K10	3/-	S/2	4/-	1 1/8	4 1/2	"	"			
856	K10	3/-	S/3	5/-	1 1/8	4 1/2	"	"			
856a	K10	3/-	S/3	5/-	1 1/8	4 1/2	"	"			
855	K10	3/-	S/2	4/-	1 1/8	4 1/2	Recess	"			
1230	K10	3/-	S/2	4/-	1 1/8	4 1/2	Recess	"			
343	K10	3/-	K10	3/-	1 1/8	3 1/2	Dome	Pril. Grv.			
701	K10	2/6	S/2	3/6	1 1/8	3 1/2	"	"			
702	K10	3/6	S/2	4/6	1 1/8	4 1/2	Recess	"			
742	K10	3/6			1 1/8	4 1/2	"	"			
742a			S/2	4/6	1 1/8	4 1/2	"	"			
743	K10	3/6			1 1/8	4 1/2	"	"			
743a	K10	3/6	S/2	4/6	1 1/8	4 1/2	"	"			
796	K10	2/6	S/2	3/6	1 1/8	4 1/2	Dome	"			
786	K10	3/6	S/2	4/6	1 1/8	4 1/2	Recess	"			
857	K10	3/-	S/3	5/-	1 1/8	4 1/2	"	"			
857a	K10	2/6	S/2	3/6	1 1/8	4 1/2	Dome	Rad. Grv.			
858	K10	2/6	S/2	3/6	1 1/8	4 1/2	"	"			
876	K10	2/6	S/2	3/6	1 1/8	4 1/2	"	"			
876a	K10	2/6	S/2	3/6	1 1/8	4 1/2	"	"			
876a	K10	3/-	S/2	4/6	1 1/8	4 1/2	"	"			
891	K10	3/-	S/2	4/6	1 1/8	4 1/2	"	"			
891a	K10	3/-	S/2	4/6	1 1/8	4 1/2	"	"			
892	K10	3/-	S/2	4/6	1 1/8	4 1/2	Flat	"			
876a	K10	2/6	S/2	3/6	1 1/8	4 1/2	Flat	"			
703	K10	2/6	S/2	3/6	1 1/8	4 1/2	Flat	Pril. Grv.			
703a	K10	2/6	S/2	3/6	1 1/8	4 1/2	"	"			
787	K10	2/6	S/2	3/6	1 1/8	3 1/2	"	"			
787a	K10	2/6	S/2	3/6	1 1/8	3 1/2	"	"			
704	K10	3/6	S/2	4/6	1 1/8	4 1/2	"	Slotted			
705	K10	3/6	S/2	4/6	1 1/8	4 1/2	"	"			
751	K10	3/6	S/2	4/6	1 1/8	4 1/2	"	"			
751a	K10	2/6	S/2	4/6	1 1/8	4 1/2	"	Pril. Grv.			
787	K10	2/6	S/2	3/6	1 1/8	3 1/2	"	"			
787a	K10	2/6	S/2	3/6	1 1/8	3 1/2	"	"			
859	K10	3/6	S/2	4/6	1 1/8	4 1/2	"	"			
859a			S/2	4/6	1 1/8	4 1/2	"	"			
859b			S/2	4/6	1 1/8	4 1/2	"	"			
875	K10	2/6			1 1/8	3 1/2	"	"			
897	K10	2/6			1 1/8	3 1/2	"	"			
875a	K10	2/6	S/2	3/6	1 1/8	3 1/2	"	"			
865	K10	4/-	S/2	5/-	1 1/8	5 1/8	Dome	Pril. Grv.			
865a	K10	4/-	S/2	5/-	1 1/8	5 1/8	"	"			

METALS

"Steel" - 10/12/16/20/24/28/32/36/40/44/48/52/56/60/64/68/72/76/80/84/88/92/96/100/104/108/112/116/120/124/128/132/136/140/144/148/152/156/160/164/168/172/176/180/184/188/192/196/200/204/208/212/216/220/224/228/232/236/240/244/248/252/256/260/264/268/272/276/280/284/288/292/296/300/304/308/312/316/320/324/328/332/336/340/344/348/352/356/360/364/368/372/376/380/384/388/392/396/400/404/408/412/416/420/424/428/432/436/440/444/448/452/456/460/464/468/472/476/480/484/488/492/496/500/504/508/512/516/520/524/528/532/536/540/544/548/552/556/560/564/568/572/576/580/584/588/592/596/600/604/608/612/616/620/624/628/632/636/640/644/648/652/656/660/664/668/672/676/680/684/688/692/696/700/704/708/712/716/720/724/728/732/736/740/744/748/752/756/760/764/768/772/776/780/784/788/792/796/800/804/808/812/816/820/824/828/832/836/840/844/848/852/856/860/864/868/872/876/880/884/888/892/896/900/904/908/912/916/920/924/928/932/936/940/944/948/952/956/960/964/968/972/976/980/984/988/992/996/1000/1004/1008/1012/1016/1020/1024/1028/1032/1036/1040/1044/1048/1052/1056/1060/1064/1068/1072/1076/1080/1084/1088/1092/1096/1100/1104/1108/1112/1116/1120/1124/1128/1132/1136/1140/1144/1148/1152/1156/1160/1164/1168/1172/1176/1180/1184/1188/1192/1196/1200/1204/1208/1212/1216/1220/1224/1228/1232/1236/1240/1244/1248/1252/1256/1260/1264/1268/1272/1276/1280/1284/1288/1292/1296/1300/1304/1308/1312/1316/1320/1324/1328/1332/1336/1340/1344/1348/1352/1356/1360/1364/1368/1372/1376/1380/1384/1388/1392/1396/1400/1404/1408/1412/1416/1420/1424/1428/1432/1436/1440/1444/1448/1452/1456/1460/1464/1468/1472/1476/1480/1484/1488/1492/1496/1500/1504/1508/1512/1516/1520/1524/1528/1532/1536/1540/1544/1548/1552/1556/1560/1564/1568/1572/1576/1580/1584/1588/1592/1596/1600/1604/1608/1612/1616/1620/1624/1628/1632/1636/1640/1644/1648/1652/1656/1660/1664/1668/1672/1676/1680/1684/1688/1692/1696/1700/1704/1708/1712/1716/1720/1724/1728/1732/1736/1740/1744/1748/1752/1756/1760/1764/1768/1772/1776/1780/1784/1788/1792/1796/1800/1804/1808/1812/1816/1820/1824/1828/1832/1836/1840/1844/1848/1852/1856/1860/1864/1868/1872/1876/1880/1884/1888/1892/1896/1900/1904/1908/1912/1916/1920/1924/1928/1932/1936/1940/1944/1948/1952/1956/1960/1964/1968/1972/1976/1980/1984/1988/1992/1996/2000/2004/2008/2012/2016/2020/2024/2028/2032/2036/2040/2044/2048/2052/2056/2060/2064/2068/2072/2076/2080/2084/2088/2092/2096/2100/2104/2108/2112/2116/2120/2124/2128/2132/2136/2140/2144/2148/2152/2156/2160/2164/2168/2172/2176/2180/2184/2188/2192/2196/2200/2204/2208/2212/2216/2220/2224/2228/2232/2236/2240/2244/2248/2252/2256/2260/2264/2268/2272/2276/2280/2284/2288/2292/2296/2300/2304/2308/2312/2316/2320/2324/2328/2332/2336/2340/2344/2348/2352/2356/2360/2364/2368/2372/2376/2380/2384/2388/2392/2396/2400/2404/2408/2412/2416/2420/2424/2428/2432/2436/2440/2444/2448/2452/2456/2460/2464/2468/2472/2476/2480/2484/2488/2492/2496/2500/2504/2508/2512/2516/2520/2524/2528/2532/2536/2540/2544/2548/2552/2556/2560/2564/2568/2572/2576/2580/2584/2588/2592/2596/2600/2604/2608/2612/2616/2620/2624/2628/2632/2636/2640/2644/2648/2652/2656/2660/2664/2668/2672/2676/2680/2684/2688/2692/2696/2700/2704/2708/2712/2716/2720/2724/2728/2732/2736/2740/2744/2748/2752/2756/2760/2764/2768/2772/2776/2780/2784/2788/2792/2796/2800/2804/2808/2812/2816/2820/2824/2828/2832/2836/2840/2844/2848/2852/2856/2860/2864/2868/2872/2876/2880/2884/2888/2892/2896/2900/2904/2908/2912/2916/2920/2924/2928/2932/2936/2940/2944/2948/2952/2956/2960/2964/2968/2972/2976/2980/2984/2988/2992/2996/3000/3004/3008/3012/3016/3020/3024/3028/3032/3036/3040/3044/3048/3052/3056/3060/3064/3068/3072/3076/3080/3084/3088/3092/3096/3100/3104/3108/3112/3116/3120/3124/3128/3132/3136/3140/3144/3148/3152/3156/3160/3164/3168/3172/3176/3180/3184/3188/3192/3196/3200/3204/3208/3212/3216/3220/3224/3228/3232/3236/3240/3244/3248/3252/3256/3260/3264/3268/3272/3276/3280/3284/3288/3292/3296/3300/3304/3308/3312/3316/3320/3324/3328/3332/3336/3340/3344/3348/3352/3356/3360/3364/3368/3372/3376/3380/3384/3388/3392/3396/3400/3404/3408/3412/3416/3420/3424/3428/3432/3436/3440/3444/3448/3452/3456/3460/3464/3468/3472/3476/3480/3484/3488/3492/3496/3500/3504/3508/3512/3516/3520/3524/3528/3532/3536/3540/3544/3548/3552/3556/3560/3564/3568/3572/3576/3580/3584/3588/3592/3596/3600/3604/3608/3612/3616/3620/3624/3628/3632/3636/3640/3644/3648/3652/3656/3660/3664/3668/3672/3676/3680/3684/3688/3692/3696/3700/3704/3708/3712/3716/3720/3724/3728/3732/3736/3740/3744/3748/3752/3756/3760/3764/3768/3772/3776/3780/3784/3788/3792/3796/3800/3804/3808/3812/3816/3820/3824/3828/3832/3836/3840/3844/3848/3852/3856/3860/3864/3868/3872/3876/3880/3884/3888/3892/3896/3900/3904/3908/3912/3916/3920/3924/3928/3932/3936/3940/3944/3948/3952/3956/3960/3964/3968/3972/3976/3980/3984/3988/3992/3996/4000/4004/4008/4012/4016/4020/4024/4028/4032/4036/4040/4044/4048/4052/4056/4060/4064/4068/4072/4076/4080/4084/4088/4092/4096/4100/4104/4108/4112/4116/4120/4124/4128/4132/4136/4140/4144/4148/4152/4156/4160/4164/4168/4172/4176/4180/4184/4188/4192/4196/4200/4204/4208/4212/4216/4220/4224/4228/4232/4236/4240/4244/4248/4252/4256/4260/4264/4268/4272/4276/4280/4284/4288/4292/4296/4300/4304/4308/4312/4316/4320/4324/4328/4332/4336/4340/4344/4348/4352/4356/4360/4364/4368/4372/4376/4380/4384/4388/4392/4396/4400/4404/4408/4412/4416/4420/4424/4428/4432/4436/4440/4444/4448/4452/4456/4460/4464/4468/4472/4476/4480/4484/4488/4492/4496/4500/4504/4508/4512/4516/4520/4524/4528/4532/4536/4540/4544/4548/4552/4556/4560/4564/4568/4572/4576/4580/4584/4588/4592/4596/4600/4604/4608/4612/4616/4620/4624/4628/4632/4636/4640/4644/4648/4652/4656/4660/4664/4668/4672/4676/4680/4684/4688/4692/4696/4700/4704/4708/4712/4716/4720/4724/4728/4732/4736/4740/4744/4748/4752/4756/4760/4764/4768/4772/4776/4780/4784/4788/4792/4796/4800/4804/4808/4812/4816/4820/4824/4828/4832/4836/4840/4844/4848/4852/4856/4860/4864/4868/4872/4876/4880/4884/4888/4892/4896/4900/4904/4908/4912/4916/4920/4924/4928/4932/4936/4940/4944/4948/4952/4956/4960/4964/4968/4972/4976/4980/4984/4988/4992/4996/5000/5004/5008/5012/5016/5020/5024/5028/5032/5036/5040/5044/5048/5052/5056/5060/5064/5068/5

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Motor Car Valves—continued.

RETAIL PRICES

DIMENSIONS

Inches or mm

NO	PATTERN	H.P. or C.C.	YEAR	MODEL	NO.	INLET		EXHAUST		DIAMETER		Length under Head		STYLE OF	
						Metal	Price	Metal	Price	Head	Stem	Head	Stem	Head	Stem End
788	SUNBEAM	16	1927/30	6 Cylinder	788	K10	3/6	S/2	4/6	35	7	108.5	7	Recess	Prill. Grv.
788a		16	1927/30	6 Cylinder	788a	K10	3/6	S/2	4/6	32	7	108.5	7	"	"
789		20	1927/30	6 Cylinder	789	K10	3/6	S/2	4/6	40	8	120	8	"	"
789a		20	1927/30	6 Cylinder	789a	K10	3/6	S/2	4/6	35.5	8	119.5	8	"	"
860		20	1931/35	6 Cylinder	860	K10	3/6	S/2	4/6	42	8	125.5	8	"	"
860a		20	1931/35	6 Cylinder	860a	K10	3/6	S/2	4/6	37.5	8	125.5	8	"	"
877	"Dawn"	12.8	1934/35	"Dawn"	877	K10	3/6	S/2	4/6	37	7	111	7	"	"
877a		12.8	1934/35	"Dawn"	877a	K10	3/6	S/2	4/6	35	7	111	7	"	"
723	SWIFT	10	1929	"	723	K10	3/6	S/2	4/6	1 1/4	5 1/2	4 1/2	5 1/2	Dome	Prill. Grv.
861		10	1931	"	861	K10	3/6	S/2	4/6	1 1/8	4 1/2	4 1/2	4 1/2	"	"
706	TALBOT	14/45	1929/30	6 Cylinder	706	K10	3/6	S/2	4/6	34	7	91	7	Recess	Prill. Grv.
706a		14/45		6 Cylinder	706a	K10	3/6	S/2	4/6	31	7	91	7	"	"
831		14/45		6 Cylinder	831	K10	3/6	S/2	4/6	34	7	93	7	"	"
831a		14/45		6 Cylinder	831a	K10	3/6	S/2	4/6	31	7	93	7	"	"
886		10	1936/38	"	886	K10	2/6	S	2 3/6	29	8	106	8	Flat	Rnd. Grv.
886a		10	1936/38	"	886a	K10	2/6	S	2 3/6	29	8	106	8	"	"
724	TRIUMPH	7/8/9	1928/33	4 Cylinder	724	K10	2/6	S/2	3/6	1 1/4	5 1/2	3 1/2	5 1/2	Dome	2 Flats
725		15	1928/29	4 Cylinder	725	K10	3/6	S/2	4/6	1 1/8	5 1/2	5 1/2	5 1/2	"	Slotted
753		12	1931/32	6 Cylinder "Scorpion"	753	K10	3/6	S/2	4/6	1 1/4	5 1/2	3 1/2	3 1/2	"	2 Flats
771		10	1932	4 Cylinder Southern X & Super 9	771	K10	3/6	S/2	4/6	1 1/4	5 1/2	3 1/2	3 1/2	Flat	Slotted
771a		10	1932	4 Cylinder Southern X & Super 9	771a	K10	3/6	S/2	4/6	1 1/2	4 1/2	4 1/2	4 1/2	"	"
1272		10	1934	4 Cylinder Gloria	1272	K10	3/6	S/2	4/6	1 1/4	5 1/2	3 1/2	3 1/2	"	Prill. Grv.
771a	"Gloria"	10	1934	4 Cylinder Gloria	771a	K10	3/6	S/2	4/6	1 1/4	5 1/2	3 1/2	3 1/2	"	Slotted
878		10	1935/37	4 Cylinder Gloria	878	K10	3/6	S/2	4/6	1 1/4	5 1/2	3 1/2	3 1/2	"	Prill. Grv.
1273		10	1935/37	4 Cylinder Gloria	1273	K10	3/6	S/2	4/6	1 1/4	5 1/2	3 1/2	3 1/2	"	Slotted
1280		14/16	1935	6 Cylinder Gloria & Vitesse	1280	K10	3/3	S/2	4/6	1 1/4	5 1/2	3 1/2	3 1/2	"	Prill. Grv.
771a		14/16	1935	6 Cylinder Gloria	771a	K10	3/6	S/2	4/6	1 1/4	5 1/2	3 1/2	3 1/2	"	Slotted
1273		14/16	1935	6 Cylinder Vitesse	1273	K10	3/6	S/2	4/6	1 1/4	5 1/2	3 1/2	3 1/2	"	"
707	WOLSELEY	11/22	1927	Long Stem	707	K10	3/6	K10	3/6	1 1/4	5 1/2	5	5	Flat	Slotted
707		16/45 & 21/60	1927/30	6 Cylinder	707	K10	3/6	K10	3/6	1 1/4	5 1/2	5	5	"	"
707		12	1931/32	"Hornet"	896	K10	3/6	S/2	4/6	1 1/4	5 1/2	4 1/2	4 1/2	"	Prill. Grv.
707		15	1931/32	"Viper"	707	K10	3/6	K10	3/6	1 1/4	5 1/2	4 1/2	4 1/2	"	Slotted
862		12	1934	"Hornet"	862	K10	3/6	S/2	4/6	1 1/4	5 1/2	4 1/2	4 1/2	Dome	Prill. Grv.
864		21/60	1933/34	6 Cylinder	864	K10	3/6	S/2	4/6	1 1/4	5 1/2	4 1/2	4 1/2	Flat	"
893		9/10	1934/36	"Wasp" and "Hornet"	893	K10	3/6	S/2	4/6	1 1/4	5 1/2	4 1/2	4 1/2	Dome	"
894		10/40	1936	Super	894	K10	3/6	S/2	4/6	1 1/4	5 1/2	4 1/2	4 1/2	Flat	"
894a		10/40 & 14/16	1936	Super	894a	K10	3/6	S/2	4/6	1 1/4	5 1/2	4 1/2	4 1/2	"	"
895		12/48	1936	"	895	K10	3/6	S/2	4/6	1 1/4	5 1/2	5 1/2	5 1/2	"	"
895a		12/48 & 21	1936	"	895a	K10	3/6	S/2	4/6	1 1/4	5 1/2	5 1/2	5 1/2	"	"
895a		12/48 & 21	1936	"	895a	K10	3/6	S/2	4/6	1 1/4	5 1/2	5 1/2	5 1/2	"	"

For Stockists List, see page 4.

METALS

"K10" = 3% Nickel Steel. "S/2" = Silchrome Steel. "S/3" = KE965 Steel.

Any pattern valve not listed can quickly be made to your instructions.

Any pattern valve not listed can quickly be made to your instructions.

Lorry Valves

NO.	PATTERN	H.P. or C.C.	YEAR	MODEL
480	A.E.C.	30/40	1928	Y. 3 Ton
482	..	45	..	5. 3 1/2 Ton
495	..	110	1929/31	6 Cyl. Regal, Regent, Re- nown, Reliance, Mercury, Mannoth, Malestic, etc.
501	422-426 A.D.C. 416
584	Oil. A10426
585	Oil. A10425
1214	Oil.	..	..	Regal A10420
1277	"Q" Diesel A 10424
542	A.J.S.	25	1930	"Pilot" (Meadows Engine)
479	ALBION	24	1924/31	30/40 cwt.
487	..	30/60	1926/32	Fits P.M.A.
487a	..	30/60	1926/32	Fits P.M.A.
496	..	36/90	1930/32	6 Cylinder, "Viking"
496a	..	36/90	1930/32	6 Cylinder, "Viking"
502	..	20/36	1929	30/40 Cwt.
503	..	23/55	1929/30	4 Cyl. 30 Cwt. Fits LB40
502	..	23/55	1934	473
559	..	30/65	1931/35	"Valkyrie"
559a	..	30/65	1931/35	"Valkyrie"
586	..	35	1932/34	LKB. 35
586a	..	35	1932/34	LKB. 35
596	..	35	1933/36	ML55
596a	..	35	1933/36	ML55
1201	..	23	1935/37	JL127 2 1/2 Ton
1201	..	23	1935/37	Type 126 3 & 5 1/2 Ton
1202	1935/37	JL127, 2 1/2 Ton
710	BEAN	14/40	1927/28	"Hadhfield" 26 Cwt.
790	..	13-9	1932	"New Era"
504	BEDFORD	16-9	1932/34	10 Cwt.
597	..	27	1932/34	30 Cwt.
597	1935/36	3 Ton
405	BRISTOL	..	..	204 B.V. 3 Ton
717	CHEVROLET	22	1928	4 Cylinder
718	..	26-3	1929	AD and LR
504	1930/31	AD and LR
504a	1930/31	AD and LR
738	COMMER	25/65	1931	"Invader" KT
756	..	25/65	1931	"Invader" KT
757	..	23	1934	B30 Raider, B40 Centaur
757a	..	23	1934	B30 Centurion, B3
819	..	12	1934/35	Pug. 2 Ton
819a	..	12	1934/35	Pug. 2 Ton
776	..	10	1934/35	4 Cyl. 8 Cwt.
776a	..	10	1934/35	4 Cyl. 8 Cwt.
886	..	9-8	1936/38	4 Cyl. 8 Cwt.
886a	..	9-8	1936/38	4 Cyl. 8 Cwt.
888	..	14	1936/38	4 Cyl. 15/25 Cwt. N1
888a	..	14	1936/38	4 Cyl. 15/25 Cwt. N1
889	..	27	1936/38	6 Cyl. 5 Ton. N5
889a	..	27	1936/38	6 Cyl. 5 Ton. N5
887a	..	22	1936/38	6 Cyl. 3 Ton. N3
887	..	22	1936/38	6 Cyl. 3 Ton. N3
887a	..	22	1936/38	6 Cyl. 3 Ton. N3
887a	..	22	1936/38	6 Cyl. 3 Ton. N3

For Stockists List, see page 4.

RETAIL PRICES

DIMENSIONS

Inches or mm

NO.	INLET	EXHAUST	DIAMETER	Length	STYLE OF
	Material	Material	Head	Under Head	Head
400	K10 5/6	K10 5/6	2 1/2	8 1/2	Domed
482	K10 5/6	S12 7/8	5 1/2	12	Domed
495	K10 4/6	S12 5/8	4 1/2	10	Domed
501	K10 4/6	S12 6/8	4 1/2	10	Domed
584	S12 7/8	S12 9/8	5 1/2	10	Domed
584a	S12 7/8	S12 9/8	5 1/2	10	Domed
585	K10 5/6	S12 7/8	4 1/2	10	Domed
1214	K10 4/6	S12 6/8	4 1/2	10	Domed
1277	K10 4/6	S12 5/8	4 1/2	10	Domed
542	K10 3/6	S12 6/6	1 1/2	5 1/2	Domed
479	K10 4/6	S12 5/6	1 1/2	7 1/2	Domed
487	K10 4/6	S12 5/6	1 1/2	7 1/2	Domed
487a	K10 4/6	S12 5/6	1 1/2	7 1/2	Domed
496	K10 4/6	S12 6/6	1 1/2	7 1/2	Domed
496a	K10 4/6	S12 6/6	1 1/2	7 1/2	Domed
502	K10 4/6	S12 5/6	1 1/2	6 1/2	Domed
503	K10 4/6	S12 5/6	1 1/2	6 1/2	Domed
502	K10 4/6	S12 5/6	1 1/2	6 1/2	Domed
559	K10 4/6	S12 6/6	1 1/2	7 1/2	Domed
559a	K10 4/6	S12 6/6	1 1/2	7 1/2	Domed
586	K10 5/6	S12 7/8	2 1/2	6 1/2	Domed
586a	K10 5/6	S12 7/8	2 1/2	6 1/2	Domed
596	K10 5/6	S12 7/8	2 1/2	6 1/2	Domed
596a	K10 5/6	S12 7/8	2 1/2	6 1/2	Domed
1201	K10 4/6	S12 5/6	1 1/2	8 1/2	Domed
1202	K10 4/6	S12 5/6	1 1/2	8 1/2	Domed
710	K10 4/6	S12 7/8	1 1/2	5 1/2	Domed
790	K10 4/6	S12 7/8	1 1/2	5 1/2	Domed
504	K10 3/6	S12 4/6	1 1/2	4 1/2	Domed
597	K10 3/6	S12 4/6	1 1/2	4 1/2	Domed
405	K10 5/6	S12 7/8	2 1/2	6 1/2	Domed
717	K10 3/6	S12 4/6	1 1/2	4 1/2	Domed
718	K10 3/6	S12 4/6	1 1/2	4 1/2	Domed
504	K10 3/6	S12 4/6	1 1/2	4 1/2	Domed
504a	K10 3/6	S12 4/6	1 1/2	4 1/2	Domed
738	K10 4/6	S12 5/6	1 1/2	4 1/2	Domed
756	K10 4/6	S12 5/6	1 1/2	4 1/2	Domed
757	K10 3/6	S12 3/6	8	112	Domed
757a	K10 3/6	S12 3/6	8	112	Domed
819	K10 3/6	S12 4/6	35	120	Domed
819a	K10 3/6	S12 4/6	35	120	Domed
776	K10 2/6	S12 3/6	31	106	Domed
776a	K10 2/6	S12 3/6	31	106	Domed
886	K10 2/6	S12 3/6	32	106	Domed
886a	K10 2/6	S12 3/6	32	106	Domed
888	K10 3/6	S12 3/6	35	120	Domed
888a	K10 3/6	S12 3/6	35	120	Domed
889	K10 4/6	S12 4/6	42	130	Domed
889a	K10 4/6	S12 4/6	42	130	Domed
887a	K10 3/6	S12 4/6	39	130	Domed
887	K10 3/6	S12 4/6	39	130	Domed
887a	K10 3/6	S12 4/6	39	130	Domed

METALS

"K10" = 3% Nickel-Steel. "S12" = Silchrome Steel. "S13" = Keypes Steel

Lorry Valves—continued.

RETAIL PRICES

DIMENSIONS
Inches or mm

NO.	PATTERN	H.P. or C.C.	YEAR	MODEL	NO.	INLET		EXHAUST		DIAMETER		Length under Head		STYLE OF	
						Metal	Price	Metal	Price	Head	Stem	Head	Stem	Head	Stem End
489	CROSSLEY	28/30	1930/36	"Eagle" and "Hawk"	489	K10	5/-	S/2	7/-	2	7/8	9 1/2	7/8	Flat	Slotted or Prill. Grv.
497		38	1930/36	Arrow and Condor. 6 Cyl.	497	K10	5/-	S/2	7/-	2	7/8	8	7/8	"	Slotted
587			1934/35	Oil Engine. VR6.	587	K10	5/-	S/3	9/-	1 1/8	1 1/8	7	1 1/8	"	"
587a			1934/35	Oil Engine. VR6.	587a	K10	5/-	S/3	9/-	1 1/8	1 1/8	7	1 1/8	"	"
598	DAIMLER	40	1931/36	CP6. O.H.V.	598	K10	5/-	S/3	10/-	48	12	14 1/2	12	Flat	Prill. Grv.
411	DENNIS	40	1922/26	30 Cwt. G.	411	K10	5/6	K10	5/6	2 1/8	2 1/8	7 1/2	2 1/8	Flat	Prill. Grv.
475			1926	30 Cwt. G.	475	K10	4/-	S/2	5/6	1 1/8	1 1/8	5 1/2	1 1/8	"	Drilled
475a			1926	30 Cwt. G.	475a	K10	5/-	S/2	5/-	2	2	5 1/2	2	Flat	Prill. Grv.
490			1927/32	50 Cwt. E.	490	K10	5/-	S/2	7/-	2	2	7 1/2	2	Dome	"
490a			1928	50 Cwt. E.	490a	K10	5/-	S/2	7/-	2	2	7 1/2	2	Dome	"
498				H. and early "Lancet"	498	K10	5/-	S/2	7/-	2	2	7 1/2	2	"	"
509			1930/33	2 Ton. O.H.V.	509	K10	4/6	S/2	5/-	1 1/8	1 1/8	6 1/2	1 1/8	Flat	"
509a			1930/33	2 Ton. O.H.V.	509a	K10	4/6	S/2	5/-	1 1/8	1 1/8	6 1/2	1 1/8	Flat	"
510			1930/34	"Lance." "Lancet."	510	K10	5/-	S/2	5/-	1 1/8	1 1/8	6 1/2	1 1/8	Flat	"
510a			1930/34	"Arrow." "Lancet."	510a	K10	5/-	S/2	5/-	1 1/8	1 1/8	6 1/2	1 1/8	Dome	"
511			1932/34	"Arrow." 6 Cylinder Ex.	511	K10	5/-	S/2	5/-	2	2	7 1/2	2	Flat	"
511a			1932/34	"Lancet" 4 Cyl. & Dart. Ex.	511a	K10	5/-	S/2	7/-	2	2	7 1/2	2	Dome	"
561			1934/36	2 1/2 Ton. Ace	561	K10	5/-	S/2	6/-	1 1/8	1 1/8	6 1/2	1 1/8	Flat	"
561a			1934/36	2 1/2 Ton. Ace	561a	K10	5/-	S/2	6/-	1 1/8	1 1/8	6 1/2	1 1/8	Dome	"
769	DODGE		1929/30	Merchants Express. 4 Cyl. In.	769	K10	4/-	S/2	5/-	1 1/8	1 1/8	4 1/2	1 1/8	Flat	Drilled
770a			1929/30	Merchants Express. 4 Cyl. Ex.	770a	K10	4/-	S/2	5/-	1 1/8	1 1/8	4 1/2	1 1/8	"	"
770			1931/32	UF10 & U1. 4 Cyl. In.	770	K10	4/-	S/2	5/-	1 1/8	1 1/8	4 1/2	1 1/8	"	"
770a			1931/32	UF10 & U1. 4 Cyl. Ex.	770a	K10	4/-	S/2	5/-	1 1/8	1 1/8	4 1/2	1 1/8	"	"
394	FORD	15 & 24 8 & 10	1929/37	AA	394	S/2	3/-	S/2	3/-	1 1/8	1 1/8	5 1/2	1 1/8	Dome	Clubbed
802			1932/37	5 Cwt. Van	802	S/2	2/6	S/2	2/6	1 1/8	1 1/8	4 1/2	1 1/8	Flat	"
793	G.M.C.		1928/30	T-19, 1-3 Ton	793	K10	3/6	S/2	4/6	1 1/8	1 1/8	4 1/2	1 1/8	Flat	Prill. Grv.
793a			1928/30	T-19, 1-3 Ton	793a	K10	3/6	S/2	4/6	1 1/8	1 1/8	4 1/2	1 1/8	"	"
762			1928/30	T-30, 2-4 Ton	762	K10	4/-	S/2	5/-	1 1/8	1 1/8	5 1/2	1 1/8	"	"
548a	GARDNER, Oil			JL. 4, 5, 6	548a	K10	3/6	S/3	8/-	1 1/8	1 1/8	5 1/2	1 1/8	Flat	Thr. & Dr.
513	GILFORD	36/88	1928/30	Lycorning Engine	513	K10	5/-	S/2	7/-	2	2	6 1/2	2	Dome	Prill. Grv.
513a		36/88	1928/30	Lycorning Engine	513a	K10	5/-	S/2	7/-	2	2	6 1/2	2	"	"
563		31.5		AS6 6 Cylinder, Lycorning Engine	563	K10	5/-	S/2	7/-	1 1/8	1 1/8	5 1/2	1 1/8	"	"
563a		31.5		AS6 6 Cylinder, Lycorning Engine	563a	K10	5/-	S/2	7/-	1 1/8	1 1/8	5 1/2	1 1/8	"	"
564		36		SD	564	K10	5/-	S/2	7/-	1 1/8	1 1/8	6 1/2	1 1/8	Flat	"
564a		36		SD	564a	K10	5/-	S/2	7/-	1 1/8	1 1/8	6 1/2	1 1/8	"	"
468	GUY	23/44	1929/32	15 & 30 Cwt.	468	K10	4/6	S/3	8/-	1 1/8	1 1/8	6 1/2	1 1/8	Flat	Slotted
514			1929/32	ON. 30 Cwt.	514	K10	4/6	S/3	7/-	1 1/8	1 1/8	5 1/2	1 1/8	"	Prill. Grv.
565		20	1933/34	FBB	565	K10	5/6	S/3	12/-	2 1/8	2 1/8	8 1/2	2 1/8	Recess	Slotted
1188			1933/34	Wolf	1188	K10	4/-	S/3	7/-	1 1/8	1 1/8	5 1/2	1 1/8	"	Rnd. Grv.
1235	JAMES	10/12	1934/36	Handy Van	1235	K10	3/6	S/2	4/6	1 1/8	1 1/8	4 1/2	1 1/8	Dome	Rnd. Grv.
413	KARRIER			K	413	K10	5/6	S/2	8/-	2 1/8	2 1/8	8 1/2	2 1/8	Dome	Slotted
453				CY. 2 Ton	453	K10	4/6	S/2	6/-	1 1/8	1 1/8	7 1/2	1 1/8	"	Thread
477				H	477	K10	5/-	S/2	7/-	2 1/8	2 1/8	8 1/2	2 1/8	"	Slotted
517		41/68	1929/32	GH4-GH5	517	K10	4/6	S/2	6/-	1 1/8	1 1/8	6 1/2	1 1/8	Flat	"
566			1929	K2	566	K10	5/6	S/2	8/-	2	2	8 1/2	2	Dome	"
566a				K2	566a	K10	4/6	S/2	8/-	1 1/8	1 1/8	8 1/2	1 1/8	"	"
567				FC4	567	K10	4/6	S/2	8/-	1 1/8	1 1/8	8 1/2	1 1/8	"	"
567a				FC4	567a	K10	4/6	S/2	8/-	1 1/8	1 1/8	8 1/2	1 1/8	"	"
568				EC4 (Tylor)	568	K10	5/6	S/2	6/-	1 1/8	1 1/8	6 1/2	1 1/8	"	"
492			1932/34	KL	492	K10	5/6	S/2	7/-	2 1/8	2 1/8	8 1/2	2 1/8	"	"
492a			1932/34	KL	492a	K10	5/6	S/2	7/-	2 1/8	2 1/8	8 1/2	2 1/8	"	"
588			1934/35	Cob.	588	K10	3/6	S/2	8/-	1 1/8	1 1/8	8 1/2	1 1/8	"	"
588a			1934/35	Cob.	588a	K10	3/6	S/2	8/-	1 1/8	1 1/8	8 1/2	1 1/8	Recess	Prill. Grv.

Lorry Valves—continued.

NO.	PATTERN	H.P. or C.C.	YEAR	MODEL
414	LEYLAND	36/40	1927/30	O.G. and R.A.F.
436	..	28-9	1927/30	A. 50 Cwt.
484	..	28-9	1927/30	Lion, Lioness
484a	..	28-9	1927/30	Lion, Lioness
485	..	38-4	1927/30	Tiger, Titan, Bull, Bison, Buffalo, Badger, Beaver, etc.
485a	..	38-4	1927/30	Ditto ditto
1186	..	38-4	1927/30	Tiger, Titan, Beaver, etc.
493	..	36	1927/30	Leithman, SO2, PH2-4, QH2-4-6, GH2-4-6
493a	..	36	1927/30	Ditto ditto
569	..	36	1927/30	Cub. W.V. In. and Ex.
569b	..	36	1927/30	Cub. W.V. In. and Ex.
570	..	36	1927/30	Cub. W.V. In. and Ex.
570a	..	36	1927/30	Cub. W.V. In. and Ex.
575	..	36	1927/30	Beaver
575a	..	36	1927/30	Beaver
1190	..	48-8	1935	Tiger, Titan, Hippo, etc.
1191	..	48-8	1935	Tiger, Titan, Hippo, etc.
1238	..	48-8	1936	Cub.
1239	..	48-8	1936	Cub.
499	MANCHESTER	22-5	1929	30/35 Cwt.
518	MAUDSLAY	..	1926	ML4
232	MORRIS	14	to 1930	Ton Truck
480	..	15-9	1930/32	30 cwt., 40 cwt. "Economy"
749	..	14	1930/32	Ton Truck
500	..	22-4	1930/32	"P." "Leader"
519	..	70	1932	"Viceroi"
544	..	14/32	1933	"Counter-Dictator" 5 Ton
823	..	25	1933	15/20 Cwt.
823	..	25	1933	30/40/60 Cwt. 6 Cylinder
845	..	24-8	1933	3 Ton, 4 Cylinder C4
750	..	8	1934	5 Cwt. Van
835	..	14/32	1934	8/10 Cwt. Van
1194	..	25	1934	30/40/60 Cwt. 6 Cylinder
869	..	25	1935/37	Leader, 3 Ton, 6 Cylinder
872	..	8	1935/37	5 Cwt.
1204	..	12	1935/37	8/10 Cwt.
419	PAGEFIELD	40	..	1 Ton, 4 Cylinder
589	PEERLESS	..	..	Dorman Engine. 4JO
589a	..	..	..	In.
865	PIERCE-ARROW	25-4	1934	6 Cylinder
865a	..	25-4	1934	6 Cylinder
520	REO	..	1928	"Sprinter" Truck
784	..	..	1928	"Sprinter" Truck
546	..	..	1929/30	1-2 Ton
546a	..	..	1932	2 Ton, 1A-1C, 4 Cyl.
590	..	..	1932	2 Ton, 1A-1C, 4 Cyl.
599	S.D. FREIGHTER	..	1935	TDX.
494	SAURER	50	..	5 Ton
522	SCAMMELL	50/80	1930/36	4 Cylinder, O.H.V.
522a	..	50/80	1930/36	4 Cylinder, O.H.V.
591	..	15	1934/36	Mech. Horse

RETAIL PRICES

DIMENSIONS

Inches or mm

NO.	INLET	EXHAUST	DIAMETER	STYLE OF
414	K10 5/-	K10 5/-	Head	Head
436	K10 5/-	K10 5/-	Head	Head
484	K10 5/-	K10 5/-	Head	Head
484a	K10 5/-	K10 5/-	Head	Head
485	K10 5/-	K10 5/-	Head	Head
485a	K10 5/-	K10 5/-	Head	Head
1186	K10 5/-	K10 5/-	Head	Head
493	K10 5/-	K10 5/-	Head	Head
493a	K10 5/-	K10 5/-	Head	Head
569	K10 5/-	K10 5/-	Head	Head
569b	K10 5/-	K10 5/-	Head	Head
570	K10 5/-	K10 5/-	Head	Head
570a	K10 5/-	K10 5/-	Head	Head
575	K10 5/-	K10 5/-	Head	Head
575a	K10 5/-	K10 5/-	Head	Head
1190	K10 5/-	K10 5/-	Head	Head
1191	K10 5/-	K10 5/-	Head	Head
1238	K10 5/-	K10 5/-	Head	Head
1239	K10 5/-	K10 5/-	Head	Head
499	K10 5/-	K10 5/-	Head	Head
518	K10 5/-	K10 5/-	Head	Head
232	K10 5/-	K10 5/-	Head	Head
480	K10 5/-	K10 5/-	Head	Head
749	K10 5/-	K10 5/-	Head	Head
500	K10 5/-	K10 5/-	Head	Head
519	K10 5/-	K10 5/-	Head	Head
544	K10 5/-	K10 5/-	Head	Head
823	K10 5/-	K10 5/-	Head	Head
823	K10 5/-	K10 5/-	Head	Head
845	K10 5/-	K10 5/-	Head	Head
750	K10 5/-	K10 5/-	Head	Head
835	K10 5/-	K10 5/-	Head	Head
1194	K10 5/-	K10 5/-	Head	Head
869	K10 5/-	K10 5/-	Head	Head
872	K10 5/-	K10 5/-	Head	Head
1204	K10 5/-	K10 5/-	Head	Head
419	K10 5/-	K10 5/-	Head	Head
589	K10 5/-	K10 5/-	Head	Head
589a	K10 5/-	K10 5/-	Head	Head
865	K10 5/-	K10 5/-	Head	Head
865a	K10 5/-	K10 5/-	Head	Head
520	K10 5/-	K10 5/-	Head	Head
784	K10 5/-	K10 5/-	Head	Head
546	K10 5/-	K10 5/-	Head	Head
546a	K10 5/-	K10 5/-	Head	Head
590	K10 5/-	K10 5/-	Head	Head
599	K10 5/-	K10 5/-	Head	Head
494	K10 5/-	K10 5/-	Head	Head
522	K10 5/-	K10 5/-	Head	Head
522a	K10 5/-	K10 5/-	Head	Head
591	K10 5/-	K10 5/-	Head	Head

For Stockists list, see page 4.

METALS

"K10" = 2% Nickel-Steel.

"S/2" = Sintered Steel.

"S/3" = K1065 Steel.

Lorry Valves—continued.

NO.	PATTERN	H.P. or C.C.	YEAR	MODEL
423	THORNYCROFT	40	1925/34	"J", "A2", "A3" & FB4
478			1921/27	"BT", "BT", "BT", In.
473				Ex.
523		40	1930/33	ZB6 and BC.
524			1927/32	HB4 and KB.
572		36	1928/32	MB4 and BB4
600			1935	FB4/1 3 ton
601				GND/4
595		62	1934	Speedy 6 Cylinder, 3 Ton
1218		45	1935	Cygnat, Curlew, etc.
574	TILLING-STEVENS	29	1928/33	B10 Express
425	VULCAN	30		"VSC" Type
525		17.9		3X. 30 Cwt. 4 Cylinder

Valves (various)

579	AILSA CRAIG	10/16		KM-6
582				Z4
603				
533	ATLANTIC	30/38	1930/31	4 & 6 Cylinder Diesel
604				4 Cylinder, 5 1/2 bore, Marine
592	CHRYSLER			Marine
592a				In.
593				Ex.
593a				Imperial Marine
732	CITROEN			P10-29
	"Caterpillar"			
535	DORMAN			4JJ and 4JOR
536				6JU-MK4
453				4JU
547				JUR 7A/14, Oil
547a				JUR 7A/14, Oil
427	FORDSON	22.4	to 1923	Drilled Stem
427a	TRACTOR	22.4	1923/27	Grooved Stem
1189			1927/36	
605	GARDNER			Marine
1264	INTERNATIONAL			Junior
1265				Gear Drive
1266				2, 3, 5 Ton
457	KELVIN	30	1932	Marine, 5 1/2" bore
539				Marine, 3 1/2" bore
606				E
607	LATIL	21.3		F.W.D.
550	LISTER	1 1/2	1931	F Type
551				Det. Head Type
552		3/4	1924/31	
	contd.			

RETAIL PRICES

DIMENSIONS

Inches or mm

NO.	INLET		EXHAUST		DIAMETER		Length under Head	STYLE OF	
	Metal	Price	Metal	Price	Head	Stem		Head	Stem End
423	K10	5/-	S/2	7/-	1 1/2	6 1/2	6 1/2	Flat	Slotted
478	K10	4/6	S/2	6/-	1 1/2	5 1/2	5 1/2	"	"
473	K10	5/-	S/2	7/-	1 1/2	4 1/2	4 1/2	Recess	"
423	K10	5/-	S/2	7/-	1 1/2	6 1/2	6 1/2	Flat	"
523	K10	5/-	S/2	7/-	1 1/2	6 1/2	6 1/2	"	"
524	K10	5/-	S/2	7/-	2 1/2	7 1/2	7 1/2	"	"
572	K10	5/-	S/2	7/-	2 1/2	7 1/2	7 1/2	"	"
600	K10	4/6	S/3	8/-	1 1/2	6 1/2	6 1/2	"	"
601	K10	5/-	S/3	10/-	2 1/2	7 1/2	7 1/2	"	Pril. Grv.
595	K10	4/-	S/3	7/-	1 1/2	6 1/2	6 1/2	"	"
1218	K10	5/-	S/2	7/-	1 1/2	7 1/2	7 1/2	"	"
574	K10	4/6	S/2	6/-	1 1/2	6 1/2	6 1/2	Dome	Pril. Grv.
425	K10	5/-	S/2	7/-	46.5	9	155	Flat	Slotted
525	K10	5/-	S/2	7/-	46.5	9	157.5	Dome	Pril. Grv.
579	K10	3/-	S/2	4/-	1 1/2	3 1/2	3 1/2	Flat	Thread
582	K10	3/6	S/2	4/6	1 1/2	4 1/2	4 1/2	"	"
603	K10	3/-	S/2	4/-	1 1/2	3 1/2	3 1/2	"	Pril. Grv.
533	K10	6/-	S/2	9/6	2 1/2	9	9	Recess	Pril. Grv.
604	K10	6/-	K10	6/-	2 1/2	8 1/2	8 1/2	Dome	"
592	K10	4/6	S/3	8/-	1 1/2	6 1/2	6 1/2	Flat	Pril. Grv.
592a	K10	4/6	S/3	8/-	1 1/2	6 1/2	6 1/2	"	"
593	K10	4/6	S/3	8/-	1 1/2	6 1/2	6 1/2	"	"
593a	K10	4/6	S/3	8/-	1 1/2	6 1/2	6 1/2	"	"
732	K10	3/6	S/2	4/6	35.25	9	133	Dome	Drilled
535	K10	5/-	S/2	7/-	1 1/2	7 1/2	7 1/2	Dome	Slotted
536	K10	4/6	S/2	6/-	1 1/2	7 1/2	7 1/2	Flat	Pril. Grv.
453	K10	4/6	S/2	6/-	1 1/2	7 1/2	7 1/2	Dome	Thread
547	K10	4/6	S/2	6/-	1 1/2	6 1/2	6 1/2	Flat	Slotted
547a	K10	4/6	S/2	6/-	1 1/2	6 1/2	6 1/2	"	"
427	K10	4/-	S/2	5/-	1 1/2	6 1/2	6 1/2	Flat	Drilled
427a	K10	4/-	S/2	5/-	1 1/2	6 1/2	6 1/2	"	Pril. Grv.
1189	K10	4/-	S/2	5/-	1 1/2	6 1/2	6 1/2	"	"
605	K10	15/-	K10	15/-	3 1/2	10 1/2	10 1/2	Flat	Thr. & Dr.
1264	K10	4/6	S/2	6/-	1 1/2	6 1/2	6 1/2	Flat	2 Rnd. Grv.
1265	K10	5/-	S/2	7/-	1 1/2	6 1/2	6 1/2	"	"
1266	K10	5/-	S/2	7/-	1 1/2	6 1/2	6 1/2	"	Pril. Grv.
457	K10	5/-	K10	5/-	1 1/2	9 1/2	9 1/2	Flat	Thread
539	K10	4/-	K10	4/-	1 1/2	6 1/2	6 1/2	"	"
606	K10	3/6	K10	3/6	1 1/2	5 1/2	5 1/2	"	"
607	K10	4/6	S/2	6/-	1 1/2	7 1/2	7 1/2	Flat	Slotted
550	K10	3/-	S/3	5/-	1 1/2	4 1/2	4 1/2	Flat	Slotted
551	K10	3/-	S/3	5/-	1 1/2	4 1/2	4 1/2	"	Drilled
552	K10	4/6	S/3	8/-	1 1/2	6 1/2	6 1/2	"	"

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Valves (various)—continued.

NO.	PATTERN	H.P. or C.C.	YEAR	MODEL
553	laster—contd.	5	1932	B Type
554	..	7/10	1932	Det. Head Type
555	..	..	1932	A and H Type
556	..	..	..	Diesel
609	..	..	..	Diesel
609a	..	..	..	Diesel 2JPMG
1233	..	18	..	Diesel 2JPMG
1234	..	..	..	Ex.
563	LYCOMING	..	..	ASA, ASB, 6 Cyl.
563a	..	..	..	ASA, ASB, 6 Cyl.
513	..	..	1928/30	Series TS, TF, 6 Cyl.
513a	..	..	1928/30	Series TS, TF, 6 Cyl.
514	MEADOWS	23/44	..	4-EK, 4-EL, 4-ELM, 4 Cyl.
391	..	12	..	..
541	..	11-9	..	..
542	..	25	1930	..
608	..	42	..	6 EW
1188	..	..	..	4 EL
1197	RUSHTON TRACTOR	..	..	..
537	THORNYCROFT	..	..	Martine, "Handy Billy"
594	..	..	..	Seagull, Seamew, Sheldrake.

For Stockists List, see page 4.

Any pattern valve not listed can quickly be made to
your instructions.

RETAIL PRICES

DIMENSIONS

Inches or mm

NO.	INLET		EXHAUST		DIAMETER			Length		STYLE OF	
	Metal	Price	Metal	Price	Head	Stem	Head	under	Head	Stem	End
553	K10	4/6	S/3	8/-	1 1/8	7/8	6 3/8	..	Flat	..	Drilled
554	K10	5/-	S/3	10/-	2 1/8	1 1/8	7 1/8	..	"	..	"
555	K10	6/-	S/3	15/-	2 3/8	1 3/8	10 1/8	..	"	..	"
556	K10	4/6	S/3	8/-	1 1/8	7/8	6 3/8	..	"	..	"
609	K10	4/6	S/2	6/-	1 1/8	7/8	5 1/8	..	"	..	Pril. Grv.
609a	K10	5/-	S/2	7/-	1 1/8	7/8	5 1/8	..	"	..	"
1233	K10	5/-	S/2	7/-	1 1/8	7/8	6 1/8	..	"	..	"
1234	..	..	S/2	7/-	1 1/8	7/8	6 1/8	..	"	..	"
563	K10	5/-	S/2	7/-	1 1/8	7/8	5 1/8	..	Dome	..	Pril. Grv.
563a	K10	5/-	S/2	7/-	1 1/8	7/8	5 1/8	..	"	..	"
513	K10	5/-	S/2	7/-	1 1/8	7/8	6 1/8	..	"	..	"
513a	..	..	S/2	7/-	1 1/8	7/8	6 1/8	..	"	..	"
514	K10	4/-	S/3	7/-	1 1/8	7/8	5 1/8	..	Flat	..	Pril. Grv.
391	K10	3/-	S/2	4/-	1 1/8	7/8	4 1/8	..	Dome	..	Slotted
541	K10	3/6	S/2	4/6	1 1/8	7/8	4 1/8	..	"	..	"
542	K10	3/6	S/2	6/6	1 1/8	7/8	5 1/8	..	"	..	Pril. Grv.
608	K10	4/6	S/3	6/-	1 1/8	7/8	5 1/8	..	"	..	Pril. Grv.
1188	K10	4/-	S/3	7/-	1 1/8	7/8	5 1/8	..	Recess.	..	Rnd. Grv.
1197	K10	4/6	S/2	6/-	43	8	160	..	Flat	..	Pril. Grv.
537	K10	4/-	S/2	5/-	1 1/8	7/8	5 1/8	..	Flat	..	Slotted
594	K10	4/-	S/2	5/-	1 1/8	7/8	5 1/8	..	"	..	"

"K10"=3% Nickel-Steel. "S/2"=Stichrome Steel. "S/3"=KE965 Steel.

METALS

Any pattern valve not listed can quickly be made to
your instructions.

Motor Cycle

We carry stocks of most of the pattern Valve Guides listed, and are continually adding to their number.

NO.	PATTERN	YEAR	MODEL
G4	A.J.S.	All S.V. except 1926/33	250 c.c. & 1933/34, 990 c.c.
G6		1926/33	248/350 c.c. O.H.V. R12, S12 In.
G7		1926/33	248/350 c.c. O.H.V. R12, S12 Ex.
G8		1927/28	349/498 c.c. O.H.V. H6
G8		1926/27	500 c.c. O.H.V. H8-G8
G9		1928/29	350/498 c.c. S.V. K4, M9
G10		1928	349/498 c.c. O.H.V. K6-K8-K10 In.
G10a		1928/30	349/498 c.c. O.H.V. K6-K8-K10 Ex.
G16		1928/30	349/498 c.c. O.H.C. K7, R10, In.
G16a		1928/29	250 c.c. S.V. K12, M12
G12		1929/30	349/498 c.c. O.H.C. K7, R10, Ex.
G14		1929/30	349/498 c.c. O.H.V. M6-M8 In.
G15		1931	349/498 c.c. S10, S7
G16		1931	349/498 c.c. S10, S7
G16a		1935/37	246 c.c. 12/22
G80		1935/37	347 c.c. 16/26
G80		1935	498 c.c. 35/18
G14		1935	498 c.c. 35/18
G15		1936/37/38	498 c.c. 8/18, 38/18
G80		1936/38	348, O.H.C. 37/7R
G238		1936/38	495, O.H.C. 36/10R
G239		1937/38	348, O.H.C. 37/7R
G240		1936/37	495, O.H.C. 36/10R
G241		1937/38	498, S.V. 38/9
G242		1937/38	498, S.V. 38/9
G18	ARIEL	1926/28	500/550 c.c. S.V. In. and Ex.
G19		1926/28	500 c.c. O.H.V. C
G19a		1926/28	500 c.c. O.H.V. C
G21		1929/31	500 c.c. O.H.V. E and F
G21a		1929/31	500 c.c. O.H.V. E and F
G22		1930/33	250/350 c.c. O.H.V. Colt
G22a		1930/33	250/350 c.c. O.H.V. Colt
G23		1930	500 c.c. G
G23a		1930	500 c.c. G
G24		1929/38	550/600 c.c. S.V. VG-SG
G26		1932/35	499 c.c. O.H.V. L.B.
G27		1929/32	250 c.c. S.V. L.B.
G28		1931/32	497 c.c. Square Four
G136		1933/38	250/350 c.c. O.H.V. Red Hunter In.
G136a		1933/38	250/350 c.c. O.H.V. Red Hunter Ex.
G136b		1935/38	250/350 c.c. O.H.V. Red Hunter Ex.
G137		1933/38	500 c.c. Red Hunter
G137a		1933/34	500 c.c. Red Hunter
G187		1935/38	500 c.c. Red Hunter
G211		1932/35	600/1000 c.c. Square Four
G30	BLACKBURN	...	200 c.c. S.V.
G31		...	350/500 c.c. S.V.
G32		1928/34	350/500 c.c.
G32a		1928/34	350/500 c.c.
G33	B.S.A.	1923/28	2 1/2 h.p. and 3 1/2 h.p. S.V.
G34		1924/31	2 1/2 h.p. S.V.
G35		1930	6 h.p. S.V.
G36		1924/32	250/350 c.c. O.H.V.
G37		1927/34	493/595 c.c. O.H.V.
G38		1928/36	349/493/595 c.c. S.V.
G138		1930	557 c.c. S.V.

Valve Guides

Valve Guides required with variations from standard types—such as oversize bores, etc., are subject to an increased charge to cover the necessary extra machining.

NO.	Length, Total	Length to Plunge	Bore	Fit Diam.	Material	Retain Price each	Related Valve Number
G4	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	22
G6	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	175
G7	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	175a
G8	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	2/6	140
G8	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	2/6	140
G9	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	22
G10	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	140/145/197
G10a	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	140/145/197
G16	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1044
G16a	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1044
G12	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	146
G14	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	190/198
G15	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	190/198
G16	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1045/1046
G16a	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1045/1046
G80	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1099
G80	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1100/1100a
G14	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	190
G15	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	190
G80	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1217
G238	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1258/1260
G239	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1259
G240	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1261
G241	3	1 1/8	1 1/8	1 1/8	C.I.	1/6	1262
G242	3	1 1/8	1 1/8	1 1/8	C.I.	1/6	1263
G18	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	147
G19	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	148
G19a	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	148a
G21	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	199
G21a	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	199
G22	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	174
G22a	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	174a
G23	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1033
G23a	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1033a
G24	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1032/1116
G26	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1000/1000a
G27	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	163
G28	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1001
G136	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1047/1086
G136a	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1047a/1086
G136b	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1047b
G137	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1048/1115
G137a	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1048a
G187	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1115a
G211	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1001
G30	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1087
G31	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	18
G32	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1088
G32a	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1088a
G33	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	2/6	79
G34	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	117
G35	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	2/6	4/46
G36	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	118
G37	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	177
G38	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	79/1175
G138	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	2/6	60

Motor Cycle

NO.	PATTERN	YEAR	MODEL
G132	B.S.A.—contd.	1932/36	250/350 c.c. O.H.V. Blue Star
G133	..	1932/36	493 c.c. O.H.V. Blue Star
G39	..	1932/36	Three-wheeler. Twin
G175	..	1934/36	149 c.c. O.H.V.
G176	..	1934/36	249 c.c. O.H.V.
G206	..	1934/36	349/498/748 c.c. O.H.V. Twin
G188	..	1932/35	4 Cylinder. 3 Wheeler
G230	..	1933/35	249 c.c. S.V.
G222	..	1936	348 c.c. R4
G212	..	1938	249/350 c.c. S.V. (2 guides per valve)
G213	..	1938	250/350 c.c. O.H.V.
G227	..	1938	500 c.c. S.V.
G229	..	1938	500 c.c. O.H.V.
G229a	..	1938	500 c.c. O.H.V.
G40	CALTHORPE	1931/36	350 c.c. O.H.V.
G42	..	1931/36	350/500 c.c. O.H.V.
G178	..	1929/33	350/498 c.c. O.H.V. Super
G203	..	1934/35	250 c.c. O.H.V. 2-port. In. & Ex.
G218	..	1936/37	346/500 c.c. O.H.C.
G165	DOUGLAS	1925/32	348 c.c. EW
G192	..	1927/33	600 c.c. O.H.V.
G193	..	1929	600 c.c. S.V.
G207	..	1932/37	348/500 c.c. S.V. "Blue Chief" E.W.
G165	..	1936/37	250 c.c. "Aero"
G221	..	1930/32	600 c.c. S.V.
G46	ENFIELD	1929/33	225/250 c.c. S.V.
G50	..	1929/36	499/570 c.c. S.V.
G51	..	1929/31	346 c.c., 488 c.c. and 8 h.p. O.H.V.
G52	..	1927/32	346 c.c. O.H.V.
G191	..	1928/32	347/499 c.c. O.H.V.
G53	..	1930/37	24 h.p. S.V.
G54	..	1926/35	976 c.c. K. S.V. Twin
G139	..	1932/36	250/346/499 c.c. O.H.V. G. & J.
G139	..	1932/36	250/350 c.c. Silver Bullet
G172	..	1934	488 c.c. Silver Bullet
G201	..	1935	148 c.c. O.H.V.
G172	..	1935	488 c.c. L.O. 3-valve
G189	..	1935	488 c.c. L.O. 3-valve
G204	..	1935/36	248 c.c. S.V. B.
G209	..	1936	248 c.c. O.H.V. S.
G69	EXCELSIOR	1929	250/350 c.c. O.H.V.
G140	..	1932	500 c.c. B4
G190	..	1933	147 c.c. O.H.V.
G208	..	1933/35	250 c.c. O.H.V. F.
G214	..	1935/36	250 c.c. O.H.C. "Manxman" In.
G214a	..	1935/36	250 c.c. O.H.C. "Manxman" Ex.
G214	..	1935/36	350 c.c. O.H.C. "Manxman" In.
G214b	..	1935/36	350 c.c. O.H.C. "Manxman" Ex.
G134	HARLEY-DAVIDSON	1925/29	1200 c.c. (74 cu. in.) In.
G134a	..	1925/29	1200 c.c. (74 cu. in.) Ex.
G141	..	1927/30	350 c.c. and 516 h.p. Twin
G56	..	1927/30	750 c.c. Twin
G219	..	1927/30	24 h.p. O.H.V.
G224	..	1935	750 c.c. Twin
G237	..	1930/33	1250 c.c. Twin
G167	HUMBER	1927	349 c.c. S.V.
G168	..	1926/30	349 c.c. O.H.V.

Valve Guides—contd.

NO.	Dimensions				Material	Retail Price each	Related Valve Number
	Length Total	Length to Flange	Bore	Fit Diam.			
G132	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	118/176/1118
G133	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1083/1211
G39	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	748
G175	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1117
G176	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1112
G206	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1136/37/52
G188	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	807
G230	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1111
G222	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1136
G212	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1159/60
G213	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1155/1209/1156
G213a	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1210
G227	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1207/1208
G229	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1212
G229a	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1213
G40	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	178/1002/1003
G42	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1089
G178	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1089
G203	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1138
G218	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1002
G165	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	142
G192	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1037
G193	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	164
G207	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1149/1276
G165	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1150
G221	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1036
G46	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	167
G50	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	168
G51	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1005
G52	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1043/1004
G191	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1004
G53	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1057/1091
G54	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	137
G139	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1004
G139	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1092
G172	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1006
G201	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1119
G172	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1120
G189	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1120a
G204	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1139
G209	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1140
G69	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	120/121
G140	2 1/8	1 1/8	1 1/8	1 1/8	S. & B.	4/-	1052/1052a
G190	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1093/1093a
G208	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1141
G214	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1161
G214a	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1162
G214	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1163
G214b	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1164
G134	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1008
G134a	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1007a
G141	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	2/6	1058/1058a
G56	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1059/1059a
G219	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1060/1060a
G224	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	2/-	1198/1199
G237	3 1/8	1 1/8	1 1/8	1 1/8	C.I.	2/-	1061
G167	66 mm	42.5 mm	9 mm	14 mm	C.I.	1/6	181
G168	50 mm	30 mm	9 mm	14 mm	C.I.	1/6	150

Abbrev.: "CI" = Cast Iron. "S" = Steel. "B" = Bronze. "Scr" = Screwed. "Pin" = Plain

Valve Guides—con/d.

Motor Cycle

NO	PATTERN	YEAR	MODEL	NO.	Dimensions				Material	Retail Price each	Related Valve Number
					Length, Total	Length to Flange	Bore	Fit Diam.			
G57 G58	INDIAN	1927	Scout 1200 c.c.	G57 G58	2 3/8 2 1/2	1 3/8 1 1/2	1 1/8 1 1/8	1 1/8 1 1/8	C.I. C.I.	1/6 1/6	139 ..
G59 G171 G171 G179 G194	JAMES	1926 1926/35 1935 1931/35 1935	348 c.c. S.V. 3 1/2 h.p.-498 c.c. Twin. S.V. 249 c.c. G2. S.V. Single. 3 1/2 h.p. O.H.V. Twin 249 c.c. G5. O.H.V.	G59 G171 G171 G179 G194	2 1/8 1 1/8 1 1/8 2 1/8 2 1/8	1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	C.I. C.I. C.I. C.I. C.I.	3/- 2/- 2/- 1/6 1/6	122 38 38 1098/1098a 1098/1098a
G60 G62 G64 G65	J.A.P.	1927 1926/36/37 1921/36	350 c.c. O.H.V. Special 350 c.c. S.V. 500 c.c. and 8/10 h.p. S.V. 175/200/300 c.c. & 680 c.c. Twin. S.V.	G60 G62 G64 G65	2 1/8 2 1/8 2 1/8 2 1/8	1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8	C.I. C.I. C.I. C.I.	1/6 1/6 1/6 1/6	110 88/1235 11/1096/9 11/1096/9
G72 G67 G72 G67 G67 G67 G68		1930/31 1931 1927/36 1927/36 1929	250 c.c. O.H.V. Standard 250 c.c. O.H.V. Standard 300/350/500 c.c. O.H.V. Std. 300/350 c.c. O.H.V. 500 c.c. O.H.V.	G72 G67 G72 G67 G67 G67 G68	2 1/8 2 1/8 2 1/8 2 1/8 2 1/8 2 1/8 2 1/8	1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	C.I. C.I. C.I. C.I. C.I. C.I. C.I.	1/6 1/6 1/6 1/6 1/6 1/6 1/6	1178/1180 1030a/1181 120/1176 121/1177 151a/1031a 1179 1178/1179
G68 G69 G70 G68 G174 G216		1930 1929 1929 1930 1927/29 1935/37	500 c.c. O.H.V. 250/350/490 c.c. O.H.V. 350 c.c. R.A.C. Type 250 c.c. (Rudge) In. and Ex. 998 c.c. (8/45 h.p.) Brough Super 1100 c.c. (8/40 h.p.) O.H.V. (for Inlet use G72)	G68 G69 G70 G68 G174 G216	2 1/8 2 1/8 2 1/8 2 1/8 2 1/8 2 1/8	1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	C.I. C.I. C.I. C.I. C.I. C.I.	1/6 1/6 1/6 1/6 1/6 1/6	151/151a/1031 151/1201/151a 1176/77/78/79 120/1/1176/7 169/169a 1097/1097a 1167
G74 G74a G130 G130a	LEVIS	1932/35 1932/35 1933/35 1933/35	247/350 c.c. A2. B. 247/350 c.c. A2. B. 500 c.c. D. 500 c.c. D.	G74 G74a G130 G130a	1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8	B. C.I. B. C.I.	3/- 1/9 3/- 1/9	1010 1010 1065 1065
G78 G78 G79 G80 G143 G143	MATCHLESS	1928/29 1929 1926/32 to 1937 1932 1931/32	2 1/2 h.p. and 3 1/2 h.p. S.V. 5-86 V/5 and 9-9 Twin S.V. 250 c.c. S.V. All O.H.V. 500 c.c. D/5. S.V. 397 c.c. Twin. Silver Arrow	G78 G78 G79 G80 G143 G143	2 1/8 2 1/8 2 1/8 2 1/8 3 3	1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	C.I. C.I. C.I. C.I. C.I. C.I.	1/6 1/6 1/6 1/6 1/6 1/6	154 1110 155 All O.H.V. 1066 191
G83 G144 G185 G145 G145a	NEW HUDSON	1928/30 1928/31 1929/30 1931 1931	346/500 c.c. O.H.V. 500 c.c. S.V. 249 c.c. S.V. 500 c.c. O.H.V. 500 c.c. O.H.V.	G83 G144 G185 G145 G145a	2 1/8 2 1/8 3 1 1/8 1 1/8	1 1/8 1 1/8 2 1/8 1 1/8 1 1/8	1 1/8 1 1/8 2 1/8 1 1/8 1 1/8	1 1/8 1 1/8 2 1/8 1 1/8 1 1/8	C.I. C.I. C.I. C.I. C.I.	1/9 1/9 1/9 1/6 1/6	184/1067 1069/1101 1039 1068 1068a
G89 G90 G92 G93 G94 G95 G147 G148 G195 G149 G150 G150 G173 G200 G147 G236	NEW IMPERIAL	1927/30 1931 1931 1931 1931/33 1927/29 1927/30 1931 1933/37 1933/35 1934/35 1935 1935 1937	250 c.c. O.H.V. 350 c.c. O.H.V. 10 350 c.c. O.H.V. S. and D. Port. 350/500 c.c. O.H.V. 7A-7B 500 c.c. S.V. 500 c.c. S.V. 7 350/500 c.c. Blue Prince 350 c.c. S.V. 250 c.c. 350 c.c. S.V. 2-2DL 150 c.c. Unit Minor. O.H.V. 250 c.c. Unit Major. O.H.V. 350 c.c. 40. Unit Plus 350/500 c.c. Sports, F 500 c.c. 70 250/350 500 c.c. O.H.V. Clubman	G89 G90 G92 G93 G94 G95 G147 G148 G195 G149 G150 G150 G173 G200 G147 G236	2 1/8 2 1/8 2 1/8 2 1/8 3 1/8 3 1/8 2 1/8 2 1/8 2 1/8 2 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 2 1/8	1 1/8 1 1/8 1 1/8 1 1/8 2 1/8 2 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8 2 1/8 2 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	1 1/8 1 1/8 1 1/8 1 1/8 2 1/8 2 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8 1 1/8	C.I. C.I. C.I. C.I. C.I. C.I. C.I. C.I. C.I. C.I. C.I. C.I. C.I. C.I. C.I. C.I.	1/6 1/6 1/6 1/6 2/- 1/6 1/6 1/6 1/6 1/6 1/6 1/6 1/6 1/6 1/6 2/-	158 159 194/1102 1012/1103 193 1011/1104 157 1122 192 1070 1071 1011/1104 1123 1244/5/6/7/8

Motor Cycle

NO.	PATTERN	YEAR	MODEL
G84	NORTON	1923/32	490 c.c. S.V. Big Four
G196	..	1925/32	3 1/2 h.p. S.V. 16H
G87	..	1926/30	499/588 c.c. O.H.V. 18/19
G88	..	1929/32	490 c.c. ES/2-588 c.c. O.H.V.
G88	..	1932	after 1930
G170	..	1933/37	490/588 c.c. 19/20
G170a	..	1933/37	348 c.c. 50
G196	..	1933/35	Big 4 and 16 H.
G170a	..	1933/37	18/20, C.J., C.S.I. In. & Ex.
G223	..	1936/37	Big 4 and 16H..
G197	O.K. SUPREME	1934/35	250/350/500 c.c. O.H.V.
G197a	..	1934/35	250/350/500 c.c. O.H.V.
G64	..	1930/35	500 c.c. S.V.
G217	..	1932/35	250/350 c.c. O.H.C.
G217a	..	1932/35	250/350 c.c. O.H.C.
G96	P. & M.	1925/28	500 c.c. O.H.V. Standard
G164	..	1929	Panther
G97	..	1930	Panther
G98	..	1931	Panther
G151	..	1931	498 c.c. Redwing
G151a	..	1931	498 c.c. Redwing
G152	..	1932	500/600 c.c. Panther
G163	..	1932	500/600 c.c. Redwing
G163a	..	1932	500/600 c.c. Redwing
G163a	..	1932/37	250/350 c.c.
G198	..	1932/37	500 c.c. 90-100
G100	RALEIGH	1925/33	248 c.c. S.V. 3 Wheel Twin
G102	..	1927/28	348 c.c. O.H.V.
G153	..	1928	348 c.c.
G103	..	1928/33	348/490 c.c. O.H.V.
G104	..	1932	496 c.c. S.V. and 3 Wheeler
G105	RUDGE	1925/30	350 c.c. O.H.V.
G106	..	1929/32	3 1/2 h.p. Ulster
G109	..	1926/29	500 c.c. Ulster and Special
G110	..	1930	350/500 c.c. Special In. & Ex.
G72	..	1930	250 c.c. (J.A.P. engine)
G112	..	1930	499 c.c. Ulster
G113	..	1930/31	350 c.c. O.H.V. TT Radial
G114	..	1931/33	500 c.c. Special
G146	..	1933	500 c.c. Ulster & TT Replica
G114	..	1933	500 c.c. Ulster & TT Replica
G161	..	1932	250 c.c. TT Replica
G199	..	1935/37	250 c.c. Two-valve, Rapid
G231	..	1937	500 c.c. Special
G232	..	1937	500 c.c. Ulster
G232a	..	1937	500 c.c. Ulster
G115	SUNBEAM	..	500 c.c. O.H.V. Hrpm. Type
G115a	500 c.c. O.H.V. Hrpm. Type
G156	..	1920/36	All S.V. Models
G118	..	1931	344 c.c. M10
G118a	..	1931	344 c.c. M10
G131	..	1933	250 c.c. 15
G131a	..	1933	250 c.c. 15
G205	..	1933/34	250 c.c. Longstroke
G205a	..	1933/34	250 c.c. Longstroke
G202	..	1935	348 c.c. O.H.C. Hrpm. Type, 16.
G202a	..	1935	348 c.c. O.H.C. Hrpm. Type, 16.
G220	..	1928/36	493 c.c. 350, 493/600, O.H.V.
G220a	..	1933/36	493 c.c. M8/9/90. In. Ex.

Valve Guides—contd.

NO.	Dimensions				Material	Retail price each	Related Valve Number
	Length Total	Length to Plug	Bore	Fit Diam.			
G84	2 1/4	1 1/4	1 1/8	Scr.	C.I.	3/-	20/20a
G196	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	3/-	109
G87	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	126/127
G88	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1013
G88	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	183/183a
G88	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1014
G170	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	3/-	1105/1242
G170a	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1105a/1243
G196	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	3/-	1124
G170a	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1014/1215
G223	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	3/-	1240/1241
G223	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	3/-	1124
G197	2 1/4	1 1/4	1 1/8	1 1/8	B.	3/-	1176/78/80
G197a	2 1/4	1 1/4	1 1/8	1 1/8	S. & B.	4/-	1177/79/81
G64	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	88/1235
G217	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1171
G217a	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1171
G96	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	185
G164	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	170/185
G97	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1016
G98	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/9	1017
G151	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	2/-	1072
G151a	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/9	1072
G152	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1018/1074
G163	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	2/-	1018
G163a	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	2/-	1018
G153	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	2/-	1073
G198	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1018
G100	56.5	34	8	14	C.I.	1/6	1040
G102	57.5	37	8	15	C.I.	1/6	172
G153	60	38	8	14	C.I.	1/6	100
G103	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	173a/1042/42a
G104	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	186/1041
G105	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1127
G106	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	187/187a
G109	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	195/195a
G110	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	120/121
G72	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	195/195a
G112	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1020/1020a/1076
G113	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1019
G114	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1075
G146	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1019a
G114	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1021
G161	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1128
G199	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1219/1220
G231	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1221
G232	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1019a
G232a	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1019a
G115	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	3/6	188
G115a	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/9	13/132/133
G156	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1081
G118	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1081a
G118a	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1082
G131	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1082a
G131a	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1143
G205	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1143
G205a	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	1143
G202	2 1/4	1 1/4	1 1/8	1 1/8	C.I. & B.	4/-	1129
G202a	2 1/4	1 1/4	1 1/8	1 1/8	C.I. & B.	4/-	1129a
G220	1 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	188/1080
G220a	2 1/4	1 1/4	1 1/8	1 1/8	C.I.	1/6	188/1080

Abbrev. "C.I." = Cast Iron, "S.V." = Steel, "B." = Bronze, "Scr." = Screws, "Pin" = Pin.

Motor Cycle

Valve Guides—contd.

NO.	PATTERN	YEAR	MODEL	Dimensions				Material	Retail Price each	Related Valve Number
				Length, Total	Length to Flange	Bore	Fit Diam.			
G243	Sunbeam— contd.	1937	350/500 c.c. O.H.V.	1 1/8	1 1/8	1 1/8	1 1/8	S. & B.	4/-	1278/1279
G244			350/500 c.c. O.H.V.	2 3/8	1 3/8	1 1/8	1 1/8	S. & B.	4/-	1278/1279
G120	TRIUMPH	1931/32	N.M. O.H.V. NT	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1025/1027
G121		1931/32	W.O. O.H.V.	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1024
G122		1930	W.L. S.V.	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1026
G123		1930	T.T. C.O. O.H.V.	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1028/1029
G124		1927/28	W. 277 c.c. S.V.	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	161
G125		1926/33	P.N. S.V. CN-CSD-ND-NSD	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	134/189/1108
G186		1933	174 c.c. XO	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1107
G180		1934/36	249/350 c.c. 2/1	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1130/30a/45/46
G181		1934/36	343/550 c.c. S.V.	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1132
G182		1934/36	500 c.c. O.H.V.	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1133
G182a		1934/36	500 c.c. O.H.V.	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1133a
G180		1934/36	650 c.c. Twin	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1135
G183a		1934/36	650 c.c. Twin	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1135a
G225		1935/36	250 c.c. L2/1	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1144
G225a		1937	250 c.c. L2/1	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1144a
G233		1937	350 c.c. and 600 c.c. S.V.	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1223/1134
G234		1937	250/350 c.c. O.H.V. 70/80	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1226/1227
G235		1937	500 c.c. O.H.V. 90	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1224
G235a		1937	500 c.c. O.H.V. 90	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1225
G128	VELOCETTE	1928/32	349 c.c. 2 Port. KSS.	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	162
G127		1932/35	348 c.c. KTT. KSS.	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	196/1109
G127a		1928/35	348 c.c. KTT. KSS.	1 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	196a/1109a/162
G184		1933/38	250 c.c. MOV & 350 c.c. MAC	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1147
G210		1935/38	495 c.c. MSS	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1148
G210a		1935/38	495 c.c. MSS	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/9	1148a
G215		1937/38	KTS	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1153
G215a		1937/38	KTS	2 1/8	1 1/8	1 1/8	1 1/8	C.I.	1/6	1154

Abbrev.: "CI" = Cast Iron. "S" = Steel. "B" = Bronze. "Scr" = Screwed. "Pin" = Plain

If you cannot trace in this List the particular pattern of Valve Guide that you require, please supply sample or dimensioned sketch to assist in correct identification.

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