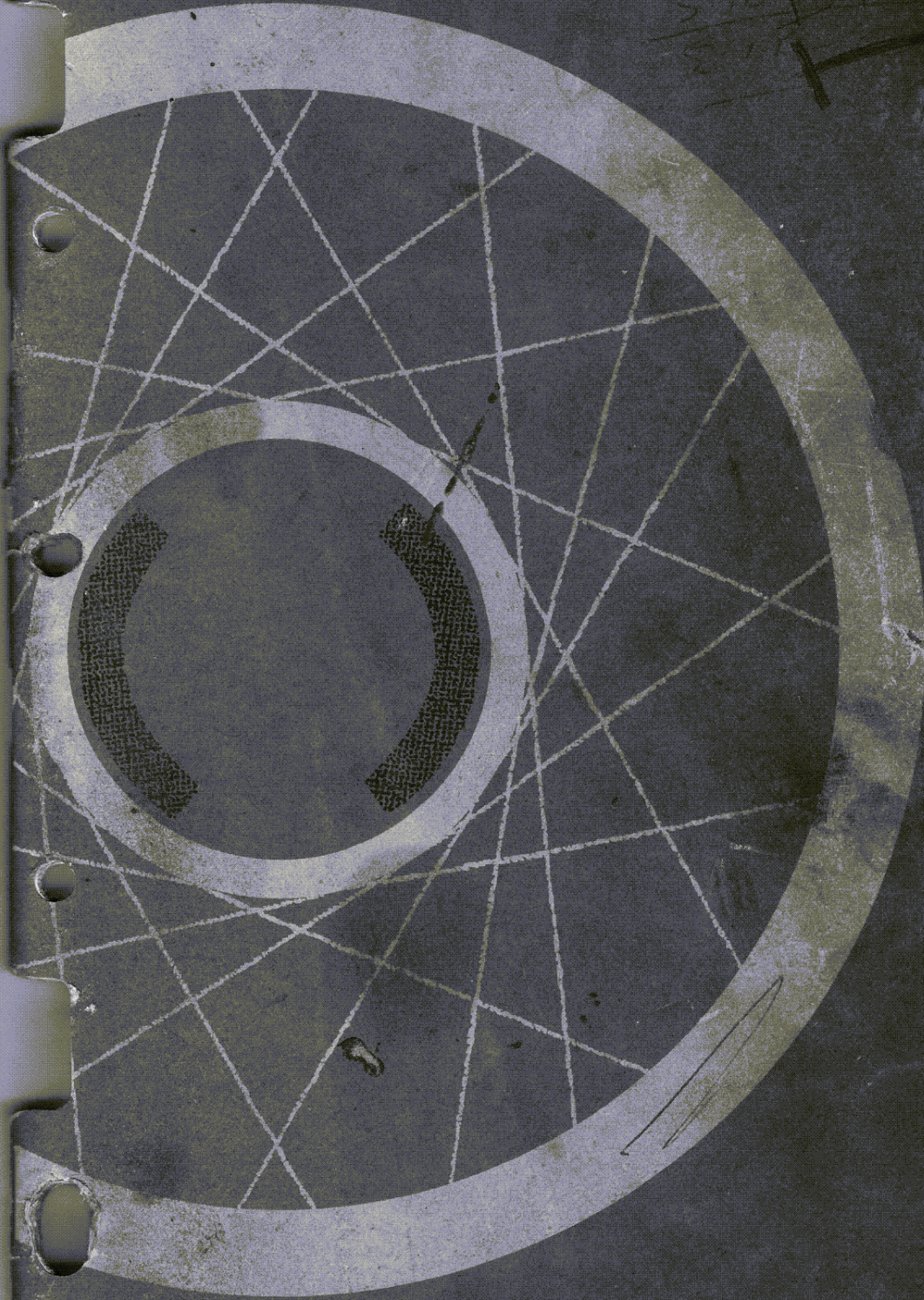


# FERODO

1958  
DATA  
BOOK

312 B 11  
571



Friction  
materials for  
Motor Cycles  
Mopeds  
Scooters  
Three-wheelers  
Pedal Cycles  
Invalid Carriages

# FERODO

brake linings

clutch discs *for*

inserts, etc

MOTOR CYCLES

SCOOTERS

MOPEDS

THREE-WHEELERS

INVALID CARRIAGES

AND PEDAL CYCLES

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FERODO LIMITED CHAPEL-EN-LE-FRITH DERBYSHIRE

*A Member of the Turner and Newall Organisation*

Telephone Chapel-en-le-Frith 2520

Telegrams Ferodo Chapel-en-le-Frith

1 Brake Linings  
2 Clutch Facings and Inserts  
3 Shock Absorber and Steering Damper Discs  
4 Brake Blocks for Pedal Cycles

**This Catalogue** is an entirely new production, combining all the information on brake linings, clutch facings, inserts and brake blocks for motor cycles, scooters, mopeds, three-wheelers, invalid carriages and pedal cycles previously to be found in two separate Ferodo publications.

For easier reference and greater usefulness the presentation has been completely re-styled, the most important feature being the separation of data from the price list. The data section gives full details of each type of brake and clutch facing, shock absorber or damper disc and pedal cycle block, together with the recommended Ferodo material. Any new data will be included in next year's special data supplement.

Ferodo brake linings are supplied complete with rivets in boxed sets. Similarly, clutch inserts are also available in boxed sets. In both cases, when ordering it is sufficient merely to specify the box reference. When ordering unboxed linings or discs it is necessary only to quote the Ferodo quality required and the reference number which is allotted to each particular lining or facing, and which is stencilled on each individual item. Drillings are indicated by a numerical suffix.

# FERODO

## BRAKE LININGS

FOR MOTOR CYCLES, MOPEDS, SCOOTERS, THREE-WHEELERS AND INVALID CARRIAGES

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thick-ness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>A.C.</b> Petite ... ..	353cc	1953/58	R	G	in. 7	in. $6\frac{23}{32}$	in. $1\frac{1}{4}$	in. $\frac{5}{32}$	in. $3\frac{11}{32}$	MS1	4	GG/86/1	40/B20	BGG/86/1
<b>ABERDALE</b> Moped ... ..	98cc	1949	F R		$3\frac{3}{4}$ $3\frac{3}{4}$	4 4	$\frac{3}{4}$ $\frac{3}{4}$	$\frac{1}{8}$ $\frac{1}{8}$	$1\frac{3}{4}$ $1\frac{3}{4}$	MR41 MR41	2 2		12/C39 12/C39	AUT 3 AUT 3
<b>ACHILLES</b> Lido (Moped) ... ..	50cc	1955/57	F R		mm 80 80	mm 96 96	mm 16 16	mm 4 4	mm 36 36	MS7 MS7	2 2	FS/2/1 FS/2/1	12/C43 12/C43	BFS/2/1 BFS/2/1
Agon and Capri (Moped) ... ..	50cc	1955/58	F R	FS FS	90 90	94 94	20 20	3-8 3-8	41 41	MS7 MS7	2 2	FS/1/1 FS/1/1	12/C3 12/C3	BFS/1/1 BFS/1/1
Ami Sport ... ..	150cc	1953/57	F R	FS FS	150 150	163 163	25 25	4 4	71 71	MS7 MS7	2 2	PF/1/1 PF/1/1	12/C2 12/C2	BPF/1/1 BPF/1/1
Roller Sport ... ..	175cc	1954/57	F R	FS FS	150 150	157 157	30 30	4 4	71 71	MS7 MS7	2 2	FS/3/1 FS/3/1	14/C2 14/C2	BFS/3/1 BFS/3/1
<b>ADI</b> Moped ... ..	50cc	1954/57	F R or F R	FS FS	90 90	94 94	20 20	3-8 3-8	41 41	MS7 MS7	2 2	FS/1/1 FS/1/1	12/C3 12/C3	BFS/1/1 BFS/1/1
Lightweight (Motor Cycle) ... ..	100cc	1954/57	F R	FS FS	106 106	110 110	20 20	3-8 3-8	49 49	MS7 MS7	2 2	DK/13/1 DK/13/1	12/C2 12/C2	BDK/13/1 BDK/13/1
<b>ADLER</b> MB, T/S ... ..	250cc	1956/57	F R		180 180	188 188	30 30	4 4	86 86	MZ41 MZ41	2 2	BW/6/- BW/6/-	14/C2 14/C2	BBW/6/1 BBW/6/1
Junior Scooter... ..	98cc	1955/58	F		126	131	20	4	59	MS7	2	VR/3/1	14/C3	BVR/3/1
M100 ... ..	100cc	1949	R		126	131	20	4	59	MS7	2	VR/3/1	14/C3	BVR/3/1
M125 Junior Sport ... ..	125cc	1951	F R		150 150	157 157	25 25	4 4	71 71	MS7 MS7	2 2	DK/11/1 DK/11/1	14/C3 14/C3	BDK/11/1 BDK/11/1
M150 ... ..	150cc													
M200 ... ..	200cc													
MB200 ... ..	200cc													
MB201 ... ..	200cc	1953												
MB20-11 ... ..	200cc	1954												
Moped ... ..	50cc	1957	F R	FS FS	90 90	94 94	20 20	3-8 3-8	41 41	MS7 MS7	2 2	FS/1/1 FS/1/1	12/C3 12/C3	BFS/1/1 BFS/1/1
<b>A.J.S.</b> 16MS ... ..	347cc	1956/58	F	O	7	$6\frac{9}{16}$	$\frac{7}{8}$	$\frac{3}{16}$	$3\frac{5}{16}$	MS5 or MR41	2	AG/17/3	14/C3	BAG/17/3
16MC ... ..	347cc													
16MCS ... ..	348cc													
18S ... ..	498cc													
18CS ... ..	497cc													
20 Twin ... ..	498cc	1954/58	R	O	7	$6\frac{9}{16}$	$\frac{7}{8}$	$\frac{3}{16}$	$3\frac{5}{16}$	MS5 or MR41	2	AG/17/3	14/C3	BAG/17/3
30 Twin ... ..	592cc													
7R ... ..	348cc		F R	O O	$8\frac{1}{4}$ $8\frac{1}{4}$	$8\frac{1}{8}$ $8\frac{1}{8}$	$1\frac{13}{16}$ $1\frac{1}{4}$	$\frac{5}{32}$ $\frac{5}{32}$	$3\frac{11}{32}$ $3\frac{11}{32}$	RMI RMI	2 2	AG/23/1 AG/24/1	20/C9 20/C9	

\*BL: Blumfield BR: British Hub E: Enfield FS: Fichtel & Sachs G: Girling  
H: Harwill O: Own P: Phillips PN: Pranafa-Naben

# FERODO BRAKE LININGS continued

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.			
<b>A.J.S. — continued</b>																	
16M ... ..	350cc	1947/55	F	O	in. 7	in. 6 $\frac{3}{16}$	in. $\frac{7}{8}$	in. $\frac{3}{16}$	in. 3 $\frac{5}{16}$	{ MS5 or MR41 }	2	AG/17/2	12/C3	BAG/17/2			
16MS ... ..			500cc	R	O	7	6 $\frac{3}{16}$	$\frac{7}{8}$	$\frac{3}{16}$	3 $\frac{5}{16}$	{ MS5 or MR41 }	2	AG/17/2	12/C3	BAG/17/2		
16MC ... ..				1946	F	O	7	6 $\frac{3}{16}$	$\frac{7}{8}$	$\frac{3}{16}$	3-29	{ MS5 or MR41 }	2	AG/17/1	16/C3	BAG/17/1	
16MCS ... ..					R	O	7	6 $\frac{3}{16}$	$\frac{7}{8}$	$\frac{3}{16}$	3-29	{ MS5 or MR41 }	2	AG/17/1	16/C3	BAG/17/1	
18 ... ..					1948/54	F	O	8 $\frac{1}{4}$	7 $\frac{3}{32}$	1- $\frac{13}{16}$	$\frac{5}{32}$	3 $\frac{31}{32}$	MZ41	2	AG/20/1	20/B43	
18S ... ..						R	O	8 $\frac{1}{4}$	7 $\frac{3}{32}$	1 $\frac{1}{4}$	$\frac{5}{32}$	3 $\frac{31}{32}$	MZ41	2	AG/21/1	21/B43	
18C ... ..	350cc	1946		F	O	5 $\frac{1}{2}$	5 $\frac{27}{32}$	$\frac{3}{4}$	$\frac{3}{16}$	2-54	MZ41	2	AG/16/1	16/C3	BAG/16/1		
18CS ... ..			R	O	5 $\frac{1}{2}$	5 $\frac{27}{32}$	$\frac{3}{4}$	$\frac{3}{16}$	2-54	MZ41	2	AG/16/1	16/C3	BAG/16/1			
20 Twin ... ..																	
<b>A.J.W.</b>																	
Grey Fox ... ..	494cc	1950/51	F	BR	7	6 $\frac{1}{2}$	$\frac{31}{32}$	$\frac{3}{16}$	3 $\frac{1}{4}$	MR41	2	BH/30/1	14/C3	BBH/30/1			
Flying Fox ... ..	500cc	1939	R	BR	7	6 $\frac{1}{2}$	$\frac{31}{32}$	$\frac{3}{16}$	3 $\frac{1}{4}$	MR41	2	BH/30/1	14/C3	BBH/30/1			
All models ... ..																	
Lynx Two Stroke ... ..	250cc	1939	F	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1			
			R	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1			
<b>AMBASSADOR</b>																	
Envoy 3 and 4 ... ..	197cc	1957/58	F	H	6	6 $\frac{1}{4}$	1	$\frac{9}{64}$	2 $\frac{5}{64}$	MS3	2	HR/14/1	16/C3	BHR/14/1			
Supreme Twin ... ..	250cc																
Supreme Single ... ..	250cc																
Supreme ... ..	225cc																
Supreme ... ..	197cc	1953	R	H	6	6 $\frac{1}{4}$	1	$\frac{9}{64}$	2 $\frac{5}{64}$	MS3	2	HR/14/1	16/C3	BHR/14/1			
Popular 3 and 4 ... ..	197cc	1955/58	F	H	5	5 $\frac{3}{8}$	$\frac{3}{4}$	$\frac{9}{64}$	2 $\frac{3}{64}$	MS3	2	HR/13/1	16/C3	BHR/13/1			
Envoy ... ..	197cc	1955/56	F	H	5	5 $\frac{3}{8}$	$\frac{3}{4}$	$\frac{9}{64}$	2 $\frac{3}{64}$	MS3	2	HR/13/1	16/C3	BHR/13/1			
Embassy ... ..	197cc																
Supreme ... ..	197cc	1952	R	H	5	5 $\frac{3}{8}$	$\frac{3}{4}$	$\frac{9}{64}$	2 $\frac{3}{64}$	MS3	2	HR/13/1	16/C3	BHR/13/1			
Series III, IV, V ... ..	197cc	1948/54	F	H	5	5 $\frac{3}{8}$	$\frac{3}{4}$	$\frac{1}{8}$	2 $\frac{3}{8}$	MR41	2	HR/1/2	16/C3	BHR/1/2			
Popular ... ..																	
Embassy ... ..			R	H	5	5 $\frac{3}{8}$	$\frac{3}{4}$	$\frac{1}{8}$	2 $\frac{3}{8}$	MR41	2	HR/1/2	16/C3	BHR/1/2			
<b>AMO</b>																	
Amoped ... ..	50cc	1956/57	F	FS	mm 80	mm 96	mm 16	mm 4	mm 36	MS7	2	FS/2/1	12/C43	BFS/2/1			
			R	FS	80	96	16	4	36	MS7	2	FS/2/1	12/C43	BFS/2/1			
Amoretto Scooter ... ..	50cc	1955	F	FS	90	94	20	3-8	41	MS7	2	FS/1/1	12/C3	BFS/1/1			
			R	FS	90	94	20	3-8	41	MS7	2	FS/1/1	12/C3	BFS/1/1			
<b>ANKER</b>																	
662 ... ..	100cc	1951	F	FS	106	110	20	3-8	49	MS7	2	DK/13/1	12/C2	BDK/13/1			
662A ... ..	100cc		R	FS	116	121	25	4	54	MS7	2	MY/1/1	14/C1	BMY/1/1			
661 ... ..	125cc	1951	F		126	131	20	4	59	MS7	2	VR/3/1	14/C3	BVR/3/1			
			R		126	131	20	4	59	MS7	2	VR/3/1	14/C3	BVR/3/1			
665 ... ..	150cc	1951	F	FS	126	131	25	4	59	MS7	2	PC/2/1	14/C2	BPC/2/1			
AS.150 ... ..	150cc	1954	R	FS	126	131	25	4	59	MS7	2	PC/2/1	14/C2	BPC/2/1			
			F	FS	150	163	25	4	71	MS7	2	PF/1/1	12/C2	BPF/1/1			
AS.175 ... ..	175cc	1954	R	FS	150	163	25	4	71	MS7	2	PF/1/1	12/C2	BPF/1/1			
666 ... ..	175cc	1951	F or														
AJ.200 ... ..	200cc	1954	R	FS	150	157	30	4	71	MS7	2	FS/3/1	14/C2	BFS/3/1			
			F	FS	150	157	30	4	71	MS7	2	FS/3/1	14/C2	BFS/3/1			

\*BL: Blumfield    BR: British Hub    E: Enfield    FS: Fichtel & Sachs    G: Girling  
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# FERODO BRAKE LININGS continued

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>ARIEL</b>														
NH Hunter ...	347cc	1957/58	F	O	in. 7	in. 6 $\frac{1}{4}$	in. 1 $\frac{1}{2}$	in. $\frac{3}{16}$	in. 3 $\frac{1}{64}$	MS3 or MR41	2	RL/8/1	16/C2	BRL/8/1
VH Hunter ...	497cc													
VB Red Hunter ...	598cc		R	O	7	6 $\frac{1}{4}$	1 $\frac{1}{2}$	$\frac{3}{16}$	3 $\frac{3}{64}$	MS3 or MR41	2	RL/8/1	16/C2	BRL/8/1
HS Red Hunter (Scrambles)	497cc													
HT 5 Red Hunter (Trials)	497cc	1957	F	O	5 $\frac{1}{2}$	6 $\frac{5}{32}$	1 $\frac{5}{8}$	$\frac{5}{32}$	2 $\frac{9}{16}$	MS3	2	BS/13/1	14/C1	BBS/13/1
HT 3 Red Hunter (Trials)	347cc													
FH Huntmaster	646cc	1953/58	R	O	5	5 $\frac{3}{16}$	$\frac{7}{8}$	$\frac{3}{16}$	2 $\frac{5}{16}$	MS3	2	BS/11/1	14/C44	BBS/11/1
KH Fieldmaster	498cc													
LH Colt ...	197cc	1956/58	F	O	7	6 $\frac{1}{4}$	1 $\frac{1}{2}$	$\frac{3}{16}$	3 $\frac{3}{64}$	MS3 or MR41	2	RL/8/1	16/C2	BRL/8/1
4G Square Four	997cc													
Square Four 4G	1000cc	1951/55	R	O	8	8 $\frac{5}{32}$	1 $\frac{1}{2}$	$\frac{3}{16}$	3 $\frac{1}{64}$	MS3	2	RL/9/1	16/C8	BRL/9/1
FH Huntmaster Twin...	650cc													
NH Hunter Single	350cc	1949/55	F	O	7	6 $\frac{5}{8}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{9}{32}$	MR41	2	RL/6/3	12/C3	BRL/6/3
VH Hunter Single	500cc													
KH Hunter Twin	500cc	1954/55	R	O	7	6 $\frac{5}{8}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{9}{32}$	MR41	2	RL/6/3	12/C3	BRL/6/3
VB SV Single ...	600cc													
All models except 250cc		Late 1947/48	F	O	7	5 $\frac{1}{4}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{9}{32}$	MR41	2	RL/5/2	12/C2	BRL/5/2
All models except 250cc														
All models except 250cc		1939/Early 47	F	O	7	5 $\frac{1}{4}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{9}{32}$	MR41	2	RL/5/1	12/C2	BRL/5/1
All models ...														
All models ...	250cc	1938	F	O	7	6 $\frac{5}{8}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{9}{32}$	MR41	2	RL/6/3	12/C3	BRL/6/3
All models ...														
All models ...	250cc	1939/40	F	O	6 $\frac{1}{2}$	5 $\frac{5}{8}$	7 $\frac{7}{8}$	$\frac{3}{16}$	3 $\frac{1}{32}$	MR41	2	RL/4/1	12/C3	BRL/6/3
All models ...														
All models ...		1935/37	R	O	7	5 $\frac{5}{8}$	1	$\frac{3}{16}$	3 $\frac{9}{32}$	MR41	2	NE/11/2	12/C6	BRL/6/3
All models ...														
<b>BASTERT</b>														
B/S.50 ...	50cc	1954	F		mm 90	mm 94	mm 18	mm 4	mm 41	MS7	2	KR/2/1	12/C43	BKR/2/1
<b>BINNETTA</b>														
Transporter ...		1956/58	F	FS	80	96	16	4	36	MS7	2	FS/2/1	12/C43	BFS/2/1
Dual Seat ...														
Super Sports ...			R	FS	90	94	20	3-8	41	MS7	2	FS/1/1	12/C3	BFS/1/1
Super De Luxe ...														
De Luxe ...				90	115	16	4	41	MS7	2	ZB/2/1	10/C66	BZB/2/1	
				90	113	16	4	41	MS7	2	ZB/2/1	10/C66	BZB/2/1	
<b>BINZ</b>														
Scooter ...	50cc	1957/58	F	FS	90	94	20	3-8	41	MS7	2	FS/1/1	12/C3	BFS/1/1
<b>B.M.W.</b>														
R.26 ...	250cc	1955/58	F		160	168	35	4	76	MS3	2	FN/26/1	14/C3	BFN/26/1
R.25/3 ...	250cc	1953	R		160	168	35	4	76	MS3	2	FN/26/1	14/C3	BFN/26/1
R.50 ...	500cc	1955/58	F		200	178	35	4	96	MS3	2	FN/32/1	18/C3	BFN/32/1
R.69 ...	600cc	1955/58	R		200	178	35	4	96	MS3	2	FN/32/1	18/C3	BFN/32/1
R.67/2 ...	600cc	1952/53	F		200	178	30	4	96	MS3	2	FN/27/1	18/C3	BFN/27/1
R.67/3 ...	600cc	1954	R		200	178	30	4	96	MS3	2	FN/27/1	18/C3	BFN/27/1
R.68 ...	600cc	1952/53												
R.24 ...	250cc	1949	F		160	168	25	4	76	MS3	2	FN/24/1	14/C3	BFN/24/1
R.25 ...	250cc	1950	R		160	168	25	4	76	MS3	2	FN/24/1	14/C3	BFN/24/1
R.25/2 ...	250cc	1952												

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F E R O D O B R A K E L I N I N G S *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thick-ness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>B.M.W. — continued</b>														
R.51/2 ... ..	500cc	1950/52	F	O	mm 200	mm 181	mm 25	mm 4	mm 96	MS3	2	FN/25/1	18/C6	BFN/25/1
			R	O	mm 200	mm 181	mm 25	mm 4	mm 96	MS3	2	FN/25/1	18/C6	BFN/25/1
R.51/3 ... ..	500cc	1953/54	F	O	mm 200	mm 178	mm 30	mm 4	mm 96	MS3	2	FN/27/1	18/C1	BFN/27/1
			R	O	mm 200	mm 178	mm 30	mm 4	mm 96	MS3	2	FN/27/1	18/C1	BFN/27/1
R.67 ... ..	600cc	1955/57	F	O	mm 200	mm 178	mm 35	mm 4	mm 96	MS3	2	FN/32/1	18/C3	BFN/32/1
			R	O	mm 200	mm 178	mm 35	mm 4	mm 96	MS3	2	FN/32/1	18/C3	BFN/32/1
Isetta Kabinroller ...	300cc	1951/52	F	O	mm 200	mm 181	mm 25	mm 4	mm 96	MS3	2	FN/25/1	18/C6	BFN/25/1
			R	O	mm 200	mm 181	mm 25	mm 4	mm 96	MS3	2	FN/25/1	18/C6	BFN/25/1
Isetta Kabinroller ...	300cc	1955/57	F	O	mm 180	mm 201	mm 30	mm 4	mm 86	MZ41	4	FN/31/1	32/C6	BFN/31/1
			R	O	mm 180	mm 201	mm 30	mm 4	mm 86	MZ41	2	FN/31/1	16/C6	BFN/31/1 (2 Boxes)
<b>BOND</b>														
Minicar Mk. C, D and E	197cc	1953/58	F	O	in. 5	in. 4 $\frac{1}{8}$	in. 1 $\frac{1}{4}$	in. $\frac{3}{16}$	in. 2 $\frac{5}{16}$	MR41	2	BJ/2/1	16/C6	BBJ/2/1
Minicar ... ..	122cc	1949/53	R	O	in. 5	in. 5 $\frac{1}{8}$	in. 1	in. $\frac{1}{16}$	in. 2 $\frac{5}{16}$	MR41	4	BJ/1/1	32/C2	BBJ/1/1
<b>BOWN</b>														
Moped ... ..	98cc	1957/58	F	FS	mm 90	mm 115	mm 16	mm 4	mm 41	MS7	2	ZB/2/1	10/C66	BZB/2/1
Moped ... ..	98cc	—	R	FS	mm 90	mm 115	mm 16	mm 4	mm 41	MS7	2	ZB/2/1	10/C66	BZB/2/1
Moped ... ..	98cc	—	F		in. 3 $\frac{3}{4}$	in. 4	in. 3 $\frac{3}{4}$	in. $\frac{1}{8}$	in. 1 $\frac{7}{8}$	MR41	2	—	12/C39	AUT.3
Moped ... ..	98cc	—	R		in. 3 $\frac{3}{4}$	in. 4	in. 3 $\frac{3}{4}$	in. $\frac{1}{8}$	in. 1 $\frac{7}{8}$	MR41	2	—	12/C39	AUT.3
<b>BROUGH SUPERIOR</b>														
All models ... ..		1935/39	F	E	7	6 $\frac{23}{8}$	1	$\frac{1}{16}$	3 $\frac{1}{16}$	MR41	2	EN/15/1	12/C3	
All models ... ..		1935/39	R	E	8	6 $\frac{5}{8}$	1	$\frac{3}{16}$	3 $\frac{1}{16}$	MZ41	2	EN/8/2	12/C3	
<b>B.S.A.</b>														
Winged Wheel ... ..	35cc	1954/58	R	O	9	5 $\frac{5}{16}$	$\frac{5}{8}$	$\frac{3}{16}$	4 $\frac{27}{64}$	AN11	2	BS/15/1	6/C3	BBS/15/1
Dandy Scooter ... ..	70cc	1956/59	F	O	4	4 $\frac{17}{32}$	$\frac{7}{8}$	$\frac{1}{8}$	1 $\frac{7}{8}$	MR41	2	BS/17/2	16/C2	BBS/17/2
			R	O	4	4 $\frac{17}{32}$	$\frac{7}{8}$	$\frac{1}{8}$	1 $\frac{7}{8}$	MR41	2	BS/17/2	16/C2	BBS/17/2
Beeza ... ..	197cc	1957/58	F	O	5 $\frac{1}{2}$	6 $\frac{5}{32}$	1	$\frac{5}{32}$	2 $\frac{13}{32}$	{MS3 or MZ41}	2	BS/13/1	14/C1	BBS/13/1
			R	O	5 $\frac{1}{2}$	6 $\frac{5}{32}$	1	$\frac{5}{32}$	2 $\frac{13}{32}$	{MS3 or MZ41}	2	BS/13/1	14/C1	BBS/13/1
D1 Bantam ... ..	125cc	1949/59	F	O	5	5 $\frac{3}{16}$	$\frac{5}{8}$	$\frac{3}{16}$	2.29	MS3	2	BS/11/1	14/C44	BBS/11/1
D3 Bantam Major ...	150cc	1954/58	R	O	5	5 $\frac{3}{16}$	$\frac{5}{8}$	$\frac{3}{16}$	2.29	MS3	2	BS/11/1	14/C44	BBS/11/1
D5 Bantam Super ...	175cc	1958/59	F	O	5	5 $\frac{3}{8}$	$\frac{7}{8}$	$\frac{3}{16}$	2 $\frac{3}{32}$	MS3	2	BS/19/1	14/C43	BBS/19/1
			R	O	5	5 $\frac{3}{8}$	$\frac{7}{8}$	$\frac{3}{16}$	2 $\frac{3}{32}$	MS3	2	BS/19/1	14/C43	BBS/19/1
C10L ... ..	249cc	1956/57	F	O	5 $\frac{1}{2}$	6 $\frac{5}{32}$	1	$\frac{5}{32}$	2 $\frac{13}{32}$	{MS3 or MZ41}	2	BS/13/1	14/C1	BBS/13/1
			R	O	5	5 $\frac{3}{16}$	$\frac{5}{8}$	$\frac{3}{16}$	2.29	MS3	2	BS/11/1	14/C44	BBS/11/1
C12 OHV ... ..	250cc	1956/58	F	O	7	7 $\frac{9}{32}$	1 $\frac{1}{8}$	$\frac{5}{32}$	3 $\frac{21}{64}$	{MS3 or MZ41}	2	BS/9/1	14/C9	BBS/9/1
			R	O	5 $\frac{1}{2}$	6 $\frac{5}{32}$	1	$\frac{5}{32}$	2 $\frac{13}{32}$	{MS3 or MZ41}	2	BS/13/1	14/C1	BBS/13/1
B31 ... ..	348cc	1956/59	F	O	7	6 $\frac{21}{4}$	1 $\frac{1}{2}$	$\frac{3}{16}$	3 $\frac{13}{64}$	{MS3 or MR41}	2	RL/8/1	16/C2	BRL/8/1
B33 ... ..	499cc													
A7 Twin ... ..	497cc													
A7 Shooting Star ...	646cc													
A10 Road Rocket ...	646cc													
A10 Golden Flash (Swinging Arm)	646cc	1956/59	R	O	7	6 $\frac{21}{4}$	1 $\frac{1}{2}$	$\frac{3}{16}$	3 $\frac{13}{64}$	{MS3 or MR41}	2	RL/8/1	16/C2	BRL/8/1

\*BL: Blumfield BR: British Hub E: Enfield FS: Fichtel & Sachs G: Girling  
H: Harwill O: Own P: Phillips PN: Pranafa-Naben

F E R O D O B R A K E L I N I N G S *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>B.S.A. — continued</b>														
A7 Twin (Export) ...	497cc	1958	F	O	in. 7	in. $7\frac{3}{32}$	in. $1\frac{1}{8}$	in. $\frac{3}{16}$	in. $3\frac{1}{64}$	AM2	2	TR/19/1	16/C9	BTR/19/1
B31 (Export) ...	348cc		R	O	7	$7\frac{3}{32}$	$1\frac{1}{8}$	$\frac{3}{16}$	$3\frac{1}{64}$	AM2	2	TR/19/1	16/C9	BTR/19/1
B33 (Export) ...	499cc													
A7 Twin ...	497cc	1950/55	F	O	8	$8\frac{5}{16}$	$1\frac{3}{8}$	$\frac{3}{16}$	$3\frac{1}{16}$	MS3 or MZ41	2	BS/14/1	14/C9	BBS/14/1
A7 Shooting Star ...	497cc	1954/55												
A10 Golden Flash ...	646cc	1950/55												
A10 Road Rocket ...	646 cc	1955												
B32 Gold Star (Clubmans) ...	348cc	1949/57												
B33 ...	499cc	1949/55	R	O	7	$7\frac{9}{32}$	$1\frac{1}{8}$	$\frac{5}{32}$	$3\frac{1}{16}$	MS3 or MZ41	2	BS/9/1	14/C9	BBS/9/1
B34 Gold Star (Clubmans) ...	499cc	1949/59												
M21 ...	591cc	1956/58	F	O	8	$8\frac{1}{2}$	$1\frac{1}{8}$	$\frac{3}{16}$	$3\frac{5}{16}$	AM2	2	TR/24/1	16/C9	BTR/24/1
M33 ...	499cc	1956/57												
A7 Shooting Star (Export) ...	497cc	1958	R	O	7	$7\frac{3}{32}$	$1\frac{1}{8}$	$\frac{3}{16}$	$3\frac{1}{64}$	AM2	2	TR/19/1	16/C9	BTR/19/1
A10 Super Rocket ...	646cc	1958												
A10 Twin (Scrambler) ...	646cc	1958												
A10 Golden Flash (Plunger Rear Susp.)	646cc	1956/58	F	O	8	$8\frac{5}{16}$	$1\frac{3}{8}$	$\frac{3}{16}$	$3\frac{1}{16}$	MS3 or MZ41	2	BS/14/1	14/C9	BBS/14/1
			R	O	7	$6\frac{21}{64}$	$1\frac{1}{2}$	$\frac{3}{16}$	$3\frac{19}{64}$	MS3 or MR41	2	RL/8/1	16/C2	BRL/8/1
B31 ...	348cc	1949/55	F	O	7	$7\frac{9}{32}$	$1\frac{1}{8}$	$\frac{5}{32}$	$3\frac{1}{16}$	MS3 or MZ41	2	BS/9/1	14/C9	BBS/9/1
B32 (Comp) ...	348cc	1955												
B34 (Comp) ...	499cc	1950/55												
B34 Gold Star (Scrambler) ...	499cc	1958												
M20 ...	499cc	1950/55	R	O	7	$7\frac{9}{32}$	$1\frac{1}{8}$	$\frac{5}{32}$	$3\frac{1}{16}$	MS3 or MZ41	2	BS/9/1	14/C9	BBS/9/1
M21 ...	591cc													
M33 ...	499cc													
A7 Twin ...	497cc													
A7 Star Twin ...	497cc	1946/49												
C10 SV (Alum)	249cc	1948/53	F	O	$5\frac{1}{2}$	$6\frac{5}{32}$	1	$\frac{5}{32}$	$2\frac{19}{32}$	MS3 or MZ41	2	BS/13/1	14/C1	BBS/13/1
C11 OHC Shoes)	249cc		R	O	$5\frac{1}{2}$	$6\frac{5}{32}$	1	$\frac{5}{32}$	$2\frac{19}{32}$	MS3 or MZ41	2	BS/13/1	14/C1	BBS/13/1
B31 ...	348cc	1947/48	F	O	$5\frac{1}{2}$	$6\frac{1}{4}$	1	$\frac{5}{32}$	$2\frac{1}{16}$	MR41	2	BS/2/1	14/C3	BBS/2/1
B32 ...	348cc		R	O	7	$7\frac{9}{32}$	$1\frac{1}{8}$	$\frac{5}{32}$	$3\frac{1}{16}$	MS3 or MZ41	2	BS/9/1	14/C9	BBS/9/1
B33 ...	499cc	1947/49	F	O	7	$7\frac{13}{32}$	$1\frac{3}{8}$	$\frac{5}{32}$	$3\frac{5}{16}$	MR41	2	BS/6/1	14/C10	BBS/6/1
M33 ...	499cc	1948/49												
M20 ...	499cc	1940/49												
M21 ...	591cc	1949												
M19 De Luxe ...	350cc	1938												
SV Twin ...	986 cc	1935/40												
All models ...	500 cc and 600cc	1936/40												
All models OHV ...	350cc and 500cc	1934/35												
OHV Twin ...	500cc and 700cc	1934/38												
Blue Star OHV ...	350cc	1934/36												
Empire Star OHV ...	350cc	1936	F	O	$5\frac{1}{2}$	$6\frac{1}{4}$	1	$\frac{5}{32}$	$2\frac{9}{16}$	MR41	2	BS/2/1	14/C3	BBS/2/1
R17 OHV ...	350cc													
All models ...	600cc	1932/35												
All models ...	250cc	1935/46												
All models OHV ...	150cc	1935/37												
B23 ...	350cc	1938/40	R	O	$5\frac{1}{2}$	$6\frac{1}{4}$	1	$\frac{5}{32}$	$2\frac{9}{16}$	MR41	2	BS/2/1	14/C3	BBS/2/1
Empire Star ...	250cc	1937												

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F E R O D O B R A K E L I N I N G S *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thick-ness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>B. S. A. — continued</b>														
OHV Standard Comp... Empire Star ...	350cc	1937/38	F	O	in. 5½	in. 6¼	in. 1	in. 5/32	in. 2 9/16	MR41	2	BS/2/1	14/C3	BBS/2/1
OHV De Luxe and Comp B35/3 OHV De Luxe ...	350cc 250cc	1936 1935	R	O	7	8½	1	5/32	3 1/16	MR41	2	BS/3/1	18/C3	BBS/3/1
Blue Star OHV ...	250cc	1939	F	O	7	8½	1	5/32	3 1/16	MR41	2	BS/3/1	18/C3	BBS/3/1
W35/6 SV ...	500cc	1935	R	O	7	7 3/32	1 1/8	5/32	3 5/8	MZ41	2	BS/7/1	20/C10	BBS/7/1
Three-wheeler models		1930/36	F	O	8	7 5/32	1 1/8	5/32	3 5/8	MR41	4	BS/6/1	28/C10	BBS/6/1 (2 Boxes)
<b>CORGI</b>														
Scooter ...	100cc	1946/55	F	BR	3 5/8	3 3/4	1 3/16	1/8	1 1/16	MR41	2	BH/38/1	16/C39	BBH/38/1
			R	BR	3 5/8	3 3/4	1 3/16	1/8	1 1/16	MR41	2	BH/38/1	16/C39	BBH/38/1
<b>CORONET</b>														
Three Wheeler ...		1957/58	F	G	7	6 3/32	1 1/4	5/32	3 1/2	MS1	4	GG/86/1	40/B20	BGG/86/1
			R	G	7	6 3/32	1 1/4	5/32	3 1/2	MS1	2	GG/86/1	20/B20	
<b>COTTON</b>														
Trials ...	197cc	1957/58	F	BR	6	6 1/8	1	5/32	2 3/4	MR41	2	BH/36/1	14/C3	BBH/36/1
Vulcan ...	197cc		R	BR	6	6 5/8	1	5/32	2 3/4	MR41	2	BH/36/1	14/C3	BBH/36/1
Cotanza ...	242cc		F	BR	4	4 1/4	3/4	5/32	1 3/4	MR41	2	BH/35/1	12/C3	
Cotanza ...	322cc		R	BR	4	4 1/4	3/4	5/32	1 3/4	MR41	2	BH/35/1	12/C3	
1/V Two Stroke 2/J and 2/JC SV	150cc 250cc	1939/40	F	BR	5	5 1/4	3/4	5/32	2 1/4	MR41	2	BH/37/1	16/C3	BBH/37/1
All OHV models	250cc and 350cc	1939/40	R	BR	5	5 1/4	3/4	5/32	2 1/4	MR41	2	BH/37/1	16/C3	BBH/37/1
All models	500cc and 600cc	1931/40	F	BR	7	6 1/2	3/4	3/16	3 1/4	MR41	2	BH/30/1	14/C3	BBH/30/1
			R	BR	7	6 1/2	3/4	3/16	3 1/4	MR41	2	BH/30/1	14/C3	BBH/30/1
All models	150cc	1935/38	F	BR	4	4 1/4	3/4	1/8	1 3/4	MR41	2	BH/29/1	12/C3	BBH/29/1
2/JC SV	250cc	1937/38	R	BR	4	4 1/4	3/4	1/8	1 3/4	MR41	2	BH/29/1	12/C3	BBH/29/1
2/J SV	250cc	1937/38	F	BR	5	5 1/4	3/4	1/8	2 1/4	MR41	2	BH/2/1	12/C3	
All OHV models	250cc	1935/38	R	BR	5	5 1/4	3/4	1/8	2 1/4	MR41	2	BH/2/1	12/C3	
All models	350cc	1935/38	F	BR	5	5 1/4	3/4	1/8	2 1/4	MR41	2	BH/2/1	12/C3	
<b>COVENTRY EAGLE</b>														
Moped ...	98cc	1942	F		3 1/4	4 1/4	3/8	1/8	1 5/8	MR41	2		16/C39	AUT. 2
			R		4 1/4	4 3/4	3/8	1/8	2	MR41	2		16/C39	AUT. 1
Cadet ...	98cc	1938/40	F	H	4	4	3/4	1/8	1 3/4	MR41	2	HR/6/1	12/C3	BHR/6/1
Cadet ...	125cc	1936/37	R	H	4	4	3/4	1/8	1 3/4	MR41	2	HR/6/1	12/C3	BHR/6/1
Silent Superb ...	150cc	1936/37	F	H	4	4	3/4	1/8	1 3/4	MR41	2	HR/6/1	12/C3	BHR/6/1
Silent Superb ...	150cc	1938/40	R	H	5	5 1/4	3/8	1/8	2 3/8	MR41	2	HR/8/1	16/C3	
Flying 350 OHV	350cc	1937/40	F	H	7	7 1/2	1 1/4	5/32	3 1/2	MZ41	2	HR/9/1	16/C3	
Flying 500 OHV	498cc		R	H	7	7 1/2	1 1/4	5/32	3 1/2	MZ41	2	HR/9/1	16/C3	
Flying 250 OHV	250cc	1937/40	F	H	6	6	1	5/32	2 3/2	MR41	2	HR/5/1	16/C3	BHR/5/1
			R	H	6	6	1	5/32	2 3/2	MR41	2	HR/5/1	16/C3	BHR/5/1
Silent Superb (Standard)	250cc	1936/40	F	H	5	5 1/4	7/8	1/8	2 3/8	MR41	2	HR/8/1	16/C3	
Silent Superb K1	150cc	1934	R	H	5	5 1/4	7/8	1/8	2 3/8	MR41	2	HR/8/1	16/C3	
Silent Superb (De Luxe and Pullman)	250cc	1935/40	F	H	5	5 1/4	7/8	1/8	2 3/8	MR41	2	HR/8/1	16/C3	
			R	H	6	6	1	5/32	2 3/2	MR41	2	HR/5/1	16/C3	BHR/5/1
Silent Superb (Standard)	250cc	1935	F	H	5	5 3/8	3/4	1/8	2 3/8	MR41	2	HR/1/1	12/C3	BHR/1/1
			R	H	6	6	1	5/32	2 3/2	MR41	2	HR/5/1	16/C3	BHR/5/1
Silent Superb	150cc	1935	F	H	5	5 3/8	3/4	1/8	2 3/8	MR41	2	HR/1/1	12/C3	BHR/1/1
			R	H	5	5 1/4	3/4	1/8	2 3/8	MR41	2	HR/8/1	16/C3	
<b>CYC-AUTO</b>														
	98cc	1938/40	F	BR	3 5/8	3 3/4	1 3/16	1/8	1 1/16	MR41	2	BH/38/1	16/C39	BBH/38/1
		1950/54	R	BR	4	4 1/4	1 3/16	1/8	1 5/8	MR41	2	—	16/C39	AUT. 2

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F E R O D O B R A K E L I N I N G S *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thick-ness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>CYCLEMASTER</b>					in.	in.	in.	in.	in.					
Cyclemate ...	32cc	1956/57	F		4	3½	1	1/8	17/8	MR41	2		12/C39	AUT. 10
Power Wheel ...			R		4	3½	1	1/8	17/8	MR41	2		12/C39	AUT. 10
<b>DAYTON</b>														
Albatross (Scooter) ...	221cc	1955/58	F	BR	6	6½	1	5/32	2¾	MR41	2	BH/36/1	14/C2	BBH/36/1
			R	BR	6	6½	1	5/32	2¾	MR41	2	BH/36/1	14/C2	BBH/36/1
<b>D.K.W.</b>					mm	mm	mm	mm	mm					
Hummel Moped ...	50cc	1956/57	F	O	100	110	15	4	46	MS7	2	VC/1/1	14/C3	BVC/1/1
			R	O	100	110	15	4	46	MS7	2	VC/1/1	14/C3	BVC/1/1
Hobby Luxus ...	75cc	1955/58	F	O	126	131	20	4	59	MS7	2	VR/3/1	14/C3	BVR/3/1
(Scooter) ...			R	O	106	110	20	3-8	49	MS7	2	DK/13/1	12/C2	BDK/13/1
Hobby Scooter ...	75cc	1954	F	O	106	110	20	3-8	49	MS7	2	DK/13/1	12/C2	BDK/13/1
			R	O	106	110	20	3-8	49	MS7	2	DK/13/1	12/C2	BDK/13/1
RT125 ...	125cc	1953	F	PN	126	131	20	4	59	MS7	2	VR/3/1	14/C3	BVR/3/1
RT125/2 ...	125cc		R	PN	126	131	20	4	59	MS7	2	VR/3/1	14/C3	BVR/3/1
		or	F	O	140	147	20	4	66	MR41	2	DK/9/1	14/C3	BDK/9/1
			R	O	140	147	20	4	66	MR41	2	DK/9/1	14/C3	BDK/9/1
RT125/2H ...	125cc	1954	F	O	150	157	25	4	71	MR41	2	DK/11/1	14/C3	BDK/11/1
RT175 ...	175cc	1953/54	F	O	150	157	25	4	71	MR41	2	DK/11/1	14/C3	BDK/11/1
RT175 S/VS ...	175cc	1955	R	O	150	157	25	4	71	MR41	2	DK/11/1	14/C3	BDK/11/1
RT200 ...	200cc	1953 on	F	O	160	168	25	4	76	MR41	2	FN/24/1	14/C3	BFN/24/1
RT250 ...			R	O	160	168	25	4	76	MR41	2	FN/24/1	14/C3	BFN/24/1
RT250/2 ...	250cc	1953	F	O	180	189	25	4	86	MR41	2	BW/5/1	14/C3	BBW/5/1
			R	O	160	168	25	4	76	MR41	2	FN/24/1	14/C3	BFN/24/1
RT250/2 ...	250cc	1954	F	O	180	189	25	4	86	MR41	2	BW/5/1	14/C3	BBW/5/1
RT250 S/VS ...	250cc	1955	R	O	180	189	25	4	86	MR41	2	BW/5/1	14/C3	BBW/5/1
RT350 ...	350cc	1954/57	F	O	180	189	25	4	86	MS3	2	BW/5/1	14/C3	BBW/5/1
			R	O	180	189	30	4	86	MS3	2	BW/6/1	14/C3	BBW/6/1
RT350 ...	350cc	1953	F	O	180	189	25	4	86	MS3	2	BW/5/1	14/C3	BBW/5/1
			R	O	160	168	25	4	76	MR41	2	FN/24/1	14/C3	BFN/24/1
<b>D.M.W.</b>					in.	in.	in.	in.	in.					
Bambi Scooter ...	98cc	1957/58	F	BR	4	4 5/16	3/4	1/8	17/8	MS7	2	BH/43/1	12/C39	BBH/43/1
			R	BR	4	4 5/16	3/4	1/8	17/8	MS7	2	BH/43/1	12/C39	BBH/43/1
200 P Mk. IX ...	197cc	1956/58												
Dolomite Mk II ...	249cc													
Cortina ...	225cc	1955	F		6	5 5/8	1 1/16	5/32	2 27/32	MR41	2	DM/1/1	14/C2	BDM/1/1
Trials ...	249cc	1955/56	R		6	5 5/8	1 1/16	5/32	2 27/32	MR41	2	DM/1/1	14/C2	BDM/1/1
Scrambler ...	249cc	1957/58												
200 Mk. VIII ...	197cc	1957/58												
175 P ...	175cc	1951/57												
200 P ...	197cc	1951/57	F		5	4 13/16	3/4	5/32	2 11/32	DM1	2	VE/7/1	10/C3	BVE/7/1
4S Competition ...	197cc		R		5	4 13/16	3/4	5/32	2 11/32	DM1	2	VE/7/1	10/C3	BVE/7/1
200 De Luxe ...	197cc	1951/56												
Moto Cross ...	197cc													
<b>DOT</b>														
Mancunian ...	197cc	1956/58	F	BR	6	6½	1	5/32	2¾	MR41	4	BH/36/1	28/C3	BBH/36/1
			R	BR	6	6½	1	5/32	2¾	MR41	2	BH/36/1	14/C3	BBH/36/1
SDH Scrambler ...	197cc	1957/58												
TDHX Trials ...	197cc			F	BR	6	6½	1	5/32	2¾	MR41	2	BH/36/1	14/C3
THX Trials ...	197cc	1955/58	R	BR	6	6½	1	5/32	2¾	MR41	2	BH/36/1	14/C3	BBH/36/1
SH Scrambler ...	197cc	1955/56												
SV ...	250cc	1952/54	F	BR	5	5 1/8	3/4	5/32	2 1/4	MR41	2	BH/37/1	16/C3	BBH/37/1
			R	BR	6	6 1/8	1	5/32	2 3/4	MR41	2	BH/36/1	14/C3	BBH/36/1
Three Wheeler ...	197cc	1950/54	F	BR	5	5 1/4	3/4	5/32	2 1/4	MR41	4	BH/37/1	32/C3	BBH/37/1
			R	BR	6	6 1/8	1	5/32	2 3/4	MR41	2	BH/36/1	14/C3	BBH/36/1
Model 200 ...	197cc	1950/54	F	H	5	5 3/8	3/4	1/8	2 3/8	MR41	2	HR/1/1	12/C3	BHR/1/1
			R	H	5	5 3/8	3/4	1/8	2 3/8	MR41	2	HR/1/1	12/C3	BHR/1/1

\*BL: Blumfield BR: British Hub E: Enfield FS: Fichtel & Sachs G: Girling  
H: Harwill O: Own P: Phillips PN: Pranafa-Naben

F E R O D O B R A K E L I N I N G S *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
					in.	in.	in.	in.	in.					
<b>DOUGLAS</b>														
Dragonfly ... ..	348cc	1955/57	F	BR	7	7 $\frac{3}{16}$	1 $\frac{1}{8}$	1 $\frac{3}{16}$	3 $\frac{1}{4}$	DM1	2	BH/41/1	14/C6	BBH/41/1
			R	BR	7	7 $\frac{3}{16}$	1 $\frac{1}{8}$	1 $\frac{3}{16}$	3 $\frac{1}{4}$	DM1	2	BH/41/1	14/C6	BBH/41/1
80 Plus ... ..	500cc	1952/54	F	O	9	10 $\frac{1}{2}$	1 $\frac{1}{4}$	1 $\frac{3}{16}$	4 $\frac{9}{32}$	MR41	2	DG/4/1	18/C3	
90 Plus ... ..	350cc	1950/54	R	O	7	6 $\frac{29}{32}$	1 $\frac{1}{4}$	1 $\frac{3}{16}$	3 $\frac{5}{32}$	MR41	2	DG/2/2	16/C3	BDG/2/2
T35 ... ..	350cc	1946/50												
Transverse Twin ... ..	350cc	1946/47	F	O	7	6 $\frac{29}{32}$	1 $\frac{1}{4}$	1 $\frac{3}{16}$	3 $\frac{5}{32}$	MR41	2	DG/2/2	16/C3	BDG/2/2
Mark IV De Luxe ... ..	350cc	1950/54	R	O	7	6 $\frac{29}{32}$	1 $\frac{1}{4}$	1 $\frac{3}{16}$	3 $\frac{5}{32}$	MR41	2	DG/2/2	16/C3	BDG/2/2
Mark V ... ..														
M OHV ... ..	350cc	1946	F	O	8	20	1 $\frac{1}{4}$	1 $\frac{3}{16}$	3 $\frac{5}{16}$	B.A.S.	1	DG/3/1	13/C3	
			R	O	8	20	1 $\frac{1}{4}$	1 $\frac{3}{16}$	3 $\frac{5}{16}$	B.A.S.	1	DG/3/1	13/C3	
All models ... ..		1927/39	F	O	8	23	1	1 $\frac{3}{16}$	3 $\frac{25}{32}$	B.A.S.	1	DG/1/1	13/C3	
			R	O	8	23	1	1 $\frac{3}{16}$	3 $\frac{25}{32}$	B.A.S.	1	DG/1/1	13/C3	
<b>DOUGLAS VESPA</b>														
GL2 Scooter ... ..	125cc	1955/58	F		124	135	17	3	59	MS7	2	VS/3/1	28/C43	BVS/3/1
42L2 Scooter ... ..	125cc		R		124	136	22	4	59	MS7	2	VS/7/1	28/C43	BVS/7/1
GL2 Scooter ... ..	125cc	1951/54	F		124	135	17	3	59	MS7	2	VS/3/1	28/C43	BVS/3/1
42L2 Scooter ... ..	125cc		R		124	135	23	3	59	MS7	2	VS/4/1	28/C43	BVS/4/1
GS Scooter ... ..	150cc	1954/58	F		150	156	24	4	71	MS7	2	VS/6/1	28/C43	BVS/6/1
			R		150	156	24	4	71	MS7	2	VS/6/1	28/C43	BVS/6/1
<b>DURKOPP</b>														
Diana Scooter ... ..	194cc	1955/58	F		150	157	20	4	71	MS7	2	DK/10/1	14/C3	BDK/10/1
			R		150	157	25	4	71	MS7	2	DK/11/1	14/C3	BDK/11/1
Fratz Moped Mks. I, II III and IV ... ..	50cc	1953/57	F	FS	90	94	20	3-8	41	MS7	2	FS/1/1	12/C3	BFS/1/1
			R	FS	90	94	20	3-8	41	MS7	2	FS/1/1	12/C3	BFS/1/1
MF100 ... ..	100cc	1951 on	F	FS	106	110	20	3-8	49	MS7	2	DK/13/1	12/C2	BDK/13/1
ML100 ... ..	100cc		R	FS	116	121	25	4	54	DM1	2	MY/1/1	14/C1	BMV/1/1
M125 ... ..	125cc	1951 on	F		126	131	20	4	59	MS7	2	VR/3/1	14/C3	BVR/3/1
M125A ... ..	125cc		R		126	131	20	4	59	MS7	2	VR/3/1	14/C3	BVR/3/1
		1951	F		125	131	25	4	59	MS7	2	PC/2/1	14/C3	AUT.11
			R		126	131	20	4	59	MS7	2	VR/3/1	14/C3	BVR/3/1
MD150 ... ..	150cc		F		125	131	25	4	59	MS7	2	PC/2/1	14/C3	AUT.11
			R		125	131	25	4	59	MS7	2	PC/2/1	14/C3	AUT.11
		1952 on	F		150	157	25	4	71	MS7	2	DK/11/1	14/C3	BDK/11/1
MD200 ... ..	200cc	1952/55	R		150	157	25	4	71	MS7	2	DK/11/1	14/C3	BDK/11/1
<b>EXCELSIOR</b>														
Skutabyk ... ..		1957/59	F	BR	4 $\frac{5}{8}$	4 $\frac{3}{4}$	1	1 $\frac{1}{8}$	2 $\frac{3}{16}$	MR41	2	BH/44/1	14/C39	BBH/44/1
			R	BR	4 $\frac{5}{8}$	4 $\frac{3}{4}$	1	1 $\frac{1}{8}$	2 $\frac{3}{16}$	MR41	2	BH/44/1	14/C39	BBH/44/1
Autobyk ... ..	98cc	1946/55	F		3 $\frac{3}{4}$	4	3 $\frac{3}{4}$	1 $\frac{1}{8}$	1 $\frac{3}{4}$	MR41	2	HR/6/1	12/C39	BHR/6/1
			R		3 $\frac{3}{4}$	4	3 $\frac{3}{4}$	1 $\frac{1}{8}$	1 $\frac{3}{4}$	MR41	2	HR/6/1	12/C39	BHR/6/1
Autocycle ... ..	98cc	1939/40	F	BR	3 $\frac{5}{8}$	3 $\frac{3}{4}$	1 $\frac{3}{8}$	1 $\frac{1}{8}$	1 $\frac{11}{8}$	MR41	2	BH/38/1	16/C39	BBH/38/1
			R	BR	3 $\frac{5}{8}$	4 $\frac{1}{4}$	1 $\frac{3}{8}$	1 $\frac{1}{8}$	1 $\frac{11}{8}$	MR41	2	BH/38/1	16/C39	AUT.2
Universal UB ... ..	147cc	1958/59												
Convoy 57/C4 ... ..	150cc	1957	F	BR	5	5 $\frac{1}{4}$	3 $\frac{3}{4}$	5 $\frac{5}{32}$	2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
Courier C2, C3 ... ..	150cc	1953/55												
Roadmaster ... ..	200cc	1949/55	R	BR	5	5 $\frac{1}{4}$	3 $\frac{3}{4}$	5 $\frac{5}{32}$	2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
Universal ... ..	125cc	1950/52												
Super Talisman S8 ... ..	328cc	1958/59	F	BR	6	6 $\frac{1}{8}$	1	5 $\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
Talisman Sports STT6 ... ..	246cc	1958	R	BR	6	6 $\frac{1}{8}$	1	5 $\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
Consort CA8 ... ..	98cc	1958	F	BR	4 $\frac{5}{8}$	4 $\frac{3}{4}$	1	1 $\frac{1}{8}$	2 $\frac{3}{16}$	MR41	2	BH/44/1	14/C39	BBH/44/1
Consort F4, F4S, F6S ... ..	98cc	1956/57	R	BR	4 $\frac{5}{8}$	4 $\frac{3}{4}$	1	1 $\frac{1}{8}$	2 $\frac{3}{16}$	MR41	2	BH/44/1	14/C39	BBH/44/1
Consort CA9 ... ..	98cc	1959												
Consort F4 ... ..	98cc	1954/55	F	BR	4	4 $\frac{5}{16}$	3 $\frac{3}{4}$	1 $\frac{1}{8}$	1 $\frac{7}{8}$	MR41	2	BH/43/1	12/C39	BBH/43/1
			R	BR	4 $\frac{5}{8}$	4 $\frac{3}{4}$	1	1 $\frac{1}{8}$	2 $\frac{3}{16}$	MR41	2	BH/44/1	14/C39	BBH/44/1
Talisman Twin TT4 ... ..	244cc	1957/58												
Talisman Sports STT5 ... ..	244cc	1957	F		5	4 $\frac{1}{16}$	3 $\frac{3}{4}$	5 $\frac{5}{32}$	2 $\frac{11}{32}$	MR41	2	VE/7/1	10/C3	BVE/7/1
Talisman Twin TT3 ... ..	244cc	1956/57			5	4 $\frac{1}{16}$	3 $\frac{3}{4}$	5 $\frac{5}{32}$	2 $\frac{11}{32}$	MR41	2	VE/7/1	10/C3	BVE/7/1
STT4 ... ..	244cc		R			5	4 $\frac{1}{16}$	3 $\frac{3}{4}$	5 $\frac{5}{32}$	2 $\frac{11}{32}$	MR41	2	VE/7/1	10/C3
Autocrat A9 ... ..	197cc	1956												

\*BL: Blumfield BR: British Hub E: Enfield FS: Fichtel & Sachs G: Girling  
H: Harwill O: Own P: Phillips PN: Pranafa-Naben

FERODO BRAKE LININGS *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.	
<b>EXCELSIOR</b> — <i>continued</i>															
Talisman Twin TT2 ...	244cc	1955	F	BR	in. 5	in. 5 1/4	in. 3/4	in. 5/32	in. 2 1/4	MR41	2	BH/37/1	16/C3	BBH/37/1	
Talisman Twin STT2 ...	244cc		R	BR	6	6 5/8	1	5/32	2 3/4	MR41	2	BH/36/1	14/C3	BBH/36/1	
Talisman Twin TT3 ...	244cc		1950/54	F	BR	4 5/8	4 3/4	3/4	1/8	2 3/16	MR41	2	BH/44/1	14/C39	BBH/44/1
Talisman Twin ...	244cc			R	BR	5	5 1/4	3/4	5/32	2 1/4	MR41	2	BH/37/1	12/C3	BBH/37/1
Condex ...	150cc	1956	F	BR	4	4 1/4	3/4	1/8	1 3/4	MR41	2	BH/29/1	12/C3	BBH/29/1	
Minor M2 ...	125cc	1949	R	BR	5	5 1/4	3/4	5/32	2 1/4	MR41	2	BH/37/1	16/C3	BBH/37/1	
Minor M1 ...	98cc	1947/51	F	H	4	4	3/4	1/8	1 3/4	MR41	2	HR/6/1	12/C3	BHR/6/1	
LO, MO, NO ...	125cc		R	H	4	4	3/4	1/8	1 3/4	MR41	2	HR/6/1	12/C3	BHR/6/1	
Universal ...	98cc		1939/40	F	H	4	4	3/4	1/8	1 3/4	MR41	2	HR/6/1	12/C3	BHR/6/1
Universal ...	125cc	R		H	4	4	3/4	1/8	1 3/4	MR41	2	HR/6/1	12/C3	BHR/6/1	
Pioneer ...	150cc	F		G	7	6 1/8	1 1/4	5/32	3 1/2	MR41	2	GG/7/1	16/C13	BBH/37/1	
All Manxman models	350cc	1939/40	R	G	7	6 5/8	1 1/4	5/32	3 1/2	MR41	2	GG/7/1	16/C13	BBH/37/1	
All Manxman models	350cc	1937/38	F	H	7	7 1/2	1 1/4	3/16	3 5/16	MZ41	2	HR/10/1	16/C2	BBH/37/1	
Norseman OHV ...	250cc	1939/40	F	H	6	6	1	5/32	2 2/2	MR41	2	HR/5/1	16/C3	BHR/5/1	
Warrior OHV ...	350cc		R	H	6	6	1	5/32	2 2/2	MR41	2	HR/5/1	16/C3	BHR/5/1	
Universal ...	98cc	1935	F	BR	4	4 1/4	3/4	1/8	1 3/4	MR41	2	BH/29/1	12/C3	BBH/29/1	
Universal ...	125cc	1936/38	R	BR	4	4 1/4	3/4	1/8	1 3/4	MR41	2	BH/29/1	12/C3	BBH/29/1	
Pioneer ...	150cc	1935/38	F	H	5	5 3/8	3/4	1/8	2 3/8	MR41	2	HR/1/1	12/C3	BHR/1/1	
Meritor ...	250cc	1936/40	F	H	5	5 1/4	7/8	1/8	2 3/8	MR41	2	HR/8/1	16/C3	BHR/1/1	
Scout ...	250cc		R	H	5	5 1/4	7/8	1/8	2 3/8	MR41	2	HR/8/1	16/C3	BHR/1/1	
All Manxman models	350cc	1935/36	F	H	7	7 1/2	1 1/4	5/32	3 1/2	MZ41	2	HR/9/1	16/C3	BHR/1/1	
All models OHV	250cc	1936/38	R	H	7	7 1/2	1 1/4	5/32	3 1/2	MZ41	2	HR/9/1	16/C3	BHR/1/1	
Warrior ...	350cc		F	BR	6	6	3/4	1/8	2 3/4	MR41	2	BH/3/1	12/C3	BHR/1/1	
Chieftain ...	250cc	1935	R	BR	6	6 5/8	1	1/8	2 3/4	MR41	2	BH/32/1	14/C3	BHR/1/1	
Pathfinder ...	250cc	1935	F	H	5	5 3/8	3/4	1/8	2 3/8	MR41	2	HR/1/1	12/C3	BHR/1/1	
Viking ...	250cc		R	H	5	5 3/8	3/4	1/8	2 3/8	MR41	2	HR/1/1	12/C3	BHR/1/1	
Empire E2 ...	150cc		F	H	5	5 3/8	3/4	1/8	2 3/8	MR41	2	HR/1/1	12/C3	BHR/1/1	
Bantam OHV ...	150cc	1935	R	H	5	5 3/8	3/4	1/8	2 3/8	MR41	2	HR/1/1	12/C3	BHR/1/1	
Meritor T/S ...	250cc	1935	F	H	5	5 1/4	7/8	1/8	2 3/8	MR41	2	HR/8/1	16/C3	BHR/1/1	
Scout T/S ...	250cc		R	H	5	5 1/4	7/8	1/8	2 3/8	MR41	2	HR/8/1	16/C3	BHR/1/1	
Dictator OHV ...	250cc	1935	F	H	5	5 1/4	7/8	1/8	2 3/8	MR41	2	HR/8/1	16/C3	BHR/1/1	
<b>EXPRESS</b>															
Radexi I Moped ...	49cc	1953/54	F		mm 90	mm 94	mm 18	mm 4	mm 41	MS7	2	KR/2/1	12/C43	BKR/2/1	
Radexi II Moped ...	49cc	1955	R		90	94	18	4	41	MS7	2	KR/2/1	12/C43	BKR/2/1	
Radexi III Moped ...	49cc	1957/58	F		100	110	15	4	46	MS7	2	VC/1/1	14/C3	BVC/1/1	
Radexi Luxus Moped	49cc	1956 on	R		100	110	15	4	46	MS7	2	VC/1/1	14/C3	BVC/1/1	
Radexi Sport Moped	49cc		F		90	94	20	3-8	41	MS7	2	FS/1/1	12/C3	BFS/1/1	
			R		90	94	20	3-8	41	MS7	2	FS/1/1	12/C3	BFS/1/1	
<b>FRANCIS BARNETT</b>															
Powerbike ...	98cc	1938/52	F		in. 3 1/2	in. 4 1/4	in. 3/4	in. 1/8	in. 1 5/8	MR41	2	—	16/C39	AUT.2	
			R		3 1/2	4 1/4	3/4	1/8	1 5/8	MR41	2	—	16/C39	AUT.2	
Autocycle ...	98cc	1938/52	F	BR	3 5/8	3 3/4	3/4	1/8	1 1/6	MR41	2	BH/38/1	16/C39	BBH/38/1	
			R	H	3 3/4	4	3/4	1/8	1 1/4	MR41	2	HR/6/1	12/C39	BHR/6/1	
			or		3 1/2	4 1/4	3/4	1/8	1 5/8	MR41	2	—	16/C39	AUT.2	
			R	BR	3 1/2	4 1/4	3/4	1/8	1 5/8	MR41	2	—	16/C39	AUT.2	
Falcon ...	197cc	Late 1953/59	F		5	4 3/4	3/4	5/32	2 1/2	{MS3 or MR41}	2	JA/13/1	14/C3	BJA/13/1	
			R		5	4 3/4	3/4	5/32	2 1/2	{MS3 or MR41}	2	JA/13/1	14/C3	BJA/13/1	
Cruiser 80 ...	249cc	1957/59	F		6	5 3/4	1	5/32	2 2/2	MS3	2	JA/15/1	Bonded	Bonded	
Cruiser 75 ...	224cc	1955/57	R		6	5 3/4	1	5/32	2 2/2	MS3	2	JA/15/1	Bonded	Bonded	

\*BL: Blumfield BR: British Hub E: Enfield FS: Fichtel & Sachs G: Girling  
H: Harwill O: Own P: Phillips PN: Pranafa-Naben

2 Clutch Pedals  
4 Brake Blocks  
Spring Damper Discs  
for Pedal Cycle

F E R O D O B R A K E L I N I N G S *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>FRANCIS BARNETT</b> — continued														
Plover 78 ... ..	147cc	1956/59 1954	F		in. 4	in. 3 $\frac{3}{32}$	in. $\frac{3}{4}$	in. $\frac{1}{8}$	in. $\frac{1}{8}$	{ MS3 or MR41 }	2	JA/14/1	16/C43	BJA/14/1
Kestrel ... ..	122cc		R		5	4 $\frac{3}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{32}$	{ MS3 or MR41 }	2	JA/13/1	14/C3	BJA/13/1
Kestrel ... ..	150cc	1955	F		4	3 $\frac{3}{32}$	$\frac{3}{4}$	$\frac{1}{8}$	1 $\frac{7}{8}$	{ MS3 or MR41 }	2	JA/14/1	16/C43	BJA/14/1
			R	BR	5	5	$\frac{7}{8}$	$\frac{1}{8}$	2 $\frac{1}{4}$	{ DM1 or MR41 }	2	BH/47/1	12/C2	BBH/47/1
Falcon ... ..	197cc	1950/ Early 53	F	BR	5	5	$\frac{7}{8}$	$\frac{1}{8}$	2 $\frac{1}{4}$	{ DM1 or MR41 }	2	BH/47/1	12/C2	BBH/47/1
			R	BR	5	5	$\frac{7}{8}$	$\frac{1}{8}$	2 $\frac{1}{4}$	{ DM1 or MR41 }	2	BH/47/1	12/C2	BBH/47/1
Merlin ... ..	125cc	1949/52	F	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
Falcon ... ..	197cc	1949	F	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
Plover ... ..	150cc	1939/40	R	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
Seagull ... ..	250cc		F	BR	4	4 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	1 $\frac{3}{4}$	MR41	2	BH/35/1	12/C3	
Snipe ... ..	98cc or 125cc	1939/40	R	BR	4	4 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	1 $\frac{3}{4}$	MR41	2	BH/35/1	12/C3	
			F	BR	4	4 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	1 $\frac{3}{4}$	MR41	2	BH/35/1	12/C3	
Cruiser ... ..	250cc	1939/40	F	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
			R	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
Cruiser ... ..	250cc	1938	F	BR	6	6 $\frac{1}{8}$	1	$\frac{1}{8}$	2 $\frac{3}{4}$	MR41	2	BH/32/1	14/C3	
			R	BR	6	6 $\frac{1}{8}$	1	$\frac{1}{8}$	2 $\frac{3}{4}$	MR41	2	BH/32/1	14/C3	
Plover ... ..	150cc	1938	F	H	4	4	$\frac{3}{4}$	$\frac{1}{8}$	1 $\frac{3}{4}$	MR41	2	HR/6/1	12/C3	BHR/6/1
			R	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{1}{8}$	2 $\frac{1}{4}$	MR41	2	BH/2/1	12/C3	
Plover ... ..	150cc	1931/37	F	H	4	4	$\frac{3}{4}$	$\frac{1}{8}$	1 $\frac{3}{4}$	MR41	2	HR/6/1	12/C3	BHR/6/1
			R	H	4	4	$\frac{3}{4}$	$\frac{1}{8}$	1 $\frac{3}{4}$	MR41	2	HR/6/1	12/C3	BHR/6/1
<b>GILERA</b>														
175 Sports Extra ...	175cc	1957	F	O	150	141	21	4	71	MZ41	2	GA/2/1	14/C3	BGA/2/1
			R	O	150	141	21	4	71	MZ41	2	GA/2/1	14/C3	BGA/2/1
300 Extra ... ..	300cc	1957	F	O	150	140	30	4	71	MZ41	2	GA/3/1	14/C3	BGA/3/1
			R	O	150	140	30	4	71	MZ41	2	GA/3/1	14/C3	BGA/3/1
<b>GORDON</b>														
Standard De Luxe Three Wheeler ...	197cc	1954/56	F	BR	7	7 $\frac{3}{16}$	1 $\frac{1}{8}$	$\frac{1}{8}$	3 $\frac{1}{4}$	DM1	2	BH/41/1	14/C6	BBH/41/1
			R	BR	7	7 $\frac{3}{16}$	1 $\frac{1}{8}$	$\frac{1}{8}$	3 $\frac{1}{4}$	DM1	4	BH/41/1	28/C6	BBH/41/1 (2 Boxes)
<b>GREEVES</b>														
Fleetstar 20D ... ..	197cc	1955/58												
Fleetwing 25D ... ..	250cc													
Hawkstone Scrambler 20SA ... ..	197cc	1958	F	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
			R	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
Trials 20TA ... ..	197cc	1957												
Scrambler 20S ... ..	197cc													
Trials 20T ... ..	197cc	1956/57												
Standard 25R ... ..	242cc													
Standard 20R3 ... ..	197cc	1955/57	F	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{32}$	MR41	2	BH/37/1	16/C3	BBH/37/1
Standard 20R4 ... ..	197cc	1955/56	R	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{32}$	MR41	2	BH/37/1	16/C3	BBH/37/1
Fleetmaster 32D ...	322cc	1955/57	F	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	4	BH/36/1	28/C3	BBH/36/1 (2 Boxes)
			R	BR	7	6 $\frac{5}{8}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{5}{8}$	MR41	2	RL/6/3	12/C3	BRL/6/3
Standard 25R ... ..	242cc	1955	F	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{32}$	MR41	2	BH/37/1	16/C3	BBH/37/1
			R	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
Standard Roadster De Luxe Roadster Scrambler 20S ...	197cc	1954	F	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
			R	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1

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H: Harwill       O: Own                P: Phillips    PN: Pranafa-Naben

F E R O D O B R A K E L I N I N G S *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thick-ness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>HARPER</b>					in.	in.	in.	in.	in.					
Three Wheeler ...	197cc	1955	F	G	6	5 1/4	1 1/4	5/32	2 1/32	MR41	2	GG/55/1	16/C3	
			R	G	6	5 1/4	1 1/4	5/32	2 1/32	MR41	4	GG/55/1	32/C3	
Scotmobile ...			F		5 1/2	6 5/32	1	5/32	2 1/2	MS3	2	BS/13/1	14/C1	BBS/13/1
			R		5 1/2	6 5/32	1	5/32	2 1/2	MS3	2	BS/13/1	14/C1	BBS/13/1
<b>HEINKEL</b>					mm	mm	mm	mm	mm					
Perle Moped ...	50cc	1954/58	F		82	86	16	3	38	MS7	2	HK/7/1	Bonded	
			R		82	86	16	3	38	MS7	2	HK/7/1	Bonded	
Tourist Scooter ...	125cc	1956/58	F		125	131	25	4	59	MS7	2	PC/2/1	14/C3	BPC/2/1
			R		125	131	25	4	59	MS7	2	PC/2/1	14/C3	BPC/2/1
Cabin Cruiser	175cc	1957/58	F		158	171	30	4	75	MS3	4	HK/4/1	Bonded	
Three wheeler ...			R		158	171	30	4	75	MS3	2	HK/4/1	Bonded	
<b>HERCULES</b>					in.	in.	in.	in.	in.					
HCM Her-Cu-Motor ...	49cc	1955/58	F	P	3 1/4	3 1/16	5/8	9/64	1 1/2	MS7	2	HZ/1/1	12/C43	BHZ/1/1
			R		4 1/4	4 1/32	5/8	5/32	1 3/4	MS3	2	HZ/2/1	16/C43	BHZ/2/1
<b>INDIAN</b>														
Brave S ...	248cc	1955/56	F	BR	6	6 1/8	1	5/32	2 3/4	MR41	2	BH/36/1	14/C3	BBH/36/1
			R	BR	6	6 1/8	1	5/32	2 3/4	MR41	2	BH/36/1	14/C3	BBH/36/1
Brave R... ...	248cc	1954/55	F		5	5 7/32	3/4	5/32	2 2 1/4	MR41	2	JA/4/1	12/C3	BJA/4/1
			R		5	5 3/32	3/4	5/32	2 2 1/4	MR41	2	JA/4/1	12/C3	BJA/4/1
<b>INVACAR</b>														
Mk. VI ...	123cc		R	BR	6	6 1/8	1	5/32	2 1 1/32	MR41	4	BH/36/1	14/C3	BBH/36/1 (2 Boxes)
Mk. VIII, VIIIA ...	197cc													
Mk. VIII, VIIIA ...	197cc													
<b>JAMES</b>														
Cavalier ...	175cc	1958/59	F	O	5	4 3/4	3/4	5/32	2 2 1/64	{MS3 or MR41}	2	JA/13/1	14/C3	BJA/13/1
Captain K7 ...	197cc	1950/59												
Commando J9 ...	197cc	1953/56												
Cotswold K7C... ..	197cc	1954/56												
Cadet De Luxe ...	122cc	1950/53	R	O	5	4 3/4	3/4	5/32	2 2 1/64	{MS3 or MR41}	2	JA/13/1	14/C3	BJA/13/1
Colonel K12 ...	225cc	1954/57	F	O	6	5 3/4	1	5/32	2 2 7/32	MS3	2	JA/15/1	Bonded	
Commodore L25 ...	249cc	1957/59	R	O	6	5 3/4	1	5/32	2 2 7/32	MS3	2	JA/15/1	Bonded	
Comet L1 ...	98cc	1957/59	F	O	4	3 27/32	3/4	1/8	1 7/8	{MS3 or MR41}	2	JA/14/1	16/C43	BJA/14/1
Cadet L15 ...	147cc	1954/56												
Comet J11 ...	98cc													
Cadet J5 ...	122cc													
			R	O	5	4 3/4	3/4	5/32	2 2 1/64	{MS3 or MR41}	2	JA/13/1	14/C3	BJA/13/1
Commando K7T ...	197cc	1957	F	O	6	5 3/4	1	5/32	2 2 7/32	MS3	2	JA/15/1	Bonded	
			R	O	5	4 3/4	3/4	5/32	2 2 1/64	{MS3 or MR41}	2	JA/13/1	14/C3	BJA/13/1
Commodore ...	98cc	1952/53	F	O	4	3 27/32	3/4	1/8	1 7/8	{MS3 or MR41}	2	JA/14/1	16/C43	BJA/14/1
Comet ...	98cc	1950/53												
Comet De Luxe ...	98cc													
Superlux ...	98cc	1950/52	R	O	4	3 27/32	3/4	1/8	1 7/8	{MS2 or MR41}	2	JA/14/1	16/C43	BJA/14/1
Autocycle ...	98cc	1949	F	H	4	4	3/4	1/8	1 7/8	MR41	2	HR/6/1	12/C3	BHR/6/1
Standard and De Luxe	98cc		R	H	4	4	3/4	1/8	1 7/8	MR41	2	HR/6/1	12/C3	BHR/6/1
All models ...	125cc and 200cc	1949	F	H	5	5 3/8	3/4	1/8	2 3/8	MR41	2	HR/1/1	12/C3	BHR/1/1
All models except Autocycle ...			R	H	5	5 3/8	3/4	1/8	2 3/8	MR41	2	HR/1/1	12/C3	BHR/1/1
Autocycle ...	98cc	1938/40	F		3 1/4	4 1/4	3/4	1/8	1 5/8	MR41	2	—	16/C39	AUT.2
			R		4 1/4	4 3/4	3/4	1/8	2	MR41	2	—	16/C39	AUT.1

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2 Clutch Springs and Inserts  
 4 Brake Blocks for Pedal Cycle

# FERODO BRAKE LININGS continued

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>JAMES</b> —continued														
Super Sports ...	250cc	1936/37	F	BR	in. 6	in. 6	in. $\frac{3}{8}$	in. $\frac{1}{8}$	in. $2\frac{3}{4}$	MR41	2	BH/3/1	12/C3	
			R	BR	6	6	$\frac{3}{8}$	$\frac{1}{8}$	$2\frac{3}{4}$	MR41	2	BH/3/1	12/C3	
All models ...	125cc and 150cc	1936/37	F	BR	4	$4\frac{1}{4}$	$\frac{3}{8}$	$\frac{1}{8}$	$1\frac{3}{4}$	MR41	2	BH/29/1	12/C3	BBH/29/1
			R	BR	4	$4\frac{1}{4}$	$\frac{3}{8}$	$\frac{1}{8}$	$1\frac{3}{4}$	MR41	2	BH/29/1	12/C3	BBH/29/1
L12 De Luxe ...	196cc	1937	F	BR	5	$5\frac{1}{4}$	$\frac{3}{8}$	$\frac{1}{8}$	$2\frac{1}{4}$	MR41	2	BH/2/1	12/C3	
			R	BR	5	$5\frac{1}{4}$	$\frac{3}{8}$	$\frac{1}{8}$	$2\frac{1}{4}$	MR41	2	BH/2/1	12/C3	
H12 De Luxe ...	196cc	1936	F	BR	4	$4\frac{1}{4}$	$\frac{3}{8}$	$\frac{1}{8}$	$1\frac{3}{4}$	MR41	2	BH/29/1	12/C3	BBH/29/1
			R	BR	5	$5\frac{1}{4}$	$\frac{3}{8}$	$\frac{1}{8}$	$2\frac{1}{4}$	MR41	2	BH/2/1	12/C3	
All models ...	150cc	1932/35	F	O	4	$4\frac{3}{8}$	$\frac{3}{8}$	$\frac{1}{8}$	$1\frac{7}{8}$	MR41	2	JA/9/1	12/C3	
			R	O	4	$4\frac{3}{8}$	$\frac{3}{8}$	$\frac{1}{8}$	$1\frac{7}{8}$	MR41	2	JA/9/1	12/C3	
Super Sports Two Stroke ...	250cc	1932/35	F	O	5	$5\frac{7}{32}$	$\frac{3}{8}$	$\frac{5}{32}$	$2\frac{1}{64}$	MR41	2	JA/4/1	12/C3	BJA/4/1
			R	O	5	$5\frac{7}{32}$	$\frac{3}{8}$	$\frac{5}{32}$	$2\frac{1}{64}$	MR41	2	JA/4/1	12/C3	BJA/4/1
<b>JAWA</b>														
Favorit ...	248cc	1955	F		mm 158	mm 157	mm 25	mm 4	mm 75	MR41	2	DK/11/1	14/C3	BDK/11/1
Senior ...	344cc		R		158	157	25	4	75	MR41	2	DK/11/1	14/C3	BDK/11/1
Junior ...	148cc	1955/56	F		126	131	20	4	59	MR41	2	VR/3/1	14/C3	BVR/3/1
			R		126	131	20	4	59	MR41	2	VR/3/1	14/C3	BVR/3/1
	250cc and 350cc	1952/54	F		158	170	25	4	75	MR41	2	JW/2/1	14/C3	BJW/2/1
			R		158	170	25	4	75	MR41	2	JW/2/1	14/C3	BJW/2/1
<b>KIEFT</b>														
216 Moped ...	47cc	1957	F		90	115	16	4	41	MS7	2	ZB/2/1	10/C66	BZB/2/1
217 Moped ...	47cc		R		90	115	16	4	41	MS7	2	ZB/2/1	10/C66	BZB/2/1
		1957	F		90	94	20	3.8	41	MS7	2	FS/1/1	12/C3	BFS/1/1
			R		90	94	20	3.8	41	MS7	2	FS/1/1	12/C3	BFS/1/1
200R Scooter ...		1957	F		150	163	25	4	71	MS7	2	PF/1/1	12/C2	BPF/1/1
			R		150	163	25	4	71	MS7	2	PF/1/1	12/C2	BPF/1/1
<b>KREIDLER</b>														
J50 Moped ...	50cc	1954/57	F		90	94	18	4	41	MS7	2	KR/2/1	12/C43	BKR/2/1
J51 Moped ...	50cc		R		90	94	18	4	41	MS7	2	KR/2/1	12/C43	BKR/2/1
		1952/57	F		100	69	20	4	46	MS7	2	KR/1/1	12/C2	BKR/1/1
			R		100	69	20	4	46	MS7	2	KR/1/1	12/C2	BKR/1/1
R50 Scooter ...	50cc	1952/57	F		100	69	20	4	46	MS7	2	KR/1/1	12/C2	BKR/1/1
			R		100	69	20	4	46	MS7	2	KR/1/1	12/C2	BKR/1/1
Junior ...	50cc	1957	F		89	96	16	4	36	MS7	2	FS/2/1	12/C43	BFS/2/1
Amazone ...	50cc		R		90	94	18	4	41	MS7	2	KR/2/1	12/C43	BKR/2/1
<b>LAMBRETTA</b>														
C, LC Scooter ...	123cc	1950/51	F		100	96	15	4	46	MS7	2	LM/1/1	16/C43	BLM/1/1
			R		140	138	20	4	66	MS7	2	LM/2/1	16/C43	BLM/2/1
LC, LD Scooter ...	123cc	1952/57	F		100	128	15	4	46	MS7	2	LM/3/1	16/C43	BLM/3/1
E Scooter ...	123cc	1952/55	R		140	138	20	4	66	MS7	2	LM/2/1	16/C43	BLM/2/1
<b>LEOPARD</b>														
Bobby 3 ...	49cc	1957	F	FS	90	94	20	3.8	41	MS7	2	FS/1/1	12/C3	BFS/1/1
Bobby 5 ...	49cc		R	FS	90	94	20	3.8	41	MS7	2	FS/1/1	12/C3	BFS/1/1
Bobby 6 ...	49cc	1957/58												
<b>LEVIS</b>														
D. Special OHV ...	500cc	1937/39	F	E	in. 7	in. $6\frac{2}{3}$	in. 1	in. $\frac{1}{4}$	in. $3\frac{1}{2}$	MR41	2	EN/15/1	12/C3	
600 OHV ...	600cc		R	E	8	$6\frac{5}{8}$	1	$\frac{3}{16}$	$3\frac{3}{16}$	MZ41	2	EN/8/1	12/C3	
Springframe ...	350cc and 500cc	1939	F	G	7	$6\frac{1}{8}$	$1\frac{1}{4}$	$\frac{5}{32}$	$3\frac{1}{32}$	MR41	2	GG/7/1	16/C13	
			R	G	7	$6\frac{1}{8}$	$1\frac{1}{4}$	$\frac{5}{32}$	$3\frac{1}{32}$	MR41	2	GG/7/1	16/C13	
8 Special OHV Sidevalve ...	250cc and 350cc	1939	F	BR	6	$6\frac{1}{8}$	1	$\frac{5}{32}$	$2\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
			R	E	$6\frac{1}{2}$	6	$\frac{3}{4}$	$\frac{1}{4}$	3	MR41	2	EN/17/1	12/C3	

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FERODO BRAKE LININGS *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thick-ness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>LEVIS — continued</b>														
Master Two Stroke ...	250cc	1939	F	BR	in. 5	in. 5 $\frac{1}{8}$	in. $\frac{3}{4}$	in. $\frac{5}{32}$	in. 2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
...	...		R	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
A Special OHV ...	350cc	1939	F	BR	7	6 $\frac{1}{2}$	$\frac{3}{4}$	$\frac{3}{16}$	3 $\frac{1}{4}$	MR41	2	BH/30/1	14/C3	BBH/30/1
All models ...	350cc	1931/38												
Light 500 and Single Port ...	500cc	1936/38												
All OHV and OHC models ...	250cc	1931/38	F	BR	6	6	$\frac{3}{8}$	$\frac{1}{8}$	2 $\frac{3}{4}$	MR41	2	BH/3/1	12/C3	
Standard Two Stroke	250cc	1934/37	R	BR	6	6	$\frac{3}{8}$	$\frac{1}{8}$	2 $\frac{3}{4}$	MR41	2	BH/3/1	12/C3	
Baby Two Stroke ...	250cc	1937	F	BR	5	5 $\frac{1}{2}$	$\frac{3}{4}$	$\frac{1}{8}$	2 $\frac{1}{4}$	MR41	2	BH/2/1	12/C3	
Standard Two Stroke ...	250cc	1938	R	BR	5	5 $\frac{1}{2}$	$\frac{3}{4}$	$\frac{1}{8}$	2 $\frac{1}{4}$	MR41	2	BH/2/1	12/C3	
<b>MAICO</b>														
Mobil Scooter ...	175cc	1952/59	F		mm 126	mm 131	mm 30	mm 4	mm 59	MS7	2	MA/18/1	14/C2	BMA/18/1
...	...		R		126	131	30	4	59	MS7	2	MA/18/1	14/C2	BMA/18/1
Maicoletta Scooter ...	247cc	1954/57	F		mm 158	mm 167	mm 30	mm 4	mm 75	MS7	2	MA/17/1	16/C2	BMA/17/1
...	...		R		126	131	30	4	59	MS7	2	MA/18/1	14/C2	BMA/18/1
<b>MATCHLESS</b>														
All models (Except G45) ...	350cc and 500cc	1956/58	F	O	in. 7	in. 6 $\frac{9}{16}$	in. $\frac{7}{8}$	in. $\frac{1}{16}$	in. 3 $\frac{5}{16}$	{MSS or MR41}	2	AG/17/3	14/C3	BAG/17/3
...	...		R	O	7	6 $\frac{9}{16}$	$\frac{7}{8}$	$\frac{3}{16}$	3 $\frac{5}{16}$	{MSS or MR41}	2	AG/17/3	14/C3	BAG/17/3
All models (Except G45) ...	350cc and 500cc	1948/55	F	O	7	6 $\frac{9}{16}$	$\frac{7}{8}$	$\frac{3}{16}$	3 $\frac{5}{16}$	{MSS or MR41}	2	AG/17/2	12/C3	BAG/17/2
...	...		R	O	7	6 $\frac{9}{16}$	$\frac{7}{8}$	$\frac{3}{16}$	3 $\frac{5}{16}$	{MSS or MR41}	2	AG/17/2	12/C3	BAG/17/2
G45 Twin ...	498cc	1954/58	F	O	8 $\frac{1}{2}$	8 $\frac{1}{8}$	1 $\frac{1}{4}$	$\frac{5}{32}$	3 $\frac{1}{2}$	RM1	2	AG/23/1	20/C9	
...	...		R	O	8 $\frac{1}{4}$	8 $\frac{5}{8}$	$\frac{1}{4}$	$\frac{5}{32}$	3 $\frac{1}{2}$	RM1	2	AG/24/1	20/C9	
G3L ...	350cc	1941/47	F	O	5 $\frac{1}{2}$	5 $\frac{27}{32}$	$\frac{3}{4}$	$\frac{1}{16}$	2.54	MZ41	2	AG/16/1	16/C3	BAG/16/1
...	...	...	R	O	5 $\frac{1}{2}$	5 $\frac{27}{32}$	$\frac{3}{4}$	$\frac{1}{16}$	2.54	MZ41	2	AG/16/1	16/C3	BAG/16/1
G3L Air Ministry ...	350cc	1942/45	F	O	5 $\frac{1}{2}$	5 $\frac{27}{32}$	$\frac{3}{4}$	$\frac{1}{16}$	2 $\frac{17}{32}$	MR41	2	AG/5/1	16/C3	
...	...		R	O	5 $\frac{1}{2}$	5 $\frac{27}{32}$	$\frac{3}{4}$	$\frac{1}{16}$	2 $\frac{17}{32}$	MR41	2	AG/5/1	16/C3	
Tourist 40/G7 ...	250cc	1940	F	O	5 $\frac{1}{2}$	5 $\frac{27}{32}$	$\frac{3}{4}$	$\frac{1}{16}$	2 $\frac{17}{32}$	MR41	2	AG/5/1	16/C3	
Clubman G2M ...	250cc		R	O	5 $\frac{1}{2}$	5 $\frac{27}{32}$	$\frac{3}{4}$	$\frac{1}{16}$	3 $\frac{5}{16}$	MR41	2	AG/9/1	12/C3	
All models ...	250cc	1939/40	F	BR	5	5 $\frac{1}{2}$	1	$\frac{5}{32}$	2 $\frac{1}{2}$	MR41	2	BH/37/1	16/C3	BBH/37/1
...	...		R	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{8}$	MR41	2	BH/36/1	14/C3	BBH/36/1
All models ...	250cc	1938	F	BR	5	5 $\frac{1}{2}$	$\frac{3}{4}$	$\frac{1}{8}$	2 $\frac{1}{2}$	MR41	2	BH/2/1	12/C3	
Tourist SV ...	250cc	1937	R	BR	6	6 $\frac{1}{8}$	1	$\frac{1}{8}$	2 $\frac{3}{8}$	MR41	2	BH/32/1	14/C3	
Tourist X SV ...	990cc	1937/40	F	O	7	6 $\frac{3}{8}$	$\frac{7}{8}$	$\frac{3}{16}$	3 $\frac{5}{16}$	MR41	2	AG/9/1	12/C3	
...	...		R	O	7 $\frac{3}{8}$	8 $\frac{3}{8}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{1}{2}$	MR41	2	AG/8/1	18/C3	
All models ...	350cc and 500cc	1937/40	F	O	7	6 $\frac{3}{8}$	$\frac{7}{8}$	$\frac{3}{16}$	3 $\frac{5}{16}$	MR41	2	AG/9/1	12/C3	
...	...		R	O	7	6 $\frac{3}{8}$	$\frac{7}{8}$	$\frac{3}{16}$	3 $\frac{5}{16}$	MR41	2	AG/9/1	12/C3	
SV Twin ...	990cc	1929/36	F	O	8	8 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{1}{8}$	3 $\frac{27}{32}$	MR41	2	MT/5/1	16/C43	
Silver Hawk ...	600cc	1931/35	R	O	8	8 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{1}{8}$	3 $\frac{27}{32}$	MR41	2	MT/5/1	16/C43	
All Clubman models ...	500cc	1935/36	F	O	6 $\frac{1}{2}$	6 $\frac{7}{8}$	$\frac{7}{8}$	$\frac{3}{16}$	3 $\frac{1}{2}$	MR41	2	MT/6/1	12/C39	
Tourist SV ...	500cc	1933/35												
D/5 SV ...	500cc	1934/35												
Sports D/80 OHV ...	500cc	1933/35												
D/3 OHV ...	350cc	1933/35												
CS, OHV ...	500cc	1935	F	O	6 $\frac{1}{2}$	6 $\frac{7}{8}$	$\frac{7}{8}$	$\frac{3}{16}$	3 $\frac{1}{2}$	MR41	2	MT/6/1	12/C39	
C, SV ...	586cc		R	O	8	8 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{1}{8}$	3 $\frac{27}{32}$	MR41	2	MT/5/1	16/C43	
F/7 SV ...	250cc	1935	F	O	6 $\frac{1}{2}$	4 $\frac{7}{8}$	$\frac{3}{4}$	$\frac{1}{8}$	3 $\frac{5}{8}$	MR41	2	MT/2/1	12/C39	
Sports F/4 ...	250cc		R	O	6 $\frac{1}{2}$	4 $\frac{7}{8}$	$\frac{3}{4}$	$\frac{1}{8}$	3 $\frac{5}{8}$	MR41	2	MT/2/1	12/C39	

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2 Clutch Facings and Inserts  
4 Brake Blocks for Pedal Cycle



FERODO BRAKE LININGS continued

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thick-ness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>MERCURY</b>														
Mercette Moped ...	48cc	1957/58	F	P	in. 4	in. 3 $\frac{3}{4}$	in. 3 $\frac{3}{4}$	in. 1 $\frac{1}{8}$	in. 1 $\frac{7}{8}$	MR41	2	PL/1/1	12/C43	BPL/1/1
Dolphin Scooter ...	98cc		1957		R	4	3 $\frac{3}{4}$	3 $\frac{3}{4}$	1 $\frac{1}{8}$	1 $\frac{7}{8}$	MR41	2	PL/1/1	12/C43
<b>MESSERSCHMITT</b>														
KR200 Three Wheeler	174cc	1954/58	F		mm 116	mm 121	mm 25	mm 4	mm 54	DM1	4	MY/1/1	28/C1	BMY/1/1
KR201 Three Wheeler (Convertible) ...	191cc	1957/58	R		116	121	25	4	54	DM1	2	MY/1/1	14/C1	BMY/1/1
<b>MOBYLETTE</b>														
					Caliper Brake Block									
Standard Moped ...	49cc	1957/59	F		86	75	20	3-17	40	MS7	2	BB92B		
			R		90	83	23	4	41	MS7	2	MC/3/1	12/C39	MCB/3/1
Moby-Matic Moped ...	49cc	1957/59	F		90	83	23	4	41	MS7	2	MC/4/1	10/C39	MCB/4/1
			R								2	MC/4/1	10/C39	MCB/4/1
<b>MORGAN</b>														
F4 Three Wheeler		1949/52	F	G	in. 7	in. 6 $\frac{1}{8}$	in. 1 $\frac{1}{4}$	in. 5 $\frac{5}{16}$	in. 3 $\frac{1}{16}$	MR41	4	GG/7/1	32/C13	BGG/7/1
F Super Three Wheeler		1938/52	R	G	8	7	1 $\frac{1}{4}$	3 $\frac{1}{16}$	3 $\frac{1}{16}$	MR41	2	GG/5/2	16/C13	
Super Sports Three Wheeler	990cc	1938/40	F	BR	7	6 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{16}$	3 $\frac{1}{4}$	MR41	4	BH/30/1	28/C8	BBH/30/1
F2 and F4 Three Wheelers ...			R	O	8	8 $\frac{1}{4}$	1 $\frac{1}{4}$	3 $\frac{1}{16}$	3 $\frac{3}{4}$	MR41	2	DA/2/2	16/C3	(2 Boxes)
All models Three Wheelers ...		1932/37												
<b>MOTOBECANE</b>														
Moby Scooter ...	124cc	1957/58	F		5	4 $\frac{3}{4}$	3 $\frac{3}{4}$	5 $\frac{5}{16}$	2 $\frac{1}{16}$	MS7 or MR41	2	JA/13/1	14/C3	BJA/13/1
			R		5	4 $\frac{3}{4}$	3 $\frac{3}{4}$	5 $\frac{5}{16}$	2 $\frac{1}{16}$					
<b>M.V. AUGUSTA</b>														
Sport ...	150cc		F		mm 180	mm 190	mm 28	mm 5	mm 85	MS3	2	MV/1/1	10/	
	175cc		R		152	141	28	5	71	MS3	2	MV/2/1	10/	
<b>NEW HUDSON</b>														
Autocycle ...	98cc	1948/51	F		in. 3 $\frac{1}{2}$	in. 4 $\frac{1}{4}$	in. 3 $\frac{3}{8}$	in. 1 $\frac{1}{8}$	in. 1 $\frac{5}{8}$	MR41	2		16/C39	AUT. 2
			R		4 $\frac{1}{4}$	4 $\frac{3}{8}$	3 $\frac{3}{8}$	1 $\frac{1}{8}$	2	MR41	2		16/C39	AUT. 1
Autocycle ...	98cc	1945	F		3 $\frac{1}{2}$	4 $\frac{1}{4}$	3 $\frac{3}{8}$	1 $\frac{1}{8}$	1 $\frac{5}{8}$	MR41	2		16/C39	AUT. 2
			R		3	3 $\frac{3}{8}$	1 $\frac{1}{8}$	7 $\frac{1}{16}$	1 $\frac{1}{4}$	MR41	2		16/C39	AUT. 4
<b>NEW IMPERIAL</b>														
36 Standard OHV	250cc	1938	F	H	5	5 $\frac{3}{8}$	3 $\frac{3}{4}$	1 $\frac{1}{8}$	2 $\frac{3}{8}$	MR41	2	HR/1/1	12/C3	BHR/1/1
46 Standard OHV	350cc		R	BL	7	5 $\frac{1}{4}$	1	1 $\frac{1}{16}$	3 $\frac{5}{16}$	MR41	2	NW/10/1	12/C6	BNW/10/1
36 De Luxe OHV	250cc	1938	F	BL	7	5 $\frac{1}{4}$	1	3 $\frac{3}{16}$	3 $\frac{5}{16}$	MR41	2	NW/10/1	12/C6	BNW/10/1
46 De Luxe OHV	350cc		R	BL	7	5 $\frac{1}{4}$	1	3 $\frac{3}{16}$	3 $\frac{5}{16}$	MR41	2	NW/10/1	12/C6	BNW/10/1
90 Clubman OHV	250cc													
100 Clubman OHV	350cc													
All models	500cc													
36L Light 250 ...	250cc	1938	F	H	5	5 $\frac{3}{8}$	3 $\frac{3}{4}$	1 $\frac{1}{8}$	2 $\frac{3}{8}$	MR41	2	HR/1/1	12/C3	BHR/1/1
			R	E	6 $\frac{1}{2}$	6	3 $\frac{3}{4}$	1 $\frac{1}{4}$	3	MR41	2	EN/17/1	12/C3	
All Clubman models ...	250cc	1936/37												
	350cc													
Unidyno OHV	250cc and 350cc	1936	F	O	7	5 $\frac{3}{4}$	1	3 $\frac{3}{16}$	3 $\frac{5}{16}$	MR41	2	NE/11/1	12/C10	
70, 80 ...	500cc	1935/36	R	O	7	5 $\frac{3}{4}$	1	3 $\frac{3}{16}$	3 $\frac{5}{16}$	MR41	2	NE/11/1	12/C10	

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F E R O D O B R A K E L I N I N G S *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>NEW IMPERIAL</b> — continued														
Unit 36 DL ...	250cc	1937	F	O	in. 5½	in. 5	in. 1½	in. 1½	in. 2½	MR41	2	NE/13/1	12/C3	
Unit 46 DL ...	350cc		F	O	5½	5	1½	1½	2½	MR41	2	NE/15/1	14/C3	
Unit Minor OHV ...	150cc	1937/38	F	O	4	4½	1½	1½	1½	MR41	2	NE/12/1	12/C3	
			R	O	5½	5	1½	1½	2½	MR41	2	NE/15/1	14/C3	
Unit 30 Super De Luxe	250cc	1936	F	O	5½	5	1½	1½	2½	MR41	2	NE/13/1	12/C3	
40 Unit Plus OHV ...	350cc		R	O	6½	6	1½	1½	3	MR41	2	EN/17/1	12/C3	
Unit Minor ...	150cc	1936	F	O	4	4½	1½	1½	1½	MR41	2	NE/12/1	12/C3	
			R	O	5½	5	1½	1½	2½	MR41	2	NE/13/1	12/C3	
Unit Minor ...	150cc	1934/35	F	H	4	4	1½	1½	1½	MR41	2	HR/6/1	12/C3	BHR/6/1
			R	O	5½	5	1½	1½	2½	MR41	2	NE/13/1	12/C3	
<b>NORMAN</b>														
Nippy S Moped ...	47cc	Feb. 1957/58	F	BR	4	4½	1½	1½	1½	MS7	2	BH/43/1	12/C39	BBH/43/1
Nippy R Moped ...	47cc		R	BR	4	4½	1½	1½	1½	MS7	2	BH/43/1	12/C39	BBH/43/1
Nippy Moped ...	47cc	1955/ Feb. 57	F		mm 111.5	mm 112	mm 15	mm 3.75	mm 47	MS7	2	NR/1/1	14/C39	BNR/1/1
			R		111.5	112	15	3.75	47	MS7	2	NR/1/1	14/C39	BNR/1/1
Autocycle ...	98cc	1948/52	F		in. 3½	in. 4½	in. 1½	in. 1½	in. 1½	MR41	2		16/C39	AUT. 2
			R		4½	4¾	1½	1½	2	MR41	2		16/C39	AUT. 1
Autocycle ...	98cc	1939	F	BR	3½	3¾	1½	1½	1½	MR41	2	BH/38/1	16/C39	BBH/38/1
			R		3¾	4¼	1½	1½	1½	MR41	2		16/C39	AUT. 6
B1 S ...	147cc	1956/58	F	BL	5	4¾	1	5/32	2½	DM1	2	BF/3/1	12/C2	BBF/3/1
B2 S ...	197cc		R	BL	5	4¾	1	5/32	2½	DM1	2	BF/3/1	12/C2	BBF/3/1
TS ...	242cc	1956/57												
B2 SC ...	197cc	1957/58	F	BR	6	6½	1	5/32	2¾	MR41	2	BH/36/1	14/C3	BBH/36/1
			R	BR	6	6½	1	5/32	2¾	MR41	2	BH/36/1	14/C3	BBH/36/1
B1 ...	125cc	1950/57	F		5	4¾	1	5/32	2½	MR41	2	JA/13/2	10/C3	BJA/13/2
B2, B2S ...	197cc		R		5	4¾	1	5/32	2½	MR41	2	JA/13/2	10/C3	BJA/13/2
B1, S ...	150cc	1955	F		5	4¾	1	5/32	2½	MR41	2	JA/13/2	10/C3	BJA/13/2
TS Twin ...	242cc		R		5	4¾	1	5/32	2½	MR41	2	JA/13/2	10/C3	BJA/13/2
B2 C Comp. ...	197cc	1955	F	BR	5	4½	1	1/8	2-7/16	MZ41	2	BH/42/1	12/C2	BBH/42/1
			R	BR	5	4½	1	1/8	2-7/16	MZ41	2	BH/42/1	12/C2	BBH/42/1
D ...	98cc	1950/55	F	H	4	4	1	1/8	1¾	MR41	2	HR/6/1	12/C3	BHR/6/1
			R	H	4	4	1	1/8	1¾	MR41	2	HR/6/1	12/C3	BHR/6/1
<b>NORTON</b>														
77 Twin ...	597cc	1957/58												
50 ...	348cc													
19S ...	596cc	1956/58												
99 Twin ...	597cc													
ES2 ...	490cc	1954/58	F	O	8	7	1¼	3/16	3-796	MZ41	2	NO/8/1	16/C9	BNO/8/1
88 Dominator De Luxe	497cc		R	O	7	5½	1¼	3/16	3-296	MZ41	2	NO/4/1	14/C9	BNO/4/1
16H SV ...	490cc	1954/56												
Big 4 SV ...	596cc													
18 OHV ...	490cc	1954/56												
500T OHV ...	490cc													
7 Dominator ...	497cc	1956/58	F	O	8	8-9/16	1½	7/32	3-35/32	MZ41	2	NO/7/1	24/C9	BNO/7/1
30 Manx ...	499cc		R	O	7	6-3/32	1½	7/32	3-297	MZ41	2	NO/9/1	24/C9	BNO/9/1
40 Manx ...	348cc	1953/55	F	O	8	8-9/16	1½	7/32	3-35/32	MZ41	2	NO/7/1	24/C11	BNO/7/1
30 Manx ...	499cc		R	O	7	7-3/8	1½	7/32	3-35/32	MZ41	2	NO/5/1	14/C11	BNO/5/1
40 Manx ...	348cc	1950/52	F	O	8	8-17/32	1½	3/16	3-13/16	MZ41	2	NO/6/1	24/C11	BNO/6/1
40 Manx ...	348cc		R	O	7	7-3/8	1½	3/16	3-13/16	MZ41	2	NO/5/1	14/C11	BNO/5/1
16H SV ...	490cc	1952/53												
Big 4 SV ...	596cc													
ES2 ...	490cc	1952/53	F	O	7	5½	1¼	3/16	3-296	MZ41	2	NO/4/1	14/C9	BNO/4/1
18 OHV ...	490cc		R	O	7	5½	1¼	3/16	3-296	MZ41	2	NO/4/1	14/C9	BNO/4/1
500T OHV ...	490cc	1942/46												
7 Dominator ...	497cc													
88 Dominator De Luxe	497cc	1932/52	F	O	7	6-23/32	1¼	3/16	3-5/16	MR41	2	NO/3/1	14/C10	BNO/3/1
16H SV ...	490cc		R	O	7	6-23/32	1¼	3/16	3-5/16	MR41	2	NO/3/1	14/C10	BNO/3/1

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H: Harwill O: Own P: Phillips PN: Pranafa-Naben

2 Clutch Facings and Inserts  
4 Brake Blocks for Pedal Cycle

# FERODO BRAKE LININGS continued

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thick-ness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Sec	Box Ref. No.
<b>N.S.U.</b>														
Quickly Moped (Standard, De Luxe and Super ...)	49cc	1953/58	F		mm	mm	mm	mm	mm	MS7	2	NU/1/1	16/C43	BNU/1/1
			R		90	94	16	4	41	MS7	2	NU/1/1	16/C43	BNU/1/1
Prima Scooter ...	148cc	1956/58	F		100	106	25	3.9	46	MS7	2	NU/4/1	16/C43	BNU/4/1
			R		140	142	25	3.9	66	MS7	2	NU/5/1	16/C43	BNU/5/1
Five Star Prima Scooter ...	174cc	1957/58	F		140	142	25	3.9	66	MS7	2	NU/5/1	16/C43	BNU/5/1
			R		140	142	25	3.9	66	MS7	2	NU/5/1	16/C43	BNU/5/1
Max Special ...	247cc	1955/58	F		180	189	40	4.5	86	MS3	2	NU/2/1	14/C3	BNU/2/1
Lux ...	247cc	1954/55	R		180	189	40	4.5	86	MS3	2	NU/2/1	14/C3	BNU/2/1
Superlux ...	247cc	1955 on												
Superfox ...	125cc	1955/57	F		142	135	30	4.5	66	MS3	2	NU/3/1	12/C3	BNU/3/1
Maxie ...	175cc	1956 on	R		142	135	30	4.5	66	MS3	2	NU/3/1	12/C3	BNU/3/1
<b>O.E.C.</b>														
ST.3 Competition ...	197cc	1952/54	F	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
Apollo SV ...	250cc		R	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
D1 ...	125cc and	1949/52	F	BR	4	4 $\frac{1}{2}$	$\frac{3}{4}$	$\frac{1}{8}$	1 $\frac{3}{4}$	MR41	2	BH/29/1	12/C3	BBH/29/1
D2 ...	197cc		R	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
Cadet OHV ...	350cc	1939	F	G	7	6 $\frac{1}{8}$	1 $\frac{1}{4}$	$\frac{5}{32}$	3 $\frac{1}{32}$	MR41	2	GG/7/1	16/C13	
Commander OHV ...	500cc		R	G	7	6 $\frac{1}{8}$	1 $\frac{1}{4}$	$\frac{5}{32}$	3 $\frac{1}{32}$	MR41	2	GG/7/1	16/C13	
Commodore OHV ...	500cc	1939	F	G	7	6 $\frac{1}{8}$	1 $\frac{1}{4}$	$\frac{5}{32}$	3 $\frac{1}{32}$	MR41	4	GG/7/1	32/C13	BGG/7/1
			R	G	7	6 $\frac{1}{8}$	1 $\frac{1}{4}$	$\frac{5}{32}$	3 $\frac{1}{32}$	MR41	4	GG/7/1	32/C13	BGG/7/1
All models OHV ...	250cc	1935/38	F	BR	6	6 $\frac{1}{8}$	1	$\frac{1}{8}$	2 $\frac{3}{4}$	MR41	2	BH/32/1	14/C3	
Model 2 Standard ...	350cc	1935	R	BR	6	6 $\frac{1}{8}$	1	$\frac{1}{8}$	2 $\frac{3}{4}$	MR41	2	BH/32/1	14/C3	
All models ...	350cc and	1938												
	500cc		F	BR	7	6 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{16}$	3 $\frac{1}{4}$	MR41	2	BH/30/1	14/C3	BBH/30/1
Model 2 De Luxe ...	350cc	1935	R	BR	7	6 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{16}$	3 $\frac{1}{4}$	MR41	2	BH/30/1	14/C3	BBH/30/1
OHV De Luxe ...	500cc	1934/37												
Twin ...	1000cc	1934/35												
<b>O.K. SUPREME</b>														
G/39 Flying Cloud ...	250cc	1939	F	H	5	5 $\frac{3}{8}$	$\frac{3}{4}$	$\frac{1}{8}$	2 $\frac{3}{8}$	MR41	2	HR/1/1	12/C3	BHR/1/1
GDL/39 De Luxe ...			R	H	6	6	1	$\frac{5}{32}$	2 $\frac{3}{8}$	MR41	2	HR/5/1	16/C3	BHR/5/1
SV/40 SV ...	250cc	1940												
G/40 OHV ...														
CG39 Pilot OHC ...	250cc	1939												
BA39 Ranger OHV ...														
CA39 Ranger De Luxe ...	350cc	1939												
W5/39 Silver Cloud ...														
G70/40 OHV ...	250cc	1940												
BA/40 OHV ...	350cc		F	H	6	6	1	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	HR/5/1	16/C3	BHR/5/1
Flying Cloud De Luxe ...	250cc	1938	R	H	6	6	1	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	HR/5/1	16/C3	BHR/5/1
Flying Cloud OHV ...	250cc	1937												
Sports 70 OHV ...	250cc	1936/40												
Silver Cloud OHC ...	250cc	1936/37												
Pilot OHC ...														
Grand Sports OHV ...	350cc	1936/37												
Silver Cloud OHC ...	350cc	1937												
GA/39 Gladiator ...	350cc	1939	F	H	7	7 $\frac{1}{2}$	1	$\frac{5}{32}$	3 $\frac{1}{32}$	MR41	2	HR/4/1	16/C3	
GTS/39 Jap Special ...			R	H	7	7 $\frac{1}{2}$	1	$\frac{5}{32}$	3 $\frac{1}{32}$	MR41	2	HR/4/1	16/C3	
All models ...	500cc	1939/40												
Silver Cloud OHC ...	350cc	1936												
High Camshaft... Models AC/38, BC/38	250cc and	1938												
	350cc		F	H	6	6	1	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	HR/5/1	16/C3	BHR/5/1
Phantom OHV...	500cc	1935/37	R	H	7	7 $\frac{1}{2}$	1	$\frac{5}{32}$	3 $\frac{1}{32}$	MR41	2	HR/4/1	16/C3	
	500cc													
All SV models ...	and 600cc	1935												

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F E R O D O B R A K E L I N I N G S *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>O.K. SUPREME</b> — <i>continued</i>														
Model SV ... ..	250cc	1937/40	F	H	in. 5	in. 5 $\frac{5}{8}$	in. $\frac{3}{4}$	in. $\frac{1}{8}$	in. $2\frac{3}{8}$	MR41	2	HR/1/1	12/C3	BHR/1/1
G OHV ... ..	250cc	1937/38			in. 6	in. 6	in. 1	in. $\frac{5}{32}$	in. $2\frac{27}{32}$	MR41	2	HR/5/1	16/C3	BHR/5/1
Dauntless and Flying Cloud ... ..	250cc	1935	F	H	7	7 $\frac{1}{2}$	1 $\frac{1}{4}$	$\frac{5}{32}$	3 $\frac{11}{32}$	MZ41	2	HR/9/1	16/C3	
Silver Cloud OHC ... ..	250cc and 350cc	1935			7	7 $\frac{1}{2}$	1 $\frac{1}{4}$	$\frac{5}{32}$	3 $\frac{11}{32}$	MZ41	2	HR/9/1	16/C3	
90 ... ..	500cc	1936			7	7 $\frac{1}{2}$	1 $\frac{1}{4}$	$\frac{5}{32}$	3 $\frac{11}{32}$	MZ41	2	HR/9/1	16/C3	
<b>OSCAR</b>														
Scooter ... ..	125cc	1954	F	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
Scooter ... ..	200cc		R	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
<b>PANTHER</b>														
10/3 ... ..	197cc	1956/59	F	BR	5	5	$\frac{7}{8}$	$\frac{1}{8}$	2 $\frac{1}{4}$	{DM1 or MR41}	2	BH/47/1	12/C2	BBH/47/1
10/4 ... ..	197cc		R	BR	5	5	$\frac{7}{8}$	$\frac{1}{8}$	2 $\frac{1}{4}$	{DM1 or MR41}	2	BH/47/1	12/C2	BBH/47/1
26 ... ..	250cc	1957	F	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
35 ... ..	250cc	1957/59			6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
65 ... ..	250cc	1947/59			6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
60 ... ..	250cc	1947/55			6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
70 ... ..	350cc	1947/55			6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
75 ... ..	350cc		6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1		
35 Sports ... ..	250cc	1958/59	F	BR	7	7 $\frac{3}{16}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{1}{4}$	DM1	2	BH/41/1	14/C6	BBH/41/1
75 ... ..	350cc	1957/59	R	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
75S ... ..	350cc	1955/56	F	BR	7	7 $\frac{3}{16}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{1}{4}$	DM1	2	BH/41/1	14/C6	BBH/41/1
100 Springer ... ..	598cc	1957/59			8	8 $\frac{1}{32}$	1 $\frac{1}{2}$	$\frac{3}{16}$	3 $\frac{1}{4}$	DM1	2	PR/1/1	16/C12	BPR/1/1
100 R ... ..	598cc	1957	R		8	8 $\frac{1}{32}$	1 $\frac{1}{2}$	$\frac{3}{16}$	3 $\frac{1}{4}$	DM1	2	PR/1/1	16/C12	BPR/1/1
120S ... ..	645cc	1957/59	F		8	8 $\frac{1}{32}$	1 $\frac{1}{2}$	$\frac{3}{16}$	3 $\frac{1}{4}$	DM1	2	PR/1/1	16/C12	BPR/1/1
100 De Luxe ... ..	598cc		R		8	8 $\frac{1}{32}$	1 $\frac{1}{2}$	$\frac{3}{16}$	3 $\frac{1}{4}$	DM1	2	PR/1/1	16/C12	BPR/1/1
100 Springer ... ..	598cc	1956	F		8	8 $\frac{1}{32}$	1 $\frac{1}{2}$	$\frac{3}{16}$	3 $\frac{1}{4}$	DM1	2	PR/1/1	16/C12	BPR/1/1
100 OHV ... ..	598cc	1951/56	F	BR	7	7 $\frac{3}{16}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{1}{4}$	DM1	2	BH/41/1	14/C6	BBH/41/1
80 OHV ... ..	500cc	1949	R	E	8	8 $\frac{1}{2}$	1	$\frac{3}{16}$	3 $\frac{1}{4}$	MZ41	2	EN/5/3	16/C3	BEN/5/3
100 OHV ... ..	598cc	1947/50	F	BR	7	6 $\frac{1}{2}$	1	$\frac{3}{16}$	3 $\frac{5}{16}$	MR41	2	BH/40/1	14/C3	BBH/40/1
Stroud OHV ... ..	250cc	1950/52	R	E	8	8 $\frac{1}{2}$	1	$\frac{3}{16}$	3 $\frac{1}{4}$	MZ41	2	EN/5/3	16/C3	BEN/5/3
Stroud OHV ... ..	350cc		F	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
V30 Red Panther OHV	350cc	1939/40	F	BR	6	6 $\frac{1}{8}$	1	$\frac{5}{32}$	2 $\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1
P20 Red Panther OHV	250cc	1939/40	R	BR	7	6 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{16}$	3 $\frac{1}{4}$	MR41	2	BH/30/1	14/C3	BBH/30/1
Red Panther ... ..	250cc	1936/38	F	BR	5	5 $\frac{1}{2}$	$\frac{3}{4}$	$\frac{1}{8}$	2 $\frac{1}{4}$	MR41	2	BH/2/1	12/C3	
Red Panther ... ..	350cc	1937/38	R	BR	6	6 $\frac{1}{8}$	1	$\frac{1}{8}$	2 $\frac{3}{4}$	MR41	2	BH/32/1	14/C3	
Red Panther ... ..	350cc	1937/38	F	BR	6	6 $\frac{1}{8}$	1	$\frac{1}{8}$	2 $\frac{3}{4}$	MR41	2	BH/32/1	14/C3	
Red Panther ... ..	350cc	1935/36	R	BR	6	6	$\frac{3}{32}$	$\frac{1}{16}$	3 $\frac{1}{4}$	MR41	2	BH/30/1	14/C3	BBH/30/1
Red Panther ... ..	350cc	1935/36	F	BR	6	6	$\frac{3}{32}$	$\frac{1}{16}$	2 $\frac{3}{4}$	MR41	2	BH/3/1	12/C3	
Red Panther ... ..	350cc	1935/36	R	BR	6	6	$\frac{3}{32}$	$\frac{1}{16}$	2 $\frac{3}{4}$	MR41	2	BH/3/1	12/C3	
Red Panther ... ..	250cc	1934/35	F	BR	5	5 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{1}{8}$	2 $\frac{1}{4}$	MR41	2	BH/2/1	12/C3	
Red Panther ... ..	250cc	1934/35	R	BR	6	6	$\frac{3}{4}$	$\frac{1}{8}$	2 $\frac{3}{4}$	MR41	2	BH/3/1	12/C3	
All models ... ..	500cc	1929/38	F	BR	7	6 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{3}{16}$	3 $\frac{1}{4}$	MR41	2	BH/30/1	14/C3	BBH/30/1
All models ... ..	600cc		R	E	8	6 $\frac{3}{8}$	1	$\frac{3}{16}$	3 $\frac{1}{4}$	MZ41	2	EN/8/1	12/C3	
85 Redwing OHV ... ..	350cc	1937/38	F	BR	6	6	$\frac{3}{4}$	$\frac{1}{8}$	2 $\frac{3}{4}$	MR41	2	BH/3/1	12/C3	
80 Redwing ... ..	350cc	1935/36	R	BR	7	6 $\frac{1}{2}$	$\frac{3}{32}$	$\frac{1}{16}$	3 $\frac{1}{4}$	MR41	2	BH/30/1	14/C3	BBH/30/1
<b>PARILLA</b>														
Greyhound Scooter ... ..	153cc	1957/58	F		mm 126	mm 110	mm 23	mm 4	mm 59	MS7	2	PZ/1/1	16/C43	BPZ/1/1
			R		mm 126	mm 110	mm 23	mm 4	mm 59	MS7	2	PZ/1/1	16/C43	BPZ/1/1

\*BL: Blumfield BR: British Hub E: Enfield FS: Fichtel & Sachs G: Girling  
H: Harwill O: Own P: Phillips PN: Pranafa-Naben

2 Clutch Facings and Inserts  
4 Brake Blocks and Pedal Cylinders

# FERODO BRAKE LININGS continued

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>PASHLEY</b>														
Pelican ... ..	600cc	1954/56	{ F R	G G	in. 8 8	in. 7 $\frac{1}{16}$ 7 $\frac{1}{16}$	in. 1 $\frac{1}{4}$ 1 $\frac{1}{4}$	in. $\frac{3}{16}$ $\frac{3}{16}$	in. 3 $\frac{3}{16}$ 3 $\frac{3}{16}$	MR19 MR19	2 4	GG/93/1 GG/93/1	20/B63 40/B63	BGG/93/1
<b>PEUGEOT</b>														
S157 Scooter ... ..	150cc	1957/58	{ F R		mm 150 150	mm 135 135	mm 30 30	mm 4 4	mm 71 71	MS7 MS7	2 2	PU/38/1 PU/38/1	16/C2 16/C2	BPU/38/1 BPU/38/1
<b>PHILLIPS</b>														
Gadabout Moped ... ..	49cc	1955	{ F R	O O	in. 4 4	in. 3 $\frac{1}{2}$ 3 $\frac{1}{2}$	in. $\frac{9}{16}$ $\frac{9}{16}$	in. $\frac{1}{8}$ $\frac{1}{8}$	in. 1 $\frac{7}{8}$ 1 $\frac{7}{8}$	MR41 MR41	2 2		12/C39 12/C39	AUT.10 AUT.10
Gadabout Moped ... ..	49cc	1956/58	{ F R	O O	4 4	3 $\frac{3}{4}$ 3 $\frac{3}{4}$	3 $\frac{3}{4}$ 3 $\frac{3}{4}$	$\frac{1}{8}$ $\frac{1}{8}$	1 $\frac{7}{8}$ 1 $\frac{7}{8}$	MR41 MR41	2 2	PL/1/1 PL/1/1	12/C43 12/C43	BPL/1/1 BPL/1/1
<b>PHOENIX</b>														
150 Scooter ... ..	147cc	1957/58	{ F R	H H	5 5	5 $\frac{3}{8}$ 5 $\frac{3}{8}$	3 $\frac{3}{4}$ 3 $\frac{3}{4}$	$\frac{9}{64}$ $\frac{9}{64}$	2 $\frac{23}{64}$ 2 $\frac{23}{64}$	MS3 MS3	2 2	HR/13/1 HR/13/1	16/C3 16/C3	BHR/13/1 BHR/13/1
<b>PIATTI</b>														
Scooter ... ..	125cc	1957/58	{ F R		mm 119	{ 125 94	{ 15 15	{ 4 4	{ 55.5 55.5	MS3 MS3	1 1	PT/2/1 PT/1/1	} 12/C2	BPT/21/1
					119	{ 125 94	{ 15 15	{ 4 4	{ 55.5 55.5	MS3 MS3	1 1	PT/2/1 PT/1/1		BPT/21/1
<b>POWERDRIVE</b>														
	322cc	1955/56	{ F R	G G	in. 8 8	in. 7 $\frac{1}{16}$ 7 $\frac{1}{16}$	in. 1 $\frac{1}{4}$ 1 $\frac{1}{4}$	in. $\frac{3}{16}$ $\frac{3}{16}$	in. 3 $\frac{1}{16}$ 3 $\frac{1}{16}$	MR19 MR19	4 2	GG/93/1 GG/93/1	40/B63 20/B63	BGG/93/1
<b>PROGRESS</b>														
Anglian Scooter ... ..	147cc	1957/58	{ F R		mm 150	mm 157	mm 30	mm 4	mm 71	MS7	2	FS/3/1	14/C3	BFS/3/1
Continental Scooter ... ..	191cc													
Major Scooter ... ..	191cc													
Britannia Scooter ... ..	197cc													
Briton ... ..	197cc													
<b>PUCH</b>														
MS 50L Moped... ..	49cc	1957	{ F R		88 88	86 86	20 20	3.7 3.7	41 41	MS7 MS7	2 2	PC/5/1 PC/5/1	12/C43 12/C43	BPC/5/1 BPC/5/1
RL125 Scooter ... ..	121cc	1952/58	{ F R		126 126	131 131	25 25	4 4	59 59	MS7 MS7	2 2	PC/2/1 PC/2/1	14/C2 14/C2	BPC/2/1 BPC/2/1
VSK60L Scooter ... ..	49cc	1957/58	{ F R		100 100	100 100	25 25	3 3	47 47	MS7 MS7	2 2	PC/6/1 PC/6/1	Bonded Bonded	
175 SVS... ..	174cc	1953/58	{ F R		160 160	144 144	35 35	4 4	76 76	MS3 MS3	2 2	PC/3/1 PC/3/1	16/C3 16/C3	BPC/3/1 BPC/3/1
250SGS ... ..	249cc	1953/58	{ F R		180 180	159 159	40 40	4 4	86 86	MS3 MS3	2 2	PC/4/1 PC/4/1	16/C3 16/C3	BPC/4/1 BPC/4/1
125TS ... ..	125cc	1950/53	{ F R		160	168	20	4	76	DM1	2	PC/1/1	14/C3	BPC/1/1
125TT ... ..														
125SL ... ..														
125TL ... ..														
<b>RALEIGH</b>														
Safety Seven ... ..	}	1934/36	{ F R	O O	in. 7 $\frac{3}{8}$	in. 7 $\frac{1}{2}$	in. 1	in. $\frac{3}{16}$	in. 3 $\frac{1}{2}$	MR41	2	RA/8/1	14/C3	}
(Three Wheeler) ... ..					10	9 $\frac{1}{32}$	1 $\frac{1}{4}$	$\frac{3}{16}$	4 $\frac{1}{16}$	MR41	4	RA/7/1	40/C10	
<b>RAYNAL</b> ... ..	98cc	1938/47	{ F R		3 $\frac{1}{2}$ 4 $\frac{1}{4}$	4 $\frac{1}{4}$ 4 $\frac{3}{4}$	$\frac{3}{8}$ $\frac{3}{8}$	$\frac{1}{8}$ $\frac{1}{8}$	1 $\frac{3}{8}$ 2	MR41 MR41	2 2		16/C39 16/C39	AUT.2 AUT.1

\*BL: Blumfield    BR: British Hub    E: Enfield    FS: Fichtel & Sachs    G: Girling  
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F E R O D O B R A K E L I N I N G S *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thick-ness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>RELIANT</b>														
Regal (Three Wheeler) ...	747cc	1953/58	F	G	in. 7	in. 6 $\frac{23}{32}$	in. 1 $\frac{1}{4}$	in. $\frac{3}{16}$	in. 3 $\frac{11}{32}$	MR19	2	GG/86/1	20/B20	BGG/86/1
			R	G	7	6 $\frac{33}{32}$	1 $\frac{1}{4}$	$\frac{3}{16}$	3 $\frac{11}{32}$	MR19	4	GG/86/1	40/B20	
<b>ROYAL ENFIELD</b>														
Ensign I, II and III ...	148cc	1956/59	F	O	5	4 $\frac{5}{8}$	1	.176	2 $\frac{5}{16}$	MR41	2	EN/33/1	12/C1	BEN/33/1
Clipper 250 ...	248cc	1956/57	R	O	5	4 $\frac{5}{8}$	1	.176	2 $\frac{5}{16}$	MR41	2	EN/33/1	12/C1	BEN/33/1
Clipper 350 ...	346cc		F	O	6	5 $\frac{3}{4}$	1		$\frac{5}{32}$	MS3	2	JA/15/2	14/C2	BJA/15/2
Crusader ...	248cc	1958/59	R	O	6	5 $\frac{3}{4}$	1		$\frac{5}{32}$	MS3	2	JA/15/2	14/C2	BJA/15/2
Crusader Airflow ...	248cc		F	O	6	5 $\frac{3}{4}$	1		$\frac{5}{32}$	MS3	4	JA/15/2	28/C2	BJA/15/2
Bullet 350 ...	346cc	1957/59	R	O	6	5 $\frac{3}{4}$	1		$\frac{5}{32}$	MS3	2	JA/15/2	14/C3	BJA/15/2
Bullet 500 ...	499cc	1956/58	F	O	6	5 $\frac{3}{4}$	1		$\frac{5}{32}$	MS3	4	JA/15/2	28/C2	BJA/15/2
Twin 500 ...	496cc		R	O	6	5 $\frac{3}{4}$	1		$\frac{5}{32}$	MS3	2	JA/15/2	14/C3	BJA/15/2
Super Meteor ...	692cc	1956	F	O	7	6 $\frac{47}{64}$	1		$\frac{5}{32}$	MS3	2	EN/32/1	14/C2	EN/32/1
Bullet 350 ...	346cc		R	O	7	6 $\frac{47}{64}$	1		$\frac{5}{32}$	MS3	2	EN/32/1	14/C2	BEN/32/1
Ensign ...	148cc	1955	F	O	5	4 $\frac{5}{8}$	1		$\frac{3}{16}$	MR41	2	EN/31/1	12/C3	BEN/31/1
Bullet 350 ...	346cc	1955	R	O	5	4 $\frac{5}{8}$	1		$\frac{3}{16}$	MR41	2	EN/31/1	12/C3	BEN/31/1
Meteor 700 ...	692cc		F	O	6	5 $\frac{3}{4}$	1		$\frac{15}{64}$	MR41	4	EN/29/1	24/C3	BEN/29/1
Bullet 500 ...	499cc	1953/55	F	O	7	6 $\frac{11}{16}$	1		$\frac{15}{64}$	MR41	2	EN/30/1	12/C3	BEN/30/1
Twin 500 ...	496cc		R	O	7	6 $\frac{11}{16}$	1		$\frac{15}{64}$	MR41	2	EN/30/1	12/C3	BEN/30/1
Ensign Two Stroke ...	148cc	1953/54	F	O	5	4 $\frac{5}{8}$	1		$\frac{3}{16}$	MR41	2	EN/24/1	12/C60	BEN/24/1
RE Two Stroke ...	125cc	1951/53	R	O	5	4 $\frac{5}{8}$	1		$\frac{3}{16}$	MR41	2	EN/24/1	12/C60	BEN/24/1
RE Two Stroke ...	125cc	1930/50	F	O	4	3 $\frac{3}{4}$	$\frac{31}{64}$		$\frac{13}{16}$	MR41	2	EN/20/1	8/C39	BEN/20/1
			R	O	5	4 $\frac{5}{8}$	$\frac{31}{64}$		$\frac{13}{16}$	MR41	2	EN/24/1	12/C60	BEN/24/1
Clipper ...	248cc	1948	F	O	5	4 $\frac{5}{8}$	1		$\frac{3}{16}$	MR41	2	EN/24/1	12/C60	BEN/24/1
S OHV ...	248cc		R	O	5	4 $\frac{5}{8}$	1		$\frac{3}{16}$	MR41	2	EN/24/1	12/C60	BEN/24/1
Twin 500 ...	496cc	1949/54	F	O	5	4 $\frac{5}{8}$	1		$\frac{3}{16}$	MR41	2	EN/24/1	12/C60	BEN/24/1
Bullet 350 ...	346cc	1947/54	R	O	5	4 $\frac{5}{8}$	1		$\frac{3}{16}$	MR41	2	EN/24/1	12/C60	BEN/24/1
Bullet Trials ...	346cc	1954	F	O	6	5 $\frac{3}{4}$	1		$\frac{15}{64}$	MR41	2	EN/29/1	12/C3	BEN/29/1
	496cc		R	O	6	5 $\frac{3}{4}$	1		$\frac{15}{64}$	MR41	2	EN/29/1	12/C3	BEN/29/1
G OHV ...	346cc	1946/54	F	O	6	5 $\frac{3}{4}$	1		$\frac{15}{64}$	MR41	2	EN/29/1	12/C3	BEN/29/1
SV ...	346cc	1949/51	R	O	6	5 $\frac{3}{4}$	1		$\frac{15}{64}$	MR41	2	EN/29/1	12/C3	BEN/29/1
Bullet 500 ...	499cc	1953/54	F	O	6	5 $\frac{3}{4}$	1		$\frac{15}{64}$	MR41	2	EN/29/1	12/C3	BEN/29/1
JJ2 OHV ...	499cc	1946/54	R	O	6	5 $\frac{3}{4}$	1		$\frac{15}{64}$	MR41	2	EN/29/1	12/C3	BEN/29/1
WD OHV ...	346cc	1939/45	F	O	7	6 $\frac{11}{16}$	1		$\frac{7}{32}$	MR41	2	EN/25/1	12/C3	BEN/25/1
G Bullet ...	346cc	1939/40	R	O	7	6 $\frac{11}{16}$	1		$\frac{7}{32}$	MR41	2	EN/25/1	12/C3	BEN/25/1
J2 Bullet ...	498cc		F	O	7	6 $\frac{11}{16}$	1		$\frac{7}{32}$	MR41	2	EN/25/1	12/C3	BEN/25/1
J OHV ...	496cc	1940	F	O	6 $\frac{1}{2}$	6	1		3	MR41	2	EN/16/1	12/C3	BEN/25/1
Trials Model OHV ...	496cc	1939	R	O	7	6 $\frac{11}{16}$	1		$\frac{7}{32}$	MR41	2	EN/25/1	12/C3	BEN/25/1
K Twin ...	976cc	1934/36	F	O	7	6 $\frac{11}{16}$	1		$\frac{7}{32}$	MR41	2	EN/25/1	12/C3	BEN/25/1
			R	O	8	6 $\frac{11}{16}$	1		$\frac{7}{32}$	MZ41	2	EN/8/1	12/C3	
DSV and SF OHV ...	250cc	1940	F	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/17/1	12/C3	
CO OHV ...	350cc	1939/40	R	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/17/1	12/C3	
C SV De Luxe ...	350cc	1939	F	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/17/1	12/C3	
L SV ...	570cc	1939/40	F	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/17/1	12/C3	
H SV ...	570cc	1938/39	R	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/17/1	12/C3	
J OHV ...	500cc		F	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/17/1	12/C3	
G OHV ...	350cc	1938	F	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/16/1	12/C3	
	250cc		R	O	8	6 $\frac{5}{8}$	1	$\frac{1}{4}$	$\frac{3}{16}$	MZ41	2	EN/8/1	12/C3	
All Bullet and Competition models	350cc and 500cc	1938	F	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/16/1	12/C3	
K and KX Twin SV ...	1140cc	1937	R	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/16/1	12/C3	
J, J2, JF Bullet	500cc		F	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/16/1	12/C3	
Competition ...	350cc	1935/37	F	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/16/1	12/C3	
	500cc		R	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/16/1	12/C3	
G OHV ...	350cc	1936/37	F	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/16/1	12/C3	
G2 OHV ...	350cc		R	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/16/1	12/C3	
H SV ...	500cc	1934/37	F	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/16/1	12/C3	
L SV ...	570cc	1934/37	R	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/16/1	12/C3	
All models ...	500cc	1932/36	F	O	6 $\frac{1}{2}$	6	$\frac{3}{32}$		3	MR41	2	EN/16/1	12/C3	

\*BL: Blumfield BR: British Hub E: Enfield FS: Fichtel & Sachs G: Girling  
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2 Clutch Facings and Inserts  
 4 Brake Blocks for Pedal Cycles

F E R O D O B R A K E L I N I N G S *continued*

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>ROYAL ENFIELD</b> — <i>continued</i>														
K and KX Twin Cyl.	1140cc	1937/39	F	O	in. 8	in. $6\frac{5}{8}$	in. 1	in. $\frac{3}{16}$	in. $3\frac{13}{16}$	MZ41	2	EN/8/1	12/C3	
			R	O	8	$6\frac{5}{8}$	1	$\frac{3}{16}$	$3\frac{13}{16}$	MZ41	2	EN/8/1	12/C3	
C SV ... ..	350cc	1936/37	F	O	5	$4\frac{5}{8}$	$\frac{3}{4}$	$\frac{3}{16}$	$2\frac{5}{16}$	MR41	2	EN/18/1	12/C3	
All models except Bullet ... ..	250cc	1936/39	F	O	$6\frac{1}{2}$	6	$\frac{3}{4}$	$\frac{3}{16}$	3	MR41	2	EN/17/1	12/C3	
T OHV ... ..	150cc		F	O	$6\frac{1}{2}$	6	$\frac{3}{4}$	$\frac{3}{16}$	3	MR41	2	EN/17/1	12/C3	
A Two Stroke ... ..	225cc	1934/35	F	O	5	$4\frac{5}{8}$	$\frac{3}{4}$	$\frac{3}{16}$	$2\frac{5}{16}$	MR41	2	EN/18/1	12/C3	
T OHV ... ..	150cc		R	O	5	$4\frac{5}{8}$	$\frac{3}{4}$	$\frac{3}{16}$	$2\frac{5}{16}$	MR41	2	EN/18/1	12/C3	
All models ... ..	250cc	1935	R	O	5	$4\frac{5}{8}$	$\frac{3}{4}$	$\frac{3}{16}$	$2\frac{5}{16}$	MR41	2	EN/18/1	12/C3	
<b>RUDGE</b>														
All models ... ..	500cc	1937/39	F	O	8	$7\frac{15}{32}$	$1\frac{3}{8}$	$\frac{3}{16}$	$3\frac{13}{16}$	MR41	2	RU/4/1	16/C10	
			R	O	$7\frac{1}{2}$	$7\frac{3}{8}$	$1\frac{3}{8}$	$\frac{3}{16}$	$3\frac{7}{16}$	MR41	2	RU/5/1	16/C10	
All models ... ..	500cc	1934/36	F	O	8	$7\frac{15}{32}$	$1\frac{3}{8}$	$\frac{3}{16}$	$3\frac{13}{16}$	MR41	2	RU/4/1	16/C10	
			R	O	8	$7\frac{15}{32}$	$1\frac{3}{8}$	$\frac{3}{16}$	$3\frac{7}{16}$	MR41	2	RU/4/1	16/C10	
All models ... ..	250cc	1934/39	F	O	$6\frac{3}{4}$	$6\frac{1}{2}$	1	$\frac{3}{16}$	$3\frac{3}{16}$	MR41	2	RU/3/1	16/C10	
			R	O	$6\frac{3}{4}$	$6\frac{1}{2}$	1	$\frac{3}{16}$	$3\frac{3}{16}$	MR41	2	RU/3/1	16/C10	
<b>RUMI</b>														
Little Ant Scooter ... ..	125cc	1957/59	F		mm 136	mm 120	mm 30	mm 4	mm 64	MS7	2	RK/1/1	12/C6	BRK/1/1
Squirrel Scooter ... ..	125cc		R		136	120	30	4	64	MS7	2	RK/1/1	12/C6	BRK/1/1
<b>SCOTT</b>														
Autocycle ... ..			F	BR	in. $3\frac{3}{8}$	in. $3\frac{3}{8}$	in. $1\frac{1}{8}$	in. $\frac{1}{8}$	in. $1\frac{1}{16}$	MR41	2	BH/38/1	16/C39	BBH/38/1
Cyc-Auto ... ..			R		$3\frac{1}{2}$	$4\frac{1}{2}$	$\frac{3}{4}$	$\frac{1}{8}$	$1\frac{5}{8}$	MR41	2		16/C39	AUT.2
Red Squirrel ... ..	596cc	1957/58	F	O	7	8	$1\frac{1}{8}$	$\frac{3}{16}$	$3\frac{5}{16}$	MS3	4	SO/3/1	20/	
			R	O	8	$8\frac{3}{4}$	$1\frac{3}{8}$	$\frac{3}{16}$	$3\frac{13}{16}$	MS3	2	SO/4/1	20/	
Squirrel ... ..	596cc	1951/54	F	E	8	$8\frac{1}{2}$	1	$\frac{3}{16}$	$3\frac{13}{16}$	MZ41	4	EN/5/3	32/C3	BEN/5/3
			R	E	8	$8\frac{1}{2}$	1	$\frac{3}{16}$	$3\frac{13}{16}$	MZ41	2	EN/5/3	16/C3	(2 Boxes)
Squirrel ... ..	500cc and 596cc	1946/50	F	O	6	$5\frac{7}{8}$	$\frac{7}{8}$	$\frac{3}{16}$	$2\frac{13}{16}$	MZ41	4	EN/21/1	24/C3	
			R	O	8	$8\frac{7}{64}$	1	$\frac{3}{16}$	$3\frac{13}{16}$	MZ41	2	EN/22/1	16/C3	
All models ... ..	500cc and 600cc	1935/39	F	E	7	$6\frac{33}{32}$	1	$\frac{1}{4}$	$3\frac{1}{4}$	MR41	2	EN/15/1	12/C3	
			R	E	8	$6\frac{5}{8}$	1	$\frac{3}{16}$	$3\frac{13}{16}$	MZ41	2	EN/8/1	12/C3	
<b>SITTA</b>														
Credette Moped ... ..		1956/57	F		mm 100	mm 110	mm 15	mm 4	mm 46	MS7	2	VC/1/1	14/C43	BVC/1/1
			R		90	105	18	4	41	MS7	2	KR/3/1	12/C43	BKR/3/1
<b>S.O.S.</b>														
All models ... ..	175cc	1934/39	F	H	in. 5	in. $5\frac{3}{8}$	in. $\frac{3}{4}$	in. $\frac{1}{8}$	in. $2\frac{3}{8}$	MR41	2	HR/1/1	12/C3	BHR/1/1
			R	H	6	6	1	$\frac{5}{32}$	$2\frac{27}{32}$	MR41	2	HR/5/1	16/C3	BHR/5/1
All models ... ..	250cc and 350cc	1934/39	F	H	6	6	1	$\frac{5}{32}$	$2\frac{27}{32}$	MR41	2	HR/5/1	16/C3	BHR/5/1
			R	H	6	6	1	$\frac{5}{32}$	$2\frac{27}{32}$	MR41	2	HR/5/1	16/C3	BHR/5/1
<b>STEVENS</b>														
All models ... ..	250cc and 350cc	1935/37	F	H	6	6	1	$\frac{5}{32}$	$2\frac{27}{32}$	MR41	2	HR/5/1	16/C3	BHR/5/1
			R	H	7	$7\frac{1}{2}$	1	$\frac{5}{32}$	$3\frac{1}{32}$	MR41	2	HR/4/1	16/C3	BHR/4/1
All models ... ..	500cc	1935	F	H	7	$7\frac{1}{2}$	1	$\frac{5}{32}$	$3\frac{11}{32}$	MR41	2	HR/4/1	16/C3	BHR/4/1
			R	H	7	$7\frac{1}{2}$	1	$\frac{5}{32}$	$3\frac{3}{32}$	MR41	2	HR/4/1	16/C3	BHR/4/1
<b>SUN</b>														
Autocycle ... ..	98cc	1949/56	F	BR	$3\frac{5}{8}$	$3\frac{3}{4}$	$1\frac{3}{8}$	$\frac{1}{8}$	$1\frac{11}{16}$	MR41	2	BH/38/1	16/C39	BBH/38/1
Hornet ... ..	98cc		R		$3\frac{3}{4}$	$4\frac{1}{4}$	$\frac{3}{4}$	$\frac{1}{8}$	$1\frac{3}{8}$	MR41	2		16/C39	AUT.6
Hornet ... ..	98cc	1957/58	F	BR	4	$4\frac{1}{4}$	$\frac{3}{4}$	$\frac{1}{8}$	$1\frac{3}{4}$	MR41	2	BH/29/1	12/C3	BBH/29/1
			R	BR	4	$4\frac{1}{4}$	$\frac{3}{4}$	$\frac{1}{8}$	$1\frac{3}{4}$	MR41	2	BH/29/1	12/C3	BBH/29/1

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# FERODO BRAKE LININGS continued

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thick-ness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.	
<b>SUN — continued</b>															
Wasp ... ..	197cc	1956/59 1956/57 1953/55 1955	F	BR	in. 5	in. 5	in. $\frac{7}{8}$	in. $\frac{1}{8}$	in. $2\frac{1}{4}$	{DM1 or MR41}	2	BH/47/1	12/C2	BBH/47/1	
Challenger ... ..	197cc														
Challenger ... ..	150cc										{DM1 or MR41}	2	BH/47/1	12/C2	BBH/47/1
Trials ... ..	200cc			R	BR	5	5	$\frac{7}{8}$	$\frac{1}{8}$	$2\frac{1}{4}$					
Cyclone ... ..	225cc	1956/57	F	BR	5	5	$\frac{7}{8}$	$\frac{1}{8}$	$2\frac{1}{4}$	{DM1 or MR41}	2	BH/47/1	12/C2	BBH/47/1	
Overlander Twin ... ..	249cc	1957/59	R	BR	6	$6\frac{1}{8}$	1	$\frac{5}{32}$	$2\frac{3}{4}$	MR41	2	BH/36/1	14/C3	BBH/36/1	
<b>SUNBEAM</b>															
S7 Twin ... ..	487cc	1946/58	F	O	8	$6\frac{5}{16}$	$\frac{7}{8}$	$\frac{3}{16}$	$3\frac{1}{16}$	MZ41	2	BS/10/1	14/C2	BBS/10/1	
				R	O	8	$6\frac{1}{16}$	$\frac{7}{8}$	$\frac{3}{16}$	$3\frac{1}{16}$	MZ41	2	BS/10/1	14/C2	BBS/10/1
S8 Twin ... ..	487cc	1949/58	F	O	7	$7\frac{9}{32}$	$1\frac{1}{8}$	$\frac{5}{32}$	$3\frac{1}{16}$	{MS3 or MZ41}	2	BS/9/1	14/C9	BBS/9/1	
				R	O	8	$6\frac{5}{16}$	$\frac{7}{8}$	$\frac{3}{16}$	$3\frac{1}{16}$	MZ41	2	BS/10/1	14/C2	BBS/10/1
B29, B30 SV ... ..	500cc	1939/40	F	O	7	$6\frac{3}{8}$	$\frac{7}{8}$	$\frac{3}{16}$	$3\frac{5}{16}$	MZ41	2	AG/9/1	12/C3		
C30, C39 ... ..	600cc														
B23, B23S, B23T ... ..	250cc	1939/40	R	O	$7\frac{3}{8}$	$8\frac{5}{16}$	$\frac{1}{8}$	$\frac{3}{16}$	$3\frac{1}{2}$	MZ41	2	AG/8/1	18/C10		
C23, C23S, C23T ... ..	250cc														
B24, B24S, B24T ... ..	350cc	1939/40	F	O	8	$7\frac{7}{8}$	$1\frac{5}{8}$	$\frac{3}{16}$	$3\frac{1}{16}$	MZ41	2	SB/12/1	16/C10		
C24, C24S, C24T ... ..	350cc														
B25, B25S, B25T ... ..	500cc	1939/40	R	O	$7\frac{3}{8}$	$8\frac{5}{16}$	$1\frac{1}{8}$	$\frac{3}{16}$	$3\frac{1}{2}$	MZ41	2	AG/8/1	18/C10		
C25, C25S, C25T ... ..	500cc														
B28, C28 OHV ... ..	600cc	1937/38	F	O	6	6	1	$\frac{1}{4}$	$2\frac{3}{4}$	MZ41	2	SB/8/1	12/C10		
	250cc														
All models OHV ... ..	350cc and 500cc		R	O	6	6	1	$\frac{1}{4}$	$2\frac{3}{4}$	MZ41	2	SB/8/1	12/C10		
Light 500 Ser. II SV and OHV ... ..	500cc	1936/38	F	O	8	$8\frac{3}{8}$	$1\frac{1}{4}$	$\frac{1}{4}$	$3\frac{3}{4}$	MZ41	2	SB/11/1	16/C10		
Standard models ... ..	500cc														
SV and OHV models ... ..	600cc	1937/38	R	O	8	$8\frac{3}{8}$	$1\frac{1}{4}$	$\frac{1}{4}$	$3\frac{3}{4}$	MZ41	2	SB/11/1	16/C10		
95 ... ..	500cc	1934/35													
All models ... ..	600cc	1936													
Lion ... ..	500cc	1932/35	F	O	$7\frac{1}{8}$	$7\frac{17}{32}$	$\frac{3}{4}$	$\frac{1}{4}$	$3\frac{5}{16}$	MZ41	2	SB/10/1	14/C10		
Lion ... ..	600cc			R	O	$7\frac{1}{8}$	$7\frac{1}{2}$	$\frac{3}{4}$	$\frac{1}{4}$	$3\frac{5}{16}$	MZ41	2	SB/9/1	14/C10	
9 and 90 ... ..	500cc														
OHV ... ..	250cc	1935/36	F	BR	6	$6\frac{1}{8}$	1	$\frac{1}{8}$	$2\frac{3}{4}$	MZ41	2	BH/32/1	12/C3		
8 OHV ... ..	350cc			R	BR	6	$6\frac{1}{8}$	1	$\frac{1}{8}$	$2\frac{3}{4}$	MZ41	2	BH/32/1	12/C3	
8 ... ..	350cc	1934/35	F	O	7	6	$\frac{3}{4}$	$\frac{3}{16}$	$2\frac{1}{4}$	MZ41	2	SB/5/1	12/C10		
			R	O	$7\frac{1}{8}$	$7\frac{1}{2}$	1	$\frac{1}{4}$	$3\frac{5}{16}$	MZ41	2	SB/9/1	14/C10		
<b>SWALLOW GADABOUT</b>															
Major ... ..	197cc	1951	F	BR	5	$5\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	$2\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1	
				R	BR	5	$5\frac{1}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	$2\frac{1}{4}$	MR41	2	BH/37/1	16/C3	BBH/37/1
<b>TANDON</b>															
Imp ... ..	125cc	1953/54	F		5	$4\frac{3}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	$2\frac{1}{32}$	{MS3 or MR41}	2	JA/13/1	14/C3	BJA/13/1	
Imp Supreme ... ..	197cc														
Superglid ... ..	125cc														
Superglid Supreme ... ..	197cc														
Kangaroo ... ..	197cc														
Monarch ... ..	224cc														
Twin Supreme ... ..	242cc														
Milemaster Mk. I, II ... ..	122cc	1949/	F	H	4	4	$\frac{3}{4}$	$\frac{1}{8}$	$1\frac{3}{4}$	MR41	2	HR/6/1	12/C3	BHR/6/1	
			R	H	4	4	$\frac{3}{4}$	$\frac{1}{8}$	$1\frac{3}{4}$	MR41	2	HR/6/1	12/C3	BHR/6/1	
<b>TERROT</b>															
Scoter ... ..	125cc	1956	F		mm 130	mm 145	mm 20	mm 4	mm 61	MR41	2	TE/1/1	20/C2	BTE/1/1	
				R		mm 130	mm 145	mm 20	mm 4	mm 61	MR41	2	TE/1/1	20/C2	BTE/1/1

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2 Clutch Facings  
 and Inserts  
 4 Brake Blocks  
 for Pedal Cycle



# FERODO BRAKE LININGS continued

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>TIPPEN</b>					in.	in.	in.	in.	in.					
Three wheeler... ..	147cc		R	G	6	5 $\frac{1}{4}$	1 $\frac{1}{4}$	$\frac{5}{32}$	2 $\frac{7}{32}$	MR41	4	GG/55/1	32/C3	
<b>TORPEDO</b>					mm	mm	mm	mm	mm					
48 Moped ... ..		1956/57	F R	FS FS	90 90	94 94	20 20	3-8 3-8	41 41	MS7 MS7	2 2	FS/1/1 FS/1/1	12/C3 12/C3	BFS/1/1 BFS/1/1
<b>TRIUMPH</b>					in.	in.	in.	in.	in.					
Terrier ... ..	149cc	1953/56	F	O	5 $\frac{1}{2}$	4 $\frac{15}{16}$	1	$\frac{5}{32}$	2 $\frac{9}{16}$	AM2	2	TR/26/1	12/C2	BTR/26/1
Tiger Cub ... ..	199cc	1954/58	R	O	5 $\frac{1}{2}$	4 $\frac{15}{16}$	1	$\frac{5}{32}$	2 $\frac{9}{16}$	AM2	2	TR/26/1	12/C2	BTR/26/1
Twenty-One ... ..	348cc	1957/58												
Speed Twin ... ..	498cc	1946/58												
Trophy 500 ... ..	498cc	1953/58												
Thunderbird ... ..	649cc	1949/58												
(Rigid Frame)														
3T De Luxe ... ..	350cc	1946/50												
Tiger 100 ... ..	498cc	1946/52												
Tiger 85 ... ..	348cc	1946/48	F R	O O	7 7	7 $\frac{3}{32}$ 7 $\frac{3}{32}$	1 $\frac{1}{8}$ 1 $\frac{1}{8}$	$\frac{3}{16}$ $\frac{3}{16}$	3 $\frac{19}{64}$ 3 $\frac{19}{64}$	AM2 AM2	2 2	TR/19/1 TR/19/1	16/C9 16/C9	BTR/19/1 BTR/19/1
All models ... ..	and 600cc	1937/40												
All 250 except Light 250 ... ..	250cc	1934/36												
All models ... ..	348cc	1934/36												
5/2B and BS OHV ... ..	498cc	1934/36												
5/1 SV ... ..	550cc	1934/36												
Tiger 100 ... ..	498cc	1953/58	F	O	8	8 $\frac{1}{2}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{51}{64}$	AM2	2	TR/24/1	16/C9	BTR/24/1
Tiger 110 ... ..	649cc	1953/58	R	O	7	7 $\frac{3}{32}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{19}{64}$	AM2	2	TR/19/1	16/C9	BTR/19/1
Trophy 650 ... ..	649cc	1956/58												
Speed Twin ... ..	If fitted													
Thunderbird ... ..	with spring		F	O	7	7 $\frac{3}{32}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{19}{64}$	AM2	2	TR/19/1	16/C9	BTR/19/1
Trophy ... ..	wheel		R	O	8	8 $\frac{1}{2}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{19}{64}$	AM2	2	TR/24/1	16/C9	BTR/24/1
Some Twin cyl. models		1948/49												
Grand Prix ... ..	498cc	1949/51	F R	O O	7 8	7 $\frac{3}{32}$ 9	1 $\frac{1}{8}$ 1 $\frac{3}{8}$	$\frac{3}{16}$ $\frac{3}{16}$	3 $\frac{19}{64}$ 3 $\frac{19}{64}$	AM2 DM1	2 2	TR/19/1 TR/25/1	16/C9 20/C9	BTR/19/1 BTR/25/1
3SW ... ..	348cc													
5SW ... ..	498cc													
5S SV ... ..	498cc	1939/40	F	O	7	7 $\frac{3}{32}$	1	$\frac{3}{16}$	3 $\frac{19}{64}$	MZ41	2	TR/23/1	16/C9	BTR/19/1
All models ... ..	250cc and 350cc	1937/40	R	O	7	7 $\frac{3}{32}$	1 $\frac{1}{8}$	$\frac{3}{16}$	3 $\frac{19}{64}$	AM2	2	TR/19/1	16/C9	BTR/19/1
Tiger ... ..	498cc	1936												
6/1 OHV Twin... ..	650cc	1934/36	F	O	8	8 $\frac{7}{8}$	1	$\frac{3}{16}$	3 $\frac{51}{64}$	MR41	2	TR/20/1	16/C9	
5/5 Mk. 5 and Spc. OHV	498cc	1934/36	R	O	8	8 $\frac{7}{8}$	1	$\frac{3}{16}$	3 $\frac{51}{64}$	MR41	2	TR/20/1	16/C9	
5/4 OHV De Luxe ... ..	498cc	1934/35												
5/3 SV De Luxe ... ..	550cc	1934/35												
L2/1 Light 250 ... ..	248cc	1935/36	F R	BR BR	6 6	6 $\frac{1}{4}$ 6 $\frac{1}{4}$	1 1	$\frac{3}{16}$ $\frac{3}{16}$	2 $\frac{51}{64}$ 2 $\frac{51}{64}$	MR41 MR41	2 2	BH/22/2 BH/22/2	16/C9 16/C9	
<b>T.W.N.</b>					mm	mm	mm	mm	mm					
Fips Moped ... ..	50cc	1955/57	F R	FS FS	90 90	94 94	20 20	3-8 3-8	41 41	MS7 MS7	2 2	FS/1/1 FS/1/1	12/C3 12/C3	BFS/1/1 BFS/1/1
Tessy Luxus Scooter ... ..	125cc	1956/58	F		150	196	25	5	70	MS7	2	TW/1/1	14/C3	BTW/1/1
Tessy Super Scooter ... ..	143cc	1956/58	R		150	196	25	5	70	MS7	2	TW/1/1	14/C3	BTW/1/1
Contessa Scooter ... ..	197cc	1955/58	F R		160 160	167 167	30 30	4 4	75 75	MS7 MS7	2 2	MA/17/1 MA/17/1	16/C2 16/C2	BMA/17/1 BMA/17/1
Cornet ... ..	197cc	1957/58	F R		126 126	121 121	25 25	4 4	59 59	MS7 MS7	2 2	PC/2/1 PC/2/1	14/C2 14/C2	BPC/2/1 BPC/2/1
<b>U.T.</b>														
Heidi Moped ... ..	50cc	1956/57	F R	FS FS	90 90	94 94	18 18	4 4	41 41	MS7 MS7	2 2	KR/2/1 KR/2/1	12/C43 12/C43	BKR/2/1 BKR/2/1
Elfi Moped ... ..	50cc	1956/57	F R	FS FS	90 90	94 94	20 20	3-8 3-8	41 41	MS7 MS7	2 2	FS/1/1 FS/1/1	12/C3 12/C3	BFS/1/1 BFS/1/1

\*BL: Blumfield    BR: British Hub    E: Enfield    FS: Fichtel & Sachs    G: Girling  
H: Harwill    O: Own    P: Phillips    PN: Pranafa-Naben

# FERODO BRAKE LININGS continued

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thickness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>VELOCETTE</b>														
LE Twin ...	192cc	1953/59	F	BL	in. 5	in. 4 $\frac{1}{2}$	in. 1	in. $\frac{3}{16}$	in. 2 $\frac{5}{16}$	MR41	2	VE/8/1	14/C3	BVE/8/1
Valiant ...	192cc	1957/59	R	BL	5	4 $\frac{1}{4}$	1	$\frac{3}{16}$	2 $\frac{5}{16}$	MR41	2	VE/8/1	14/C3	BVE/8/1
MSS ...	499cc	1953/59												
MAC (Spring Fork) ...	349cc	1935/47												
KSS ...	349cc	1932/47	F	BL	7	5 $\frac{1}{4}$	1	$\frac{3}{16}$	3 $\frac{5}{16}$	MR41	2	NW/10/1	12/C2	BNW/10/1
KTS ...	349cc	1953/59	R	BL	7	5 $\frac{1}{4}$	1	$\frac{3}{16}$	3 $\frac{5}{16}$	MR41	2	NW/10/1	12/C2	BNW/10/1
Scrambler ...	499cc	1955/59												
Scrambler ...	499cc	1956/59												
Endurance ...	499cc	1956/59												
Viper ...	349cc	1956/59	F	BL	7 $\frac{1}{2}$	7 $\frac{3}{16}$	1 $\frac{1}{2}$	$\frac{3}{16}$	3.54	DM8	2	VE/9/1	14/C3	BVE/9/1
Venom ...	499cc	1956/59	R	BL	7 $\frac{1}{2}$	5 $\frac{1}{4}$	1	$\frac{3}{16}$	3 $\frac{5}{16}$	MR41	2	NW/10/1	12/C2	BNW/10/1
LE Twin ...	192cc	1951/52	F	BL	5	4 $\frac{1}{8}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{11}{32}$	MR41	2	VE/7/1	10/C3	BVE/7/1
LE Twin ...	150cc	1949/50	R	BL	5	4 $\frac{1}{8}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{11}{32}$	MR41	2	VE/7/1	10/C3	BVE/7/1
MOV (Girder Fork) ...	250cc	1945/48	F	BL	6	4 $\frac{7}{8}$	$\frac{7}{8}$	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	VE/5/1	10/C2	BVE/5/1
MAC (Girder Fork) ...	349cc	1945/48	R	BL	6	4 $\frac{7}{8}$	$\frac{7}{8}$	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	VE/5/1	10/C2	BVE/5/1
MAC ...	349cc	1937/47	F	BL	6	4 $\frac{3}{8}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	VE/4/1	12/C3	BVE/4/1
MOV ...	250cc	1937/47	R	BL	6	4 $\frac{7}{8}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	VE/5/1	10/C2	BVE/5/1
MOV (Tele. Forks) ...	249cc	1949/50	F	BL	7	5 $\frac{1}{4}$	1	$\frac{1}{16}$	3 $\frac{1}{16}$	MR41	2	NW/10/1	12/C2	BNW/10/1
MAC (Tele. Forks) ...	349cc	1949/53	R	BL	6	4 $\frac{7}{8}$	$\frac{7}{8}$	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	VE/5/1	10/C2	BVE/5/1
GTP ...	250cc	1928/48	F	BL	6	4 $\frac{3}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	VE/4/1	12/C3	BVE/4/1
MAC ...	349cc	1934/36	R	BL	6	4 $\frac{3}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	VE/4/1	12/C3	BVE/4/1
MOV ...	250cc	1934/36	R	BL	6	4 $\frac{3}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	VE/4/1	12/C3	BVE/4/1
<b>VELOSOLEX</b>														
4S ...		1956/57	F	Caliper brake block							2	BB107A		
			R	Caliper brake block							2	BB107A		
<b>VERNON</b>														
Three wheeler...	197cc	1956/58	F	G	in. 7	in. 6 $\frac{3}{32}$	in. 1 $\frac{1}{4}$	in. $\frac{5}{32}$	in. 3 $\frac{11}{32}$	MS1	2	GG/86/1	20/B20	BGG/86/1
			R	G	7	6 $\frac{3}{32}$	1 $\frac{1}{4}$	$\frac{5}{32}$	3 $\frac{11}{32}$	MS1	4	GG/86/1	40/B20	BGG/86/1
<b>VICTORIA</b>														
Tory Moped ...	48cc	1957/58	F		mm 100	mm 110	mm 15	mm 4	mm 46	MS7	2	VC/1/1	14/C43	BVC/1/1
Vicky III Moped ...	48cc	1955/58	R		100	110	15	4	46	MS7	2	VC/1/1	14/C43	BVC/1/1
Nicky Scooter ...	48cc	1955/58												
Avanti Moped ...	48cc	1956/58	F		90	94	20	3.8	41	MS7	2	FS/1/1	12/C3	BFS/1/1
Vicky IV Moped ...	48cc	1956/58	R		90	94	20	3.8	41	MS7	2	FS/1/1	12/C3	BFS/1/1
Peggy Scooter ...	48cc	1953/58	F		180	189	30	4	86	MS7	2	BW/6/1	14/C6	BBW/6/1
			R		180	189	30	4	86	MS7	2	BW/6/1	14/C6	BBW/6/1
<b>VINCENT</b>														
Firefly Moped ...	49cc	1955/58	F	BR	in. 4	in. 4 $\frac{1}{4}$	in. $\frac{3}{4}$	in. $\frac{1}{8}$	in. 1 $\frac{3}{4}$	MR41	2	BH/29/1	12/C3	BBH/29/1
			R	BR	4	4 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{1}{8}$	1 $\frac{3}{4}$	MR41	2	BH/29/1	12/C3	BBH/29/1
Fox Four Stroke ...	98cc	1954	F		mm 126	mm 131	mm 20	mm 4	mm 59	MS7	2	VR/3/1	14/C3	BVR/3/1
Fox Two Stroke (NSU) ...	123cc	1954	R		126	131	20	4	59	MS7	2	VR/3/1	14/C3	BVR/3/1
Lux Two Stroke (NSU) ...	200cc	1954	F		160	168	25	4	76	MR41	2	FN/24/1	14/C3	BFN/24/1
			R		160	168	25	4	76	MR41	2	FN/24/1	14/C3	BFN/24/1
All models ...	500cc and 1000cc	1946/55	F	O	in. 7	in. 5 $\frac{1}{2}$	in. $\frac{7}{8}$	in. $\frac{5}{32}$	in. 3 $\frac{11}{32}$	MS5	4	VR/2/1	24/C3	BVR/2/1
			R	O	7	5 $\frac{1}{2}$	$\frac{7}{8}$	$\frac{5}{32}$	3 $\frac{11}{32}$	MS5	4	VR/2/1	24/C3	BVR/2/1
All models ...	500cc and 600cc	1936/39	F	O	7	6 $\frac{1}{4}$	$\frac{7}{8}$	$\frac{5}{32}$	3 $\frac{11}{32}$	MR41	4	VR/1/1	24/C3	BVR/1/1
			R	O	7	6 $\frac{1}{4}$	$\frac{7}{8}$	$\frac{5}{32}$	3 $\frac{11}{32}$	MR41	4	VR/1/1	24/C3	BVR/1/1
Watercooled model ...	250cc	1934/35	F	H	6	6	1	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	HR/5/1	16/C3	BHR/5/1
			R	H	6	6	1	$\frac{5}{32}$	2 $\frac{27}{32}$	MR41	2	HR/5/1	16/C3	BHR/5/1

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2 Clutch Facings and Inserts  
 4 Brake Blocks for Pedal Cycles

# FERODO BRAKE LININGS continued

Name and Model	Capacity	Year	Front or Rear	Make of Brake*	Diam. of Drum	Length	Width	Thick-ness	Inside Radius	Type of Ferodo Lining	No. per Set	Liner Ref. No.	Rivets per Set	Box Ref. No.
<b>WOLF</b>														
Vixen ... ..	148cc	1933/38	F R	BR BR	in.	in.	in.	in.	in.	MR41	2	BH/29/1	12/C3	BBH/29/1
Minor ... ..	147cc	1932/38			4	4 $\frac{1}{4}$	3 $\frac{3}{4}$	1 $\frac{1}{8}$	1 $\frac{3}{4}$	MR41	2	BH/29/1	12/C3	BBH/29/1
Cub ... ..	98cc	1932/36			4	4 $\frac{1}{4}$	3 $\frac{3}{4}$	1 $\frac{1}{8}$	1 $\frac{3}{4}$	MR41	2	BH/29/1	12/C3	BBH/29/1
Unit-Villiers ... ..	125cc	1936/38			5	5 $\frac{1}{4}$	3 $\frac{3}{4}$	1 $\frac{1}{8}$	2 $\frac{3}{8}$	MR41	2	HR/1/1	12/C3	BHR/1/1
Super Sports ... ..	250cc	1937/38	F R	H H	5 5	5 $\frac{3}{4}$ 5 $\frac{1}{4}$	3 $\frac{3}{4}$ 3 $\frac{3}{4}$	1 $\frac{1}{8}$ 1 $\frac{1}{8}$	2 $\frac{3}{8}$ 2 $\frac{3}{8}$	MR41 MR41	2 2	HR/8/1 HR/8/1	12/C3 16/C3	BHR/1/1
<b>WOOLER</b>														
Light Four ... ..	500cc	1946/49	F R	O O	7 7	7 $\frac{3}{32}$ 7 $\frac{3}{32}$	1 $\frac{1}{8}$ 1 $\frac{1}{8}$	3 $\frac{1}{16}$ 3 $\frac{1}{16}$	3 $\frac{1}{16}$ 3 $\frac{1}{16}$	MZ41 MZ41	2 2	TR/19/1 TR/19/1	16/C9 16/C9	BTR/19/1 BTR/19/1
<b>ZENITH</b>														
All Models ... ..	250cc	1935/37	F	BR	6	6	3 $\frac{1}{4}$	1 $\frac{1}{8}$	2 $\frac{3}{4}$	MR41	2	BH/3/1	12/C3	BBH/30/1 BBH/30/1
All Models ... ..	350cc		R	BR	6	6 $\frac{1}{8}$	1	3 $\frac{1}{8}$	2 $\frac{3}{4}$	MR41	2	BH/32/1	14/C3	
C5 ... ..	500cc	1934/37	F	BR	7	6 $\frac{1}{2}$	3 $\frac{1}{2}$	1 $\frac{1}{16}$	3 $\frac{1}{4}$	MR41	2	BH/30/1	14/C3	
CS5 ... ..	500cc		R	BR	7	6 $\frac{1}{2}$	3 $\frac{1}{2}$	1 $\frac{1}{16}$	3 $\frac{1}{4}$	MR41	2	BH/30/1	14/C3	
<b>ZUNDAPP</b>														
Combinette Moped ...	50cc	1956/58	F R		mm 90 90	mm 115 115	mm 16 16	mm 4 4	mm 41 41	MS7 MS7	2 2	ZB/2/1 ZB/2/1	10/C66 10/C66	BZB/2/1 BZB/2/1
Bella Scooter ... ..	150cc and 200cc	}	F		150	157	25	4	71	MS7	2	DK/11/1	14/C3	BDK/11/1
Bella Scooter ... ..			R		150	157	25	4	71	MS7	2	DK/11/1	14/C3	BDK/11/1
Bella Scooter ... ..	150cc and 200cc	}	F		150	161	25	4	71	MR41	2	ZB/1/1	12/C9	BZB/1/1
Bella Scooter ... ..			R		150	161	25	4	71	MR41	2	ZB/1/1	12/C9	BZB/1/1

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# FERODO

## CLUTCH FACINGS AND INSERTS

FOR MOTOR CYCLES, MOPEDS, SCOOTERS, THREE-WHEELERS AND INVALID CARRIAGES

Name and Model	Capacity	Year	Make of Clutch	DISC CLUTCH				Type of Ferodo Facing or Insert	No. per Set	Facing or Insert Ref. No.	Rivets per Set	Box Ref. No.	No. of Boxes per Set			
				Diam.	Bore									Thick-ness		
				INSERT CLUTCH												
Length	Top Width	Bot-tom Width	Thick-ness													
<b>A.C.</b> Petite (Three wheeler)	346cc	1953/58	Own	in. 5 $\frac{7}{8}$	in. 4	in.	.185	VM41	4	{5/AC/1 (splined)						
<b>A.J.S.</b> All models ...	347cc 498cc 592cc	1956/58	A.M.C.	.755	.700	.450	.172	AN11	96	276/4 276/1	BMC17	1				
Twin ...	500cc			1949/56	Burman	2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$				BA	120	334/1	G41B
18, 18S, 18C ...	500cc	1949/52	Burman			2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	AS10	72	334/1A	BI334/1A	3		
16M, 16MS, 16C ...	350cc			1938/40	Burman	2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	AS10	96				334/1A	BI334/1A
7R, OHC ...	350cc	1936/37	Burman			7 $\frac{7}{8}$	9 $\frac{1}{16}$	6 $\frac{3}{16}$	3 $\frac{3}{32}$	BA	90	294/1	F23B	1		
37/7, OHC ...	350cc			1937	Burman	2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	96				334/1	G41B
All 250cc and 350cc models ...		1936/40	Burman			2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	AS10	72	334/1A	BI334/1A	3		
All 500cc models ...				1938/40	Burman	2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	AS10	96				334/1A	BI334/1A
Twin cyl., SV ...	990cc	1938/40	Burman			7 $\frac{7}{8}$	9 $\frac{1}{16}$	6 $\frac{3}{16}$	3 $\frac{3}{32}$	BA	90	294/1	F23B	1		
All models ...	990cc			1936/37	Burman	2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	96				334/1	G41B
All models ...	500cc	1937	Burman			2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	96	334/1	G41B	4		
OHV and V4 ...	500cc			1936	Burman	2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	96				334/1	G41B
All models ...	350cc	1936/37	Burman			2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	72	334/1	G41B	3		
All models ...	250cc			1936	Burman	2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	72				334/1	G41B
Model 9 ...	500cc	1935	Burman			1 $\frac{11}{16}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	96	350/1	G49B	4		
Model 4 ...	500cc			1935	Burman	1 $\frac{11}{16}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	72				350/1	G49B
Model 18 ...	500cc	1935	Burman			1 $\frac{11}{16}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	48	350/1	G49B	2		
Model 16 ...	350cc			1935	Burman	1 $\frac{11}{16}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	AS10	60				276/1	G36B
Model 12 ...	250cc	1933/35	Sturme			.755	.700	.45	.25	AS10	23	154/2	G24B	1		
All models ...	990cc			1935	Archer	9 $\frac{1}{16}$ dia.	7 $\frac{7}{8}$ dia.	4 $\frac{1}{4}$	2 $\frac{1}{4}$	AS10	23				152/2	G22B
35/7 Camshaft ...	350cc	1935	Archer			9 $\frac{1}{16}$ dia.	7 $\frac{7}{8}$ dia.	4 $\frac{1}{4}$	2 $\frac{1}{4}$	AS10	23	152/2	G22B	1		
35/10 Camshaft ...	500cc			1935	Archer	9 $\frac{1}{16}$ dia.	7 $\frac{7}{8}$ dia.	4 $\frac{1}{4}$	2 $\frac{1}{4}$	BA	40				276/1	G36B
Models 8-9 ...	500cc	1935	Archer			9 $\frac{1}{16}$ dia.	7 $\frac{7}{8}$ dia.	4 $\frac{1}{4}$	2 $\frac{1}{4}$	BA	23	154/2	G24B	1		
Model 6 ...	350cc			1935	Archer	9 $\frac{1}{16}$ dia.	7 $\frac{7}{8}$ dia.	4 $\frac{1}{4}$	2 $\frac{1}{4}$	BA	23				152/2	G22B
Model 5 ...	350cc	1935	Archer			9 $\frac{1}{16}$ dia.	7 $\frac{7}{8}$ dia.	4 $\frac{1}{4}$	2 $\frac{1}{4}$	BA	20	276/1	G36B	1		
				1935	Archer	9 $\frac{1}{16}$ dia.	7 $\frac{7}{8}$ dia.	4 $\frac{1}{4}$	2 $\frac{1}{4}$	BA	23				154/2	G24B
		1935	Archer			9 $\frac{1}{16}$ dia.	7 $\frac{7}{8}$ dia.	4 $\frac{1}{4}$	2 $\frac{1}{4}$	BA	23	152/2	G22B	1		
<b>A.J.W.</b> Flying Fox ...	500cc			1935/39	Albion	1 $\frac{11}{16}$	9 $\frac{1}{16}$	1 $\frac{3}{32}$	3 $\frac{3}{16}$	BA	96				237/1	BI.237/1
Red Fox ...	500cc	1936	Burman	2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	96	334/1	G41B	4				
Silver Vixen ...	500cc			1939	Albion	3 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$				BA	10	257/2	G33B
Lynx two-stroke ...	250cc	1939	Albion			4 $\frac{3}{16}$	7 $\frac{7}{8}$	2 $\frac{1}{8}$	1 $\frac{1}{8}$	BA	5	258/2	G35B	1		
				1939	Albion	1 $\frac{11}{16}$	9 $\frac{1}{16}$	1 $\frac{3}{8}$	7 $\frac{3}{32}$	BA	24				325/1	G38B
<b>ARIEL</b> All models ...		1949/57	Burman			7 $\frac{7}{8}$	9 $\frac{1}{16}$	2 $\frac{5}{16}$	7 $\frac{1}{32}$	BA	90	294/1	F23B	1		
Square Four 4F ...	600cc	1939/40		1937/40	7 $\frac{7}{8}$	9 $\frac{1}{16}$	2 $\frac{5}{16}$	7 $\frac{1}{32}$	BA	90	294/1				F23B	1
Square Four ...	1000cc	1936/40														
All single cyl. models ...	600cc			1936/40	7 $\frac{7}{8}$	9 $\frac{1}{16}$	2 $\frac{5}{16}$	7 $\frac{1}{32}$	BA	90	294/1				F23B	1
All models ...	500cc	1935/40	Burman									2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$		
W/NG Solo ...	350cc			1933/35	Burman	2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	72	334/1	G41B	3		
All models ...	250cc	1936/40	Burman			7 $\frac{7}{8}$	9 $\frac{1}{16}$	2 $\frac{5}{16}$	7 $\frac{1}{32}$	BA	60				294/1	BI.294/1
All models ...	350cc			1932/35	Burman	2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	96	334/1	G41B	4		
All models over 350cc		1932/35	Burman			2 $\frac{3}{32}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{64}$	BA	96				334/1	G41B

2 Clutch Facings and Inserts  
 4 Brake Block Steering Damper Disc for Pedal Cycles

FERODO CLUTCH FACINGS AND INSERTS *continued*

Name and Model	Capacity	Year	Make of Clutch	DISC CLUTCH				Type of Ferodo Facing or Insert	No. per Set	Facing or Insert Ref. No.	Rivets per Set	Box Ref. No.	No. of Boxes per Set		
				Diam.	Bore	Thick-ness									
				INSERT CLUTCH											
Length	Top Width	Bot- tom Width	Thick- ness												
<b>B.M.W.</b>															
R24 ... ..	250cc	1939	Own	mm	mm	mm	mm	VM41	2	3/FN/1	12/C56				
R25 ... ..	250cc	1950		150	100		3								
R25/2 ... ..	250cc	1952													
R51/2 ... ..	500cc	1950/57	Own	180	124		3.5	VM41	2	1/GT/1	12/C56				
R51/3 ... ..	500cc	1951/57													
R67 ... ..	600cc	1951/57	Own	140	96		2.5	VM41	2	4/FN/1	12/C8				
Isetta Kabinroller ...	300cc	1955/57													
<b>BOND</b>															
Minicar Mk. D and Mark E ... ..	197cc	1957/58	Villiers	in. $\frac{5}{8}$	in. $\frac{15}{32}$	in. $\frac{5}{16}$	in. $\frac{.145}{.150}$	AS10	80	472/1		BMC20	1		
<b>BROUGH SUPERIOR</b>															
All models ... ..		1934/39	Own	$\frac{9}{16}$ dia. $\frac{7}{16}$ dia.	.700	.45	.25 $\frac{1}{4}$	BA BA BA	60 23 23	276/1 154/2 152/2		G36B G24B G22B	3 1 1		
<b>B.S.A.</b>															
Dandy Scooter ... ..	70cc	1956/59	Own	$3\frac{17}{32}$	$2\frac{9}{16}$		.055	MS6	2	8/BS/1	Bonded				
Beeza Scooter ... ..	198cc	1957/58	Own	$5\frac{3}{4}$	$\frac{4}{4}$		$\frac{1}{8}$	RAD11	2	9/BS/1					
D1 Bantam ... ..	125cc	1949/59	Own	.515	$\frac{9}{16}$	$\frac{3}{8}$	.140	AN11	48	256/1		BMC21	1		
D3 Bantam Major ... ..	150cc	1954/58			.510			.130							
A7 Twin ... ..	497cc	1946/59	Own	$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	$\frac{.290}{.300}$	AN11	24	185/4		BMC22	1		
A7 Shooting Star ... ..	497cc	1954/59													
A10 Golden Flash (Swinging Arm) ...	646cc	1950/59			$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	.145 .140	MS6	120	185/7		BMC23	5	
A10 Road Rocket ... ..	646cc	1955/58			$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	.290 .300	AN11	24	185/4		BMC22	1	
A10 Twin Spring Frame ...	646cc	1956/58			$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	.145 .140	AN11	120	185/1		BMC15	1	
B31 ... ..	348cc	1947/59	Own	$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	.145 .140	MS6	72	185/7		BMC23	3		
B32 Gold Star ... ..	348cc	1955/58	Own	$\frac{3}{4}$	$\frac{57}{64}$	$\frac{13}{32}$	.145 .140	MS6	120	185/7		BMC23	5		
B34 Gold Star ... ..	499cc					$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	.290 .300	AN11	24	185/4		BMC22	1
B32 Gold Star ... ..	348cc	1948/54	Own	$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	.145 .140	MS6	96	185/7		BMC23	4		
B34 Gold Star ... ..	499cc					$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	.290 .300	AN11	24	185/4		BMC22	1
B33 ... ..	499cc	1949/55	Own	$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	.145 .140	MS6	96	185/7		BMC23	4		
B34 Gold Star ... ..	499cc					$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	.290 .300	AN11	24	185/4		BMC22	1
M20 ... ..	499cc	1950/54	Own	$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	.155 .145	MZ41	120	185/8		BMC24	1		
M21 ... ..	599cc					$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	.290 .300	MZ41	24	185/4		BMC25	1
M33 ... ..	499cc					$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	$\frac{3}{16}$ $\frac{5}{16}$	AN11	48	185/3		BMC10	2
B32 (Comp.) ... ..	348cc	1955/58	Own	$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	.145 .140	AN11	24	185/5		BMC11	1		
B34 (Comp.) ... ..	499cc					$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	$\frac{3}{16}$ $\frac{5}{16}$	AS10	72	185/3		BMC2	1
C10L SV ... ..	249cc	1946/58	Own	$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	$\frac{3}{16}$ $\frac{5}{16}$	AS10	24	185/5		BMC11	1		
C11 OHV ... ..	250cc					$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	$\frac{3}{16}$ $\frac{5}{16}$	AS10	48	185/3		BMC1	1
All SV models ... ..	250cc	1937/40	Own	$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	$\frac{3}{16}$ $\frac{5}{16}$	AS10	24	185/5		BMC11	1		
B21 OHV ... ..	250cc					$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	$\frac{3}{16}$ $\frac{5}{16}$	AS10	48	185/3		BMC1	1
All Standard OHV models ...	350cc	1939/40	Own	$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	$\frac{3}{16}$ $\frac{5}{16}$	AS10	72	185/3		BMC2	1		
B24, B25, B26 OHV ...	350cc	1937/38			$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	$\frac{3}{16}$ $\frac{5}{16}$	AS10	24	185/5		BMC11	1	
B23 SV ... ..	350cc	1937/40	Own	$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	$\frac{3}{16}$ $\frac{5}{16}$	AS10	48	185/3		BMC1	1		
Empire Star ... ..	250cc	1937/38			$\frac{3}{4}$	$\frac{37}{64}$	$\frac{13}{32}$	$\frac{3}{16}$ $\frac{5}{16}$	AS10	24	185/5		BMC11	1	
M20 ... ..	499cc	1940/46	Own	$4\frac{31}{32}$	$3\frac{9}{16}$		$\frac{3}{32}$	RAD5	8	2/BS/2					
All models ... ..	500cc	1936/37													
M19 De Luxe ... ..	350cc	1938													
M21 SV ... ..	600cc	1937													
Blue Star ... ..	350cc	1936													
Empire Star ... ..	350cc	1936													
Twin cyl. models ... ..	500cc	1937/40	Own	$6\frac{1}{2}$	$4\frac{3}{4}$		$\frac{1}{8}$	RAD11	7	1/BS/1					
Y OHV Twin ... ..	750cc	1936/37													
SV Twin ... ..	986cc	1935/40													
All models ... ..	600cc	1933/37													

FERODO CLUTCH FACINGS AND INSERTS *continued*

Name and Model	Capacity	Year	Make of Clutch	DISC CLUTCH				Type of Ferodo Facing or Insert	No. per Set	Facing or Insert Ref. No.	Rivets per Set	Box Ref. No.	No. of Boxes per Set
				Diam.	Bore		Thick-ness						
				INSERT CLUTCH									
Length	Top Width	Bot- tom Width	Thick- ness										
<b>B.S.A.—continued</b>													
All OHV models ...	250cc	1936	Own	in.	in.	in.	in.	RAD11	6	2/BS/1			
OHV De Luxe ...	250cc	1935		$4\frac{3}{32}$	$3\frac{9}{16}$		$\frac{3}{32}$						
All models ...	350cc	1925/36											
X/O OHV ...	150cc	1936	Own	$6\frac{1}{8}$	$4\frac{9}{16}$		$\frac{1}{8}$	RAD5	2	5/BS/2			
B/1 SV ...	250cc												
X/O OHV ...	150cc	1934/35	Own	$6\frac{1}{8}$	$4\frac{9}{16}$		$\frac{1}{8}$	RAD11	2	5/BS/1			
B/2 SV ...	250cc												
All models SV ...	250cc	1930/35											
<b>CORGI</b>													
Scooter ...	100cc	1946/55	Own	$\frac{9}{16}$	$\frac{1}{16}$	$\frac{17}{32}$	$\frac{.360}{.370}$	AS10	30	371/1			
<b>COTTON</b>													
1/V, 1/B ...	150cc	1938/40	Burman	$\frac{1}{16}$	$\frac{3}{4}$	$\frac{29}{64}$	$\frac{3}{8}$	FF	18	208/1	G29B	1	
2/J, 2/JC SV ...	250cc												
All models ...	500cc	1936/40	Burman	$\frac{23}{32}$	$\frac{1}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	96	334/1	G41B	4	
	600cc												
9 Special High Camshaft ...	350cc	1937	Burman	$\frac{25}{32}$	$\frac{1}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	40	263/1	G52B	1	
30 Special High Camshaft ...	250cc	1937	Burman or (Later models)	$\frac{23}{32}$	$\frac{1}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	72	334/1	G41B	3	
9/37 and 350/37 ...	350cc	1937	Burman	$\frac{23}{32}$	$\frac{1}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	72	334/1	G41B	3	
All OHV models ...	250cc	1936	Burman	$\frac{23}{32}$	$\frac{1}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	72	334/1	G41B	3	
	350cc												
All models ...	500cc	1935	Burman	$\frac{11}{16}$	$\frac{1}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	96	350/1	G49B	4	
	600cc												
All OHV models ...	250cc	1935	Burman	$\frac{11}{16}$	$\frac{1}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	72	350/1	G49B	3	
	350cc												
<b>COVENTRY EAGLE</b>													
All models ...	298cc		Villiers	$\frac{5}{8}$	$\frac{5}{8}$	$\frac{13}{32}$	$\frac{9}{32}$	BA	23	260/1			
				$\frac{1}{2}$	$\frac{1}{16}$	$\frac{7}{16}$	$\frac{9}{32}$	BA	8	261/1			
All models ...	250cc	1935/40	Albion	$\frac{29}{32}$	$\frac{15}{16}$	$\frac{37}{64}$	$\frac{5}{16}$	BA	10	257/2	G33B	1	
				$\frac{43}{64}$	$\frac{7}{8}$	$\frac{9}{16}$	$\frac{5}{16}$	BA	5	258/2	G35B	1	
				$\frac{11}{16}$	$\frac{9}{16}$	$\frac{13}{32}$	$\frac{7}{16}$	BA	24	237/1	B1237/1	1	
Flying 350 OHV ...	350cc	1937/40	Albion	$\frac{11}{16}$	$\frac{3}{4}$	$\frac{15}{32}$	$\frac{7}{16}$	AS10	15	192/1	BMC5	1	
Flying 500 OHV ...	500cc					$\frac{11}{16}$	$\frac{9}{16}$	$\frac{13}{32}$	$\frac{3}{16}$	AS10	72	237/1	BMC6
Silent Superb ...	150cc	1934/40	Albion	$\frac{11}{16}$	$\frac{15}{16}$	$\frac{37}{64}$	$\frac{3}{8}$	FF	15	257/1	G32B	3	
<b>D.M.W.</b>													
200P, Mark IX ...	197cc	1956/58	Villiers	$\frac{5}{8}$	$\frac{15}{32}$	$\frac{5}{16}$	$\frac{.145}{.150}$	AS10	80	472/1	BMC20	1	
<b>DOT</b>													
200 ...	197cc	1950/55		.563	.750	.500	$\frac{3}{8}$	AS10	30	309/1	BMC26	1	
<b>DOUGLAS</b>													
Dragonfly ...	348cc	1955/57	Own	$6\frac{3}{4}$	$4\frac{3}{4}$		$\frac{1}{8}$	RAD11	2	2/NE/2	12/C8		
80 Plus ...	500cc	1950/54											
T35 ...	350cc	1946/50											
Transverse Twin ...	350cc	1946/47	Own	$6\frac{3}{4}$	5		$\frac{1}{8}$	RAD11	1	2/DG/2	12/C15		
All models except Bantam... ..	150cc	1934/37			$\frac{29}{32}$	$\frac{15}{16}$	$\frac{37}{64}$						$\frac{3}{8}$
<b>DOUGLAS VESPA</b>													
Scooter ...	125cc	1954/56	Own	mm 12.5	mm 13	mm 8.5	mm $\frac{3.4}{3.5}$	AN11	36	444/1			
Scooter ...	125cc	1950/54	Own	7.5 dia.	10.5 dia.		3	AN11	18	103/1			
								3	AN11	18	150/1		

FERODO CLUTCH FACINGS AND INSERTS *continued*

Name and Model	Capacity	Year	Make of Clutch	DISC CLUTCH				Type of Ferodo Facing or Insert	No. per Set	Facing or Insert Ref. No.	Rivets per Set	Box Ref. No.	No. of Boxes per Set	
				Diam.	Bore		Thick-ness							
				INSERT		CLUTCH								
Length	Top Width	Bot-tom Width	Thick-ness											
<b>EXCELSIOR</b>														
Dirt Track model ...	350cc	1949/50	Burman	in. $\frac{23}{32}$	in. $\frac{19}{32}$	in. $\frac{13}{32}$	in. $\frac{11}{64}$	BA	72	334/1		G41B	3	
Manxman OHC ...	250cc	1936/40	Albion	$\frac{11}{16}$	$\frac{9}{16}$	$\frac{13}{32}$	$\frac{3}{16}$	AS10	72	237/1		BMC6	1	
Manxman OHC ...	250cc	1936/40	Albion	$\frac{11}{16}$	$\frac{9}{16}$	$\frac{13}{32}$	$\frac{3}{16}$	AS10	96	237/1		BMC7	1	
Manxman OHC ...	350cc													
Scout ...	500cc	1936/37	Burman	$\frac{25}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	40	263/1		G52B	1	
Meritor ...	250cc	1936/40	Burman	$\frac{25}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	40	263/1		G52B	1	
Two Stroke models ...	150cc	1933/40	Burman	$\frac{13}{16}$	$\frac{3}{4}$	$\frac{29}{64}$	$\frac{3}{8}$	FF	18	208/1		G29B	1	
All models ...	98cc	1932/35	Burman	$\frac{13}{16}$	$\frac{3}{4}$	$\frac{29}{64}$	$\frac{3}{8}$	FF	18	208/1		G29B	1	
<b>FRANCIS BARNETT</b>														
Falcon ...	197cc	1953/59	Villiers	$\frac{9}{16}$	$\frac{13}{16}$	$\frac{17}{32}$	$\frac{5}{16}$	AS10	15	371/1		BMC27	1	
Falcon ...	197cc	1953/59	Villiers	$\frac{9}{16}$	$\frac{13}{16}$	$\frac{17}{32}$	$\frac{5}{16}$	AS10	15	371/2		BMC28	1	
Cruiser ...	224cc	1955/57	Villiers	.661	.536	.380	.175	MS6		452/1				
Cruiser ...	224cc	1955/57	Villiers	.661	.536	.380	.250	MS6		452/2				
Cruiser ...	250cc	1935/40	Albion	$\frac{29}{32}$	$\frac{15}{16}$	$\frac{37}{64}$	$\frac{5}{16}$	BA	10	257/2		G33B	1	
Seagull 4 Speed ...	250cc	1937/40		Albion	$\frac{43}{64}$	$\frac{7}{8}$	$\frac{9}{16}$	$\frac{5}{16}$	BA	5	258/2		G35B	1
Plover ...	150cc	1935/40		Albion	$\frac{43}{64}$	$\frac{7}{8}$	$\frac{9}{16}$	$\frac{5}{16}$	BA	24	237/1		BI237/1	1
Seagull 3 Speed ...	250cc	1935	Albion	$1\frac{5}{32}$	1	$\frac{9}{16}$	$\frac{11}{32}$	FF	15	244/1		F22B	1	
Black Hawk ...	197cc													
<b>GORDON</b>														
Standard, De Luxe Three Wheeler ...	197cc	1957/58	Villiers	.563	.750	.500	$\frac{3}{8}$	AS10	30	309/1		BMC26	1	
<b>JAMES</b>														
Captain K7 ...	197cc	1957/59	Villiers	$\frac{9}{16}$	$\frac{13}{16}$	$\frac{17}{32}$	$\frac{5}{16}$	AS10	15	371/1		BMC27	1	
Captain ...	197cc	1957/59	Villiers	$\frac{9}{16}$	$\frac{13}{16}$	$\frac{17}{32}$	$\frac{5}{16}$	AS10	15	371/2		BMC28	1	
Captain De Luxe ...	197cc	1950/54	Villiers	.563	.750	.500	$\frac{3}{8}$	AS10	30	309/1		BMC26	1	
<b>LAMBRETTA</b>														
LC, LD Scooter ...	123cc	1952/57	Own	$3\frac{1}{16}$	$1\frac{11}{16}$		$\frac{1}{16}$	MP	2	1/LM/1	Bonded			
<b>LEVIS</b>														
A Special OHV ...	350cc	1938/39	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	AS10	72	334/1A		BI334/1A	3	
B Special OHV ...	250cc													
Side Valve ...	350cc	1939	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	AS10	120	334/1A		BI334/1A	5	
SP5 Sport OHV ...	500cc	1938	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	AS10	120	334/1A		BI334/1A	5	
OHV ...	600cc	1939	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	AS10	120	334/1A		BI334/1A	5	
D Special ...	500cc	1936/38	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	96	334/1		G41B	4	
A Special ...	350cc	1937	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	96	334/1		G41B	4	
LD37 ...	500cc	1937	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	72	334/1		G41B	3	
B Special ...	250cc	1936	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	72	334/1		G41B	3	
Light 500 ...	500cc													
Light 350 ...	350cc	1936	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	72	334/1		G41B	3	
A Special OHV ...	350cc	1938/39	Burman	$\frac{13}{16}$	$\frac{3}{4}$	$\frac{29}{64}$	$\frac{3}{8}$	FF	18	208/1		G29B	1	
Two Stroke ...	250cc													
Baby ...	250cc	1937	Burman	$\frac{13}{16}$	$\frac{3}{4}$	$\frac{29}{64}$	$\frac{3}{8}$	FF	18	208/1		G29B	1	
Two Stroke ...	250cc	1936/37	Burman	$\frac{25}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	40	263/1		G52B	1	
Light 250 ...	250cc	1936	Burman	$\frac{25}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	40	263/1		G52B	1	
D Special ...	500cc	1936	Burman	$\frac{11}{16}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{16}$	BA	72	350/1		G49B	3	
A Special ...	350cc													
A Special ...	350cc	1936	Burman	$\frac{11}{16}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{16}$	BA	72	350/1		G49B	3	
CB ...	250cc	1935	Burman	$\frac{11}{16}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{16}$	BA	48	350/1		G49B	2	
B Special Two Stroke ...	250cc													
<b>MATCHLESS</b>														
All models ...	350cc and 500cc	1956/58	A.M.C.	.755	.700	.450	.172	AN11	96	276/4		BMC17	1	
All models ...	350cc and 500cc	1956/58	A.M.C.	.755	.700	.450	.250	AN11	24	276/1				
All models ...	350cc and 500cc	1948/55	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	AS10	96	334/1A		BI334/1A	4	
All models ...	350cc and 500cc	1937/40	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	AS10	96	334/1A		BI334/1A	4	
All models ...	350cc and 500cc	1936	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	96	334/1		G41B	4	

FERODO CLUTCH FACINGS AND INSERTS *continued*

Name and Model	Capacity	Year	Make of Clutch	DISC CLUTCH				Type of Ferodo Facing or Insert	No. per Set	Facing or Insert Ref. No.	Rivets per Set	Box Ref. No.	No. of Boxes per Set
				Diam.	Bore		Thick-ness						
				INSERT CLUTCH									
Length	Top Width	Bot-tom Width	Thick-ness										
<b>MATCHLESS</b>													
—continued													
All models ...	250cc	1937/40	Burman	$\frac{23}{32}$ in.	$\frac{19}{32}$ in.	$\frac{13}{32}$ in.	$\frac{11}{64}$ in.	AS10	72	334/1A		B1334/1A	3
SV Twin ...	990cc	1937/40	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	120	334/1		G41B	5
		or	Burman	$\frac{23}{32}$	$\frac{9}{16}$	$\frac{25}{64}$	$\frac{7}{32}$	BA	90	294/1		F23B	1
All models ...	500cc	1935	Burman	$\frac{11}{16}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	96	350/1		G49B	4
35/C SV ...	586cc												
All models ...	250cc and 350cc	1935	Burman	$\frac{11}{16}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	72	350/1		G49B	3
<b>MORGAN</b>													
Three Wheelers		1934/36	Borg Beck	$7\frac{1}{8}$	$4\frac{7}{8}$		$\frac{1}{8}$	VM41	2	3/HI/1	12/B17	J21C	
Twin cyl. ...													
Four cyl. ...		1934/36	Long	$7\frac{3}{8}$	$4\frac{1}{2}$		.135	VM41	2	7/FD/1	24/B17	J20C	
<b>NEW IMPERIAL</b>													
90 Clubman ...	250cc	1938											
36 OHV ...	250cc												
46 OHV ...	350cc	1938											
Unit Minor OHV ...	150cc	1937/38											
	250cc												
Unidyno ...	350cc and 350cc	1936/37	Own	$5\frac{15}{16}$	$4\frac{1}{4}$	.450	$\frac{3}{32}$	RAD5	2	3/NE/1		G51B	1
Unit Plus ...	350cc	1934/35											
Unit Super De Luxe ...	250cc												
Unit Construction ...	350cc												
100 Clubman ...	350cc	1938											
All models ...	500cc and 550cc	1936/38	Own	.755	.700	.450	.250	AS10	80	276/2		G51B	2
F11 and 18 ...		1932/35	Own	$6\frac{3}{4}$	$4\frac{3}{4}$		$\frac{1}{8}$	RAD11	4	2/NE/1			
<b>NORMAN</b>													
B2S ...	197cc	1956/58	Villiers	$\frac{9}{16}$	$\frac{13}{16}$	$\frac{17}{32}$	$\frac{5}{16}$	AS10	15	371/1		BMC27	1
								AS10	15	371/2		BMC28	1
B2SC ...	197cc	1957/58	Villiers	$\frac{5}{8}$	$\frac{15}{32}$	$\frac{5}{16}$	$\frac{.145}{.150}$	AS10	80	472/1		BMC20	1
<b>NORTON</b>													
All models except Dominator ...		1934/58	Own	.755	.700	.450	.150	BA	100	276/2		F25B	1
								BA	120	276/1		G36B	1
Dominator ...		1952/58	Own	.755	.700	.450	.185	BA	80	279/3		BMC31	1
								BA	20	276/1		G36B	1
<b>O.E.C.</b>													
All models ...	350cc and 500cc	1937/39	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	96	334/1		G41B	4
	250cc												
All models ...	250cc	1936/38	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	72	334/1		G41B	3
OHV De Luxe ...	500cc	1936	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	96	334/1		G41B	4
Twin ...	750cc												
All models ...	250cc	1935	Burman	$\frac{11}{16}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	72	350/1		G49B	3
2 Std. and De Luxe	350cc												
OHV De Luxe ...	500cc	1935	Burman	$\frac{11}{16}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	96	350/1		G49B	4
Twin ...	1000cc												
<b>O.K. SUPREME</b>													
Sports 70 OHV ...	250cc	1937/40											
	250cc												
Silver Cloud ...	350cc	1935/38											
Flying Cloud De Luxe OHV ...	250cc	1937/38	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	96	334/1		G41B	4
Pilot OHC ...		1937											
Grand Sports OHV	350cc												
All models ...	500cc												
Side Valve models ...	250cc	1937/40	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	60	263/1		G23B	1
Flying Cloud OHV ...	250cc	1937/38											

Steering Damper Disc  
 4 Brake Blocks for Pedal Cycle



FERODO CLUTCH FACINGS AND INSERTS *continued*

Name and Model	Capacity	Year	Make of Clutch	DISC CLUTCH				Type of Ferodo Facing or Insert	No. per Set	Facing or Insert Ref. No.	Rivets per Set	Box Ref. No.	No. of Boxes per Set
				Diam.	Bore	Thick-ness							
				INSERT CLUTCH									
Length	Top Width	Bot-tom Width	Thick-ness										
<b>O.K. SUPREME</b> <i>—continued</i>													
Sports 70 OHV ...	250cc	1936	Burman	in. $\frac{23}{32}$	in. $\frac{19}{32}$	in. $\frac{13}{32}$	in. $\frac{11}{64}$	BA	72	334/1		G41B	3
Pilot OHC ...													
Grand Sports OHV ...				350cc									
<b>PANTHER</b>													
100 OHV ...	598cc	1949/54	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	AS10	96	334/1A		BI33/1A	4
80 OHV ...	500cc	1949											
70 OHV ...	350cc	1947/57	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	AS10	60	263/1		BMC29	1
75 OHV ...	350cc	1949/59											
65 OHV ...	250cc	1937	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	96	334/1		G41B	4
V30 Red Panther	350cc												
Redwing OHV	350cc	1934/35	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	60	263/1		G23B	1
80 ...	500cc												
100 ...	600cc	1939/40	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	60	263/1		G23B	1
Redwing ...	350cc and 500cc												
60 ...	250cc	1940	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	AS10	72	334/1A		BI334/1A	3
P20 ...	250cc												
Red Panther ...	250cc and 350cc	1935/38	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	AS10	72	334/1A		F23B	1
70 ...	350cc												
35 ...	350cc	1939	Burman	$\frac{23}{32}$	$\frac{19}{32}$	$\frac{13}{32}$	$\frac{11}{64}$	BA	90	294/1		F23B	1
85 ...	350cc												
85 OHV ...	500cc and 600cc and 350cc	1938/40	Burman	$\frac{7}{8}$	$\frac{9}{16}$	$\frac{25}{64}$	$\frac{7}{32}$	BA	90	294/1		F23B	1
<b>PASHLEY</b>													
Three Wheeler ...	197cc	1953/54	Villiers	.563	.750	.500	$\frac{3}{8}$	AS10	30	1309/1		BMC26	1
<b>RALEIGH</b>													
Safety Seven (Three Wheeler) ...	750cc	1934/36	Own	$8\frac{5}{8}$	$6\frac{1}{2}$		$\frac{9}{64}$	RAD5	2	1/RA/1	12/C10		
<b>RELIANT</b>													
Regal Three Wheeler ...	747cc	1953/58	Borg Beck	$6\frac{1}{4}$	$4\frac{1}{4}$		$\frac{1}{8}$	VM	2	6/MO/1	10/B59	J22C	
<b>ROYAL ENFIELD</b>													
Ensign I, II and III ...	148cc	1956/58	Own	$4\frac{1}{3}$	3		$\frac{3}{32}$	MP	2	6/EN/1			
Clipper 250 ...	248cc	1956/57	Albion	$5\frac{11}{16}$	$3\frac{9}{16}$	$\frac{13}{32}$	$\frac{1}{8}$	RAD5	2	5/EN/1	14/C9	BMC30	1
Crusader ...													
Clipper 350 ...	346cc	1955/58	Albion	$5\frac{7}{16}$	4	$\frac{13}{32}$	$\frac{1}{8}$	RAD5	2	3/EN/1	14/C8	BMC7	1
Bullet 350 ...	346cc	1951/58											
Twin 500 ...	496cc	1949/54	Own	$5\frac{7}{16}$	$\frac{9}{16}$	$\frac{13}{32}$	$\frac{1}{8}$	AS10	96	237/1		BMC6	1
SV and OHV ...	346cc	1939/49											
WD OHV ...	346cc	1948/53	Own	5	4	$\frac{13}{32}$	$\frac{1}{8}$	RAD11	2	5/TR/1		BMC6	1
RE ...	125cc												
WD/C SV and OHV ...	346cc	1939/46	Albion	$\frac{11}{16}$	$\frac{9}{16}$	$\frac{13}{32}$	$\frac{3}{16}$	AS10	72	237/1		BMC6	1
All models ...	500cc and 570cc	1934/40	Albion	$\frac{11}{16}$	$\frac{9}{16}$	$\frac{13}{32}$	$\frac{3}{16}$	AS10	72	237/1		BMC6	1
G OHV ...	350cc												
Bullet OHV ...	350cc	1939/40	Albion	$\frac{29}{32}$	$\frac{15}{16}$	$\frac{37}{64}$	$\frac{5}{16}$	BA	10	257/2		G33B	1
SV and OHV ...	250cc												
B SV ...	250cc	1937/38	Albion	$\frac{43}{64}$	$\frac{7}{8}$	$\frac{9}{16}$	$\frac{5}{16}$	BA	5	258/2		G35B	1
S and SM ...	250cc												
C SV ...	350cc	1936	Own	$\frac{61}{16}$	$\frac{9}{16}$	$\frac{13}{32}$	$\frac{3}{16}$	BA	24	237/1		BI237/1	1
Cycar ...	150cc												
All models ...	150cc	1933/35	Own	$\frac{9}{16}$ dia.			$\frac{9}{32}$	BA	21	154/3		G53B	1
								BA	21	152/3		G54B	1

FERODO CLUTCH FACINGS AND INSERTS *continued*

Name and Model	Capacity	Year	Make of Clutch	DISC CLUTCH				Type of Ferodo Facing or Insert	No. per Set	Facing or Insert Ref. No.	Rivets per Set	Box Ref. No.	No. of Boxes per Set
				Diam.	Bore		Thick-ness						
				INSERT CLUTCH									
Length	Top Width	Bot-tom Width	Thick-ness										
<b>RUDGE</b>													
All models ...	500cc	1936/39	Own	in. 6	in. 4 1/2		in. 1/8	RAD5	2	3/RU/1	6/C14	BMC12	1
All models ...	250cc	1936/39	Own	2 1/2	4 1/4	1 1/2	3/16	BA	48	234/1			
All models ...	500cc	1934/35	Own	6 1/8	4 1/2	1 1/2	3/16	RAD5	4	3/RU/1	12/C14		
All models ...	250cc	1934/35	Own	2 1/2	4 1/4	1 1/2	3/16	RAD5	2	3/BS/3	6/C14	G50B	1
All models ...	250cc	1934/35	Own	6 1/8	4 1/2	1 1/2	3/16	BA	72	234/1			
All models ...	250cc	1934/35	Own	6 1/8	4 1/2	1 1/2	3/16	RAD5	4	3/BS/3	12/C14		
<b>SCOTT</b>													
Flying Squirrel ...	596cc	1957/58	Own	9/16 dia.			3/8	AN11	40	154/4			
Autocycle ...			Own	3-12	2 1/8		.120	AN11	126	153/2			
All models ...		1932/54	Own	9/16 dia.			3/8	VM	5			G45B	1
								BA	40	154/4		F20B	1
								BA	126	153/2			
<b>SUN</b>													
Wasp ...	197cc	1956/58	Villiers	5/8	1 1/2	5/16	.145	AS10	80	472/1		BMC20	1
Challenger ...	197cc	1956/57											
<b>SUNBEAM</b>													
S7 Twin ...	487cc	1946/58	Own	6 7/8	5		1/8	RAD11	2	7/BS/1	12/C13	B7/BS/1	
S8 Twin ...													
All SV models ...	500cc and 600cc	1939/40	Burman	2 3/32	1 1/2	1 1/2	1/64	BA	96	334/1		G41B	4
All models ...	250cc and 350cc												
All models ...	500cc	1937/38	Burman	2 3/32	1 1/2	1 1/2	1/64	BA	72	334/1		G41B	3
All models ...	250cc	1936											
Single Port OHV ...	250cc	1935/36	Burman	2 3/32	1 1/2	1 1/2	1/64	BA	72	334/1		G41B	3
8 OHV ...	350cc	1936											
9 ...	500cc	1936	Own	1 1/2 dia.			1 1/2	BA	44	170/6		G28B	1
Lion ...	600cc												
All models ...	600cc	1935	Own	1 1/2 dia.			3/2	BA	132	170/5		G27B	3
<b>TRIUMPH</b>													
Thunderbird ...	649cc	1950/58	Own	2 3/32	5/8	1 1/2	5/32	AN11	120	183/1		BMC13	1
Grand Prix ...	498cc	1949/51											
Tiger 100 ...	498cc	1948/56	Own	2 3/32	5/8	1 1/2	5/32	AN11	96	183/1		BMC8	1
Speed Twin ...	350cc												
3T De Luxe ...	250cc and 350cc	1937/40	Own	2 3/32	5/8	1 1/2	5/32	AN11	72	183/1		BMC9	1
Tiger 100 ...	498cc	1947	Own	1 1/6	1 1/2	1 1/2	5/32	MZ41	96	350/1			
All models ...	250cc	1936	Own	5	4		1/10	RAD11	4	5/TR/1			
L2/1 Light 250 ...	250cc	1934											
3/1 SV ...	350cc	1934/36	Own										
<b>VELOCETTE</b>													
Venom ...	499cc	1956/59	Own	1/2	7/16	7/16	5/32	AS10	88	99/2	B2/VE/1		
LE Twin ...	192cc	1953/56	Own	4 1/8	3 1/2		.104	VM41	3	2/VE/1 (Splined)			
MSS OHV ...	499cc	1953/57	Own	1/2	7/16	7/16	1/8	AS10	88	99/1			
Scrambler ...	350cc	1955/57											
Scrambler ...	499cc	1953/56	Own	1/2	7/16	7/16	5/32	AS10	66	99/2			
MAC OHV ...	349cc												
MSS OHV ...	499cc	1935/47	Own	1/2	7/16	7/16	3/8	BA	66	99/3			
All OHC models ...	349cc	1940/47	Own	1/2	7/16	7/16	3/8						
LE ...	150cc	1949/52	Own	4 1/8	3 1/2		5/32	VM41	2	1/VE/1 (Splined)		Bi/VE/1	
<b>VINCENT</b>													
All models ...	1000cc	1946/55	Own	2 1/16	1 1/4		3/16	{DM1 (Liner)}	2	1/VR/1	4/C2		
				3 1/2	1 1/4		3/16	{DM1 (Liner)}	2	2/VR/1	{4/C2		
				.505	.440	.440	3/16	AS10	20	S151	2/C46		
All models ...	500cc	1938/42	Burman	2 3/32	1 1/2	1 1/2	1/64	BA	96	334/1		G41B	4
All models ...	500cc	1931/37											
<b>WOOLER</b>													
Light Four ...	500cc	1946/49	Own	7 3/8	4 1/2		.135	VM41	2	7/FD/1		J20C	1

Steering Damper Disc  
 4 Brake Block  
 for Pedal Cycle

# FERODO CLUTCH INSERTS FOR MOTOR CYCLES AND SCOOTERS

Actual face sizes of irregular shapes



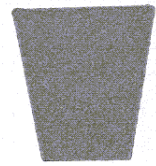
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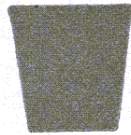
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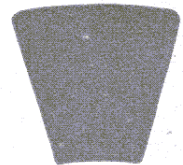
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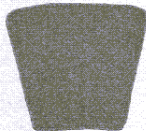
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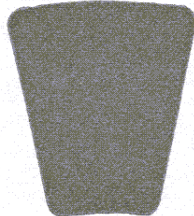
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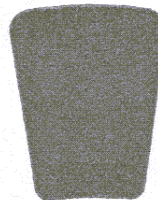
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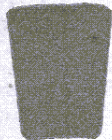
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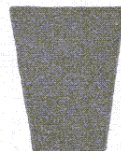
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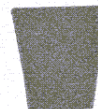
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# FERODO CLUTCH INSERTS FOR MOTOR CYCLES AND SCOOTERS

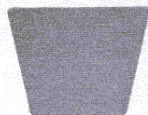
Actual face sizes of irregular shapes



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300



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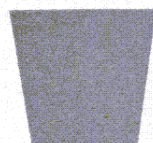
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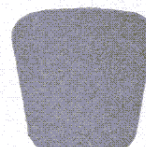
314



325



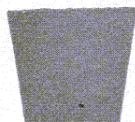
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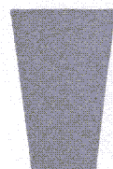
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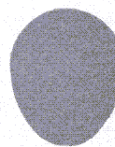
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340



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344



348



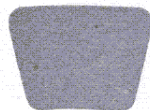
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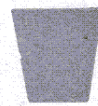
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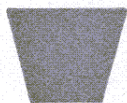
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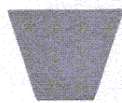
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Steering Damper Discs

4 Brake Block  
for Pedal Cycles



# FERODO

## SHOCK ABSORBER AND STEERING DAMPER DISCS

Name	Type	Diameter	Bore	Thickness	No. per Absorber or Damper
		in.	in.	in.	
<b>A.J.S.</b> ... ..	Shock Absorber Disc ... ..	1 $\frac{3}{4}$	$\frac{1}{2}$	$\frac{3}{32}$	4
	Steering Damper Disc ... ..	2 $\frac{5}{8}$	1 $\frac{1}{8}$	$\frac{1}{16}$	2
	Shock Absorber Disc ... ..	2	$\frac{7}{16}$	$\frac{1}{8}$	2
	Shock Absorber Disc ... ..	3	1.01	$\frac{1}{8}$	2
	Steering Damper Disc ... ..	2 $\frac{7}{8}$	1.13	$\frac{1}{8}$	1
<b>AMBASSADOR</b> 197 cc, 1948/50 ... ..	Shock Absorber Disc ... ..	2 $\frac{15}{32}$	1 $\frac{1}{2}$	$\frac{1}{16}$	2
<b>ARIEL</b> ... ..	Shock Absorber Disc ... ..	2 $\frac{1}{2}$	.813/.820	$\frac{3}{32}$	2
	Shock Absorber Disc ... ..	2 $\frac{1}{4}$	.440/.445	$\frac{3}{32}$	2
	Shock Absorber Disc ... ..	3 $\frac{1}{4}$	1 $\frac{49}{64}$	$\frac{3}{32}$	2
	Steering Damper Disc ... ..	2 $\frac{1}{2}$	.813/.820	$\frac{3}{32}$	2
	Steering Damper Disc ... ..	1 $\frac{5}{8}$	$\frac{23}{32}$	$\frac{3}{32}$	2
<b>B.S.A.</b> A.7 1946/50 ... .. B.31 and B.33 1947/49 ... .. B.34 1947/50 ... .. M.20 1940/50 ... .. M.21 1949/50 ... .. M.20 1940 ... ..	Steering Damper Disc ... ..	2 $\frac{1}{4}$	.752	$\frac{3}{32}$	2
	Shock Absorber Disc ... ..	3	1 $\frac{1}{4}$	.098/.095	2
Various ... ..	Steering Damper Disc ... ..	2.5	.876/.884	.093	2
	Shock Absorber Disc ... ..	3	1 $\frac{1}{4}$	.098/.095	2
	Shock Absorber Disc ... ..	1 $\frac{5}{8}$	$\frac{1}{2}$	$\frac{1}{8}$	2
	Shock Absorber Disc ... ..	2 $\frac{1}{4}$	$\frac{37}{64}$	$\frac{1}{8}$	2
	Shock Absorber Disc ... ..	3	.562	.127/.130	2
	Shock Absorber Disc ... ..	2 $\frac{1}{2}$	$\frac{1}{2}$	.127/.130	2
<b>B.S.A. 3-Wheeler</b> ... ..	Shock Absorber Disc ... ..	3	1 $\frac{1}{4}$	$\frac{3}{16}$	2
<b>DOUGLAS</b> ... ..	Shock Absorber Disc ... ..	2 $\frac{7}{8}$	1 $\frac{15}{32}$	$\frac{1}{16}$	2
	Steering Damper Disc ... ..	2 $\frac{1}{2}$	$\frac{33}{64}$	$\frac{1}{8}$	2
	Steering Damper Disc ... ..	2 $\frac{1}{2}$	.796	$\frac{1}{8}$	2
<b>EXCELSIOR</b> Manxman ... ..	Steering Damper Disc ... ..	3	1 $\frac{49}{64}$	$\frac{1}{8}$	1
	Shock Absorber Disc ... ..	3	1 $\frac{49}{64}$	$\frac{1}{8}$	1
<b>NEW IMPERIAL</b> ... ..	Shock Absorber Disc ... ..	3	1 $\frac{1}{16}$	$\frac{1}{16}$	2
	Shock Absorber Disc ... ..	2	$\frac{3}{4}$	$\frac{1}{16}$	2
	Shock Absorber Disc ... ..	2 $\frac{7}{8}$	1	$\frac{1}{16}$	4
<b>NORTON</b> ... ..	Shock Absorber Disc ... ..	3 $\frac{3}{8}$	2 $\frac{1}{16}$	$\frac{9}{64}$	6
	Shock Absorber Disc ... ..	3 $\frac{7}{8}$	2	$\frac{1}{16}$	2
	Shock Absorber Disc ... ..	3	1 $\frac{25}{32}$	$\frac{3}{16}$	2
	Shock Absorber Disc ... ..	3 $\frac{27}{32}$	1 $\frac{1}{16}$	$\frac{1}{8}$	2
	Steering Damper Disc ... ..	2 $\frac{7}{8}$	1 $\frac{3}{4}$	$\frac{1}{8}$	1
<b>O.K. SUPREME</b> 250cc ... ..	Steering Damper Disc ... ..	2 $\frac{1}{2}$	1 $\frac{1}{16}$	$\frac{3}{32}$	2

Shock Absorber and Steering Damper Discs  
 4 Brake Blocks for Pedal Cycles

SHOCK ABSORBER AND STEERING DAMPER DISCS *continued*

Name	Type	Diameter	Bore	Thick	No. per Absorber or Damper
<b>P &amp; M PANTHER</b> 250-350 cc ... .. 600cc 1937/46 ... ..	Shock Absorber Disc ... ..	2½	1½ 11/16	3/32 3/32	2 2
	Shock Absorber Disc ... ..	3			
<b>RALEIGH</b> ... ..	Shock Absorber Disc ... ..	27/8	1 3/8 1 1/4	1/8 3/32	2 2
	Steering Damper Disc ... ..	3			
<b>ROYAL ENFIELD</b> ... ..	Steering Damper Disc ... ..	2½	5/8	1.5 mm	2
	Steering Damper Disc ... ..	2 15/32	7/8	.048	2
	Steering Damper Disc ... ..	2 3/32	1	.048	2
	Shock Absorber Disc ... ..	3½	3/4	1.5 mm	2
<b>TRIUMPH</b> 250cc 1936 ... ..	Shock Absorber Disc ... ..	3 1/4	1 3/8	1/8	2
	Shock Absorber Disc ... ..	2 1/4	9/16	3/32	2
	Shock Absorber Disc ... ..	2 3/8	1 1/4	3/32	4
	Shock Absorber Disc ... ..	3 1/4	1 1/2	1/8	2
	Shock Absorber Disc ... ..	3 1/16	2 1/8	.040/.045	2
	Shock Absorber Disc ... ..	3	9/16	1/16	2
	Shock Absorber Disc ... ..	1 1/2	1 1/4	1/16	2
	Steering Damper Disc ... ..	2 5/8	3/4	3/32	1
<b>VELOCETTE</b> ... ..	Steering Damper Disc ... ..	3	1 49/64	1/8	2
	Shock Absorber Disc ... ..	3	1 23/64	1/8	2
	Shock Absorber Disc ... ..	2½	1½	3/32	2
MSS 500cc 1954 ... ..	Steering Damper Disc ... ..	2½	1	1/16	1
<b>VINCENT</b> all models ... ..	Steering Damper Disc ... ..	2½	1 1/8	1/16	2
<b>NSU-VINCENT</b> Fox 98cc & 123cc 1954 ... ..	Damper Disc Front ... ..	1 9/16	1 3/16	1/8	1
	Damper Disc Rear ... ..	1 1/4	.407/.397	3/16	1
<b>WEBB</b> ... ..	Shock Absorber Disc ... ..	2½	1 1/2	3/32	2
	Shock Absorber Disc ... ..	3	1 3/4	1/8	2
	Shock Absorber Disc ... ..	3 27/32	2 1/16	1/8	2
	Steering Damper Disc ... ..	2 29/32	1 3/4	1/16	2
	Steering Damper Disc ... ..	2 15/32	1½	1/16	2

# FERODO

## BRAKE BLOCKS FOR PEDAL CYCLES

Name of Machine	Type of Brake	Block Ref. No.	Name of Machine	Type of Brake	Block Ref. No.
Aberdale ... ..	Caliper ... ..	102	Dawes Emblem ... ..	GB Sport Caliper ...	113 or DB113
Aberdale ... ..	Stirrup ... ..	92A	Dawes Lustre Sports ...	GB Sport Caliper ...	113 or DB113
Aberdale ... ..	Juvenile... ..	53B	Dawes Sports Roadster	GB Sport Caliper ...	113 or DB113
A.C.S. ... ..	Stirrup ... ..	51A	Dawes Clansman ... ..	GB Sport Caliper ...	113 or DB113
A.C.S. ... ..	Stirrup Heavy ... ..	92A	Dawes Tartan Club ... ..	GB Sport Caliper ...	113 or DB113
A.C.S. ... ..	Caliper ... ..	16A	Dawes Combat ... ..	GB Standard Caliper ...	109 or DB109
Alcyon ... ..	Caliper ... ..	90 or 16A	Dawes Realmrider ... ..	Monitor Sheerline ...	114A & B
Armstrong ... ..	Stirrup Narrow ... ..	53	Dawes Shorts ... ..	Monitor Sheerline ...	114A & B
Armstrong ... ..	Stirrup Tapered ... ..	52	Dawes Super Shorts ... ..	Monitor Sheerline ...	114A & B
Armstrong ... ..	Stirrup Heavy ... ..	92A	Dawes Flambeau ... ..	GB Sport Caliper ...	113 or DB113
Armstrong ... ..	Caliper ... ..	109 or DB109	Dawes Tartan 5 Star ... ..	GB Coureur ... ..	113 or DB113
Armstrong Continental	GB Coureur Caliper ...	113 or DB113	Dawes Clansman Six ... ..	GB Coureur ... ..	113 or DB113
Armstrong Moth ... ..	GB Coureur Caliper ...	113 or DB113	Dawes Super Emblem ... ..	GB Coureur ... ..	113 or DB113
Armstrong Consort ... ..	GB Sports Caliper ... ..	109 or DB109	Dawes Tartan Club ... ..	GB Coureur ... ..	113 or DB113
Armstrong Consort 60	GB Coureur Caliper ...	113 or DB113	Dayton ... ..	Caliper ... ..	109 or DB109
Armstrong Campione ... ..	GB Sports Caliper ... ..	113 or DB113	Dayton Roadmaster ... ..	GB Coureur Caliper ...	113 or DB113
Armstrong Sovereign ... ..	GB Sports Caliper ... ..	113 or DB113	Dayton Cambridge ... ..	Caliper ... ..	109 or DB109
			Dayton Flyer Amalgam ...	GB Sports Caliper ...	113 or DB113
			Dunelt ... ..	Caliper ... ..	109 or DB109
			Dunelt ... ..	Stirrup ... ..	92A
	Bowden Stirrup Narrow	53	Dunlop Rims Caliper ... ..		16A
	Stirrup Square ... ..	51A			
	Stirrup Heavy ... ..	92A			
	Tyseley Stirrup ... ..	52			
	Tyseley Caliper ... ..	16A			
Bowens ... ..	Stirrup ... ..	53	Elswick Coronation ... ..	Elite Caliper ... ..	16A
	Brampton Stirrup ... ..	51A	Elswick Sports Tourist... ..	Caliper ... ..	102
B.S.A. ... ..	Caliper ... ..	16A or 90	Elswick Sports Light ... ..	Caliper ... ..	102
B.S.A. ... ..	Caliper ... ..	102	Roadster ... ..	Caliper ... ..	102
B.S.A. ... ..	Stirrup Narrow ... ..	53	Elswick Lightweight ... ..		
B.S.A. ... ..	Stirrup Wide ... ..	51A	Tourer ... ..	Caliper ... ..	102
B.S.A. ... ..	Stirrup Heavy ... ..	92A	Elswick 531 Clubman ... ..	Caliper ... ..	102
B.S.A. Gold Vase Special	GB Caliper ... ..	113 or DB113	Elswick Avenger ... ..	GB Caliper or ... ..	109 or DB109
	Buckley Caliper ... ..	16A		Webb Caliper ... ..	110
	Buckley Stirrup ... ..	51A	Elswick Juvenile ... ..	Stirrup ... ..	53B
	Burlite Caliper ... ..	109 or DB109	Elswick ... ..	Stirrup ... ..	92A
			Elswick Hopper... ..	Stirrup ... ..	52
			Elswick Lincoln Imp ... ..	GB Sports Caliper ...	113 or DB113
	Caliper for Dunlop Rims	16A		Endrick Rims Caliper ...	62 or 102
	Caliper for Endrick Racing Rims ... ..	16A		Endrick Racing Rims ...	
	Caliper for Endrick Rims	102	Enfield ... ..	Caliper ... ..	98B
Carrier Tricycles ... ..		85		Evans Caliper ... ..	16A
Cartwright Super Comet	GB Caliper ... ..	109 or DB109		Evans Stirrup ... ..	51B
Catos ... ..	Juvenile Stirrup ... ..	53B			
Chase ... ..	Caliper ... ..	109 or DB109	Federal and Federation	Caliper ... ..	92B
Chase ... ..	Stirrup ... ..	53	Federal and Federation	Stirrup ... ..	52 or 92A
Chater Lea ... ..	Caliper ... ..	109 or DB109	Federation Carrier ... ..	Stirrup ... ..	66
Chater Lea ... ..	Stirrup ... ..	53			
Chater Lea ... ..	Tandem ... ..	98B			
	Constrictor on Conloy Rims ... ..	51A			
	Constrictor Caliper ... ..	96			
Coventry Eagle Exemplar	GB Coureur Caliper ...	113 or DB113			
Coventry Eagle ... ..	Caliper ... ..	109 or DB109			
Coventry Eagle ... ..	Stirrup ... ..	92A			
Coventry Eagle Royal ... ..	Stirrup ... ..	52	G.P.O. Standard Carrier	Stirrup ... ..	66
	Crabbe Stirrup Square ...	51A	Gresham Flyer ... ..	Stirrup ... ..	53B
	Crabbe Stirrup Narrow ...	53			
	Crabbe Stirrup Narrow Wide Top ... ..	108			
Criterion ... ..	Stirrup ... ..	92A	Harrison Continental ... ..	GB Caliper ... ..	109 or DB109
Curry's Roadster ... ..	Stirrup ... ..	92A	Harrison Omnium ... ..	GB Caliper ... ..	109 or DB109
Cyc-Auto ... ..	Stirrup ... ..	112	Harrison Meteor ... ..	GB Caliper ... ..	109 or DB109
			Harrison Kermesse ... ..	GB Sports Caliper ...	113 or DB113

4 Brake Block for Pedal Cycles



FERODO BRAKE BLOCKS FOR PEDAL CYCLES *continued*

Name of Machine	Type of Brake	Block Ref. No.	Name of Machine	Type of Brake	Block Ref. No.
Hercules Kestrel	GB Caliper	109 or DB109	Norman Conquest	Caliper	102
Hercules Eileen Sheřidan	GB Caliper	109 or DB109	Norman Sports	Caliper	102
Hercules Harlequin Sports	GB Caliper	109 or DB109	Norman	Stirrup	92A
Hercules Tour De France Equipe	GB Coureur	113 or DB113			
Hercules Maestro	GB Caliper	109 or DB109	Perfection	Pelissier Caliper	90 or 16A
Hercules Artisan	Stirrup	92A	Phillips Jaguar	Stirrup	92A
Hercules Windsor	Caliper	109 or DB109	Phillips Vox Populi	Phillite Caliper	109 or DB109
Hercules Balmoral	Stirrup	92A	Phillips Vox Populi	Millward Caliper	109 or DB109
Hercules Safety "C"	Stirrup	92A	Phillips Sports	Vox Populi Caliper	109 or DB109
Hercules Sports Tourist	Caliper	109 or DB109	Phillips Lightweight Tourist	Vox Populi Caliper	109 or DB109
Hercules	Caliper (Old Pattern)	16A	Phillips Roadmaster	Stirrup	92A
Hercules	Stirrup Narrow	108	Phillips Juvenile	Stirrup	92A
Hercules	Stirrup Tapered	52			
Hercules	Stirrup Square	66			
Holdsworth Hurricane	GB Caliper	109 or DB109			
Holdsworth Typhoon	GB Caliper	109 or DB109			
Holdsworth La Quelda	GB Caliper	109 or DB109			
Holdsworth Zephyr	GB Caliper	109 or DB109			
Holdsworth Cyclone	GB Caliper	109 or DB109			
Holdsworth Whirlwind	GB Caliper or GB Coureur Caliper	109 or DB109			
Hopper Coronation	Caliper	102			
Hopper Sports Tourist	Caliper	102			
Hopper Sports Light Roadster	Caliper	102			
Hopper Light Roadster	Stirrup	92A			
Hopper Lightweight Tourer	Caliper	102			
Hopper Vampire	GB Caliper	109 or DB109			
Hopper 531 Clubman	Caliper	102	Radco	Stirrup	92B
Hopper Lightweight Safety	Stirrup	92A	Raleigh	Caliper	98B
Hopper Roadster	Stirrup	92A	Raleigh	Stirrup	57A
Hopper Juvenile	Stirrup	53B	Raleigh	Carrier	57B
Humber	Stirrup	57A	Raleigh RRA Moderne	GB Coureur Caliper	113 or DB113
Humber	Caliper	98B		Resilion Cantilever (Standard Pattern)	95A
Humber Carrier	Stirrup	57B		Resilion Cantilever Tandem (Deep Pattern 3 in. long)	95B
				Resilion Cantilever Tandem (Deep Pattern 2 1/4 in. long)	95C
Initial Carrier	Stirrup	94		Resilion Cantilette (Deep Pattern)	95C
James Arrow Ace	GB Caliper	109 or DB109		Resilion Cantilette (Standard Pattern)	95D
James Clubman Ace	Caliper	102		Resilion Cantilever (Shallow Pattern)	95E
James Ace	Caliper	99		Resilion Cantilette (Shallow Pattern)	95F
James	Caliper (Old pattern)	16A	Robin Hood	Caliper	98B
James	Stirrup Square	51A	Robin Hood	Stirrup	57A
James	Stirrup	92A	Royal Enfield	Caliper	98B
			Rudge Whitworth	Caliper (Short Shoe)	55A
Kerry	Stirrup	92A	Rudge Whitworth	Caliper (Long Shoe)	55D
	La Touriste Caliper	16A	Runwell	Stirrup	92A
	Macmillan Caliper	92B			
	Merlin Caliper	16A	Saxon	Stirrup (Rear)	51A
	Monitor Caliper	109 or DB109	Saxon	Stirrup (Front)	52
	Monitor Sheerline	114A & B		Selwell Phillips Standard	92A
	Monitor Super Cam	106		Selwell Phillips Caliper (Endrick)	109 or DB109
	Monitor Climax	106		Selwell Phillips Caliper (Westwood)	92B
New Hudson	Caliper	102		Strata Caliper	111
New Hudson	Featherlite Caliper	109 or DB109	Sun Wasp	GB Coureur Caliper	113 or DB113
New Hudson	Stirrup Narrow	53	Sun Soleil d'Or	GB Caliper or Resilion Cantilever	109 or DB109
New Hudson	Stirrup Square	66		Monitor Sheerline	95A
New Hudson Race Rider	GB Sports Caliper	113 or DB113	Sun Vitesse	Monitor Sheerline	114A & B
New Hudson	Caliper Standard 1/4 in. Thick (Old Type)	97B	Sun Manxman	GB Caliper	109 or DB109
Norman Invader	Caliper	109 or DB109	Sun Sun Mist	Monitor Caliper	109 or DB109
Norman Rapide	Caliper	109 or DB109	Sun City Model	Monitor Caliper	109 or DB109
Norman Tourist VG/T	Caliper	109 or DB109			

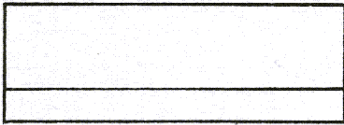

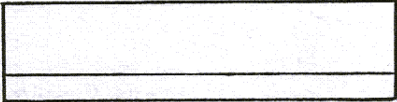
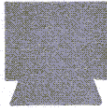
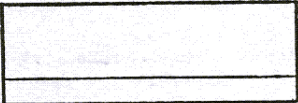
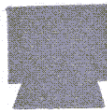
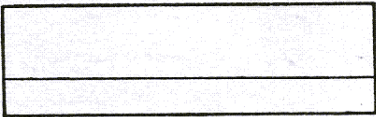

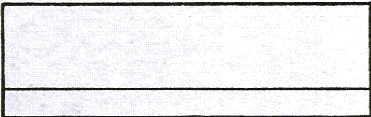

FERODO BRAKE BLOCKS FOR PEDAL CYCLES *continued*

Name of Machine	Type of Brake	Block Ref. No.	Name of Machine	Type of Brake	Block Ref. No.
Sun ... ..	Stirrup ... ..	52 or 92A	Viking Clockmaster ...	GB Coureur (Front Brake only) ... ..	113 or DB113
Sun Supalite 5 ... ..	GB Caliper ... ..	109 or DB109	Viking Clubmaster ...	GB Caliper or ... ..	109 or DB109
Sun Supalite ... ..	GB Sports Caliper ... ..	113 or DB113	Viking Tour of Britain	GB Grandetour ... ..	113 or DB113
Sunbeam Olympic ... ..	GB Caliper ... ..	109 or DB109	Viking Mileater ... ..	GB Coureur ... ..	113 or DB113
Sunbeam ... ..	Stirrup Front (Left and Right Hand) ... ..	103A & 103B	Viking Clubman ... ..	GB Caliper ... ..	109 or DB109
Sunbeam ... ..	Stirrup Rear ... ..	104	Vindec ... ..	GB Coureur ... ..	113 or DB113
Taylor Sports ... ..	Phillips Caliper or Webb Caliper ... ..	109 or DB109 110	Vindec ... ..	Stirrup ... ..	92A
Taylor Super Clubman	GB Sports Caliper ... ..	113 or DB113	Vindec ... ..	Caliper ... ..	102
Taylor International ... ..	GB Caliper ... ..	109 or DB109	Vox Populi ... ..	Caliper ... ..	113 or DB113
Taylor Curved Tube Model ... ..	GB Caliper (Front Brake only) ... ..	109 or DB109	Warrick ... ..	...	66
Taylor Tourist ... ..	GB Caliper ... ..	109 or DB109	Warrick ... ..	...	85
Taylor Marathon ... ..	GB Caliper ... ..	109 or DB109	Warrick Tricycle ... ..	...	63 or 98B
Taylor Ladies' Model ... ..	GB Caliper ... ..	109 or DB109	Wearwell ... ..	Stirrup ... ..	92A
Tildesley Planet Pintail ... ..	GB Caliper ... ..	109 or DB109	Wearwell ... ..	Caliper ... ..	109 or DB109
Tildesley Planet Pipit ... ..	Monitor Sheerline Caliper ... ..	114A & 114B 102		Webb Caliper ... ..	110
Triumph ... ..					

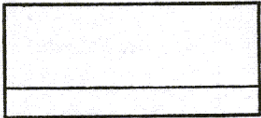

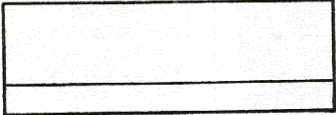

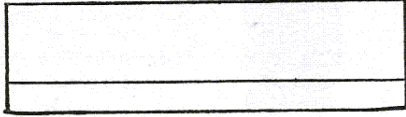

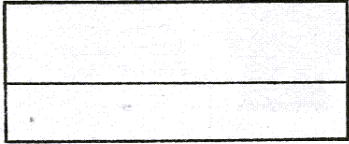

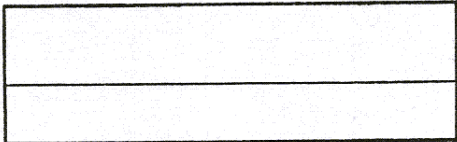

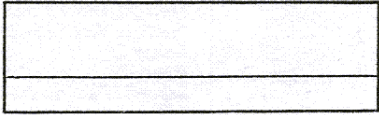

# FERODO BRAKE BLOCKS FOR PEDAL CYCLES

## NUMERICAL SECTION

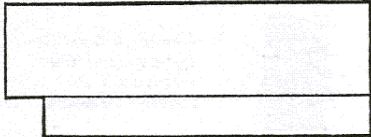

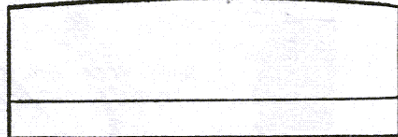

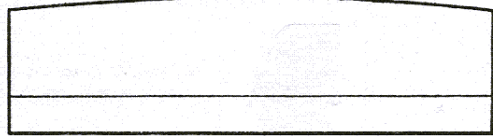

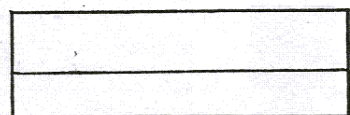

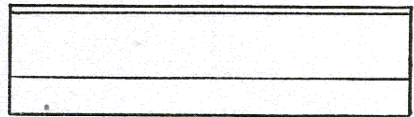
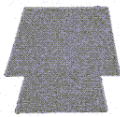
Diagrams indicate actual sizes and sections of blocks

Block Ref. No.	Actual Size	Section	Models Fitted
<b>16A</b>	 <i>(For heavy type block refer to block 88)</i>		A.C.S. Caliper Alcyon. Caliper B.S.A. Caliper Bowden Tyseley. Caliper Buckley. Caliper Dunlop rim. Caliper Elite. Caliper Endrick racing rims. Caliper light pattern Evans front. Caliper Hercules. Caliper James. Caliper La Touriste. Caliper Merlin. Caliper Pelissier. Rear caliper
<b>51A</b>			A.C.S. Stirrup brakes, square pattern Bowden. Stirrup brakes, square pattern Brampton B.S.A. Wide pattern Buckley. Stirrup brakes Constrictor brake on Conloy rims Crabbe. Square pattern James. Square pattern Saxon. Rear brake
<b>51B</b>			Evans. Rear stirrup
<b>52</b>			Armstrong. Tapered pattern Bowden Tyseley. Tapered pattern Buckley. Stirrup Brakes. Bowden Type Coventry Royal Elswick Hopper Federal and Federation Hercules. Tapered pattern Stirrup brakes Saxon. Rear brake Sun
<b>53</b>			Armstrong. Narrow pattern Bowden. Narrow pattern Bowns B.S.A. Narrow pattern Chase Chater Lea Crabbe. Narrow pattern New Hudson. Narrow pattern Phillips. Narrow pattern Viking. Narrow pattern

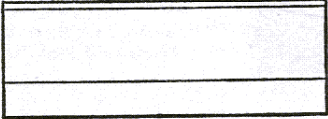
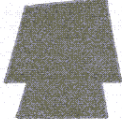
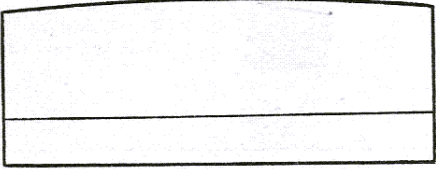

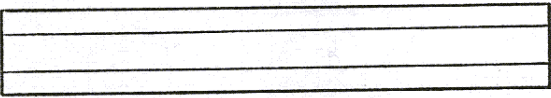

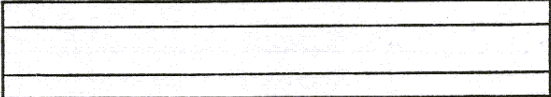

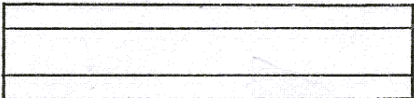

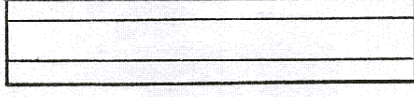

FERODO BRAKE BLOCKS FOR PEDAL CYCLES *continued*

Block Ref. No.	Actual Size	Section	Models Fitted
53B			<p>Aberdale Juvenile                      Elswick Juvenile                      Gresham Flyer                      Hopper Juvenile</p>
55A			<p>Rudge Whitworth. Caliper. 1933                      onwards (short shoe)</p>
55D			<p>Rudge Whitworth. Caliper. 1933                      onwards (long shoe)</p>
57A			<p>Humber                      Humber roller (1931 onwards)                      Raleigh                      Robin Hood</p>
57B			<p>Humber. Carrier                      Raleigh. Carrier</p>
62			<p>Endrick rims (shallow block for lug                      fitting)                      Monarch Trike</p>

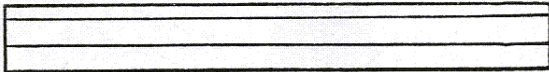

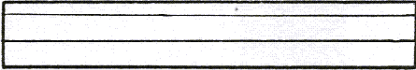

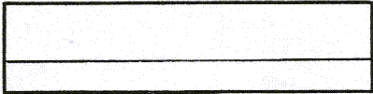

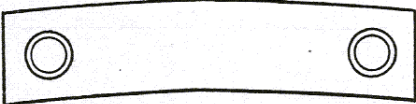

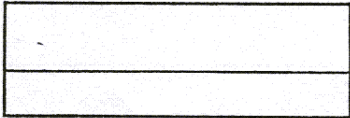

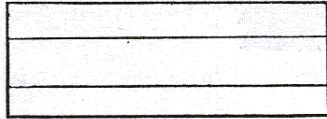

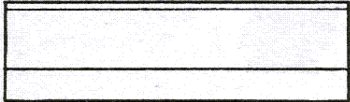

FERODO BRAKE BLOCKS FOR PEDAL CYCLES *continued*

Block Ref. No.	Actual Size	Section	Models Fitted
63			Warrick Tricycle
66			Federation. Carrier G.P.O. Standard carrier Hercules. Carrier New Hudson. Carrier New Hudson. G.P.O. pattern Phillips. Carrier Warrick cycles Wearwell
85			Bowden. Box carrier Carrier tricycles Warrick cycles
90			Alcyon. Caliper B.S.A. Caliper Pelissier. Rear
92A			Aberdale A.C.S. Heavy pattern Armstrong B.S.A. Heavy pattern Bowden. Stirrup, heavy pattern Coventry Eagle Criterion Curry's Roadster Dunelt Elswick Federal and Federation Hercules Hopper James Kerry Norman Perfection Phillips. Selwell standard Phillips. Vox Populi Radco Runwell Selwell. Phillips standard Sun Vindec Wearwell

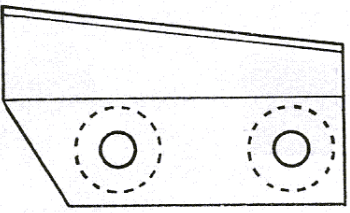

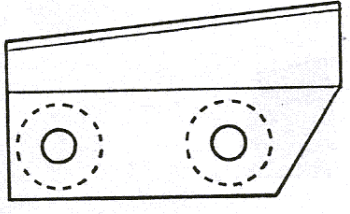

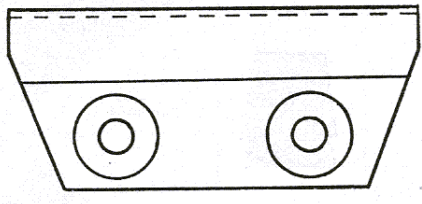

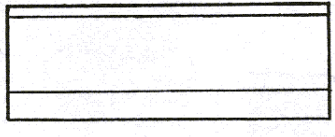

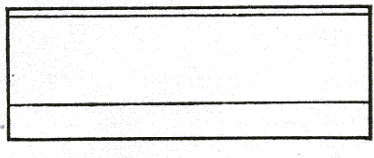

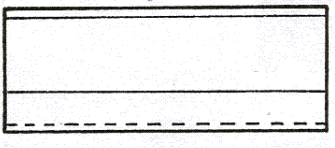


FERODO BRAKE BLOCKS FOR PEDAL CYCLES *continued*

Block Ref. No.	Actual Size	Section	Models Fitted
92B			Federal and Federation speed models Macmillan. Caliper Phillips. Philco caliper Phillips. Selwell caliper
94			Initial Carrier
95A			Resilion Cantilever model 'A'. Front and rear (standard pattern)
95B			Resilion Tandem Cantilever. Front and rear (deep pattern)
95C			Resilion Tandem Cantilever. Front (deep pattern) Resilion Cantilever Model 'Cantillette'. Front and rear (deep pattern)
95D			Resilion Cantilever model 'Cantillette'. Front and rear (standard pattern)

FERODO BRAKE BLOCKS FOR PEDAL CYCLES *continued*

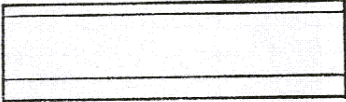

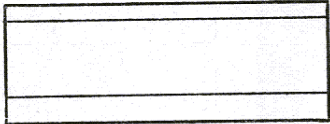

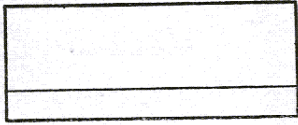

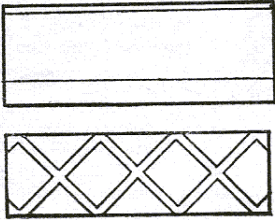

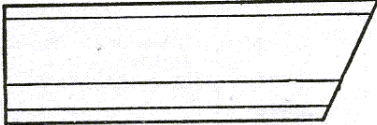

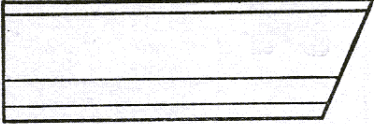

Block Ref. No.	Actual Size	Section	Models Fitted
95E			Resilion Cantilever model 'A'. Front and rear (shallow pattern)
95F			Resilion Cantilever model 'Cantillette'. Front and rear (shallow pattern)
96			Constrictor 'Boa' Caliper Constrictor 'Cobra' Caliper
97B			New Hudson standard. Caliper ( $\frac{1}{2}$ in. thick)
98B			Chater Lea Tandem Humber Caliper Raleigh Caliper Robin Hood Royal Enfield Warrick tricycle
99			James 'Ace' Caliper
102			Aberdale Endrick rim (shallow block for lug fitting) Elswick Hopper James New Hudson Triumph Vindec

FERODO BRAKE BLOCKS FOR PEDAL CYCLES *continued*

Block Ref. No.	Actual Size	Section	Models Fitted																												
103A			Sunbeam. Front (left- and right-hand)																												
103B																															
104			Sunbeam. Rear																												
106			Monitor Climax Monitor Super cam																												
108			Crabbe narrow pattern. Wide top Hercules stirrup																												
109  DBI09	  <p data-bbox="662 1724 813 1859"><i>This block supplied with or without diamond pattern. Special soft quality for use with alloy rims also available</i></p>		<table border="0"> <tr> <td>Armstrong</td> <td>Holdsworth</td> </tr> <tr> <td>Burlite</td> <td>Hopper</td> </tr> <tr> <td>Cartwright</td> <td>Monitor</td> </tr> <tr> <td>Catos</td> <td>New Hudson</td> </tr> <tr> <td>Chase</td> <td>Norman</td> </tr> <tr> <td>Chater Lea</td> <td>Phillips Philco</td> </tr> <tr> <td>Coventry Eagle</td> <td>Caliper</td> </tr> <tr> <td>Dawes</td> <td>Strata</td> </tr> <tr> <td>Dayton</td> <td>Sun</td> </tr> <tr> <td>Dunelt</td> <td>Taylor</td> </tr> <tr> <td>Elswick</td> <td>Viking</td> </tr> <tr> <td>GB Caliper</td> <td>Vox Populi</td> </tr> <tr> <td>Harrison</td> <td>Wearwell</td> </tr> <tr> <td>Hercules</td> <td></td> </tr> </table>	Armstrong	Holdsworth	Burlite	Hopper	Cartwright	Monitor	Catos	New Hudson	Chase	Norman	Chater Lea	Phillips Philco	Coventry Eagle	Caliper	Dawes	Strata	Dayton	Sun	Dunelt	Taylor	Elswick	Viking	GB Caliper	Vox Populi	Harrison	Wearwell	Hercules	
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Burlite	Hopper																														
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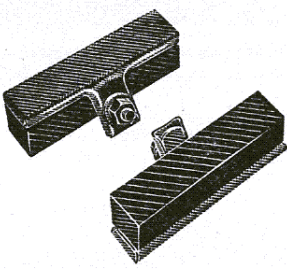
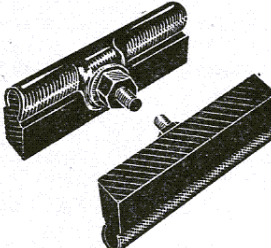
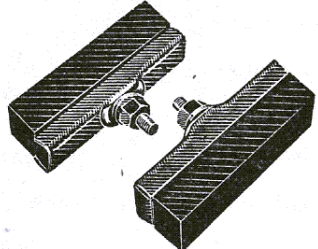
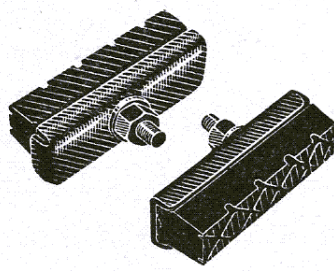
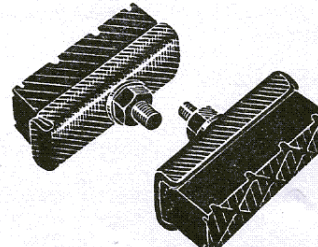


FERODO BRAKE BLOCKS FOR PEDAL CYCLES *continued*

Block Ref. No.	Actual Size	Section	Models Fitted
110			Webb Caliper
111			Strata
112			Cyc-Auto
113  DB113	 <p data-bbox="746 1283 890 1402"><i>This block supplied with or without diamond pattern. Special soft quality for use with alloy rims also available</i></p>		Armstrong B.S.A. Coventry Eagle Dawes Dayton Elswick GB Sports GB Grandetour  GB Coureur Harrison Hercules Holdsworth New Hudson Raleigh Sun Viking
114A			Dawes Monitor Sheerline Sun
114B			

## FERODO BRAKE BLOCKS MOUNTED IN SHOES FOR CYCLE BRAKES

The brake blocks listed below are available ready mounted in high quality nickel plated steel shoes complete with necessary nuts, bolts and washers

	Block Ref. No.	Models fitted
	<b>BLOCK 51A</b>	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">                     A.C.S. stirrup brakes                      Bowden stirrup brakes, square pattern                      Brampton                      B.S.A. wide pattern                      Buckley stirrup brakes                 </div> <div style="width: 45%;">                     Constrictor brake on Conloy rims                      Crabbe square pattern                      James square pattern                      Saxon rear brake                 </div> </div>
	<b>BLOCK 57A</b>	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">                     Humber                      Humber roller (1931 onwards)                 </div> <div style="width: 45%;">                     Raleigh                 </div> </div>
	<b>BLOCK 98B</b>	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">                     Chater Lea Tandem                      Humber caliper                      Raleigh caliper                 </div> <div style="width: 45%;">                     Robin Hood                      Royal Enfield                      Warrick Tricycle                 </div> </div>
	<b>BLOCK DB109</b>  <i>These blocks also available without the diamond pattern 109                      A special soft quality DBS109 can be supplied for alloy rims</i>	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">                     Armstrong                      Burlite                      Cartwright                      Caton                      Chase                      Chater Lea                      Coventry Eagle                      Dawes                      Dayton                      Dunelt                      Elswick                      GB caliper                      Harrison                 </div> <div style="width: 45%;">                     Hercules                      Holdsworth                      Hopper                      Monitor                      New Hudson                      Norman                      Phillips Philco caliper                      Strata                      Sun                      Taylor                      Viking                      Vox Populi                      Wearwell                 </div> </div>
	<b>BLOCK DB113</b>  <i>These blocks also available without the diamond pattern 113                      A special soft quality DBS113 can be supplied for alloy rims</i>	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">                     Armstrong                      B.S.A.                      Coventry Eagle                      Dawes                      Elswick                      GB Sports                      GB Grandetour                      GB Coureur                 </div> <div style="width: 45%;">                     Harrison                      Hercules                      Holdsworth                      New Hudson                      Raleigh                      Sun                      Viking                 </div> </div>



# FERODO

## LININGS IN BOXED SETS FOR PEDAL CYCLES WITH HUB BRAKES

Name of Machine or Brake	Model	Length	Width	Thick-ness	Radius	Drilled or Undrilled	Type of Ferodo Lining	Box Ref. No. 2 Linings per box
		in.	in.	in.	in.			
Bayliss-Wiley ...	Tandem ... ..	$3\frac{1}{2}$	$\frac{5}{8}$	$\frac{5}{32}$	$1\frac{1}{2}$	Drilled	BA	M23
Blumfield ... ..	Solo 1933 on and tandem ... ..	$3\frac{1}{8}$	$\frac{1}{2}$	$\frac{5}{32}$	$1\frac{1}{8}$	Drilled	BA	M34
Blumfield ... ..	Tandem ... ..	$4\frac{3}{4}$	$\frac{3}{4}$	$\frac{5}{32}$	$2\frac{1}{32}$	Drilled	MR41	N34
British Hub ... ..	Solo Solite ... ..	3	$\frac{1}{16}$	$\frac{7}{64}$	$1\frac{1}{4}$	Undrilled	BA	M25
British Hub ... ..	Super Solo to 1939 ... ..	$3\frac{3}{4}$	$\frac{1}{16}$	$\frac{7}{64}$	$1\frac{1}{4}$	Undrilled	BA	M35
British Hub ... ..	Super Solo 1939 on ... ..	$3\frac{3}{4}$	$\frac{1}{16}$	$\frac{7}{64}$	$1\frac{1}{4}$	Undrilled	MR41	CBR/2
British Hub ... ..	Tandem front to 1935 ... ..	$4\frac{1}{4}$	$\frac{5}{8}$	$\frac{1}{8}$	$1\frac{5}{8}$	Undrilled	BA	M26
	Tandem rear to 1932 ... ..							
	Tricycle rear ... ..							
British Hub ... ..	Tandem rear from 1932 ... ..	$4\frac{1}{4}$	$\frac{3}{4}$	$\frac{1}{8}$	$1\frac{5}{8}$	Drilled	MR41	N21
	Super Tandem ... ..							
British Hub ... ..	Super Special Tandem to 1939 ... ..	$4\frac{3}{4}$	$\frac{7}{8}$	$\frac{1}{8}$	2	Undrilled	MR41	CBR/1
British Hub ... ..	Super Special Tandem 1939 on ... ..	$4\frac{3}{4}$	$\frac{7}{8}$	$\frac{5}{32}$	$1\frac{3}{32}$	Undrilled	BA	CBR/3
B.S.A....	Solo ... ..	3	$\frac{5}{8}$	$\frac{5}{32}$	$1\frac{5}{32}$	Drilled	MR41	M21
B.S.A....	Tandem ... ..	$3\frac{7}{16}$	$\frac{5}{8}$	$\frac{5}{32}$	$1\frac{2}{32}$	Undrilled	MR41	M22
Constrictor ... ..	Solo ... ..	$3\frac{1}{16}$	$\frac{5}{8}$	$\frac{9}{64}$	$1\frac{1}{2}$	Undrilled	MR41	M33
Cyclo... ..	Solo ... ..	$3\frac{1}{2}$	$\frac{5}{8}$	$\frac{5}{32}$	$1\frac{2}{32}$	Drilled	MR41	M24
Enfield ... ..	Solo 1935 on ... ..	$3\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{8}$	$1\frac{3}{4}$	Drilled	MR41	CEN/1
New Hudson ... ..	Solo and tandem ... ..	$3\frac{1}{2}$	$\frac{5}{8}$	$\frac{5}{32}$	$1\frac{2}{32}$	Drilled	MR41	M24
Perry ... ..	Tandem ... ..	$3\frac{1}{2}$	$\frac{5}{8}$	$\frac{5}{32}$	$1\frac{1}{2}$	Drilled	BA	M23
Phillips ... ..	Solo ... ..	$3\frac{1}{2}$	$\frac{9}{16}$	$\frac{1}{8}$	$1\frac{5}{8}$	Drilled	BA	M31
Sturmey-Archer ... ..	Solo and tandem to approximately September 1933 ... ..	$3\frac{1}{2}$	$\frac{5}{8}$	$\frac{9}{64}$	$1\frac{1}{32}$	Drilled	MR41	M32
Sturmey-Archer ... ..	Solo from approximately 1933/35 (aluminium shoes) ... ..	$3\frac{1}{16}$	$\frac{5}{8}$	$\frac{9}{64}$	$1\frac{1}{2}$	Undrilled	MR41	M33
Sturmey-Archer ... ..	Solo 1935 on (steel shoes) ... ..	$3\frac{1}{16}$	$\frac{5}{8}$	$\frac{9}{64}$	$1\frac{1}{2}$	Drilled	MR41	CSA/1
Sturmey-Archer ... ..	Tandem ... ..	$3\frac{1}{2}$	$\frac{5}{8}$	$\frac{9}{64}$	$1\frac{7}{8}$	Drilled	MR41	M36
Tri-Velox ... ..	Solo and tandem ... ..	$4\frac{3}{8}$	$\frac{3}{4}$	$\frac{5}{32}$	$2\frac{1}{32}$	Drilled	MR41	N34

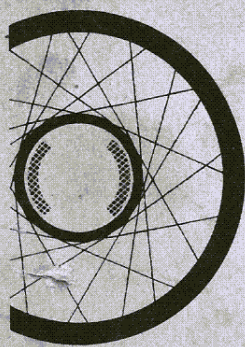
# FERODO DEPOTS

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<b>NORTH LONDON</b>	Ferodo House 10-12 Handel Street WC1	<i>Telephone</i> <i>TERminus 8181</i>
<b>SOUTH LONDON</b>	Ferodo House 35 Clapham High Street SW4	<i>MACaulay 3381</i>
<b>ABERDEEN</b>	Ferodo House 27-29 Virginia Street	<i>24251</i>
<b>BELFAST</b>	Ferodo House 41 Linen Hall Street	<i>31064</i>
<b>BIRMINGHAM 6</b>	Ferodo House 111-119 New Town Row	<i>ASTon Cross 1762</i>
<b>BRISTOL 1</b>	Ferodo House 118 Victoria Street	<i>21315</i>
<b>CARDIFF</b>	Ferodo House 38-40 Charles Street	<i>24588</i>
<b>DUBLIN</b>	Ferodo House 31-32 North Cumberland Street	<i>44590</i>
<b>EDINBURGH</b>	Ferodo House 84-90 Hanover Street	<i>CALedonian 7291</i>
<b>EXETER</b>	Ferodo House 13-14 Okehampton Street	<i>58571</i>
<b>GLASGOW C2</b>	Ferodo House 72 Waterloo Street	<i>CENtral 3316</i>
<b>IPSWICH</b>	Ferodo House 67 St Matthew's Street	<i>56357-8</i>
<b>LEEDS 2</b>	Ferodo House 80 North Street	<i>30025</i>
<b>LIVERPOOL 1</b>	1-5 Berry Street	<i>ROYal 1854</i>
<b>MANCHESTER</b>	Ferodo House 57 Upper Chorlton Road	<i>MOSs Side 3326</i>
<b>NEWCASTLE-ON-TYNE 1</b>	Ferodo House Barras Buildings Eldon Place and Claremont Road	<i>21548</i>
<b>NORWICH</b>	Ferodo House Queen's Road	<i>27156</i>
<b>NOTTINGHAM</b>	Ferodo House 139-143 Lower Parliament Street	<i>46017</i> <i>Late 1958 50838</i>
<b>SHEFFIELD 3</b>	Ferodo House Nursery Street	<i>27292</i>
<b>SOUTHAMPTON</b>	Ferodo House 42 Commercial Road	<i>26577</i>

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and agencies throughout the world



**FERODO** 1958 DATA BOOK

of friction materials for  
motor cycles, mopeds, scooters,  
three-wheelers, pedal cycles  
and invalid carriages