

Description of Parts

NORRIS, HENTY & GARDNERS, LTD.

(PROPRIETORS: L. GARDNER & SONS, LTD.)

HEAD OFFICE AND WORKS

BARTON HALL ENGINE WORKS, PATRICROFT, MANCHESTER.

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Codes: ABC 4th, 5th and 6th editions, Engineering, Bentley's Complete Phrase,
Bentley's Second Phrase, Western Union

SPARE PARTS CATALOGUE FOR THE

GARDNER

COMPRESSION IGNITION OIL ENGINE TYPE LK

ENGINE No. 4LK / 153616 CODE WORD OF THE ENGINE FORLK
POWER 60 B.H.P. AT 2100 REVS. PER MINUTE. DATE 2.9.66.

London Office and Export Department: TERMINAL HOUSE, 52, GROSVENOR GARDENS, WESTMINSTER, S.W.1.

Telegrams: "Nornodeste, Sowest, London." Telephone: Sloane 0030 (2 lines).

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GARDNER ENGINES (IRELAND) LTD. Dockside Works, 13, Sydenham Road, Belfast "Doxide" 57496 Belfast

INTRODUCTION.

IN order to obtain to its fullest advantage the excellent service offered by the Gardner Service Department, it is necessary to observe the following simple instructions. If these instructions be correctly carried out, errors and consequent delays will be avoided.

ALWAYS QUOTE :—

- (1) The number of the part.
- (2) The register number and the code word of the engine.

It is not necessary to give a description of the part.

The register number of the engine is stamped on the top of the crankcase alongside No. 4 cylinder, on the motion work side.

The code word of the engine will be found on page 1 of this catalogue.

The cylinder nearest to the chain case is No. 1 cylinder ; see also Plates Nos. 1, 2 and 3.

HOW TO ORDER A SPARE PART.

If you require a spare part for your engine, this is the way to order it. Turn to the index to the Plates, and to the Key Plates Nos. 1, 2 and 3, which will show you the general location of the part which you require. Now turn to the Plate indicated, identify the part by the illustration, alongside which is the sectional Part Number, next refer to the pages quoted at the bottom of the Plate ; verify this number with the description given in the text. Do not quote any other number appearing on the engine. You have now all the necessary information to enable you to order. Here is an example of the way to do it :—

Example :—

Your engine, we will suppose, is a 4LK number 58967, the code word is FORLK and you require some packings for the 1½ in.-16 Thds. Plug fitted in the Cylinder Head, Part No. 1/54. Your telegram should then be composed in the following way:—

“ Theorem Patricroft.

Send Twelve 1/54 FORLK 58967—SMITH 47 High Street Portsmouth ”

Translated, this would read :—

“ Norris, Henty & Gardners, Ltd., Patricroft.

Send as soon as possible, twelve packings for Plug 1½ in.-16 Thds. fitted in Cylinder Head for my 4LK Engine number 58967—SMITH, 47, High Street, Portsmouth.”

NOTE :—Do not omit the stroke from the section number of the part. This stroke, or solidus as it is called, is transmissible by telegram and is counted the same as one of the figures or digits.



INDEX TO SECTIONS

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CYLINDER BLOCK, CYLINDER HEAD AND SPRAYER—Section 1

| Plate No. | Part No. | Description | Plate No. | Part No. | Description | |
|-----------|----------|--|-----------|--|---|--|
| 4 | 1/1 | Cylinder—4 Block, Aluminium, fitted with 1/2 to 1/10, 1/12 to 1/14, 1/17 to 1/30, 1/31 or 1/32, 1/34, 1/36, 1/37, 1/79, 1/85, 1/94, 1/97, 1/101, 1/262 to 1/264, 2/245, 7/29 | 4, 4·1 | 1/21 | Spring Washer, O B.A. diam., for 1/19 | |
| | 1/2 | Cylinder Liner, fitted with 1/4 | | 1/22 | Stud, $\frac{5}{16}$ " Wh. \times $2\frac{11}{16}$ " long, fitted with 1/23, 1/24, for 1/84 | |
| | 1/3 | Cylinder Liner Retaining Nut, fitted with 1/4 | | 1/23 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 1/22 | |
| | 1/4 | Cylinder Liner Retaining Nut Locking Screw | | 1/24 | Spring Washer, $\frac{5}{16}$ " diam., for 1/22 | |
| | 1/5 | Plug, $1\frac{3}{8}$ "—16 Thds., fitted with 1/6 | | 4 | 1/25 Stud, O B.A. \times $\frac{7}{8}$ " long, fitted with 1/26, 1/27, for 7/30 | |
| 4, 4·1 | 1/6 | Packing, Circular, $1\frac{1}{4}$ " \times $1\frac{11}{16}$ " \times $\frac{3}{16}$ ", for 1/5, 1/203 | | 1/26 | Nut, Hex., O B.A. \times $\frac{7}{16}$ " \times $\frac{3}{16}$ " Hex., for 1/25 | |
| 4 | 1/7 | Cylinder Head Stud, $\frac{1}{2}$ " B.S.F. \times 5" long, fitted with 1/13, 1/14 | 4, 4·1 | 1/27 | Spring Washer, O B.A. diam., for 1/25 | |
| | 1/8 | Cylinder Head Stud—with Pap, $\frac{1}{2}$ " B.S.F. \times 5 $\frac{1}{2}$ " long, fitted with 1/13, 1/14 | | 1/28 | Cylinder Water Door—Plain, fitted with 1/29 | |
| | 1/9 | Cylinder Head Stud, $\frac{1}{2}$ " B.S.F. \times 5 $\frac{3}{8}$ " long, fitted with 1/13, 1/14 | | 1/29 | Cylinder Water Door Packing, for 1/28, 1/31, 1/32 | |
| | 1/10 | Cylinder Head Stud, $\frac{1}{2}$ " B.S.F. \times 6 $\frac{1}{4}$ " long, fitted with 1/13, 1/14 | | 1/30 | Setscrew, Countersunk Head, O B.A. \times $\frac{1}{2}$ " long, for 1/28 | |
| | 1/11 | Cylinder Head Stud $\frac{3}{8}$ " B.S.F. \times 4 $\frac{1}{2}$ " long, fitted with 1/15, 1/16 | | 4 | 1/31 Cylinder Water Inlet Door, with Pipe ("X" = 3 $\frac{7}{16}$ "), fitted with 1/29 | |
| | 1/12 | Cylinder Head Stud, $\frac{5}{16}$ " Wh. \times 4 $\frac{1}{4}$ " long, fitted with 1/17, 1/18 | | 1/32 | Cylinder Water Inlet Door, with Pipe ("X" = 3 $\frac{3}{16}$ "), fitted with 1/29 | |
| | 1/13 | Nut, Hex., $\frac{1}{2}$ " B.S.F. \times $\frac{1}{2}$ " \times $\frac{7}{16}$ " Hex., for 1/7 to 1/10 | | 1/33 | Cylinder Tappet Cover, fitted with 1/34 | |
| | 1/14 | Washer, Steel $\frac{11}{16}$ " Bore, for 1/7 to 1/10 | | 1/34 | Cylinder Tappet Cover Packing | |
| | 1/15 | Nut, Hex., $\frac{3}{8}$ " B.S.F. \times $\frac{3}{8}$ " \times $\frac{3}{8}$ " Hex., for 1/11 | | 1/35 | Setscrew, Countersunk Head, $\frac{1}{4}$ " Wh. \times $\frac{1}{2}$ " long, for 1/33 (For Aluminium Cylinder Blocks) | |
| | 1/16 | Washer, Steel $\frac{3}{16}$ " Bore, for 1/11 | | 1/36 | Drain Cock, $\frac{1}{4}$ " Gas, fitted with 1/37 | |
| | 4, 4·1 | 1/17 | | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 1/12, 1/199 | 1/37 | Packing, Circular, $\frac{11}{16}$ " \times $\frac{1}{2}$ " \times $\frac{1}{16}$ ", for 1/36 |
| | 4 | 1/18 | | Washer, Steel, $\frac{5}{16}$ " Bore, for 1/12 (Engines with Aluminium Heads) | 1/38 | CYLINDER HEAD ASSEMBLY—2 BLOCK— Aluminium, with Sprayer Assembly and Type 1 Compression Relief, Comprising 1/42, 1/127 to 1/129, 1/138, 1/139, 1/141 to 1/149, 1/153, 1/162 to 1/175, 1/177, 1/190, (1/194 if fitted), 1/195, 1/207 |
| 4, 4·1 | 1/19 | Stud, O B.A. \times $\frac{7}{8}$ " long, fitted with 1/20, 1/21, for 1/31, 1/32 | | | | |
| | 1/20 | Nut, Hex., O B.A. \times $\frac{7}{16}$ " \times $\frac{3}{16}$ " Hex., for 1/19 | | | | |

Superseded by 1/201 or 1/206, which will be supplied for replacements

For Aluminium Cylinder Blocks

For Aluminium Cylinder Blocks

Engines with Aluminium Heads

(For Aluminium Cylinder Blocks)

Superseded by 1/262, which will be supplied for replacement

Cylinders Nos. 1 & 2

Superseded by 1/257, which will be supplied for replacements



CYLINDER BLOCK, CYLINDER HEAD AND SPRAYER—Section 1

| Part No. | Description | Plate No. | Part No. | Description | |
|----------|--|-------------------------|---|--|--|
| 1/39 | CYLINDER HEAD ASSEMBLY—2 BLOCK—Aluminium, with Sprayer Assembly and Type 1 Compression Relief, Comprising 1/43, 1/127 to 1/129, 1/138, 1/139, 1/141 to 1/149, 1/155, 1/177, 1/190, (1/194 if fitted), 1/195 | Cylinders Nos. 3 & 4 | Superseded by 1/258, which will be supplied for replacements | 4 | 1/54 Plug, 1 $\frac{1}{8}$ "-16 Thds., fitted with 1/55 (For Aluminium Cylinder Heads) |
| 1/40 | | | | CYLINDER HEAD ASSEMBLY—2 BLOCK—Aluminium, without Sprayer Assembly and with Type 1 Compression Relief, Comprising 1/42, 1/127 to 1/129, 1/138, 1/139, 1/141 to 1/149, 1/153, 1/162 to 1/175, 1/190, (1/194 if fitted), 1/195, 1/207 | Cylinders Nos. 1 & 2 |
| 1/41 | CYLINDER HEAD ASSEMBLY—2 BLOCK—Aluminium, without Sprayer Assembly and with Type 1 Compression Relief, Comprising 1/43, 1/127 to 1/129, 1/138, 1/139, 1/141 to 1/149, 1/155, 1/190, (1/194 if fitted), 1/195 | Cylinders Nos. 3 & 4 | Superseded by 1/260, which will be supplied for replacements | | 1/56 Stud, $\frac{5}{16}$ " Wh. \times 1 $\frac{7}{16}$ " long, fitted with 1/57, 1/58, for 6/44 |
| 1/42 | | | | Cylinder Head—2 Block—Aluminium, fitted with 1/44 to 1/68, 1/79, 1/85, 1/97, 1/101, 1/188, 1/189, 1/229 | Cylinders Nos. 1 & 2 |
| 1/43 | Cylinder Head—2 Block—Aluminium, fitted with 1/44 to 1/50, 1/54, 1/55, 1/59 to 1/68, 1/79, 1/85, 1/94, 1/97, 1/101, 1/188, 1/189 | Cylinders Nos. 3 & 4 | Superseded by 1/221, which will be supplied for replacements | | 1/58 Spring Washer, $\frac{5}{16}$ " diam., for 1/56 |
| 1/44 | | | | Plug, $\frac{3}{8}$" Gas, fitted with 1/45 | |
| 1/45 | Packing, Circular, $\frac{7}{8}$"$\times$$\frac{5}{8}$"$\times$$\frac{1}{32}$", for 1/44 | Cylinders Nos. 3 & 4 | Superseded by 1/221, which will be supplied for replacements | | 1/60 Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 1/59 |
| 1/46 | | | | Plug, $\frac{1}{2}$" Gas, fitted with 1/47 (For Aluminium Cylinder Heads) | |
| 1/47 | Packing, Circular, 1$\frac{1}{16}$"$\times$$\frac{3}{4}$"$\times$$\frac{1}{32}$", for 1/46, 1/223 | Cylinders Nos. 3 & 4 | Superseded by 1/221, which will be supplied for replacements | | 1/62 Exhaust Manifold Clamp Stud, fitted with 1/63, 1/64 |
| 1/48 | | | | Sprayer Clamp Stud—Exhaust Valve Side, fitted with 1/50 | |
| 1/49 | Sprayer Clamp Stud—Inlet Valve Side, fitted with 1/50 | Cylinders Nos. 3 & 4 | Superseded by 1/221, which will be supplied for replacements | | 1/64 Spring Washer, $\frac{3}{8}$ " diam., for 1/62 |
| 1/50 | | | | Nut, Hex., $\frac{5}{16}$" Wh.$\times$$\frac{5}{16}$"$\times$$\frac{1}{4}$" Hex., for 1/48, 1/49 | 4 |
| 1/51 | Stud, $\frac{5}{16}$" Wh.\times1$\frac{5}{16}$" long, fitted with 1/52, 1/53, for 1/105 or 1/113 | Cylinders Nos. 3 & 4 | Superseded by 1/221, which will be supplied for replacements | | 1/66 Packing, Circular, $\frac{11}{16}$ " \times $\frac{1}{2}$ " \times $\frac{1}{16}$ ", for 1/65 |
| 1/52 | | | | Nut, Hex., $\frac{5}{16}$" Wh.$\times$$\frac{5}{16}$"$\times$$\frac{1}{4}$" Hex., for 1/51 | |
| 1/53 | Spring Washer, $\frac{5}{16}$" diam., for 1/51 | Cylinders Nos. 3 & 4 | Superseded by 1/221, which will be supplied for replacements | | 1/68 Inlet and Exhaust Valves Seat Plate Screw |
| | | | | Home Service — Heads must be returned to Works. | 5 |
| | Overseas Service — Heads must be returned to Service Agents. | | 1/70 Cylinder Head Cover—2 Block, fitted with 1/71 (Cylinders Nos. 3 & 4) | | |
| | | | | 1/71 Cylinder Head Cover Lifting Hole Plug | |
| | | | | 1/72 Cylinder Head Cover Screw, 4 $\frac{1}{16}$ " long | |
| | | | | 1/73 Cylinder Head Cover Screw, 3 $\frac{7}{16}$ " long | |
| | | | | 1/74 Air Inlet Cover Screw, 2 $\frac{5}{8}$ " long | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.

CYLINDER BLOCK, CYLINDER HEAD AND SPRAYER—Section 1

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|--|
| 5 | 1/75 | Air Inlet Cover—2 Block—Type 1 | 5 | 1/95 | Filler Cover |
| | 1/76 | Air Port End Cover | 5, 5-1 | 1/96 | Setscrew, Countersunk Head, $\frac{1}{4}$ " Wh. \times $\frac{1}{2}$ " long, for 1/86, 1/91, 1/267 |
| | 1/77 | Setscrew, Hex. Head, $\frac{1}{8}$ " Wh. \times $\frac{1}{4}$ " long, fitted with 1/78, for 1/76 | 5 | 1/97 | Washer, Copper and Asbestos, for 1/98 |
| | 1/78 | Spring Washer, $\frac{1}{16}$ " diam., for 1/77 | | 1/98 | Exhaust Manifold, fitted with 1/97, 1/99, 1/101 |
| | 1/79 | Packing, Flange, $1\frac{1}{8}$ " centres \times $1\frac{1}{8}$ " wide, for 1/80, 1/83, 1/84, 6/44 | | 1/99 | Plug, Hex. Head, $\frac{1}{4}$ " Gas \times $\frac{3}{8}$ " \times $\frac{3}{8}$ " Hex., for 1/98 |
| | 1/80 | Cylinder Head Water Connection Elbow (Connecting Heads), fitted with 1/79 | | 1/100 | Exhaust Pipe Flange, fitted with 1/101 |
| | 1/81 | Rubber Hose, for 1/80, 1/83, 1/84 | | 1/101 | Exhaust Pipe Flange Packing |
| | 1/82 | Hose Clip, for 1/81 | | 1/102 | Bolt, Hex. Head, $\frac{3}{8}$ " Wh. \times $1\frac{7}{16}$ " long \times $\frac{5}{16}$ " Hex., fitted with 1/103, 1/104, for 1/100 |
| | 1/83 | Cylinder Head Water Inlet Elbow (on Cylinder Head), fitted with 1/79 | | 1/103 | Nut, Hex., $\frac{3}{8}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{5}{16}$ " Hex., for 1/102 |
| | 1/84 | Cylinder Water Outlet Elbow (on Cylinder Block) fitted with 1/79 | | 1/104 | Spring Washer, $\frac{3}{8}$ " diam., for 1/102 |
| | 1/85 | Cylinder Head Joint Packing—2 Block | | 1/105 | Air Inlet Pipe, fitted with 1/106 to 1/109, 1/235 |
| | 1/86 | Cylinder Head Door—2 Block, fitted with 1/87 to 1/89, 1/229 | | 1/106 | Air Inlet Pipe Lining |
| | 1/87 | Stud, $\frac{5}{16}$ " Wh. \times $2\frac{3}{8}$ " long, fitted with 1/88, 1/89 | | 1/107 | Air Inlet Pipe Lining Retaining Spring |
| 5, 5-1 | 1/88 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 1/87 | | 1/108 | Setscrew, Cheese Head, 2 B.A. \times $\frac{1}{2}$ " long, fitted with 1/109 |
| | 1/89 | Spring Washer, $\frac{5}{16}$ " diam., for 1/87 | | 1/109 | Nut, Hex., 2 B.A., for 1/108 |
| 5 | 1/90 | LUBRICATING OIL FILLER ASSEMBLY , Comprising 1/91 to 1/95 (On side of Cylinder Head) | | 1/110 | Setscrew, Hex. Head, $\frac{1}{8}$ " Wh. \times $\frac{3}{4}$ " \times $\frac{1}{4}$ " Hex., fitted with 1/111, for 1/105, 1/113 |
| | 1/91 | Oil Filler Body, fitted with 1/92, 1/94 | | 1/111 | Spring Washer, $\frac{5}{16}$ " diam., for 1/110 |
| 5, 5-1 | 1/92 | Filler Cover Stud | | 1/112 | AIR FILTER AND AIR INLET PIPE ASSEMBLY , Comprising 1/113 to 1/126 |
| 5 | 1/93 | Filler Gauze, fitted with 1/94 | | 1/113 | Air Filter Pipe, fitted with 1/114, 1/115 |
| | 1/94 | Packing, for 1/91 (Cylinders Nos. 3 & 4) | | 1/114 | Air Filter Pipe Lining |
| | | | | 1/115 | Air Filter Pipe Lining Retaining Spring |

Non-Filter Type

Air Filter Type

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.



CYLINDER BLOCK, CYLINDER HEAD AND SPRAYER—Section 1

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|---|--|-----------------------------------|
| 5 | 1/116 | Air Filter Adapter | 4,4,1,6 | 6 | 1/137 Exhaust Valve Collar—Type 1 |
| | 1/117 | Setscrew, Cheese Head, O B.A. $\times \frac{5}{8}$ " long, fitted with 1/118, for 1/116 | | 1/138 Inlet and Exhaust Valves Spring—Outer (same as 9/16) | |
| | 1/118 | Spring Washer, O B.A. diam., for 1/117 | | 1/139 Inlet and Exhaust Valves Spring—Inter. (same as 9/17) | |
| | 1/119 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{1}{8}$ " long, fitted with 1/120, 1/121, for 1/125 | | 1/140 Inlet and Exhaust Valves Spring—Inner-Type 1, ("X" = $2\frac{3}{4}$ ") (Same as 9/18). Special requirements only. | |
| | 1/120 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 1/119 | | 1/141 Valve Levers Shaft—Type 1 Aluminium Heads and C.I. Heads. (Superseded by 1/210, 1/211, which will be supplied for replacements to suit C.I. Heads) | |
| | 1/121 | Spring Washer, $\frac{5}{16}$ " diam., for 1/119 | | 1/142 Valve Levers Shaft Locating Screw, for 1/141 (See 1/211 for Pointed Setscrew) | |
| | 1/122 | Setscrew, Hex. Head, $\frac{5}{16}$ " Wh. $\times \frac{7}{8}$ " long, fitted with 1/123, 1/124, for 1/126 | | 6 | 1/143 Inlet Valve Lever |
| | 1/123 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 1/122 | | 1/144 Setscrew, Headless, Steel, O B.A. $\times \frac{7}{8}$ " long, fitted with 1/145 (Superseded by 1/215, which will be supplied for replacements) | |
| | 1/124 | Spring Washer, $\frac{5}{16}$ " diam., for 1/122 | | 1/145 Compression Relief Adjusting Screw Nut | |
| | 1/125 | Air Filter Bracket | | 1/146 Exhaust Valve Lever | |
| | 1/126 | Air Filter | | 1/147 Valve Lever Adjuster, fitted with 1/148 | |
| 6 | 1/127 | Exhaust Manifold Clamp | | 1/148 Nut, Hex., $\frac{5}{16}$ " B.S.F. $\times \frac{1}{4}$ " $\times \frac{3}{8}$ " Hex., for 1/147 | |
| | 1/128 | Sprayer Clamp Plate | | 1/149 Valve Levers Spacing Spring | |
| | 1/129 | Valve Levers Lubrication Pipe Screw | 1/150 Compression Relief Gear Ball Spring | | |
| | 1/130 | Inlet and Exhaust Valves Guide—Type 1 (For Aluminium Cylinder Heads) | 1/151 Ball, $\frac{3}{16}$ " diam., for 1/152 | | |
| | 1/131 | Inlet Valve, fitted with 1/133, 1/134—Type 1 | 1/152 Compression Relief Gear | | |
| | 1/132 | Inlet Valve, less (1/133 or 1/192) | 1/153 COMPRESSION RELIEF SHAFT ASSEMBLY—2 BLOCK —TYPE 1, Comprising 1/150 to 1/152, 1/154, 1/159 to 1/161 | | |
| | 1/133 | Inlet Valve Collar—Type 1 | 1/154 Compression Relief Shaft—2 Block—Type 1, fitted with 1/157, 1/158 (supplied only with 1/176 at Net price) | | |
| | 1/134 | Split Pin, $\frac{1}{8}$ " diam. $\times 1\frac{1}{8}$ " long, for 1/131, 1/135, 1/190, 1/195 | 1/155 COMPRESSION RELIEF SHAFT ASSEMBLY—2 BLOCK —TYPE 1, Comprising 1/150 to 1/152, 1/156 to 1/161 | | |
| | 1/135 | Exhaust Valve, fitted with 1/134, 1/137—Type 1 | 1/156 Compression Relief Shaft—2 Block—Type 1, fitted with 1/157, 1/158 (supplied only with 1/176 at Net price) | | |
| | 1/136 | Exhaust Valve, less 1/137—Type 1 | | | |

Air Filter Type

4,4,1,6

6

For Compression Relief—Type 1

Cylinders Nos. 1 & 2

Cylinders Nos. 1 & 2

Cylinders Nos. 3 & 4

Cylinders Nos. 3 & 4

Superseded by Compression Relief Type 2, which will be supplied for replacements. See 1/213, 1/214, 1/242

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.

CYLINDER BLOCK, CYLINDER HEAD AND SPRAYER—Section 1

| Plate No. | Part No. | Description | Plate No. | Part No. | Description | |
|-----------|---|---|-----------|--|--|--|
| 6 | 1/157 | Woodruff Key, for 1/154, 1/156 (For Compression Relief—Type 1) | 6 | 1/178 | Sprayer Body, supplied only with 1/179, 1/180, 1/182 | |
| | 1/158 | Nut, Hex., $\frac{1}{2}$ " B.S.F. $\times \frac{1}{4}$ " $\times \frac{7}{16}$ " Hex., for 1/154, 1/156 | | 1/179 | Sprayer Valve, supplied only with 1/178, 1/180 1/182 | |
| | 1/159 | Compression Relief Shaft Thrust Washer | | 1/180 | Sprayer Valve Spring Collar, supplied only with 1/178, 1/179, 1/182 | |
| | 1/160 | Compression Relief Cam, fitted with 1/161 (supplied only with 1/176 at Net price) | | 1/181 | Sprayer Valve Spring—60 lb. { Superseded by 1/208 and 1/209, which will be supplied for replacements | |
| | 1/161 | Taper Pin, for 1/160 | | 1/182 | Sprayer Valve Stop, supplied only with 1/178 to 1/180 | |
| | 1/162 | Compression Relief Quadrant Bracket, fitted with 1/163 | | 1/183 | Sprayer Nozzle | |
| | 1/163 | Compression Relief Quadrant Stop | | 1/184 | Sprayer Cap | |
| | 1/164 | Bolt, Hex. Head, $\frac{5}{16}$ " Wh. $\times 1\frac{3}{4}$ " long $\times \frac{1}{4}$ " Hex., fitted with 1/165, 1/166, for 1/162 | | 1/185 | Sprayer Filter Washer | |
| | 1/165 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 1/164 | | 1/186 | Sprayer Delivery Union Stock | |
| | 1/166 | Spring Washer, $\frac{5}{16}$ " diam., for 1/164 | | 1/187 | Sprayer Seat Bush. Not supplied separately { Home Service :—Heads must be returned to Works. Overseas Service :—Heads must be returned to Service Agents. } | |
| | 1/167 | Compression Relief Quadrant Spindle, fitted with 1/168 | | 1/188 | Inlet Valve Guide—Type 2 | |
| | 1/168 | Split Pin, $\frac{3}{32}$ " diam. $\times 1$ " long, for 1/167 | | 1/189 | Exhaust Valve Guide—Type 2 | |
| | 1/169 | Compression Relief Quadrant | | 1/190 | Exhaust Valve—Type 2, fitted with 1/134, 1/193 | |
| | 1/170 | Washer, Steel, $\frac{3}{16}$ " Bore, for 1/167 | | 1/191 | Exhaust Valve, less 1/193—Type 2 | |
| | 1/171 | Compression Relief Control Lever, fitted with 1/172 | | 1/192 | Inlet Valve Collar—Type 2 | |
| | 1/172 | Bolt, Hex. Head, $\frac{1}{4}$ "—28 Thds. $\times 1$ " long $\times \frac{3}{16}$ " Hex. | | 1/193 | Exhaust Valve Collar—Type 2 | |
| | 1/173 | Forked Eye, fitted with 1/174, 1/175, for 1/171, 1/245 | | 1/194 | Inlet and Exhaust Valve Spring—Inner—Type 2, ("X" = $2\frac{7}{16}$ ") (same as 9/57) Special requirements only | |
| | 1/174 | Pin, Headed, $\frac{1}{4}$ " diam. $\times \frac{5}{8}$ " long, fitted with 1/175 | | 1/195 | Inlet Valve—Type 2, fitted with 1/134, 1/192 | |
| | 1/175 | Split Pin, $\frac{5}{64}$ " diam. $\times \frac{1}{2}$ " long, for 1/174 | | 4-1 | 1/196 | Cylinder Head Stud, $\frac{1}{2}$ " B.S.F. $\times 4\frac{3}{4}$ " long, fitted with 1/200 |
| | 1/176 | Taper Reamer and Wrench, for 1/154, 1/156, 1/160 | | | 1/197 | Cylinder Head Stud, $\frac{1}{2}$ " B.S.F. $\times 5\frac{3}{8}$ " long, fitted with 1/200 |
| 1/177 | SPRAYER ASSEMBLY , Comprising 1/178 to 1/186 (same as 9/5) | | 1/198 | Cylinder Head Stud, $\frac{1}{2}$ " B.S.F. $\times 5\frac{7}{8}$ " long, fitted with 1/200 | | |
| | | | 1/199 | Cylinder Head Stud, $\frac{5}{16}$ " Wh. $\times 3\frac{13}{16}$ " long, fitted with 1/17 | | |

For
Compression
Relief—
Type 1

} For Aluminium Cylinder Heads

For
Aluminium
Cylinder
Heads

For
C.I.
Cylinder
Blocks

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.



CYLINDER BLOCK, CYLINDER HEAD AND SPRAYER—Section 1

| Plate No. | Part No. | Description | Plate No. | Part No. | Description | |
|-----------|----------|---|--|----------|--|---|
| 4-1 | 1/200 | Nut, Hex., $\frac{1}{2}$ " B.S.F. \times $\frac{5}{8}$ " \times $\frac{3}{8}$ " Hex., for 1/196 to 1/198, (Engines with C.I. Cylinder Heads) | 4-1 | 1/217 | CYLINDER HEAD ASSEMBLY—2 BLOCK—CAST IRON , with Sprayer Assembly and Type 1 Compression Relief, Comprising 1/127 to 1/129, 1/138, 1/139, 1/143, 1/145 to 1/149, 1/155, 1/177, 1/190, (1/194 if fitted), 1/195, 1/210 to 1/212, 1/215, 1/221 | |
| | 1/201 | Cylinder—4 Block—Cast Iron, fitted with 1/6, 1/19 to 1/24, 1/28 to 1/30, 1/34, 1/36, 1/37, 1/79, 1/85, 1/94, 1/97, 1/101, 1/196 to 1/200, 1/202 to 1/205, 1/261, 2/245, 7/29 | | 1/218 | CYLINDER HEAD ASSEMBLY—2 BLOCK—CAST IRON , without Sprayer Assembly and with Type 1 Compression Relief, Comprising 1/127 to 1/129, 1/138, 1/139, 1/143, 1/145 to 1/149, 1/153, 1/162 to 1/175, 1/190, (1/194 if fitted), 1/195, 1/207, 1/210 to 1/212, 1/215, 1/220 | |
| | 1/202 | Cylinder Liner | | 1/219 | CYLINDER HEAD ASSEMBLY—2 BLOCK—CAST IRON , without Sprayer Assembly and with Type 1 Compression Relief, Comprising 1/127 to 1/129, 1/138, 1/139, 1/143, 1/145 to 1/149, 1/155, 1/190, (1/194 if fitted), 1/195, 1/210 to 1/212, 1/215, 1/221 | |
| | 1/203 | Plug, $1\frac{1}{8}$ "—16 Thds., fitted with 1/6 | For Cast Iron Cylinder Blocks | | | |
| | 1/204 | Cylinder Tappet Cover, fitted with 1/34 | | | | |
| | 1/205 | Setscrew, Hex. Head, $\frac{1}{4}$ " Wh. \times $\frac{7}{16}$ " long, for 1/204 | | | | |
| | 1/206 | Cylinder—4 Block—Cast Iron, fitted with 1/6, 1/19 to 1/24, 1/28 to 1/30, 1/31 or 1/32, 1/34, 1/36, 1/37, 1/79, 1/85, 1/94, 1/97, 1/101, 1/196 to 1/200, 1/202 to 1/205, 1/261, 2/245, 7/29 | | | | |
| 6 | 1/207 | Compression Relief Quadrant Spring | | 1/220 | Cylinder Head—2 Block—Cast Iron, fitted with 1/44, 1/48 to 1/53, 1/56 to 1/64, 1/79, 1/85, 1/97, 1/101, 1/212, 1/222 to 1/226, 1/229, 1/236 to 1/241, 1/247, 1/248 | |
| | 1/208 | Sprayer Valve Spring—55 lb. (Supplied only with 1 set of 1/209) | | 1/221 | Cylinder Head—2 Block—Cast Iron, fitted with 1/44, 1/48 to 1/50, 1/59 to 1/64, 1/79, 1/85, 1/94, 1/97, 1/101, 1/212, 1/222 to 1/226, 1/236 to 1/241 | |
| | 1/209 | Sprayer Valve Spring Shim (in Sets of 2) | | 1/222 | Plug, Sq. Hole, $1\frac{1}{8}$ "—16 Thds., fitted with 1/55 | |
| | 1/210 | Valve Lever Shaft—Type 2 (Supplied with 1/211 when replacing 1/141 for C.I. Cylinder Heads) | C.I. Heads | 1/223 | Plug, Sq. Hole, $\frac{1}{2}$ " Gas, fitted with 1/47 | |
| 4-1, 6 | 1/211 | Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " B.S.F. \times $\frac{7}{16}$ " long, for 1/210 | | | 1/224 | Renewable Exhaust Valve Seat Insert |
| 4, 4-1, 6 | 1/212 | Plug, Hex. Head, $\frac{5}{16}$ "—28 Thds. \times $\frac{9}{32}$ " \times $\frac{3}{16}$ " Hex. | | 1/225 | Renewable Inlet Valve Seat Insert | |
| 5-1 | 1/213 | Compression Relief Shaft—2 Block (Cylinders Nos. 1 & 2) | | 6 | 1/226 | Inlet and Exhaust Valve Guide—Type 2 |
| | 1/214 | Compression Relief Shaft—2 Block (Cylinders Nos. 3 & 4) | | 5-1 | 1/227 | Cylinder Head Door—2 Block, fitted with 1/88, 1/89, 1/228, 1/229 |
| 6 | 1/215 | Setscrew, Headless, Bronze, O B.A. \times $\frac{7}{8}$ " long, fitted with 1/145 | | | | |
| 4-1 | 1/216 | CYLINDER HEAD ASSEMBLY—2 BLOCK—CAST IRON , with Sprayer Assembly and Type 1 Compression Relief, Comprising 1/127 to 1/129, 1/138, 1/139, 1/143, 1/145 to 1/149, 1/153, 1/162 to 1/175, 1/177, 1/190, (1/194 if fitted), 1/195, 1/207, 1/210 to 1/212, 1/215, 1/220 | Superseded by 1/257, which will be supplied for replacements | | | |
| | | | | | 1/228 | Stud, $\frac{5}{16}$ " Wh. \times $1\frac{1}{4}$ " long, fitted with 1/88, 1/89 |
| | | | | 1/229 | Packing, for 1/86, 1/227 (Cylinders Nos. 1 & 2) | |

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CYLINDER BLOCK, CYLINDER HEAD AND SPRAYER—Section 1

| Plate No. | Part No. | Description | Plate No. | Part No. | Description | |
|-----------|----------|--|-----------|----------|--|----------------------|
| 5-1 | 1/230 | Governor Lever Spring Damper | 5-1 | 1/251 | Spring Tag, $\frac{3}{4}$ " O.D. \times $\frac{11}{32}$ " I.D., for 1/252 | |
| | 1/231 | Setscrew, Hex. Head, $\frac{5}{16}$ " wh. \times $\frac{7}{8}$ " long, fitted with 1/232, 1/233, for 1/230 | | 1/252 | Compression Relief Tension Spring | |
| | 1/232 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex. | 4 | 1/253 | CYLINDER HEAD ASSEMBLY—2 BLOCK—ALUMINIUM , with Sprayer Assembly and Type 2 Compression Relief, Comprising 1/42, 1/127 to 1/129, 1/138, 1/139, 1/141 to 1/143, 1/145 to 1/149, 1/177, 1/190, (1/194 if fitted), 1/195, 1/213, 1/215, 1/243 to 1/248 | |
| | 1/233 | Spring Washer, $\frac{5}{16}$ " diam. | | | | |
| | 1/234 | Fuel Pump Steady Packing | | | Cylinders Nos. 1 & 2 | |
| 5 | 1/235 | Air Inlet Pipe Lining Retaining Tab | | 1/254 | CYLINDER HEAD ASSEMBLY—2 BLOCK—ALUMINIUM , with Sprayer Assembly and Type 2 Compression Relief, Comprising 1/43, 1/127 to 1/129, 1/138, 1/139, 1/141 to 1/143, 1/145 to 1/149, 1/177, 1/190, (1/194 if fitted), 1/195, 1/214, 1/215, 1/243, 1/244, 1/249 to 1/252 | |
| 4-1 | 1/236 | Plug, Sq. Hole, $\frac{1}{2}$ " Gas, fitted with 1/237 | | | | Cylinders Nos. 3 & 4 |
| | 1/237 | Packing, Circular, $1\frac{1}{16}$ " \times $\frac{3}{4}$ " \times $\frac{1}{32}$ ", for 1/236 | | | Superseded by 1/257, which will be supplied for replacements | |
| | 1/238 | Plug, Faced, $\frac{1}{4}$ " Gas \times $\frac{3}{8}$ " \times $\frac{3}{8}$ " Hex., fitted with 1/239 | | | | |
| | 1/239 | Packing, Circular, $\frac{11}{16}$ " \times $\frac{1}{2}$ " \times $\frac{1}{16}$ ", for 1/238 | | 1/255 | CYLINDER HEAD ASSEMBLY—2 BLOCK—ALUMINIUM , without Sprayer Assembly and with Type 2 Compression Relief, Comprising 1/42, 1/127 to 1/129, 1/138, 1/139, 1/141 to 1/143, 1/145 to 1/149, 1/190, (1/194 if fitted), 1/195, 1/213, 1/215, 1/243 to 1/248 | |
| | 1/240 | Plug, Faced, $\frac{1}{8}$ " Gas \times $\frac{3}{8}$ " \times $\frac{1}{4}$ " Hex., fitted with 1/241 | | | | Cylinders Nos. 1 & 2 |
| | 1/241 | Packing, Circular, $\frac{17}{32}$ " \times $\frac{3}{8}$ " \times $\frac{1}{32}$ ", for 1/240 | | 1/256 | CYLINDER HEAD ASSEMBLY—2 BLOCK—ALUMINIUM , without Sprayer Assembly and with Type 2 Compression Relief, Comprising 1/43, 1/127 to 1/129, 1/138, 1/139, 1/141 to 1/143, 1/145 to 1/149, 1/190, (1/194 if fitted), 1/195, 1/214, 1/215, 1/243, 1/244, 1/249 to 1/252 | |
| 5-1 | 1/242 | COMPRESSION RELIEF SHAFT ASSEMBLY—Type 2 , Comprising 1/213, 1/214, 1/243 to 1/246, 1/249, 1/250 | | | | Cylinders Nos. 3 & 4 |
| | 1/243 | Compression Relief Shafts Coupling Plate, fitted with 1/244 | | 4-1 | CYLINDER HEAD ASSEMBLY—2 BLOCK—CAST IRON , with Sprayer Assembly and Type 2 Compression Relief, Comprising 1/127 to 1/129, 1/138, 1/139, 1/143, 1/145 to 1/149, 1/177, 1/190, (1/194 if fitted), 1/195, 1/210 to 1/213, 1/215, 1/220, 1/243 to 1/248 | |
| | 1/244 | Split Pin, $\frac{1}{8}$ " diam. \times $1\frac{1}{8}$ " long, for 1/243 | | | | Cylinders Nos. 1 & 2 |
| | 1/245 | Compression Relief Lever, 3" crs., fitted with 1/246 | | 1/258 | CYLINDER HEAD ASSEMBLY—2 BLOCK—CAST IRON , with Sprayer Assembly and Type 2 Compression Relief, Comprising 1/127 to 1/129, 1/138, 1/139, 1/143, 1/145 to 1/149, 1/177, 1/190, (1/194 if fitted), 1/195, 1/210 to 1/212, 1/214, 1/215, 1/221, 1/243, 1/244, 1/249 to 1/252 | |
| | 1/246 | Setscrew, Sq. Head, Pointed, $\frac{1}{4}$ "—28 Thds. \times $\frac{11}{32}$ " long, for 1/245 | | | | Cylinders Nos. 3 & 4 |
| | 1/247 | Compression Relief Lever Stop and Plug, fitted with 1/248 | | | | |
| | 1/248 | Packing, Circular, $\frac{7}{8}$ " \times $\frac{5}{8}$ " \times $\frac{1}{32}$ ", for 1/247 | | | | |
| | 1/249 | Compression Relief Spring Lever, fitted with 1/250 | | | | |
| | 1/250 | Setscrew, Sq. Head, Pointed, $\frac{1}{4}$ "—28 Thds. \times $\frac{11}{32}$ " long, for 1/249 | | | | |

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CYLINDER BLOCK, CYLINDER HEAD AND SPRAYER—Section 1

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|---|---|----------|--|
| 4-1 | 1/259 | CYLINDER HEAD ASSEMBLY—2 BLOCK—CAST IRON , without Sprayer Assembly and with Type 2 Compression Relief, Comprising 1/127 to 1/129, 1/138, 1/139, 1/143, 1/145 to 1/149, 1/190, (1/194 if fitted), 1/195, 1/210 to 1/213, 1/215, 1/220, 1/243, 1/244, 1/249 to 1/252 | 5-2 | 1/276 | Air Filter Adapter—Oil Bath Type—Type 3 |
| | | | | 1/277 | Air Filter Adapter—Oil Bath Type—Type 4 |
| | | | | 1/278 | Air Filter Adapter—Oil Bath Type—Type 5 |
| | 1/260 | CYLINDER HEAD ASSEMBLY—2 BLOCK—CAST IRON , without Sprayer Assembly and with Type 2 Compression Relief, Comprising 1/127 to 1/129, 1/138, 1/139, 1/143, 1/145 to 1/149, 1/190, (1/194 if fitted), 1/195, 1/210 to 1/212, 1/214, 1/215, 1/221, 1/243, 1/244, 1/249 to 1/252 | | 1/279 | Air Filter Adapter—Oil Bath Type—Type 6 |
| | 1/261 | Setscrew, Hex. Head, 2 B.A. $\times \frac{3}{8}$ " long, for 7/30 (For Cast Iron Cylinder Blocks) | | 1/280 | Air Filter Adapter—Oil Bath Type—Type 7 |
| 4 | 1/262 | Cylinder Tappet Cover, fitted with 1/34 | 5-1 | 1/281 | Air Filter Adapter—Oil Bath Type—Type 8 |
| | 1/263 | Setscrew, Hex. Head, $\frac{1}{4}$ " Wh. $\times \frac{9}{16}$ " long, for 1/262 | | 1/282 | Air Filter Adapter—Oil Bath Type—Type 9 |
| | 1/264 | Setscrew, Countersunk Head, $\frac{1}{4}$ " Wh. $\times \frac{5}{8}$ " long, for 1/262 | | 1/283 | Air Filter Adapter—Oil Bath Type—Type 10 |
| 5-1 | 1/265 | Cylinder Head Cover—2 Block—Oil Filler Type, fitted with 1/71, 1/269 | | 1/284 | AIR FILTER—OIL BATH TYPE |
| | 1/266 | LUBRICATING OIL FILLER ASSEMBLY , Comprising 1/92, 1/95, 1/267 to 1/269 (On Cylinder Head Cover) | | | |
| | 1/267 | Oil Filler Body, fitted 1/92, 1/269 | | | |
| | 1/268 | Filler Gauze, fitted with 1/269 | | | |
| | 1/269 | Packing for 1/267 | | | |
| | 1/270 | Air Inlet Cover—2 Block—Type 2, fitted with 1/272, 1/273 (Cylinders Nos. 1 & 2) | | | |
| | 1/271 | Air Inlet Cover—2 Block—Type 2, fitted with 1/272, 1/273 (Cylinders Nos. 3 & 4) | | | |
| | 1/272 | Stud, O B.A. $\times \frac{11}{16}$ " long, fitted with 1/273 | | | |
| | 1/273 | Nut, O B.A. $\times \frac{7}{32}$ " $\times \frac{3}{16}$ " Hex., for 1/272 | | | |
| | 5-2 | 1/274 | Air Filter Adapter—Oil Bath Type—Type 1 | | |
| 1/275 | | Air Filter Adapter—Oil Bath Type—Type 2 | | | |

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CRANKCASE, CHAIN DRIVE AND VALVE MOTION WORK—Section 2

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|---|
| 7 | 2/1 | CRANKCASE ASSEMBLY , Comprising 2/2, 2/131 to 2/139, 2/145, 2/146, 2/150 | 7 | 2/21 | Spring Washer, $\frac{3}{8}$ " diam., for 2/19 |
| | 2/2 | Crankcase, fitted with 2/3 to 2/51, (2/52, or 2/53 to 2/55), 2/56 to 2/66, (2/67, or 3/52 to 3/57), (2/68 and 2/69, or 3/105 to 3/108), 2/70 to 2/95, 2/137, 2/138, 2/245, 2/246 or 2/247, 2/248, 2/249, 2/275 to 2/278, 4/77, 6/159, 6/160 <small>(NOTE.—When Fan is mounted on Exhauster Facing, using Chain Case Cover. Part No. 3/144, Studs Part Nos. 3/145 and 3/154 are required, and must be specified)</small> | | 2/22 | Setscrew, Hex. Head, $\frac{1}{2}$ " Wh. $\times 1\frac{1}{8}$ " long $\times \frac{7}{16}$ " Hex., fitted with 2/24, 2/25, for 2/238 |
| | 2/3 | Cylinder Foot and Main Bearing Cap Stud, fitted with 2/4 to 2/8 | | 2/23 | Stud, $\frac{1}{2}$ " Wh. $\times 1\frac{1}{8}$ " long, fitted with 2/24, 2/25, for 2/238 |
| | 2/4 | Nut, Hex., $\frac{3}{8}$ " B.S.F. $\times \frac{3}{4}$ " $\times \frac{7}{16}$ " Hex., for 2/3 | | 2/24 | Nut, Hex., $\frac{1}{2}$ " Wh. $\frac{7}{16}$ " $\times \frac{7}{16}$ " Hex., for 2/22, 2/23 |
| | 2/5 | Washer, Steel, $\frac{3}{16}$ " Bore, for 2/3, Fitted only to Engines with Aluminium Cylinder Blocks | | 2/25 | Spring Washer, 2 Coil, $\frac{1}{2}$ " diam., for 2/22, 2/23 |
| | 2/6 | Castle Nut, $\frac{3}{8}$ " B.S.F., for 2/3 | | 2/26 | Dynamo Driving Shaft Ball Race Bush |
| | 2/7 | Washer, Steel, $\frac{3}{16}$ " Bore, for 2/3 | | 2/27 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{5}{16}$ " long, fitted with 2/28, 2/29, for 2/140 |
| | 2/8 | Split Pin, $\frac{1}{8}$ " diam. $\times 1\frac{1}{2}$ " long, for 2/3 | | 2/28 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 2/27 |
| | 2/9 | Main Bearing Cap—Flywheel End | | 2/29 | Spring Washer, $\frac{5}{16}$ " diam., for 2/27 |
| | 2/10 | Main Bearing Cap—Short | | 2/30 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{5}{16}$ " long, fitted with 2/31, 2/32, for 2/144 |
| | 2/11 | Main Bearing Cap—Centre | | 2/31 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 2/30 |
| | 2/12 | Main Bearing Cap—Gear End | | 2/32 | Spring Washer, $\frac{5}{16}$ " diam., for 2/30 |
| | 2/13 | Stud, $\frac{3}{8}$ " Wh. $\times 2\frac{1}{8}$ " long, fitted with 2/14, 2/15, for 6/2 | | 2/33 | Stud, $\frac{3}{8}$ " Wh. $\times 1\frac{5}{8}$ " long, fitted with 2/34, 2/35, for 6/91 |
| | 2/14 | Nut, Hex., $\frac{3}{8}$ " Wh. $\times \frac{3}{8}$ " $\times \frac{5}{16}$ " Hex., for 2/13 | | 2/34 | Nut, Hex., $\frac{3}{8}$ " Wh. $\times \frac{3}{8}$ " $\times \frac{5}{16}$ " Hex., for 2/33, 2/36, 2/37 |
| | 2/15 | Locking Plate, for $\frac{3}{8}$ " Nut, for 2/13 | | 2/35 | Locking Plate, for $\frac{3}{8}$ " Nut, for 2/33 |
| | 2/16 | Bolt, Hex. Head, $\frac{3}{8}$ " Wh. $\times 2\frac{1}{16}$ " long $\times \frac{5}{16}$ " Hex., fitted with 2/17, 2/18, for 6/2 | | 2/36 | Stud, $\frac{3}{8}$ " Wh. $\times 1\frac{9}{16}$ " long, fitted with 2/34, 2/35, for 6/18 |
| | 2/17 | Nut, Hex., $\frac{3}{8}$ " Wh. $\times \frac{3}{8}$ " $\times \frac{5}{16}$ " Hex., for 2/16 | | 2/37 | Bolt, Hex. Head, $\frac{3}{8}$ " Wh. $\times 1$ " long $\times \frac{5}{16}$ " Hex., fitted with 2/34, 2/38, for 6/18 |
| | 2/18 | Locking Plate, for $\frac{3}{8}$ " Nut, for 2/16 | | 2/38 | Spring Washer, $\frac{3}{8}$ " diam., for 2/37 |
| | 2/19 | Stud, $\frac{3}{8}$ " Wh. $\times 1\frac{5}{8}$ " long, fitted with 2/20, 2/21 | | 2/39 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{7}{16}$ " long, fitted with 2/40, 2/41, for 7/25 |
| | 2/20 | Nut, Hex., $\frac{3}{8}$ " Wh. $\times \frac{3}{8}$ " $\times \frac{5}{16}$ " Hex., for 2/19 | | 2/40 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 2/39 |
| | | | | 2/41 | Spring Washer, $\frac{5}{16}$ " diam., for 2/39 |

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CRANKCASE, CHAIN DRIVE AND VALVE MOTION WORK—Section 2

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|---|
| 7 | 2/42 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{5}{8}$ " long, fitted with 2/44, 2/45, for 6/61, 6/80 | 7 | 2/63 | Stud, $\frac{5}{16}$ " Wh. $\times 2\frac{13}{16}$ " long, fitted with 2/65, 2/66, for 6/21 |
| | 2/43 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{5}{16}$ " long, fitted with 2/44, 2/45, for 6/80 | | 2/64 | Stud, $\frac{5}{16}$ " Wh. $\times 5\frac{5}{8}$ " long, fitted with 2/65, 2/66, for 6/21 |
| | 2/44 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 2/42, 2/43 | | 2/65 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 2/62 to 2/64 |
| | 2/45 | Spring Washer, $\frac{5}{16}$ " diam., for 2/42, 2/43 | | 2/66 | Spring Washer, $\frac{5}{16}$ " diam., for 2/62 to 2/64 |
| | 2/46 | Setscrew, Cheese Head, $\frac{1}{8}$ " Wh. $\times \frac{11}{32}$ " long | | 2/67 | Setscrew, Cheese Head, $\frac{7}{16}$ " Wh. $\times \frac{17}{32}$ " long, when Fan is not fitted |
| | 2/47 | Plug, $\frac{1}{8}$ " Gas, fitted with 2/48, for Crankcase Oil Ways | | 2/68 | Setscrew, Cheese Head, $\frac{7}{16}$ " B.S.F. $\times \frac{3}{8}$ " long |
| | 2/48 | Packing, Circular, $\frac{5}{8}$ " $\times \frac{3}{8}$ " $\times \frac{17}{32}$ ", for 2/47 | | 2/69 | Setscrew, Cheese Head, $\frac{1}{4}$ " B.S.F. $\times \frac{5}{16}$ " long |
| | 2/49 | Valve Camshaft Bush—Intermediate and Flywheel End | | 2/70 | Fuel Pump Driving Gear Cover, fitted with 2/71 to 2/82, 7/24 (Not supplied separately) |
| | 2/50 | Valve Camshaft Bush—Gear End | | 2/71 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{1}{4}$ " long, fitted with 2/72, 2/73, for 2/200 |
| | 2/51 | Valve Camshaft Bush Locating Screw | | 2/72 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 2/71 |
| | 2/52 | Setscrew, Cheese Head, $\frac{7}{16}$ " Wh. $\times \frac{17}{32}$ " long, for Non-Unit Construction Engines | | 2/73 | Spring Washer, $\frac{5}{16}$ " diam., for 2/71 |
| | 2/53 | Stud, $\frac{7}{16}$ " Wh. $\times 1\frac{13}{16}$ " long, fitted with 2/54, 2/55, for Unit Construction Engines | | 2/74 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{5}{16}$ " long, fitted with 2/75, 2/76, for 2/150 |
| | 2/54 | Nut, Hex., $\frac{7}{16}$ " Wh. $\times \frac{7}{16}$ " $\times \frac{3}{8}$ " Hex., for 2/53 | | 2/75 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 2/74 |
| | 2/55 | Spring Washer, $\frac{7}{16}$ " diam., for 2/53 | | 2/76 | Spring Washer, $\frac{5}{16}$ " diam., for 2/74 |
| | 2/56 | Stud, $\frac{5}{16}$ " Wh. $\times 3\frac{1}{4}$ " long, fitted with 2/57, 2/58, for Cylinder Foot | | 2/77 | Stud, $\frac{5}{16}$ " Wh. $\times 2$ " long, fitted with 2/78, 2/79, for 2/70 |
| | 2/57 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 2/56 | | 2/78 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 2/77 |
| | 2/58 | Washer, Steel, $\frac{5}{16}$ " Bore, for 2/56 | | 2/79 | Spring Washer, $\frac{5}{16}$ " diam., for 2/77 |
| | 2/59 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{13}{16}$ " long, fitted with 2/60, 2/61, for 2/197 | | 2/80 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{3}{8}$ " long, fitted with 2/81, 2/82, for 2/151 |
| | 2/60 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 2/59 | | 2/81 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 2/80 |
| | 2/61 | Spring Washer, $\frac{5}{16}$ " diam., for 2/59 | | 2/82 | Spring Washer, $\frac{5}{16}$ " diam., for 2/80 |
| | 2/62 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{3}{8}$ " long, fitted with 2/65, 2/66, for 6/21 | | 2/83 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{1}{8}$ " long, fitted with 2/84, 2/85, for 2/162 |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.

CRANKCASE, CHAIN DRIVE AND VALVE MOTION WORK—Section 2

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|--|---|---|---|---|
| 7 | 2/84 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 2/83 | 8 | 2/105 | Spring Washer, $\frac{5}{16}$ " diam., for 2/103 |
| | 2/85 | Spring Washer, $\frac{5}{16}$ " diam., for 2/83 | | 2/106 | Plug, Hex. Head, $\frac{3}{4}$ " B.S.F. \times $\frac{13}{32}$ " \times $\frac{1}{2}$ " Hex., fitted with 2/107, for 2/116, 2/120, 2/128, 2/130 |
| | 2/86 | Dynamo and Electric Starter Clamp Strap Fork, fitted with 2/87 | | 2/107 | Packing, Circular, $1\frac{1}{8}$ " \times $\frac{33}{32}$ " \times $\frac{1}{32}$ ", for 2/106 |
| | 2/87 | Dynamo and Electric Starter Clamp Strap Fork Shim | | 2/108 | Bolt, Hex. Head, $\frac{3}{8}$ " Wh. \times $1\frac{7}{16}$ " long \times $\frac{5}{16}$ " Hex., fitted with 2/109, 2/110 for all Sun- pumps |
| | 2/88 | Dynamo Clamp Strap Hinge Pin | | 2/109 | Nut, Hex., $\frac{3}{8}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{5}{16}$ " Hex., for 2/108 |
| | 2/89 | Electric Starter Clamp Strap Hinge Pin, fitted with 2/90 | | 2/110 | Spring Washer, $\frac{3}{8}$ " diam., for 2/108 |
| | 2/90 | Split Pin, $\frac{5}{64}$ " diam. \times $\frac{3}{4}$ " long, for 2/89 | | 2/111 | Suction Pipe Bush |
| | 2/91 | Stud, $\frac{3}{8}$ " Wh. \times $1\frac{5}{8}$ " long, fitted with 2/92, 2/93, for 4/77 | | 2/112 | Suction Pipe Bush Spring |
| | 2/92 | Nut, Hex., $\frac{3}{8}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{5}{16}$ " Hex., for 2/91 | | 2/113 | Oil Level Dip Rod Tube, for 2/97, 2/116, 2/120, 2/128, 2/130 |
| | 2/93 | Spring Washer, $\frac{3}{8}$ " diam., for 2/91 | | 2/114 | Oil Level Dip Rod, for 2/97 |
| | 2/94 | Plug, $\frac{7}{8}$ "—11 Thds., fitted with 2/95, for Crankcase Oil Ways | | 2/115 | LUBRICATING OIL SUMP ASSEMBLY—TYPE 2 , Comprising 2/113, 2/116, 2/118 |
| | 2/95 | Packing, Circular, $1\frac{3}{8}$ " \times $\frac{13}{16}$ " \times $\frac{1}{32}$ ", for 2/94 | | 8, 9 | 2/116 |
| 8 | 2/96 | LUBRICATING OIL SUMP ASSEMBLY—TYPE 1 , Comprising 2/97, 2/113, 2/114 | 8 | 2/117 | Lubricating Oil Sump Gauze, for 2/116, 2/128 |
| 8, 9 | 2/97 | Lubricating Oil Sump—Type 1, fitted with 2/98 to 2/105, 2/111, 2/112 | 2/118 | Oil Level Dip Rod, for 2/116, 2/120, 2/128, 2/130 | |
| 8 | 2/98 | Plug, Hex. Head, $\frac{3}{4}$ " Gas \times $\frac{3}{8}$ " \times $\frac{1}{2}$ " Hex., fitted with 2/99 | 2/119 | LUBRICATING OIL SUMP ASSEMBLY—TYPE 3 , Comprising (2/113 and 2/118, or 2/279 and 2/280), 2/120 | |
| 2/99 | Packing, Circular, $1\frac{3}{8}$ " \times $1\frac{1}{16}$ " \times $\frac{1}{32}$ ", for 2/98 | 8, 9 | 2/120 | Lubricating Oil Sump—Type 3, fitted with 2/98, 2/99, 2/101 to 2/107, 2/111, 2/112, 2/121 | |
| 2/100 | Lubricating Oil Sump Gauze, for 2/97 | 8 | 2/121 | Lubricating Oil Sump Gauze, for 2/120, 2/130 | |
| 2/101 | Setscrew, Cheese Head, 1 B.A. \times $\frac{3}{8}$ " long, fitted with 2/102 | 2/122 | LUBRICATING OIL SUMP ASSEMBLY—TYPE 4 , Comprising 2/123 to 2/126 | | |
| 2/102 | Spring Washer, 1 B.A. diam., for 2/101 | 8, 9 | 2/123 | Lubricating Oil Sump—Type 4, fitted with 2/98, 2/99, 2/101 to 2/105, 2/111, 2/112, 2/124 | |
| 2/103 | Stud, $\frac{5}{16}$ " Wh. \times $1\frac{5}{16}$ " long, fitted with 2/104, 2/105 | | | | |
| 2/104 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 2/103 | | | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.

CRANKCASE, CHAIN DRIVE AND VALVE MOTION WORK—Section 2

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|-----------|---|-----------|----------|--|
| 8 | 2/124 | Lubricating Oil Sump Gauze, for 2/123 | 8 | 2/140 | Chain Case Cover, fitted with 2/142, 2/265 to 2/267 (not required when Exhauster is fitted) |
| | 2/125 | Oil Level Dip Rod Tube, for 2/123 | | 2/141 | Chain Case Cover Bush |
| | 2/126 | Oil Level Dip Rod, for 2/123 | | 2/142 | Steady Peg, for 2/140, 3/144 |
| | 2/127 | LUBRICATING OIL SUMP ASSEMBLY—TYPE 5 , Comprising 2/113, 2/118, 2/128 | | 2/143 | Ball Journal Bearing, $1\frac{1}{8}$ " I.D. \times $2\frac{1}{2}$ " O.D. \times $\frac{3}{8}$ " wide, for 2/140, 3/144 |
| 8, 9 | 2/128 | Lubricating Oil Sump—Type 5, fitted with 2/98, 2/99, 2/101 to 2/107, 2/111, 2/112, 2/117 | | 2/144 | Chain Case Splash Door—Non-Roller Bearing Type |
| 8 | 2/129 | LUBRICATING OIL SUMP ASSEMBLY—TYPE 6 , Comprising 2/113, 2/118, 2/130 | | 2/145 | Valve Camshaft Hole Cover |
| 8, 9 | 2/130 | Lubricating Oil Sump—Type 6, fitted with 2/98, 2/99, 2/101 to 2/107, 2/111, 2/112, 2/121 | | 2/146 | Setscrew, Cheese Head, 1 B.A. \times $\frac{3}{8}$ " long, for 2/145 |
| 8 | 2/131 | Crankshaft Journal Bearing—Short (1 pair) | | 2/147 | Exhauster Facing Cover (not required when Exhauster is fitted) |
| | 2/131 U/S | Crankshaft Journal Bearing—Short (1 pair) (undersize required must be specified) | 8, 14-1 | 2/148 | Setscrew, Hex. Head, $\frac{5}{16}$ " Wh. \times $\frac{3}{4}$ " long \times $\frac{1}{4}$ " Hex., for 2/147 |
| | 2/132 | Crankshaft Journal Bearing—Locating (1 pair) | 8 | 2/149 | Setscrew, Hex. Head, 1 B.A. \times $\frac{9}{16}$ " long \times $\frac{3}{8}$ " Hex., for 2/147 |
| | 2/132 U/S | Crankshaft Journal Bearing—Locating (1 pair) (undersize required must be specified) | | 2/150 | Chain Case Oil Relief Pipe |
| | 2/133 | Crankshaft Journal Bearing—Centre and Gear End (1 pair) | 11 | 2/151 | Fuel Pump Driving Shaft Ball Bearing Mount |
| | 2/133 U/S | Crankshaft Journal Bearing—Centre and Gear End (1 pair) (undersize required must be specified) | | 2/152 | Bolt, Hex. Head, $\frac{5}{16}$ " Wh. \times $1\frac{1}{8}$ " long \times $\frac{1}{4}$ " Hex., fitted with 2/153, for 2/151 |
| | 2/134 | Crankshaft Journal Bearing—Flywheel End (1 pair) | | 2/153 | Spring Washer, $\frac{5}{16}$ " diam., for 2/152 |
| | 2/134 U/S | Crankshaft Journal Bearing—Flywheel End (1 pair) (undersize required must be specified) | | 2/154 | Ball Journal Bearing, $1\frac{1}{4}$ " I.D. \times $2\frac{1}{2}$ " O.D. \times $\frac{11}{16}$ " wide, for 4/35 |
| | 2/135 | Steady Peg, for 2/131 to 2/134 | | 2/155 | DYNAMO CHAIN SPROCKET SHAFT ASSEMBLY , Comprising 2/156 to 2/158, 2/160 to 2/162 |
| | 2/136 | Governor Casing Oil Drain Flange, fitted with 2/137, 2/138 | | 2/156 | Dynamo Driving Shaft, fitted with 2/157, 2/158 |
| | 2/137 | Joint Ring, $1\frac{7}{16}$ " O.D. \times $\frac{1}{4}$ " Sectional diam., fitted with 2/138 | | 2/157 | Feather Key |
| | 2/138 | Locking Plate, for $\frac{5}{16}$ " Nut | | 2/158 | Dynamo Chain Sprocket Shaft Nut |
| | 2/139 | Setscrew, Hex. Head, $\frac{5}{16}$ " Wh. \times $\frac{15}{16}$ " long \times $\frac{1}{4}$ " Hex., fitted with 2/138, for 2/136 | | 2/159 | Shaft Nut Locking Wire—CANCELLED |
| | | | | 2/160 | Ball Journal Bearing, 1" I.D. \times $2\frac{1}{4}$ " O.D. \times $\frac{5}{8}$ " wide, for 2/156 |

See Plate No. 10 for
Disposition of
Bearings

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CRANKCASE, CHAIN DRIVE AND VALVE MOTION WORK—Section 2

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|------------|----------|---|
| 11 | 2/161 | Dynamo Chain Sprocket | 11 | 2/181 | Water Pump and Lubricating Oil Pump Driving Gear |
| | 2/162 | Dynamo Driving Shaft Ball Bearing Mount | | 2/182 | Roller Chain—92 Pitches |
| | 2/163 | CHAIN ADJUSTER ECCENTRIC ASSEMBLY—TYPE 1 , Comprising 2/164 to 2/168, 2/170, 2/171 | | 2/183 | Timing Chain Spring Clip Fastener (same as 9/27) |
| | 2/164 | Chain Adjusting Wheel | | 2/184 | Timing Chain Single Connecting Link and Fastener |
| | 2/165 | Ball Journal Bearing, $\frac{7}{8}$ " I.D. \times 2" O.D. \times $\frac{9}{16}$ " wide, for 2/166 | | 2/185 | VALVE CAMSHAFT ASSEMBLY , Comprising 2/186 to 2/194 |
| | 2/166 | Chain Adjuster Eccentric, fitted with 2/167, 2/168, 2/170, 2/171 | | 2/186 | Valve Camshaft, fitted with 2/187, 2/188, 2/190, 2/191 |
| | 2/167 | Chain Adjuster Locknut Tab Washer | | 2/187 | Feather Key |
| | 2/168 | Nut, Hex., 1" B.S.F. \times $\frac{9}{16}$ " \times $\frac{7}{8}$ " Hex., fitted with 2/167, for 2/166 | | 2/188 | Woodruff Key |
| | 2/169 | Nut Locking Wire—CANCELLED | | 2/189 | Valve Camshaft Ball Bearing Bush |
| | 2/170 | Bearing Distance Washer | | 2/190 | Camshaft Collar Nut Locking Plate |
| | 2/171 | Adjuster Eccentric Nut | | 2/191 | Camshaft Collar Nut |
| | 2/172 | VALVE CAMSHAFT CHAIN WHEEL AND GEAR ADAPTER ASSEMBLY , Comprising 2/173 to 2/181 | | 2/192 | Valve Cam, fitted with 2/193 |
| | 2/173 | Fuel Pump Camshaft Driving Gear, fitted with 2/174 to 2/177 | | 2/193 | Setscrew, Sq. Head, $\frac{7}{16}$ "—20 Thds. \times $\frac{13}{32}$ " long |
| | 2/174 | Stud, $\frac{3}{8}$ " B.S.F. \times 1 $\frac{3}{4}$ " long, fitted with 2/175 to 2/177 | | 2/194 | Valve Camshaft Thrust Washers (1 set of 3 pieces) |
| | 2/175 | Nut, Hex., $\frac{3}{8}$ " B.S.F. \times $\frac{3}{8}$ " \times $\frac{5}{16}$ " Hex., for 2/174 | | 2/195 | Valve Lever Push Rod |
| | 2/176 | Washer, Steel, $\frac{3}{8}$ " Bore, for 2/174 | | 2/196 | Valve Tappet |
| | 2/177 | Split Pin, $\frac{5}{16}$ " diam. \times $\frac{1}{8}$ " long, for 2/174 | | 2/197 | Valve Tappet Guide Clamp |
| | 2/178 | Chain Wheel and Gear Adapter, fitted with 2/179 | | 2/198 | Valve Tappet Guide |
| | 2/179 | Woodruff Key | | 2/199 | FUEL INJECTION CONTROL ASSEMBLY—TYPE 1 , Comprising 2/200 to 2/214 <small>(Superseded by 2/272 which will be supplied for Replacements)</small> |
| | 2/180 | Valve Camshaft Chain Wheel | | 2/200 | Injection Control Plate, fitted with 2/201 to 2/203 |
| | | 2/201 | Steady Peg | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.



CRANKCASE, CHAIN DRIVE AND VALVE MOTION WORK—Section 2

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|---|-----------|----------|--|
| 11 | 2/202 | Adjusting Screw, fitted with 2/203 | 12 | 2/223 | Steady Peg |
| | 2/203 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 2/202 | | 2/224 | Setscrew, Hex. Head, $\frac{5}{8}$ " Wh. \times $2\frac{3}{4}$ " long \times $\frac{1}{2}$ " Hex., fitted with 2/225, 2/226 |
| | 2/204 | Injection Control Yoke | | 2/225 | Nut, Hex., $\frac{5}{8}$ " Wh. \times $\frac{1}{2}$ " \times $\frac{1}{2}$ " Hex., for 2/224 |
| | 2/205 | Injection Control Yoke Lever—(Keywayed)—Type 1, fitted with 2/206, 2/210 to 2/212, for 2/208 only. (Super eded. Replacements will be 2/273 and 2/274 as a Unit) | | 2/226 | Spring Washer, 2 Coil, $\frac{5}{8}$ " diam., for 2/224 |
| | 2/206 | Woodruff Key, for 2/205 | | 2/227 | Bolt, Hex. Head, $\frac{7}{16}$ " Wh. \times $1\frac{3}{16}$ " long, fitted with 2/228, 2/229, for 2/215, 2/222 |
| | 2/207 | Injection Control Yoke Lever Thrust Washer | | 2/228 | Nut, Hex., $\frac{7}{16}$ " Wh. \times $\frac{7}{16}$ " \times $\frac{3}{8}$ " Hex., for 2/227 |
| | 2/208 | Injection Control Pointer—(Keywayed)—Type 1, for 2/205 only. (Superseded. Replacements will be 2/273 and 2/274 as a unit) | | 2/229 | Spring Washer, $\frac{7}{16}$ " diam., for 2/227 |
| | 2/209 | Friction Washer | | 2/230 | Bolt, Hex. Head, $\frac{3}{8}$ " B.S.F. \times $1\frac{3}{8}$ " long \times $\frac{5}{16}$ " Hex., fitted with 2/231, 2/232, for 2/222 |
| | 2/210 | Castle Nut, $\frac{7}{16}$ " B.S.F., for 2/205 | | 2/231 | Nut, Hex., $\frac{3}{8}$ " B.S.F. \times $\frac{5}{16}$ " \times $\frac{5}{16}$ " Hex., for 2/230 |
| | 2/211 | Spring Washer, 2 Coil, $\frac{7}{16}$ " diam., for 2/205 | | 2/232 | Spring Washer, $\frac{3}{8}$ " diam., for 2/230 |
| | 2/212 | Split Pin, $\frac{3}{32}$ " diam. \times $1\frac{1}{4}$ " long, for 2/205 | | 2/233 | Starter Locating Ring |
| | 2/213 | Injection Connection Lever, fitted with 2/214 | | 2/234 | Setscrew, Hex. Head, 2 B.A. \times $\frac{1}{2}$ " long, for 2/233 |
| | 2/214 | Bolt, Hex. Head, $\frac{1}{4}$ "—28 Thds. \times 1 " long \times $\frac{3}{16}$ " Hex. | | 2/235 | Starter Housing Cover |
| 12 | 2/215 | Crankcase Plain End Plate, fitted with 2/216 to 2/221 | | 2/236 | Setscrew, Cheese Head, 2 B.A. \times $\frac{3}{8}$ " long, for 2/235 |
| | 2/216 | Stud, $\frac{5}{8}$ " Wh. \times $2\frac{7}{8}$ " long, fitted with 2/217, 2/218 | | 2/237 | ENGINE FRONT SUPPORT ASSEMBLY , Comprising 2/238 to 2/244, 3/14 |
| | 2/217 | Nut, Hex., $\frac{5}{8}$ " Wh. \times $\frac{1}{2}$ " \times $\frac{1}{2}$ " Hex., for 2/216 | | 2/238 | Engine Front Support, fitted with 2/239, 2/240 |
| | 2/218 | Spring Washer, 2 Coil, $\frac{5}{8}$ " diam., for 2/216 | | 2/239 | Fixed Bush Locating Screw |
| | 2/219 | Stud, $\frac{3}{8}$ " Wh. \times $1\frac{1}{8}$ " long, fitted with 2/220, 2/221 | | 2/240 | Starting Handle Shaft Bush—Fixed |
| | 2/220 | Nut, Hex., $\frac{3}{8}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{5}{16}$ " Hex., for 2/219 | | 2/241 | Starting Handle Shaft Bush—Sliding |
| | 2/221 | Spring Washer, $\frac{3}{8}$ " diam., for 2/219 | | 2/242 | Starting Handle Shaft Spring |
| | 2/222 | Crankcase Flanged End Plate, fitted with 2/219 to 2/221, 2/223 to 2/226 | | 2/243 | Starting Handle Shaft, fitted with 2/244, 3/14 |

Engine Fixing Stud, Unit Construction Engines

Engine Fixing Stud, Non-Unit Construction Engines

For all Sumps

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.

CRANKCASE, CHAIN DRIVE AND VALVE MOTION WORK—Section 2

| Plate No. | Part No. | Description | Plate No. | Part No. | Description | |
|-----------|----------|---|-----------|----------|--|---|
| 12 | 2/244 | Woodruff Key | 8 | 2/265 | Stud with Pap, $\frac{3}{8}$ " Wh. \times $1\frac{1}{2}$ " long, fitted with 2/266, 2/267, in 2/140 and 3/144, for 2/264 | |
| 7 | 2/245 | Packing, Flange, $1\frac{1}{2}$ " centres \times $1\frac{3}{8}$ " wide, for 7/25 | | 2/266 | Nut, $\frac{3}{8}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{1}{16}$ " Hex., for 2/265 | |
| | 2/246 | Stud, $\frac{3}{8}$ " Wh. \times $2\frac{1}{8}$ " long, fitted with 2/248, 2/249 | | 2/267 | Split Pin, $\frac{3}{32}$ " diam. \times $\frac{5}{8}$ " long, for 2/265 | |
| | 2/247 | Stud, $\frac{3}{8}$ " Wh. \times $1\frac{5}{8}$ " long, fitted with 2/248, 2/249 | 11 | 2/268 | CHAIN FIXED JOCKEY ASSEMBLY , Comprising 2/164, 2/165, 2/167, 2/168, 2/170, 2/171, 2/269 | |
| | 2/248 | Nut, $\frac{3}{8}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{1}{16}$ " Hex., for 2/246, 2/247 | | 2/269 | Chain Fixed Jockey Shaft, fitted with 2/167, 2/168, 2/170, 2/171 | |
| | 2/249 | Locking Plate, $\frac{3}{8}$ " Nut, for 2/246, 2/247 | | 2/270 | Roller Chain—94 Pitches | |
| 8 | 2/250 | Cylinder to Crankcase Packing (Paper) | 8 | 2/271 | Setscrew, Countersunk Head, $\frac{5}{16}$ " Wh. \times 1" long, for 2/140 | |
| | 2/251 | Cylinder to Crankcase Metal Shim, .010" thick | 11 | 2/272 | FUEL INJECTION CONTROL ASSEMBLY—TYPE 2 , Comprising 2/200 to 2/204, 2/209 to 2/214, 2/273, 2/274 | |
| | 2/252 | Cylinder to Crankcase Metal Shim, .017" thick | | 2/273 | Injection Control Yoke Lever—(Splined)—Type 2, fitted with 2/209 to 2/212, 2/274 | |
| | 2/253 | Cylinder to Crankcase Metal Shim, .020" thick | | 2/274 | Injection Control Pointer—(Splined)—Type 2, fitted with 2/209 to 2/212, 2/273 | |
| | 2/254 | Cylinder to Crankcase Metal Shim, .028" thick | | 7 | 2/275 | Stud, $\frac{5}{16}$ " Wh. \times 2" long, fitted with 2/276, 2/277 |
| | 2/255 | Cylinder to Crankcase Metal Shim, .035" thick | | 2/276 | Nut, $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 2/275 | |
| | 2/256 | Cylinder to Crankcase Metal Shim, .050" thick | | 2/277 | Locking Plate, $\frac{5}{16}$ " Nut, for 2/275 | |
| | 2/257 | Chain Case Splash Door—Roller Bearing Type | | 2/278 | Setscrew, Cheese Head, $\frac{1}{2}$ " Wh. \times $\frac{13}{32}$ " long | |
| | 2/258 | Bearing Retaining Ring, for 2/257 | | 8 | 2/279 | Oil Level Dip Rod Tube, for 2/120 |
| | 2/259 | Roller Journal Bearing, $1\frac{1}{4}$ " Bore \times $3\frac{1}{8}$ " O.D. \times $\frac{7}{8}$ " wide, for 2/257 | | 2/280 | Oil Level Dip Rod, for 2/120 | |
| | 2/260 | Lubricating Oil Sump Drain Plug Adapter | | | | |
| 11 | 2/261 | CHAIN ADJUSTER ECCENTRIC ASSEMBLY—TYPE 2 , Comprising 2/164 to 2/168, 2/170, 2/171, 2/262, 2/263 | | | | |
| | 2/262 | Chain Adjuster Bush | | | | |
| | 2/263 | Chain Adjuster Nut | | | | |
| | 2/264 | Chain Adjuster Locking Lever | | | | |

These two details supplied only as a complete Unit and as such will interchange with 2/205 to 2/212

Required when Electric Starting or Dynamo Drive are not fitted



CRANKCASE, CHAIN DRIVE AND VALVE MOTION WORK—Section 2.

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|-------------|-----------|----------|-------------|
| | | | | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part

CRANKSHAFT, CONNECTING ROD, PISTON, FLYWHEEL AND AIR EXHAUSTER—Section 3

| Plate No. | Part No. | Description | Plate No. | Part No. | Description | |
|-----------|----------|---|-----------|----------|---|--|
| 13 | 3/1 | Crankshaft, fitted with 3/2 to 3/10, (3/13 or 3/164, specify type required) | 13 | 3/22 | Connecting Rod Bolt, fitted with 3/23, 3/24 | |
| | 3/2 | Flywheel Coupling Bolt, fitted with 3/3, 3/4 | | 3/23 | Connecting Rod Bolt Nut | |
| | 3/3 | Castle Nut, $\frac{1}{2}$ " B.S.F., for 3/2 | | 3/24 | Split Pin, $\frac{3}{8}$ " diam. \times $1\frac{1}{4}$ " long, for 3/22 | |
| | 3/4 | Split Pin, $\frac{3}{8}$ " diam. \times 1" long, for 3/2 | | 3/25 | Connecting Rod Shim Plate | |
| | 3/5 | Balance Weight—Flywheel End | | 3/26 | Big End Bearing (1 pair) | |
| | 3/6 | Balance Weight—Intermediate and Gear End | | 3/26U/S | Big End Bearing (1 pair) (undersize required must be specified) | |
| | 3/7 | Balance Weight Stud, fitted with 3/8, 3/9 | | 3/27 | PISTON—5 GROOVE TYPE—ASSEMBLY , Comprising 3/29 to 3/34, 3/136 <small>(Superseded by 3/188 which will be supplied for replacements)</small> | |
| | 3/8 | Castle Nut, $\frac{7}{16}$ " B.S.F., for 3/7 | | 3/28 | Piston—5 Groove Type, fitted with 3/30 to 3/32, 3/136, less 3/33, 3/34 <small>(Superseded by 3/141, which will be supplied for replacements)</small> | |
| | 3/9 | Split Pin, $\frac{3}{8}$ " diam. \times $\frac{7}{8}$ " long, for 3/7 | | 3/29 | Piston—5 Groove Type, less 3/30 to 3/34, 3/136 <small>(Superseded by 3/189, which will be supplied for replacements)</small> | |
| | 3/10 | Woodruff Key, No. A, for 3/11 | | 3/30 | Piston Ring, .082" wide, Hardened | |
| | 3/11 | Fan Driving Pulley, "X" = $2\frac{1}{4}$ ", to suit 2/144 | | 3/31 | Piston Ring, $\frac{1}{16}$ " wide, not Hardened | |
| | 3/12 | Crankshaft Collar (not required when Fan Pulley 3/11 is fitted) | | 3/32 | Scraper Ring, for 3/28, 3/29 | |
| | 3/13 | Starting Dog—2 Claw Type—on Crank | | 3/33 | Piston Pin, fitted with 3/34 | |
| | 3/14 | Starting Dog—2 Claw Type—Loose | | 3/34 | Piston Pin Pad | |
| | 3/15 | Chain Sprocket Retaining Nut | | 14 | 3/35 | Flywheel, less Gear Ring |
| | 3/16 | Setscrew, Cheese Head, 1 B.A. \times $\frac{1}{4}$ " long | | | 3/36 | Flywheel, with Gear Ring |
| | 3/17 | Crankshaft Chain Sprocket, fitted with 3/134 | | | 3/37 | Gear Ring |
| | 3/18 | CONNECTING ROD ASSEMBLY , Comprising 3/19 to 3/26 | | | 3/38 | FAN ASSEMBLY—4 BLADES (Aluminium), Comprising 3/39 to 3/47, 3/58 to 3/60 <small>(Superseded by 3/129, which will be supplied for replacements)</small> |
| | 3/19 | Connecting Rod, fitted with 3/20 to 3/25 | | | 3/39 | Fan, 4 Blades (Aluminium) (Superseded by 3/128 (6 Blades), which will be supplied for replacements) |
| | 3/20 | Piston Pin Bush | | | 3/40 | Fan Spindle (Lubricator on side), fitted with 3/45 to 3/47, 3/135 |
| | 3/21 | Steady Peg, for 3/26 | | | 3/41 | Elbow, "M. & F." $\frac{1}{8}$ " Gas (required only when Air Filter 1/126 is fitted) |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.



CRANKSHAFT, CONNECTING ROD, PISTON, FLYWHEEL AND AIR EXHAUSTER—Section 3

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|---|-----------|----------|---|
| 14 | 3/42 | Grease Cup | 14 | 3/63 | Vacuum Tank Check Valve Assembly |
| | 3/43 | Ball Journal Bearing, $\frac{5}{8}$ " I.D. \times $1\frac{13}{16}$ " O.D. \times $\frac{3}{8}$ " wide | | 3/64 | Vacuum Tank Banjo Ring Assembly |
| | 3/44 | Journal Bearing Distance Collar | | 3/65 | CHAIN CASE COVER ASSEMBLY—EXHAUSTER TYPE , Comprising 3/66 to 3/75 |
| | 3/45 | Nut, Hex., $\frac{1}{2}$ " B.S.F., for 3/40, 3/137 | | 3/66 | Chain Case Cover, fitted with 3/67, 3/70 to 3/75, 3/130 to 3/132 |
| | 3/46 | Washer, Steel, $\frac{1}{2}$ " Bore, for 3/40, 3/137 | | 3/67 | Steady Peg |
| | 3/47 | Split Pin, $\frac{1}{8}$ " diam. \times 1" long, for 3/40, 3/137 | | 3/68 | Chain Case Cover Bush (when Exhauster is fitted) |
| | 3/48 | Fan Bracket, fitted with 3/49 to 3/51 | | 3/69 | Ball Journal Bearing, $1\frac{3}{8}$ " I.D. \times 3" O.D. \times $\frac{11}{16}$ " wide |
| | 3/49 | Fan Spindle Clamping Pin, fitted with 3/50, 3/51, for 3/48, 3/149, 3/156 | | 3/70 | Stud, $\frac{5}{16}$ " Wh. \times $1\frac{7}{16}$ " long, fitted with 3/71, 3/72 |
| | 3/50 | Nut, Hex., $\frac{5}{16}$ " B.S.F. \times $\frac{1}{4}$ " \times $\frac{1}{4}$ " Hex., for 3/49 | | 3/71 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 3/70 |
| | 3/51 | Spring Washer, $\frac{5}{16}$ " diam., for 3/49 | | 3/72 | Spring Washer, $\frac{1}{16}$ " diam. for 3/70 |
| | 3/52 | Stud, $\frac{7}{16}$ " Wh. \times $3\frac{3}{8}$ " long, fitted with 3/53, 3/54 | | 3/73 | Exhauster Crankcase Cover, fitted with 3/74 |
| | 3/53 | Nut, Hex., $\frac{7}{16}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{3}{8}$ " Hex., for 3/52 | | 3/74 | Steady Peg |
| | 3/54 | Spring Washer, $\frac{7}{16}$ " diam., for 3/52 | | 3/75 | Set Screw, Countersunk Head, $\frac{1}{4}$ " Wh. \times $\frac{5}{8}$ " long |
| | 3/55 | Stud, $\frac{7}{16}$ " Wh. \times $2\frac{3}{16}$ " long, fitted with 3/56, 3/57 | | 3/76 | EXHAUSTER CONNECTING ROD AND PISTON ASSEMBLY , Comprising 3/77 to 3/86 |
| | 3/56 | Nut, Hex., $\frac{7}{16}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{3}{8}$ " Hex., for 3/55 | | 3/77 | Exhauster Connecting Rod, fitted with 3/81 to 3/83 |
| | 3/57 | Spring Washer, $\frac{7}{16}$ " diam., for 3/55 | | 3/78 | Exhauster Crank, fitted with 2/188, 3/79, 3/80 |
| 14-1 | 3/58 | Fan Driven Pulley, fitted with 3/59, 3/60, for 3/39 | | 3/79 | Collar Nut, $\frac{3}{8}$ " B.S.F., for 3/78 |
| | 3/59 | Fan Fixing Bolt, fitted with 3/60, for 3/39 | | 3/80 | Split Pin, $\frac{5}{16}$ " diam. \times $\frac{3}{4}$ " long, for 3/78 |
| | 3/60 | Spring Washer, $\frac{1}{4}$ " diam., for 3/59 | | 3/81 | Exhauster Connecting Rod Bolt, fitted with 3/82, 3/83 |
| 14 | 3/61 | Fan Driving Belt, (Jointed Type), length=38 links | | 3/82 | Castle Nut, $\frac{5}{16}$ " B.S.F., for 3/81 |
| | 3/62 | Exhauster Vacuum Tank, fitted with 3/63, 3/64 | | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.

CRANKSHAFT, CONNECTING ROD, PISTON, FLYWHEEL AND AIR EXHAUSTER—Section 3

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|---|-----------|----------|---|
| 14 | 3/83 | Split Pin, $\frac{5}{32}$ " diam. \times $\frac{3}{4}$ " long, for 3/81 | 14 | 3/104 | Exhauster Muffle Drain Pipe Flange, fitted with 3/105 |
| | 3/84 | Exhauster Piston, fitted with 3/85, 3/86 | | 3/105 | Joint Ring, $\frac{11}{16}$ " O.D. \times $\frac{3}{16}$ " Sectional diam., for 3/104 |
| | 3/85 | Piston Ring | | 3/106 | Stud, $\frac{1}{4}$ " B.S.F. \times 1" long, fitted with 3/107, 3/108 |
| | 3/86 | Piston Pin | | 3/107 | Nut, Hex., $\frac{1}{4}$ " B.S.F. \times $\frac{1}{4}$ " \times $\frac{3}{16}$ " Hex., for 3/106 |
| | 3/87 | EXHAUSTER CYLINDER ASSEMBLY , Comprising 3/88 to 3/97, 3/101 to 3/103 | | 3/108 | Spring Washer, $\frac{1}{4}$ " diam., for 3/106 |
| | 3/88 | Exhauster Cylinder, fitted with 3/89, 3/90 | | 3/109 | Exhauster Muffle Body, fitted with 3/113 |
| | 3/89 | Setscrew, Hex., Screwdriver Head, 1 B.A. \times 1 $\frac{3}{32}$ " long | | 3/110 | Exhauster Muffle Cover |
| | 3/90 | Setscrew, Hex., Screwdriver Head, 1 B.A. \times 1 $\frac{17}{32}$ " long | | 3/111 | Setscrew, Cheese Head, 2 B.A. \times $\frac{3}{4}$ " long |
| | 3/91 | Cylinder Head Plate—Lower | | 3/112 | Exhauster Muffle Pipe |
| | 3/92 | Delivery Flap Valve (same as 9/24) | | 3/113 | Exhauster Muffle Body Lining |
| | 3/93 | Flap Valve Stop | | 3/114 | Exhauster Muffle Plate |
| | 3/94 | Setscrew, Countersunk Head, 1 B.A. \times $\frac{9}{16}$ " long (same as 9/26) | 14-1 | 3/115 | Fan, 4 Blades (Steel) (To adapt this Fan to Pulley 3/58 it is necessary to have 3/116, 3/119, 3/120). Superseded by 3/128, which will be supplied for replacements. |
| | 3/95 | Cylinder Head Plate—Upper | | 3/116 | Fan Cap, for 3/115, 3/128 |
| | 3/96 | Suction Flap Valve (same as 9/25) | | 3/117 | Fan Fixing Bolt, fitted with 3/60, for 3/115, 3/128 |
| | 3/97 | Cylinder Head Plate—Intermediate | | 3/118 | Fan Driven Pulley, ("X" = $\frac{15}{32}$ "), for 3/115, 3/128 |
| | 3/98 | Exhauster Muffle Drain Pipe, fitted with 3/99, 3/100 | | 3/119 | Fan Distance Piece |
| | 3/99 | Packing, Circular, $\frac{7}{8}$ " \times $\frac{5}{8}$ " \times $\frac{1}{32}$ ", for 3/98 | | 3/120 | Fan Fixing Bolt, fitted with 3/60 |
| | 3/100 | Locknut, Hex., $\frac{3}{8}$ " Gas \times $\frac{1}{4}$ " \times $\frac{1}{2}$ " Hex., for 3/98 | | 3/121 | FAN ASSEMBLY—4 BLADES (Steel), Comprising 3/40 to 3/47, 3/60, 3/115 to 3/118 (Superseded by 3/129, which will be supplied for replacements) |
| | 3/101 | Exhauster Pipe Connection, fitted with 3/103 | | | } Required to adapt Fans 3/115, 3/128 to existing Pulley 3/58 |
| | 3/102 | Exhauster Pipe Connection Screw | 13 | 3/122 | Piston Ring, .097" wide, Hardened |
| | 3/103 | Exhauster Pipe Connection Strainer | | 3/123 | Piston Ring, .112" wide, Hardened |

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CRANKSHAFT, CONNECTING ROD, PISTON, FLYWHEEL AND AIR EXHAUSTER—Section 3

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|---|-----------|----------|---|
| 13 | 3/124 | Woodruff Key, No. 9, for 3/125 | 14-1 | 3/144 | Chain Case Cover, fitted with 2/142, 2/265 to 2/267 |
| | 3/125 | Fan Driving Pulley, $x = 1\frac{1}{8}"$, to suit 2/257 | | 3/145 | Stud, $\frac{5}{16}"$ Wh. $\times 1\frac{1}{8}"$ long, fitted with 3/146, 3/147, for 3/144, 3/148 |
| | 3/126 | Crankshaft Collar (not required when Fan Pulley 3/125 is fitted) | | 3/146 | Nut, Hex., $\frac{5}{16}"$ Wh. $\times \frac{5}{16}" \times \frac{1}{4}"$ Hex., for 3/145, 3/154, 3/159 |
| 14 | 3/127 | Fan Belt (Endless Type) | | 3/147 | Spring Washer, $\frac{5}{16}"$ dia., for 3/145, 3/150, 3/154, 3/159 |
| 14-1 | 3/128 | Fan—6 Blades (Steel) <small>(To adapt this Fan to Pulley 3/58 it is necessary to have 3/116, 3/119, 3/120 Supersedes 3/39 and 3/115)</small> | | 3/148 | Fan Bracket Support |
| | 3/129 | FAN ASSEMBLY—6 BLADES (Steel), Comprising 3/40 and 3/41, or 3/137, 3/42 to 3/47, 3/60, 3/116 to 3/118, 3/128 (Supersedes 3/38 and 3/121) | | 3/149 | Fan Bracket, fitted with 3/49 to 3/51 |
| 14 | 3/130 | Stud—with Pap, $\frac{3}{8}"$ Wh. $\times 1\frac{1}{2}"$ long, fitted with 3/131, 3/132, in 3/66 for 2/264 | | 3/150 | Setscrew, Hex. Head, $\frac{5}{16}"$ Wh. $\times 1"$ long, fitted with 3/147, for 3/148, 3/149 |
| | 3/131 | Nut, Hex., $\frac{3}{8}"$ Wh. $\times \frac{3}{8}" \times \frac{5}{16}"$ Hex., for 3/130 | | 3/151 | Stud, 1 B.A. $\times 1\frac{1}{8}"$ long, fitted with 3/152, 3/153, for 3/149 |
| | 3/132 | Split Pin, $\frac{3}{32}"$ diam. $\times \frac{3}{8}"$ long, for 3/130 | | 3/152 | Nut, Hex., 1 B.A., for 3/151 |
| | 3/133 | Setscrew, Countersunk. Head, $\frac{5}{16}"$ Wh. $\times 1"$ long, for 3/66 | | 3/153 | Spring Washer, 1 B.A., diam., for 3/151 |
| 13 | 3/134 | Crankshaft Nut Locking Plate | | 3/154 | Stud, $\frac{5}{16}"$ Wh. $\times 2\frac{1}{8}"$ long, fitted with 3/146, 3/147, for 3/149 |
| 14 | 3/135 | Plug, Hex. Head, $\frac{1}{8}"$ Gas $\times \frac{3}{8}" \times \frac{11}{32}"$, for 3/40 | 14 | 3/155 | Fan Driving Belt (Jointed Type), Length = 42 links |
| 13 | 3/136 | Piston Ring, .082" wide, Chromium Plated | 14-1 | 3/156 | Chain Case Cover—Ribbed Type, fitted with 2/142, 2/265 to 2/267, 3/49 to 3/51 |
| 14 | 3/137 | Fan Spindle (Lubricator on Top), fitted with 3/45 to 3/47 | | 3/157 | Exhauster Facing Cover |
| 13 | 3/138 | PISTON—4 GROOVE TYPE—ASSEMBLY , Comprising 3/30, 3/33, 3/34, 3/136, 3/139, 3/140 | | 3/158 | Setscrew, Hex. Head, $\frac{5}{16}"$ Wh. $\times \frac{3}{4}"$ long $\times \frac{1}{4}"$ Hex., for 3/157 |
| | 3/139 | Piston—4 Groove Type, less 3/30, 3/33, 3/34, 3/136, 3/140 | | 3/159 | Bolt, Hex. Head, $\frac{5}{16}"$ Wh. $\times \frac{11}{16}" \times \frac{1}{4}"$ Hex., fitted with 3/146, 3/147, for 3/156, 3/157 |
| | 3/140 | Scraper Ring, for 3/139, 3/141 | | 3/160 | Fan Driven Pulley ("X" = $\frac{1}{32}"$), for 3/115, 3/128 |
| | 3/141 | Piston—4 Groove Type, fitted with 3/30, 3/136, 3/139, less 3/33, 3/34 | | 3/161 | Grease Cup Adaptor, "M & F," $\frac{1}{8}"$ Gas (2 Pieces) |
| | 3/142 | Piston Ring, .097" wide, Chromium Plated | 14 | 3/162 | Fan Driving Belt (Jointed Type), Length = 34 links |
| | 3/143 | Piston Ring, .112" wide, Chromium Plated | 13 | 3/163 | Fan Driving Pulley ("X" = $2\frac{1}{32}"$) |
| | | | | 3/164 | Starting Dog—2 Claw Type—on Crank |

When Fan is mounted on Exhauster Facing

When Fan is mounted on Chain Case Cover

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.



CRANKSHAFT, CONNECTING ROD, PISTON, FLYWHEEL AND AIR EXHAUSTER—Section 3.

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|-------------|-----------|----------|-------------|
| | | | | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.



CRANKSHAFT, CONNECTING ROD, PISTON, FLYWHEEL AND AIR EXHAUSTER—Section 3.

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|-------------|-----------|----------|-------------|
| | | | | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.

FUEL PUMP, FUEL PUMP MOTION WORK AND FUEL LIFT PUMP—Section 4

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|---|-----------|----------|---|
| 15 | 4/1 | FUEL PUMP—4 POINT, CONTROL BOX AND AIR VESSEL ASSEMBLY , Comprising 4/2, 4/10 | 15 | 4/21 | FUEL CONTROL BOX ASSEMBLY—4 POINT , Comprising 4/22 to 4/31, 4/108 to 4/113 |
| | 4/2 | Fuel Pump—4 Point and Control Box, fitted with 4/3 to 4/9, 4/18, 4/21 | | 4/22 | Fuel Control Box, fitted with 4/23 to 4/25, 4/30, 4/113 |
| | 4/3 | Stud, O B.A. $\times 1\frac{7}{8}$ " long, fitted with 4/4, 4/5 | | 4/23 | Steady Peg |
| | 4/4 | Nut, Hex., O B.A. $\times \frac{7}{32}$ " $\times \frac{3}{16}$ " Hex., for 4/3 | | 4/24 | Control Trigger Stop |
| | 4/5 | Spring Washer, O B.A. diam., for 4/3 | | 4/25 | Control Trigger Pin |
| | 4/6 | Delivery Valve Holder Locking Plate | | 4/26 | Control Trigger |
| | 4/7 | Delivery Valve Holder Locking Plate Stud, fitted with 4/8, 4/9 | | 4/27 | Control Plunger and Knob, fitted with 4/28 |
| | 4/8 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 4/7 | | 4/28 | Split Pin, $\frac{5}{64}$ " diam. $\times \frac{5}{8}$ " long, for 4/27 |
| | 4/9 | Washer, Steel, $\frac{5}{16}$ " Bore, for 4/7 | | 4/29 | Control Plunger Spring |
| | 4/10 | FUEL PUMP AIR VESSEL ASSEMBLY—4 BLOCK , Comprising 4/11 to 4/17 | | 4/30 | Fuel Control Box Plug |
| | 4/11 | Fuel Pump Air Vessel—4 Block, fitted with 4/13, 4/15, 4/17, 4/115, 4/116 | | 4/31 | Fuel Pump Control Rod Spring (same as 9/19) |
| | 4/12 | Fuel Pump Air Vessel Screw, fitted with 4/13 | | 4/32 | FUEL PUMP DRIVING SHAFT AND CAMSHAFT ASSEMBLY—TYPE 7 , Comprising 4/33, 4/34, 4/43 to 4/46 (Superseded by 4/106, which will be supplied for replacements) |
| | 4/13 | Packing, Circular, $1\frac{1}{8}$ " $\times \frac{33}{32}$ " $\times \frac{1}{32}$ ", for 4/12 | | 4/33 | FUEL PUMP DRIVING SHAFT ASSEMBLY , Comprising 4/35, 4/49 |
| | 4/14 | Plug, Hex. Head, $\frac{7}{16}$ "—24 Thds. $\times \frac{5}{16}$ " Hex., fitted with 4/15 | | 4/34 | FUEL PUMP CAMSHAFT ASSEMBLY—TYPE 7 , Comprising 4/37 to 4/42 (Superseded by 4/106, which will be supplied as replacements) |
| | 4/15 | Packing, Circular, $\frac{11}{16}$ " $\times \frac{13}{32}$ " $\times \frac{1}{32}$ ", for 4/14 | | 4/35 | Fuel Pump Driving Shaft, fitted with 4/36 |
| | 4/16 | Fuel Pump Pipe Connection Screw, fitted with 4/17 | | 4/36 | Camshaft Gear Stop Ring |
| | 4/17 | Packing, Circular, 1 " $\times \frac{33}{32}$ " $\times \frac{1}{32}$ ", for 4/16 | | 4/37 | Fuel Pump Camshaft Distance Collar |
| | 4/18 | Spring Post, fitted with 4/19, 4/20 | | 4/38 | Fuel Pump Camshaft—Type 7, fitted with 4/39 to 4/42 (Superseded by 4/104, which will be supplied as replacements) |
| | 4/19 | Nut, Hex., O B.A. $\times \frac{7}{32}$ " $\times \frac{3}{16}$ " Hex., for 4/18 | | 4/39 | Woodruff Key, size No. 9, for 4/42 |
| | 4/20 | Split Pin, $\frac{5}{64}$ " diam. $\times \frac{1}{2}$ " long, for 4/18 | | 4/40 | Collar Nut, $\frac{9}{16}$ "—16 Thds., for 4/38, 4/104 |

For Fuel Pump
Details see
Supplementary
Catalogue

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FUEL PUMP, FUEL PUMP MOTION WORK AND FUEL LIFT PUMP—Section 4

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|--|
| 15 | 4/41 | Split Pin, $\frac{3}{32}$ " diam. \times $\frac{7}{8}$ " long, for 4/38, 4/104 | 15 | 4/62 | Packing, Circular, $\frac{5}{16}$ " \times $\frac{1}{8}$ " \times $\frac{1}{16}$ ", for 4/61 |
| | 4/42 | Fuel Pump Camshaft Coupling | | 4/63 | Stud, $\frac{5}{16}$ " Wh. \times $1\frac{3}{8}$ " long, fitted with 4/64, 4/65 |
| | 4/43 | Bolt, Hex. Head, $\frac{5}{16}$ " B.S.F. \times $\frac{31}{32}$ " long \times $\frac{1}{4}$ " Hex., fitted with 4/44 to 4/46 | | 4/64 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 4/63 |
| | 4/44 | Castle Nut, $\frac{5}{16}$ " B.S.F., for 4/43 | | 4/65 | Spring Washer, $\frac{5}{16}$ " diam., for 4/63 |
| | 4/45 | Washer, Steel, $\frac{3}{4}$ " Bore, for 4/43 | | 4/66 | Cam Box End Plate—Chain Case End |
| | 4/46 | Split Pin, $\frac{5}{32}$ " diam. \times $\frac{5}{8}$ " long, for 4/43 | | 4/67 | Stud, $\frac{5}{16}$ " Wh. \times $1\frac{1}{8}$ " long, fitted with 4/68, 4/69 |
| | 4/47 | Ball Journal Bearing, $1\frac{1}{8}$ " I.D. \times $2\frac{13}{16}$ " O.D. \times $\frac{1}{8}$ " wide | | 4/68 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 4/67 |
| | 4/48 | Ball Journal Bearing, $1\frac{1}{8}$ " I.D. \times $2\frac{1}{2}$ " O.D. \times $\frac{5}{8}$ " wide | | 4/69 | Spring Washer, $\frac{5}{16}$ " diam., for 4/67 |
| | 4/49 | FUEL PUMP CAMSHAFT GEAR ASSEMBLY , Comprising 4/50 to 4/53 | | 4/70 | Stud, $\frac{5}{16}$ " Wh. \times $1\frac{3}{16}$ " long, fitted with 4/71, 4/72 |
| | 4/50 | Fuel Pump Driving Shaft Gear Body, fitted with 4/51, 4/52 | | 4/71 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 4/70 |
| | 4/51 | Steady Peg | | 4/72 | Spring Washer, $\frac{5}{16}$ " diam., for 4/70 |
| | 4/52 | Fuel Pump Driving Shaft Gear Screw | | 4/73 | Cam Box End Plate—Governor End |
| | 4/53 | Fuel Pump Driving Shaft Gear | | 4/74 | Setscrew, Hex. Head, $\frac{5}{16}$ " Wh. \times $\frac{31}{32}$ " long |
| | 4/54 | Fuel Pump Lubricating Pipe Flange | | 4/75 | Fuel Pump Insertion Plate—4 Point, fitted with 4/76 |
| | 4/55 | Joint Ring, $\frac{7}{8}$ " O.D. \times $\frac{5}{32}$ " Sectional diam. | | 4/76 | Steady Peg |
| | 4/56 | Fuel Pump Cam Box—4 Point, fitted with 4/55, 4/57 to 4/65, 4/67 to 4/72, 4/107 | | 4/77 | Fuel Pump Cam Box Bracket, fitted with 4/78, 4/79, 4/81 (Not supplied separately) |
| | 4/57 | Stud, $\frac{7}{16}$ " Wh. \times $2\frac{5}{8}$ " long, fitted with 4/58, 4/59 | | 4/78 | Steady Peg |
| | 4/58 | Washer, Steel, $\frac{15}{32}$ " Bore, for 4/57 | | 4/79 | Steady Peg—Headed |
| | 4/59 | Nut, Hex., $\frac{7}{16}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{5}{16}$ " Hex., for 4/57 | | 4/80 | Bolt, Hex. Head, $\frac{3}{8}$ " Wh. \times $1\frac{1}{8}$ " long \times $\frac{5}{16}$ " Hex., fitted with 4/81 |
| | 4/60 | Fuel Control Spring Post | | 4/81 | Locking Plate, for 4/80 |
| | 4/61 | Setscrew, Cheese Head, 2 B.A. \times $\frac{5}{16}$ " long, fitted with 4/62 | | 4/82 | Fuel Pump Ram Tappet, fitted with 4/83 to 4/86 |

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FUEL PUMP, FUEL PUMP MOTION WORK AND FUEL LIFT PUMP—Section 4

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|--|
| 15 | 4/83 | Tappet Roller Pin | 15 | 4/100 | Fuel Pump Control Rod Bush—Standard |
| | 4/84 | Tappet Roller | | 4/101 | Fuel Pump Control Rod Bush, .030" Undersize |
| | 4/85 | Tappet Screw, fitted with 4/86 | | 4/102 | Fuel Pump Ram Tappet, .010" Oversize, fitted with 4/83 to 4/86 |
| | 4/86 | Nut, Hex., $\frac{3}{8}$ "—24 Thds. $\times \frac{1}{4}$ " $\times \frac{5}{16}$ " Hex., for 4/85 | | 4/103 | Fuel Pump Ram Tappet, .020" Oversize, fitted with 4/83 to 4/86 |
| | 4/87 | Fuel Pump Tappet Spring (same as 9/21) | | 4/104 | Fuel Pump Camshaft—Type 8/4, fitted with 4/39 to 4/42 |
| | 4/88 | FUEL PUMP CHARGING LEVER ASSEMBLY , Comprising 4/89 to 4/95 | | 4/105 | FUEL PUMP DRIVING SHAFT AND CAMSHAFT ASSEMBLY—TYPE 8/4 , Comprising 4/33, 4/43 to 4/46, 4/106 |
| | 4/89 | Charging Lever Bracket, fitted with 4/90, 4/91, 4/93, 4/94 | | 4/106 | FUEL PUMP CAMSHAFT ASSEMBLY—TYPE 8/4 , Comprising 4/37, 4/39 to 4/42, 4/104 |
| | 4/90 | Setscrew, Cheese Head, O B.A. $\times \frac{5}{8}$ " long | | 4/107 | Fuel Lift Pump Packing, Brass |
| | 4/91 | Charging Lever Pin | | 4/108 | Governor Bar Buffer Body (supplied only with 4/109 to 4/112) |
| | 4/92 | Charging Lever | | 4/109 | Governor Bar Buffer Plunger |
| | 4/93 | Charging Lever Catch Pin | | 4/110 | Governor Bar Buffer Spring |
| | 4/94 | Charging Lever Catch | | 4/111 | Governor Bar Buffer Plug |
| | 4/95 | Charging Lever Catch Spring | | 4/112 | Locknut, Hex., $\frac{3}{8}$ " Gas $\times \frac{1}{4}$ " $\times \frac{7}{16}$ " Hex. |
| | 4/96 | Fuel Lift Pump (for details see Supplementary Catalogue) | | 4/113 | Fuel Control Box Sight Hole Plug |
| | 4/97 | Fuel Lift Pump Packing, Paper (Superseded by 4/107, which will be supplied for replacements) | | 4/114 | Fuel Pump Steady |
| 8, 15, 16 | 4/98 | FUEL PUMP CAM BOX, FUEL LIFT PUMP AND GOVERNOR ASSEMBLY , Comprising 2/136 to 2/139, 4/1 to 4/31, 4/35 to 4/37, 4/39 to 4/76, 4/81 to 4/96, 4/105, 5/2 to 5/7, 5/11, 5/13 to 5/16, 5/18, 5/20, 5/22 to 5/26, 5/29 to 5/59, 5/60 or 5/105, 5/61 to 5/63, 5/65 to 5/69, 5/70 or 5/92, 5/71 to 5/87, 5/94 to 5/104 | | 4/115 | Plug, Hex. Head, 18 m/m. $\times \frac{33}{32}$ " $\times \frac{1}{2}$ " Hex., fitted with 4/116, for 4/11 |
| | | Roller Type | | 4/116 | Packing, Circular, 1" $\times \frac{33}{32}$ " $\times \frac{1}{32}$ ", for 4/115 |
| 8, 15, 16 | 4/99 | FUEL PUMP CAM BOX, FUEL LIFT PUMP AND GOVERNOR ASSEMBLY , Comprising 2/136 to 2/139, 4/1 to 4/31, 4/35 to 4/37, 4/39 to 4/76, 4/81 to 4/96, 4/105, 5/2 to 5/7, 5/11, 5/13, 5/15, 5/16, 5/20, 5/22 to 5/26, 5/29 to 5/59, 5/60 or 5/105, 5/61 to 5/63, 5/65 to 5/69, 5/70 or 5/92, 5/71 to 5/83, 5/85 to 5/91, 5/94 to 5/104 | | | |
| | | Spring Loaded Trunnion Type | | | |

Type 8/8 Camshaft superseded by Type 8/4

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.

**FUEL PUMP, FUEL PUMP MOTION WORK AND FUEL LIFT PUMP—Section 4**

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|-------------|-----------|----------|-------------|
| | | | | | |

When ordering it is **IMPORTANT** to quote the Number of the Engine, and also the Number of the Part.



GOVERNOR—Section 5

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|---|-----------|----------|--|
| 8, 16 | 5/1 | GOVERNOR CASING ASSEMBLY , Comprising 2/136 to 2/139, 5/2 to 5/13, 5/26, 5/29 to 5/82 (Type 1) (Superseded by 5/93, which will be supplied for replacements) | 16 | 5/21 | Pivot Pin, $\frac{3}{8}$ " diam. \times $2\frac{9}{16}$ " long, fitted with 5/22, for 5/15 |
| 16 | 5/2 | Governor Casing, fitted with 2/136, 2/138, 5/3 to 5/7, 5/11, 5/13, 5/95 to 5/100, 5/103, 5/104 | | 5/22 | Split Pin, $\frac{5}{64}$ " diam. \times $\frac{5}{8}$ " long, for 5/21 |
| | 5/3 | Plug, $1\frac{3}{8}$ "—16 Thds., fitted with 5/4 | | 5/23 | Governor Sleeve, fitted with 5/24 |
| | 5/4 | Packing, Circular, $1\frac{3}{4}$ " \times $1\frac{11}{16}$ " \times $\frac{1}{32}$ ", for 5/3 | | 5/24 | Ball Journal Bearing, $\frac{1}{4}$ " I.D. \times $\frac{3}{4}$ " O.D. \times $\frac{7}{32}$ " wide |
| | 5/5 | Stud, $\frac{5}{16}$ " Wh. \times $1\frac{1}{4}$ " long, fitted with 5/6, 5/7 | | 5/25 | Ball Thrust Washer, $\frac{7}{8}$ " I.D. \times $1\frac{3}{16}$ " O.D. \times $\frac{5}{8}$ " wide (1 set of 3 pieces) |
| | 5/6 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 5/5 | | 5/26 | Governor Spring Guide |
| | 5/7 | Spring Washer, $\frac{5}{16}$ " diam., for 5/5 | | 5/27 | Governor Spring Collar, ($1\frac{1}{4}$ " diam. Boss), (Superseded by 5/101, which will be supplied for replacements) |
| | 5/8 | Accelerator Cam Spindle Bush, 2" long | | 5/28 | Governor Spring, (5 coils), (Superseded by 5/102, which will be supplied for replacements) |
| | 5/9 | Setscrew, Cheese Head, 2 B.A. \times $\frac{1}{16}$ " long, fitted with 5/10 | | 5/29 | Governor Spring Lever, fitted with 5/32 |
| | 5/10 | Packing, Circular, $\frac{5}{16}$ " \times $\frac{1}{8}$ " \times $\frac{1}{16}$ ", for 5/9 | | 5/30 | Adjusting Screw— Slotted |
| | 5/11 | Lubricator, $\frac{1}{8}$ " Gas, for 5/64 | | 5/31 | Nut, Hex., $\frac{3}{8}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{5}{16}$ " Hex., for 5/30 |
| | 5/12 | Lubricator, $\frac{1}{4}$ " B.S.F., for 5/39 | | 5/32 | Stop Peg |
| | 5/13 | Setscrew, Cheese Head, Pointed, 1 B.A. \times $\frac{3}{16}$ " long | | 5/33 | Accelerator Cam Roller Lever |
| | 5/14 | GOVERNOR BODY ASSEMBLY , Comprising 5/15, 5/16, 5/18, 5/20, 5/23 to 5/25, 5/83 to 5/87, 5/101, 5/102 Roller Type | | 5/34 | Accelerator Cam Roller Pin, fitted with 5/35 |
| | 5/15 | Governor Body, fitted with 5/16, 5/83 | | 5/35 | Split Pin, $\frac{5}{64}$ " diam. \times $\frac{3}{4}$ " long, for 5/34 |
| | 5/16 | Setscrew, Sq. Head, Pointed, $\frac{3}{8}$ "—24 Thds. \times $\frac{3}{8}$ " long | | 5/36 | Ball Journal Bearing, $\frac{3}{8}$ " I.D. \times $\frac{7}{8}$ " O.D. \times $\frac{7}{32}$ " wide |
| | 5/17 | Governor Weight, fitted with 5/18 to 5/20 ("X" = 2"), (supplied only in pairs, superseded by 5/84 which will be supplied for replacements) | | 5/37 | Cam Roller Lever Pivot Pin, fitted with 5/38 |
| | 5/18 | Governor Weight Roller | | 5/38 | Split Pin, $\frac{5}{64}$ " diam. \times $\frac{5}{8}$ " long, for 5/37 |
| | 5/19 | Roller Pin, Headed, $\frac{1}{4}$ " diam. \times $2\frac{1}{4}$ " long, fitted with 5/20, for 5/15 | | 5/39 | Governor Spring Lever Pivot Pin, fitted with 5/40 |
| | 5/20 | Split Pin, $\frac{5}{64}$ " diam. \times $\frac{5}{8}$ " long, for 5/19 | | 5/40 | Split Pin, $\frac{5}{64}$ " diam. \times $\frac{5}{8}$ " long, for 5/39 |
| | | | | 5/41 | Governor Connecting Rod, fitted with 5/42, 5/43 |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.



GOVERNOR—Section 5

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|---|-----------|----------|--|
| 16 | 5/42 | Pin, Headed, $\frac{1}{4}$ " diam. \times $\frac{3}{4}$ " long, fitted with 5/43, for 5/41 | 16 | 5/63 | Split Pin, $\frac{5}{64}$ " diam. \times $\frac{5}{8}$ " long, for 5/62 |
| | 5/43 | Split Pin, $\frac{5}{64}$ " diam. \times $\frac{5}{8}$ " long, for 5/42 | | 5/64 | Accelerator Cam (Spindle $4\frac{1}{2}$ " long), (Superseded by 5/94, which will be supplied for replacements) |
| | 5/44 | Governor Lever, fitted with 5/45 | | 5/65 | Remote Control Cam Stop, fitted with 5/66, 5/68, 5/69 |
| | 5/45 | Bush, Plain, $\frac{1}{4}$ " I.D. \times $\frac{11}{32}$ " O.D. \times $\frac{1}{4}$ " long | | 5/66 | Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " B.S.F. \times $\frac{13}{32}$ " long |
| | 5/46 | Stopping Cam Tappet Screw, fitted with 5/47 | | 5/67 | Adjusting Screw, Knurled, fitted with 5/68 |
| | 5/47 | Nut, Hex., $\frac{5}{16}$ " B.S.F. \times $\frac{1}{4}$ " \times $\frac{1}{4}$ " Hex., for 5/46 | | 5/68 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 5/67, 5/69 |
| | 5/48 | Governor Lever Pivot Pin | | 5/69 | Adjusting Screw—Slotted, fitted with 5/68 |
| | 5/49 | Governor Sleeve Push Rod | | 5/70 | Injection Control Lever—Type 1, fitted with 5/71 |
| | 5/50 | Governor Sleeve Push Rod Pin, fitted with 5/51 | | 5/71 | Setscrew, Sq. Head, Pointed, $\frac{1}{4}$ "—28 Thds. \times $\frac{13}{32}$ " long, for 5/70, 5/92 |
| | 5/51 | Split Pin, $\frac{5}{64}$ " diam. \times $\frac{5}{8}$ " long, for 5/50 | | 5/72 | Remote Control Lever, fitted with 5/73 |
| | 5/52 | Stopping Cam, fitted with 5/53 to 5/59 | | 5/73 | Bolt, Hex. Head, $\frac{1}{4}$ "—28 Thds. \times 1" long \times $\frac{3}{16}$ " Hex., for 5/72 |
| | 5/53 | Stopping Cam Spindle, fitted with 5/52, 5/54 to 5/59 | | 5/74 | Forked Eye, fitted with 5/75, 5/76 |
| | 5/54 | Woodruff Key | | 5/75 | Pin, Headed, $\frac{1}{4}$ " diam. \times $\frac{5}{8}$ " long, fitted with 5/76, for 5/74 |
| | 5/55 | Spring Washer, $\frac{3}{8}$ " diam., for 5/53 | | 5/76 | Split Pin, $\frac{5}{64}$ " diam. \times $\frac{5}{8}$ " long, for 5/75 |
| | 5/56 | Castle Nut, $\frac{3}{8}$ " B.S.F. for 5/53 | | 5/77 | Injection Connecting Rod, fitted with 5/78 to 5/81 |
| | 5/57 | Split Pin, $\frac{5}{64}$ " diam. \times $\frac{7}{8}$ " long, for 5/53 | | 5/78 | Ball Joint, fitted with 5/80, 5/81 |
| | 5/58 | Taper Pin, for 5/52 | | 5/79 | Nut, Hex., $\frac{5}{16}$ " B.S.F. \times $\frac{1}{4}$ " \times $\frac{1}{4}$ " Hex., for 5/77 |
| | 5/59 | Friction Washer, for 5/52 | | 5/80 | Nut, Hex., $\frac{5}{16}$ " B.S.F. \times $\frac{1}{4}$ " \times $\frac{1}{4}$ " Hex., for 5/78 |
| | 5/60 | Stopping Cam Lever—Type 1 | | 5/81 | Spring Washer, $\frac{5}{16}$ " diam., for 5/77 |
| | 5/61 | Forked Eye, fitted with 5/62, 5/63 | | 5/82 | Injection Control Lever Spring |
| | 5/62 | Pin, Headed, $\frac{1}{4}$ " diam. \times $\frac{5}{8}$ " long, fitted with 5/63 | | 5/83 | Governor Weight Pivot Pin Bush, (in Governor Body) |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.

GOVERNOR—Section 5

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|---|
| 16 | 5/84 | Governor Weight, fitted with 5/18, 5/85 to 5/87 ("X" = 2 $\frac{1}{4}$ "), (supplied only in Pairs) } Roller Type | 16 | 5/103 | Plug, Faced, $\frac{1}{8}$ " Gas $\times \frac{3}{8}$ " $\times \frac{1}{4}$ " Hex., fitted with 5/104, for 5/2 |
| | 5/85 | Weight Pivot Pin, $\frac{3}{8}$ " diam. $\times 2\frac{2}{8}$ " long, fitted with 5/86 | | 5/104 | Packing, Circular, $\frac{17}{32}$ " $\times \frac{3}{8}$ " $\times \frac{1}{32}$ ", for 5/103 |
| | 5/86 | Split Pin, $\frac{3}{32}$ " diam. $\times \frac{3}{4}$ " long | | 5/105 | Stopping Cam Lever—Type 2 |
| | 5/87 | Pin—Plain, $\frac{1}{4}$ " diam. $\times 2\frac{1}{16}$ " long, fitted with 5/20, for 5/18, 5/89 | | | |
| | 5/88 | GOVERNOR BODY ASSEMBLY , Comprising 5/15, 5/16, 5/20, 5/23 to } 5/25, 5/83, 5/85 to 5/87, 5/89 to 5/91, 5/101, 5/102 | | | |
| | 5/89 | Governor Trunnion Block | | | |
| | 5/90 | Governor Trunnion Block Spring | | | |
| | 5/91 | Governor Weight, fitted with 5/85, 5/87, 5/89, 5/90 ("X" = 2 $\frac{1}{4}$ "), (supplied only in Pairs) } Spring Loaded Trunnion Type | | | |
| | 5/92 | Injection Control Lever—Type 2, fitted with 5/71 | | | |
| | 5/93 | GOVERNOR CASING ASSEMBLY , Comprising 2/136 to 2/139, 5/2 } to 5/7, 5/9 to 5/11, 5/13, 5/26, 5/29 to 5/59, 5/60 or 5/105, 5/61 to } Type 2 5/63, 5/65 to 5/69, 5/71 to 5/82, 5/92, 5/94 to 5/100 | | | |
| | 5/94 | Accelerator Cam (Spindle 4 $\frac{11}{32}$ " long), (supplied with Bush 5/95, only when replacing 5/64) | | | |
| | 5/95 | Accelerator Cam Spindle Bush, 2 $\frac{5}{16}$ " long | | | |
| | 5/96 | Governor Lever Pivot Pin Bush | | | |
| | 5/97 | Accelerator Cam Spindle Oiling Felt | | | |
| | 5/98 | Accelerator Cam Spindle Oiling Felt Spring | | | |
| | 5/99 | Governor Spring Lever Pivot Pin Oiling Felt, with Retaining Clip | | | |
| | 5/100 | Governor Spring Lever Pivot Pin Oil Hole Cover | | | |
| | 5/101 | Governor Spring Collar, (1 $\frac{3}{16}$ " diam. Boss) | | | |
| | 5/102 | Governor Spring, (7 Coils), (supplied with 5/101, only when replacing 5/28) | | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.



GOVERNOR—Section 5

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|-------------|-----------|----------|-------------|
| | | | | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.

LUBRICATING OIL PUMP, STRAINERS, THERMOSTAT AND WATER PUMP—Section 6

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|--|---|---------------------------|----------|--|
| 17 | 6/1 | LUBRICATING OIL PUMP ASSEMBLY , Comprising 6/2 to 6/8 | 17 | 6/22 | Plug, Sq. Head, $\frac{1}{2}$ " Gas \times $\frac{5}{16}$ " Sq., fitted with 6/23 <small>(Superseded by 6/152 to 6/154, which will be supplied for replacements)</small> |
| | 6/2 | Lubricating Oil Pump Body <small>(supplied only with 6/3 to 6/8, 7/39)</small> | | 6/23 | Packing, Circular, $1\frac{1}{16} \times \frac{3}{4} \times \frac{1}{32}$ ", for 6/22, 6/152 |
| | 6/3 | Lubricating Oil Pump Body Cover <small>(supplied only with 6/2, 6/4 to 6/8, 7/39)</small> | | 6/24 | Stud, $\frac{5}{16}$ " Wh. \times $1\frac{1}{4}$ " long, fitted with 6/25, 6/26 |
| | 6/4 | Setscrew, Countersunk Head, 1 B.A. \times $\frac{9}{16}$ " long | | 6/25 | Nut, Hex., $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 6/24 |
| | 6/5 | Split Pin, $\frac{3}{32}$ " diam. \times $1\frac{1}{4}$ " long | | 6/26 | Spring Washer, $\frac{5}{16}$ " diam., for 6/24 |
| | 6/6 | Pump Gear and Spindle | | 6/27 | Packing, Flange, $1\frac{3}{4}$ " centres \times $1\frac{1}{4}$ " wide |
| | 6/7 | Pump Idler Gear | | 6/28 | Packing, for 6/21, 6/34 <small>(same as 9/50)</small> |
| | 6/8 | Pump Idler Gear Spindle | | 6/29 | Strainer Pipe, fitted with 6/28, 6/30 to 6/32 |
| | 6/9 | LUBRICATING OIL PUMP DRIVE ASSEMBLY , Comprising 2/35, 6/10 to 6/19 | | 6/30 | Nut, Hex., $\frac{1}{2}$ " Gas \times $\frac{1}{2}$ " \times $\frac{3}{4}$ " Hex., for 6/29 |
| | 6/10 | Lubricating Oil Pump Driving Shaft, fitted with 6/11 to 6/13 | | 6/31 | Packing, Circular, $1\frac{3}{8} \times \frac{37}{32} \times \frac{1}{16}$ ", for 6/29, 6/30 |
| | 6/11 | Woodruff Key | | 6/32 | Cover Nut, fitted with 6/31 |
| | 6/12 | Nut, Hex., $\frac{7}{16}$ " B.S.F. \times $\frac{5}{16}$ " \times $\frac{3}{8}$ " Hex., for 6/10 | | 6/33 | Strainer Cage <small>(Superseded by 6/146, which will be supplied for replacements)</small> |
| | 6/13 | Locking Plate, for $\frac{7}{16}$ " Nut, for 6/10 | | 6/34 | Strainer Cover, fitted with 6/28, 6/31, 6/35, 6/36 |
| | 6/14 | Lubricating Oil Pump Driven Gear | | 6/35 | Plug, Sq. Head, $\frac{1}{2}$ " Gas \times $\frac{5}{16}$ " Sq., fitted with 6/36 |
| | 6/15 | Ball Journal Bearing, $\frac{5}{8}$ " I.D. \times $1\frac{9}{16}$ " O.D. \times $\frac{7}{16}$ " wide | | 6/36 | Packing, Circular, $1\frac{1}{16} \times \frac{3}{4} \times \frac{1}{32}$ ", for 6/35 |
| | 6/16 | Ball Bearing Plate | | 6/37 | LUBRICATING OIL RELIEF VALVE ASSEMBLY , Comprising 6/38 to 6/42 |
| | 6/17 | Setscrew, Cheese Head, 1 B.A. \times $\frac{1}{2}$ " long | | 6/38 | Relief Valve |
| | 6/18 | Lubricating Oil Pump Driving Shaft Ball Bearing Bracket, fitted with 2/35, 6/19 | | 6/39 | Relief Valve Spring |
| | 6/19 | Steady Peg | | 6/40 | Relief Valve Adjuster, fitted with 6/41, 6/42 |
| | 6/20 | LUBRICATING OIL STRAINER ASSEMBLY , Comprising 6/21, 6/23 to 6/32, 6/34 to 6/42, 6/146, 6/152 to 6/154, 6/159, 6/160, 7/29 | | 6/41 | Nut, Hex., $\frac{1}{2}$ " Gas \times $\frac{3}{8}$ " \times $\frac{5}{8}$ " Hex., for 6/40 |
| 6/21 | Lubricating Oil Strainer and Relief Valve Body, fitted with 6/23 to 6/32, 6/152 to 6/154, 6/159, 6/160, 7/29 | 6/42 | Relief Valve Adjuster Cap | | |

When ordering it is **IMPORTANT** to quote the Number of the Engine, and also the Number of the Part.


LUBRICATING OIL PUMP, STRAINERS, THERMOSTAT AND WATER PUMP—Section 6

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|--|
| 17 | 6/43 | THERMOSTAT ASSEMBLY , Comprising 1/79, 6/44 to 6/53, (6/57 or 6/58 or 6/59 or 6/164 or 6/172 or 6/173, specify type of connection required) | 17, 17-1 | 6/63 | Stud, 2 B.A. $\times \frac{11}{16}$ " long, fitted with 6/64 |
| | 6/44 | Thermostat Housing, fitted with 1/79, 6/45 to 6/49 | | 6/64 | Nut, Hex., 2 B.A. $\times \frac{3}{16}$ " $\times \frac{1}{8}$ " Hex., for 6/63 |
| | 6/45 | Plug, $\frac{3}{8}$ " Gas, fitted with 6/46 | 17 | 6/65 | Pump Body Cover Packing |
| | 6/46 | Packing, Circular, 1" $\times \frac{5}{8}$ " $\times \frac{1}{32}$ ", for 6/45 | | 6/66 | Grease Cup, for 6/61 |
| | 6/47 | Thermostat Unit Locating Screw, fitted with 6/48 | | 6/67 | Drain Tap, $\frac{1}{4}$ " Gas, fitted with 6/68, for 6/61, 6/130 |
| | 6/48 | Packing, Circular, $\frac{3}{8}$ " $\times \frac{7}{32}$ " $\times \frac{1}{16}$ ", for 6/47 | | 6/68 | Drain Tap Locking Washer |
| | 6/49 | Thermostat Water Outlet Connection Packing | | 6/69 | Pump Impeller—S.L.G. Type, fitted with 6/70 |
| | 6/50 | Thermostat "Drop-In" Unit (When ordering state whether for Passenger or Goods carrying vehicles) | | 6/70 | Gland Packing, Cork (in sets of 4), (same as 9/13) (S.L.G. Pump) |
| | 6/51 | Bolt, Hex. Head, $\frac{5}{16}$ " Wh. $\times 1\frac{1}{16}$ " long $\times \frac{1}{4}$ " Hex., fitted with 6/52, 6/53 | | 6/71 | Rubber Hose, fitted with 6/72, for 1/31, 1/32, 6/61, 6/130 |
| | 6/52 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 6/51 | | 6/72 | Hose Clip, for 6/71 |
| | 6/53 | Spring Washer, $\frac{5}{16}$ " diam., for 6/51 | | 6/73 | Pump Body Cover, fitted with 6/65, 6/75—CANCELLED |
| | 6/54 | Thermostat Pipe | | 6/74 | Pipe Flange, 1" Bore, fitted with 6/75 |
| | 6/55 | Rubber Hose, fitted with 6/56, for 6/44, 6/54 | | 6/75 | Packing, Flange, 2" centres $\times 1\frac{5}{8}$ " wide, for 6/131, 6/132, 6/150, 6/166 |
| | 6/56 | Hose Clip, for 6/55 | | 6/76 | Bolt, Hex. Head, $\frac{5}{16}$ " Wh. $\times 1\frac{3}{16}$ " long $\times \frac{1}{4}$ " Hex., fitted with 6/77, 6/78, for 6/74, 6/166 |
| 17-2 | 6/57 | Thermostat Water Outlet Connection—Type 1, fitted with 6/49 | | 6/77 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 6/76 |
| | 6/58 | Thermostat Water Outlet Connection—Type 2, fitted with 6/49 | | 6/78 | Spring Washer, $\frac{5}{16}$ " diam., for 6/76 |
| | 6/59 | Thermostat Water Outlet Connection—Type 3, fitted with 6/49 | | 6/79 | WATER PUMP DRIVE ASSEMBLY , Comprising 2/35, 6/80 to 6/92 |
| 17 | 6/60 | WATER PUMP ASSEMBLY—S.L.G. Type , Comprising 6/61 to 6/73, 6/75, 6/93, 6/94) CANCELLED | | 6/80 | Pump Spigot Plate, fitted with 6/81, 6/83, 6/84 |
| | 6/61 | Water Pump Body—S.L.G. Type, fitted with 6/62 to 6/65, 6/70.—CANCELLED | | 6/81 | Steady Peg |
| | 6/62 | Pump Impeller Bush | | 6/82 | Ball Journal Bearing, $\frac{5}{8}$ " I.D. $\times 1\frac{9}{16}$ " O.D. $\times \frac{7}{16}$ " wide |
| | | | | 6/83 | Pump Spigot Plate Cover |

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LUBRICATING OIL PUMP, STRAINERS, THERMOSTAT AND WATER PUMP—Section 6

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|---|-----------|----------|--|
| 17 | 6/84 | Setscrew, Cheese Head, 1 B.A. $\times \frac{1}{2}$ " long, for 6/83 | 17 | 6/105 | Strainer Cage—Inner (same as 9/15) |
| | 6/85 | Pump Driving Shaft, fitted with 6/86, 6/88, 6/89 | | 6/106 | Strainer Cage—Outer (same as 9/14) |
| | 6/86 | Woodruff Key | 17, 17-1 | 6/107 | Packing, for 6/96, 6/112, 6/116, 6/156 (same as 9/23) |
| | 6/87 | Ball Bearing Distance Piece | 17 | 6/108 | Union Stock, $\frac{1}{2}$ " Gas $\times \frac{3}{8}$ " Gas |
| | 6/88 | Nut, Hex., $\frac{7}{16}$ " B.S.F. $\times \frac{1}{16}$ " $\times \frac{3}{8}$ " Hex., for 6/85 | | 6/109 | Union Nut and Tail, for 6/108 |
| | 6/89 | Locking Plate, for $\frac{7}{16}$ " Nut, for 6/85 | | 6/110 | Union Stock, $\frac{3}{8}$ " Gas $\times \frac{3}{8}$ " Gas |
| | 6/90 | Pump Driven Gear | | 6/111 | Union Nut and Tail, for 6/110 |
| | 6/91 | Pump Ball Bearing Bracket, fitted with 6/92 | | 6/112 | Strainer Cover, fitted with 6/104, 6/107, 6/113, 6/114 |
| | 6/92 | Steady Peg | | 6/113 | Drain Cock, $\frac{1}{8}$ " Gas, fitted with 6/114, for 6/112 |
| | 6/93 | Pump Gland Spring) | | 6/114 | Packing, Circular, $\frac{5}{8}$ " $\times \frac{3}{8}$ " $\times \frac{1}{32}$ ", for 6/113 |
| | 6/94 | Pump Gland Shroud) | | 6/115 | FUEL STRAINER AND OVERFLOW RETURN CHAMBER ASSEMBLY—TYPE 1, Comprising 6/99 to 6/107, 6/112 to 6/114, 6/116 to 6/128, |
| | 6/95 | FUEL STRAINER ASSEMBLY—TYPE 1, Comprising 6/96 to 6/114 <small>(Superseded by 6/155 which will be supplied for replacements)</small> | | 6/116 | Fuel Strainer Base and Overflow Return Chamber—Type 1, fitted with 6/99 to 6/101, 6/103, 6/104, 6/107, 6/117 to 6/121 |
| | 6/96 | Fuel Strainer Base—Type 1, fitted with 6/97 to 6/100, 6/103, 6/104, 6/107, 6/108, 6/110 <small>(Superseded by 6/158 which will be supplied for replacements)</small> | | 6/117 | Stud, $\frac{5}{16}$ " Wh. $\times 1\frac{13}{16}$ " long, fitted with 6/118, 6/119 |
| 17, 17-1 | 6/97 | Plug, $\frac{1}{8}$ " Gas, fitted with 6/98 | | 6/118 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 6/117 |
| | 6/98 | Packing, Circular, $\frac{5}{8}$ " $\times \frac{3}{8}$ " $\times \frac{1}{32}$ ", for 6/97 | | 6/119 | Spring Washer, $\frac{5}{16}$ " diam., for 6/117 |
| | 6/99 | Strainer Cover Stud, fitted with 6/100, 6/101 | | 6/120 | Overflow Return Chamber Cover Packing, for 6/116, 6/122 |
| | 6/100 | Split Pin, $\frac{3}{32}$ " diam. $\times \frac{3}{4}$ " long, for 6/99 | | 6/121 | Union Stock, $\frac{3}{8}$ " Gas $\times \frac{3}{8}$ " Gas |
| 17 | 6/101 | Split Pin, $\frac{5}{32}$ " diam. $\times 1$ " long, for 6/99 | | 6/122 | Overflow Return Chamber Cover, fitted with 6/120, 6/123, 6/124 |
| | 6/102 | Strainer Cage Spring | | 6/123 | Overflow Return Chamber Cover Strainer |
| | 6/103 | Wing Nut, $\frac{3}{8}$ " Wh., fitted with 6/104, for 6/96, 6/116 | | 6/124 | Overflow Return Chamber Cover Strainer Spring |
| | 6/104 | Packing, Circular, $\frac{11}{16}$ " $\times \frac{13}{16}$ " $\times \frac{1}{32}$ ", for 6/103 | | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.



LUBRICATING OIL PUMP, STRAINER, THERMOSTAT AND WATER PUMP—Section 6

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|---|
| 17 | 6,125 | Union Stock, $\frac{3}{8}$ " Gas \times $\frac{3}{8}$ " Gas | 17-1 | 6,145 | Pump Spring Cone Washer, fitted with 6,144 |
| | 6,126 | Union Stock, $\frac{1}{4}$ " Gas \times $\frac{1}{4}$ " Gas | 17 | 6,146 | Lubricating Oil Strainer Cage—R.V. Type (supplied only with 6,147 to 6,149) |
| | 6,127 | Union Stock, $\frac{3}{8}$ " Gas \times $\frac{3}{8}$ " Gas | | 6,147 | Lubricating Oil Strainer Valve (supplied only with 6,146, 6,148, 6,149) |
| | 6,128 | Union Nut and Tail, for 6,110, 6,127 | | 6,148 | Lubricating Oil Strainer Valve Spring (supplied only with 6,146, 6,147, 6,149) |
| 17-1 | 6,129 | WATER PUMP ASSEMBLY—C.G. TYPE , Comprising 6,67, 6,130, (6,131 or 6,132, specify type of cover required), 6,133, 6,134, 6,137, 6,139, 6,141 to 6,145, Superseded by 6,161, which will be supplied for replacements) | | 6,149 | Lubricating Oil Strainer Valve Spring Carrier (supplied only with 6,146 to 6,148) |
| | 6,130 | Water Pump Body—C.G. Type, (Bore "X" Screwed), fitted with 6,63 to 6,65, 6,68, 6,133, 6,141, (Superseded by 6,162, which will be supplied for replacements) | 17-1 | 6,150 | Water Pump Cover—Type 4, fitted with 6,65, 6,75—CANCELLED |
| | 6,131 | Water Pump Cover—Type 2, fitted with 6,65, 6,75—CANCELLED | | 6,151 | Water Pump Cover—Type 5, fitted with 6,65, 6,168 |
| | 6,132 | Water Pump Cover—Type 3, fitted with 6,65, 6,75—CANCELLED | 17 | 6,152 | Lubricating Oil Strainer Drain Pipe, fitted with 6,23, 6,153, 6,154 |
| | 6,133 | Water Pump Gland | | 6,153 | Plug, Hex. Head, $\frac{1}{4}$ " Gas \times $\frac{3}{8}$ " Hex., fitted with 6,154 |
| | 6,134 | Ball Journal Bearing, for 6,135 | | 6,154 | Packing, Circular, $\frac{11}{16}$ " \times $\frac{1}{2}$ " \times $\frac{1}{16}$ ", for 6,153 |
| | 6,135 | Water Pump Impeller, ("X" = $\frac{3}{4}$ "), fitted with 6,136, 6,140 (NOTE.—The Spindle will not be supplied separately.) (Superseded by 6,143, which will be supplied for replacements) | 17-1 | 6,155 | FUEL STRAINER ASSEMBLY—TYPE 2 , Comprising 6,97 to 6,100, 6,102 to 6,107, 6,112 to 6,114, 6,156 to 6,158, 6,174, 6,175 |
| | 6,136 | Circlip, $\frac{5}{8}$ " diam.—CANCELLED | | 6,156 | Fuel Strainer Base—Type 2, fitted with 6,97 to 6,100, 6,103, 6,104, 6,107, 6,157, 6,158, 6,174, 6,175 |
| | 6,137 | Pump Impeller Spring Collar | | 6,157 | Plug, $\frac{3}{8}$ " Gas, fitted with 6,158 |
| | 6,138 | Pump Impeller Spring—Gland End, (supplied only with 6,139)—CANCELLED | | 6,158 | Packing, Circular, $\frac{7}{8}$ " \times $\frac{5}{8}$ " \times $\frac{1}{32}$ ", for 6,157 |
| | 6,139 | Pump Impeller Spring—Drive End | 17 | 6,159 | Lubricating Oil Strainer Packing |
| | 6,140 | Impeller Spring Collar Washer—CANCELLED | | 6,160 | Lubricating Oil Strainer Shim |
| | 6,141 | Water Pump Plug, fitted with 6,142 | 17-1 | 6,161 | WATER PUMP ASSEMBLY—C.G. TYPE , Comprising 6,67, 6,133, 6,134, 6,137, 6,139, 6,143, 6,144, 6,145, (6,151 or 6,165, specify type of cover required), 6,162, 6,163 |
| | 6,142 | Plug Locking Wire | | 6,162 | Water Pump Body—C.G. Type, (Bore "X" Plain), fitted with 6,63 to 6,65, 6,68, 6,133, 6,163 |
| | 6,143 | Water Pump Impeller, ("X" = $\frac{3}{4}$ "), fitted with 6,144, 6,145 (NOTE.—The Spindle will not be supplied separately) | | 6,163 | Water Pump Body Grease Retaining Plate |
| | 6,144 | Pump Spring Seating Bush, fitted with 6,145 | | | |

When ordering it is **IMPORTANT** to quote the Number of the Engine, and also the Number of the Part.

LUBRICATING OIL PUMP, STRAINER, THERMOSTAT AND WATER PUMP—Section 6

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|-------------|
| 17-2 | 6/164 | Thermostat Water Outlet Connection—Type 28, fitted with 6/49 | | | |
| 17-1 | 6/165 | Water Pump Cover—Type 6, fitted with 6/65 | | | |
| | 6/166 | Water Pump Inlet Connection—Type 12—(“A” = 2”, “B” = 1¼”), fitted with 6/75 | | | |
| | 6/167 | Water Pump Inlet Connection—Type 12—(“A” = 2½”, “B” = 1½”), fitted with 6/168 | | | |
| | 6/168 | Packing, Flange, 2½” Centres × 2½” wide, for 6/151, 6/167 | | | |
| 17-1 | 6/169 | Bolt, Hex. Head, ⅜” Wh. × 1 ⅝” long × ⅝” Hex., fitted with 6/170, 6/171, for 6/167 | | | |
| | 6/170 | Nut, Hex. ⅜” Wh. × ⅜” × ⅝” Hex., for 6/169 | | | |
| 17-2 | 6/171 | Spring Washer, ⅜” diam., for 6/169 | | | |
| | 6/172 | Thermostat Water Outlet Connection—Type 9, fitted with 6/49 | | | |
| | 6/173 | Thermostat Water Outlet Connection—Type 15, fitted with 6/49 | | | |
| 17-1 | 6/174 | Plug, Hex. Head, ¼” Gas × ⅜” Hex., fitted with 6/175 | | | |
| | 6/175 | Packing, Circular, ⅜” × ½” × ⅜”, for 6/174 | | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.



LUBRICATING OIL PUMP, STRAINER, THERMOSTAT AND WATER PUMP—Section 6

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|-------------|-----------|----------|-------------|
| | | | | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.

FUEL AND LUBRICATING OIL PIPES—Section 7

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|--|
| 18 | 7/1 | SET OF SPRAYER PIPES , Comprising 7/2 to 7/5 | 18 | 7/21 | Bolt, Hex. Head, $\frac{5}{16}$ " Wh. $\times 1\frac{3}{16}$ " $\times \frac{1}{4}$ " Hex., fitted with 7/22, 7/23 |
| | 7/2 | Sprayer Pipe—No. 1 Cylinder | | 7/22 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 7/21 |
| | 7/3 | Sprayer Pipe—No. 2 Cylinder | | 7/23 | Spring Washer, $\frac{1}{16}$ " diam., for 7/21 |
| | 7/4 | Sprayer Pipe—No. 3 Cylinder | | 7/24 | Packing, Flange, $1\frac{3}{4}$ " centres $\times 1\frac{1}{4}$ " wide, for 7/15 |
| | 7/5 | Sprayer Pipe—No. 4 Cylinder | | 7/25 | Lubricating Oil Pipe—Strainer to Crankcase, fitted with 2/245, 7/26, 7/29 |
| | 7/6 | Sprayer Overflow Pipe—Type 1 | | 7/26 | Plug, Hex. Head, $\frac{1}{4}$ " Gas $\times \frac{3}{8}$ " Hex. |
| | 7/7 | Fuel Pipe—Lift Pump to Overflow Return Chamber —Type 1 | | 7/27 | Setscrew, Hex. Head, $\frac{5}{16}$ " Wh. $\times 1\frac{1}{8}$ " $\times \frac{1}{4}$ " Hex., fitted with 7/28 |
| | 7/8 | Fuel Supply Pipe—Overflow Return Chamber to Fuel Injection Pump—Type 1 | | 7/28 | Spring Washer, $\frac{1}{16}$ " diam., for 7/27 |
| | 7/9 | Flexible Pipe, for 7/10 | | 7/29 | Packing, Flange, $1\frac{1}{8}$ " centres $\times 1\frac{3}{8}$ " wide, for 7/25 |
| | 7/10 | Lubricating Oil Pipe—Pressure Gauge (Specify overall length required) | | 7/30 | Lubricating Oil Pipe—Valve Levers Distribution |
| | 7/11 | Pressure Gauge, (bottom connection-rear), fitted with 7/13 | | 7/31 | Nut, Blind, $\frac{3}{8}$ " B.S.F. $\times \frac{5}{16}$ " Hex. |
| | 7/12 | Pressure Gauge Adapting Ring | | 7/32 | Lubricating Oil Pipe—Valve Levers Supply |
| | 7/13 | Packing, Circular, $\frac{5}{16}$ " $\times \frac{1}{8}$ " $\times \frac{1}{16}$ ", for 7/11, 7/50 | | 7/33 | Lubricating Oil Pipe—Lubricating Pump Suction for Type 1 Sump, fitted with 7/39, 7/42 |
| | 7/14 | Lubricating Oil Relief Pipe Elbow, fitted with 6/27, 7/20 | | 7/34 | Lubricating Oil Pipe—Lubricating Pump Suction for Type 2 Sump, fitted with 7/39, 7/42 |
| | 7/15 | Lubricating Oil Relief Pipe, fitted with 4/55, 7/20, 7/24 | | 7/35 | Lubricating Oil Pipe—Lubricating Pump Suction for Type 3 Sump, fitted with 7/39, 7/42 |
| | 7/16 | Bolt, Hex. Head, $\frac{5}{16}$ " Wh. $\times 1\frac{1}{16}$ " $\times \frac{1}{4}$ " Hex., fitted with 7/18, 7/19 | | 7/36 | Lubricating Oil Pipe—Lubricating Pump Suction for Type 4 Sump, fitted with 7/39, 7/42 |
| | 7/17 | Bolt, Hex. Head, $\frac{5}{16}$ " Wh. $\times 1\frac{9}{16}$ " $\times \frac{1}{4}$ " Hex., fitted with 7/18, 7/19 | | 7/37 | Lubricating Oil Pipe—Lubricating Pump Suction for Type 5 Sump, fitted with 7/39, 7/42 |
| | 7/18 | Nut, Hex., $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex., for 7/16, 7/17 | | 7/38 | Lubricating Oil Pipe—Lubricating Pump Suction for Type 6 Sump, fitted with 7/39, 7/42 |
| | 7/19 | Spring Washer, $\frac{5}{16}$ " diam., for 7/16, 7/17 | | | |
| | 7/20 | Packing, Flange, $1\frac{3}{4}$ " centres $\times 1\frac{1}{4}$ " wide, for 7/14 | | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.


FUEL AND LUBRICATING OIL PIPES—Section 7

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|-------------|
| 18 | 7/39 | Packing, for 6/2, 7/33 to 7/38 | | | |
| | 7/40 | Bolt, Hex. Head, $\frac{5}{16}$ " Wh. $\times 1\frac{1}{8}$ " $\times \frac{1}{4}$ " Hex., fitted with 7/42 | | | |
| | 7/41 | Bolt, Hex. Head, $\frac{5}{16}$ " Wh. $\times 1\frac{9}{16}$ " $\times \frac{1}{4}$ " Hex., fitted with 7/42 | | | |
| | 7/42 | Locking Plate, for $\frac{5}{16}$ " Nut, for 7/41 | | | |
| | 7/43 | Sprayer Overflow Pipe—Type 2 | | | |
| | 7/44 | Fuel Pipe—Lift Pump to Strainer—Type 2 | | | |
| | 7/45 | Fuel Supply Pipe—Strainer to Fuel Injection Pump—Type 2 | | | |
| | | (To suit Fuel Strainer 6/155) | | | |
| | 7/46 | Lubrication Pipe—Centrifugal Pump Impeller | | | |
| | 7/47 | Pipe Connection Screw, for 7/46 | | | |
| | 7/48 | Union Stock, Male, $\frac{1}{4}$ " Gas $\times \frac{1}{4}$ " Gas | | | |
| | 7/49 | Grease Cup, $\frac{1}{4}$ " Gas | | | |
| | 7/50 | Pressure Gauge (side connection—rear), fitted with 7/13 | | | |
| | 7/51 | Pressure Gauge Elbow, fitted with 7/13, for 7/50 | | | |
| | 7/52 | Pressure Gauge Locknut, for 7/50, 7/51 | | | |
| | 7/53 | Pressure Gauge Flexible Pipe (Specify overall length required) | | | |
| | 7/54 | Pressure Gauge Flexible Pipe Adapter | | | |

When ordering it is **IMPORTANT** to quote the Number of the Engine, and also the Number of the Part.

EXHAUST SILENCER, DYNAMO AND ELECTRIC STARTER—Section 8

| Plate No. | Part No. | Description | Plate No. | Part No. | Description | | |
|-----------|----------|---|-----------|----------|--|----------------------------------|----------------------------------|
| 19 | 8/1 | EXHAUST SILENCER ASSEMBLY , 7 $\frac{7}{8}$ " diam. \times 10 $\frac{1}{2}$ " long, Comprising 8/2, 8/5 to 8/9 | 19 | 8/22 | DYNAMO , fitted with 8/23 | | |
| | 8/2 | Exhaust Silencer, 7 $\frac{7}{8}$ " diam. \times 10 $\frac{1}{2}$ " long, fitted with 8/6 | | 8/23 | Woodruff Key | | |
| | 8/3 | EXHAUST SILENCER ASSEMBLY , 7 $\frac{7}{8}$ " diam. \times 14" long, Comprising 8/4 to 8/9 | | 8/24 | Dynamo Clamp Strap, fitted with 8/32, 8/33, 8/35 | } 6" diam. Dynamo | |
| | 8/4 | Exhaust Silencer, 7 $\frac{7}{8}$ " diam. \times 14" long, fitted with 8/6 | | 8/25 | Dynamo Driving Bush | | |
| | 8/5 | Exhaust Pipe Flange, fitted with 8/6 | | 8/26 | Dynamo Adapting Segment, fitted with 8/27 | | |
| | 8/6 | Exhaust Pipe Flange Packing | | 8/27 | Setscrew, Countersunk Head, $\frac{1}{4}$ " Wh. \times $\frac{5}{8}$ " long | | |
| | 8/7 | Bolt, Hex. Head, $\frac{3}{8}$ " Wh. \times 1 $\frac{1}{8}$ " long \times $\frac{5}{16}$ " Hex., fitted with 8/8, 8/9 | | 8/28 | DYNAMO , fitted with 8/29 | | } 6 $\frac{1}{2}$ " diam. Dynamo |
| | 8/8 | Nut, Hex., $\frac{3}{8}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{5}{16}$ " Hex., for 8/7 | | 8/29 | Woodruff Key | | |
| | 8/9 | Spring Washer, $\frac{3}{8}$ " diam., for 8/7 | | 8/30 | Dynamo Clamp Strap, fitted with 8/32, 8/33, 8/35 | | |
| | 8/10 | DYNAMO , fitted with 8/11 | | 8/31 | Dynamo Driving Bush | | |
| | 8/11 | Woodruff Key | | 8/32 | Setscrew, Cheese Head, 2 B.A. \times $\frac{5}{16}$ " long, fitted with 8/33 | | |
| | 8/12 | Dynamo Clamp Strap, fitted with 8/32, 8/33, 8/35 | | 8/33 | Nut, Hex., 2 B.A. \times $\frac{3}{16}$ " \times $\frac{1}{8}$ " Hex., for 8/32 | } 4 $\frac{1}{2}$ " diam. Dynamo | |
| | 8/13 | Dynamo Driving Bush | | 8/34 | Dynamo Clamp Strap Bolt, fitted with 8/38 to 8/40 | | |
| | 8/14 | Dynamo Adapting Segment, fitted with 8/15 | | 8/35 | Dynamo Clamp Strap Bush | | |
| | 8/15 | Setscrew, Cheese Head, $\frac{1}{4}$ " Wh. \times 1 $\frac{1}{8}$ " long | | 8/36 | Dynamo Clamp Strap Bolt Hinge Pin, fitted with 8/37 | | |
| | 8/16 | DYNAMO , fitted with 8/17 | | 8/37 | Split Pin, $\frac{3}{32}$ " diam. \times $\frac{7}{8}$ " long, for 8/36 | | |
| | 8/17 | Woodruff Key | | 8/38 | Dynamo Clamp Strap Bolt Collar | | |
| | 8/18 | Dynamo Clamp Strap, fitted with 8/32, 8/33, 8/35 | | 8/39 | Nut, Hex., $\frac{3}{8}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{5}{16}$ " Hex., for 8/34 | | |
| | 8/19 | Dynamo Driving Bush | | 8/40 | Spring Washer, $\frac{3}{8}$ " diam., for 8/34 | | |
| | 8/20 | Dynamo Adapting Segment, fitted with 8/21 | | 8/41 | Dynamo Flexible Coupling | | |
| | 8/21 | Setscrew, Cheese Head, $\frac{1}{4}$ " Wh. \times 1" long | | 8/42 | Flexible Coupling Clip | | |

When ordering it is **IMPORTANT** to quote the Number of the Engine, and also the Number of the Part.

EXHAUST SILENCER, DYNAMO AND ELECTRIC STARTER—Section 8

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|-------------|
| 19 | 8/43 | ELECTRIC STARTER | | | |
| | 8/44 | Starter Clamp Strap, fitted with 8/46 | | | |
| | 8/45 | Starter Clamp Strap Bolt, fitted with 8/49 to 8/51 | | | |
| | 8/46 | Starter Clamp Strap Bush | | | |
| | 8/47 | Starter Clamp Strap Bolt Hinge Pin, fitted with 8/48 | | | |
| | 8/48 | Split Pin, $\frac{3}{32}$ " diam. \times $\frac{7}{8}$ " long, for 8/47 | | | |
| | 8/49 | Starter Clamp Strap Bolt Collar | | | |
| | 8/50 | Nut, Hex., $\frac{3}{8}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{1}{16}$ " Hex., for 8/45 | | | |
| | 8/51 | Spring Washer, $\frac{3}{8}$ " diam., for 8/45 | | | |

When ordering it is **IMPORTANT** to quote the Number of the Engine, and also the Number of the Part.

STANDARD SPARES, ACCESSORIES AND SPANNERS—Section 9

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|---|-----------|----------|--|
| 20 | 9/1 | Oil Can | 20 | 9/22 | Fuel Pump Delivery Valve Spring |
| | 9/2 | Screwdriver | | 9/23 | Fuel Strainer Cover Packing (same as 6/107) |
| | 9/3 | Sprayer Cleaning Squirt | | 9/24 | Exhauster Delivery Flap Valve (same as 3/92) |
| | 9/4 | Squirt Nozzle | | 9/25 | Exhauster Suction Flap Valve (same as 3/96) |
| | 9/5 | Sprayer Assembly (same as 1/177) | | 9/26 | Setscrew, Countersunk Head, 1 B.A. $\times \frac{9}{16}$ " long (same as 3/94) |
| | 9/6 | Sprayer Nozzle Drift | | 9/27 | Timing Chain Spring Clip Fastener (same as 2/188) |
| | 9/7 | Sprayer Pricker | | 9/28 | Spanner, Tube, $\frac{1}{2}$ " Hex. |
| | 9/8 | Sprayer Valve Grinding Spindle | | 9/29 | Spanner, Tube, $\frac{7}{16}$ " Hex. |
| | 9/9 | Lifting Eye for Engine | | 9/30 | Spanner, Tube, $\frac{3}{8}$ " Hex. |
| | 9/10 | Piston Ring | | 9/31 | Spanner, Tube, $\frac{5}{16}$ " Hex. |
| | 9/11 | Piston Ring | | 9/32 | Spanner, Tube, 1 B.A. |
| | 9/12 | Scraper Ring | | 9/33 | Fuel Pump Charging Lever Handle (Special requirements only) |
| | 9/13 | Water Pump Gland Packing, Cork (same as 6/70) | | 9/34 | Sprayer Withdrawing Tool—Complete |
| | 9/14 | Fuel Strainer Cage—Outer (same as 6/106) | | 9/35 | Sprayer Hole Cleaning Tool |
| | 9/15 | Fuel Strainer Cage—Inner (same as 6/105) | | 9/36 | Spanner, Adjustable, 4" |
| | 9/16 | Valve Spring—Outer (same as 1/138) | | 9/37 | Sprayer Clamp Key |
| | 9/17 | Valve Spring—Inter. (same as 1/139) | | 9/38 | Spanner, Tube, $\frac{3}{8}$ " Sq. |
| | 9/18 | Valve Spring—Inner—Type 1 (same as 1/140) | | 9/39 | Spanner, Tube, $\frac{5}{16}$ " Sq. |
| | 9/19 | Fuel Pump Control Rod Spring (same as 4/81) | | 9/40 | Spanner, Tube, $\frac{1}{4}$ " Sq. |
| | 9/20 | Fuel Pump Plunger Spring | | 9/41 | Spanner, Ring, $\frac{9}{16}$ " Hex. (Cylinder Foot Studs) |
| | 9/21 | Fuel Pump Tappet Spring (same as 4/87) | | 9/42 | Spanner, Ring, $\frac{7}{16}$ " Hex. (Cylinder Foot Studs) |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.



STANDARD SPARES, ACCESSORIES AND SPANNERS—Section 9

| Plate No. | Part No. | Description | Plate No. | Part No. | Description |
|-----------|----------|--|-----------|----------|-------------|
| 20 | 9/43 | Spanner, Single Ended, $\frac{1}{2}$ " Hex., Locknut (Sprayer Cap) | | | |
| | 9/44 | Spanner, Single Ended, $\frac{5}{8}$ " Hex., Locknut | | | |
| | 9/45 | Spanner, Single Ended, $\frac{7}{8}$ " Hex., Locknut | | | |
| | 9/46 | Spanner, Double Ended, $\frac{9}{16}$ " \times $\frac{1}{4}$ " | | | |
| | 9/47 | Spanner, Double Ended, $\frac{5}{8}$ " \times $\frac{3}{8}$ " | | | |
| | 9/48 | Spanner, Double Ended, $\frac{7}{8}$ " \times $\frac{1}{2}$ " | | | |
| | 9/49 | Spanner, Double Ended, $\frac{1}{2}$ " \times $\frac{9}{16}$ " | | | |
| | 9/50 | Tommy Bar, $\frac{3}{8}$ " diam. | | | |
| | 9/51 | Tommy Bar, $\frac{5}{16}$ " diam. | | | |
| | 9/52 | Tommy Bar, $\frac{1}{4}$ " diam. | | | |
| | 9/53 | Tommy Bar, $\frac{3}{16}$ " diam. | | | |
| | 9/54 | Sprayer Box | | | |
| | 9/55 | Spare Parts Locker | | | |
| | 9/56 | Lubricating Oil Strainer Cover Packing (same as 0/28) | | | |
| | 9/57 | Valve Spring—Inner—Type 2 (same as 1/194) | | | |
| | 9/58 | Piston Entering Guide | | | |

When ordering it is IMPORTANT to quote the Number of the Engine, and also the Number of the Part.