

# Katalog över HEPOLITE

## Motorcykelkolvar

Kolvar – Bultar – Ringar till BSA från 20-talet fram till 1958

### PISTONS

C.I. ... Denotes Cast Iron.  
 Al. ... Denotes Aluminium.  
 H'lex ... Denotes Low Expansion Silicon Alloy.  
 RS. ... Denotes DO Ring below Pin, Split Skirt Compensating Aluminium Piston.  
 W. ... Denotes Thermal Slot Heplex Piston.  
 RW. ... Denotes Thermal Slot Heplex Piston with ring below Gudgeon Pin.  
 SW. ... Denotes Split Skirt Thermal Slot Heplex Piston.  
 RSW. ... Denotes Split Skirt Thermal Slot Heplex Piston with ring below Gudgeon Pin.

LS. ... Denotes Lynite Split Skirt Type.  
 S. ... Denotes Plain Straight Sided Split Skirt.  
 T. ... Denotes "T" Slot Design.  
 U. ... Denotes "U" Slot Design.  
 (R.B.P.) ... Denotes Ring below Gudgeon Pin.  
 \* ... Denotes Piston bosses fitted with Phosphor Bronze Bushes.

NOTE.—The dimension listed under Compression Centre is the measurement from the highest point on the piston crown to the centre of the Gudgeon Pin hole. The overall length dimension is also taken from the highest point of the piston crown.

In many cases the same Piston is fitted with alternative types of Gudgeon Pin. Therefore, check carefully Gudgeon Pin anchorage. Pistons are packed in Cartons and only sold Complete with Rings and Gudgeon Pins.

### GUDGEON PIN ABBREVIATIONS

RC Type Denotes Fully Floating Pin retained by Wire Circlips.  
 SWC Type Denotes Fully Floating Pin retained by Square Wire Circlips.  
 SC Type Denotes Fully Floating Pin retained by Seeger Circlips.  
 FF Type Denotes Fully Floating Pin fitted with Aluminium or Brass End Pads.  
 AC Type Denotes Pin anchored in Con-Rod by Bolt or Circlip.  
 TP Type Denotes Pin anchored in Con-Rod by a Taper Pin.  
 AP Type Denotes anchored in Piston by a Set Screw.  
 RR Type Denotes Pin retained by Steel or Cast Iron Retaining Ring.

NOTE.—The letter "A" after the gudgeon pin reference number denotes the pin is retained by circlips. The letters "B", "C", "D" or "E," after the gudgeon pin reference number denotes the pin is fitted with Aluminium or Brass End Pads.

The length quoted in this Catalogue for Gudgeon Pins fitted with Aluminium or Brass End Pads is not the Overall Length, but the length of the Pin only, excluding End Pads. Overall length equals Standard Cylinder diameter minus  $\frac{5}{16}$ .

Gudgeon Pins anchored with a Taper Pin through the connecting rods have a centre portion only left soft. This facilitates the sizing of the Taper Pin hole with Gudgeon Pin in position in the connecting rod, as invariably oversize Taper Pins are necessary, due to wear.



# PISTONS MOTOR CYCLES AND MOTOR CYCLE ENGINES



## B.S.A.

1	1953/6	35 c.c. Winged Wheel, WI, Cycle Motor Attachment, Two Stroke .....	H'lex 1-4165"	35-979 <sup>m</sup> / <sub>m</sub>	12348	3/4"	1 5/8"	1	Dome
2	1956/8	70 c.c. Dandy 70, Scooter, Two Stroke (Standard size only recommended).....	H'lex 1-7735"	45-047 <sup>m</sup> / <sub>m</sub>	13191	1-222"	2-35"	1	Slight Dome
3	1947/58	125 c.c. D1, Bantam, Two Stroke (Recommended Maximum Oversize is +.040").....	H'lex 2-047"	51-993 <sup>m</sup> / <sub>m</sub>	10399	1.45"	2-637"	1	Dome
4	1934/6	149 c.c. O.H.V. X34-0, X35-0, X36-0, C.R. 7 to 1 .....	Al. 2-0472"	52 <sup>m</sup> / <sub>m</sub>	4556	1 5/16"	2 11/16"	1	Dome
5	1954	150 c.c. D3, Bantam Major, Two Stroke .....	H'lex 2-244"	56-997 <sup>m</sup> / <sub>m</sub>	12543	35 <sup>m</sup> / <sub>m</sub>	65 <sup>m</sup> / <sub>m</sub>	1	Dome
6	1955/8	148 c.c. D3, Bantam Major, Two Stroke.....	H'lex 2-244"	56-997 <sup>m</sup> / <sub>m</sub>	12923	1-270"	2-455"	1	Flat
7	1934	249 c.c. O.H.V. Blue Star, B34-3, C.R. 7-2 to 1 .....	Al. 2-3622"	60 <sup>m</sup> / <sub>m</sub>	4429	1 5/16"	2 9/16"	1	Dome
8	1947/50	500 c.c. O.H.V. A7 .....	H'lex 2-4405"	61-988 <sup>m</sup> / <sub>m</sub>	10030	1 5/16"	2 9/16"	2	Flat Bev'ld (with valve pockets)
9	1947/50	500 c.c. O.H.V. A7, C.R. 6-6 to 1...	H'lex 2-4405"	61-988 <sup>m</sup> / <sub>m</sub>	11151	1-241"	2-491"	2	Flat Bevelled (with valve pockets)
10	1949/50	500 c.c. A7, Star Twin, C.R. 7-5 to 1	H'lex 2-4405"	61-988 <sup>m</sup> / <sub>m</sub>	10739	1 3/8"	2 5/8"	2	Flat Bev'ld (with valve pockets)
11		(High Comp. for above) C.R. 8-6 to 1 .....	Al. 2-4405"	61-988 <sup>m</sup> / <sub>m</sub>	12502	1 9/16"	2 13/16"	2	Flat Bev'ld (with valve pockets)
12	1924/31	249 c.c. S.V. B25, B26, B27, B28, B29, B30-3, B31-1.....	Al. 2-4803"	63 <sup>m</sup> / <sub>m</sub>	917	1 3/32"	2 43/64"	1	Flat
13	1930/4	249 c.c. O.H.V. B1, B2, B3, B4.....	Al. 2-4803"	63 <sup>m</sup> / <sub>m</sub>	2725	1 3/16"	2 25/32"	1	Flat Bev'ld (with valve pockets)
14	1933	249 c.c. O.H.V. B33-3, Blue Star Junior .....	H'lex 2-4803"	63 <sup>m</sup> / <sub>m</sub>	4963	1 7/16"	2 13/16"	1	Dome (with valve pockets)
15	1933/57 1935/6	250 c.c. S.V. B1, B20, C10, C10L 250 c.c. O.H.V. B2, B18 .....	H'lex 2-4803"	63 <sup>m</sup> / <sub>m</sub>	7150	1"	2 3/8"	1	Flat
16	1935/6 1934/6	250 c.c. O.H.V. De Luxe, 35/3, B2, B18 .....	H'lex 2-4803"	63 <sup>m</sup> / <sub>m</sub>	5338	1 3/16"	2 9/16"	1/2	Dome (with valve pockets)
		500 c.c. O.H.V. Twin, J34/11, J35/12, J36/12, C.R. 7-25 to 1 .....							



# HEPOLITE



## PISTONS MOTOR CYCLE ENGINES AND MOTOR CYCLES

B.S.A.

1	2	$\frac{1}{16}''$	P.10106S	5480/V	5480/V	$\frac{3}{8}''$	RC94	4750A	
2	2	$\frac{3}{32}''$	P.12077S	7720/V	7720/V	$\frac{7}{16}''$	S.C.	5124A	
3	2	$\frac{3}{32}''$	P.6060S	3620/V	3620/V	$\frac{15}{32}''$	RC240	3883A	
4	1	$\frac{2}{m}$	P.1665			$\frac{5}{8}''$	F.F.	123C	FS.1197
	1	$\frac{4}{m}$	DO.5702						
5	2	$\frac{3}{32}''$	P.10503S	5560/V	5560/V	$\frac{15}{32}''$	RC240	4832A	
6	2	$\frac{3}{32}''$	P.10503S	5560/V	5560/V	$\frac{15}{32}''$	RC240	4832A	
7	2	$1.5\frac{m}{m}$	P.1637			$\frac{5}{8}''$	F.F.	129B	FS.1065
8	2	$\frac{1}{16}''$	P.5100	3630/V	3630/V	$\frac{11}{16}''$	RC27	3713A	FS.2012
	1	$\frac{1}{8}''$	DO.5101						
9	2	$\frac{1}{16}''$	P.5100	3630/V	3630/V	$\frac{11}{16}''$	RC27	3713A	FS.2012
	1	$\frac{1}{8}''$	DO.5101						
10	2	$\frac{1}{16}''$	P.5100	3630/V	3630/V	$\frac{11}{16}''$	RC27	3713A	FS.2012
	1	$\frac{1}{8}''$	DO.5101						
11	2	$\frac{1}{16}''$	P.5100	3630/V	3630/V	$\frac{11}{16}''$	RC27	3713A	FS.2012
	1	$\frac{1}{8}''$	DO.5101						
12	3	$\frac{3}{32}''$	P.149			$\frac{5}{8}''$	F.F.	134B	
13	2	$\frac{3}{32}''$	P.149			$\frac{5}{8}''$	F.F.	134B	FS.639
14	2	$\frac{2}{m}$	P.147			$\frac{5}{8}''$	S.C.	1894A	
15	2	$\frac{1}{16}''$	P.1551	3640/V	3640/V	$\frac{5}{8}''$	S.C.	1894A	FS.681
	1	$\frac{1}{8}''$	DO.159						FS.639 (For Models C10, C10L)
16	2	$\frac{1}{16}''$	P.1551			$\frac{5}{8}''$	F.F.	134B	FS.676
	1	$\frac{5}{32}''$	DO.2524						

# PISTONS

## MOTOR CYCLES AND MOTOR CYCLE ENGINES



### PISTONS

Line No.	Make and Year	Model	Metal	Cylinder Bore Inches      Millimetres	Ref. No.	Comp.	Length	No. of Cyls.	Head
17	1937/9	250 c.c. O.H.V. B21, Sports	H'lex	2-4803" 63 <sup>m</sup> / <sub>m</sub>	7149	1"	2 <sup>3</sup> / <sub>8</sub> "	1	Flat (with valve pockets)
18	1937/9	250 c.c. O.H.V. B22, Empire Star, C.R. 6 to 1	H'lex	2-4803" 63 <sup>m</sup> / <sub>m</sub>	7131	1 <sup>3</sup> / <sub>16</sub> "	2 <sup>9</sup> / <sub>16</sub> "	1	Dome Radiused (with valve pockets)
19	1939/58	250 c.c. O.H.V. C11, C11G, C12, Coil Ignition	H'lex	2-4803" 63 <sup>m</sup> / <sub>m</sub>	8267	1 <sup>3</sup> / <sub>16</sub> "	2 <sup>1</sup> / <sub>2</sub> "	1	Dome Radiused
20	1957	198 c.c. Beeza, Scooter, C.R. 5-5 to 1 (R.B.P.)	H'lex	2-598" 65-988 <sup>m</sup> / <sub>m</sub>	RSW12834	1-170"	2-170"	1	Wedge
21	1951/8	500 c.c. O.H.V. A7, C.R. 6-6 to 1	H'lex	2-5984" 66 <sup>m</sup> / <sub>m</sub>	SW11094	1-565"	2-627"	2	Flat (with valve pockets)
22		(High Comp. for above) C.R. 7-25 to 1	H'lex	2-5984" 66 <sup>m</sup> / <sub>m</sub>	SW11288	1-625"	2-687"	2	Flat (with valve pockets)
23		(High Comp. for above) C.R. 8 to 1	H'lex	2-5984" 66 <sup>m</sup> / <sub>m</sub>	W11603	1-705"	2-767"	2	Flat (with valve pockets)
24		(High Comp. for above) C.R. 9-5 to 1	Al.	2-5984" 66 <sup>m</sup> / <sub>m</sub>	12058	1-954"	3-016"	2	Flat Bev'ld (with valve pockets)
25	1937/8	350 c.c. O.H.V. De Luxe, M19	H'lex	2-7087" 68-8 <sup>m</sup> / <sub>m</sub>	7110	1 <sup>3</sup> / <sub>16</sub> "	2 <sup>45</sup> / <sub>64</sub> "	1	Flat (with valve pockets)
26	1950/8	650 c.c. O.H.V. A10, Golden Flash, C.R. 6-5 to 1	H'lex	2-7555" 69-989 <sup>m</sup> / <sub>m</sub>	SW11016	1-323"	2-570"	2	Concave
27		(High Comp. for above) C.R. 7-25 to 1	H'lex	2-7555" 69-989 <sup>m</sup> / <sub>m</sub>	SW11062	1-359"	2-603"	2	Flat (with valve pockets)
28		(High Comp. for above) C.R. 8 to 1 (Suitable also for A10 Road Rocket)	H'lex	2-7555" 69-989 <sup>m</sup> / <sub>m</sub>	W11431	1-420"	2-664"	2	Flat (with valve pockets)
29		(High Comp. for above) C.R. 8-5 to 1	H'lex	2-7555" 69-989 <sup>m</sup> / <sub>m</sub>	W11787	1-505"	2-749"	2	Flat Bev'ld (with valve pockets)
30		(High Comp. for above) C.R. 9 to 1	H'lex	2-7555" 69-989 <sup>m</sup> / <sub>m</sub>	11412	1-700"	2-942"	2	Dome Stepped (with valve pockets)
31	1933/4	348 c.c. O.H.V. and S.V. R33-4	H'lex	2-7953" 71 <sup>m</sup> / <sub>m</sub>	5687	1 <sup>7</sup> / <sub>32</sub> "	3 <sup>3</sup> / <sub>32</sub> "	1	Flat (with valve pockets)
32	1933/4	348 c.c. S.V. R33-4, O.H.V. R33-5, Blue Star, High Comp. C.R. 7 to 1	H'lex	2-7953" 71 <sup>m</sup> / <sub>m</sub>	5688	1 <sup>5</sup> / <sub>16</sub> "	3 <sup>3</sup> / <sub>16</sub> "	1	Flat (with valve pockets)
33	1934/6	348 c.c. O.H.V. R20, R34-5, R35-5, Blue Star, Empire Star, C.R. 7-5 to 1	H'lex	2-7953" 71 <sup>m</sup> / <sub>m</sub>	5646	1 <sup>15</sup> / <sub>32</sub> "	2 <sup>1</sup> / <sub>2</sub> "	1	Dome Radiused (with valve pockets)
34	1935/6	348 c.c. O.H.V. De Luxe Single Port, R35-4, R36-17	H'lex	2-7953" 71 <sup>m</sup> / <sub>m</sub>	SW10962	1 <sup>5</sup> / <sub>32</sub> "	2 <sup>27</sup> / <sub>32</sub> "	1	Flat (with valve pockets)
	1939	B23							
	1940	C23, B26							
	1941	B30WD, C12							
	1946/58	348 c.c. O.H.V. B31, B32							



# PISTONS MOTOR CYCLE ENGINES AND MOTOR CYCLES

Line No.	RINGS		Ref. No.	RING SETS		PINS		LINERS	
	No. of Rings	Width		Original Regular	Replacement Regular	Dia.	Type	Ref. No.	Ref. No.

(Continued) **B.S.A.**

17	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.1551 DO.159	3640/V	3640/V	$\frac{5}{8}$ "	S.C.	1894A	FS.681
18	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.1551 DO.159	3640/V	3640/V	$\frac{5}{8}$ "	S.C.	1894A	FS.681
19	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.1551 DO.159	3640/V	3640/V	$\frac{5}{8}$ "	S.C.	1894A	FS.1917
20	2 2	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.7282 DO.7283	7580/V	7580/V	$\frac{9}{16}$ "	RC64	4960A	
21	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.7282 DO.7283	4550/V	4550/V	$\frac{11}{16}$ "	RC27	4205A	FS.2207
22	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.7282 DO.7283	4550/V	4550/V	$\frac{11}{16}$ "	RC27	4205A	FS.2207
23	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.7282 DO.7283	4550/V	4550/V	$\frac{11}{16}$ "	RC27	4205A	FS.2207
24	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.7282 DO.7283	4550/V	4550/V	$\frac{11}{16}$ "	RC27	4205A	FS.2207
25	2 1	1.5 <sup>m</sup> / <sub>8</sub> " $\frac{1}{8}$ "	P.2988 DO.2989			$\frac{3}{4}$ "	S.C.	1784A	
26	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.7114 DO.7115	3650/V	3650/V	$\frac{3}{4}$ "	RC93	4149A	FS.2131
27	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.7114 DO.7115	3650/V	3650/V	$\frac{3}{4}$ "	RC93	4149A	FS.2131
28	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.7114 DO.7115	3650/V	3650/V	$\frac{3}{4}$ "	RC93	4149A	FS.2131
29	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.7114 DO.7115	3650/V	3650/V	$\frac{3}{4}$ "	RC93	4149A	FS.2131
30	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	P.7114 DO.7115	3650/V	3650/V	$\frac{3}{4}$ "	RC93	4149A	FS.2131
31	2 1	1.5 <sup>m</sup> / <sub>32</sub> " $\frac{5}{32}$ "	P.389 DO.2649			$\frac{3}{4}$ "	F.F.	1650B	
32	2 1	1.5 <sup>m</sup> / <sub>32</sub> " $\frac{5}{32}$ "	P.389 DO.2649			$\frac{3}{4}$ "	F.F.	1650B	
33	2 1	1.5 <sup>m</sup> / <sub>32</sub> " $\frac{5}{32}$ "	P.389 DO.2649			$\frac{3}{4}$ "	F.F.	1650B	FS.765
34	2 1	$\frac{3}{32}$ " $\frac{1}{8}$ "	P.6240 DO.6241	3660/V	3660/V	$\frac{3}{4}$ "	RC93	4149A	FS.734

# PISTONS

## MOTOR CYCLES AND MOTOR CYCLE ENGINES



### PISTONS

Line No.	Make and Year	Model	Metal	Cylinder Bore Inches    Millimetres	Ref. No.	Comp.	Length	No. of Cyls.	Head
35		(High Comp. for above) C.R. 7.75 to 1 .....	H'lex	2.7953" 71 <sup>m</sup> / <sub>m</sub>	9939	1 <sup>5</sup> / <sub>8</sub> "	3 <sup>5</sup> / <sub>16</sub> "	1	Dome (with valve pockets)
36		(High Comp. for above) C.R. 9 to 1 .....	Al.	2.7953" 71 <sup>m</sup> / <sub>m</sub>	11813	35.5 <sup>m</sup> / <sub>m</sub>	74.5 <sup>m</sup> / <sub>m</sub>	1	Flat Bevelled (with valve pockets)
37		(High Comp. for above) C.R. 12.5 to 1 (Slipper Design) .....	Al.	2.7953" 71 <sup>m</sup> / <sub>m</sub>	10393	1 <sup>3</sup> / <sub>4</sub> "	3 <sup>9</sup> / <sub>32</sub> "	1	Dome (with valve pockets)
38	1935/6	348 c.c. O.H.V. De Luxe, Single Port, R35-4, R36-17, C.R. 6 to 1 .....	H'lex	2.7953" 71 <sup>m</sup> / <sub>m</sub>	5651	1 <sup>5</sup> / <sub>32</sub> "	2 <sup>29</sup> / <sub>32</sub> "	1	Flat
39		(H'lex for above).....	H'lex	2.7953" 71 <sup>m</sup> / <sub>m</sub>	5407	1 <sup>5</sup> / <sub>32</sub> "	2 <sup>17</sup> / <sub>32</sub> "	2	Concave
40	1937	348 c.c. O.H.V. Single Port, B24, B25, Empire Star Competition .....	H'lex	2.7953" 71 <sup>m</sup> / <sub>m</sub>	7123	1 <sup>13</sup> / <sub>32</sub> "	3 <sup>5</sup> / <sub>32</sub> "	1	Dome Radiused (with valve pockets)
41	1937/8	350 c.c. S.V. Tourer, B23 .....	H'lex	2.7953" 71 <sup>m</sup> / <sub>m</sub>	7094	1 <sup>5</sup> / <sub>32</sub> "	2 <sup>29</sup> / <sub>32</sub> "	1	Flat
42	1937/8	350 c.c. O.H.V. Sports, B26 .....	H'lex	2.7953" 71 <sup>m</sup> / <sub>m</sub>	7132	1 <sup>5</sup> / <sub>32</sub> "	2 <sup>29</sup> / <sub>32</sub> "	1	Flat (with valve pockets)
43	1938	348 c.c. O.H.V. Single Port, B24, B25, Empire Star Competition .....	H'lex	2.7953" 71 <sup>m</sup> / <sub>m</sub>	7878	1 <sup>15</sup> / <sub>32</sub> "	3 <sup>7</sup> / <sub>32</sub> "	1	Dome Radiused
	1940	350 c.c. B29 Silver Star .....							
44	1939/47	348 c.c. O.H.V. Single Port B24, B25, Empire Star Competition, C.R. 7.75 to 1...	H'lex	2.7953" 71 <sup>m</sup> / <sub>m</sub>	10478	1 <sup>1</sup> / <sub>2</sub> "	3 <sup>1</sup> / <sub>32</sub> "	1	Dome Radiused
45	1954	348 c.c. O.H.V. B32 Gold Star, C.R. 6.5 to 1 .....	Al.	2.7953" 71 <sup>m</sup> / <sub>m</sub>	13165	1 <sup>9</sup> / <sub>32</sub> "	2 <sup>9</sup> / <sub>16</sub> "	1	Flat (with valve pockets)
46		(High Comp. for above) C.R. 8 to 1 .....	Al.	2.7953" 71 <sup>m</sup> / <sub>m</sub>	13143	1.442"	2.723"	1	Flat Radiused (with valve pockets)
47		(High Comp. for above) C.R. 9 to 1 .....	Al.	2.7953" 71 <sup>m</sup> / <sub>m</sub>	13086	1.557"	2.837"	1	Flat Radiused (with valve pockets)
48	1955	348 c.c. O.H.V. B32 Gold Star, C.R. 8.2 to 1 .....	Al.	2.7953" 71 <sup>m</sup> / <sub>m</sub>	13104	1.445"	2.492"	1	Flat Radiused (with valve pockets)
49		(High Comp. for above) C.R. 9 to 1 .....	Al.	2.7953" 71 <sup>m</sup> / <sub>m</sub>	13090	1.566"	2.613"	1	Flat Radiused (with valve pockets)



**PISTONS**  
MOTOR CYCLE ENGINES AND **MOTOR CYCLES**

Line No.	RINGS		Ref. No.	RING SETS		Dia.	PINS		Ref. No.	LINERS	Ref. No.
	No. of Rings	Width		Original Regular	Replacement Regular		Type				

(Continued) B.S.A.

35	1 1 1	$\frac{3}{32}$ " $\frac{3}{32}$ " $\frac{1}{8}$ "	P.5954 PC.5955 DO.1409	4530/V	4530/V	$\frac{3}{4}$ "	RC93	4149A	FS.734
36	1 1 1	$\frac{3}{32}$ " $\frac{3}{32}$ " $\frac{1}{8}$ "	P.5954 PC.5955 DO.1409	4530/V	4530/V	$\frac{3}{4}$ "	RC93	4149A	FS.734
37	1 1 1	$\frac{3}{32}$ " $\frac{3}{32}$ " $\frac{1}{8}$ "	P.5954 PC.5955 DO.1409	4530/V	4530/V	$\frac{3}{4}$ "	RC93	4149A	FS.734
38	2 1	$1.5\frac{m}{m}$ $\frac{5}{32}$ "	P.389 DO.2469			$\frac{3}{4}$ "	F.F.	1650B	FS.734
39	2 1	$1.5\frac{m}{m}$ $\frac{5}{32}$ "	P.389 DO.2649			$\frac{3}{4}$ "	F.F.	1650B	FS.734
40	2 1	$1.5\frac{m}{m}$ $\frac{1}{8}$ "	P.389 DO.1409			$\frac{3}{4}$ "	S.C.	1784A	
41	2 1	$1.5\frac{m}{m}$ $\frac{1}{8}$ "	P.389 DO.1409			$\frac{3}{4}$ "	S.C.	1784A	FS.1683
42	2 1	$1.5\frac{m}{m}$ $\frac{1}{8}$ "	P.389 DO.1409			$\frac{3}{4}$ "	S.C.	1784A	
43	2 1	$1.5\frac{m}{m}$ $\frac{1}{8}$ "	P.389 DO.1409			$\frac{3}{4}$ "	S.C.	1784A	
44	1 1 1	$\frac{3}{32}$ " $\frac{3}{32}$ " $\frac{1}{8}$ "	P.5954 PC.5955 DO.1409			$\frac{3}{4}$ "	RC93	3876A	
45	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	MP.11750 MDO.11751	7400/V	7400/V	$\frac{3}{4}$ "	RC93	4149A	FS.2602
46	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	MP.11750 MDO.11751	7400/V	7400/V	$\frac{3}{4}$ "	RC93	4149A	FS.2602
47	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	MP.11750 MDO.11751	7400/V	7400/V	$\frac{3}{4}$ "	RC93	4149A	FS.2602
48	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	MP.11750 MDO.11751	7400/V	7400/V	$\frac{3}{4}$ "	RC93	4149A	
49	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	MP.11750 MDO.11751	7400/V	7400/V	$\frac{3}{4}$ "	RC93	4149A	

# PISTONS

## MOTOR CYCLES AND MOTOR CYCLE ENGINES



### PISTONS

Line No.	Make and Year	Model	Metal	Cylinder Bore Inches    Millimetres	Ref. No.	Comp.	Length	No. of Cyls.	Head
50		(High Comp. for above) C.R. 10 to 1.....	Al.	2.7953" 71 <sup>m</sup> / <sub>m</sub>	13774	1 <sup>45</sup> / <sub>64</sub> "	2 <sup>3</sup> / <sub>4</sub> "	1	Flat Bevelled (with valve pockets)
51	1928/31	349 c.c. O.H.V. L28, L29, L30-11 L31-6, Low Comp. ....	H'lex	2.8346" 72 <sup>m</sup> / <sub>m</sub>	3087	1 <sup>9</sup> / <sub>32</sub> "	3 <sup>1</sup> / <sub>32</sub> "	1	Flat (with valve pockets)
52		(High Comp. for above)...	H'lex	2.8346" 72 <sup>m</sup> / <sub>m</sub>	2724	1 <sup>21</sup> / <sub>32</sub> "	3 <sup>15</sup> / <sub>32</sub> "	1	Cone (with valve pockets)
53	1930/2	349 c.c. S.V. L30-5, L30-6, L31-4, L32-4, L32-2 .....	Al.	2.8346" 72 <sup>m</sup> / <sub>m</sub>	811	1 <sup>7</sup> / <sub>16</sub> "	3 <sup>1</sup> / <sub>4</sub> "	1	Flat Bevelled
54	1932	349 c.c. O.H.V. L32-5, Blue Star, C.R. 7 to 1 .....	H'lex	2.8346" 72 <sup>m</sup> / <sub>m</sub>	3611	1 <sup>21</sup> / <sub>32</sub> "	3 <sup>5</sup> / <sub>32</sub> "	1	Cone (with valve pockets)
55	1925/31	770 c.c. S.V. Twin, E25, E26, E27, E28, E29, E30-14, E31-11	Al.	2.9921" 76 <sup>m</sup> / <sub>m</sub>	1953	1 <sup>7</sup> / <sub>16</sub> "	3 <sup>17</sup> / <sub>32</sub> "	2	Flat
56	1925/31	493 c.c. S.V. S25, S26, S27, S28, S29, S30-9, S31-7.....	H'lex	3.1496" 80 <sup>m</sup> / <sub>m</sub>	1404	1 <sup>21</sup> / <sub>32</sub> "	3 <sup>3</sup> / <sub>4</sub> "	1	Flat Bevelled
57	1927/32	493 c.c. O.H.V. S27, S28, S29, S30-12, S30-13, S30-19, S31-9, S31-10, S32-8, Sloping and Vertical Engines, C.R. 5.8 to 1	H'lex	3.1496" 80 <sup>m</sup> / <sub>m</sub>	2687	1 <sup>1</sup> / <sub>2</sub> "	3 <sup>1</sup> / <sub>8</sub> "	1	Flat (with valve pockets)
58	1932/40	986 c.c. S.V. Twin, World Tour, G32-10, G33-12, G33-13, G34-14, G35-14, G36-14, G37-14, G38-14, G39-14, G40-14, C.R. 4.4 to 1...	H'lex	3.1496" 80 <sup>m</sup> / <sub>m</sub>	5268	1 <sup>15</sup> / <sub>32</sub> "	3 <sup>5</sup> / <sub>16</sub> "	2	Flat
59	1937/55	496 c.c. S.V. WD, M20, C.R. 4.9 to 1 .....	H'lex	3.2283" 82 <sup>m</sup> / <sub>m</sub>	SW11957	1 <sup>19</sup> / <sub>32</sub> "	3 <sup>11</sup> / <sub>32</sub> "	1	Flat
60	1938/9	500 c.c. O.H.V. M24 Gold Star Competition .....	H'lex	3.2283" 82 <sup>m</sup> / <sub>m</sub>	7583	1 <sup>25</sup> / <sub>64</sub> "	2 <sup>29</sup> / <sub>32</sub> "	1	Dome Radiused
61	1938	600 c.c. S.V. M21 .....	H'lex	3.2283" 82 <sup>m</sup> / <sub>m</sub>	7519	1 <sup>7</sup> / <sub>32</sub> "	2 <sup>3</sup> / <sub>4</sub> "	1	Concave
62	1937/40	500 c.c. O.H.V. M23, Single and Twin Port, Empire Star, Silver Star, C.R. 7.2 to 1	H'lex	3.2283" 82 <sup>m</sup> / <sub>m</sub>	7112	1 <sup>25</sup> / <sub>64</sub> "	2 <sup>29</sup> / <sub>32</sub> "	1	Dome Stepped (with valve pockets)
63	1937/8	500 c.c. O.H.V. Sports M22 .....	H'lex	3.2283" 82 <sup>m</sup> / <sub>m</sub>	7129	1 <sup>7</sup> / <sub>32</sub> "	2 <sup>3</sup> / <sub>4</sub> "	1	Concave (with valve pockets)
64	1936	496 c.c. O.H.V. Empire Star, Q8, High Comp., New Blue Star, Q21-26 .....	H'lex	3.2283" 82 <sup>m</sup> / <sub>m</sub>	5452	1 <sup>15</sup> / <sub>32</sub> "	3 <sup>5</sup> / <sub>16</sub> "	1	Dome Radiused (with valve pockets)
65	1936	496 c.c. O.H.V. Empire Star, Q7, Q8, Low Comp. ....	H'lex	3.2283" 82 <sup>m</sup> / <sub>m</sub>	5451	1 <sup>7</sup> / <sub>32</sub> "	3 <sup>1</sup> / <sub>16</sub> "	1	Concave
66	1939/58	600 c.c. S.V. M21 .....	H'lex	3.2283" 82 <sup>m</sup> / <sub>m</sub>	10746	1 <sup>7</sup> / <sub>32</sub> "	2 <sup>3</sup> / <sub>4</sub> "	1	Slight Concave
67	1925/31	557 c.c. S.V. H25, H26, H27, H28, H29, H30-8, H31-8 (R.B.P.) .....	Al.	3.3464" 85 <sup>m</sup> / <sub>m</sub>	1331	1 <sup>3</sup> / <sub>8</sub> "	3 <sup>7</sup> / <sub>16</sub> "	1	Flat
68	1930/6	1021 c.c. O.H.V. Air Cooled, V Twin, Three Wheeler, C.R. 4.5 to 1 (R.B.P.) .....	C.I.	3.3464" 85 <sup>m</sup> / <sub>m</sub>	4318	1 <sup>9</sup> / <sub>16</sub> "	3 <sup>5</sup> / <sub>16</sub> "	2	Flat
69		(H'lex for above) (R.B.P.)	H'lex	3.3464" 85 <sup>m</sup> / <sub>m</sub>	3634	1 <sup>9</sup> / <sub>16</sub> "	3 <sup>13</sup> / <sub>32</sub> "	2	Flat





# PISTONS

## MOTOR CYCLE ENGINES AND MOTOR CYCLES

Line No.	RINGS		Ref. No.	RING SETS		PINS		LINERS	
	No. of Rings	Width		Original Regular	Replacement Regular	Dia.	Type	Ref. No.	Ref. No.

(Continued) B.S.A.

50	2 1	$\frac{1}{16}$ " $\frac{1}{8}$ "	MP.11750 MDO.11751	7400/V	7400/V	$\frac{3}{4}$ "	RC93	4149A	
51	3	$\frac{3}{32}$ "	P.405			$\frac{5}{8}$ "	F.F.	I58B	FS.638
52	2	$\frac{3}{32}$ "	P.405			$\frac{5}{8}$ "	F.F.	I58B	FS.638
53	3	$\frac{3}{32}$ "	P.405			$\frac{5}{8}$ "	F.F.	I58B	FS.638
54	2	$\frac{3}{32}$ "	P.405			$\frac{5}{8}$ "	F.F.	I58B	FS.638
55	3	$3\frac{m}{m}$	P.478			$\frac{5}{8}$ "	F.F.	I71B	FS.332
56	2	$3\frac{m}{m}$	P.513			$\frac{5}{8}$ "	F.F.	I75B	FS.1603
	1	$3\frac{m}{m}$	BS.1490						
57	2	$3\frac{m}{m}$	P.513			$\frac{3}{4}$ "	F.F.	I755B	FS.637
58	2 1	$3\frac{m}{m}$ $4\frac{m}{m}$	P.513 DO.1670			$\frac{3}{4}$ "	F.F.	I755B	FS.1016
59	2 1	$\frac{3}{32}$ " $\frac{1}{8}$ "	P.9017 DO.5639			$\frac{3}{4}$ "	RC93	3000A	FS.1258
60	2 1	$1.5\frac{m}{m}$ $\frac{5}{32}$ "	MTP.12107 MEDO.12108	5040/V	5040/V	$\frac{3}{4}$ "	S.C.	374A	FS.1176
61	2 1	$1.5\frac{m}{m}$ $\frac{5}{32}$ "	MTP.12107 MEDO.12108	5040/V	5040/V	$\frac{3}{4}$ "	S.C.	374A	FS.1258
62	2 1	$1.5\frac{m}{m}$ $\frac{5}{32}$ "	MTP.12107 MEDO.12108	5040/V	5040/V	$\frac{3}{4}$ "	S.C.	374A	FS.1066
63	2 1	$1.5\frac{m}{m}$ $\frac{5}{32}$ "	MTP.12107 MEDO.12108	5040/V	5040/V	$\frac{3}{4}$ "	S.C.	374A	FS.797
64	2 1	$1.5\frac{m}{m}$ $\frac{5}{32}$ "	MTP.12107 MEDO.12108	5040/V	5040/V	$\frac{3}{4}$ "	F.F.	371B	FS.1928
65	2 1	$1.5\frac{m}{m}$ $\frac{5}{32}$ "	MTP.12107 MEDO.12108	5040/V	5040/V	$\frac{3}{4}$ "	F.F.	371B	
66	1 1 1	$\frac{3}{32}$ " $\frac{3}{32}$ " $\frac{1}{8}$ "	KTP.7132 P.536 DO.539	3920/V	3920/V	$\frac{3}{4}$ "	RC93	3000A	FS.1258
67	2 2	$\frac{3}{32}$ " $\frac{5}{32}$ "	MP.5603 OC.5607			$\frac{5}{8}$ "	F.F.	I85B	FS.743
68	3 1	$3\frac{m}{m}$ $\frac{3}{16}$ "	P.559 DO.664			$22\frac{m}{m}$	F.F.	I016B	FS.1006
69	3 1	$3\frac{m}{m}$ $\frac{3}{16}$ "	P.559 DO.664			$22\frac{m}{m}$	F.F.	I016B	FS.1006

# PISTONS

## MOTOR CYCLES AND MOTOR CYCLE ENGINES



PISTONS										
Line No.	Make and Year	Model	Metal	Cylinder Bore		Ref. No.	Comp.	Length	No. of Cyls.	Head
				Inches	Millimetres					
<b>B.S.A. (Continued)</b>										
70	1932/5	499 c.c. O.H.V. W32-7, W33-8, W34-9, W35-8, 2 Port, Blue Star, C.R. 6.9 to 1	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	3420	1 <sup>7</sup> / <sub>8</sub> "	3 <sup>15</sup> / <sub>16</sub> "	1	Dome Radiused (with valve pockets)
71	1933/5	499 c.c. O.H.V. Special, W33-9, W34-10, W35-9, W35-10, Two Port, C.R. 7.5 to 1	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	3870	1 <sup>25</sup> / <sub>32</sub> "	2 <sup>13</sup> / <sub>16</sub> "	1	Dome (with valve pockets)
72	1934	499 c.c. O.H.V. Special Low Comp. on Blue Star W34-9.....	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	4984	1 <sup>3</sup> / <sub>8</sub> "	3 <sup>7</sup> / <sub>16</sub> "	1	Flat (with valve pockets)
	1932/3	557 c.c. S.V. H32-9, M33-10, C.R. 4.9 to 1 .....								
	1932/6	499 c.c. S.V. W32-6, W33-6, W34-7, W35-6, W36-6, C.R. 4.4 to 1 .....								
	1932/5	499 c.c. O.H.V. W32-7, W33-7, W34-8, W35-7, Two Port, C.R. 5.8 to 1.....								
	1934/6	595 c.c. S.V. M34-12, M35-10, M36-10 C.R. 4.8 to 1.....								
	1934/5	595 c.c. O.H.V. M34-13, M35-11, Two Port, C.R. 5.5 to 1								
73	1935/6	499 c.c. O.H.V. W35-8, Blue Star, High Comp. Two Port	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	5004	1 <sup>7</sup> / <sub>8</sub> "	3 <sup>23</sup> / <sub>32</sub> "	1	Dome Radiused
74	1937	595 c.c. S.V. M21 .....	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	7133	1 <sup>3</sup> / <sub>8</sub> "	3 <sup>9</sup> / <sub>64</sub> "	1	Flat
75	1947/52	499 c.c. O.H.V. B34, B34 Gold Star, Low Compression Trials Model, C.R. 5.75 to 1 (Long Con-Rod)(Suitable for Aluminium Cylinder Barrels only) .....	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	10852	1 <sup>7</sup> / <sub>32</sub> "	2 <sup>29</sup> / <sub>32</sub> "	1	Concave
76	1947/52	499 c.c. O.H.V. B33, B34, B34 Gold Star, M33 C.R. 6.8 to 1 (Long Con-Rod) .....	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	SW11341	1 <sup>7</sup> / <sub>32</sub> "	2 <sup>29</sup> / <sub>32</sub> "	1	Flat (with valve pockets)
77		(High Comp. for above).... C.R. 7.5 to 1 .....	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	SW11342	1.395"	3.085"	1	Flat Bevelled (with valve pockets)
78		(High Comp. for above) C.R. 8.5 to 1 (W Design)	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	W12010	1 <sup>33</sup> / <sub>64</sub> "	3 <sup>13</sup> / <sub>64</sub> "	1	Flat Bevelled (with valve pockets)
79		(High Comp. for above) C.R. 8.5 to 1 .....	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	10477	1 <sup>33</sup> / <sub>64</sub> "	3 <sup>13</sup> / <sub>64</sub> "	1	Flat Bevelled (with valve pockets)
		(Solid skirt design for scrambles and racing)								
80		(High Comp. for above) C.R. 11 to 1 .....	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	10897	1 <sup>27</sup> / <sub>32</sub> "	3 <sup>17</sup> / <sub>32</sub> "	1	Spec. Cone (with valve pockets)



**PISTONS**  
**MOTOR CYCLE ENGINES AND MOTOR CYCLES**

Line No.	RINGS		Ref. No.	RING SETS		Dia.	PINS		Ref. No.	LINERS	Ref. No.
	No. of Rings	Width		Original Regular	Replacement Regular		Type				

(Continued) **B.S.A.**

70	2	3 <sup>m</sup> / <sub>m</sub>	P.559			3/4"	F.F.	1515B	FS.675
71	2	1.5 <sup>m</sup> / <sub>m</sub>	P.551			3/4"	F.F.	1515B	
72	2 1	2 <sup>m</sup> / <sub>m</sub> 5/32"	P.549 DO.6710			3/4"	S.C.	1064A	FS.636
73	2 1	2 <sup>m</sup> / <sub>m</sub> 5/32"	P.549 DO.6710			3/4"	F.F.	1515B	FS.675
74	2 1	1.5 <sup>m</sup> / <sub>m</sub> 5/32"	P.551 DO.6710			3/4"	S.C.	374A	FS.1046
75	2 1	3 <sup>m</sup> / <sub>m</sub> 5/32"	MP.5603 OC.5604	3680/V	3680/V	3/4"	RC93	4436A	FS.2112
76	2 1	3 <sup>m</sup> / <sub>m</sub> 5/32"	MP.5603 OC.5604	3680/V	3680/V	3/4"	RC93	4436A	FS.2107 (for Cast Iron barrels) FS.2112 (for Alum. barrels)
77	2 1	3 <sup>m</sup> / <sub>m</sub> 5/32"	MP.5603 OC.5604	3680/V	3680/V	3/4"	RC93	4436A	FS.2107 (for Cast Iron barrels) FS.2112 (for Alum. barrels)
78	2 1	3 <sup>m</sup> / <sub>m</sub> 5/32"	MP.5603 OC.5604	3680/V	3680/V	3/4"	RC93	4436A	FS.2107 (for Cast Iron barrels) FS.2112 (for Alum. barrels)
79	2 1	3 <sup>m</sup> / <sub>m</sub> 5/32"	MP.5603 OC.5604	3680/V	3680/V	3/4"	RC93	4436A	FS.2107 (for Cast Iron barrels) FS.2112 (for Alum. barrels)
80	2 1	3 <sup>m</sup> / <sub>m</sub> 5/32"	MP.6888 MOC.6889			3/4"	RC93	4436A	FS.2107 (for Cast Iron barrels) FS.2112 (for Alum. barrels)

# PISTONS MOTOR CYCLES AND MOTOR CYCLE ENGINES



PISTONS										
Line No.	Make and Year	Model	Metal	Cylinder Bore Inches	Bore Millimetres	Ref. No.	Comp.	Length	No. of Cyls.	Head

## B.S.A. (Continued)

81	Late 1952/6	499 c.c. O.H.V. B34, B33, M33, C.R. 6.5 to 1 (Short Con. Rod).....	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	SW11788	1 <sup>11</sup> / <sub>16</sub> "	2.98"	1	Flat (with valve pockets)
82	Late 1952/8	499 c.c. O.H.V. B34, B33, M33, C.R. 7.5 to 1, C.R. 6.5 to 1 when .064" compression plate is fitted. (Short Con. Rod).....	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	SW11744	1 <sup>57</sup> / <sub>64</sub> "	3 <sup>3</sup> / <sub>16</sub> "	1	Flat Bevelled (with valve pockets)
83		(High Comp. for above) C.R. 8.5 to 1 .....	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	W12279	2.015"	3.305"	1	Flat Bevelled (with valve pockets)
84	1954	499 c.c. O.H.V. B34 Gold Star, Clubman, Touring, International Trials, C.R. 7.25 to 1 .....	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	I2804	1 <sup>15</sup> / <sub>32</sub> "	2 <sup>21</sup> / <sub>32</sub> "	1	Flat Radiused (with valve pockets)
85	1954/5	499 c.c. O.H.V. B34 Gold Star, Clubman (Export) C.R. 8 to 1 .....	Al.	3.3464"	85 <sup>m</sup> / <sub>m</sub>	I3109	1.559"	2.746"	1	Stepped Dome (with valve pockets)
86	1954	499 c.c. O.H.V. B34 Gold Star, Scrambler, C.R. 8.5 to 1 .....	H'lex	3.3464"	85 <sup>m</sup> / <sub>m</sub>	I3012	1.600"	2.785"	1	Flat Radiused (with valve pockets)
87	1955	499 c.c. O.H.V. B34 Gold Star, C.R. 9 to 1 .....	Al.	3.3464"	85 <sup>m</sup> / <sub>m</sub>	I3052	1.703"	2.89"	1	Stepped Dome (with valve pockets)



# PISTONS MOTOR CYCLE ENGINES AND MOTOR CYCLES

Line No.	RINGS			RING SETS		PINS		LINERS	
	No. of Rings	Width	Ref. No.	Original Regular	Replacement Regular	Dia.	Type	Ref. No.	Ref. No.

## (Continued) B.S.A.

81	2 1	$\frac{3}{32}$ " $\frac{5}{32}$ "	MP.5603 OC.5604	3680/V	3680/V	$\frac{3}{4}$ "	RC93	4436A	FS.2107
82	2 1	$\frac{3}{32}$ " $\frac{5}{32}$ "	MP.5603 OC.5604	3680/V	3680/V	$\frac{3}{4}$ "	RC93	4436A	FS.2107
83	2 1	$\frac{3}{32}$ " $\frac{5}{32}$ "	MP.5603 OC.5604	3680/V	3680/V	$\frac{3}{4}$ "	RC93	4436A	FS.2107
84	2 1	$\frac{1}{16}$ " $\frac{5}{32}$ "	MP.11272 MSO.11492	7700/V	7700/V	$\frac{3}{4}$ "	RC93	4436A	FS.2662
85	2 1	$\frac{1}{16}$ " $\frac{5}{32}$ "	MP.11272 MSO.11492	7700/V	7700/V	$\frac{3}{4}$ "	RC93	4436A	FS.2662
86	2 1	$\frac{1}{16}$ " $\frac{5}{32}$ "	MP.11272 MSO.11492	7700/V	7700/V	$\frac{3}{4}$ "	RC93	4436A	FS.2662
87	2 1	$\frac{1}{16}$ " $\frac{5}{32}$ "	MP.11272 MSO.11492	7700/V	7700/V	$\frac{3}{4}$ "	RC93	4436A	FS.2662