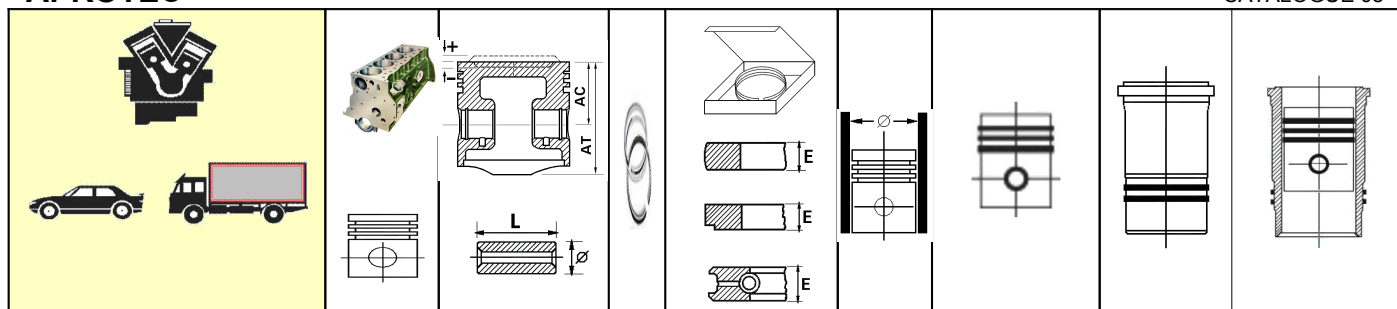
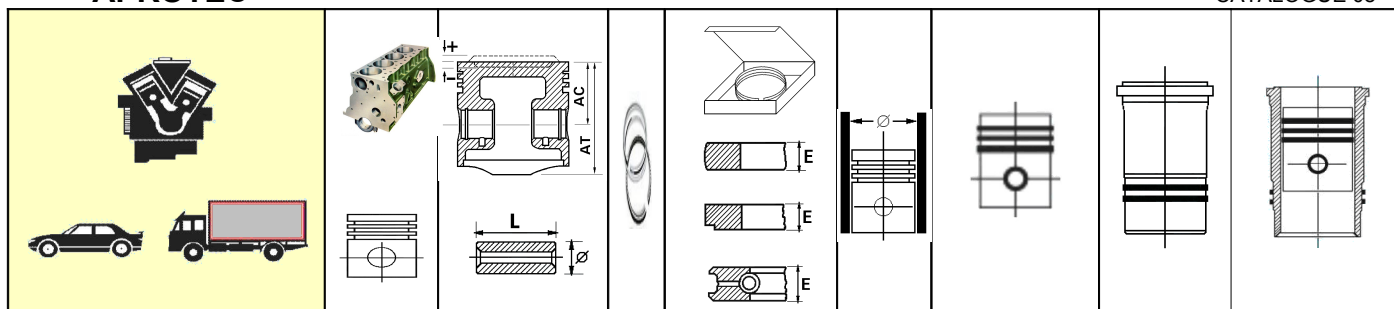



A.E.C.

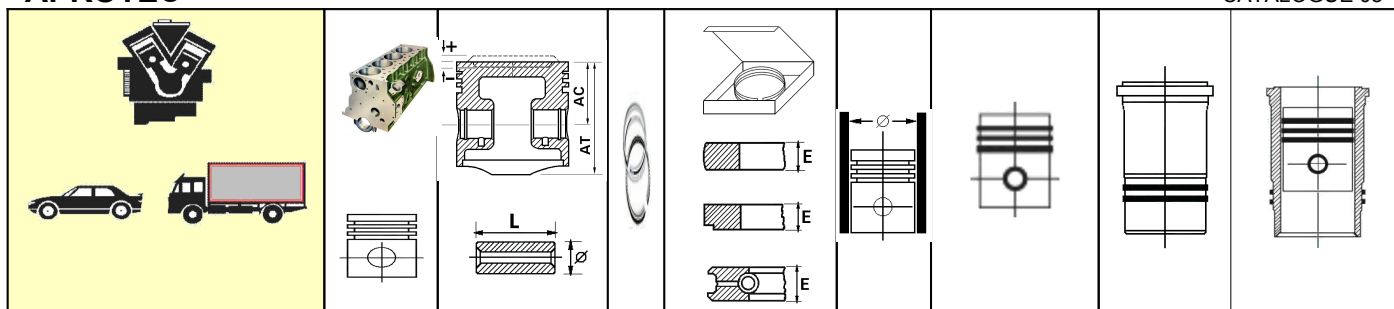
Mark III – Regent – Regal – 0681 Monarch – A173 – Matador – DI	6 Ø 105	85 – 29.5 Ø 40				G10517		

AGRE

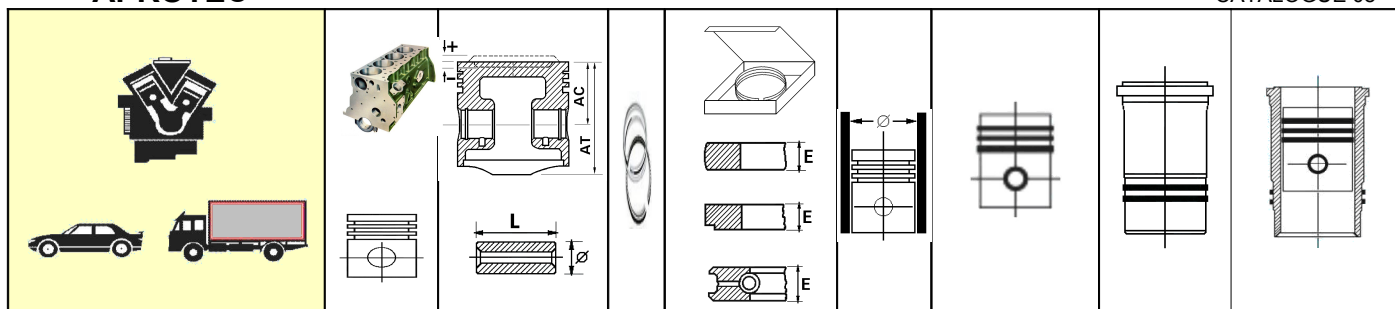
Compresseur	1 Ø 40	25 Ø 12				G390a		
Compresseur	1 Ø 46	25 Ø 12				G462		
Compresseur	1 Ø 50	40 Ø 25				G5018		


AGRE

Compresseur	1 Ø 50 	25 Ø 12				G5020		
Compresseur	1 Ø 56 	27 Ø 16				G5617		
Compresseur	1 Ø 70 	32 Ø 16				G7026		
Compresseur	1 Ø 90 	40 Ø 25				G907		

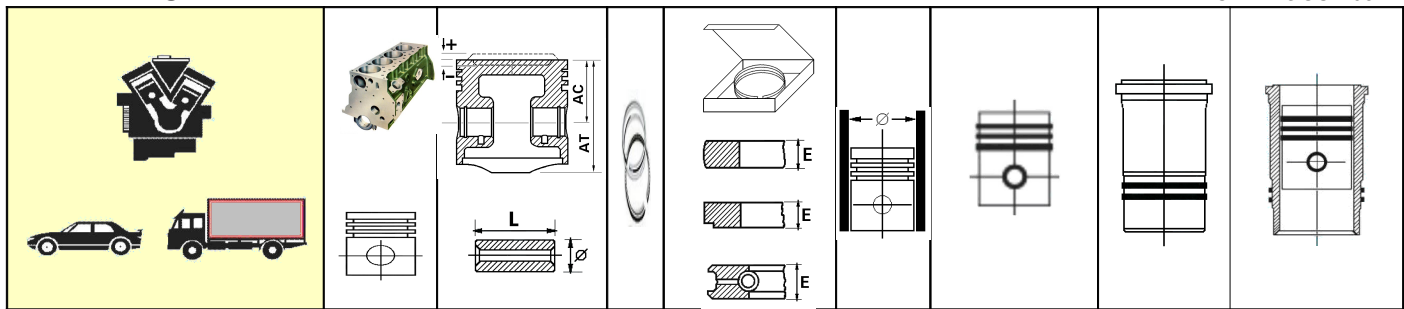

ALFA ROMEO

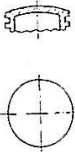
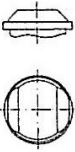
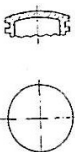
ALFA 1750	6 Ø 70  	41 + 10.5 Ø 20				K131		
ALFA 2500	6 Ø 72  	40 + 10 Ø 22				K203		
ALFA GIULETTA 1300 SS	4 Ø 74  	32 + 12.4 Ø 20				K75		
Mot. Guilia G. T. Junior 1300 ccm	4 Ø 74 	32 + 12.45 Ø 20				G742	A=80.50 C=139 D=90 E=89.20 K1504/F	


ALFA ROMEO

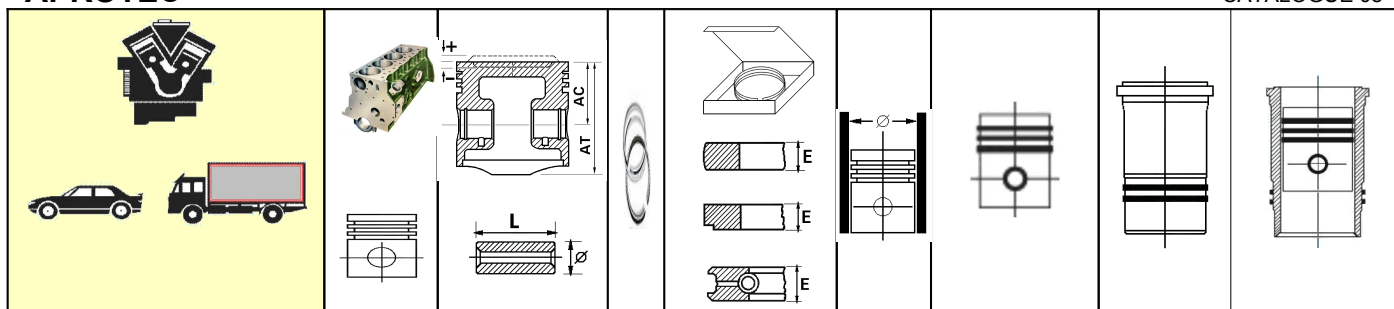
GIULIETTA 1300	4 Ø 74  	32 + 13.5 Ø 20				K136/A		
Mot. Guiletta 1300 Romeo	4 Ø 74 	33 + 7,5 Ø 20				G742 d		
Mot. Guiletta Sprint 1300	4 Ø 74 	33 + 11,1 Ø 20				G742 c		
Mot. Giulietta 1300	4 Ø 74  	33 + 11,1 Ø 20				K136		

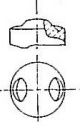
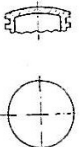
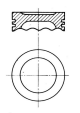
ALFA ROMEO

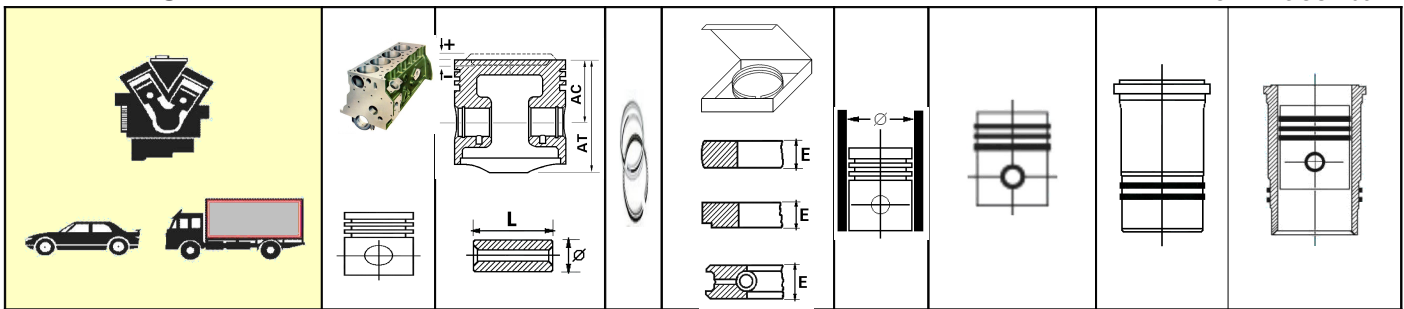

ALFA ROMEO

MONTREAL	8 Ø 80 	34 + 3 Ø 22				K2133	A=85.80 C=123 D=95.80 E=79 K2132/F	
1750 – ALFETTA	4 Ø 80						A=85 C=156 D=94 E=107.50 K7250/F	
ALFA SUD 1189 C.C. ALFA 33 ARNA	4 Ø 80						A=84 C=119 K01/S	
1900 LA MATTA AR 51	4 Ø 82.55 	44.12 + 14 Ø 24				K2210	A=87 C=166 K1505/S	
ALFA 2600 BERLINA	6 Ø 83 	36.2 + 16.6 Ø 24				K137		

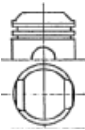
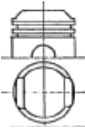
ALFA ROMEO



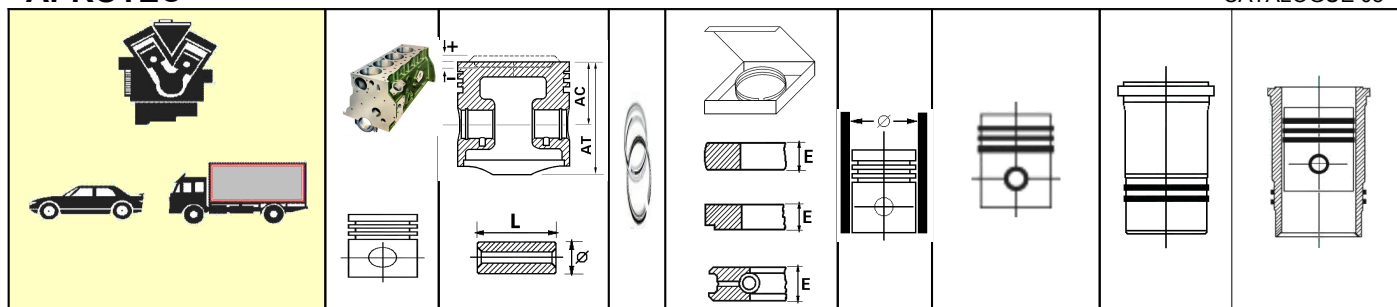
ALFA 2600 SPRINT	6 Ø 83 	36.5 + 18 Ø 24				K1319	A=91 C=151 D=101 E=93.50 K1200/F	
ALFA 2600 SPYDER	6 Ø 83 	36 + 20.5 Ø 24				K138		
Mot.301.24, 1490 c.c., 9:1, Alfasud Sprint Veloce 1.5 Motor 301.28/46, 1490 c.c., 9.5:1, Alfasud 1.5 ti, Sprint 1.5 ti, Alfa 33 1.5 1978 →	4 Ø 84 	34.50 – 6.70 x 67.50 Ø 21 x 63.50	1 1 1	1.50 1.75 4	Std 0.40 0.60	R2.002.45.00 R2.002.45.04 R2.002.45.06		
ALFETTA 2000	4 Ø 84						A=89 C=152 D=99 E=107.50 K9101/F	

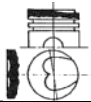
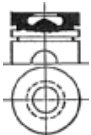
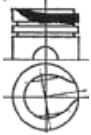


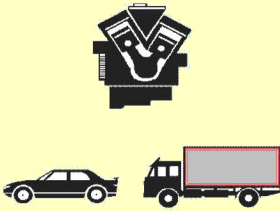
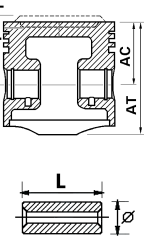
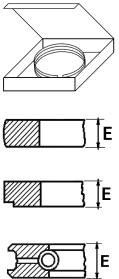
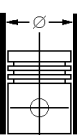
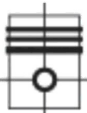
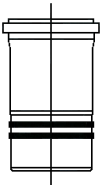
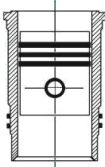
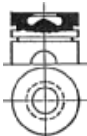
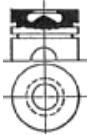
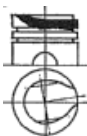
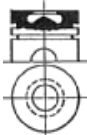
ALFA ROMEO

Mot. 2000 – Berlina ALFA 1900 SUPER 2000	4 Ø 84.5 	44.2 + 17.2 Ø 24				K2211	A=89 C=170 K7152/S	
Mot. 2000 Spyder / Sprint ALFA 2000 SUPER 1900	4 Ø 84.5 	44.2 + 19 Ø 24				K211/1	A=89 C=170 K7152/S	
Mot. Romeo 2 T Diesel	2 Ø 85 	70 Ø 32				G8515		
TURBO DIESEL 2000 VM	4 Ø 88						A=103 C=168 D=110 E=8.90 K1901/F	
VM. ROVER 2400	4 Ø 92						A=103 C=168 D=110 E=8.90 K12017F	

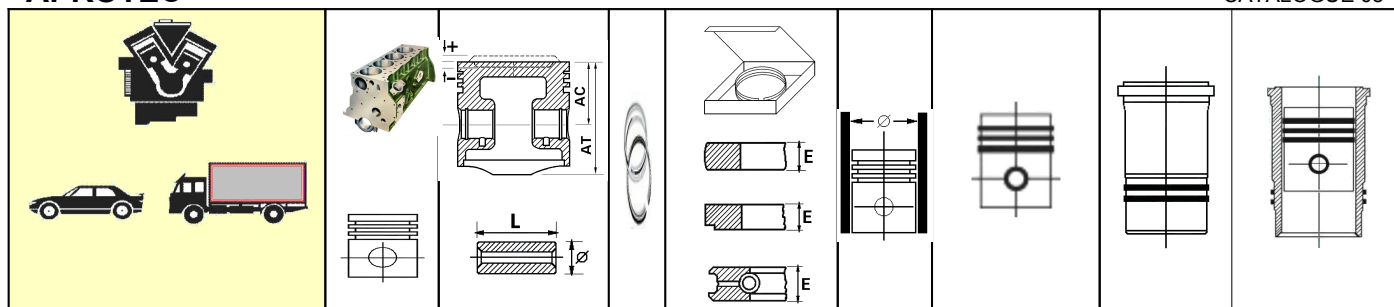
ALFA ROMEO

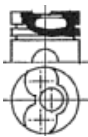
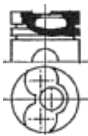


AP.R. 8 SOFIM TURBO D.	4 Ø 93						A=96 C=160 D=98.70 E=4.50 K1510/5	
Mot. 313 MA	6 Ø 110 	88 - 4.25 Ø 40				G11013 d		
Mot. 430 / 800	4 / 6 Ø 115 	95.5 - 19 Ø 40				G11518	A=133 C=295 D=146 E=16 K1508/F	
Mot. 317 F. 6 M.	6 Ø 120 	92 - 66 Ø 48				G1209		

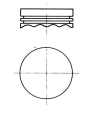
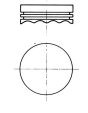
								
Mot. 450 / 900 MOT.1604 / 1606	4 / 6 Ø 120 	95.5 – 19.2 Ø 40				G12036 a	A=136.50 C=295 D=146 E=16 K1509/F	
Mot Motori 1.625 / 1637 – 1ª Serie	4/6 Ø 125 	91.4 – 26.6 Ø 48				G1257		
Mot. F. 6M . 317 / 125 MA	6 Ø 125 	92 – 6.9 Ø 48				G1259		
Mot. Marino 1012 – 1603 – 1633	6 Ø 125 	91.5 - 32 Ø 48				G12520	A=141.92 C=315 D=151 E=17 K1511/F	

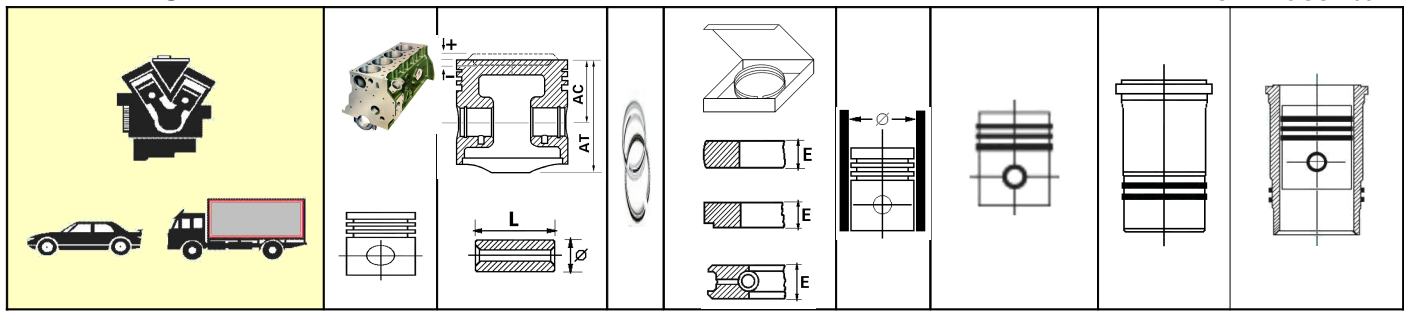
ALFA ROMEO



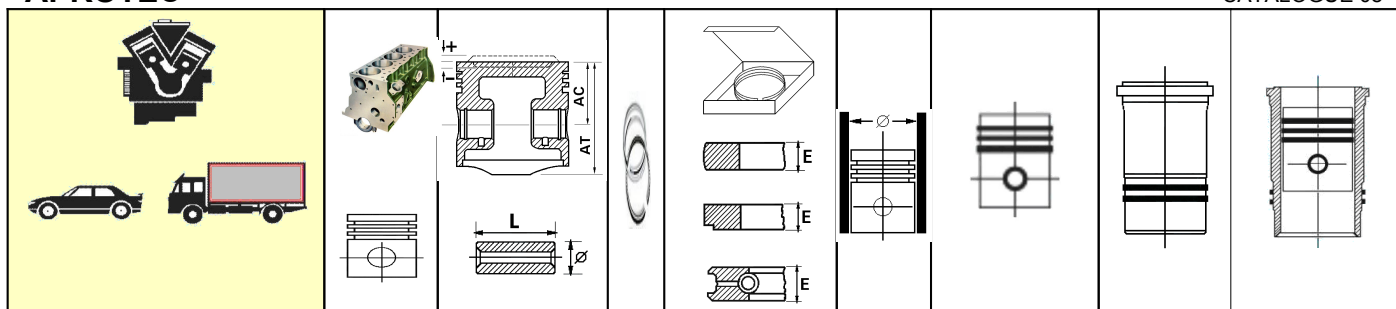
Mot. 1000 Diesel Motore 1610	6 Ø 125 	91.7 – 33.4 Ø 48				G12512 A=141.92 C=301 D=154 E=17 K1891/F	
Mot. 1625 – 1627 Diesel 2 ^a Serie	4 / 6 Ø 125 	91.5 – 35.1 Ø 48				K906 A=141.92 C=316 D=151 E=17 K1512/F	

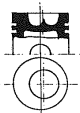
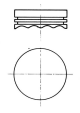
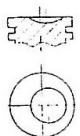
ALLIS-CHALMERS

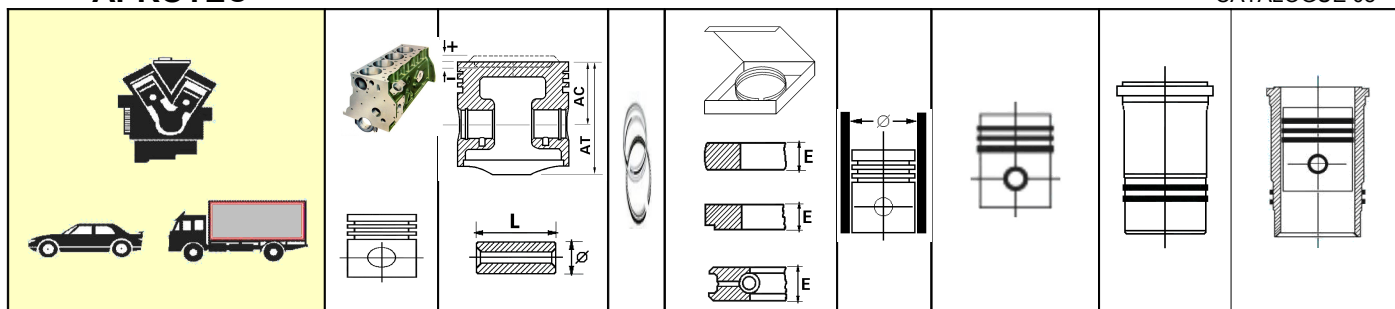
G, tracteur (Continental N 62) 1947/53	4 Ø 60.32 	31.75 x 57.15 Ø 13.89 x 48.42	1 1 1	2.78 2.78 4.76		PIS2355	
B.208 MOT. AVV	2 Ø 70 	41.5 Ø 22				K910	

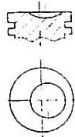
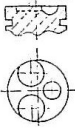
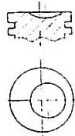
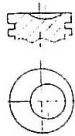

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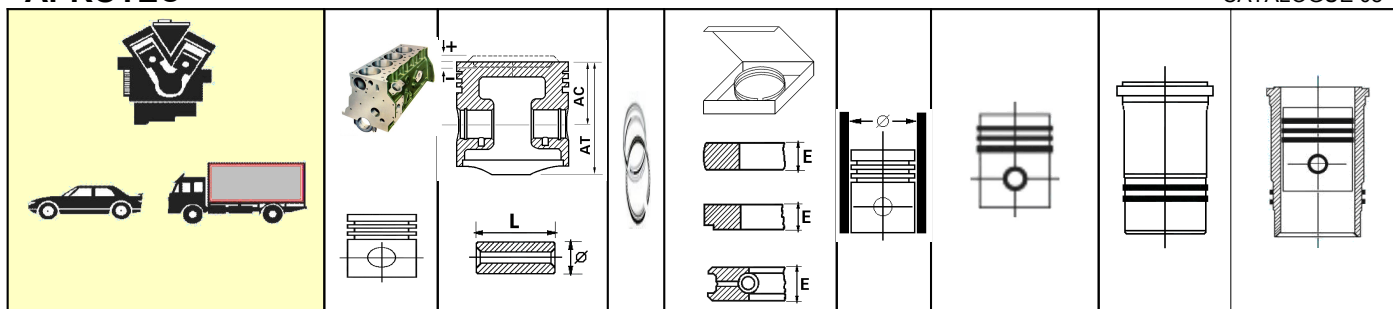
B.225 MOT. AVV	2 Ø 82.55 	50.8 Ø 21.83				K911	A=87 C=208 K1520/S	
SENZA CAVE GOMMINI	6 Ø 98.42						A=107.57 C=197 D=123 E=6 K1291/F	
CON CAVE GOMMINI	6 Ø 98.47						A=111.10 C=207.5 D=117.5 E=8 F=1.1 K1292/F	
CON e SENZACAVECAVE GOMMINI	6 Ø 98.47						A=120.62 C=242.5 D=127 E=8.10 F=1.2 K1202/F	
DIESEL	6 Ø 98.47 INCAVA	63.9 - 14 Ø 31.75				K1333		
Tracteur	6 Ø 107.92						A=122.20 C=242.5 D=120.6 E=8 K02/F	

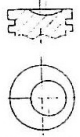
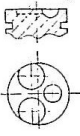
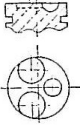
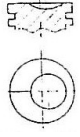

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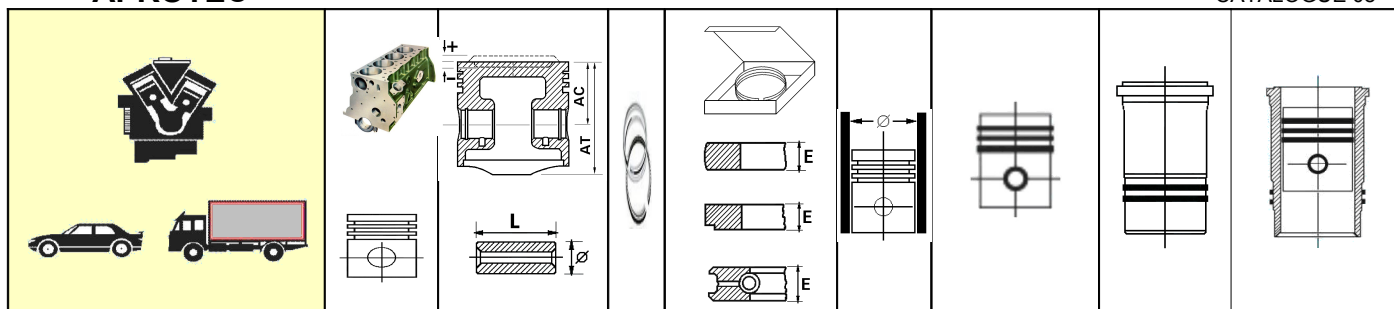
Tracteur	6 Ø 107.95						A=120.62 C=242.5 D=127 E=8.10 F=1.2 K1521/F	
DIESEL HD 6A/B/E/EP HP 7G	4/6 Ø 112.71 	91.7 – 29.8 Ø 41.32				K1414		
HD 6 - HD 715 HD11 ab 1955	4/6 Ø 112.71 	79 Ø 38.15				G1121		
D.450 BULLY	4 Ø 115 	87 - 8 Ø 42				K6136	A=128 C=246 D=140 E=10 F=0.2 K1773/F	


ALLIS-CHALMERS

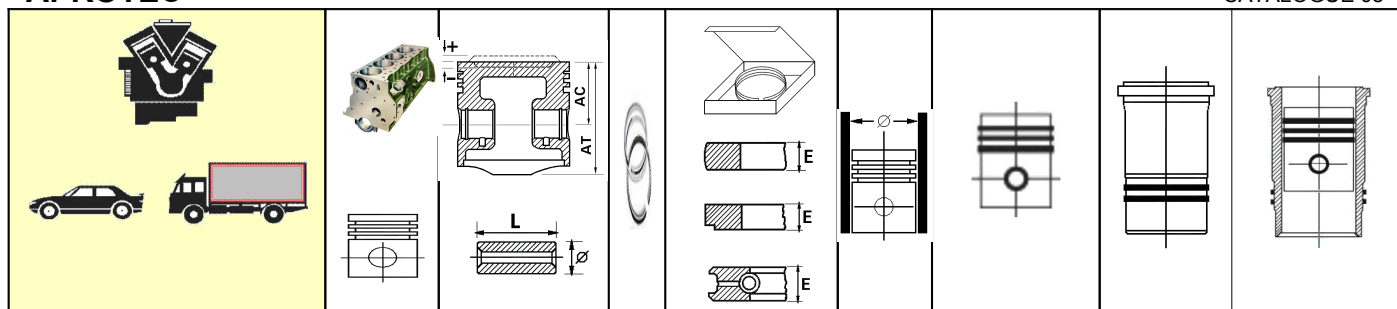
D.105 S D.450	4 Ø 120 	87 - 10 Ø 45				K6312	A=131.95 C=246.5 D=141.98 E=10 F=0.45 K4305/F	
D.450 H 150 HS	4 Ø 120 	87 - 28.7 Ø 45				K6314	A=131.95 C=265.5 D=141.98 E=10 F=0.45 K1766/F	
D.480 CHAMPION "A"	4 Ø 125 	102.5 - 15 Ø 45				K940	A=143 C=303 D=155 E=10 F=0.2 K1776/F	
D.490 CHAMPION "C"	4 Ø 129 	102.5 - 13 Ø 45				K941	A=143 C=303 D=155 E=10 F=0.2 K1777/F	


ALLIS-CHALMERS

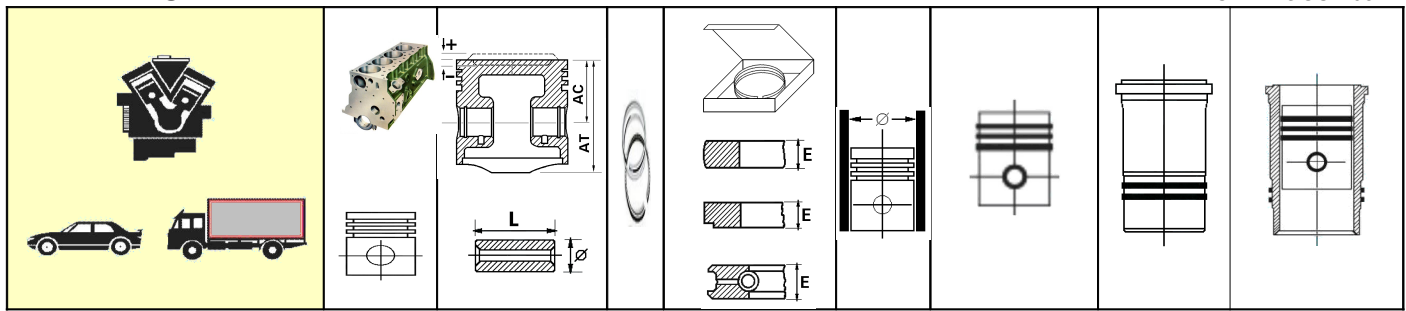
D.495	4 Ø 135 	102.5 – 13 Ø 45				K1335	A=148.95 C=301 D=159.48 E=10 F=0.93 K4307/L/ F	
D.250 H	4/6 Ø 135 	102.5 – 32 Ø 45				K6267/P	A=148.95 C=301 D=159.48 E=10 F=0.93 K4307/D/ F	
D.350 H	4/6 Ø 135 	102.5 – 32 Ø 48				K6268	A=148.95 C=301 D=159.48 E=10 F=0.93 K4307/D/ F	
D.6120	6 Ø 145 	125 – 13 Ø 55				K6315/P		


ALUP –

Compresseur KNA 80/160	1/2 Ø 42 	31 Ø 16				G4211		
Compresseur EKS 35	1 Ø 50 	25.5 Ø 12				G515b		
Compresseur KNA 120/240	1/2 Ø 50 	31 Ø 16				G5011		
Compresseur EKR/EKS 65, 100	1 Ø 52 	25.5 Ø 12				G5219b		
Compresseur 1561 EKR 150 EKS 150, 200	1 Ø 60 	30 Ø 14				G6025		

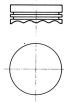
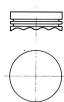
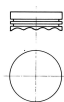

ALUP –

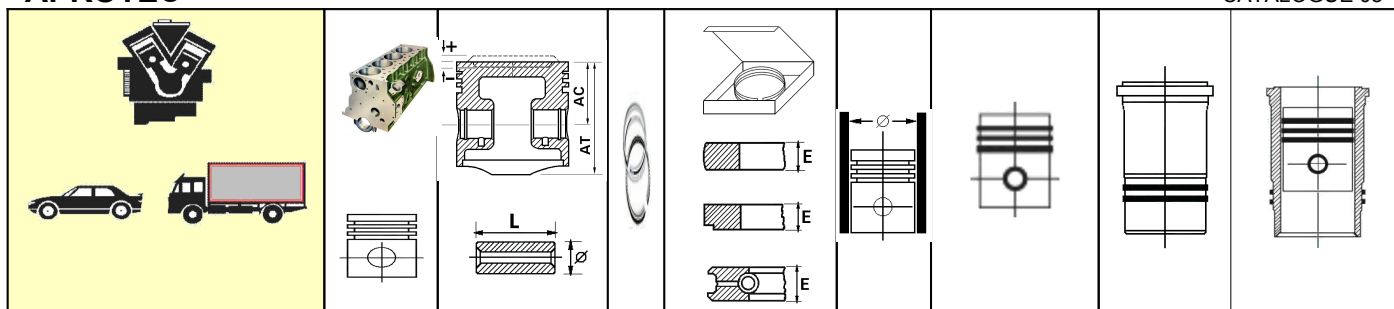
Compresseur FKI 130/260/400 ZKV 110 – 170 - 180	1/2 Ø 70 	34 Ø 18				G7023		
Compresseur	1 Ø 75 	35 Ø 18				G7515		
Compresseur 1646 EKV 610 EKT 900, EKW 1800	2/3/4 Ø 95 	48 Ø 22				G9513		
Compresseur	1 Ø 105 	48 Ø 25				G1075		
Compresseur	1 Ø 115 	48 Ø 22				G1153		


ALUP –

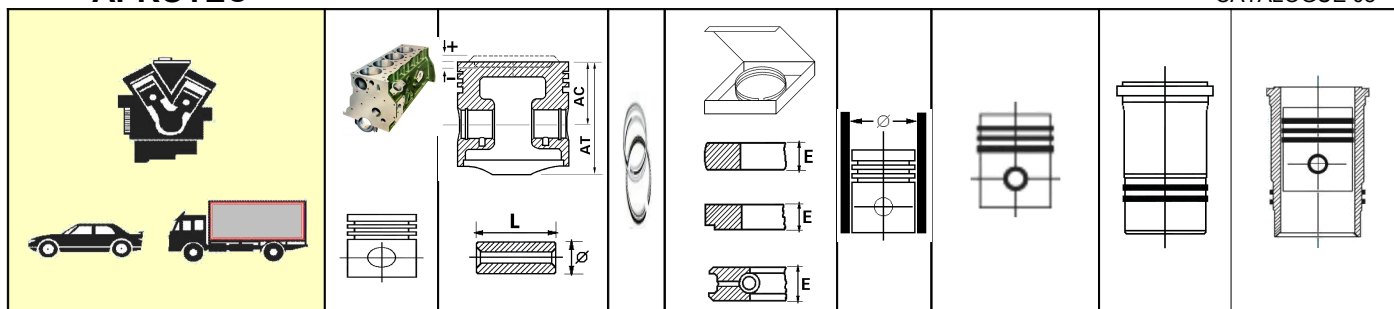
Compresseur	1 Ø 115 	48 Ø 30				G1153a		
Compresseur	1 Ø 135 	55 Ø 26				G1352		

AMILCAR

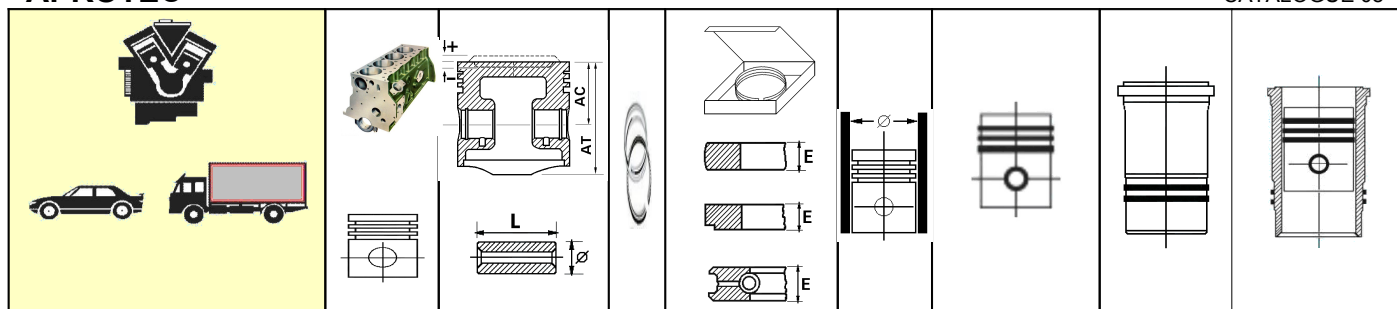
CC – 6 CV	4 Ø 55 	33 x 62 Ø 18 x 50	1 1 1	2 2 4		PIS287		
C4 – CS – 6 CV 1930	4 Ø 58 	30.5 + 2 x 62.5 Ø 18 x 51	1 1 1	2 2 4		PIS6923		
5 CV - C 1933	4 Ø 58 	33.5 x 60.5 Ø 16 x 50	1 1 1	2.5 2.5 4		PIS6922		


AMILCAR

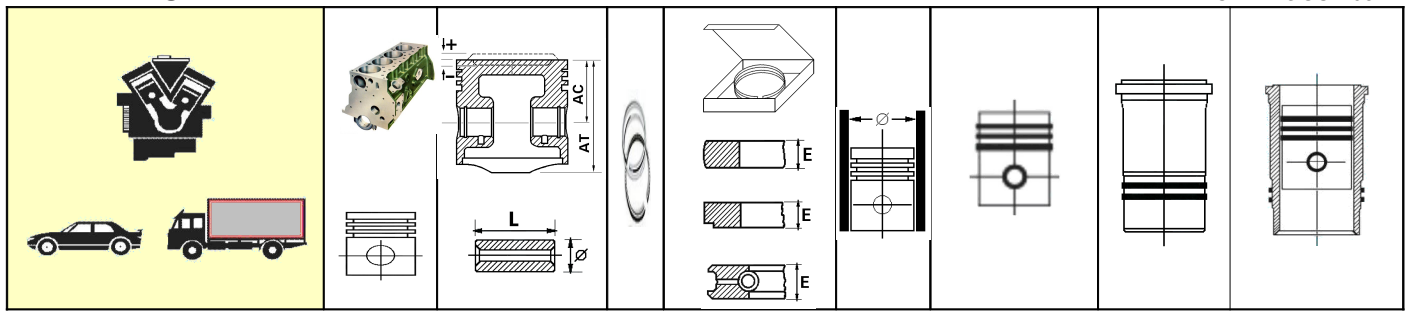
C3 – 5 CV 1934	4	33.5	1	2.5		PIS877		
	Ø 59	x 60.5	1	2.5				
			1	4				
		Ø 16 x 50						
L1 – D4 – 7 CV – M – M2 – M3 1928/34 L1 – D6 - CGS	4	32.5 + 1	1	2.5		PIS6924		
	Ø 60	x 68.5	3	2.5				
			1	3.5				
		Ø 18 x 54						
C8 – 11 CV	8	37.5	1	2		PIS508		
	Ø 63	x 72	2	2				
			1	3				
		Ø 19 x 55						
B38 – 7 CV – traction avant 1937/38	4	37.5	1	2.5		PIS1767		
	Ø 63	x 73.5	2	2.5				
			1	4				
		Ø 19 x 54						


AMILCAR

CS8 – 13 CV 1931/33	8	39.5	1	2.5		PIS553		
	Ø 66	x 75.5	2	2.5				
			1	3.5				
		Ø 19 x 58						
E – 10 CV	4	33 + 4.5	1	2.5		PIS501		
	Ø 67	x 71.5	2	2.5				
		Ø 22 x 58						
E – 10 CV	4	34 + 3.5	1	2.5		PIS500		
	Ø 73	x 74.5	1	2.5				
			1	2.5				
		Ø 22 x 64						
N7 – 12 CV – Pégase 1935/36	4	50	1	2.5		PIS967		
	Ø 80	x 85	3	2.5				
			1	3.5				
		Ø 25.02 x 74						


ANSALDO

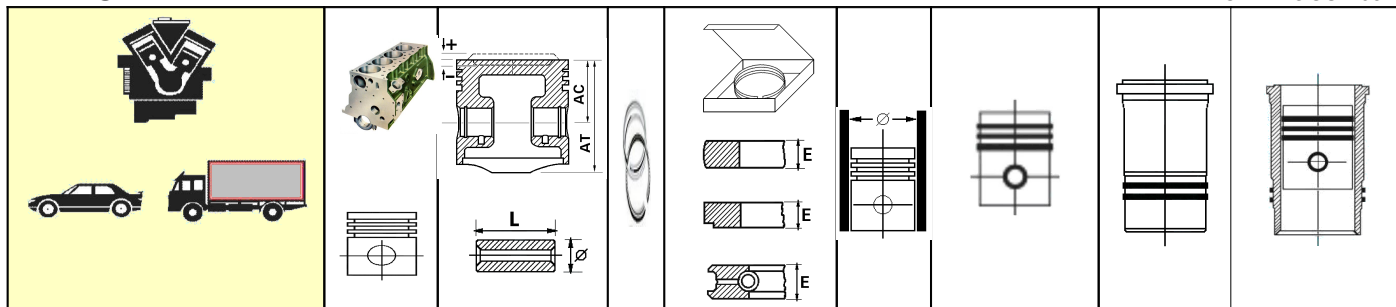
Tracteur TCA 60 Mot. 1620 	4 Ø 115	95.5 – 19 Ø 40				G11518		
Tracteur TCA 70 Mot. 1624 	4 Ø 120	95.5 – 19.2 Ø 40				G12036a		
Tracteur AF 8 Mot. 1623 	6 Ø 125	91.5 – 32 Ø 48				G12520		
Tracteur AS 7 / AS 8 1625/1627 	4/6 Ø 125	91.4 – 26.6 Ø 48				G1257		


ATLAS

Compresseur AV 100	1 Ø 100 	70 Ø 35				G10011		
Compresseur AV 160	1 Ø 160 	99 Ø 50				G1603		

ATLAS – COPCO

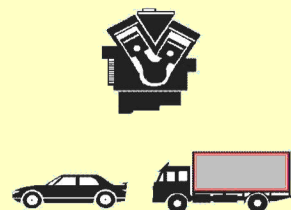
Compresseur UT 2	2 Ø 95 	62 Spez. Ø 22				K9504/P		
Compresseur BT	4/6 Ø 130 	85 Spez. Ø 30				K9505/P		
Compresseur UT 2 ab 1966	2 Ø 155 	64 Spez. Ø 22				K1503/P		


ATLAS – COPCO

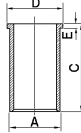
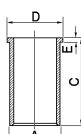
Compresseur FIG. ORIGINALE 2 S	1 Ø 155 	64 Spez. Ø 25.4				K2135		
Compresseur	1 Ø 160 	99 Ø 50				K1339		
Compresseur BT ab 1968	2/4 Ø 220 	88 Spez. Ø 30				G2204		

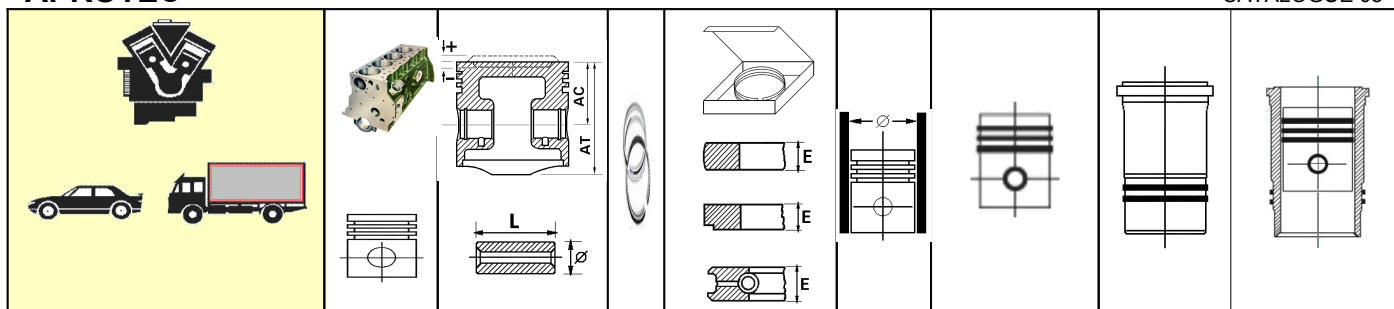
AUDI

Mot. 801, 1093 c.c., 8/8.2:1, Audi 50 LS/GLS 1974/78	4 Ø 69.5 	40.20 – 4.00 x 67.20 Ø 20 x 58	1 1 1	1.75 2.50 4	Std 0.50	R2.008.10.00 R2.008.10.05 Ver VW R2.174.10.00		
Audi 50LS / GLS / 80 L / GL / C 1272 c.c.	4 Ø 75	38.55 x 64.05 Ø 20 x 62	1 1 1	1.75 2 4		PIS8075		

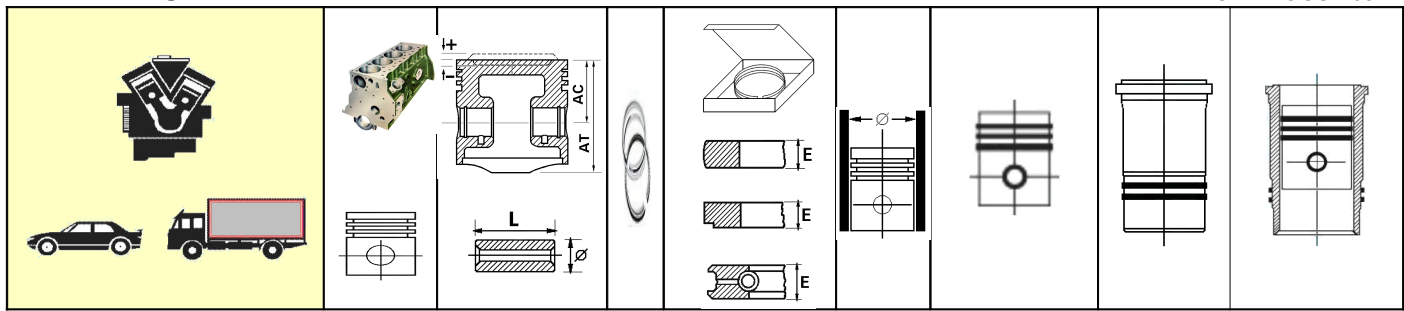


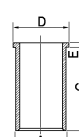
VETTURA

VETTURA	4 Ø 75						A=78 C=130/148 K10/S	
1588 c.c., 23:1, Audi 80 D/ LD/GLD/GL, Diesel, 4 Cil. 1980 → 1986 c.c., 23:1, Audi 100 5D/ Avant/L/GL/CD/C/CL/CS, Diesel, 5 Cil. 1978 → AUDI 80 D / LV / GLD AUDI 100 / AVANT / L / GL / CD 1588 c.c.	4 / 5 Ø 76.510  	41.70 – 1.60 x 71.70 Ø 24 x 64	1 1 1	1.75 2 3	Std 0.50 Std 0.50 1.00	R2.008.20.00 R2.008.20.05 Ver VW R2.174.25.00 PIS8073	A=79.50 C=145.00 D=81.50 E=4.70  R3.008.S A.15 Ver VW R3.174.S A.15 K11/S	R1.008.20.90 Ver VW R1.174.25.90
1588 c.c., 23.5:1, Audi 80 C/ CL/GL/CD/CC, Turbodiesel 1982 → AUDI 80 TURBODIESEL 1588 c.c.	4 Ø 76.510  	41.70 – 1.60 x 71.70 Ø 24 x 64	1 1 1	1.75 2 3	Std 0.50 Std 0.50 1.00	R2.008.21.00 R2.008.21.05 Ver VW R2.174.26.00 PIS8077	A=79.50 C=145.00 D=81.50 E=4.70  R3.008.S A.15 Ver VW R3.174.S A.15 K11/S	R1.008.21.90 Ver VW R1.174.26.90


AUDI

1588 c.c., 23:1, Audi 80 TD, Audi 90 TD, Turbodiesel Intercooler, 4 Cil. 1986 c.c., 23:1, Audi 100 TD, Turbodiesel Intercooler, 5 Cil. 1988 → AUDI 100 TURBODIESEL 1986 c.c.	4/5 $\varnothing$ 76.510 	41.70 – 1.60 x 71.70 $\varnothing$ 24 x 64	1 1 1	1.75 2 3	Std 0.50 1.00 Std 0.50 1.00	R2.008.22.00 R2.008.22.05 R2.008.22.10 Ver VW R2.174.27.00 PIS8076	A=79.50 C=145.00 D=81.50 E=4.70 R3.008.S A.15 Ver VW R3.174.S A.15 K11/S	R1.008.22.90 Ver VW R1.174.27.90
80D. / 100D. / 80TD – 100TD	5 $\varnothing$ 76.50						A=79.50 C=147 K1287/S	
2370 c.c., 22.5:1, Audi 100D Diesel 1990	5 $\varnothing$ 79.510 	39.65 – 1.90 x 65.65 $\varnothing$ 24 x 64	1 1 1	1.75 2 3	Std 0.50	R2.008.40.00 R2.008.40.05 Ver VW R2.174.40.00	A=82.50 C=152.00 D=85.50 E=4.70 R3.008.S A.20 Ver VW R3.174.S A.20	R1.008.40.90 Ver VW R1.174.40.90

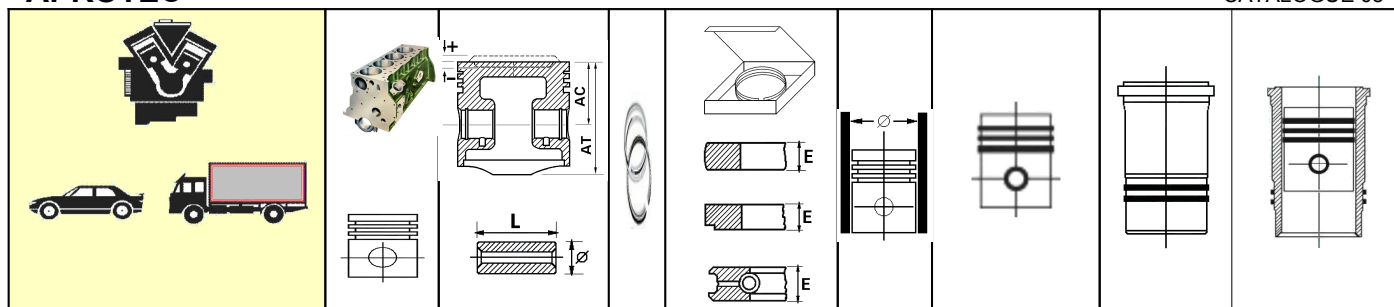

AUDI

Mot. AAZ, 1896 c.c., 22.5:1 Audi 80 TD, Turbodiesel 1992 →	4 $\varnothing$ 79.510 	45.65 – 1.90 x 71.65 $\varnothing$ 26 x 66	1 1 1	1.75 2 3	Std 0.50	R2.008.41.00 R2.008.41.05 Ver VW R2.174.41.00	A=82.50 C=152.00 D=85.50 E=4.70  R3.008.S A.20 Ver VW R3.174.S A.20	R1.008.41.90 Ver VW R1.174.41.90
VETTURA	4 $\varnothing$ 79.50						A=83 C=148 D=84 E=7 K12/S	
VETTURA	5 $\varnothing$ 81						A=84 C=143 D=86 E=4 K116/S	

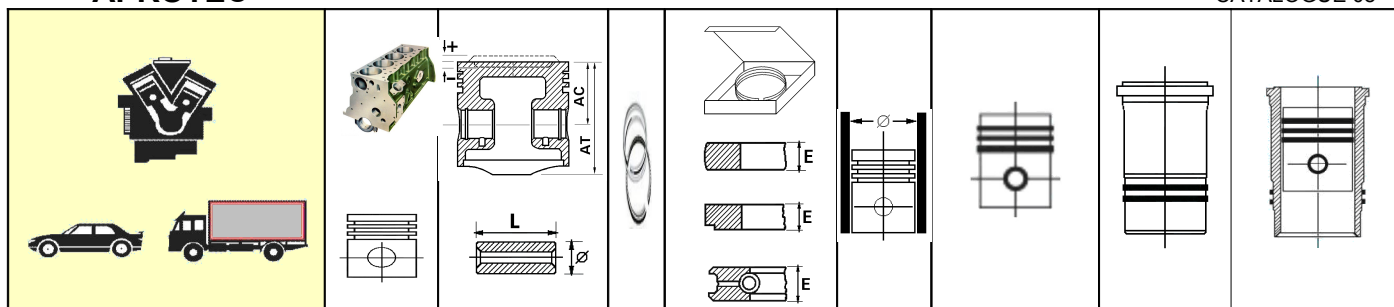
AUSTIN – B.L.M.C.

Seven	4 $\varnothing$ 57 	21.5 $\varnothing$ 13				G205		
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AUSTIN – B.L.M.C.



A35/A40 – 948ccm 1957/62	4 $\varnothing 62.93$ 	34.13 – 3.8 $\varnothing 15.87$				G633	A=67 C=131.2 K4613/S	
1098ccm 58PS	4 $\varnothing 64.58$ 	33.33 – 2.4 $\varnothing 15.87$				G645		
A 40 S – MK II ab 1962	4 $\varnothing 64.58$ 	33.5 – 5.3 $\varnothing 15.87$				G645 a		
Mini Cooper S 1071 – 1275 ccm	4 $\varnothing 70.61$ 	38.1 - 5 $\varnothing 20.63$				G7017	A=74 C=150 K4616/S	

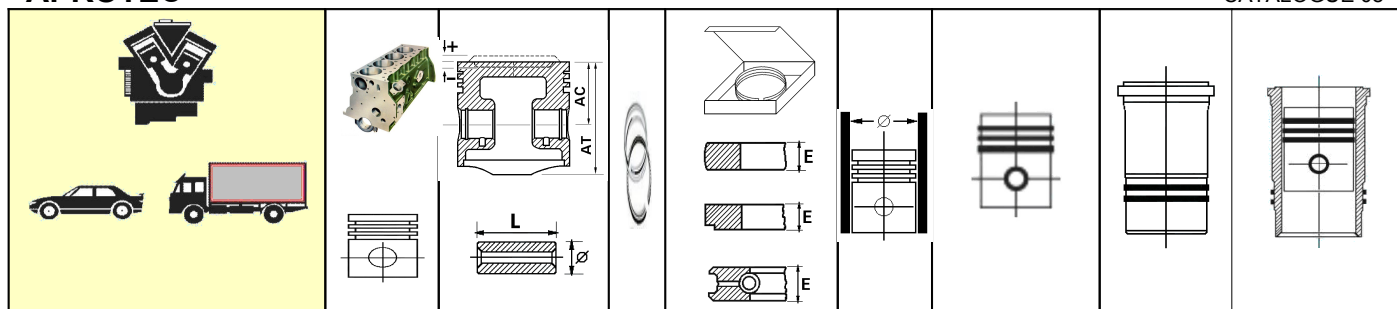

AUSTIN – B.L.M.C.

14M 10, 1500 ccm Bj.63/67	4 Ø 73.012	46.04 – 3.5 Ø 25.4					G7310	

AUTOBIANCHI

Mot. 100GL 000, 112A 000 A.112, A.500, 903 c.c., 9:1, A112/112E/junior 1969 →	4 Ø 65	30.75 x 61.25 Ø 20 x 54	1 1 1	1.75 2 3.97 5/32 in	Std 0.40 0.60 0.80 1.00	R2.011.10.00 R2.011.10.04 R2.011.10.06 R2.011.10.08 R2.011.10.10 Ver Fiat R2.066.21.00 G651	A=68.00 C=115.00 R3.011.S L.08 Ver Fiat R3.066.S L.13	R1.011.10.90 Ver Fiat R1.066.21.90
Mot. M020AA.09.00, 903 c.c., 9:1, A112 1984 →	4 Ø 65	31.25 x 61.75 Ø 20 x 54	1 1 1	1.75 2 3.97 5/32 in	Std 0.40 0.60 0.80 1.00	R2.011.11.00 R2.011.11.04 R2.011.11.06 R2.011.11.08 R2.011.11.10 Ver Fiat R2.066.22.00	A=68.00 C=115.00 R3.011.S L.08 Ver Fiat R3.066.S L.13	R1.011.11.90 Ver Fiat R1.066.22.90
A 112 JUNIOR 843 C.C.	4 Ø 65						A=68 C=112 K2161/S	

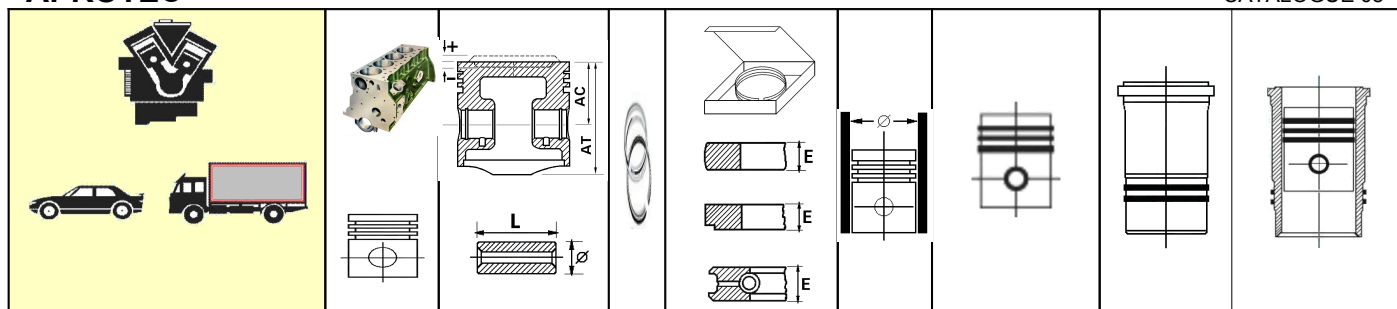
AUTOBIANCHI

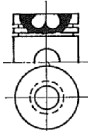
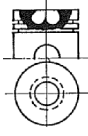
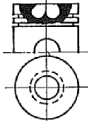


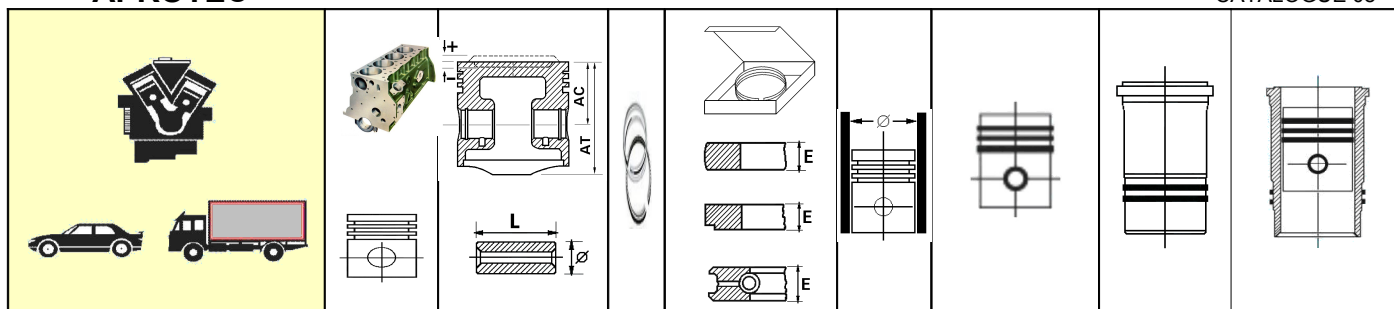
A 111 ELITE – ELEGANT	4 Ø 65						A=68 C=115 K2162/S	
Bianchina (Fiat N 500)	2 Ø 66 	38 + 2 Ø 20				G667		
A 111 ELITE – ELEGANT	4 Ø 67.20						A=70.5 C=115 D=73 E=5 K2163/S	
A 111 ELITE – ELEGANT	4 Ø 67.20						A=71 C=115 D=73 E=5 K2163-1/S	
Bianchina (Fiat N 500 D)	2 Ø 67.4 	38 + 2.7 Ø 20				G667 a		
A 112 ABARTH 70 HP	4 Ø 68						A=72 C=115 D=74 E=5 K2164/S	

AUTOBIANCHI

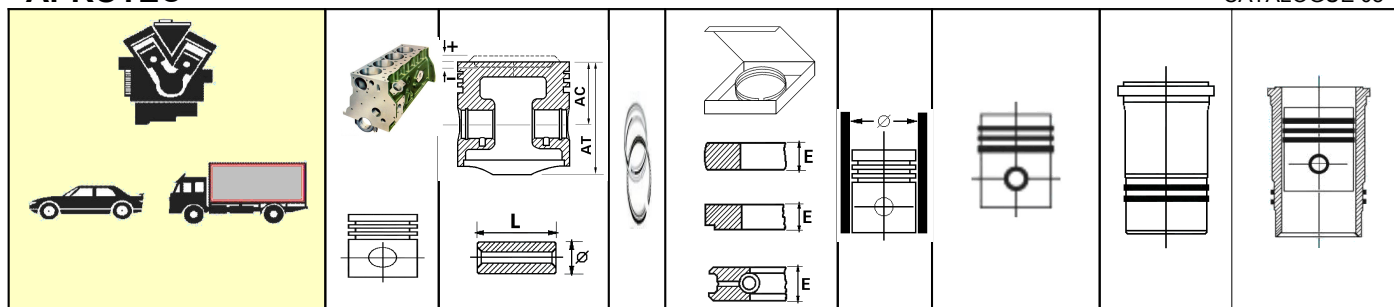
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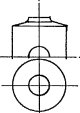
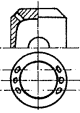


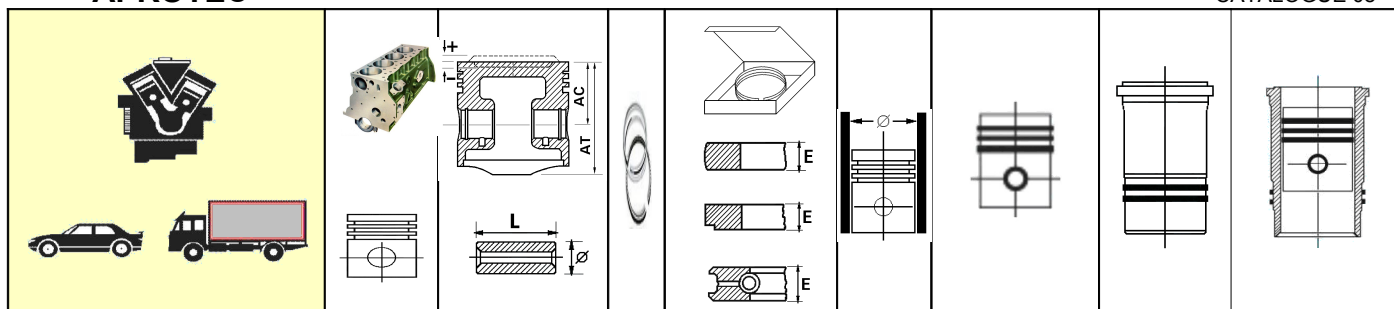
A111 (FIAT 125 – 1438 c.c.)	4 Ø 80 	37.8 Ø 21.98				G8017	A=84 C=134 D=86 E=5 K2165/5	
Visconteo – Mot. COD	4 Ø 100 	80 – 26 Ø 38				G10040		
Visconteo – Mot. CO1D	4 Ø 105 	80.2 – 26.5 Ø 38				G10517 c		
Audax – Fuimaro - Filarete	4 Ø 110 	90 – 30 Ø 40				G1083 c		


BAUER

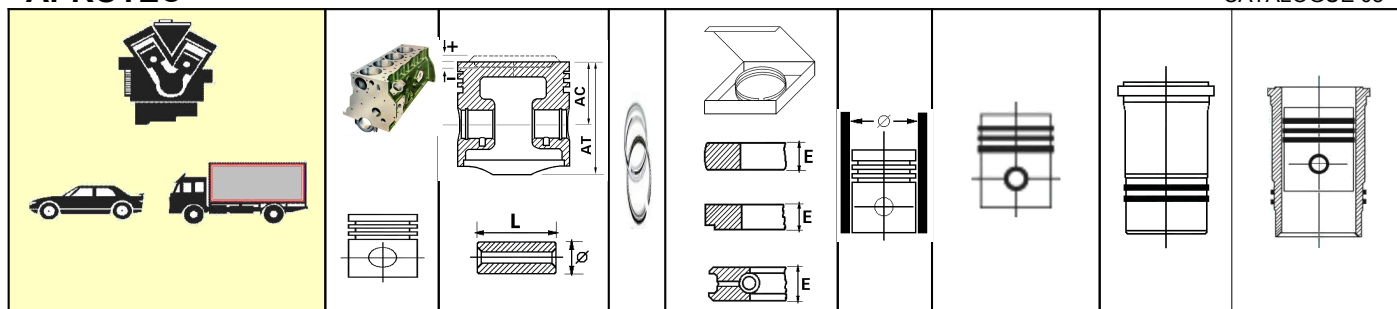
Compresseur Purus 2 ^a Version	1 Ø 28 	27 Spez. Ø 9				G280		
Compresseur K15 3 ^a Stadium	1 Ø 32/15 	Gesamtl. 112				G322/15		
K200 – KV21 – K13 (3Kori)	1/2 Ø 36 	37.5 Ø 12				G361 Spe		
Compresseur Purus 3 ^a Version	1 Ø 36 	22.2 + 2.8 Ø 14				G362		
K14 2 ^a Version	1 Ø 45 	34 Ø 14				G455		

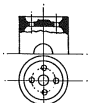
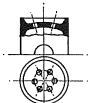
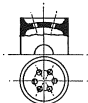
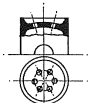

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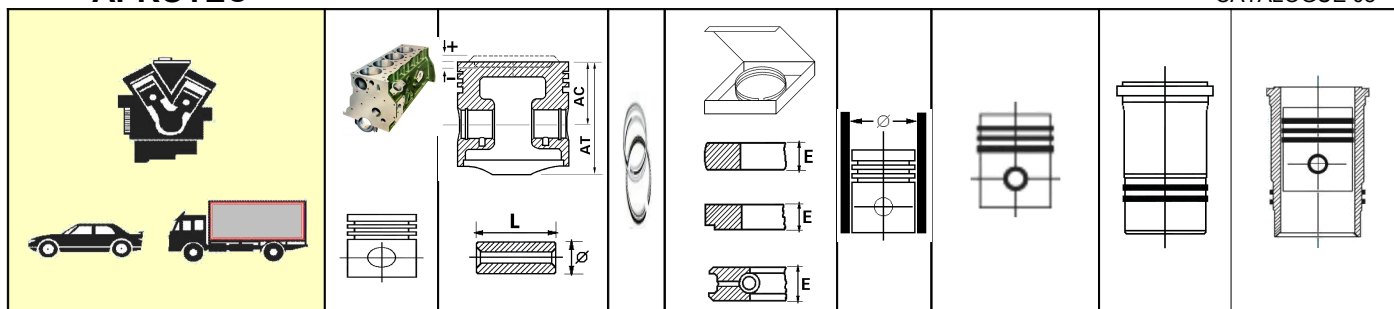
K14 3 ^a Version	1/2 Ø 45 	39 Ø 14				G4514		
K14 4 ^a Version – K13/U1 3 ^a Version	1/2/4 Ø 45 	35 – 9.5 Ø 14				G4513		
K14 4 ^a Version	1/4 Ø 45 	35 – 4.5 Ø 14				G4513A		
K14 3 ^a Version	1 Ø 45 	115 Ø 14				G4515/22		
FO 100A – ZO 120	1/2 Ø 60 	33 – 0.5 Ø 12				G591		

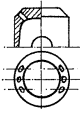
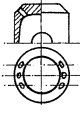

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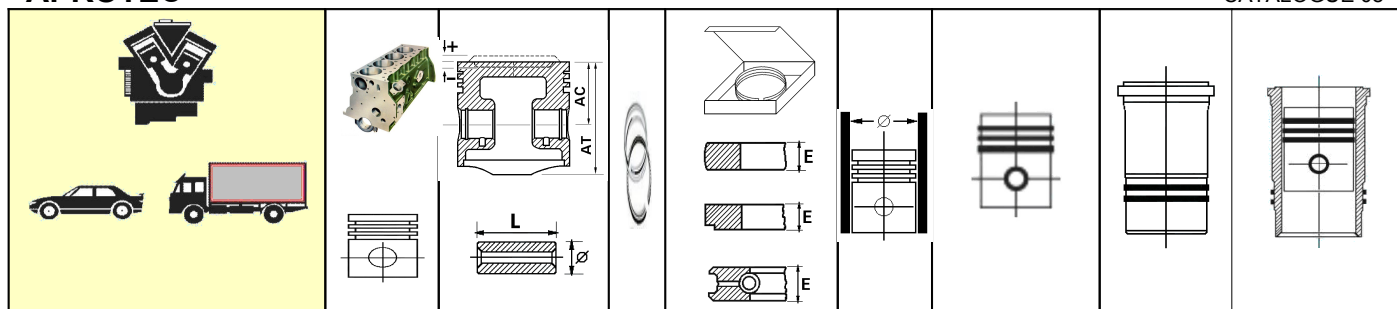
T101 – TAD 105-205	2 Ø 60 	33 Ø 12				G591a		
KV 202 – KV 230-2 ^a Version	1/2 Ø 60 	27 Ø 20				G6036		
K101 – K10 – K13 – KV 200	1/2/3 Ø 60 	27 Ø 14				G6036a		
K115B - VW	1 Ø 60 	32 Ø 20				G6036b		
K16 – DDK7K 15-RT-K15-DK	1 Ø 60 	35 - 5 Ø 20				G6036c		


BAUER

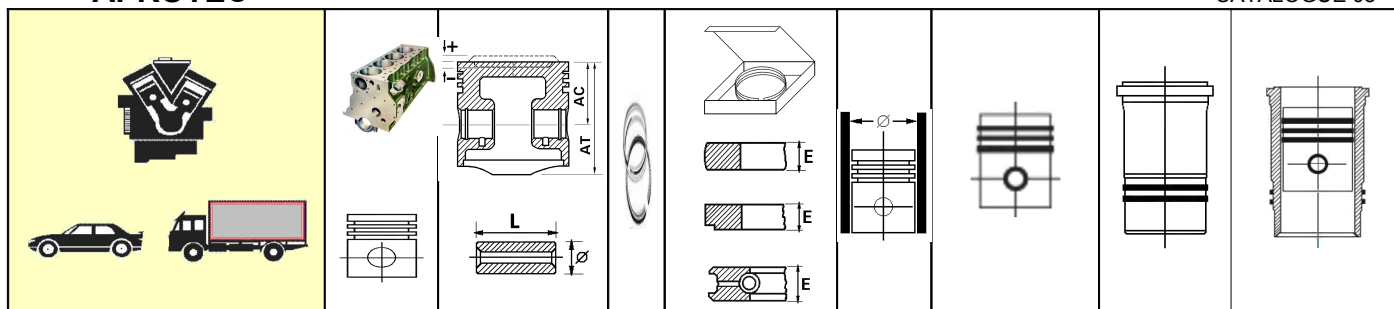
K15 – DK 4 ^a Version 	1 Ø 60 	35 - 6 Ø 20				G6036d		
K 15 	1 Ø 60 	35 - 5 Ø 20				G607		
K15 RT – K16DK – K17DK – K15 – 12RT 	1/2 Ø 60 	47 Ø 20				G6034		
K15 – DK 2 ^a Version 	1/2 Ø 60 	52 Ø 20				G6034a		


BAUER

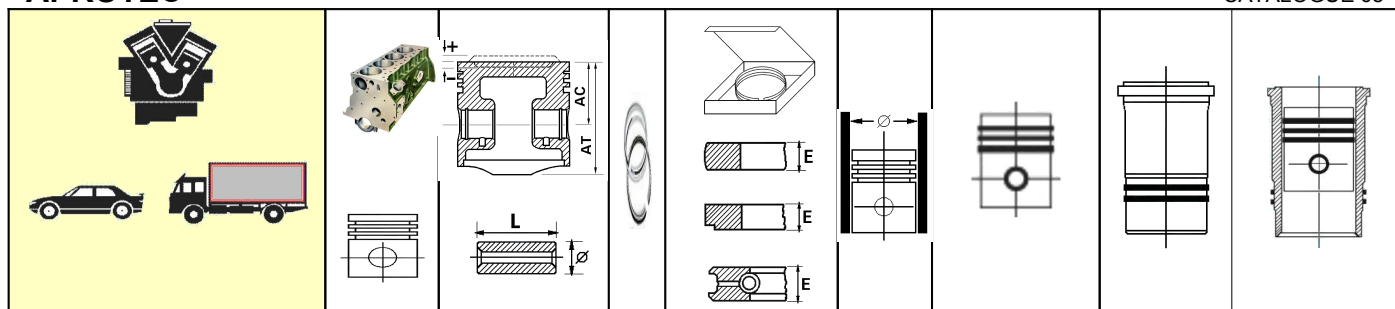
K 7.ö 4 ^a Version ohne Kori 	3 Ø 65 Ø 22	45 Ø 22				G660a		
K102 – KW250 – KV212 	1 Ø 70 Ø 20	38 Ø 20				G700h		
K14-85 	1/2 Ø 88 Ø 14	38 Ø 14				G880c		
K14 	1 Ø 88 Ø 14	43 Ø 14				G880e		
201 – 202 – 210 – 230 – 301 – K2 – K3 	1/2/3 Ø 88 Ø 20	36 Ø 20				G880d		


BAUER

TO 301 - Trockenlauf	1 Ø 88 	85 Ø 30				G8810		
KI - K15 - KO	1/2 Ø 110 	50 Ø 20				G11039		
220 - 250 - 320 - 350 - K2 - K301	2/3 Ø 110 	60 Ø 30				G11027c		
K15 - DK	1 Ø 110 	55 Ø 20				G11031		
Compresseur	1/2 Ø 120 	52 Ø 30				G12021		


BAUER

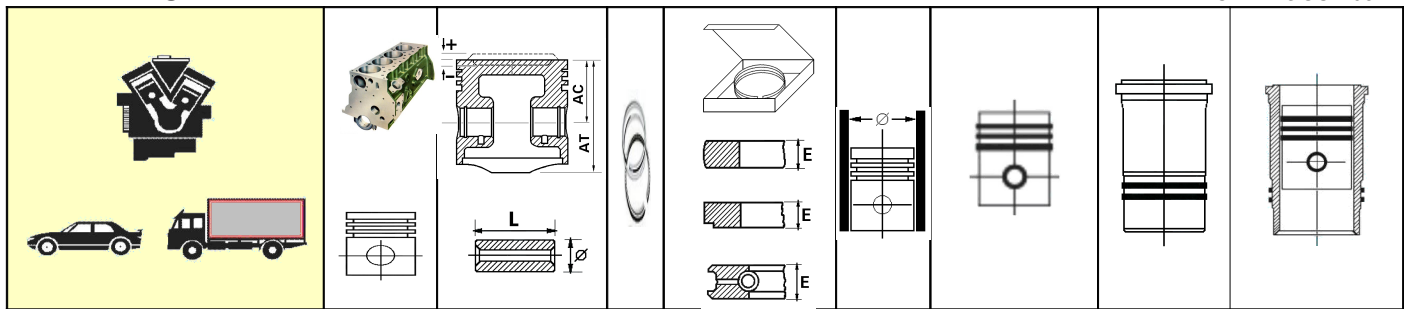
K15 – K20 Gesamtlänge 83mm	1 Ø 120 	53 Ø 20				G12026		
K15 – K20 Gesamtlänge 98mm	1 Ø 120 	53 Ø 20				G12026s		
K3S – K4S – K5S – K8S	1 Ø 130 	55 Ø 30				G1301		
K15 – K20 1 ^a Version	1 Ø 130 	53 Ø 20				G1301b		
K21 (057396-050)	1 Ø 130/150 	199.6 Ø 30				G1305/150a		

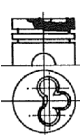
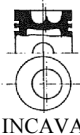

BAUER

K4 – K5 – K6 – K8	1/2 Ø 150 	76 Ø 40				G1501		
K5 – K6 – K8	1/2 Ø 185 	76 Ø 40				G1852		
K8 – 1750 Umdr.	4 Ø 185 	76 Ø 35				G1853		

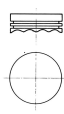
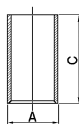
BEDFORD

DIESEL 4 / 108	4 Ø 79.37						A=82.78 C=165.5 K1755/S	
Scammel – KMOW–3. Tonn	6 Ø 85.72 	41.27 Ø 20.63				G869		

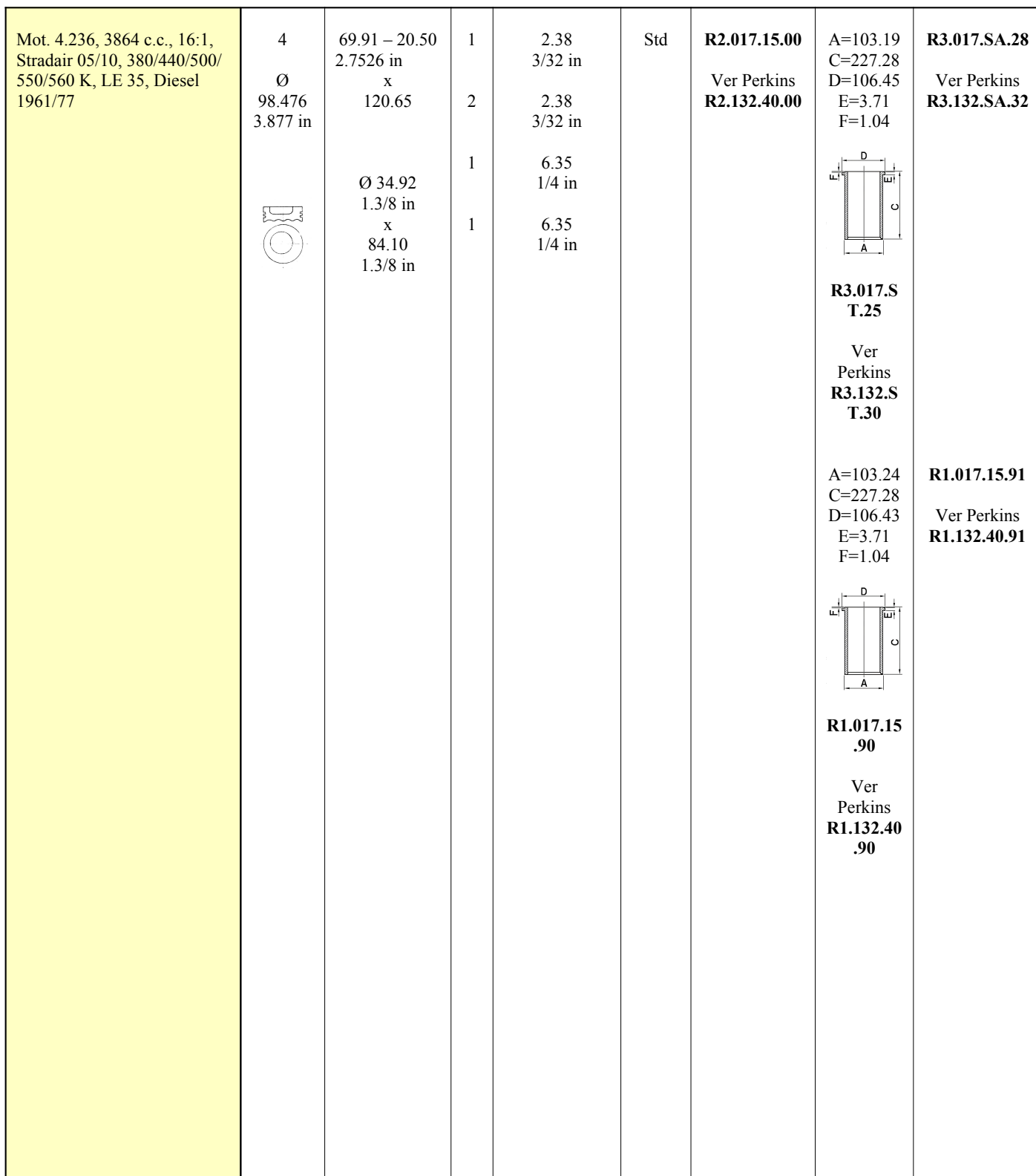

BEDFORD

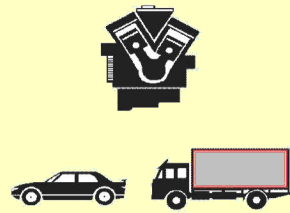
2100 – Cf Diesel 2.068 cc	4 Ø 88 	53.75 – 1.8 Ø 28				G873 a		
DIESEL	6 Ø 102						A=107 C=214 K1208/S	
Mot. 10–3611 cc–74 PS-4 Zyl.-Typ 220 Mot. 5-5417 cc - 112 PS-6 Zyl.-Typ 330-KCC 10-KFSC 5-KBC 10 J6-1961 Diesel	4/6 Ø 103.19  INCAVA	71.5 – 21.6 Ø 34.92				K1417	A=108.07 C=216.5 D=112.5 E=4.76 K9505/S	
DIESEL	6 Ø 104.77						A=109 C=228 K1431/S	

BERLIET

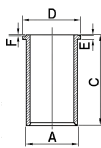
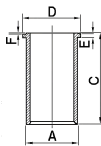
Mot. 4.108, 1760 c.c., 22:1, LE 25, Diesel	4 Ø 79.375 3.1/8 in 	50.24 1.978 in x 105.41 Ø 26.98 1.1/16 in x 68.20	1 2 1 1	1.98 5/64 in 1.59 1/16 in 3.17 1/8 in 4.76 3/16 in	Std	R2.017.05.00 Ver Perkins R2.132.15.00	A=82.63 C=165.10  R3.017.S L.15 Ver Perkins R3.132.S L.10	R1.017.05.90 Ver Perkins R1.132.15.90
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BERLIET

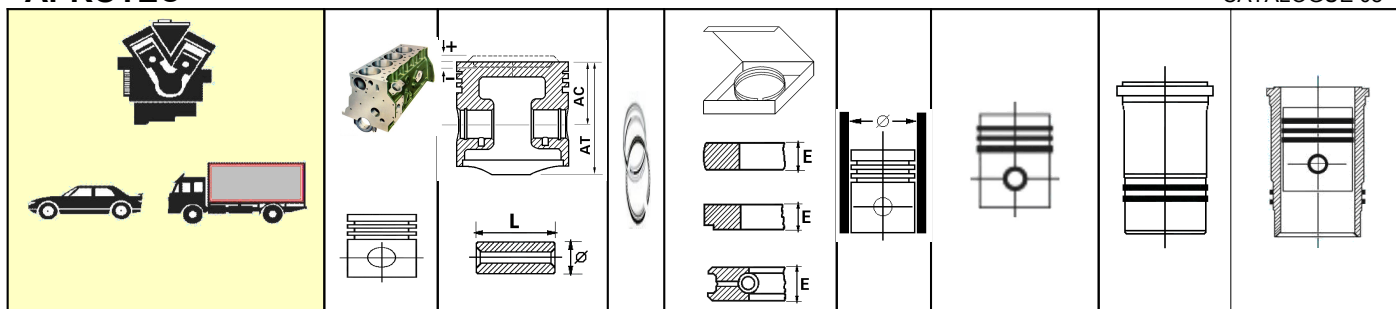


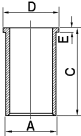
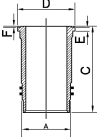


Mot. 6.354, 5784 c.c., 16:1,
560K, 610K, GL 750 M,
Diesel
1974 →

6	69.95 – 25.61	1	2.38	Std	R2.017.20.00	A=103.19 C=227.28 D=106.45 E=3.71 F=1.04	R3.017.SA.28
Ø	x		3/32 in		Ver Perkins R2.132.45.00		Ver Perkins R3.132.SA.32
98.476	120.72	2	2.38				
3.877 in			3/32 in				
		1	6.35				
	Ø 34.92		1/4 in				
	x						
	84.10	1	6.35				
			1/4 in				
							
						R3.017.S T.25	
						Ver Perkins R3.132.S T.30	
						A=103.24 C=227.28 D=106.43 E=3.71 F=1.04	R1.017.20.91
							Ver Perkins R1.132.45.91
							
						R1.017.20 .90	
						Ver Perkins R1.132.45 .90	

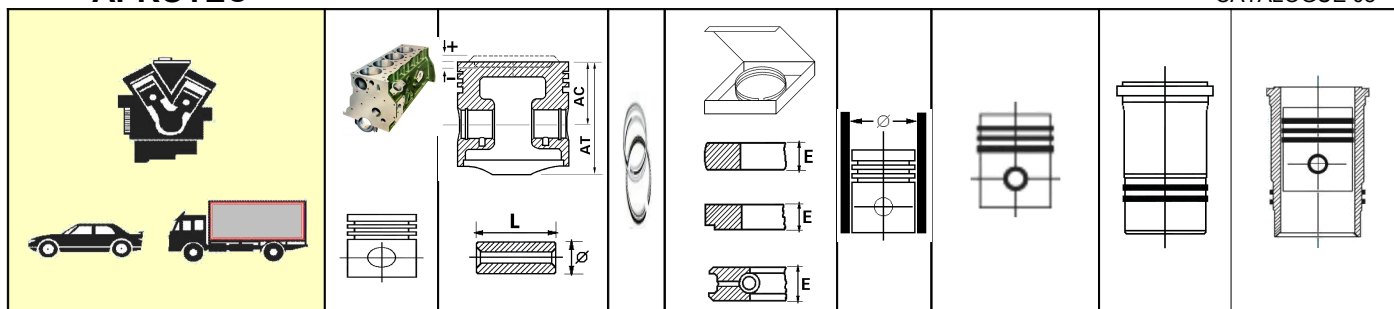
www.aprotec.fr

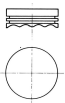
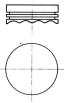
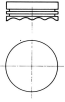


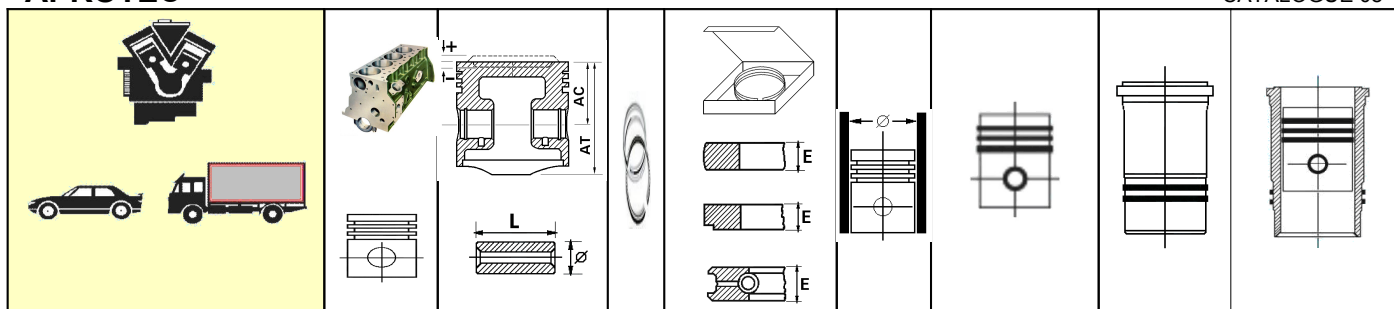
Mot. M 420/30/X/XB/XX MD 04.20.30B, 5880 c.c., 16/ 16.5/17:1, Stradair, GAK-65, 30K, GBK-80, 880K, 680KB 700KB, 880KB, 950KB, 770KB, 881KB, GL900, 951KB, Diesel 1965/77	4 Ø 120						A=126.00 C=257.00 D=131.00 E=6.00  R3.017.S T.35	
Mot. M420, 6333 c.c., 16.5:1, GBK-6, TBK-6, GLC-6, 4 Cil. Mot. M520, 7917 c.c., 17:1, GLC-8, GCK-8, GLR-8, GBC-8, TLC-8, TCK-8,5 Cil. Mot. M620, 9500 c.c., 17.2:1, GLR-10, GLM-10, GPRK-10, TLR-10, GCK-10, Diesel, 6 Cil. 1960/76	4/5/6 Ø 120 	90.20 – 44.80 x 147.00 Ø 45 x 100	1 2 1	3.25 3 6	Std	R2.017.35.00	A=133.00 C=274.80 D=149.00 E=10.00 F=0.75  R3.017.H T.40 K14/F	R1.017.35.90

BERNARD MOTEUR

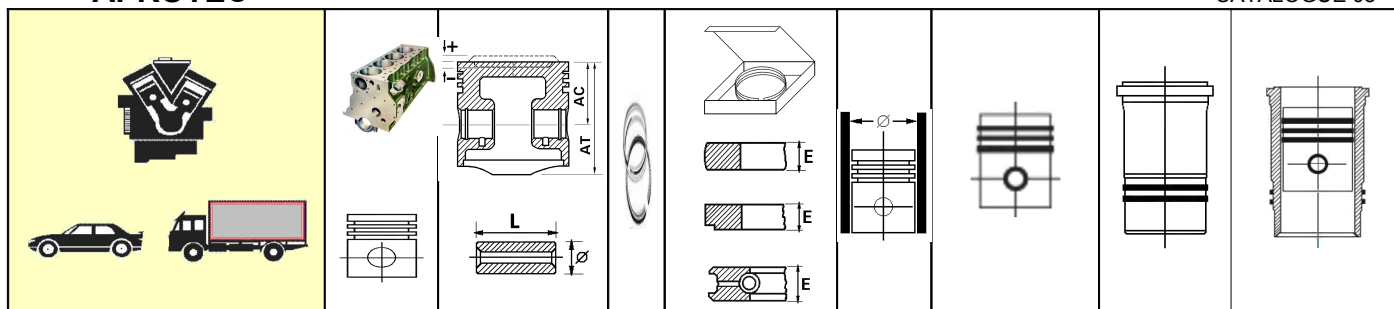
Moteur Pétrol	1 Ø 50	24.5 – C 6 x 49.5 Ø 14 x 40	2 1	2 3		PIS1886		
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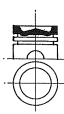
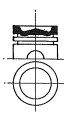
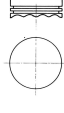
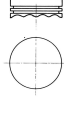
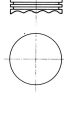
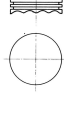

BERNARD MOTEUR

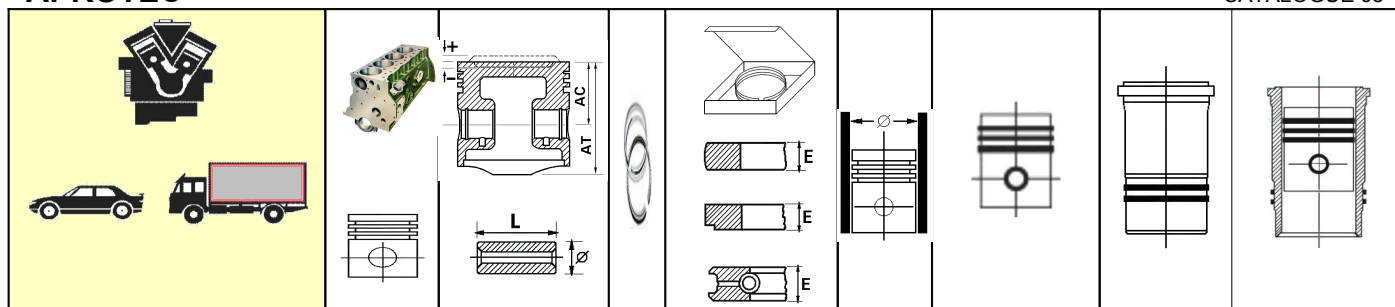
W 9	1 Ø 50 	24.5 x 49.5 Ø 14 x 41	2 1	2 3		PIS344		
W 18 / T 18 + JE W 18 – W 28 – W 218 – Mot. 1899 W 9 - 349	1 Ø 50 	24.5 x 49.5 Ø 14 x 41	2 1	2.5 3		PIS2053		
W 318 / W 328 + JE	1 Ø 52 	23.5 x 48.5 Ø 14 x 41	2 1	2 3		PIS2073		
Mot. Pétrol	1 Ø 52 Ø 14 x 40	23.5 – C 6 x 48.5 Ø 14 x 40	2 1	2 3		PIS2103		


BERNARD MOTEUR

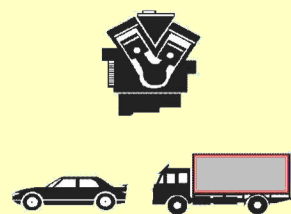
Seg. bas de jupe + JE	1 Ø 54	24.8 x 55 Ø 16 x 44	3 1	2 3.5		PIS1736		
K2	1 Ø 55	33.5 x 66 Ø 15 x 48	4	2.5		PIS345		
W 19 – Mot. 699 – 4 T.	1 Ø 56	28 x 58 Ø 18 x 46	3 1	2.5 3.5		PIS1888		
Mot. Pétrol	1 Ø 56	28 – C 11 x 58 Ø 18 x 46	3	2		PIS2169		


BERNARD MOTEUR

WP19 – Petrol – 4 T. 	1 Ø 56 	28 – 11 x 58 Ø 18 x 46	2 1	2 3.5		G5618		
W117 – W17 – W27 – W127 Mot. 1788 	1 Ø 58 	25 x 50 Ø 16 x 49	3 1	2.5 3		PIS2145		
W0 — 2 HP 	1 Ø 60 	35 x 60 Ø 16 x 54	3 1	2.5 3.5		PIS346		
W39 – HP 3.5 – 4 T. 	1 Ø 60 	28 x 58 Ø 18 x 49	3 1	2 3.5		PIS1991		
WP 39 – Petrol – 4 T. 	1 Ø 60 	28 – 11.5 x 58 Ø 18 x 49	3 1	2 3.5		PIS2369		


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W417 / W427 / W137 + JE	1 Ø 60 	23.5 x 48.5 Ø 16 x 46	2 1	1.75 3.5		PIS2404		
W217 + JE	1 Ø 60 	23.5 x 48.5 Ø 16 x 46	3 1	2.5 3		PIS2315		
W317 + JE	1 Ø 60 	25 x 50 Ø 16 x 46	2 1	1.75 3.5		PIS2436		
W139 – HP 4 – 4 T.	1 Ø 62 	28 x 58 Ø 18 x 50	3 1	2 3.5		PIS2075		



W239 / W249

W239 / W249

1	27
Ø 62	x
	56
	Ø 18 x 50

3	2
1	3.5

PIS2074

Moteur Pétrol

W139/149 – Petrolio 4 T.

1	28 - 11.5
Ø 62	x
	58
	Ø 18 x 50

1	2.5
3	2.5

PIS2170WP239

1	27 + C 6
Ø 62	x 56
	Ø 18 x 50

2	2
1	3.5

PIS2370W10 –Petrol – Mot. 286

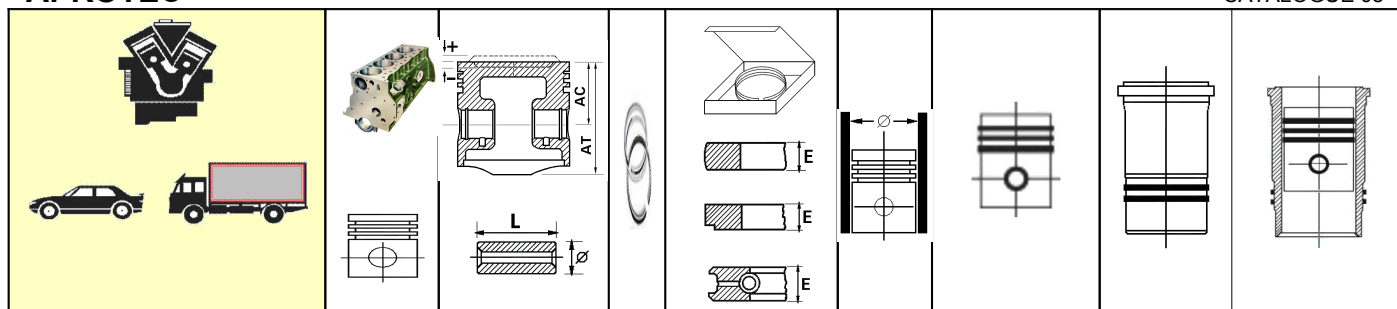
1	$29.5 - 7.3$
Ø 64	
	Ø 18
	

PIS347

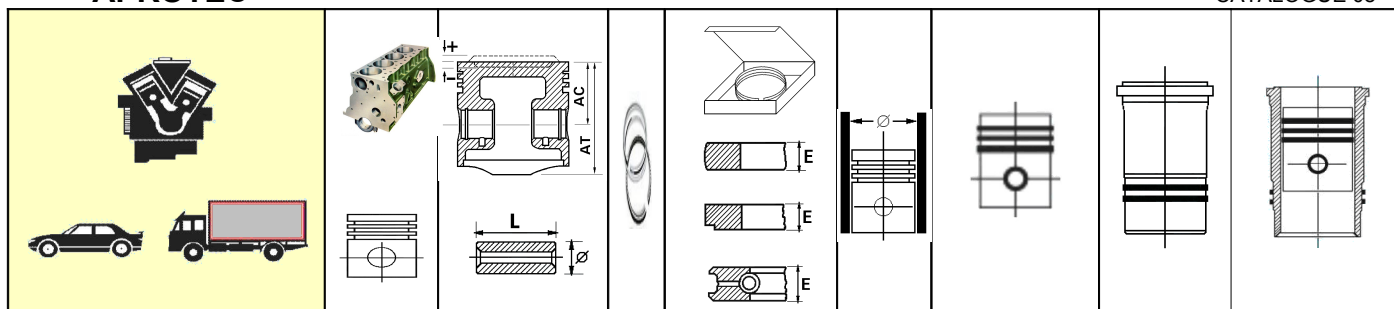
WP110 - 399 - 4 T.

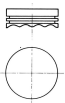
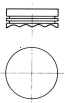
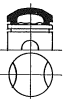
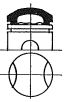
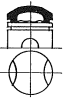
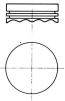
1	29
Ø 64	x 52.5
	Ø 18 x 54

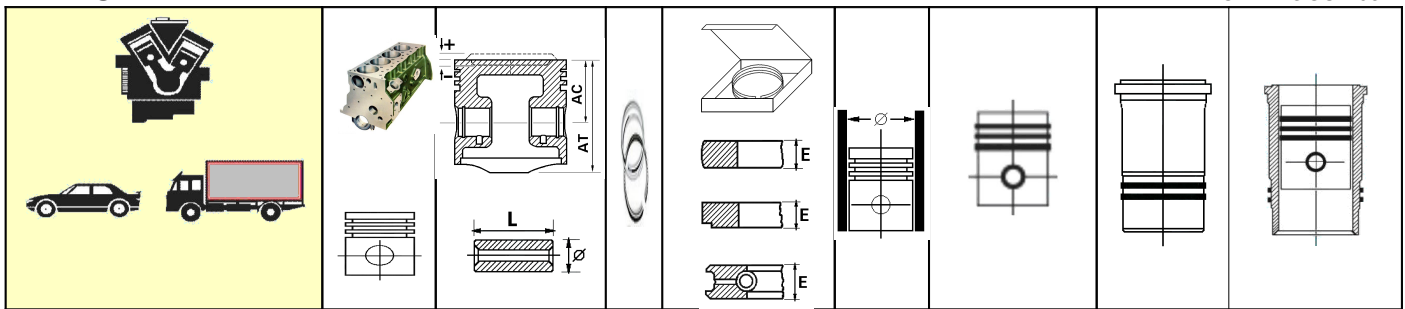
PIS1813


BERNARD MOTEUR

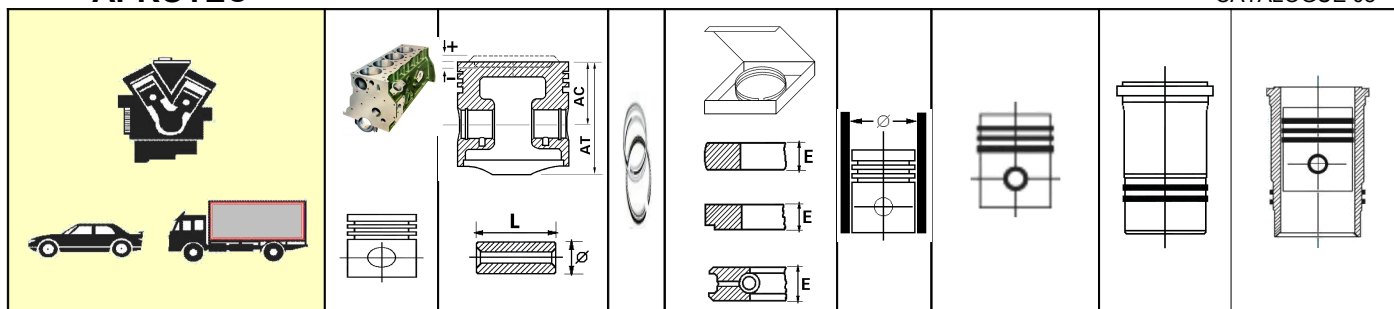
W10 – Mot. 299 –	1 Ø 64 	29.5 x 53 Ø 18 x 54	3 1	2.5 3.5		PIS347		
K1	1 Ø 65 	33 x 63 Ø 16 x 54	2 1	2.5 3.5		PIS348		
Motoculteur	1 Ø 65 	54 x 95 Ø 16 x 49	2 1	2.5 3.5		PIS349		
W1 – A6	1 Ø 68 	56.6 – 11.5 Ø 16				PIS350		


BERNARD MOTEUR

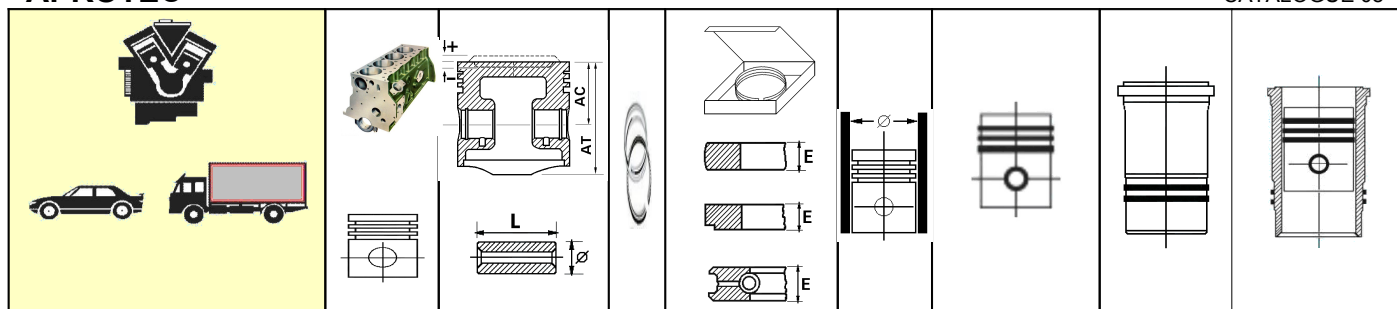
Motoculteur 	1 Ø 68 	57 x 100 Ø 16 x 62	4 1	2.5 3.5		PIS350		
W10 BIS	1 Ø 69 	28 + B 3 x 54 Ø 18 x 59	3 1	3.5 3.5		PIS351		
W610 TER + PS W10 bis / W110 bis – HP 5 – 240 c.c. – 4 T.	1 Ø 69 	29.5 + 2 x 55 Ø 18 x 59	2 1	2.5 3.5		PIS2008		
W610 / W810 Ø 70 HP – 24 c.c. – 4 T.	1 Ø 69 	29.5 + 6.8 x 60 Ø 18 x 59	2 1	2.5 3.5		PIS2076		
W617 / 627 / 717 / 727	1 Ø 70 	30.5 x 56 Ø 18 x 58	2 1	1.75 3.5		PIS2456		


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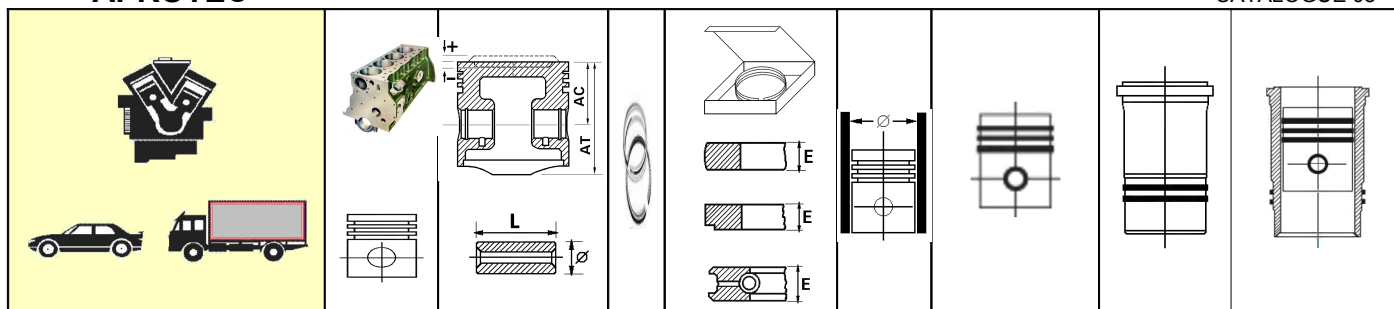
W21 - DIESEL	1 Ø 70 	45 - 17 Ø 22				G7020		
Motoculteur	1 Ø 72 	43.2 x 77 Ø 20 x 59	3 1	2.5 3.5		PIS352		
Motoculteur	1 Ø 75 	54.5 x 90.5 Ø 22 x 68	3 1	3 3.5		PIS354		
W51 – HP 6 – 355 c.c. Diesel	1 Ø 76 	48 - 19 Ø 25				G763		


BERNARD MOTEUR

DIESEL WP51 / W51 + JE	1 $\varnothing 76$ 	48 x 80 $\varnothing 25 \times 62$	3 2	2 4		PIS2187		
P2	$\varnothing 78$ 	57 x 100 $\varnothing 22 \times 72$	4 1	3 4		PIS355		
W2	1 $\varnothing 80$ 	63 x 114 $\varnothing 22 \times 72$	4 1	3 4		PIS356		
Motoculteur	1 $\varnothing 80$ 	64 x 102 $\varnothing 24 \times 72$	4 1	3 4		PIS358		

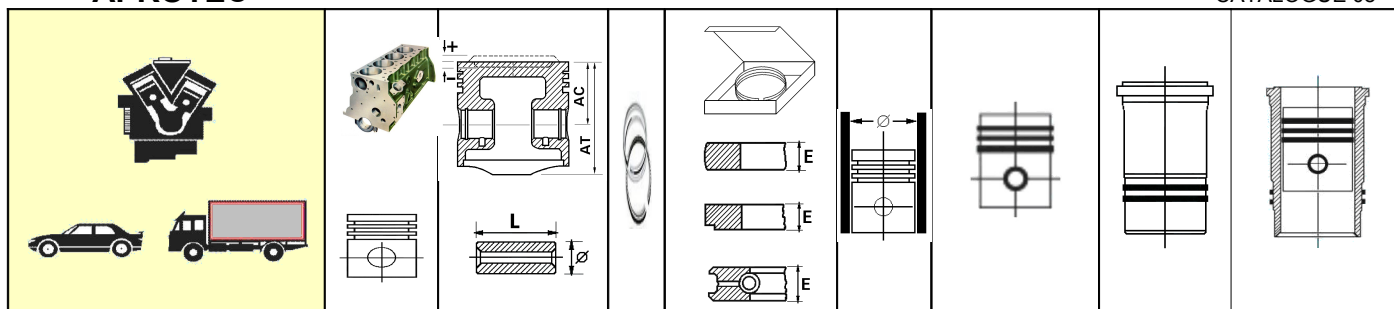

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BW3	1 $\varnothing 85$ 	45 x 90 $\varnothing 22 \times 74$	3 1	3 4		PIS359		
W112 - Benzina	1 $\varnothing 85$ 	45 x 85 $\varnothing 22 \times 74$	3 2	3 4		PIS1968		
W 31 – HP 9 – Diesel – 4 T. – W 32 – W 34 – W62	1 $\varnothing 85$ 	58 – 22.5 x 103 $\varnothing 28 \times 72$				G8519		
85	1 $\varnothing 85$ 	58 x 103 $\varnothing 28 \times 72$	2 2	2.5 5		PIS2099		

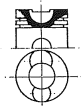

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Motoculteur	1 Ø 86 	60 x 98 Ø 24 x 74	3 1	3 4		PIS360		
W112 BIS / TER	1 Ø 87 	44 x 92 Ø 22 x 78	3 1	3 4		PIS1890		
W112 BIS – 547 c.c. – 10HP – 4 T.	1 Ø 88 	44 Ø 22	4 1	3 4		PIS361		
Motoculteur	1 Ø 90 	66 x 104 Ø 24 x 81	4 1	3 4		PIS361		

57



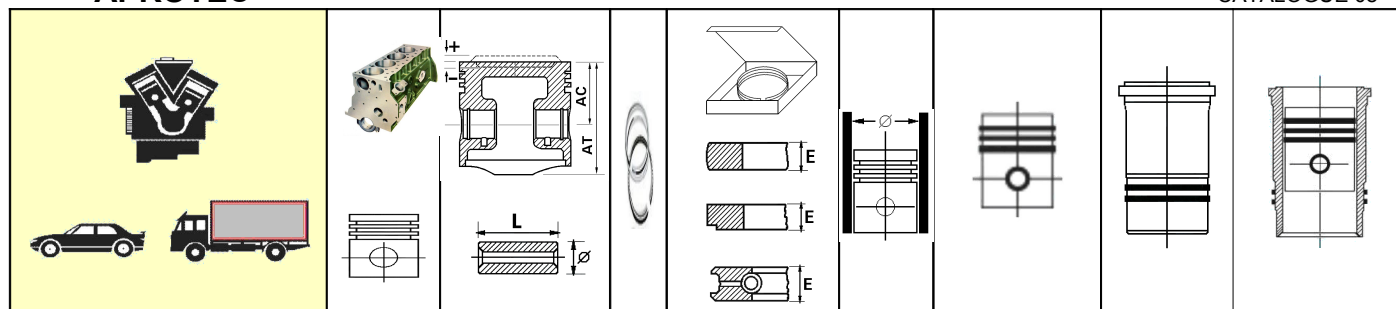
BERNARD MOTEUR

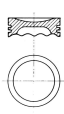
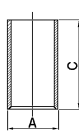
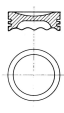
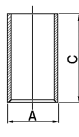
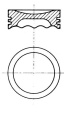
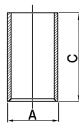
DB 6 – DC – DJ 6 – DD – MA	4/6 Ø 107.95 	111.12 – 35.7 Ø 41.27				G10813		
Motoculteur	1 Ø 110 	73 x 120 Ø 26 x 100	4 1	4 4.5		PIS368		
Motoculteur W 14 – Mot. 149 – WD 14 – Diesel – Mot. 145	1 Ø 115 	58 x 115 Ø 30 x 100	3 1	4 5		PIS369		
Motoculteur	1 Ø 115 	84 x 158 Ø 36 x 100	4 1	4 5		PIS370		

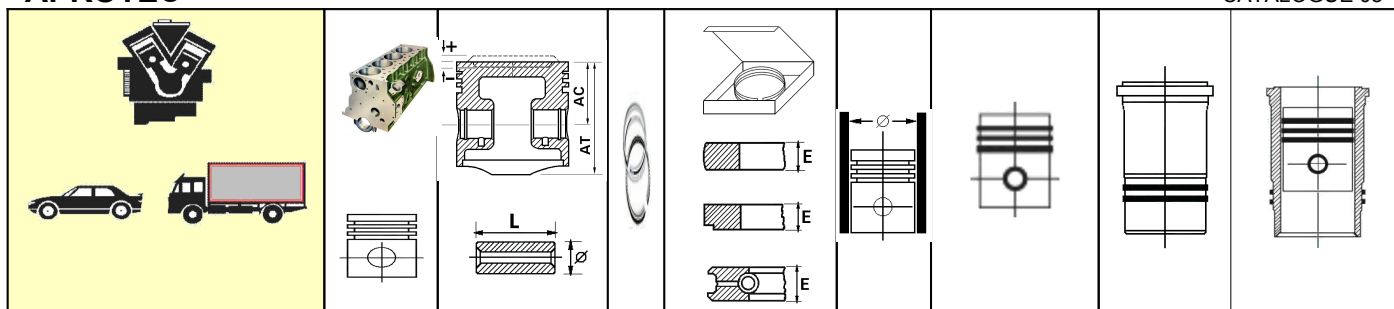


BIELARUSSE

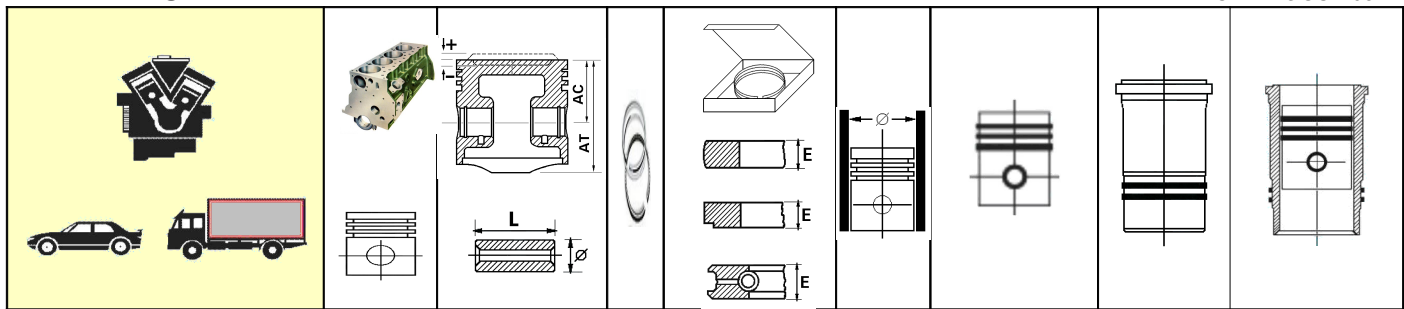
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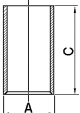
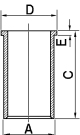
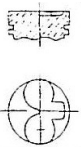
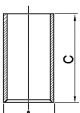

B.L.M.C.

Mot. AD015, 848 c.c., 8.3/9:1 AUSTIN 850, Mini Seven/ Moke/Automatic MORRIS Mini Minor/Van/ Moke/Automatic RILEY Elf WOLSELEY Hornet 1960 →	4 Ø 62.916 2.477 in 	38.05 – 1.23 1.498 in x 69.10 Ø 15.87 5/8 in x 55.50	1 2 1	1.78 .070 in 1.78 .070 in 3.17 1/8 in	Std .020 .030 .040	R2.019.05.00 R2.019.05.20 R2.019.05.30 R2.019.05.40	A=66.19 C=130.96  R3.019.S L.05 K4613/S	1.019.05.90
Mot. A40, 1098 c.c., 8.5:1, AUSTIN 1100, MKII, Allegro 1100 De Luxe Mini Clubman, Morris 1100, Minor 1100 1963 →	4 Ø 64.567 2.5420 in 	30.32 – 5.28 1.1940 in x 58.05 Ø 15.87 5/8 in x 55.50	1 2 1	1.59 1/16 in 1.59 1/16 in 3.17 1/8 in	Std 0.20 0.30 0.40	R2.019.15.00 R2.019.15.20 R2.019.15.30 R2.019.15.40	A=67.13 C=134.13  R3.019.S L.07 K4614/S	R1.019.15.90
Mot. AD016, 1098c.c., 8.9:1 AUSTIN Healey Sprite, 1100 Automatic/Princess M.G. 1100 Midget MORRIS 1100 Automatic RILEY Kestrel 1100 WOLSELEY 1100 1963/70	4 Ø 64.567 2.542 in 	30.38 – 2.49 1.1960 in x 58.17 Ø 15.87 5/8 in x 55.50	1 2 1	1.59 1/16 in 1.59 1/16 in 3.17 1/8 in	Std 0.20 0.30 0.40	R2.019.18.00 R2.019.18.20 R2.019.18.30 R2.019.18.40 G645	A=67.13 C=134.13  R3.019.S L.07	R1.019.18.90

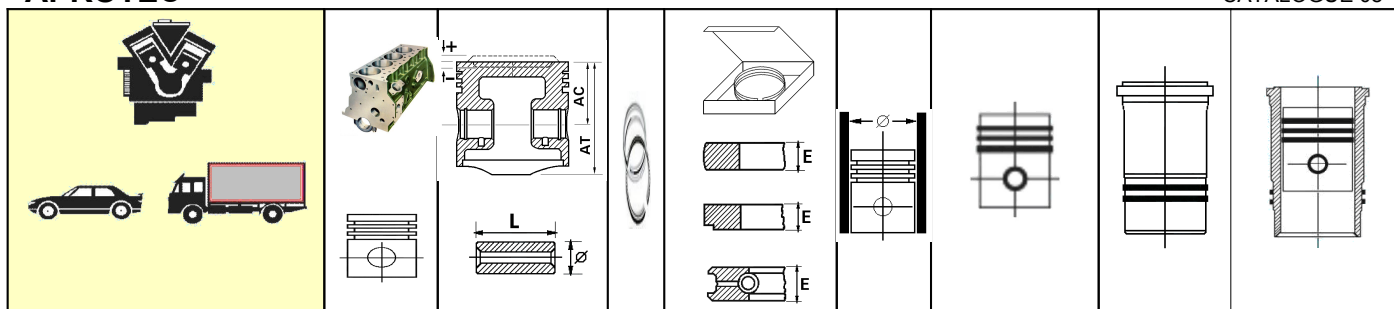

B.L.M.C.

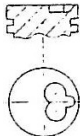
998 c.c., 8.3:1 AUSTIN 1000, Mini MKII, Metro 1000, LC Mini Clubman, 1000 Morris 1000, Mini MKII RILEY Elf WOLSELEY Hornet 1963 →	4 Ø 64.567 2.542 in 	34.09 – 4.93 1.3420 in x 65.77 Ø 15.87 5/8 in x 55.50	1 2 1	1.59 1/16 in 1.59 1/16 in 3.17 1/8 in	Std 0.20 0.30 0.40	R2.019.12.00 R2.019.12.20 R2.019.12.30 R2.019.12.40	A=67.13 C=134.13 R3.019.S L.07	R1.019.12.90
1071/1275 c.c., 9/9.7/9.75/ 10.96:1 Austin Mini Cooper S, 1300 Allegro 1300, Healey Sprite MKIV, 1300GT, Metro 1.3Lts., Allegro 1.3 Lts. M.G. Midget MKIII MORRIS Mini Cooper S, 1300, Marina 1.3Lts., 1300GT	4 Ø 70.612 2.7800 in 	38.03 – 5.34 1.4975 in x 58.61 Ø 20.63 13/16 in x 63.50	1 1 1	1.59 1/16 in 1.59 1/16 in 3.97 5/32 in	Std 0.20 0.30 0.40	R2.019.30.00 R2.019.30.20 R2.019.30.30 R2.019.30.40 G7017	A=73.09 C=141.27 R3.019.S L.10 K4616/S	R1.019.30.90
1275 c.c., 8.8:1 Austin 1300, Allegro 1300 M.G. Midget MKIII, 1300 MKI, Mini 1275GT, Cooper S Morris 1300, Marina 1.3 Lts. RILEY Kestrel 1300 WOLSELEY 1300 1967→	4 Ø 70.625 2.7805 in 	38.03 – 8.20 1.4975 in x 69.72 Ø 20.63 13/16 in x 63.50	1 2 1	1.59 1/16 in 1.59 1/16 in 3.97 5/32 in	Std 0.20 0.30 0.40	R2.019.25.00 R2.019.25.20 R2.019.25.30 R2.019.25.40	A=73.09 C=141.27 R3.019.S L.10	R1.019.25.90

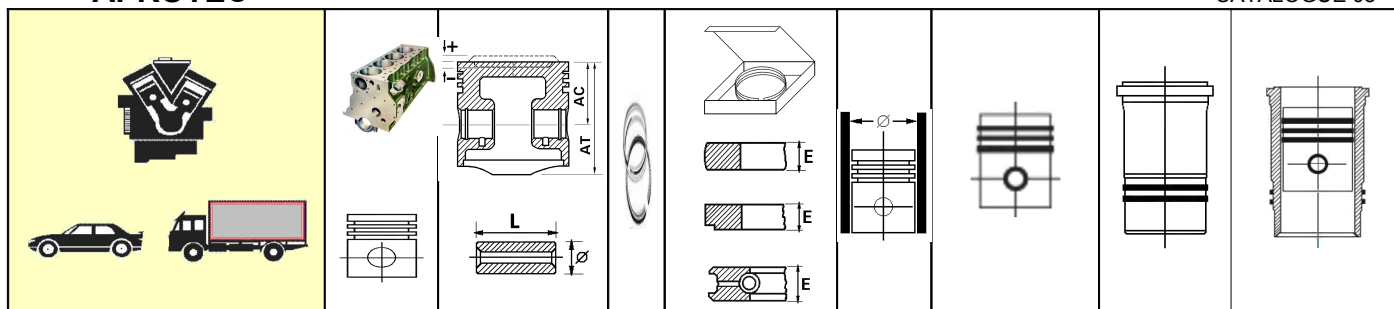

B.L.M.C.

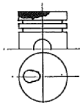
Mot. 15T, 1489 c.c., 23:1 AUSTIN J4M10, J2M16, JU250, 1.5 Lts. B.M.C. 1.5 Lts. LEYLAND 154 Tractor MORRIS J4M10, J4M16, JU250, Marina 1.5 Lts., Diesel 1963 →	4 $\varnothing$ 73.012 2.874 in	46.06 – 2.60 1.8135 in x 85.72 $\varnothing$ 25.40 1 in x 60.30	1 1 1 1 1	1.98 5/64 in 1.98 5/64 in 1.98 5/64 in 3.97 5/32 in 3.97 5/32 in	Std 0.20 0.30 0.40	R2.019.35.00 R2.019.35.20 R2.019.35.30 R2.019.35.40	A=76.71 C=163.51  R3.019.S L.15	R1.019.35.90
							A=76.80 C=164.00 D=78.81 E=4.05  R3.019.S A.16	R1.019.35.91
	B.M.C. 1301 DIESEL $\varnothing$ 73.01 	46.03 – 3.6 $\varnothing$ 25.4				K1718		
	4 $\varnothing$ 80.251 3.159 in	50.26 – 1.60 1.9790 in x 89.91 $\varnothing$ 25.40 1 in x 67.90	1 1 1	1.98 5/64 in 1.98 5/64 in 4.76 3/16 in	Std 0.20 0.30 0.40	R2.019.46.00 R2.019.46.20 R2.019.46.30 R2.019.46.40	A=82.92 C=153.92  R3.019.S L.28	R1.019.46.90

B.L.M.C.

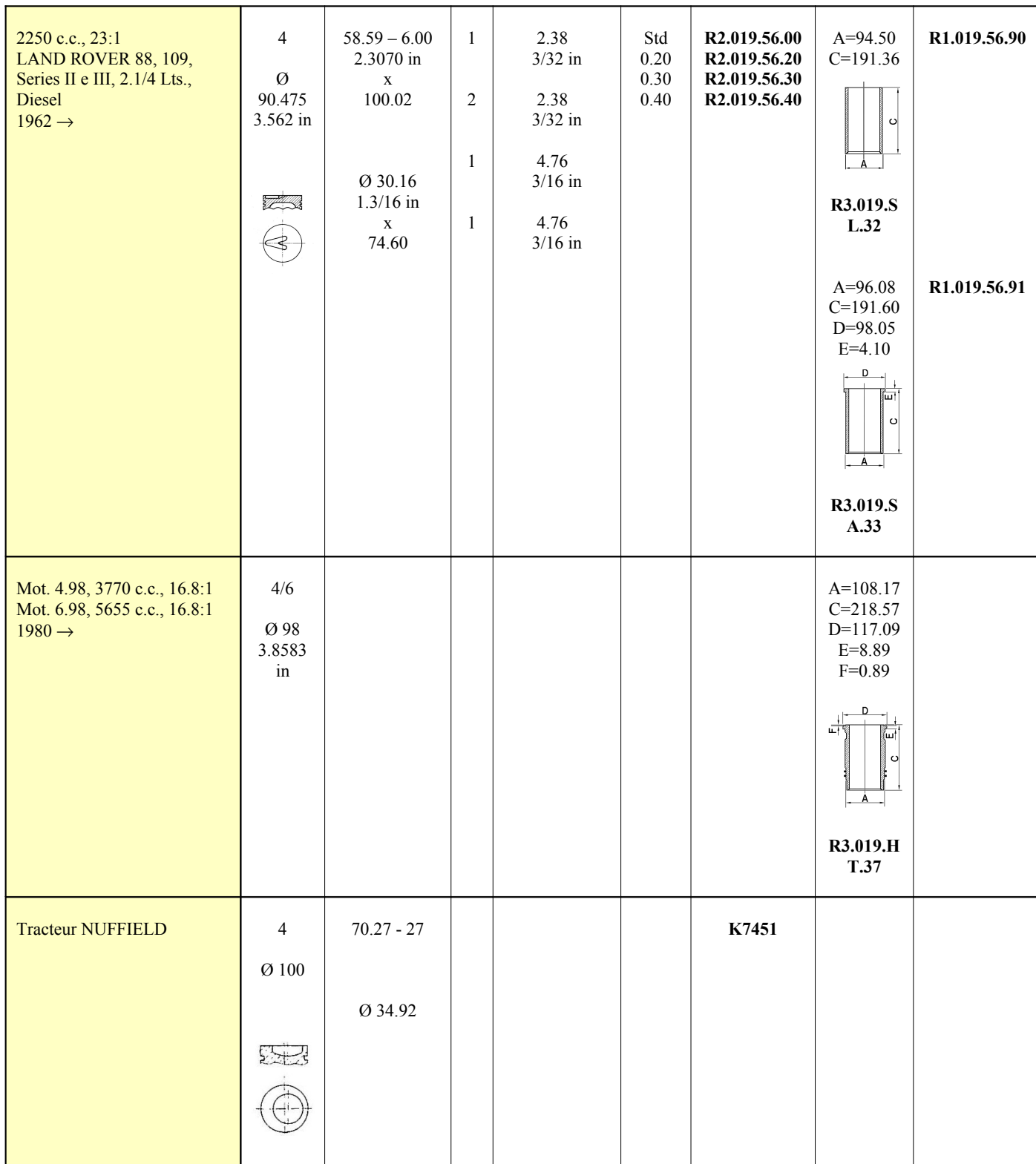


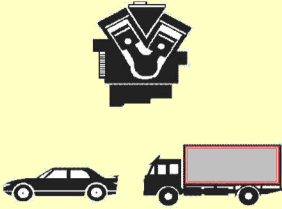
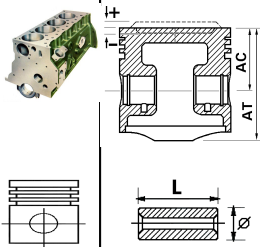
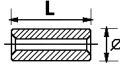
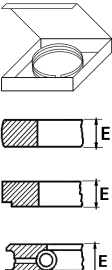
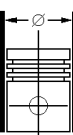
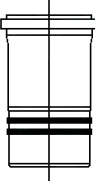
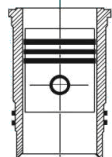
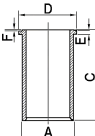
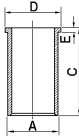
DIESEL SHERPA	4 Ø 80.24						A=84 C=155 D=86 E=5 K2097/S	
30 HP 2ª SERIE DIESEL	4 Ø 82.55 	56.90 – 4 Ø 28.57				K1257	A=86.61 C=193.67 D=89.55 E=4.55 K4615/S	
Mot. 4.20 N/A, 1993 c.c., 18.1:1 AUSTIN Maestro/Montego, Diesel Injection Directa 1987 →	4 Ø 84.442 3.3245 in 	48 – 13.60 x 77 Ø 28 x 71	1 1 1	2 1.75 3	Std .020	R2.019.50.00 R2.019.50.20 Ver Perkins R2.132.19.00		
Mot. 4.20 T/C, 1993 c.c., 17.2:1 AUSTIN Montego, Turbodiesel Injection Directa 1985 →	4 Ø 84.442 3.3245 in 	48 – 13.30 x 77 Ø 28 x 71	1 1 1	2 1.75 3	Std .020	R2.019.51.00 R2.019.51.20 Ver Perkins R2.132.20.00		


B.L.M.C.

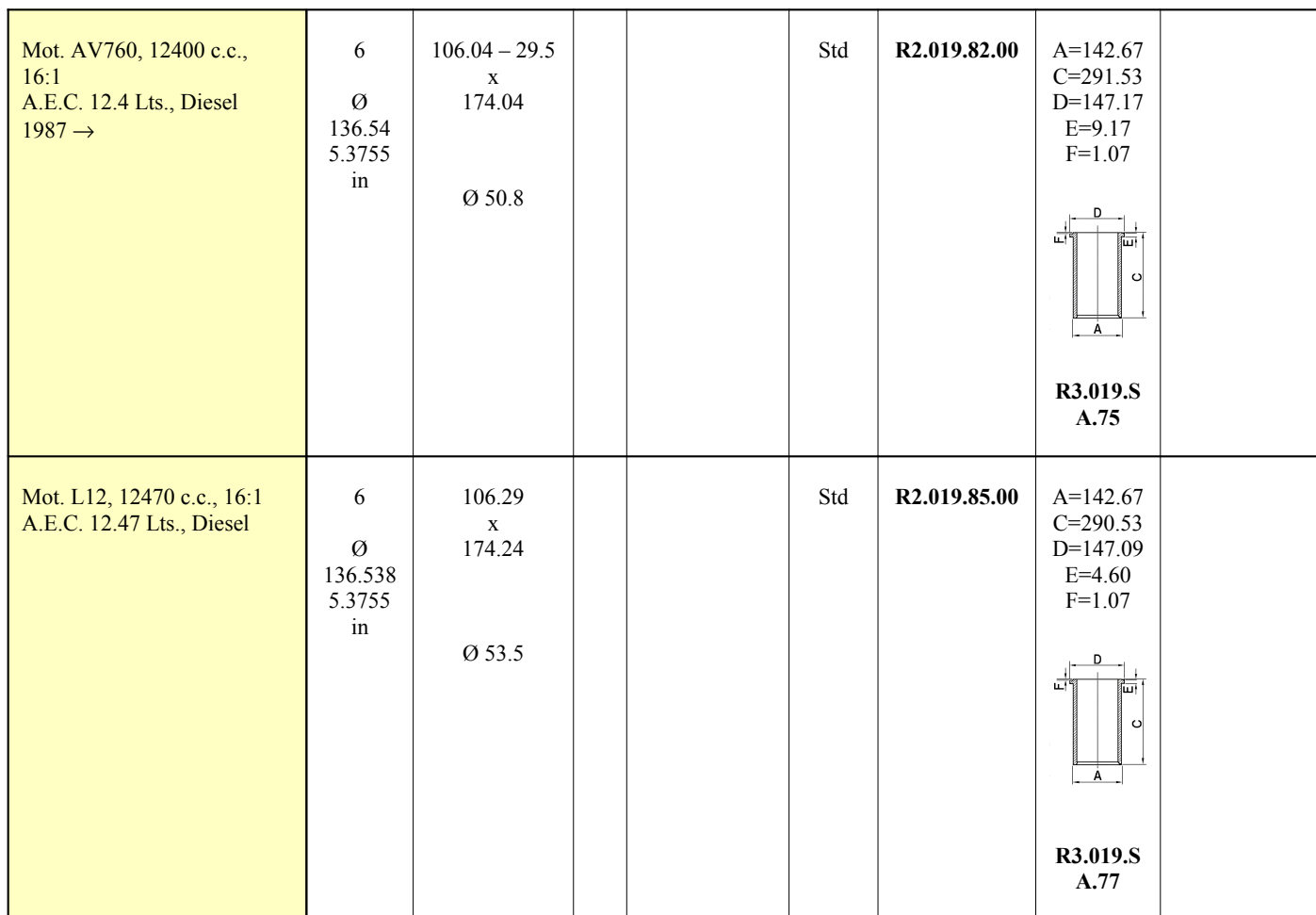
2054 c.c., OHV Typ 2 Diesel	4 Ø 85.72 	58.6 – 4.5 Ø 30.16				G8533		
B.M.C. DIESEL DM/4	4 Ø 88.93 INCAVA	57.15 – 6.1 Ø 31.75				K1258/P	A=92.70 C=193.50 K4618S	
Land Rover 2286 c.c. Regular 88 Typ 88 - 109	4 Ø 90.475 	58.34 Ø 25.4				G9016I		

B.L.M.C.

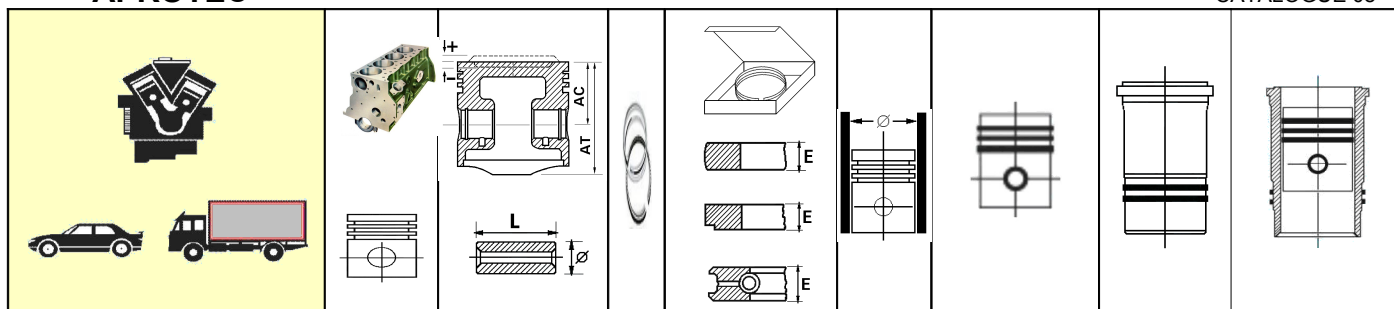


								
Mot. AV/AH 505, 8189c.c., 16:1 A.E.C. Mercury, Marshal, Monarc, Diesel 1966 → LEYLAND	6 Ø 115.90 4.5630 in	92.17 – 28.20 x 152.45 Ø 40			Std	R2.019.70.00 K1323	A=121.11 C=266.14 D=123.70 E=7.14 F=1.07  R3.019.S A.58 K58/S	
DIESEL	6 Ø 121.92 INCAVA	104.14 – 27.4 Ø 41.27				K1324		
680 DIESEL	6 Ø 127						A=133 C=289 D=138.7 K9121/S	
Mot. AV/AH 691, 11310 c.c., 16:1 A.E.C. 11.3 Lts., Diesel 1987 →	6 Ø 130.01 5.1186 in	106.17 – 31.5 x 174.11			Std	R2.019.79.00	A=136.14 C=290.25 D=140.64 E=10.29  R3.019.S A.70 K13/S	

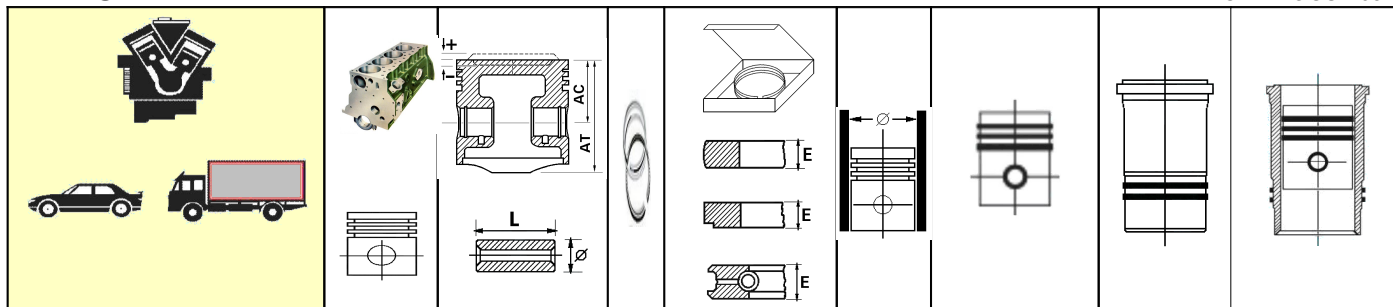
B.L.M.C.



VETTURA	6 Ø 80						A=83 C=134 D=85 E=5 K1209/S	
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B.M.W

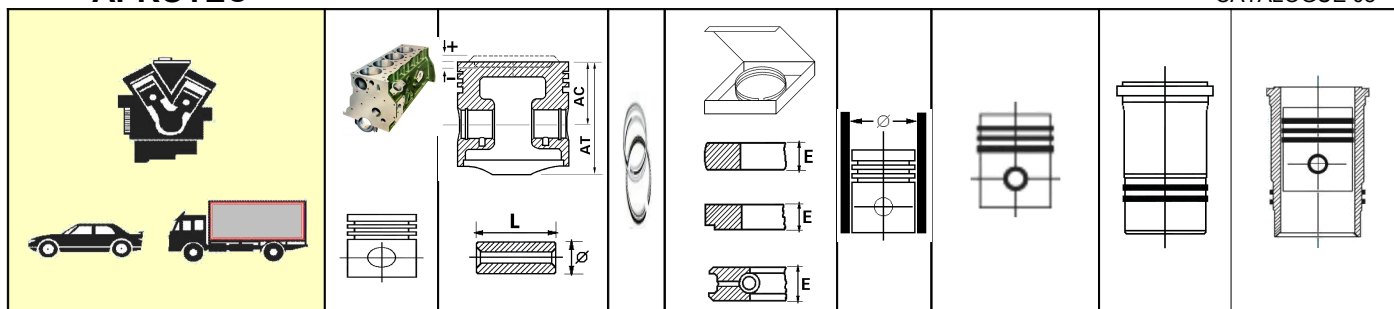
Mot. 114/116, 1573 c.c., 8.6:1, 1600, 1602, 1602 Cabriolet 1964/74	4 Ø 84 	46.60 + 5.70 x 85.80 Ø 22 x 69	1 1 1	1.75 2 4	Std 0.50 0.75 1.00	R2.022.15.00 R2.022.15.05 R2.022.15.07 R2.022.15.10		
VETTURA	6 Ø 84						A=87 C=140 D=89 E=5 K101/S	
VETTURA	6 Ø 86						A=89 C=134 D=91 E=5 K1432/S	
316 / 318 / 320	4 Ø 89						A=93 C=148 D=94 E=5 K9102/S	
VETTURA	6 Ø 93						A=96 C=145 D=98 E=5 K1210/S	


BOLINDER – MUNKTELL

Tracteur 425 – Motor B 16 C. – 1580 c.c. – 32 PS	4 Ø 79.37 	46 Ø 19				G790		
Tracteur 320 Buster A 3 – 152 – 2502 c.c. – 37/40 PS - Diesel	3 Ø 91.94 	57.3 Ø 31.75				G9016a		

BOSCH

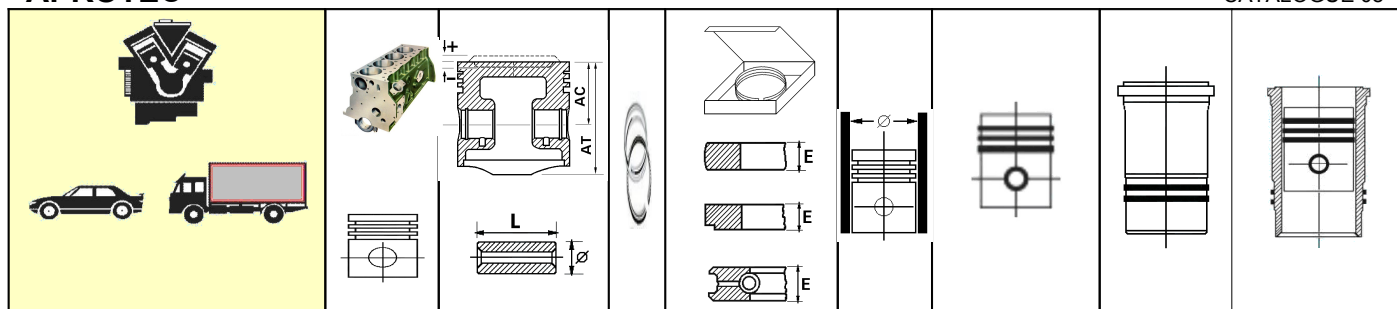
Compresseur SVKB 32/2 und 3 X DTN 115-1	1 Ø 70 	27 Ø 16				G7032		
Compresseur FV/DT DW1 / 220 / 1	1 Ø 80 	27 x 52.30 Ø 14 x 62	3 1	2.50 4	Std 0.50 1.00	R2.024.15.00 R2.024.15.05 R2.024.15.10		


BOSCH

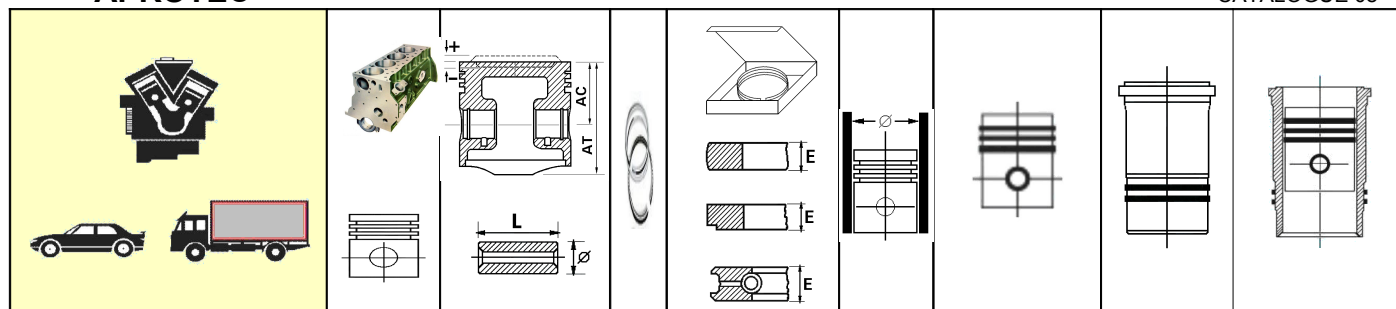
Compresseur	1	27	1	2.50	Std	R2.024.30.00		
	Ø 94	x 52.30	3	2.50				
		Ø 16 x 67						

BOTTARINI

Compresseur B. 4	1 Ø 47 	26 Ø 13				G463b		
Compresseur B. 6	1 Ø 52 	25.5 Ø 13				G5212		
Compresseur 2/10	2 Ø 75 	43 Ø 15				K1419		
Compresseur B 2/17	2 Ø 85 	30 Ø 15				K1420		

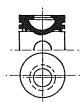

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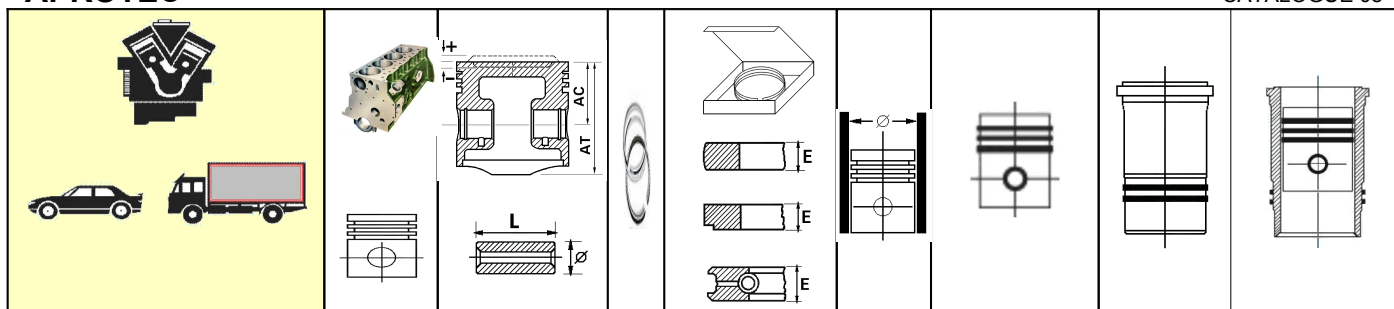
Compresseur 2/32	2 Ø 105 	35 Ø 20				K1421		
Compresseur GB 2/3000	4 Ø 105 	60 Ø 25				K1422		
Compresseur B 2/54 – B 2/90	2/4 Ø 120 	60 Ø 26				K1423		
Compresseur Mod. GB 1200	1 Ø 120 	60 Ø 25				G1203c		
Compresseur	2/4 Ø 120 	60 Ø 26				K1423		


BOTTARINI

Compresseur 2/60 (2 Zyl.) – 2/100 (4 Zyl.) – GB 2/4000 (4 Zyl.)	2/4 Ø 125 	60 Ø 25				K1424		
Compresseur 2/60 (2 Zyl.) – 2/100 (4 Zyl.) – GB 2/4000 (4 Zyl.)	2/4 Ø 125 	60 Ø 26				K1424		
Compresseur 2/80 – GB 160 – 2/4000 – 2/5000 – 2/6000 – 2/7500	2/4 Ø 150 	65 Ø 25				G1500a		
Compresseur 2/6000 – 2/7500	4 Ø 175 	66 Ø 35				G1751b		

BREDA

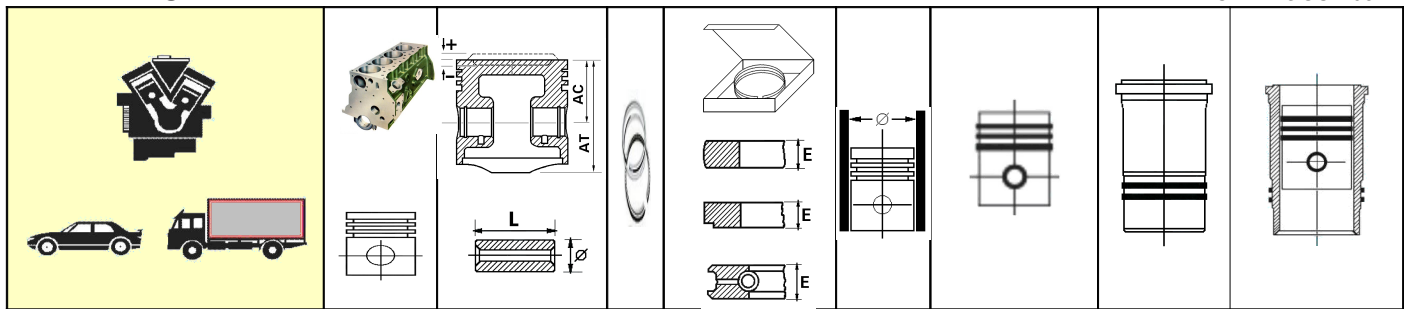
Tracteur D 22 – D 50 - Diesel	4 Ø 105 	80 - 23 Ø 38				K1425		
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BRISTOL

Mot. BMW	6	43	1	2	PIS2262		
	Ø 66	x 79	2	2			
			1	4			
		Ø 18 x 54.5					
Mot. Austin, 10.98 HP, Tracteur 1942/46	4	31.75	1	2.38	PIS1878		
	Ø 66.55	x 69.85	1	2.38			
			1	3.97			
		Ø 14 x 59.3					

BUGATTI

Royal, Autorail (deux soupapes admission par cyl.)	8	85	3	3	PIS2181		
	Ø 125	x 153	1	3			
			2	4			
		Ø 32					
57 – 19 CV 1934/38	8	39 + 8	2	2.5	PIS1296		
	Ø 72	x 83	1	2.5			
			1	4.5			
		Ø 20 x 61	1	2.5			


BUKH

Mot. G105, Tractor, D302, 403, D452 1961/65	1/2/3 Ø 105	71.50 – 5.60 x 134.50 Ø 38				R2.028.25.00	A=120.00 C=238.50 D=129.00 E=8.00 F=0.50 	R3.028.HT.20
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CADILLAC

8 V – Serie 1 G / 3G – M24 1955	8 Ø 88.92 	56.4 Ø 22.2				G890		
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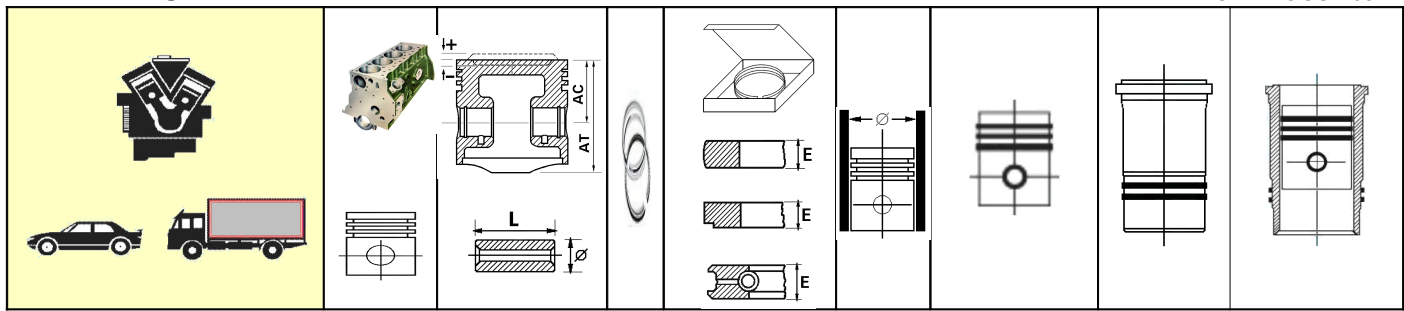
CAMPEON

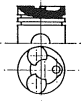
Mot. D850, 864 c.c., 16:1, 15HP, 1 Cil. Mot. D1700, 1728 c.c., 16:1, 30HP, 2 Cil. Mot. D2600, 2592 c.c., 16:1, 45HP, 3 Cil. Mot. D3400, 3456 c.c., 16:1, 60HP, 4 Cil. Diesel Injection direct	1/2/3/4 Ø 100 	75 - 21.30 x 130 Ø 32 x 87	1 1 1	2.50 2.50 5	Std 0.50 1.00	R2.030.35.00 R2.030.35.05 R2.030.35.10		
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CARRARO

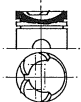
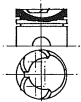
C23 – 23 P Tracteur Diesel	1/2 Ø 90 	60 - 4 Ø 32				K1325	A=93 C=210 K117/S	
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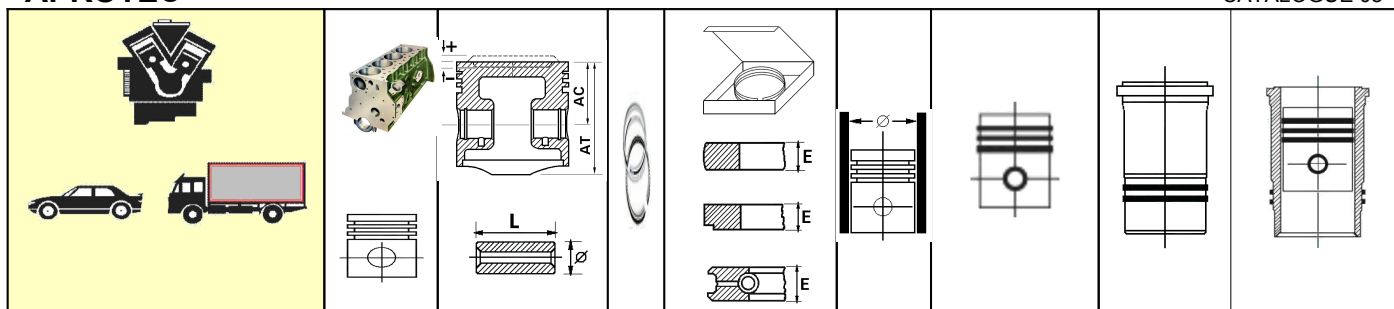
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CARRARO

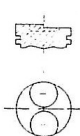
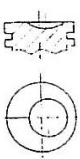
DIESEL 2 ^a SÉRIE	4/6/12 Ø 130					K7305	A=142 C=315 D=152.8 E=12.2 F=1.3 K15/F	
ND 6 Tracteur	1/2/8 Ø 130 	98.1 – 5.6 Ø 42				K7305		

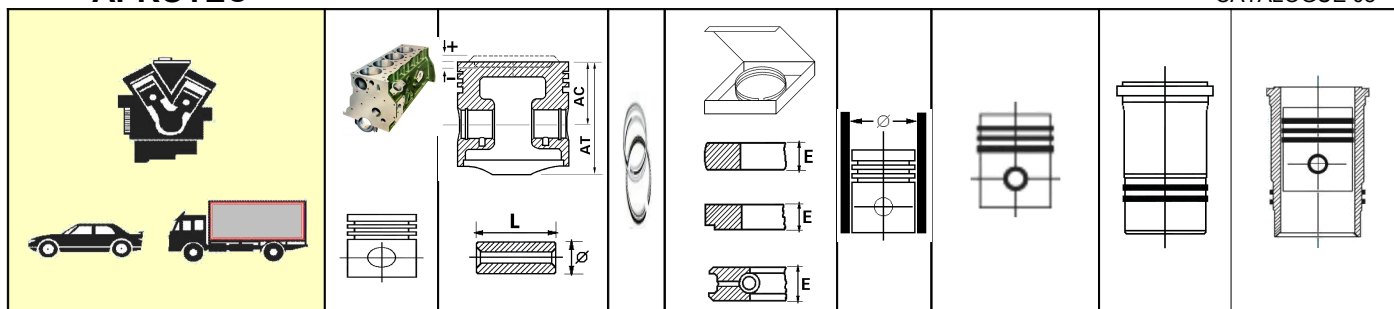
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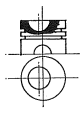
Tracteur D2 D212, D311	4 Ø 101.6 	89.3 – 12.3 Ø 41.27				K7304/P	A=118.4 C=236.5 D=128.25 E=9.5 F=1.2 K7302/F	
Tracteur DIESEL	4 Ø 101.6 	92.3 – 10.2 Ø 31.75				K7305	A=112.7 C=236 D=125.73 E=10.2 F=1.2 K1211/F	



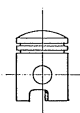
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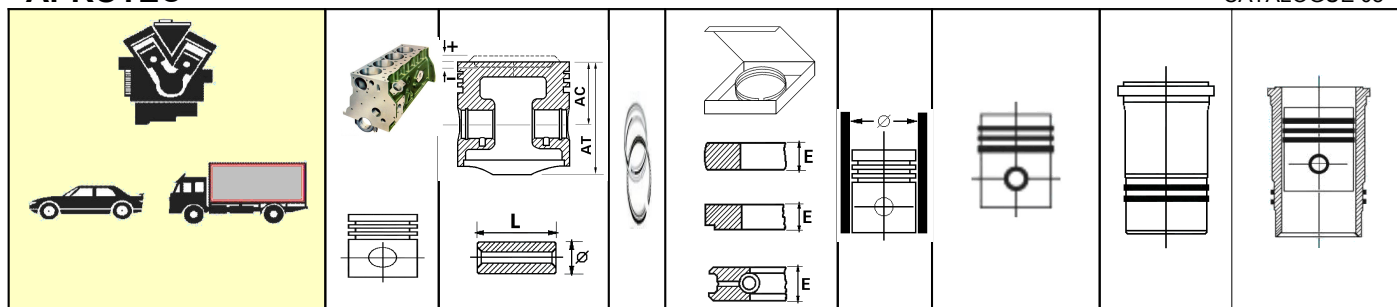
Tracteur D4 D4 – 6U1 – 7U1 – D315	4/6 Ø 114.3 	92.25 – 12.3 Ø 46.04				K7295	A=120 C=210 D=124 E=6 K1212/S	
Tracteur D4/6 – D330/333/944/955/966/977	4/6 Ø 114.3 	92.6 – 12.5 Ø 38.12				K7296	A=131.8 C=264.3 D=139.25 E=10.2 F=1 K2157/F	
Tracteur D7	3/8 Ø 146.05 	131.76 – 24 Ø 60.33				K2300		
Tracteur D8	4/12 Ø 146.05 	131.76 – 24 Ø 60.71				K7297	A=168.3 C=382.5 D=177.4 E=12.7 F=1 K1551/F	

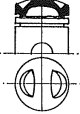

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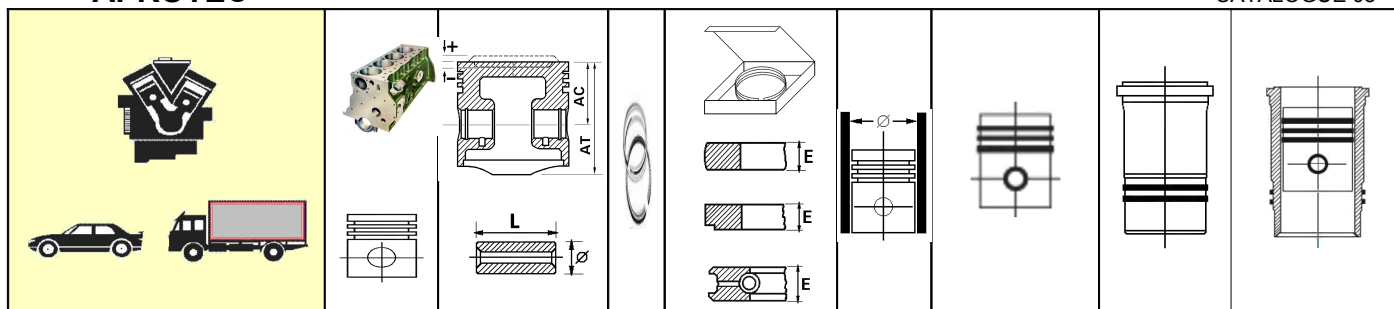
RD6 – D6/RD7 – D7/RD8 – D8	3/4/6/8 Ø 146.05	131.76 – 23.6 Ø 60.33				G1460		
								

CECCATO

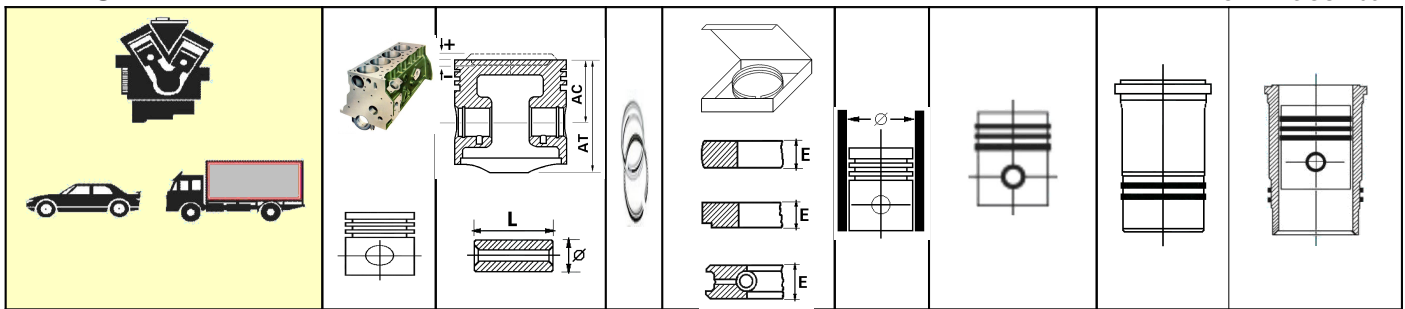
Compresseur 25 c.c.	1 Ø 40	17.5 Ø 13				G4013		
								
Cyclomoteur 100 c.c.; 2 – Takt 1 ^a Serie	1 Ø 50	28 + 5 Ø 13				G5014a		
								
Cyclomoteur 100 c.c.; 2 – Takt 1960; 2 ^a Serie	1 Ø 50	28 + 5 Ø 13				G5013		
								


CECCATO

Moto 125 c.c., 4 – Takt ab 1958	1 Ø 54 	25 + 3 Ø 14				G5410c		
Compresseur 5106, 5-Rings	2 Ø 60 	30 Ø 15				G604		
Compresseur 302 – 303 – 305 - 5308	1/2 Ø 60 	30 Ø 18				G604a		
Compresseur 5306, 3-Rings	2 Ø 60 	30 Ø 18				G604f		
Compresseur 5106, 3-Rings	2 Ø 60 	30 Ø 15				G604d		

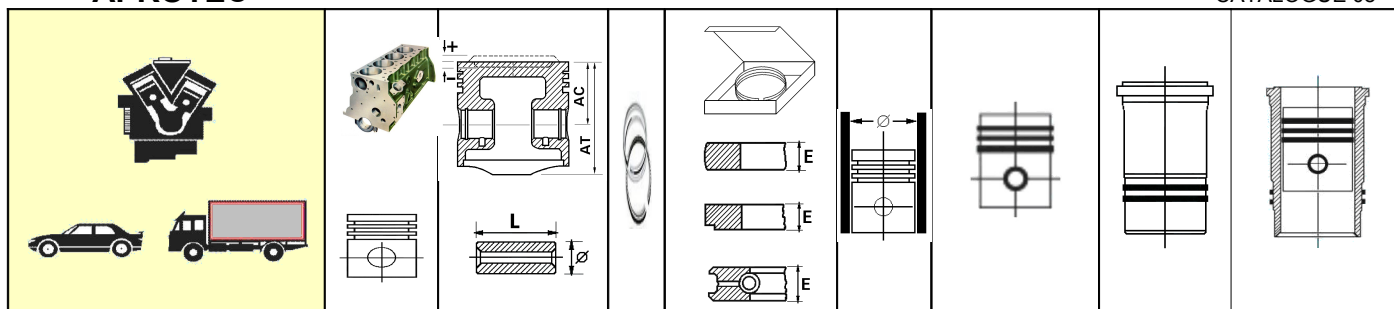

CECCATO

Compresseur 304-306	1/2/4 Ø 70 	38 Ø 18				G7211b		
Compresseur 5206	1/2 Ø 80 	30 Ø 18				G802		
Compresseur 307	1/2 Ø 80 	40 Ø 20				G801c		
Compresseur 4504	1/2 Ø 80 	40 Ø 20				G801b		
Compresseur 308	1 Ø 90 	45 Ø 20				G903		



CECCATO

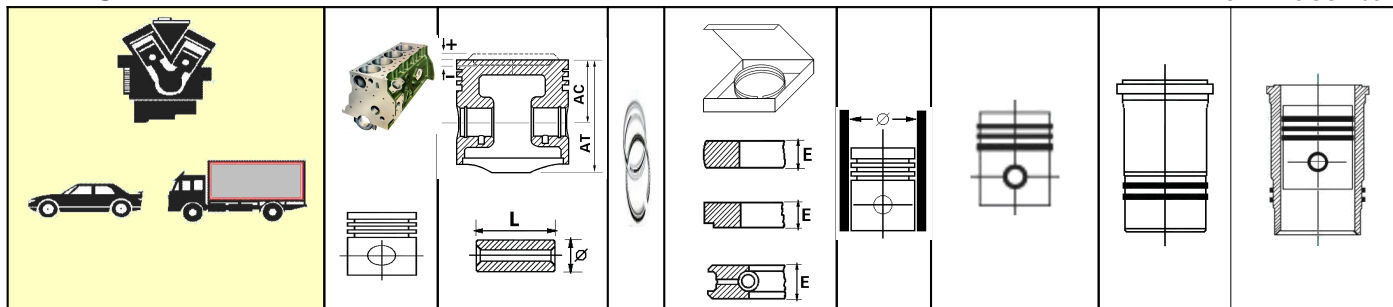
Compresseur 4206	1 Ø 95 	45 Ø 20				G953		
Compresseur 4306/6830	1 Ø 110 	55 Ø 22				K2304		
Compresseur 309 / 330	1 Ø 110 	55 Ø 24 / 26				K2304		
Compresseur 4306	1 Ø 120 	55 Ø 22				G1200		
Compresseur 4708	1 Ø 150 	70 Ø 22				K2305		


CECCATO

Compresseur 6200 / 6504 / 6201 / 6208 / 8200 / 8504 / 6500 / 8500	1/2/3/4 Ø 160	70 Ø 22				K3273		
								
Compresseur 340	1/4 Ø 160	80 Ø 38				K3274		
								

CEM

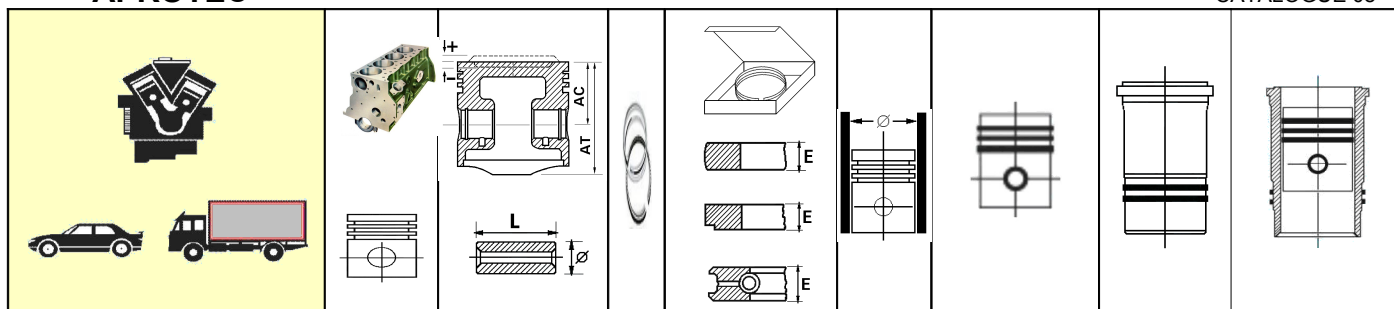
Compresseur	Ø 50	26.5 x 50 Ø 10 x 42	2	2.5		PIS1955		
Compresseur	Ø 50	26 x 50 Ø 15 x 41	3 1	2.5 3		PIS1725		
Compresseur	Ø 56	36 + B 4 x 66 Ø 15 x 46	2	2		PIS2269		


C.G.E

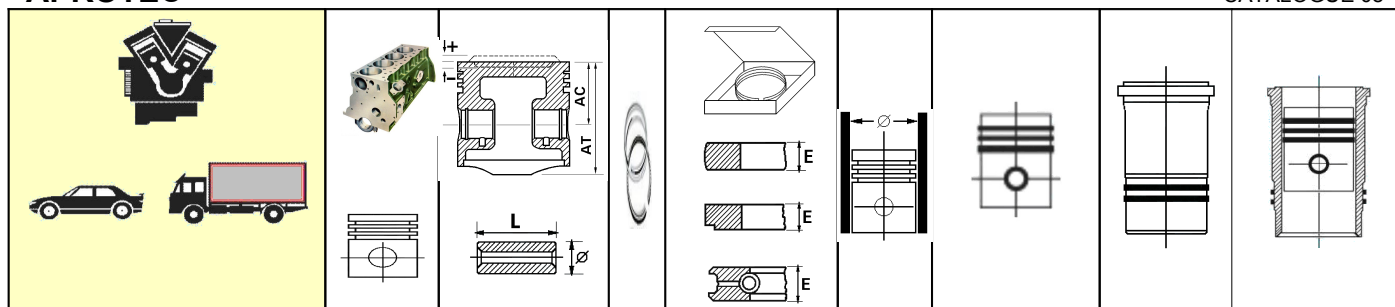
Compresseur C..P.125	2	54				G857b		
	Ø 85.72	Ø 27						

CHENARD & WALCKER

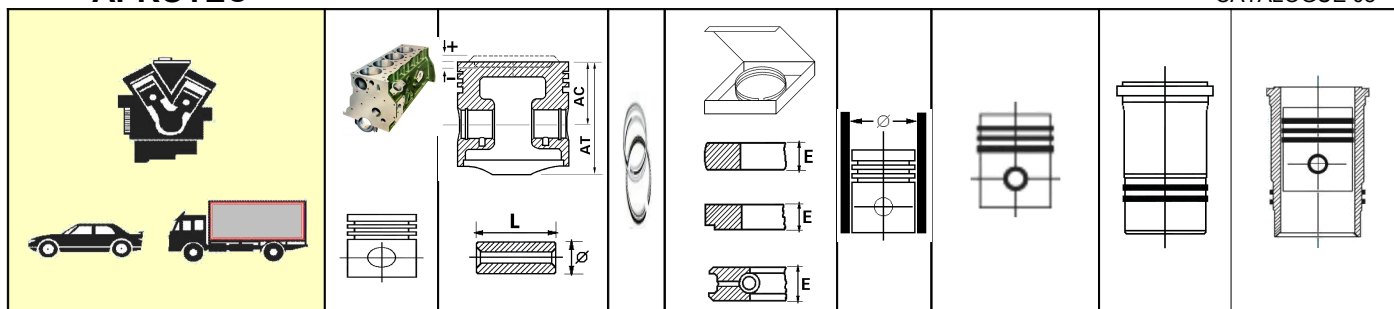
Y9C	4	57	1	2.5		PIS1120		
	Ø 68.5	x 90	2	2.5				
			1	4.5				
		Ø 25 x 57						
Y6 – Y6M – Y9 – 9 CV 1929/31 Y7 – Y8 – Mot. Standard 9 CV 1929/31	4	57	1	2.5		PIS101		
	Ø 69	x 90	1	2.5				
			1	3.5				
		Ø 25 x 58	1	4				
Z – Z5 – Z2 – 7 CV 1927/29	4	64	1	2.5		PIS213		
	Ø 69	x 97	2	2.5				
			1	4.5				
		Ø 25 x 58						


CHENARD & WALCKER

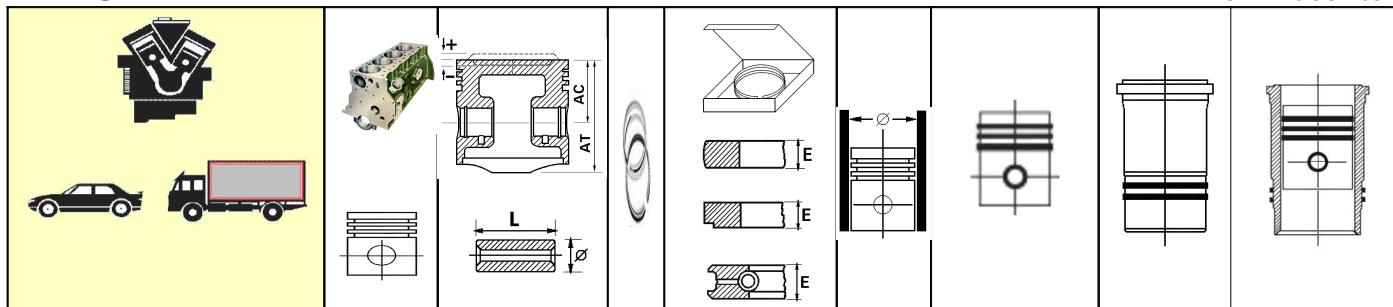
Y2 – T4 – 11 CV	4 Ø 69.5  	45 x 89 Ø 25 x 58	1 3 1	2.5 2.5 4.5		PIS215		
FI, FIM, FIB, 10/11 CV	4 Ø 69.5  	52.5 x 90 Ø 25 x 58	1 2 1	2 2 4.5		PIS147		
T8 – 14 CV 1929/31	6 Ø 70  	57 x 90 Ø 28 x 57	1 2 1	2 2 4.5		PIS491		
Y10 – 10C 1933/34	4 Ø 72  	57 x 90 Ø 25 x 62	1 2 1 1	2.5 2.5 3 4.5		PIS536		


CHENARD & WALCKER

U8 – 16 CV 1928/31	6	42	1	2		PIS552		
	Ø 74.5	x 76.5	1	2				
			1	3				
		Ø 22 x 67	1	3				
Aigle 18 – F21E – F21M – 10 CV – Aigle 45, T9N – F21G	4	45	1	2.5		PIS1367		
	Ø 75	x 91	1	2.5				
			1	3				
		Ø 25 x 64	2	4				
Aigle 22 – 11 CV 1938/39	4	45 – 7.5	1	2.5		PIS927		
	Ø 78	x 90	2	2.5				
			1	3				
		Ø 20 x 68	1	3.5				
T22 – 12 CV	4	47.5	1	2.5		PIS112I		
	Ø 79.4	x 92.5	1	2.5				
			1	3				
		Ø 25 x 68	1	4.5				


CHENARD & WALCKER

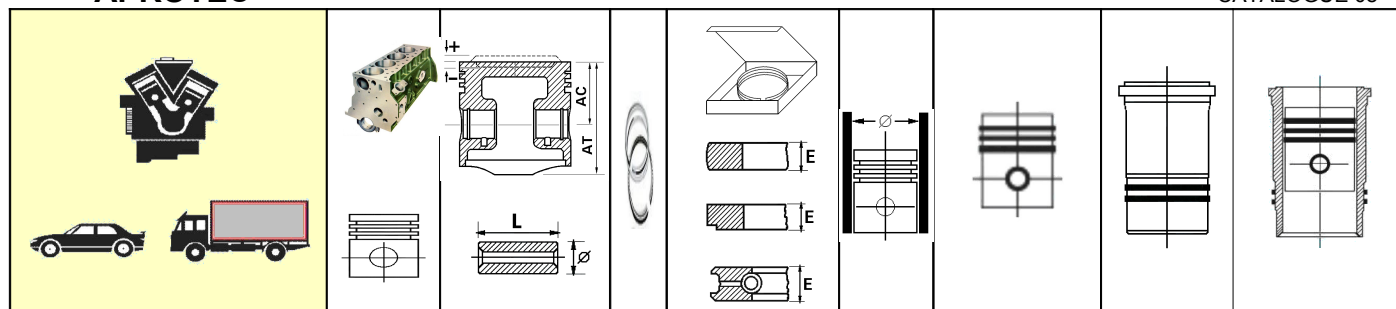
T11, 12 CV, 4 Cyl. 1933/35 U14C, 20 CV, 8 Cyl. 1935/38 1930/38	4/8	52.5	1	2.5		PIS589		
	Ø 79.4	x 98	1	2.5				
			1	3				
		Ø 25 x 68	1	4.5				
								
UT, 13 CV	4	65	1	2.5		PIS462		
	Ø 79.5	x 105	1	2.5				
			1	3				
		Ø 30 x 62	1	4.5				
								
UW – B10 – V10, court – tracteur 15 CV	4	45	1	3		PIS218		
	Ø 80	x 85	1	3				
			2	3				
		Ø 30 x 70						
								
T9 – D20 – E20 – 12 CV 1932	4	52.5	1	2.5		PIS700		
	Ø 85	x 97.5	1	2.5				
			1	2.5				
		Ø 25 x 74	1	3				
			1	5				

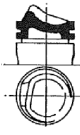
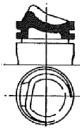

CHENARD & WALCKER

Aigle 24 – 46 – 14 CV	4	47.5	1	2.5		PIS1118		
	Ø 85.5	x 92.7	1	2.5				
			1	3				
	 	Ø 25 x 74	2	4				
U10 1933/37	4	58	1	3		PIS1225		
	Ø 89.5	x 108	2	3				
			1	5				
	 	Ø 30 x 77						
T10 – Série D35	4	53	1	2.5		PIS724		
	Ø 90	x 98	1	2.5				
			1	3				
	 	Ø 25 x 79	1	5.5				

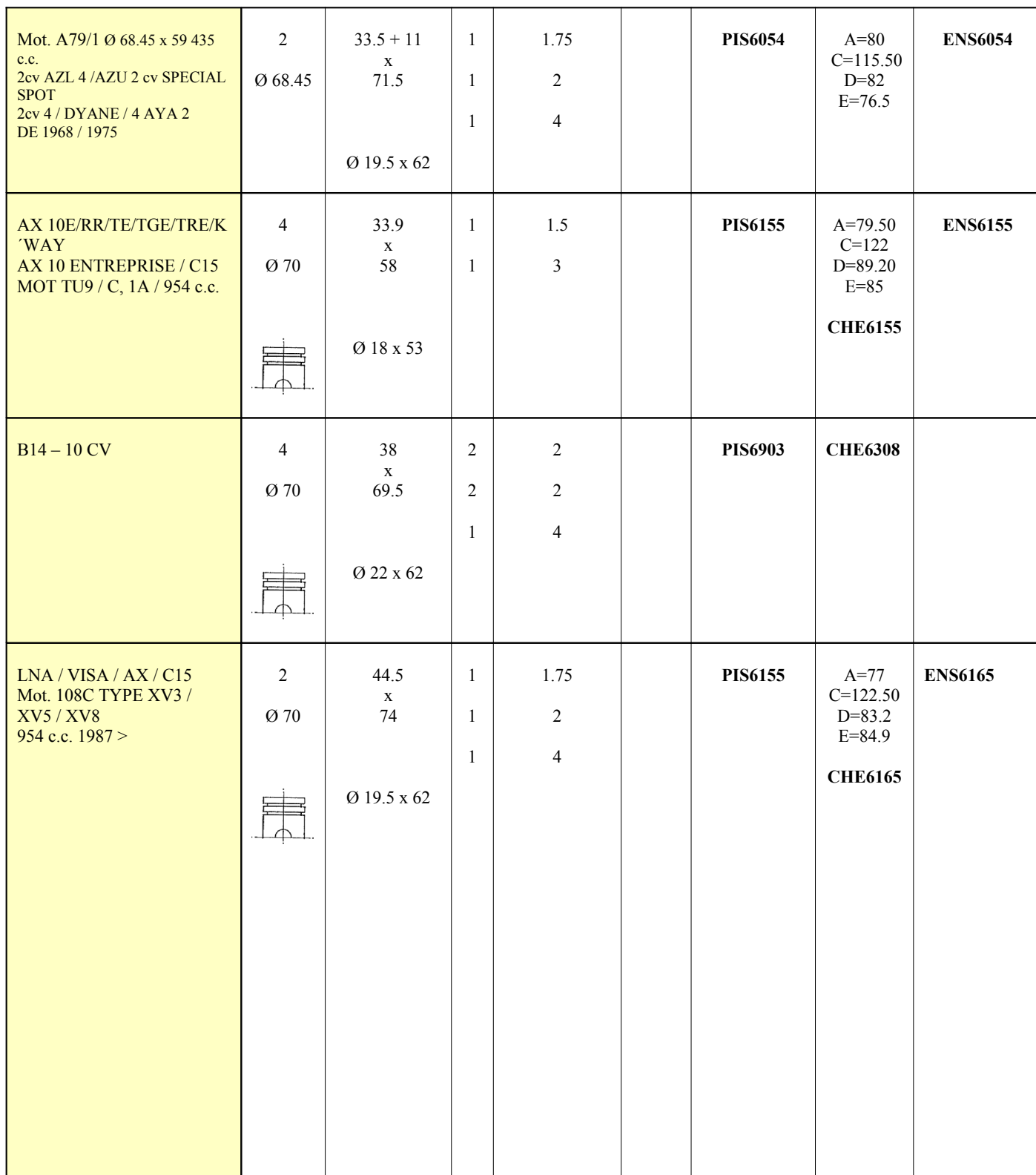
CHEVROLET

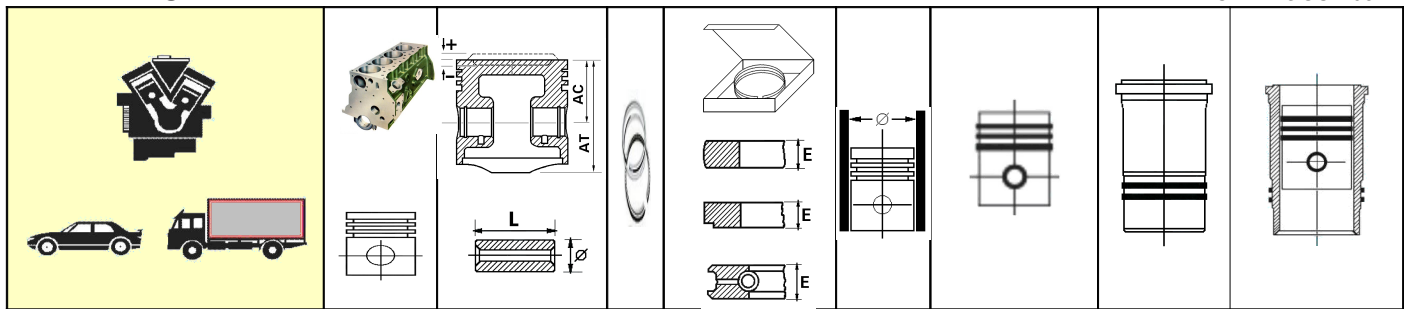
CHEROCKEE	4						A=101.5 C=145 D=103 E=7	
	Ø 98.42						K2167/5	


CITROËN

C5 – 5 CV	4 Ø 55 	32 x 60 Ø 15 x 48	3 1	2 3		PIS6900	CHE6301	
2 CV, H, 375 c.c. – Refroidi par air 1954	2 Ø 62 	34 + 2.5 x 68.5 Ø 20 x 51.8	3 1	2 4		PIS6001		
AZL - AZU - 2CV - 425 c.c., Dyane	2 Ø 66 	34.2 + 13.5 (min4.5) Ø 20				PIS6043		ENS6043
B2 – B12 – 10 CV	4 Ø 68 	38 x 70 Ø 18 x 70	2 1 1	2 2 4		PIS6902	CHE6306	
P35 – 8A – Rosalie – 8 CV	4 Ø 68 	46 x 83 Ø 20 x 58	2 1 1 1	2.5 2.5 3 4		PIS6901	CHE6307	

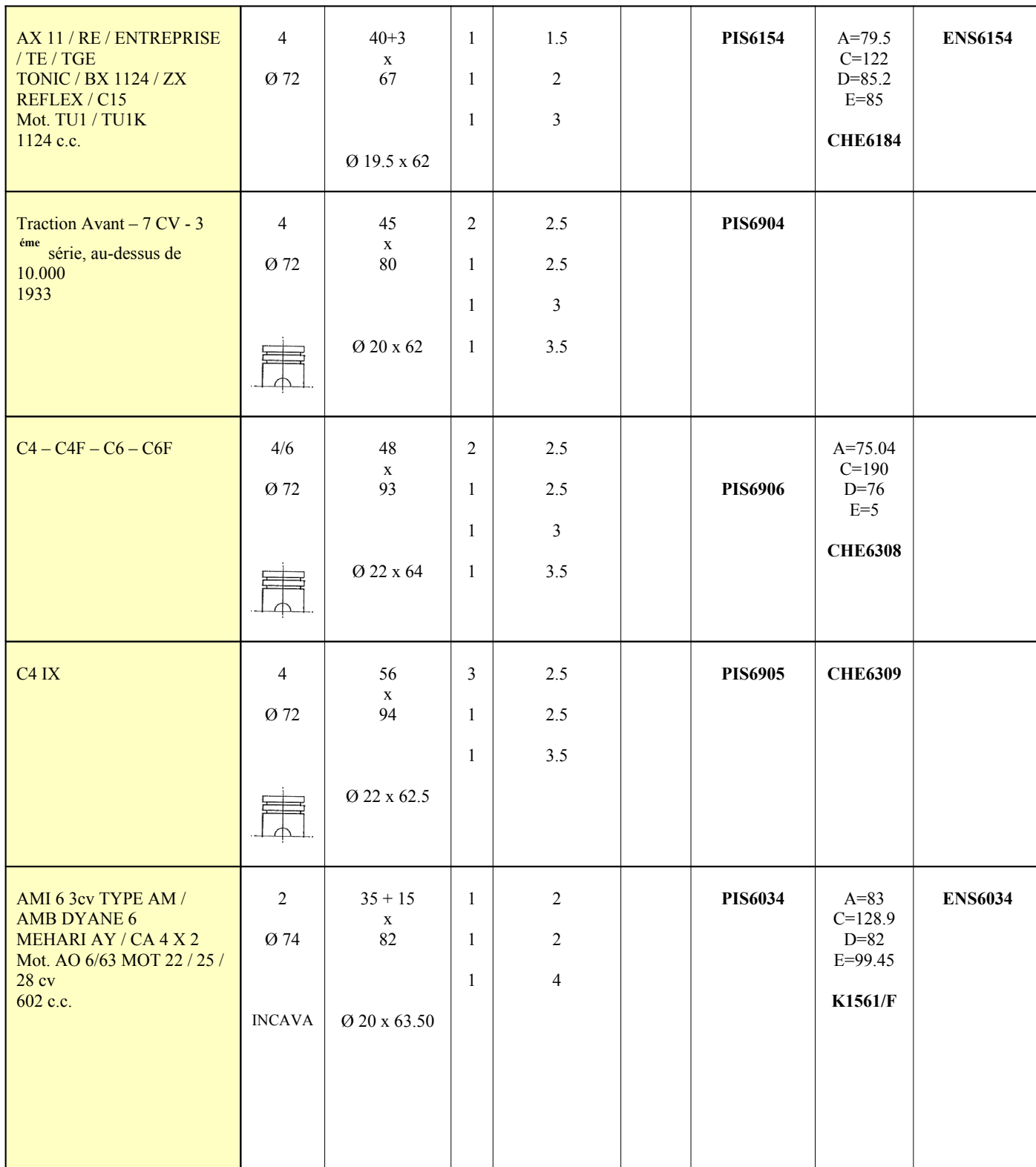
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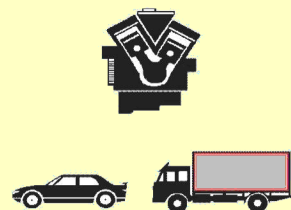



CITROËN

VISA ENTREPRISE MOT 109/5K Mot. XW7 tc8.2 pl 1124 c.c. VD SERIE PA C15 E	4 Ø 72	40 – 1 x 69.5 Ø 19.5 X 62	1 1 1	1.5 2 4		PIS6190	A=79.7 C=122 D=89.2 E=85 CHE6184	ENS6190
Mot. 109/5, 1124 c.c., 9.2:1, Visa Super/E 1978 → VISA SUPER 5 cv Mot 109/7 XW3	4 Ø 72 	40.05 + 1.50 x 71 Ø 19.50 x 62	1 1 1	1.50 2 4	Std	R2.036.15.00 Ver Peugeot R2.136.36.00 PIS6173	A=77.00 C=122.15 D=85.20 E=84.95 R3.036.H T.06 Ver Peugeot R3.136.H T.15 CHE6173	R1.036.15.90 Ver Peugeot R1.136.10.90 ENS6173
VISASUPER / 11 / RE / L LNA 11E / EE / ES Mot. 109/5 / XW3 1124 c.c.	4 Ø 72	40 + 1.5 x 71 Ø 19.5 x 62	1 1 1	1.5 2 4		PIS6173	A=79.5 C=122 D=85.2 E=85 CHE6184	ENS6184
LNA 11E / RE / ENTREPRISE 6 cv VISA II L 5 cv VISA SUPER MOT 109/5F / XW7 1124 c.c.	4 Ø 72	40+1.5 x 73.5 Ø 19.5 x 62	1 1 1	1.5 2 4		PIS6187	A=79.5 C=122 D=85.2 E=85 CHE6184	ENS6187

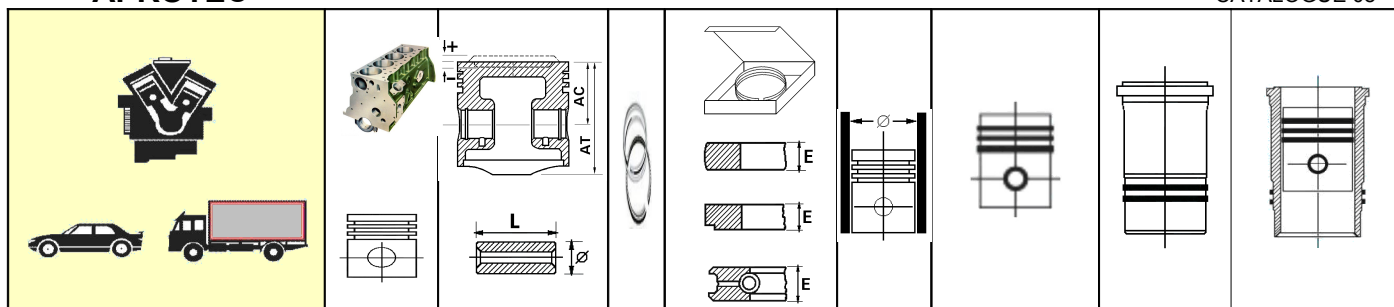
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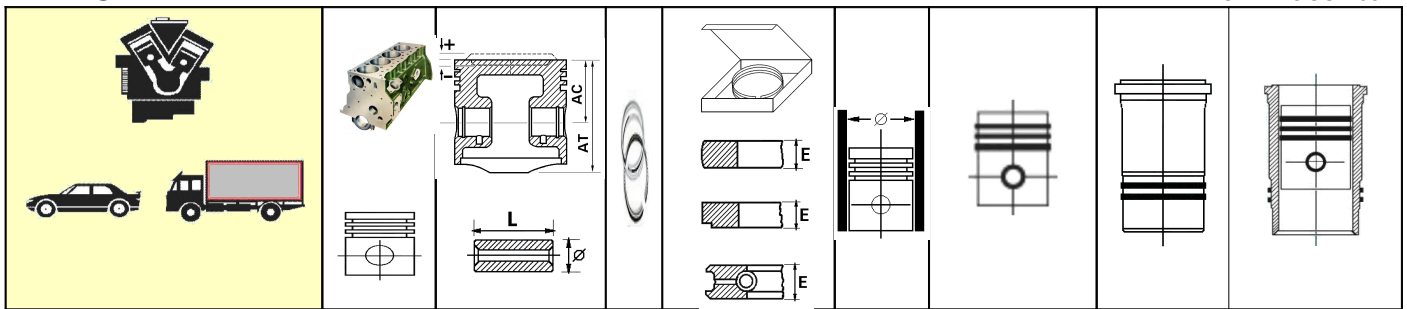
AMI 6 / 8 2cv / 6 / SPECIAL / CLUB DYANE 6 / LN / CHARLESTONE Mot. M28 / R6 / 627 602 c.c.	2 Ø 74	35 + 13 x 77.5 Ø 20 x 63.5	1 1 1	1.5 2 4		PIS6200	A=83 C=128.9 D=85 E=99.45	ENS6053
GS-Special-Breack-GSX, Bj 1970	4 Ø 74 	35.2 + 13.1 Ø 20				G747		
C 15 / De 1988 a 89 Mot. E1A / 350 118 c.c.	4 Ø 74	40.5 x 65.5 Ø 19.5 x 65	1 1 1	1.75 2 4	Std 0.40 0.60 0.80 1.00	PIS6085		
AMI 6 / 8 2cv / 6 / SPECIAL / CLUB DYANE 6 / LN / CHARLESTONE Mot. M28 / R6/627 602c.c.	2 Ø 74.5	35 + 13 x 77.5 Ø 20 x 63.5	1 1 1	1.75 2 4		PIS6200		
VISA SUPER X / GT / VISA II SUPER X MOT 129/5 1219 c.c.	4 Ø 75	40.5 x 65.5 Ø 19.5 x 65	1 1 1	1.75 2 4		PIS6119	A=79.5 C=122 D=89 E=85 CHE6106	ENS6106

92

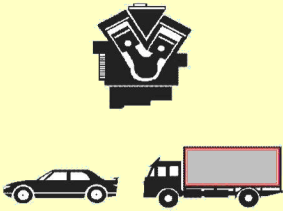
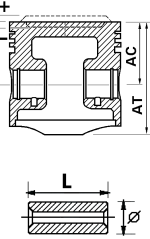
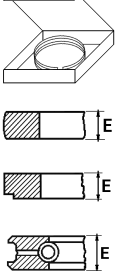
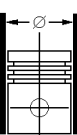
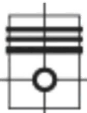
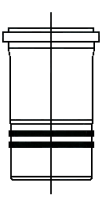
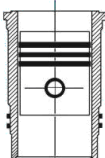
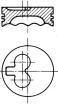
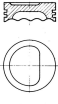

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P34 – P36 – P39 – 10/15 CV 	4/6 Ø 75 	46 x 90 Ø 22 x 65	2 1 1 1	2.5 2.5 3 4		PIS6907 CHE6310	A=78.04 C=193 D=79 E=5	
VISA 17 D / RD / SRD / ENTREPRISE BX 17 D / TD / C 15 D FOURGONETTE Mot. XUD 7 1768 c.c.	4 Ø 75	46.8 – 2 x 84.5 Ø 25 x 69.5	1 1 1	2 2 3	Std 0.2 0.5 0.8	PIS6150		
Diésel, 500, 850 – 23 – D1	4 Ø 75 	55.8 x 98.3 Ø 27 x 62	1 1 1 2	3 3 3 5		PIS1237		
C4G – C6G	4/6 Ø 75 	56 x 94 Ø 22 x 64	2 1 1 1	2.5 2.5 3 4.5		PIS6907 CHE6311	A=79.4 C=193 D=80 E=8	
DYANE 6 Concave	2 Ø 77	34.9 – 15.3 Ø 20				K1561	A=83 C=128.9 D=82 E=90 F=9.5 K1563/F	

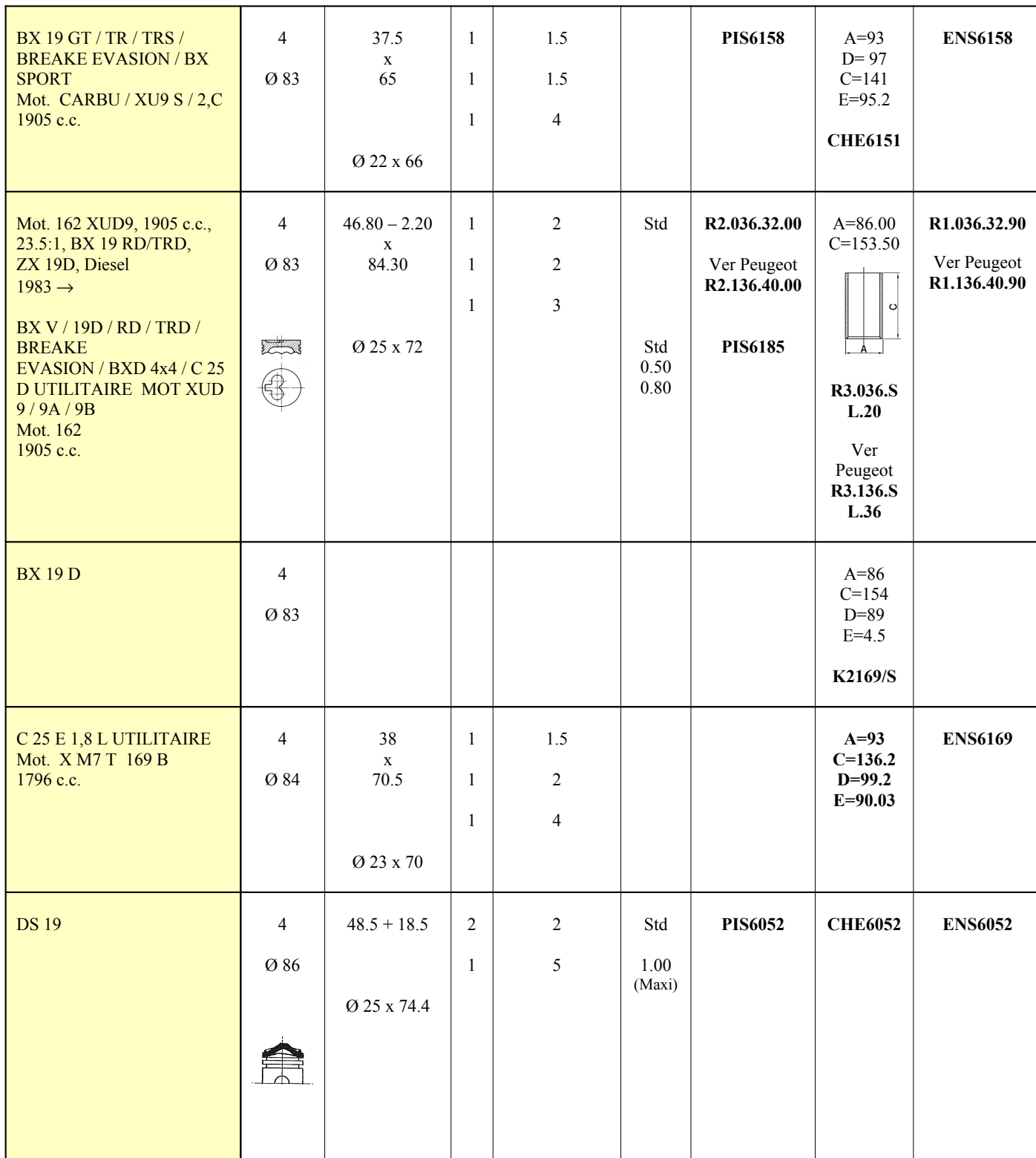
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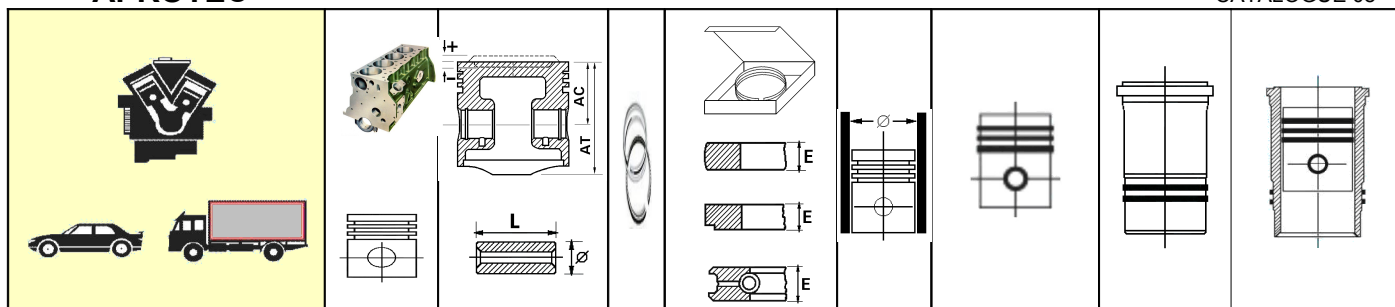


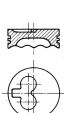
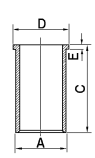
Traction Avant – 7 CV - 2 ^{ème} série, de 3.000 à 10.000 – et 9 CV 1933	4 Ø 78	41 - 5 x 80 Ø 20 x 68	2 1 1 1	2.5 2.5 3 3.5		PIS928		
ID 19 / DS 19 / TRACTION AVANT 11 D 11 DS / 15 SIX / PVL / HY 78 / HW 1600 HZ 1000 / 1500 KG / H 78 / 7UB ESSENCE 1911 c.c. 1955/56	4/6 Ø 78 	45 x 90 Ø 20 x 68	1 1 1	2.5 4.5 4.5		PIS6018 A=84 C=185 D=96 E=125.1 CHE6018		ENS6018
HY. Traction DS. 19	4/6 Ø 78	45 + 6 x 90	1 1 1	2.5 2.5 4.5		PIS6035	CHE6018	ENS6035
Traction Avant – 11 CV – 2 ^e série, PVL, PUB, PUC, PUD, MO 21 bis, depuis le 1/8/34 1934/36	4 Ø 78	45 - 7.5 x 90 Ø 20 x 68	2 1 1 1	2.5 2.5 3 3.5		PIS927		
Traction Avant – 11 CV – 1 ^{ère} série jusqu'au 8/8/34 1933/34	4 Ø 78	45 - 7.5 x 90 Ø 22 x 68	2 1 1 1	2.5 2.5 3 3.5		PIS926		
Traction Avant – 15 CV – Sens Rotation du moteur: à gauche	6 Ø 78	46 x 90 Ø 20 x 68	1 1 2	2.5 2.5 4		PIS6018	CHE6018	ENS6018A

								
Mot. 161A, 1769 c.c., 23:1, Visa 17 D/RD, Diesel BX 17 RD, C15 D, BX D, Visa TRD, 17 D Enterprise 1984 →	4 Ø 80 	46.80 – 2.00 x 84.50 Ø 25 x 69.80	1 1 1	2 2 3	Std	R2.036.25.00 Ver Peugeot R2.136.36.00 PIS6150	A=83 C=154 D=86 E=4.5 K2168/S	
BX RD / TRD / BX BREAK EVASION Mot. XUD 7 TE 1768 c.c.	4 Ø 80	46.8 – 2 x 84.5 Ø 28 x 68	1 1 1	2 2 3	Std 0.5 1.0	PIS6159		
Mot. 171 BZ, 1580 c.c., 9.5:1, BX 16 R5/TRS/Automatic 1984 → BX 16 PGS / BREAK EVASION / LEADER / ATHENA / BX 16 RS / TG / TRS / TS 1560 c.c. Mot. CARBU XU 5S / 5,2C / CP / B, 2C	4 Ø 83 	37.50 – 2.10 x 67.50 Ø 22 x 66.20	1 1 1	1.75 1.75 4	Std	R2.036.30.00 PIS6151	A=88.6 C=141 D=97 E=95.2 CHE6151	ENS6151
VISA GTI / BX 16 GTI / TRI / ZX / AURA / REFLEX / AVANTAGE Mot. XU 5J / 5JA / 5M / 5M 2K / 3K / 4Z 1580 c.c.	4 Ø 83	37.5 – 1.45 x 67.5 Ø 22 x 66	1 1 1	1.75 1.75 4		PIS6152	A=88.6 C=141 D=97 E=95.2 CHE6151	ENS6152
BX 19 GTI / TRI / RI / 4x4 / BREAK EVASION / ZX / VOLCAN Mot. INJECTION XU9 J1 / J2 1905 c.c.	4 Ø 83	37.5 – 8.4 x 67 Ø 22 x 66	1 1 1	1.75 1.75 4		PIS6156	A=88.6 D= 97 C=141 E=95.2 CHE6151	ENS6156

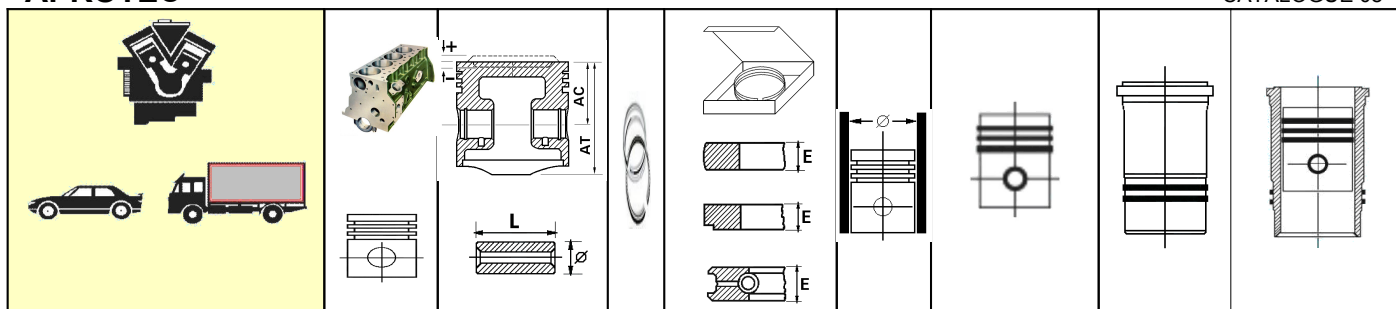
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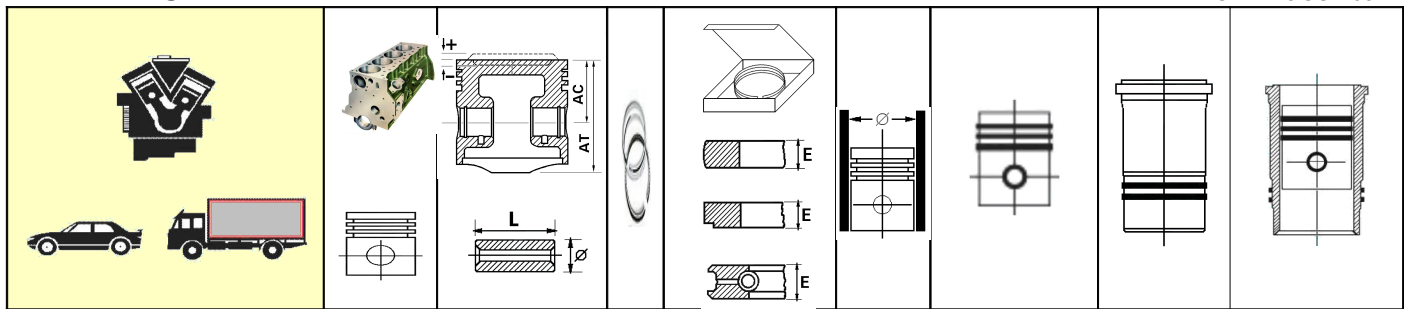

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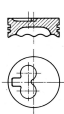
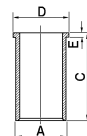
SM 2700 MASERATI	6 Ø 87	34.5 + 3.5 Ø 24				K63	A=93 C=129 D=99.5 E=20 K82/F	
CX 2000 ATHENA / REFLEX / CX 20 20 RE / BREAKE / FAMILIALE / 20 / TRE MOT 829 A 500 / A501 / A5 1995 c.c.	4 Ø 88 DF	40.5 + 2 x 66.5 Ø 23 x 74	1 1 1	1.75 2 4		PIS6108	A=93.6 C=140.5 D=104 E=93.08 CHE6108	ENS6108
C25 ESSENCE / UTILITAIRE / FOURGON / COMBI MOT XN1T / 170 1071 c.c.	4 Ø 88	37.9 + 2.55 x 73 Ø 23 x 74	1 1 1	1.5 2 4		PIS6181	A=93 C=1436.2 D=101.9 E=90.03 CHE6066	ENS6181
CX 22 TRS Mot. J 6 T,A,500 2165 c.c.	4 Ø 88	40.5 x 66.5 Ø 23 x 74	1 1 1	1.75 2 4		PIS6139	A=93.6 C=148.5 D=104 E=93.08 CHE6139	ENS6139
Mot. B22/615, M22/621, 2175 c.c., 22.25/22.5:1, CX2200Normale/SuperBreak Confort/Familiale/Super, Diesel 1974/78 → CX 2200 D / BREAKE / C32 / C35 Mot. M22 / 621 B 22 / 615 DIESEL 2175 c.c.	4 Ø 90 	56 – 4.90 x 95 Ø 30 x 78	1 1 1	2 2 4	Std 0.50 0.75 Std 0.50 1.00	R2.036.35.00 R2.036.35.05 R2.036.35.07 PIS6153	A=94.50 C=164.50 D=96.00 E=5.00  R3.036.S A.25 K7510/F	R1.036.35.90

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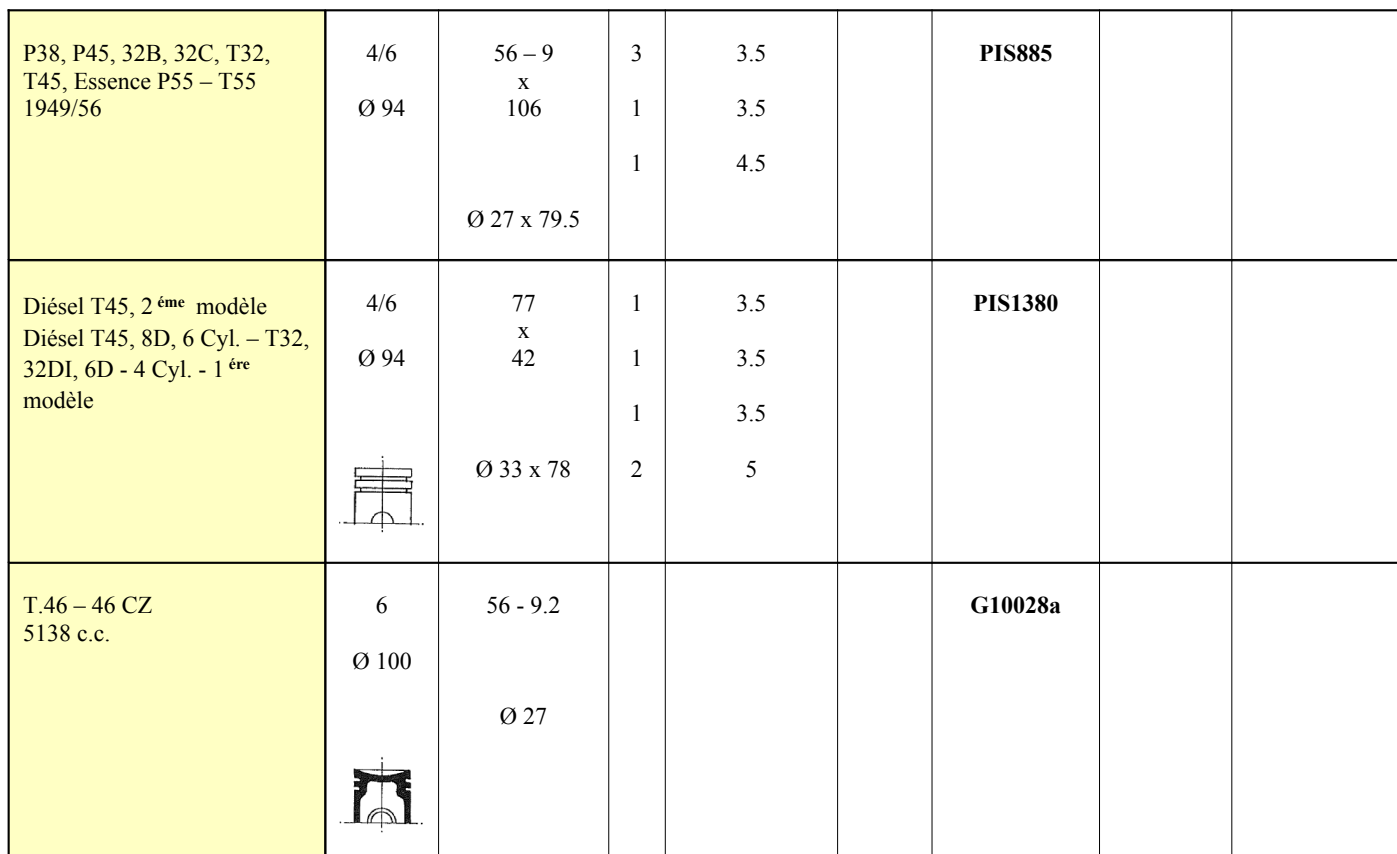


242N – CX220D	4 Ø 90						A=94 C=165.5 K7508/S	
DS 21 / 21 M / INJECTION ID 21 INJECTION / BREAKE D SUPER 5 Mot. 21 N / DX / VX 2 / VX 3 INJECT. 2175 c.c.	4 Ø 90	48.2 + 17 x 105.4 Ø 25 x 74	1 1 1	2 2 5	Std 0.50	PIS6051	A=97 C=165.1 D=107 E=116.1 CHE6051	ENS6051
CX 220D CON BORDO	4 Ø 90						A=94 C=165.5 D=96.7 E=3.8 K7509/S	
CX 25 RD / TRD / CX LEADER / LIMOUSINE / TRD BREAKE / EVASION CRD 93 LS 2 / TURBO 2 Mot. M 25 669	4 Ø 93	52.75 x 87.75 Ø 32 x 80	1 1 1	3 2 4	Std 0.50 1.00 1.50	PIS6205		
ZX 25 D PALLAS / EVASION / BREAKE PRESTIGE / C 25 / C 35 L Mot. M25 660 / U 25 651 2499 c.c.	4 Ø 93	52.75 – 6.7 x 94.5 Ø 30 x 78	1 1 1	2 2 4	Std 0.50 1.00	PIS6059		

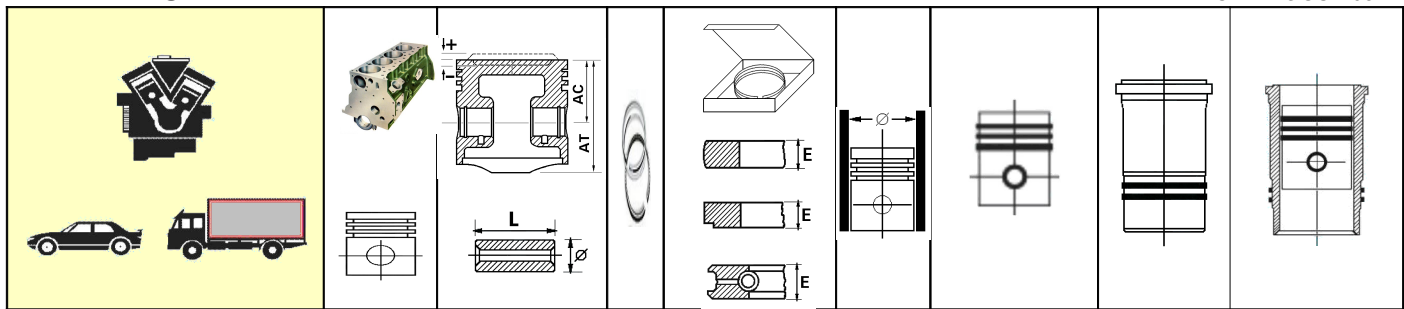

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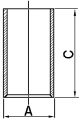
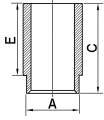
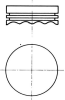
Mot. CRD93, M22/629, 2499 c.c., 22.25:1, CX2500 Pallas/Super Break/Confort/ Familiale Super, Diesel 1978 →	4 Ø 93 	52.75 – 7.40 x 95 Ø 30 x 78	1 1 1	2 2 3	Std	R2.036.40.00	A=97.50 C=163.00 D=99.00 E=5.00  R3.036.S A.30 K7511/L/ S	R1.036.40.90
CX2500D	4 Ø 93						A=96 C=163 K7511/S	
CX2500D.	4 Ø 93						A=96 C=163 D=99 E=4.5 K1451/S	
DUCATO	4 Ø 93						A=97.55 C=163 D=100 E=4.5 K7513/L/ S	
DS 23 CARBU ET INJECTION Mot,19N / 21N TC 8,75 / 1	4 Ø 93.5	47.85 + 15.6 x 104.35 Ø 25 x 81.8	1 1 1	2 2 4		PIS6000	A=99.82 C=165 D=108.7 E=116 CHE6000	ENS6000

CITROËN



Compresseur PCGA 324	1 Ø 53.97 	22 Ø 11.11				G535		
Compresseur PCGA 223/5	2 Ø 66.67 	22.25 Ø 12.7				G669		


CLAYTON DEWANDRE

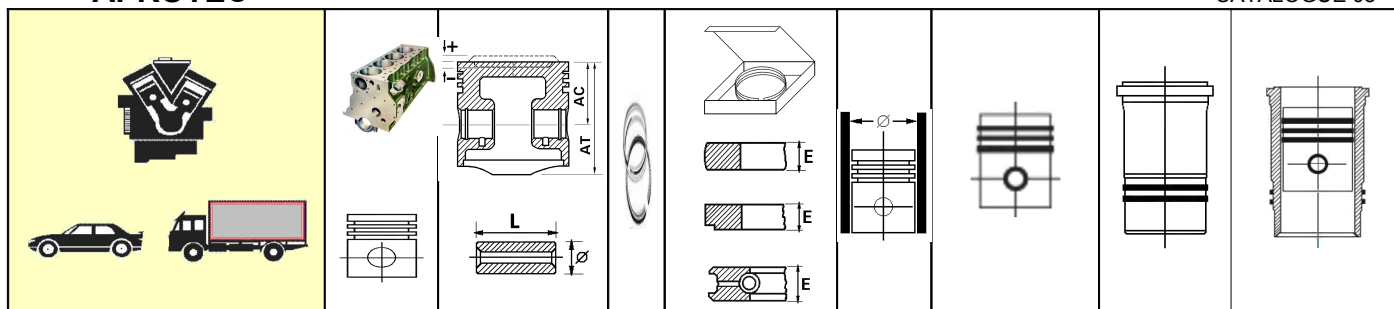
Compresseur 13.5/15 P.C.,	2	23.85 0.93901 in	4	1.98 5/64 in	Std .020	R2.038.15.00 R2.038.15.20	A=70.00 C=100.50	R1.038.15.90
	Ø 66.675 2.5/8 in	x 46.05	1	3.97 5/32 in				
		Ø 15.87 5/8 in x 50.50					R3.038.S L.05	R1.038.15.91
							A=73.00 C=106.10 D=79.30 E=91.00 	
							R3.038.S T06	
13.5/15 p.c., Compresseur , 512/3/4, 571-2, 590, PCGA 388, 390/1, 418-2, 418-12, 457, 457-1, 472, 511	2	23.85 x 46.05	1	1.50	Std .020	R2.038.16.00 R2.038.16.20 R2.038.16.40		
	Ø 66.695		1	1.50	.040			
		Ø 15.87 x 50.80	1	4				

CREYSSENSAC

Compresseur M7 – M10	1	18				G4042		
	Ø 40							
		Ø 10						
Compresseur	Ø 45	26.5 x 48.5	3	2		PIS1724		
			1	3				
		Ø 13 x 36						



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CREYSENSAC

Compresseur V 110 BP 2 Stadium	2 Ø 130 	60 Ø 27				G13014		
Compresseur TV 195/ TV 240/340	1/2 Ø 160 	91 Ø 44				G1606		
Compresseur TV 500-SV 1000	1/2 Ø 160 	91 Ø 44				G1606a		

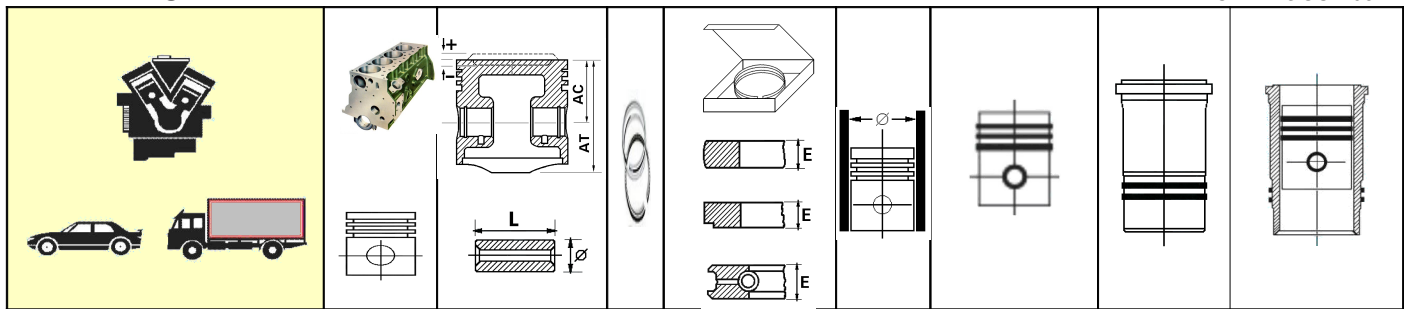
CROCI

Compresseur DN 95	1 Ø 95 	45 Ø 18				G9518		
Compresseur	1/3 Ø 110 	46 Ø 22				K1351		



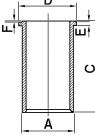
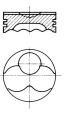
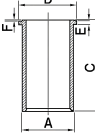
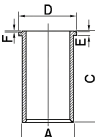
C.W. LEUVEN

DAF105

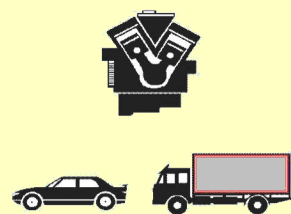

DAF

DAF	6 Ø 130						A=136.04 C=288.5 D=143.60 E=10 K2170/F	
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DAIHATSU

Mot. DG, 2530 c.c., DV 24, DV 26, SV 37, Diesel 1969	4 Ø 88	50.50 - 5.50 x 95	1 2 1	2 2 4	Std	R2.047.25.00	A=93.00 C=182.00 D=97.00 E=7.00 F=1.10  R3.047.S A.20	R1.047.25.90
		Ø 26 x 70					A=93.00 C=182.00 D=97.00 E=3.00 F=1.10  R3.047.S A.21	R1.047.25.91
Mot. DG (New), 2530 c.c., Delta, V20/21/22/23/24/26, F50, Diesel 1979	4 Ø 88	50.50 - 5 x 95	1 1 1	2.50 2 4	Std	R2.047.30.00	A=93.00 C=182.00 D=97.00 E=3.00 F=1.10  R3.047.S A.21	R1.047.30.90
		Ø 26 x 70						

DAIMLER BENZ107



170 – 180 D

170 – 180 D

8
Ø 75

A=80
C=130
D=81
E=5
K6219/S

219-2 2M-M-180

6
Ø 80

A=83
C=146
D=86
E=4
K6221/S

DIESEL

6
Ø 82

A=85
C=140
D=87
E=5
K6228/S

190 D – OM 121

4
Ø 85

A=88
C=157
D=92
E=5
K6222/S

DIESEL6
Ø 86

A=89
C=147
D=91
E=4
K1254/S

Mot. OM621, 1998 c.c., 21:1,
180D, 190D/DC, 110D,
200D, L319D, O319D, L406,
L408, Unimog 421, Diesel
1962/68

4
Ø 87



The drawing shows a circular cross-section of a part. It has a central hole with a diameter of 87 mm. The outer edge is wavy, and there is a small rectangular feature on the top surface. The part is labeled with the number 4.

48.60 – 6.80
x
102

Ø 26 x 72

1	1.50
1	1.50
1	2.50
1	5

Std
0.50

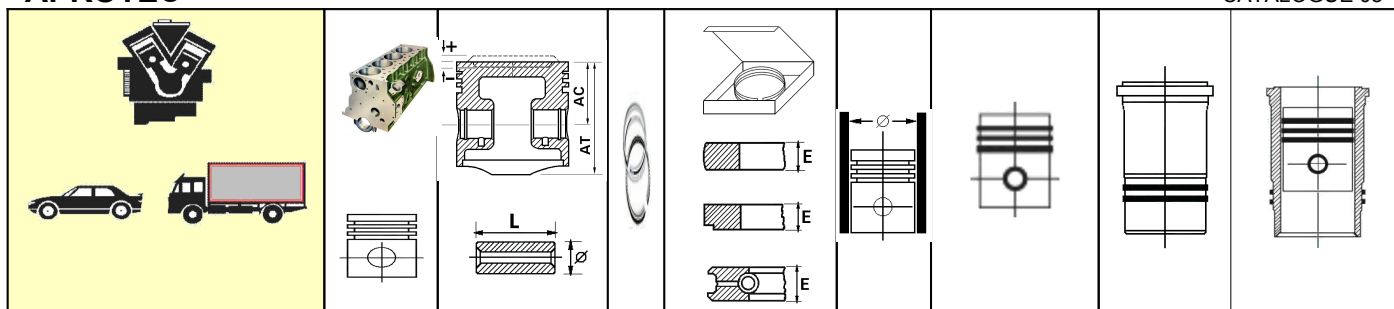
R2.049.20.00
R2.049.20.05
K7260

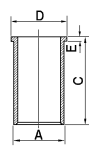
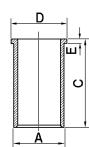
A=90.00
C=156.24
D=93.20
E=4.12

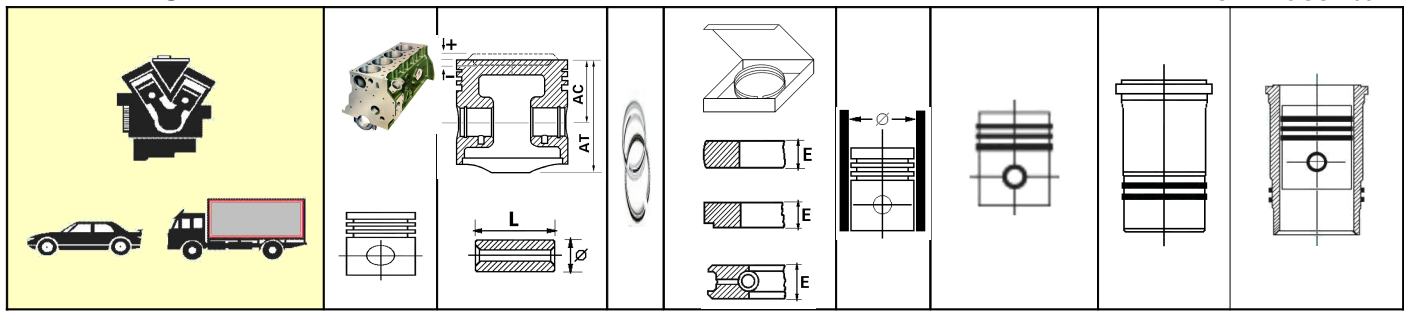
R3.049.S
A.09

K6780/S

R1.049.20.90

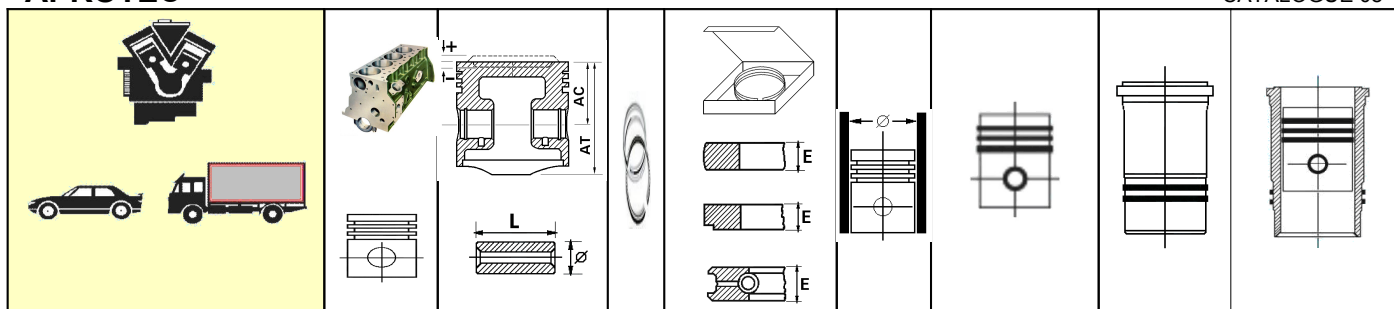

DAIMLER BENZ

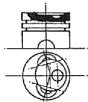
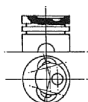
Mot. OM615.913/.915, 1988 c.c., 21:1, 200D, Diesel 1968/79	4 Ø 87  	52.90 – 6 x 91.31 Ø 26 x 72	1 1 1	3 2 4	Std 0.50	R2.049.25.00 R2.049.25.05	A=90.00 C=158.40 D=92.00 E=4.80  R3.049.S A.12	R1.049.25.90
Mot. OM615.911/.912/.914 /.916/.917, 2197 c.c., 21:1, 220D, L406, O309D, L206D, L306D, 421, Diesel 1968/72	4 Ø 87  	48.25 - 6.35 x 92.75 Ø 26 x 72	1 1 1	3 2 4	Std 0.50	R2.049.28.00 R2.049.28.05	A=90.00 C=158.40 D=92.00 E=4.80  R3.049.S A.12	R1.049.28.90
DIESEL	4/5 Ø 87						A=90 C=148.60 D=92.55 E=4.7 K93/S	
Mot.	4 Ø 89						A=92 C=155 D=94 E=5 K01/S	

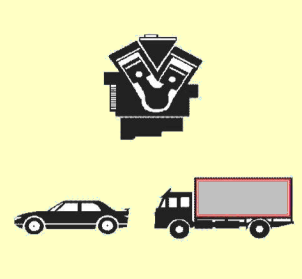
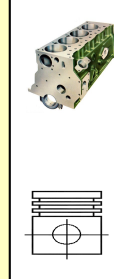
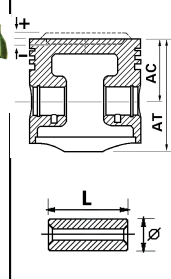
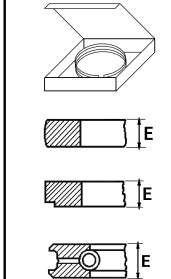
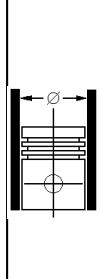
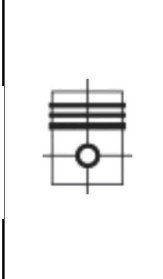
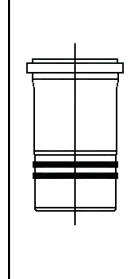
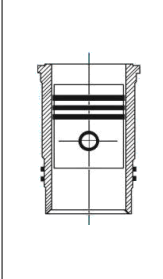
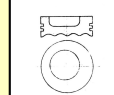

DAIMLER BENZ

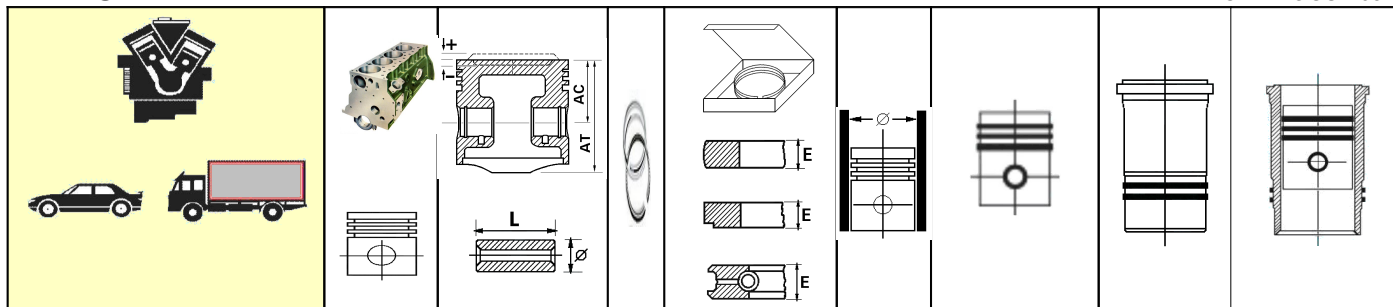
LO 3500 – LA 3500 – L4500 – L312 – L 311 – OM 312 – 90/100 HP L328 – Unimog Type 406 – 65 HP ab1949	6 Ø 90 	75 – 5.5 Ø 30				G900 p		
OM 312 A – L 311 M – L323 – LF16 – DLF 16 – DL 17 – DL 22 – 100/155HP ab1953	6 Ø 90 	65 – 3.8 Ø 30				G9016 m		
Mot. OM616, 2399 c.c., 21:1, 240D/TD/GD, 207/307/ 407D, O309D, U600L, 4 Cil. Motor OM617, 2998 c.c., 21:1, 300D/TD/GD, 300CD, 209/309/409D, 5 Cil., Diesel 1978 →	4/5 Ø 90.90 	48.35 – 8.85 x 81.85 Ø 26 x 74	1 1 1	3 2 4	Std	R2.049.35.00	A=94.00 C=158.40 D=96.00 E=4.70 R3.049.S A.18 K6781/S	R1.049.35.90
Mot. OM616.910/.911/.912/ .916/.919, 2404 c.c., 21:1, 240D/TD, O309D, U52, L207D, L307D, L407D, 4Cil. Motor OM617.910/.912, 3005 c.c., 21:1, 240D, 3.0L, 300D/TD/CD, 5 Cil., Diesel 1973/78	4/5 Ø 91 	48.35 – 6.27 x 89.90 Ø 26 x 74	1 1 1	3 2 4	Std	R2.049.38.00	A=94.00 C=158.40 D=96.00 E=4.70 R3.049.S A.18	R1.049.38.90

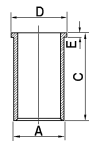
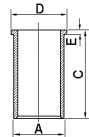
DAIMLER BENZ

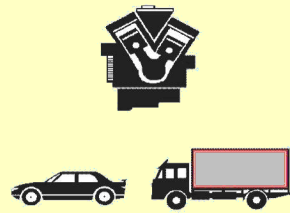


280 – 300 – 350 D	5 Ø 92						A=95 C=158 D=97 E=4.76 K39/S	
OM 321 – Diesel – 110 PS – L 321 – LA 321 – LK 321 5193 c.c.	6 Ø 95 	65 – 12.8 Ø 30				G950 c		
DIESEL	5 Ø 96.5						A=100 C=156 K1255/S	
OM 322 – 126 PS – L 312 – 32/36/42/48 – L327/50/0321 H – ab 1962 – L1113 – LK1113 – Diesel 5675 c.c.	6 Ø 97 	65.2 – 12.8 Ø 32				G970	A=101 C=223 D=104 E=5.2 K9122/S	

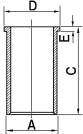
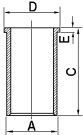
								
Mot. OM314, 3780 c.c., 17:1, 408, 508, 608, 709, 808, 809, 309, U54/66/72, 403, 4 Cil. Motor OM352, 5675 c.c., 17:1, 613, 710, 810, 811, 813, 911, 913, 1013, 1113, 1213, 1313, O321, O322, 6 Cil., Diesel 1964 →	4/6 Ø 97 	65.20 – 20 x 115.70 Ø 36 x 82.50	1 2 1	3 3 5.50	Std 0.50 1.00	R2.049.43.00 R2.049.43.05 R2.049.43.10  R3.049.S A.24 A=103.00 C=223.00 D=106.00 E=4.50  R3.049.S A.27 K9123/S	A=101.00 C=223.00 D=104.00 E=4.50 R1.049.43.90	R1.049.43.91



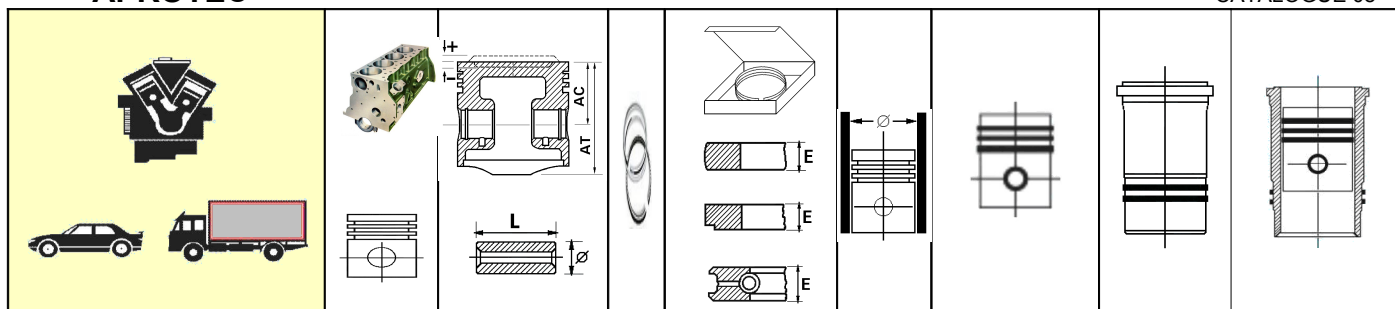
Mot. OM314, 3780 c.c., 17:1, 408, 508, 608, 709, 808, 809, O309, U54/66/72, 403, 4 Cil. Mot. OM352, 5675 c.c., 17:1, 613, 710, 810, 811, 813, 911, 913, 1013, 1113, 1213, 1313, O321, O322, 6 Cil., Diesel 1964 →	4/6	65.20 – 20	1	3	Std	R2.049.45.00	A=101.00	R1.049.45.90
	Ø 97	x 115.70	2	3	0.50 1.00	R2.049.45.05 R2.049.45.10	C=223.00 D=104.00 E=4.50	
			1	5.51				
		Ø 36 x 82.50	1	5.50			 R3.049.S A.24	
							A=103.00 C=223.00 D=106.00 E=4.50	R1.049.45.91
							 R3.049.S A.27 K9123/S	

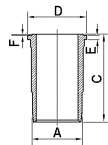
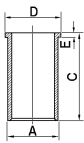
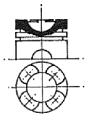


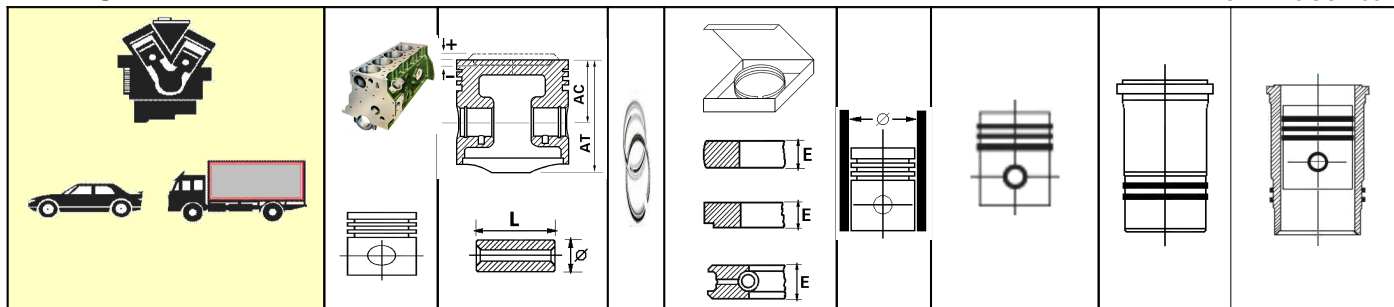
Mot. OM352A, 5675 c.c.,
17:1, L/LK1413/36,
L1413/42, L1413/48,
Turbodiesel
1964/70

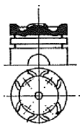
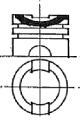
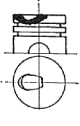
6	65.20 – 20 x	1	3	Std 0.50	R2.049.50.00	A=101.00	R1.049.50.90
Ø 97	115.70	2	3	1.00	R2.049.50.05 R2.049.50.10	C=223.00 D=104.00 E=4.50	
		1	5.50				
	Ø 36 x 82.50	1	5.50			 R3.049.S A.24 A=103.00 C=223.00 D=106.00 E=4.50	R1.049.50.91
						 R3.049.S A.27 K9123/S	

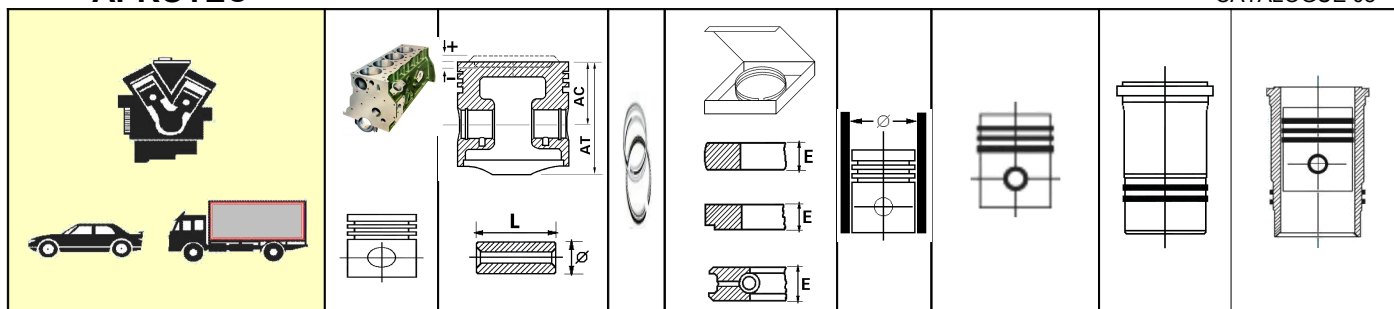
115

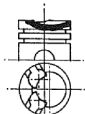
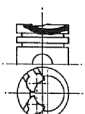
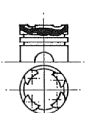

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OM 360	6 Ø 115						A=120 C=355 D=125 E=6 K1256/S	
Mot. OM401, 9570 c.c., 17.2/17.5:1, 1219, 1419, 1619, 1719, 0303, 6 Cil. Mot. OM402, 12760 c.c., 17.2/17.5:1, 1424, 1624, 2224, 1626, 1926, 2026, 2226 O303, 8 Cil. Mot. OM403, 15960 c.c., 17.2/17.5:1, 1632, 1932, 2032, 2232, 2632, O303, 10 Cil., Diesel	6/8/10 Ø 125						A=139.95 C=253.00 D=151.92 E=10.07 F=1.00  R3.049.H T.36 K1330/F	
Mot. OM346, 10809 c.c., 17:1, 1418, 1518, 1620, 1920 2020, 2220, 2620, O317, Diesel 1964/67	6 Ø 128						A=134.00 C=277.50 D=139.00 E=9.09  R3.049.S A.39	
M 355 – 11581 c.c. – 230 PS – Diesel – ab 1967	6 Ø 128 	96.26 – 27 Ø 48				G1280		


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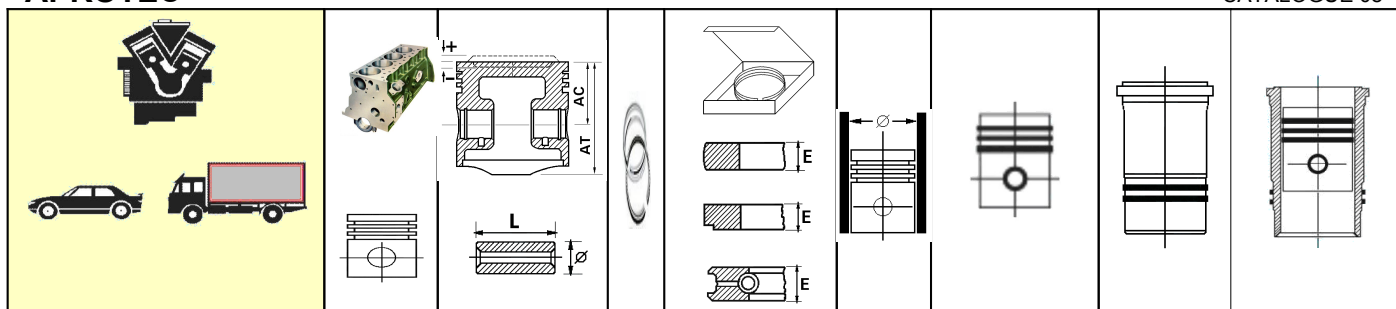
OM 326 128P8	6 Ø 128 	85.2 – 4.5 Ø 44				G205		
OM 355	6 Ø 128						A=134 C=288 D=138 E=5.5 K6782/S	
OM 326/346	6 Ø 128						A=134 C=277 D=139 E=9.1 K6783/S	
M 202 A – M 203 A – M 204 A – 1950	2/3/4 Ø 140 	118.3 – 20.2 Ø 52				G14010		
M 202 B-203 B-204 B – ab 1952/65	2/3/4 Ø 140 	110.7 – 10 Ø 52				G14010 a		


DAIMLER BENZ

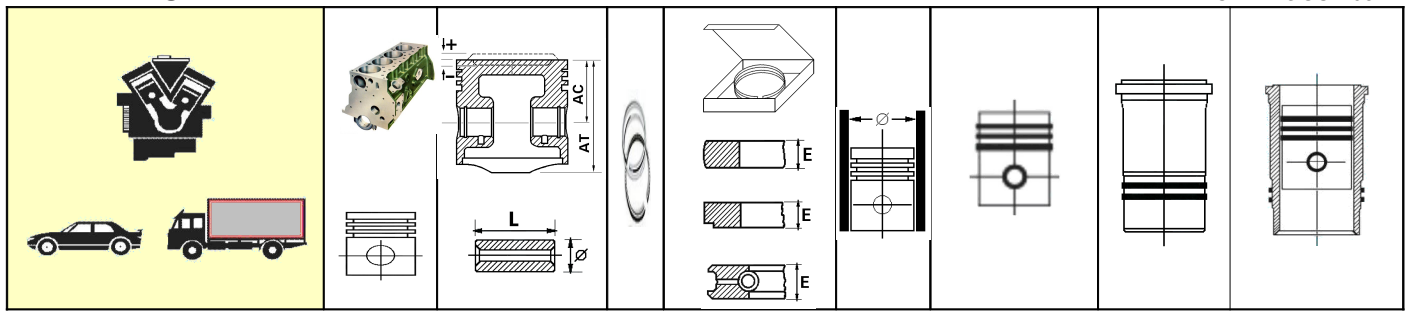
Type 846 – Diesel – 350 PS	6 Ø 150 	98.5 – 10.5 Ø 52				G15012		
Type 846 – Diesel	6 Ø 150 	68.5 – 10.5 Ø 52				G15012 ins		
MB 820 – V – 1350 PS	12 Ø 175 	100 - 14.5 Ø 55				G1778 a		

DARI

Compresseur 45000	1 Ø 40 	24 Ø 12				G4045		
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DARI

Compresseur 45100	2 Ø 45 	26 Ø 13				G454		
Compresseur 45200	1/2 Ø 52 	26 Ø 13				G527		
Compresseur 10100	1 Ø 60 	26 Ø 13				G6018		
Compresseur 11020	1 Ø 65 	30 Ø 18				G6525		
Compresseur 12020	1 Ø 95 	40 Ø 18				G9523		

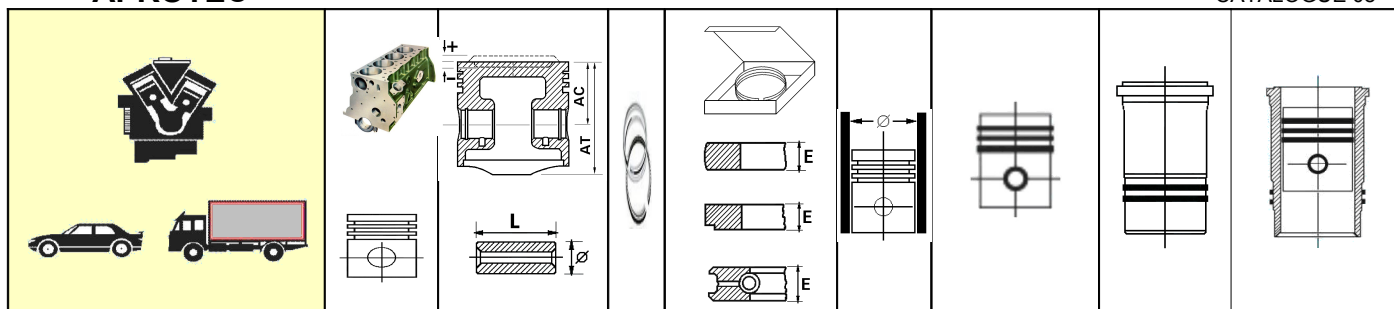

DARI

Compresseur 12030	1 Ø 105 	50 Ø 22				G10527		
Compresseur 12040	1 Ø 120 	50 Ø 22				G12029		
Compresseur 12014	1 Ø 120 	60 Ø 28				G12014		
Compresseur	1 Ø 165 	70 Ø 32				G1650		

DAVID BROWN

Tracteur	4 Ø 100						A=106 C=210 D=110 E=6 K5497/F	
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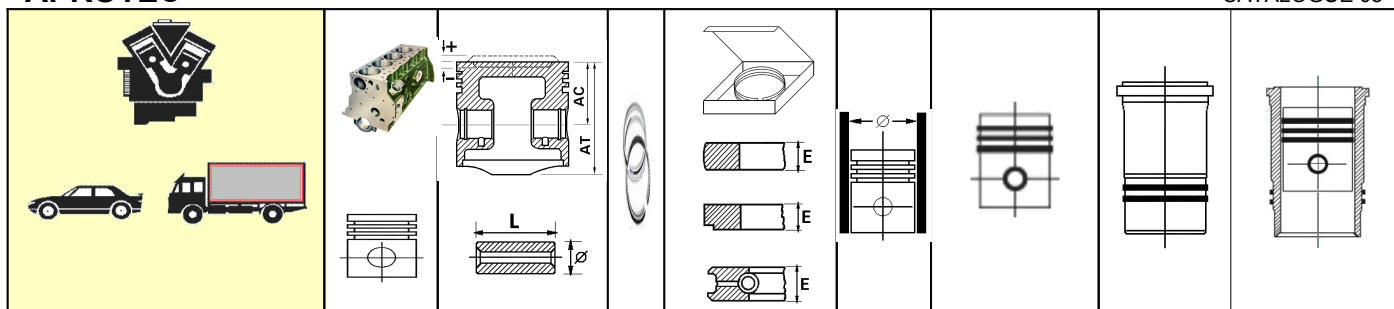
DE DION-BOUTON121


DE DION-BOUTON

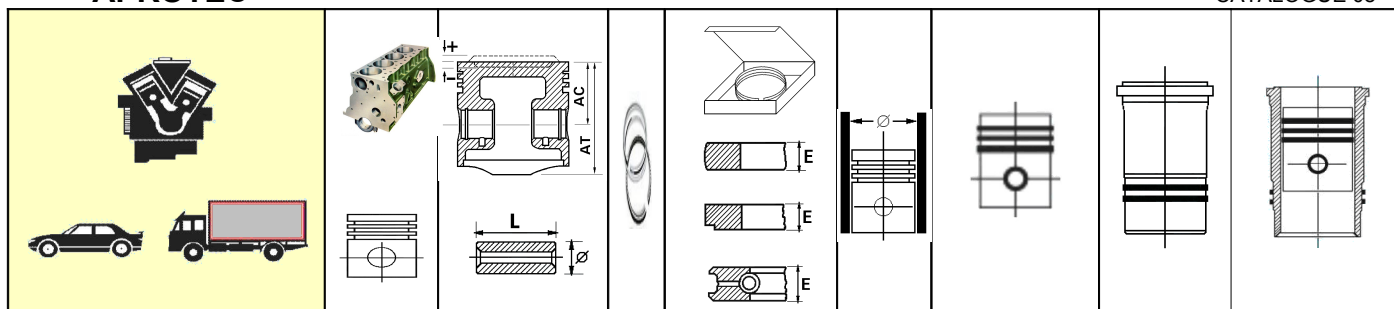
LU – LY – 17 CV 1932/36	4/6	65 x 130	1	3.5		PIS1755		
	Ø 100		2	3.5				
			1	4.5				
	 	Ø 30 x 86						
KM – 60 CV – tracteur 1928/36	4	89 x 159	1	6		PIS994		
	Ø 125		3	6				
	 	Ø 30 x 113.5						
Tracteur 60 CV – gaz pauvre	4	92 + 14 x 176	1	6		PIS1333		
	Ø 125		3	6				
		Ø 30						

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109 – 9 CV 1929/32	4	57 x 90	1	2.5		PIS101		
	Ø 69		1	2.5				
			1	3.5				
	 	Ø 25 x 58	1	4				


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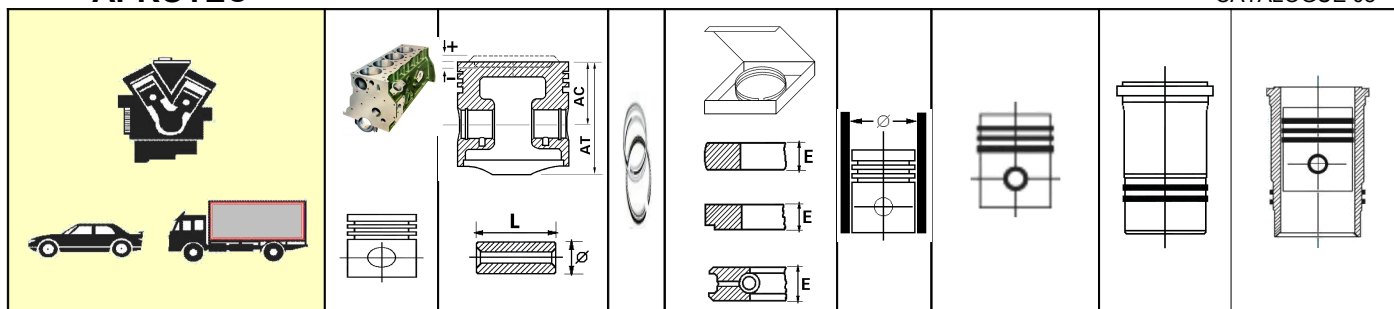
104 – 105 – 10 CV – 1 1/2 T	4	53.5	1	2	PIS683		
	Ø 69.5	x 90.5	1	2.5			
			1	2.5			
		Ø 25 x 58	1	4.5			
87 – 10 CV	4	48.5 + 8.5	1	2.5	PIS295		
	Ø 70	x 92	3	2.5			
		Ø 22 x 59	1	4.5			
108 – 14 CV 1929/33	6	57	1	2	PIS491		
	Ø 70	x 90	2	2			
			1	4.5			
		Ø 28 x 57					
107M – 10 CV – Série 2 1928/30 107M, 10 CV, série 1	4	49.5 + 2.5	1	2.5	PIS61		
	Ø 72	x 87	2	2.5			
			1	4.5			
		Ø 22 x 63					


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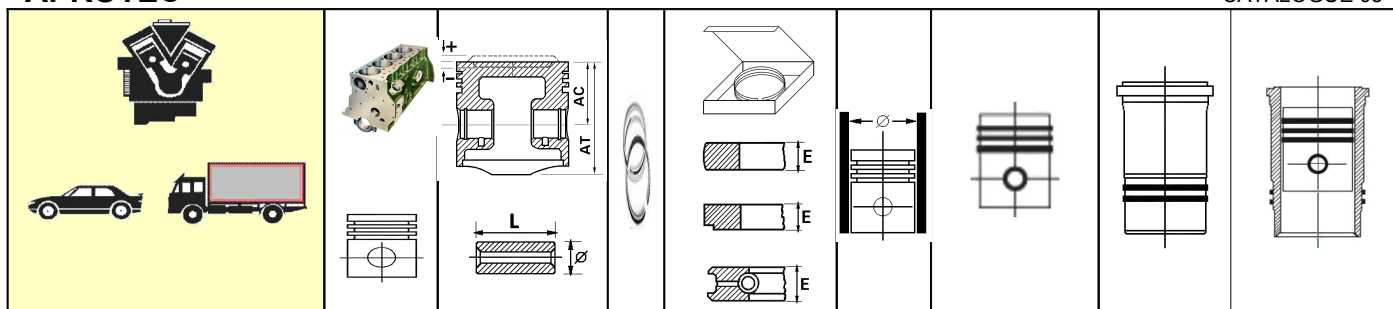
122 – 123 – 132 – 143 – 10 CV 1933/36	4 Ø 73.8  	50 x 85 Ø 25 x 67	1 3 1	2.5 2.5 4.5		PIS1125		
112 – 16 CV 1928/31	6 Ø 74.5  	42 x 76.5 Ø 22 x 67	1 1 1 1	2 2 3 3		PIS552		
110 – 12 CV 1930/33	4 Ø 79.4  	52.5 x 98 Ø 25 x 68	1 1 1 1	2.5 2.5 3 4.5		PIS589		
103, 15 CV, 6 Cyl. – 120, 124, 12 CV, 4 Cyl. 1934/39	4/6 Ø 80  	50 x 85 Ø 25.02 x 69	1 3 1	2.5 2.5 3.5		PIS1426		



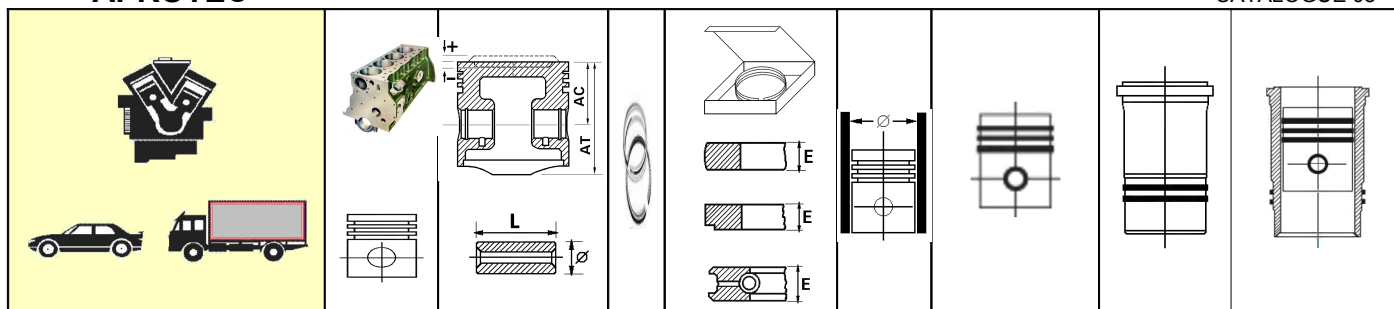
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134, 4 Cyl. – 135 M, 6 Cyl. – 140, 148L, 6 Cyl. – 171 Pick – up, 6 Cyl. 1935/52	4/6 Ø 84  	50 x 85 Ø 25 x 75	1 3 1	2.5 2.5 5		PIS1448		
103N – 14 CV 1940	4 Ø 84  	50 x 85 Ø 25.02 x 77	1 3 1	2.5 2.5 5		PIS1447		
84, Série 5 83 – 84 – 15 CV – Série 4 83 – 84 – 56 – D4 – 1T200 1919/33	4 Ø 85  	44 + 11 x 102 Ø 24 x 77	1 2 1 1	2.5 2.5 3 3.5		PIS37		
94 – 15 CV	4 Ø 85  	53.5 + 6 x 100.5 Ø 27 x 73	1 3 1	2.5 2.5 5		PIS1224		


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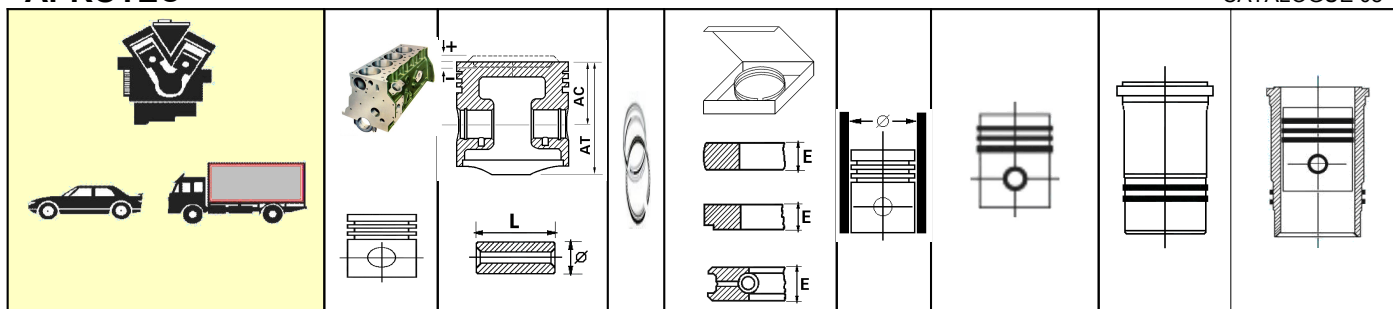
111 – Moteur Lycoming – 22 CV 1931/32	6 Ø 98.42  	60.32 x 111.12 Ø 28.57 x 85	1 3 1	3.17 3.17 4.76		PIS533		
119 – 139 – 22 CV	6 Ø 100  	60 x 115 Ø 32 x 91	1 3 1	3 3 5		PIS1210		
83 – 59	4 Ø 100  	66.5 x 131 Ø 32 x 87	1 3 1	3 3 4		PIS1304		
83 – 59 – Mot. 95	4 Ø 100  	66.5 x 131 Ø 32 x 87	1 3 1	3 3 4		PIS1030		

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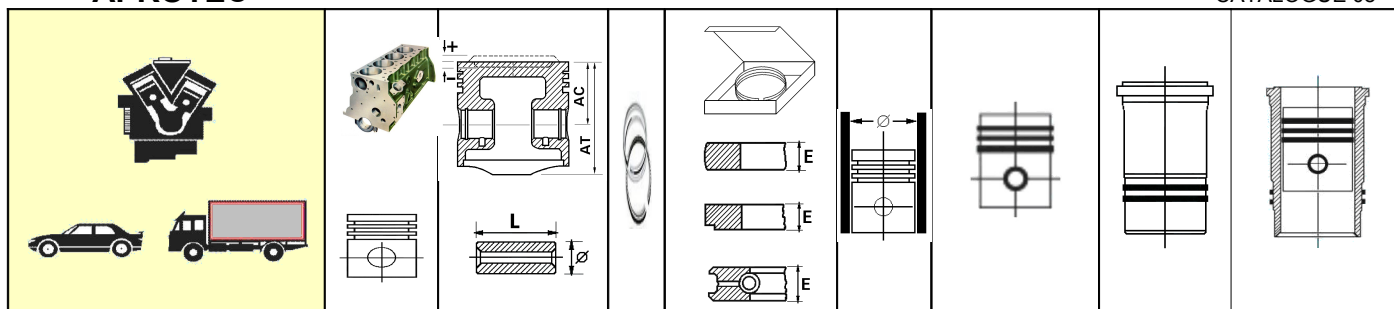
129, 22 CV, 6 Cyl. – 149, 15 CV, 4 Cyl. Dièsel Gardner 1936/47	4/6	111.12 – 34.7	1	1.32		PIS2363		
	Ø 107.95	x						
		165.12	1	2.38				
			1	2.38				
		Ø 41.27 x 90	1	2.38				
			2	4.76				

DELAGE

DR – 14 CV 1927/31	6	40	1	2.5		PIS333		
	Ø 70	x 89	1	2.5				
			1	2.5				
		Ø 22 x 56	1	4.5				
								
DS – 14 CV 1931/33	6	42.5	1	2.5		PIS1013		
	Ø 70	x 92.5	3	2.5				
			1	4.5				
		Ø 22 x 59						
								
DE – GM – 10 CV	4	40	1	3		PIS292		
	Ø 72	x 79	1	3				
			2	3				
		Ø 18 x 64						
								

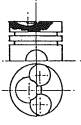

DELAGE

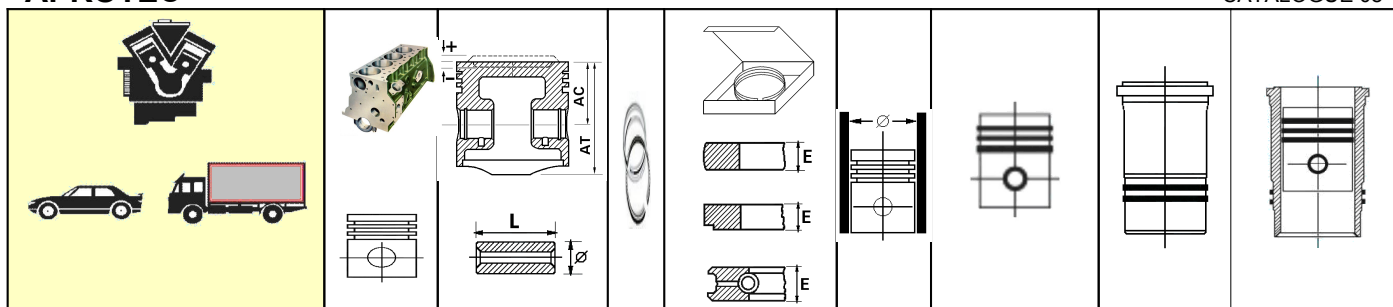
D6/11 – DG/11, 11 CV – D8/15, 15 CV 1935	6/8	44.5	1	2.5		PIS1122		
	Ø 75	x 86	1	2.5				
			1	2.5				
		Ø 22 x 65	1	4.5				
								
DMS – 17 CV à culbuteurs	6	45 + 5.5	1	2		PIS1266		
	Ø 75	x 89.2	1	2				
			1	2.5				
		Ø 22 x 64	1	4.5				
								
D6/11S – D8/15S – 11/15 CV	6/8	45.25 + 2	1	2.5		PIS1123		
	Ø 75	x 89.2	1	2.5				
			1	2.5				
		Ø 22 x 65	1	4.5				
								
DI – 11 CV 1926/30	6	55	1	2		PIS47		
	Ø 75	x 93	3	2				
			1	4.5				
		Ø 25 x 64						
								

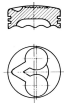
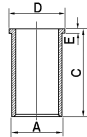
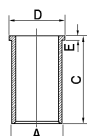

DELAGÉ

D6, 17 CV – D8, 23 CV 1930/33	6/8	40 x 90	1	2		PIS901		
	Ø 77		1	2				
			1	2.5				
		Ø 22 x 64	1	4.5				
								
	4	41.2 x 90	1	2		PIS1124		
	Ø 77		2	2				
			1	4.5				
		Ø 22 x 65						
								
D6 – 70 – 15 CV 1936/38	6	45 x 80	1	2.5		PIS1091		
	Ø 80		3	2.5				
			1	4.5				
		Ø 25.02 x 74						
								

DEMAG

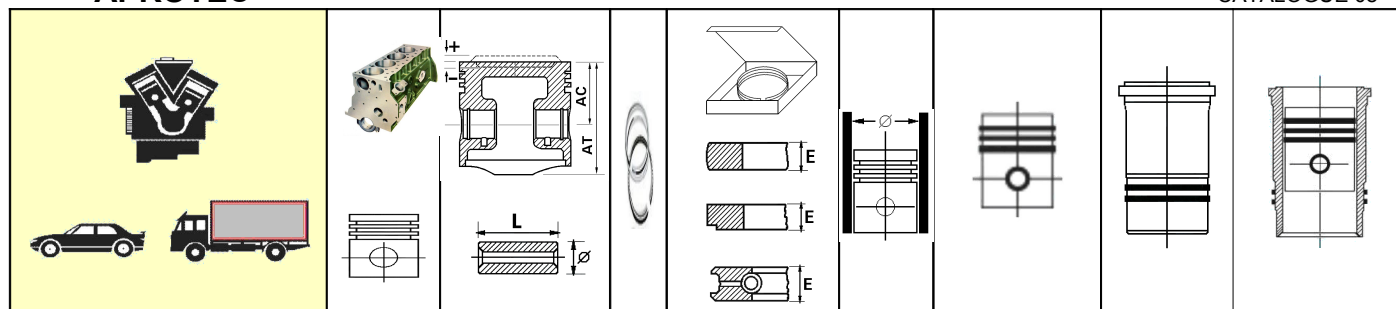
Diesel Kompressor – 85 PS – 4 D 12 – D 120	2	90 – 10.5				G12019		
	Ø 120							
		Ø 42						
								


DEUTZ

Mot. FL812, 19:1 850 c.c., Tracteur D15, 1 Cil. 1700 c.c., Tracteur D2505, D3005, D30/S, 2 Cil. 2550 c.c., Tracteur D4005/P, D4505, D40L/S, 3 Cil. 3400 c.c., Tracteur D5005, D6005/A, D50/S, 4 Cil. 5100 c.c., Tracteur D8005, D9005/A, 6 Cil., Diesel 1963/67	1/2/3/4/6 Ø 95 	68 + 11.70 x 125.70 Ø 35 x 80	1 2 1	2.50 2.50 5	Std 0.50 1.00	R2.054.20.00 R2.054.20.05 R2.054.20.10	A=98.50 C=223.00 D=100.50 E=4.50  R3.054.S A.22	R1.054.20.90
Mot. FL912, 17:1 1884 c.c., Tracteur D2506, D3006, 2 Cil. 2826 c.c., Tracteur D4006/A, D4505/A, D4506/A, D5006/A, D5206/A, 3 Cil. 3768 c.c., Tracteur D5506/A, D6006/A, D6206/A, D7006/A, D7206/A, 4 Cil. 4712 c.c., 5 Cil. 5652 c.c., Tracteur D7506/A, D8006/A, D9006/A, D9009/A, 6 Cil., Diesel 1967/72 F2L 912 – 1884 c.c. – 36 PS F3L 912 – 3768 c.c. – 54 PS F4L 912 – 72 PS F6L 912 – 5640 c.c. – 108 PS Diesel ab 1972 – Raffred.aria Tracteur D 2506 – 3006 – 4006 – 4005 – 5006 – 5506 – 7006 – 6006 – 75006 – 8006 – 9006 – 9009 – 10006	2/3/4/5/6 Ø 100 	71.90 + 5.70 x 123.60 Ø 35 x 80	1 1 1 1	3 2.50 1.50 5	Std 0.50 1.00	R2.054.30.00 R2.054.30.05 R2.054.30.10	A=103.50 C= 224.50 D=105.50 E=4.50  R3.054.S A.23	R1.054.30.90

DITER

Mot. D987, 567 c.c., 11/12 HP, LKS, Air Cooled., Diesel 1974 →	1 Ø 85 	60 - 16.20 x 92 Ø 26 x 68	1 1 1	3 3 3	Std 0.50 1.00	R2.056.30.00 R2.056.30.05 R2.056.30.10 Ver M.W.M. R2.120.12.00		
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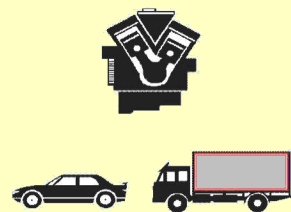

DITER

Mot. D225, D325, 18:1 1700 c.c., 33 HP, 2 Cil. 2550 c.c., 50 HP, 3 Cil. 3400 c.c., 68 HP, 4 Cil. 5100 c.c., 102 HP, 6 Cil., Diesel (D225 Water Cooled, D325 Air Cooled)	2/3/4/6	59.80 - 17.50	1	3	Std	R2.056.40.00	A=106.00	R1.056.40.90
	Ø 95	x 112.80	1	3	0.50	R2.056.40.05	C=212.00	Ver M.W.M.
			1	3	1.00	R2.056.40.10	D=114.00	R1.120.20.90
		Ø 32 x 82	1	5		Ver M.W.M. R2.120.20.00	E=8.00	
Mot. D202, 16.7:1, Water Cooled Mot. D302, 17.2:1, Air Cooled 745 c.c., 13.5 HP, 1 Cil. 1490 c.c., 31 HP, 2 Cil. 2235 c.c., 46.5 HP, 3 Cil.	1/2/3	60 – 20.50	1	3	Std	R2.056.42.00		
	Ø 95	x 113	1	3	0.50	R2.056.42.05		
			1	3	1.00	R2.056.42.10		
		Ø 32 x 82	1	5		Ver M.W.M. R2.120.21.00		

EICHER

EDK Tracteur 100L45	1/2/3/4 Ø 100	81 – 29.2				G10016		
		Ø 35						
ED 16 – II/IV Tracteur 110L37	1/2 Ø 110	87 – 37				G11017		
		Ø 40						

133



Compresseur

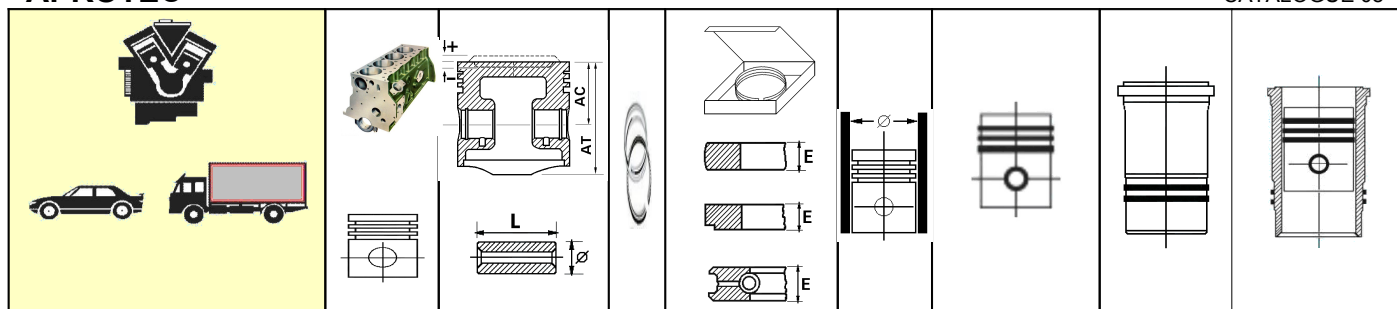
1
Ø 160



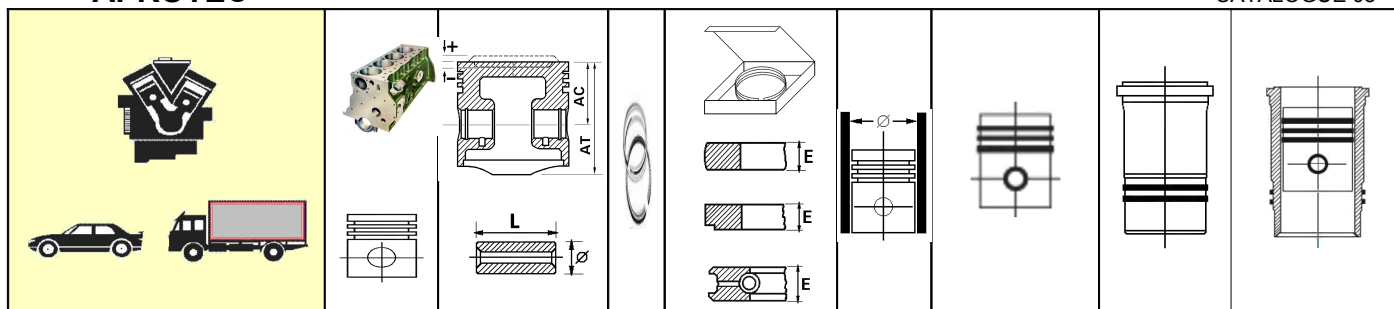
Compresseur D – 1 / DA 21

1/2
Ø 80




ESPHOLIN

Compresseur F2 – F4 – V52	1/4 Ø 120 	60 Ø 25				G1203		
Compresseur F8	2 Ø 120 	80 Ø 30				G1208		
Compresseur H5 – D26	1/2 Ø 130 	60 Ø 18.7				G13020		
Compresseur F8 – F81	4/6 Ø 150 	80 Ø 30				G15011		
Compresseur VE 15/20	4 Ø 230 	120 Ø 60				G2301		


DODGE

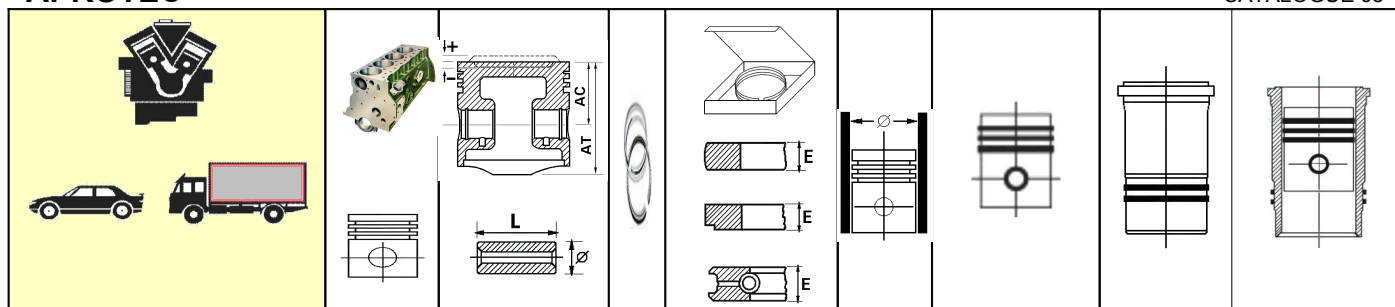
JEPPONE	6 Ø 82.55  	50.80 Ø 21.83				K17	A=87 C=208 K1587/S	
3 TON – 118	6 Ø 87.31  	50.80 Ø 21.83				K20/P	A=92 C=208 K3579/S	

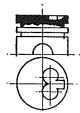
FENDT

Tracteur FW 140 – Favorit 1 Tracteur FW150 – Favorit 2 – 3120 c.c. – Diesel – Motor M.W.M.	3 Ø 105 	79.8 - 6 Ø 35				K1053		
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FERGUSON

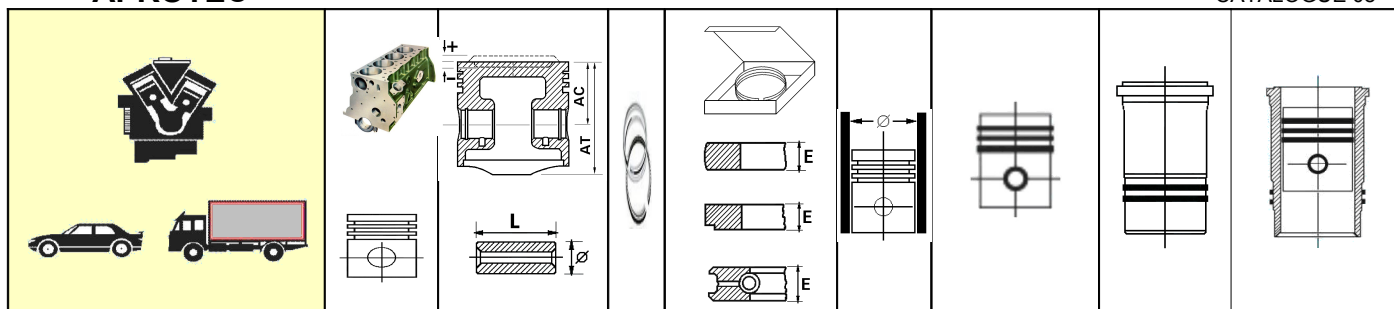
Tracteur TE A 20	4 Ø 80 	49.88 Ø 22.22				K8024c		
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FERGUSON

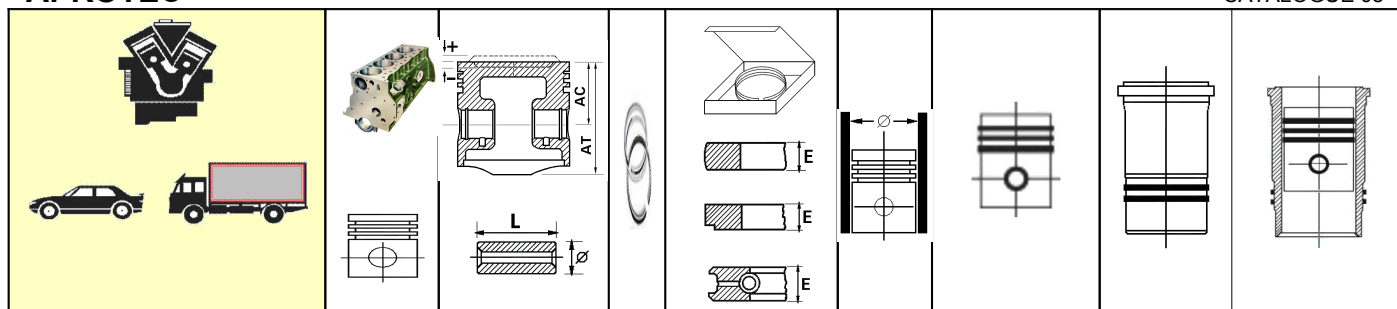
Tracteur TE – E 20 – Diesel . 16, 3 PS – 2092 c.c.	4 Ø 80.96 	60.32 Ø 25.4				K8533a		
Tracteur 23 C – FE 35 – HP 17.5 – Diesel – 2259c.c. – ab 1957	4 Ø 84.17 	60.2 – 3.3 Ø 28.57				K8414		

FERRARI

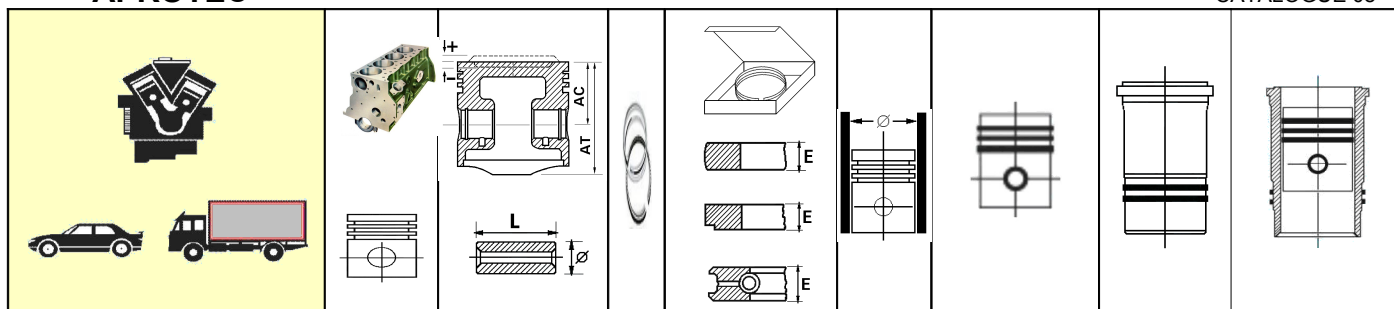
166	12 Ø 60  	30 + 8 Ø 16.5/17				K9900	A=59.50 C=105.50 D=77 E=75.50 K152/L/F	
195	12 Ø 65  	27.5 + 8.2 Ø 17				K9994	C=104.50 K152/F	


FERRARI

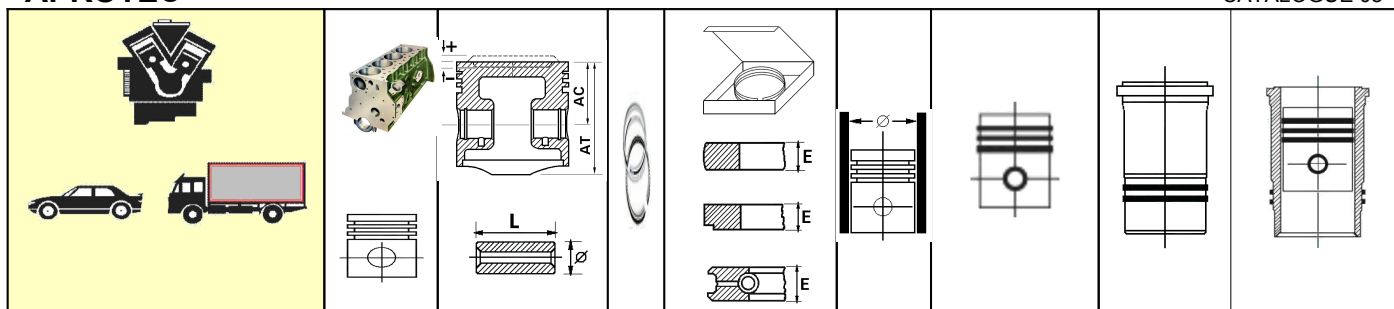
VETTURA	12 Ø 66  	25.80 + 12.2 Ø 16.5				K9943		
208 GT4	8 Ø 66.80  	27.5 + 8.2 Ø 17				K135	A=76 C=121 D=87.65 E=8 K86/F	
208	8 Ø 66.80  	30.7 + 4 Ø 18.5				K87		
212 TF	12 Ø 68  	21.3 + 5 Ø 16.5				K9901	A=74.15 C=106 D=83 E=75 F=0.5 K1294/F	


FERRARI

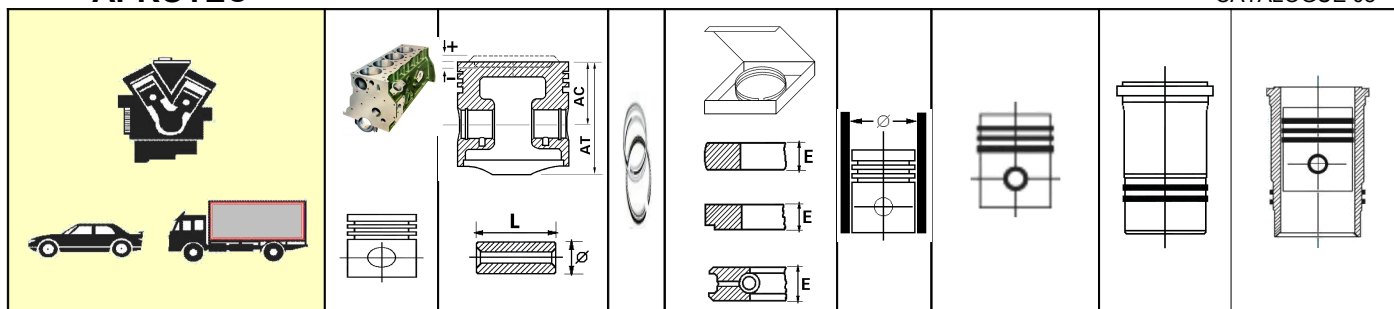
VETTURA 225	12 Ø 70  	28 + 6 Ø 16.5				K2140		
250 (BASSO)	12 Ø 73  	29.5 + 4.5 Ø 16.5				K1452		
250 (BASSO)	12 Ø 73  	29.5 + 4.5 Ø 17				K1360		
250 (ALTO)	12 Ø 73  	28.7 + 7 Ø 17				K1361		


FERRARI

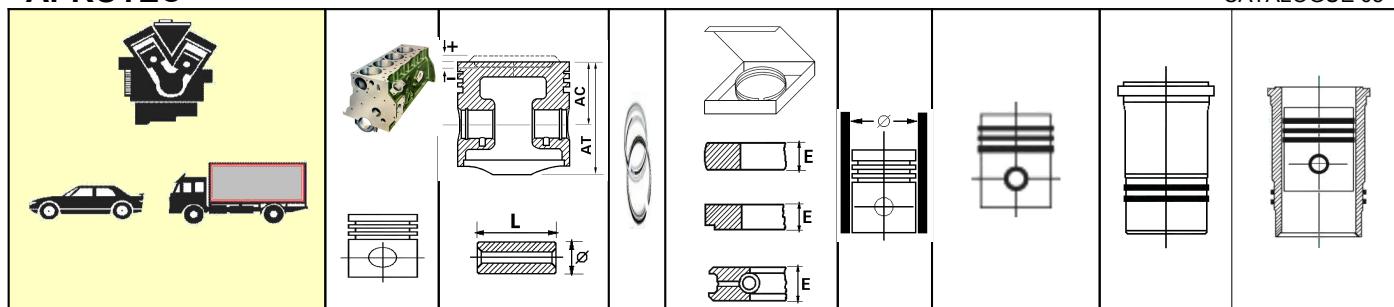
250 TF	12 Ø 73						A=78.05 C=112 D=85.35 E=76 K991/F	
250	12 Ø 73						A=78.05 C=101.5 D=85.35 E=58.30 K1584/L/ FS	
250 DA CORSA A DI ZEGNO	12 Ø 73						A=78.30 C=102.30 D=87 E=55.30 K163/F	
250 NORMALE	12 Ø 73						A=78.05 C=101.5 D=85.35 E=54.50 K1584/L/ FS	
250	12 Ø 73						A=78.05 C=102 D=85.35 E=155 K134/SF	
275 GTB 2 soupapes Ø origine	12 Ø 77  	28.5 + 5.5 Ø 17				K1362	A=82 C=101.5 D=89 E=54.45 K1220/L/ F/S	

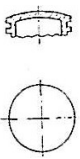
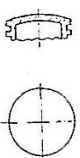
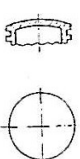
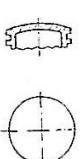

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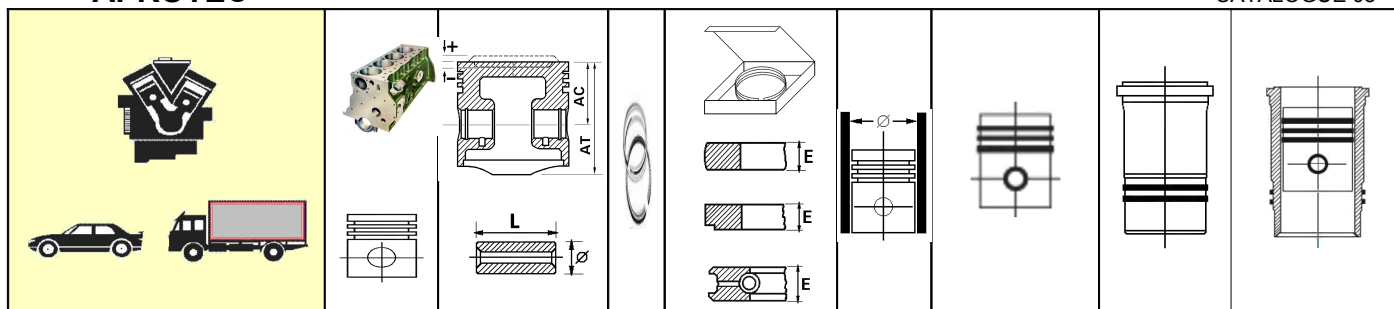
275 GTB 4 soupapes Ø +	12 Ø 77  	28.5 + 5.5 Ø 17				K9956	A=82 C=101.5 D=89 E=54.45 K1220/L/ F/S	
275	12 Ø 77						A=82 C=101.5 D=89 E=54.45 K9964/S	
330 GTC	12 Ø 77  	29.5 + 10 Ø 18.5				K1363	A=83.05 C=121 D=90 E=63.43 K9985/SF	
342 AMERICA	12 Ø 80  	38 + 5.5 Ø 21				K9902	A=FILETTE C=136 K1322/F	


FERRARI

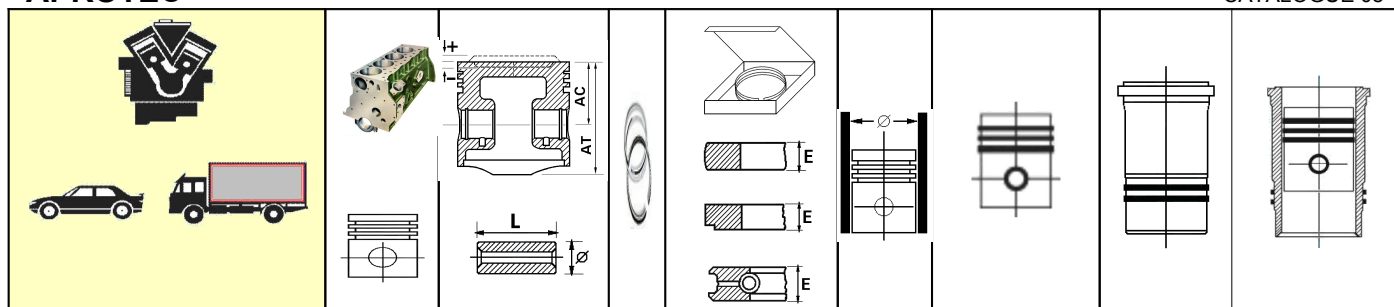
365 GTC 2 ASSI	12 Ø 81  	30.9 + 8.3 Ø 18.5				K9903/1	A=86.95 C=121 D=95.8 E=63.5 K1295/F	
365 GTC 2 ASSI	12 Ø 81  	30.6 + 8.3 Ø 18.5				K1364	A=86.95 C=121 D=95.8 E=63.5 K1295/F	
365 GTC 4 ASSI	12 Ø 81  	30.9 + 8.3 Ø 18.5				K9903	A=86.95 C=121 D=95.8 E=63.5 K1295/F	
365 GTC / BB 4 ASSI DAYTONA	12 Ø 81  	30.7 + 6 Ø 18.5				K9920	A=87 C=128.5 D=101.23 E=54.85 F=8 K9924/F	


FERRARI

FERRARI BB	12 Ø 81 	34.3 + 6 Ø 18.5				K710		
400i	12 Ø 81 	30.8 + 6 Ø 18.5				K133	A=86.95 D=95.8 E=67.10 K49/F	
308 GTB (308 SPORTIVO B.8.3)	8 Ø 81 	30.8 + 6 Ø 18.5				K9904	A=86.95 C=121 D=101.2 E=63.5 K1221/FS	
512 BB	12 Ø 82 	30.2 + 6.4 Ø 18.5				K56	A=87.95 C=131 D=101.25 E=54.85 K2117/F	


FERRARI

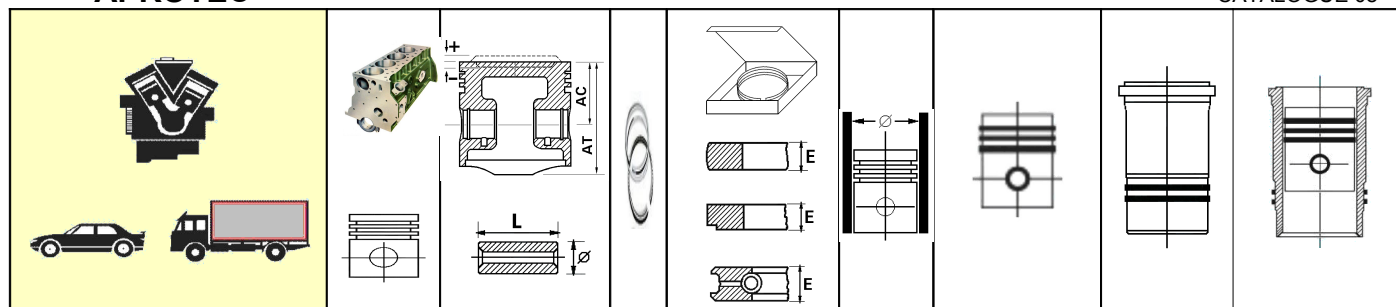
375 AMERICA	12 Ø 84  	34 + 13.3 Ø 21				K1365	A=94 C=136 D=102 E=5 K1222/F	
375 DAYTONA	12 Ø 84						A=90 C=136 D=98 E=5 K1296/F	
DINO 2000	6 Ø 86  	31.5 + 8.3 Ø 20				K1366	A=91.50 C=107 D=98.85 E=55.5 K1584/SF	
VETTURA	12 Ø 88  	36 + 5.7 Ø 21				K9905		

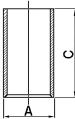
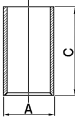

FERRARI

DINO 2400	6 Ø 92.5  	30 + 5 Ø 20				K1367	A=96 C=110 D=98 E=5 K1223/S	
VETTURA	6 Ø 102  	37.3 + 23 Ø 28.57				K9906		
VETTURA	4 Ø 103  	34 + 27 Ø 25				K9909/P		

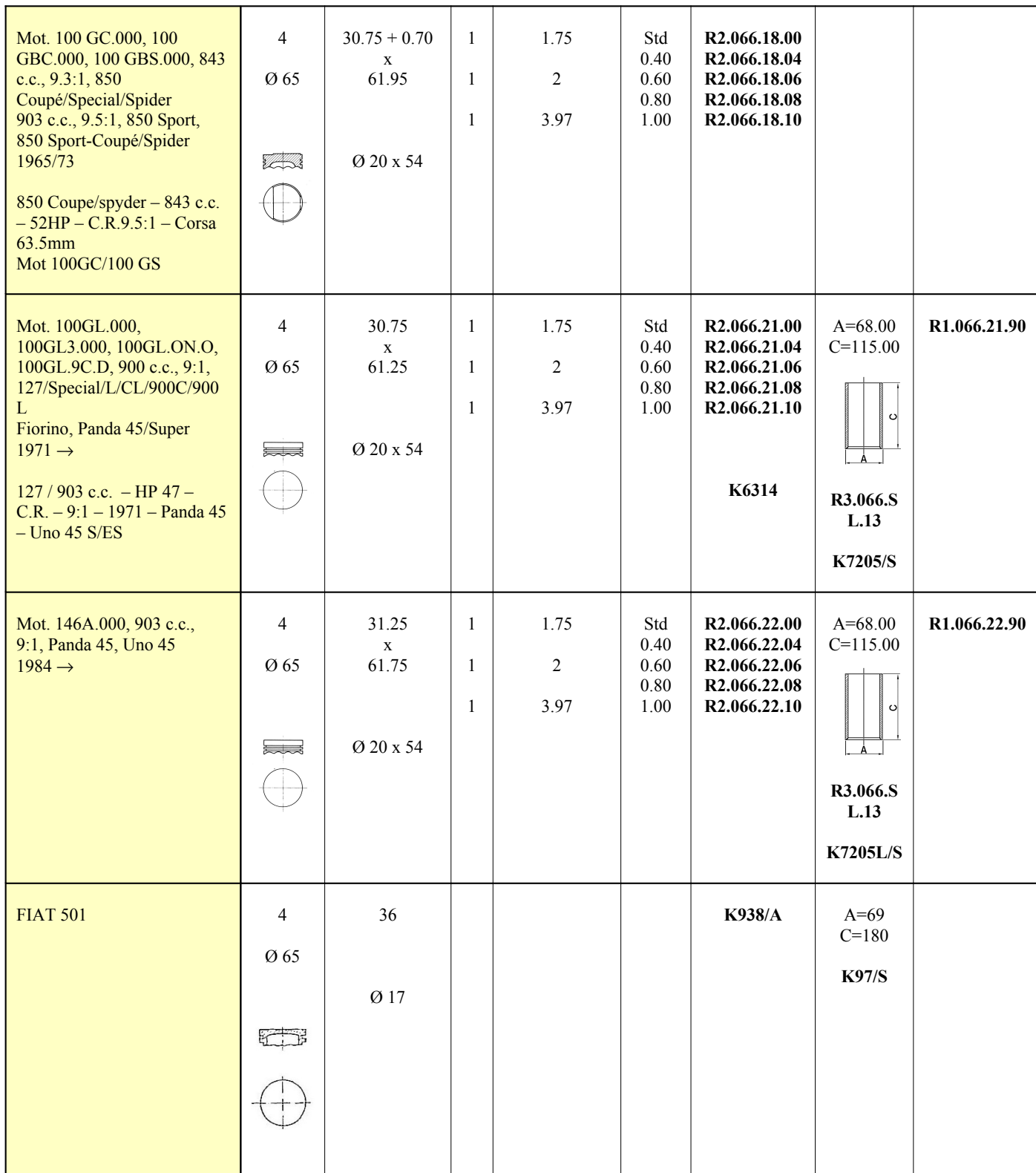
FIAT

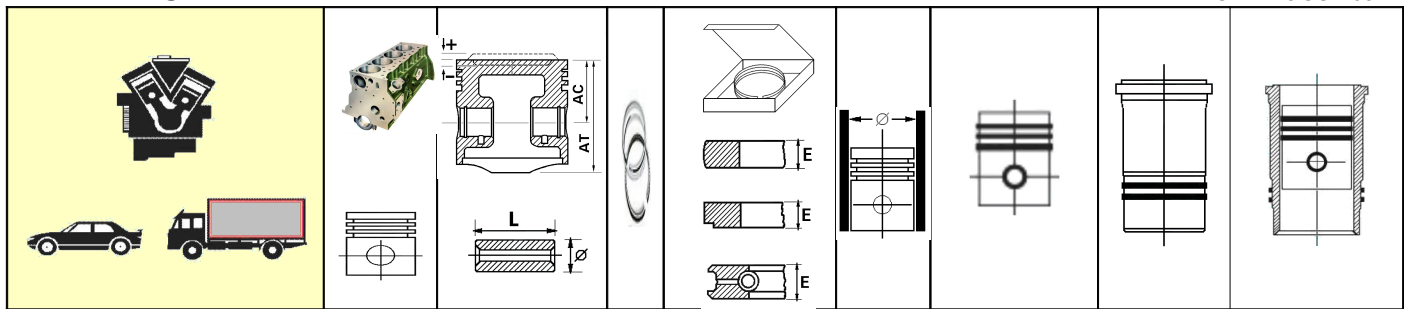
500 A/B/C Topolino	4 Ø 52 	30.5 Ø 15				K21	A=56 C=121 K1589/S	
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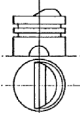
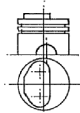
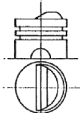

FIAT

COMP. FRENI F. 640/642	4 Ø 55  	30 Ø 15				K1426		
600 – Multibla (Seg. base)	4 Ø 60 	41 Ø 18				K9958	A=64 C=115 K1591/S	
Mot. 100 D.000, 767 c.c., 7.5:1, 600 D/E/T, 750 T, Jagst, Multipla 1960/70 600 D – 767 c.c. – HP 32 600 t. Furgone	4 Ø 62 	31 x 62 Ø 20 x 51	1 1 1	2 2 3.97	Std 0.40 0.60 0.80 1.00	R2.066.10.00 R2.066.10.04 R2.066.10.06 R2.066.10.08 R2.066.10.10 K6261	A=66.00 C=110.00  R3.066.S L.07 K4260/S	R1.066.10.90
Motor 100 G.000, 100 GB.000, 843 c.c., 8/8.8:1, 850 Familiar/Coach, 850 Super, Special 1964/71 850 Super – Spezial – Familiare .- Coupe S – Spyder – 903 c.c. Corsa 68mm	4 Ø 65 	30.75 x 61.25 Ø 20 x 54	1 1 1	1.75 2 3.97	Std 0.40 0.60 0.80 1.00	R2.066.15.00 R2.066.15.04 R2.066.15.06 R2.066.15.08 R2.066.15.10	A=68.00 C=112.20  R3.066.S L.10	R1.066.15.90

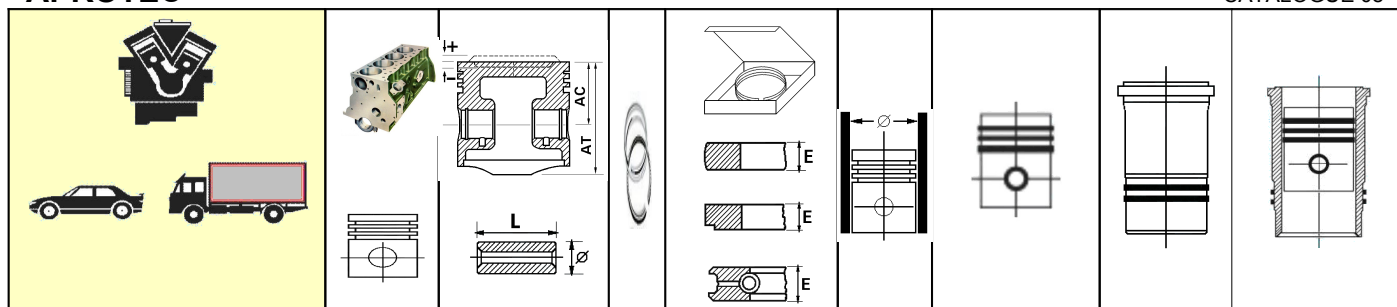
FIAT



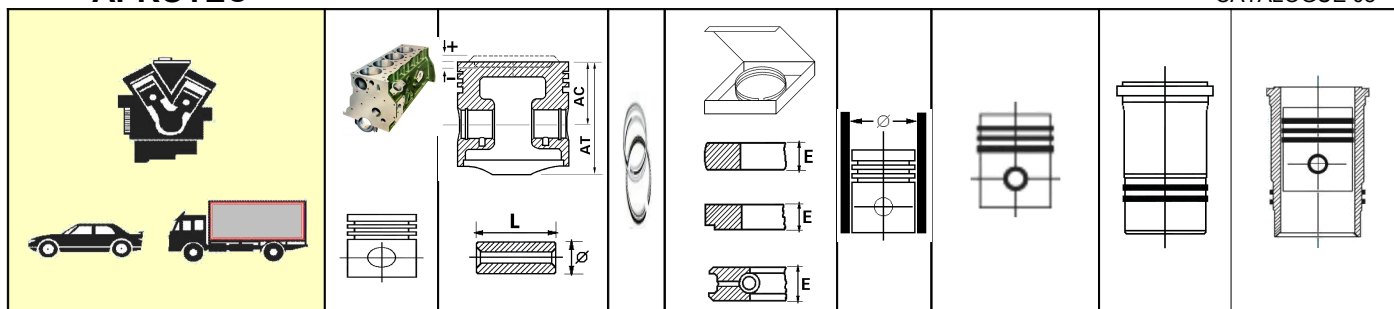

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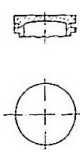
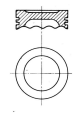
508 - Balilla	4 Ø 65 	42 Ø 18				PIS0938	A=69 C=147 K1596/S	
850 Supercompressa – c.e.9.3 tol	4 Ø 65 	31 + 5 Ø 19.98				G6516 Spec		
600 D transf. 1000 c.c. alta compr.	4 Ø 65 	31 + 5 Ø 20				G6517		
850 Abarth – transf. FAZA	4 Ø 65 	26 + 7.5 Ø 18				G6518		
127	4 Ø 65						A=86 C=115 D=69.5 E=4 K7207/M/ S	

FIAT

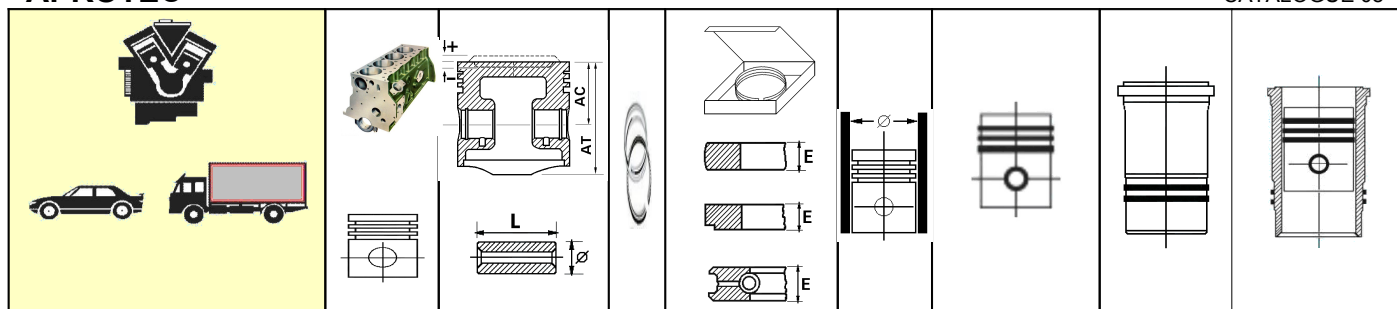


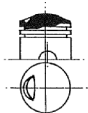
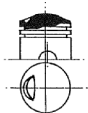
N 500 (SEG.base) 479 c.c. Mot. 110.000	2 Ø 66 	38 + 2 Ø 20				G667		
A 112 ELEGANTE	4 Ø 67.2						A=71 C=115 D=73 E=5 K24/S	
A 112 ELEGANTE	4 Ø 67.2						A=71 C=115 K24/L/S	
N 500 D-F-L giardine. (Seg.base) Mot. 120.000	2 Ø 67.4 	38 + 2.7 Ø 20				K6263/P		

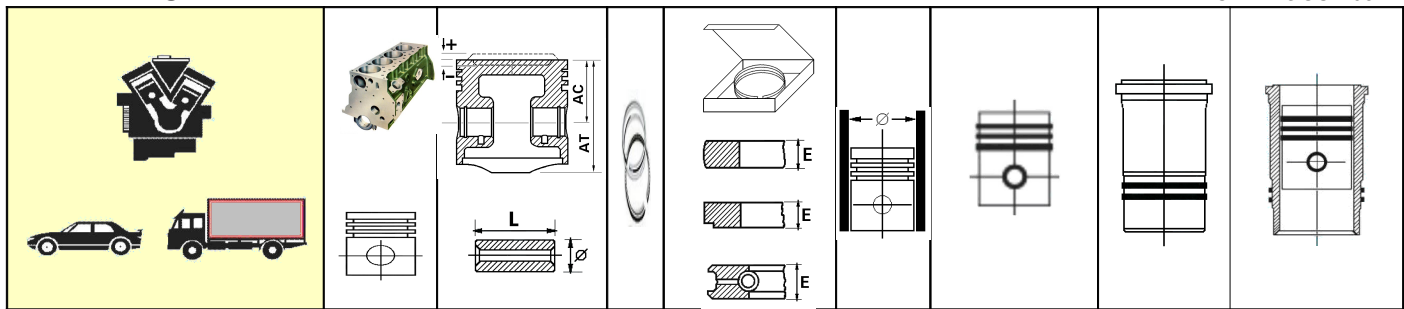

FIAT

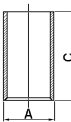
Mot.103 D.000, 103 P.000, 1089 c.c., 6.7/8.1:1, 1100-103, 1100 R, Neckar 1953/70	4 Ø 68 	46 Ø 22					A=72.00 C=148.00  R3.066.S L.16	
1100 A – B – E (Seg.base)	4 Ø 68 	42 Ø 18				K913	A=72 C=146 K1597/S	
1100/103 e T.V.(Seg.base) – 1100R	4 Ø 68 	46 Ø 22				G6860		
Mot. 156A2.000,156A3.000 999 c.c., 9.8:1, Panda 1000S, Uno 45 Fire 1985 →	4 Ø 70 	33.85 – 0.60 x 59.35 Ø 18 x 53	1 1 1	1.50 1.50 3	Std 0.40 0.60 0.80 1.00	R2.066.26.00 R2.066.26.04 R2.066.26.06 R2.066.26.08 R2.066.26.10	A=73 C=120 D=75 E=5 K1225/S	
FYRE Y 10	4 Ø 70						A=73 C=120 K1225/L/ S	

FIAT

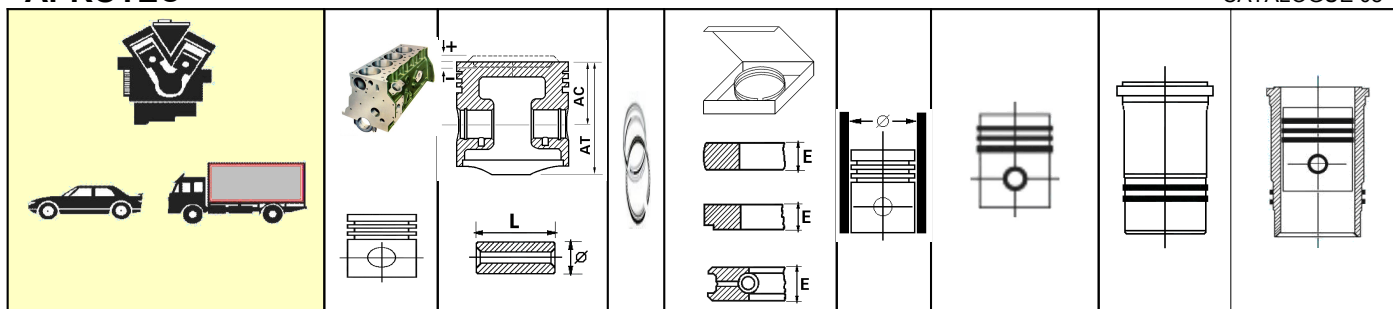


FYRE	4 Ø 70						A=74 C=127 K151/S	
1200 – 1100 D – CAMION 1100-T 2	4 Ø 72 	46 Ø 22				K6144/P	A=76 C=146 K1797/S	
1300 c.c. – 1100T3	4 Ø 72						A=76 C=132 K4264/S	
1300 – Berlina - 1961	4 Ø 72 	37 + 8 Ø 22				G7216		
1800 – 1800 B	6 Ø 72 	40 Ø 22				G709		

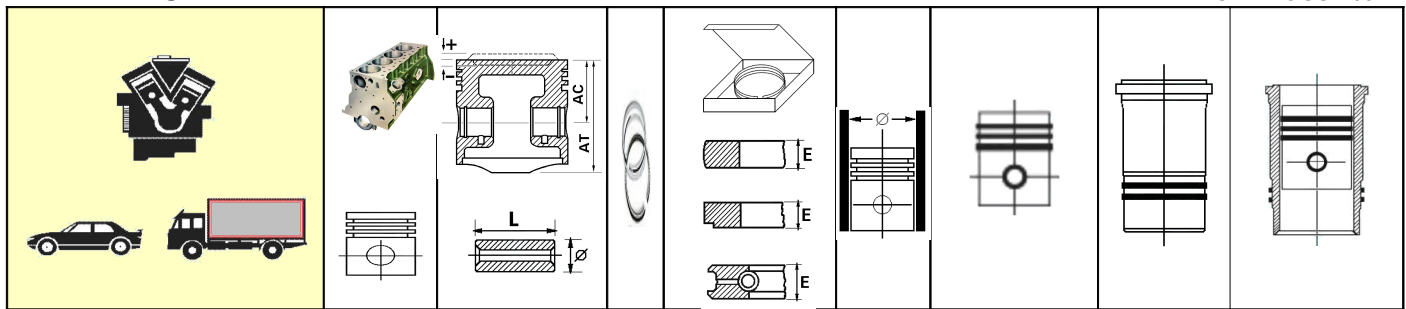

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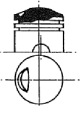
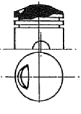
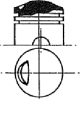
1100 – 1200 c.c. Tracteur 211 – 212 RB	4 Ø 72  	46 Ø 22				K6144/P		
Mot. 124A.000, 124BL.016, 1197 c.c., 8.8:1, 124 Berlina 1966/75 124 – BERLINA – 1197 c.c. – 65HP – 1966 FURGONE 238	4 Ø 73  	37.75 + 2.80 x 80.05 Ø 22 x 64	1 1 1	R5.066.30.00 R5.066.30.04 R5.066.30.06 R5.066.30.08 R5.066.30.10 1.50 2 3.97	Std 0.40 0.60 0.80 1.00	R2.066.30.00 R2.066.30.04 R2.066.30.06 R2.066.30.08 R2.066.30.10 K7274	A=77.00 C=134.00  R3.066.S L.19 K1588/S	R1.066.30.90
126 – Berlina – 594 c.c. – 23 HP - luftgekühlt	2 Ø 73.5 	40 Ø 19.98				K7350/P		
FIAT 505 - 507	4 Ø 75						A=79 C=207 K2185A/ S	

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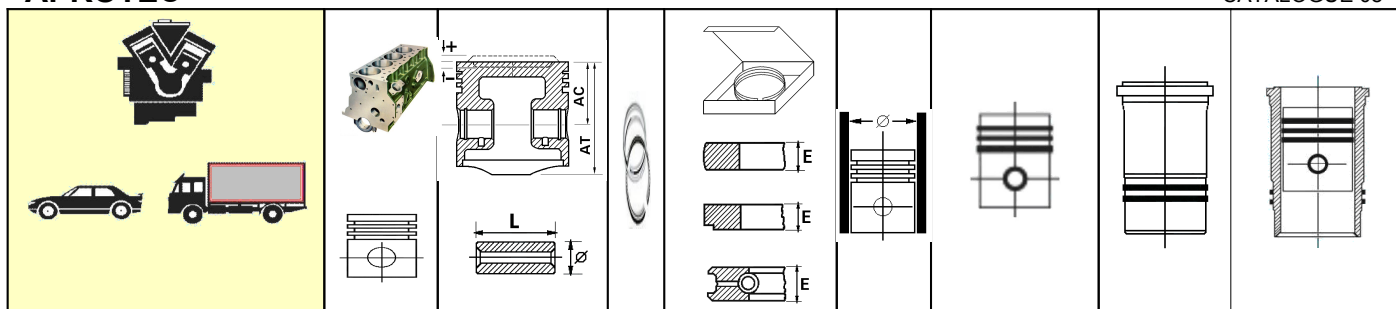


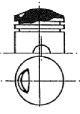
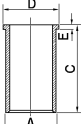
Mot. AW. B 50 – Tracteur 55/60	2 $\varnothing 75$ 	46.5 $\varnothing 20$				G758		
131 Mirafiore – 1300 c.c. – AB AO O – C.R. 9.2:1	4 $\varnothing 76$ 	38.45 + 0.5 $\varnothing 22$				K7590/P		
Mot. 127A5.000, 127AB.5C.0, 1301 c.c., 20/21:1, 127D, Panda D, 127 Panorama D, Uno D, Diesel 1981 →	4 $\varnothing 76$ Esp.	47.15 + 4.90 x 79.15 $\varnothing 22 \times 64.50$	1 1 1	2.50 2 3	Std 0.60	R2.066.34.00 R2.066.34.06	A=79.00 C=135.50 R3.066.S L.21	R1.066.34.90
127 / 1050CL – RITMO	4 $\varnothing 76$						A=79 C=115 K2186/S	
127 DIESEL – UNO D	4 $\varnothing 76.1$						A=79 C=138 K2187/L/S	

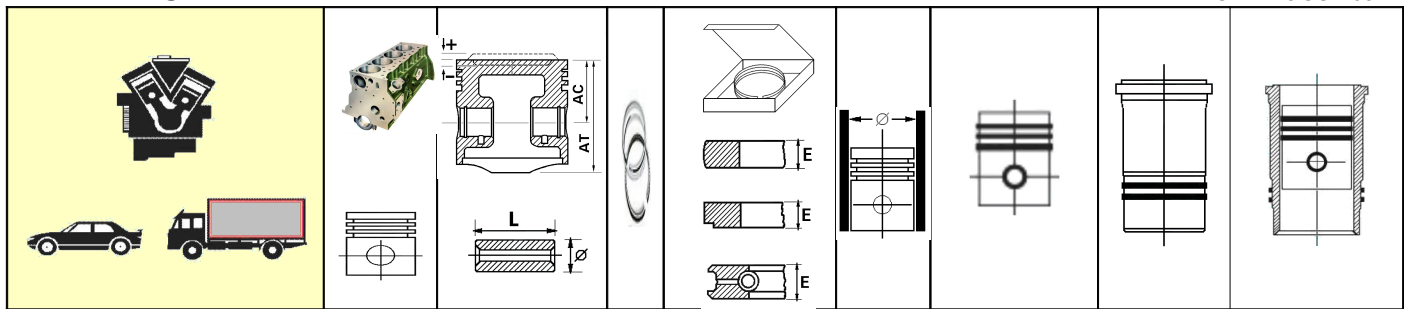

FIAT

127 DIESEL	4 Ø 76.1						A=79 C=138 D=81 E=4.7 K2188/M/ S	
131 SUPER DELTA 1301	4 Ø 76.1						A=80 C=133.5 K2189/S	
1500 – Berline - 1961	4 Ø 77 	37 + 6.5 Ø 22				G771		
1500 C – ab 1964	4 Ø 77 	36.5 + 9.5 Ø 22				G771 a		
2100 – 82 HP – 4 T	4/6 Ø 77 	40 + 8.7 Ø 22				G770	A=81 C=133 K25/S	
131 – 1300 c.c.	4 Ø 77						A=81 C=134.3 K7590/S	

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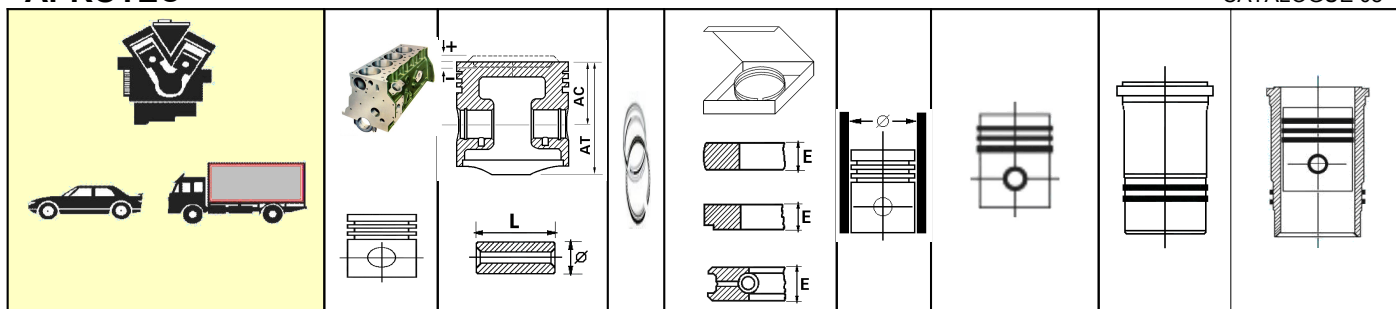


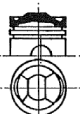
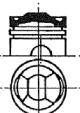
2300 Berline- Coupe – Mot. 114 B – (1 Valvola in Testa)	6 Ø 78 	36.5 + 6.5 Ø 22				K907	A=82 C=133 K4303B/S	
Mot. M709AT.13.0, 1367 c.c., 20:1, Uno Turbodiesel 1986 →	4 Ø 78 Esp.	41 + 2.50 x 74.50 Ø 24 x 64.50	1 1 1	2.50 2 3	Std 0.60	R2.066.39.00 R2.066.39.06	A=81.00 C=130.00 D=83.50 E=4.50  R3.066.S A.24 K1226/S	R1.066.39.90
FIAT UNO TURBO DIESEL	4 Ø 78						A=81 C=135 K133/S	
131 / B – 1360 c.c.	4 Ø 78						A=81 C=135 D=83 E=4.7 K1227/S	

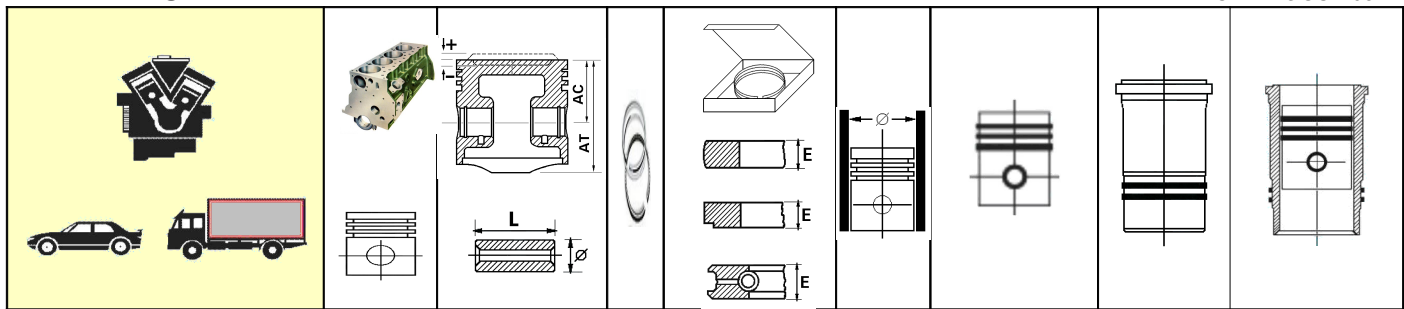

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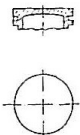
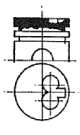
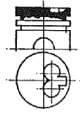
Mot. 124 B2.000, 1438 c.c., 9:1, 124 Special 1968/74 124 Special – 1438 c.c. – 70HP - 1968	4 Ø 80 	37.8 Ø 21.98				G8017	A=84.00 C=133.50 R3.066.S L.25 K7401/S	
Mot. 128 A.000, 128 AC5.000, 138 A.000, 1116 c.c., 8.8/9.2:1, 128/ Special/Panorame, 128 Sport Coupé 1100 S, 128-3P, 128-CL, 128 Berlinetta 1.1, Ritmo 60, Strada (U.S.A.) 1969 128 – 1116 c.c. – Mot .128.000 – 55HP – ab 1969	4 Ø 80 	34.70 + 0.60 x 76.70 Ø 22 x 71	1 1 1	1.50 2 3.97	Std 0.40 0.60 0.80 1.00	R2.066.41.00 R2.066.41.04 R2.066.41.06 R2.066.41.08 R2.066.41.10 K6317	A=83.50 C=114.00 R3.066.S L.30 K7400/S	R1.066.41.90
OSCA 1600 c.c.	4 Ø 80 	32.5 + 13 Ø 20				K54		
125 Berline – 1608 c.c. – 90 HP – 124 Coupé/Spyder – 1600 c.c. – C.R. 8.8:1 – ab 1967	4 Ø 80 	37.8 + 6.5 Ø 21.98				K6318	A=84 C=145 K1603/S	

FIAT

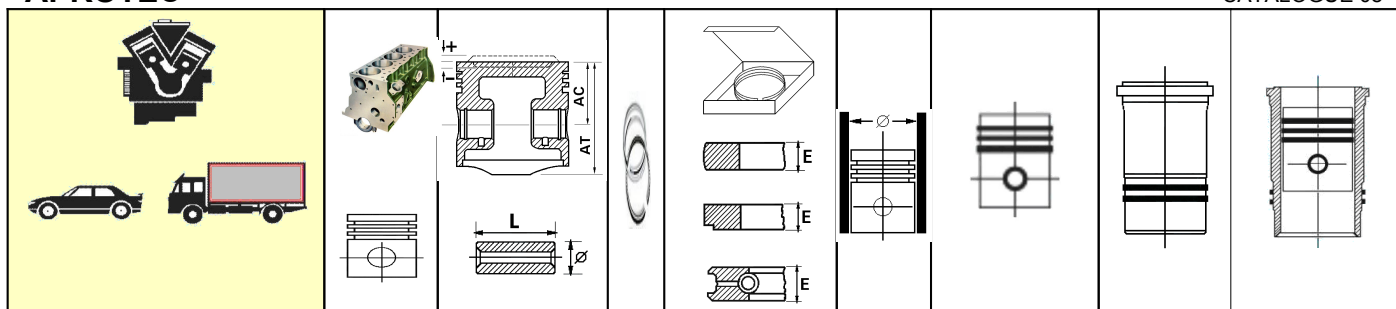


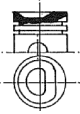
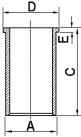
125 Special – 5 marce – 124 Sport Coupé/Spyder – 1600 c.c. - 1969	4 Ø 80 	37.8 + 4.2 Ø 21.98				G8033		
132 GL/GLS – Special 1600 c.c. – Mot. 132 AB.OA.O – C.R. 9:1	4 Ø 80 	37,75 + 4.5 Ø 22				G8033 a	A=84 C=145 D=87 E=5 K1603/L/ S	
TIPO	4 Ø 80						A=84 C=130 K2171/S	
VETTURA	4 Ø 80						A=84 C=150 K1228/S	
126 BIS	2 Ø 80						A=86.04 C=124 D=95.5 E=7.5 F=28 K9990/S	

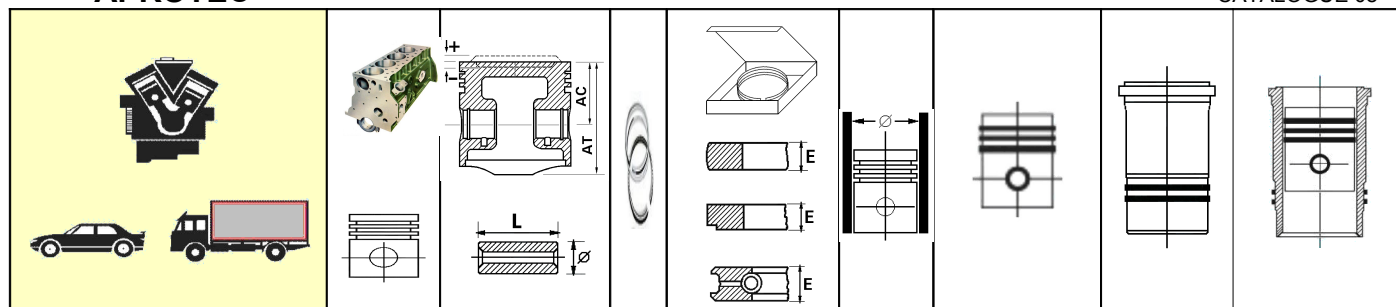

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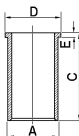
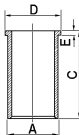
UNO I.E. – TEMPRA I.E.	4 $\varnothing 80.5$						A=83.5 C=145 D=87 E=4.5 K9990/L/S	
1900B TRATT.312 RB 1400 1900A-B CAMPAGNOLA BENZINA-AR 51-55 Mot. 105 312 RB Tracteur	4 $\varnothing 82$ 	46 $\varnothing 26$				K917	A=89 C=162.5 D=100 E=99.5 K1607/F	
Tracteur 25 R/C (Seg.base) – 615 Diesel – Campagnola Diesel	4 $\varnothing 82$ 	47 – 4.4 $\varnothing 26$				G8254		
Tracteur 312 R/342 R (Mot. 605 D)	4 $\varnothing 82$ 	47 – 4.4 $\varnothing 26$				G8254 b		

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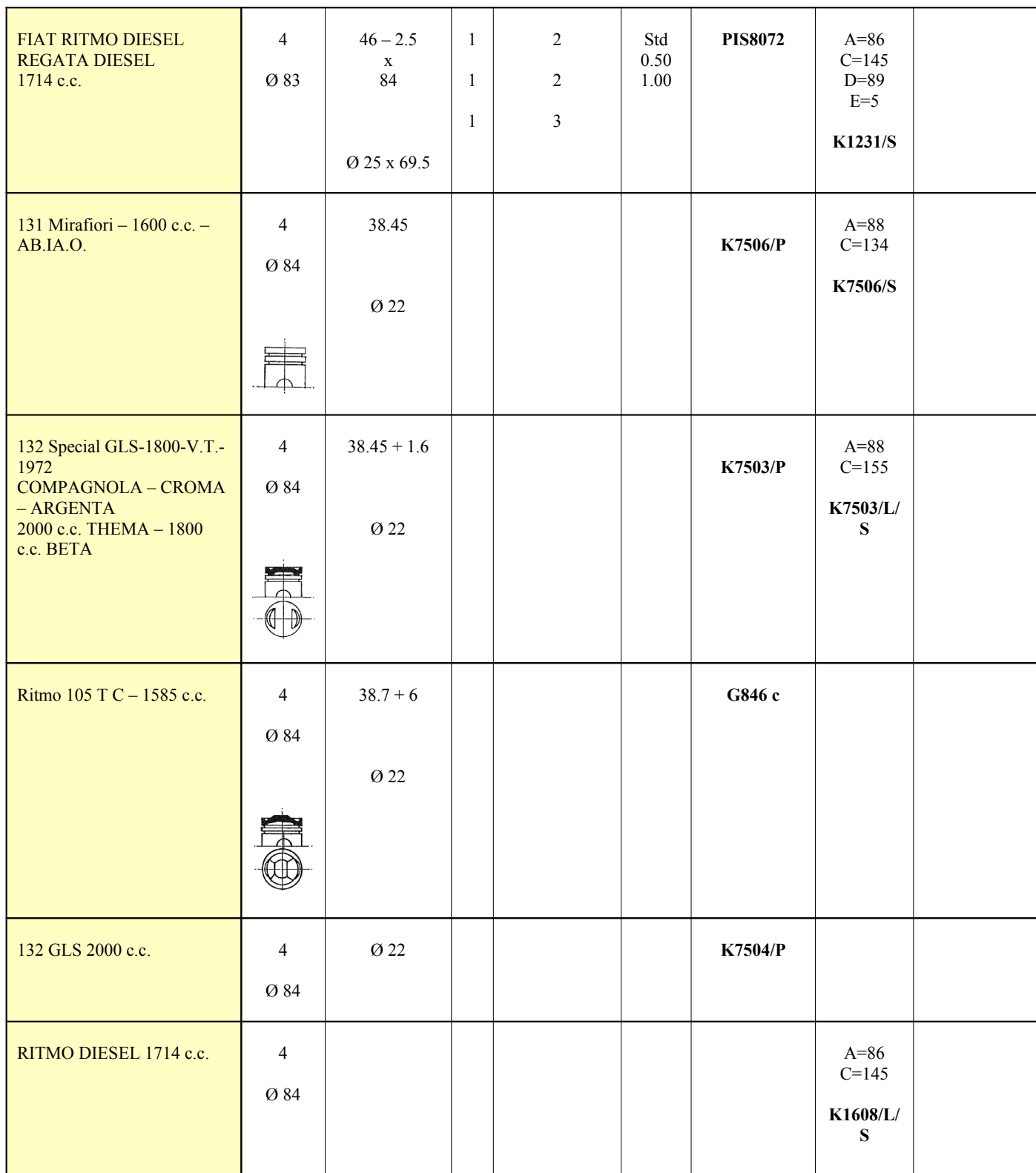


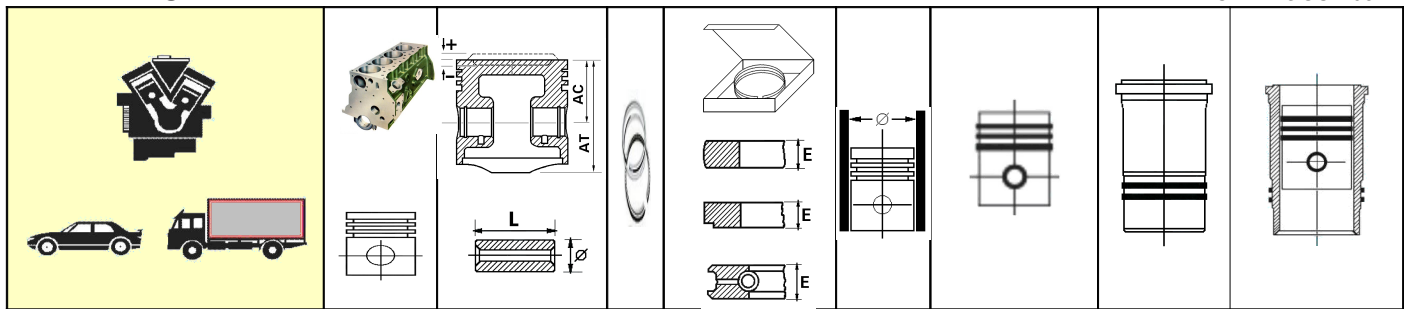
1900 – Campagnola I a serie	4 Ø 82 	46 – 10 Ø 26				G8419Cam		
1900 III a serie – AR 51 – AR 55	4 Ø 82 	46 Ø 26				G8219		
1400A-B	4 Ø 82						A=89 C=155 D=100 E=99.65 K1604F	
Punto, Stilo, Bravo, Marea, 1.9 JTD, 1910 c.c. 1999 →	4 Ø 82						A=85.57 C=155.00 D=88.53 C=4.00  R3.066.S A.29 K725/S	


FIAT

Mot. 149B3/B4.000, 1697 c.c., 20:1, Strada/ Fiorina/Tipo 1.7D, Duna/ Punto/Regata/Ritmo 1.7DS, Diesel 1986 → Mot. 149A1.000, 1929 c.c., 21:1, Regata 1.9D/DS, Tempera 1.9D SX, Ducato, 1.9D, Marengo 1.9DS, Diesel 1984 → Mot. M707AT.19.0, 149A1.000, 1929 c.c., 20:1, Ritmo TDS, Regata TDS, Turbodiesel 1986 →	4 Ø 82.60 Esp.	42.60 + 2.50 x 75.80 Ø 25 x 69.5	1 1 1	2.50 2 3	Std 0.60	R2.066.43.00 R2.066.43.06	A=87.03 C=154.00 D=90.00 C=4.50  R3.066.S A.31 K1230/S	R1.066.43.90
Mot. M707AT/CT.19.0, M710 AT.19.0, 1929 c.c., 20/19.2:1, Ducato/Regata/ Ritmo/Tempera/Tipo 1.9TD, Turbodiesel 1985 →	4 Ø 82.60 Esp.	42.40 + 2.50 x 76 Ø 26 x 69	1 1 1	3 2 3	Std 0.60	R2.066.44.00 R2.066.44.06	A=87.03 C=154.00 D=90.00 C=4.50  R3.066.S A.31 K1230/S	R1.066.44.90
REGATA DIESEL	4 Ø 82.6						A=85 C=157 K149/S	
REGATA/DIESEL – PRISMA	4 Ø 82.6						A=86 C=157 K1229/S	
TIPO DIESEL	4 Ø 82.6						A=87 C=142 D=89 E=5 K9993/S	

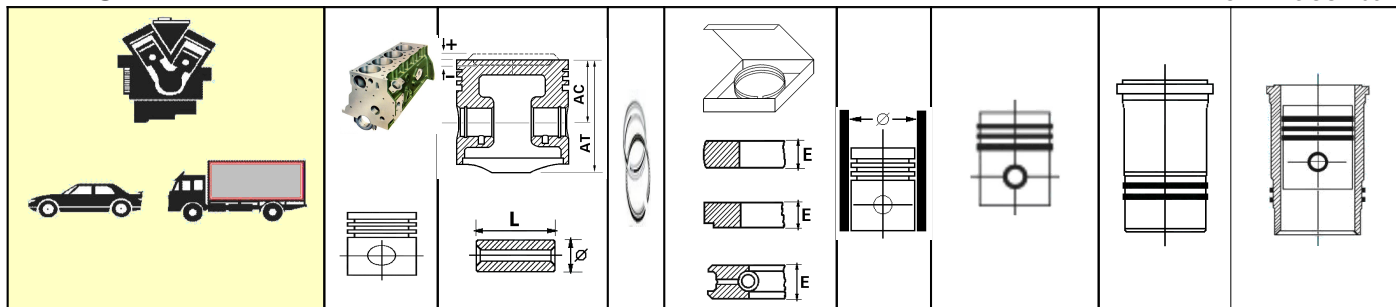
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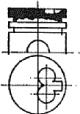
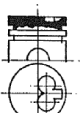
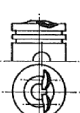
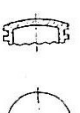


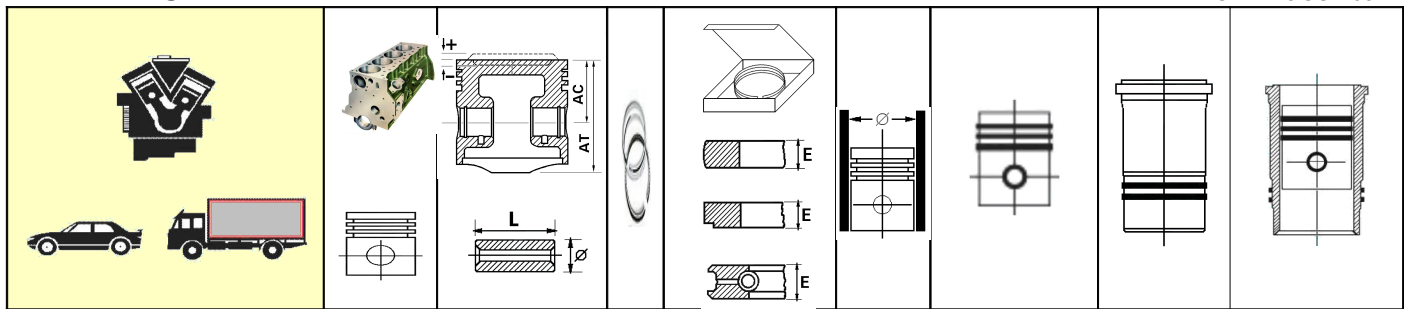

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RITMO DIESEL	4 Ø 84						A=87 C=145 K1608/N/ S	
132 – 124 SC – 1800c.c.	4 Ø 84						A=88 C=145 K7507/S	
THEMA	4 Ø 84						A=88 C=155 K79/S	
THEMA	4 Ø 84						A=87 C=155 D=91 E=4 K79/S	
COMPAGNOLA D. – 1107 / A 242 – 132 ARGENTA 2000 THEMA	4 Ø 84						A=88 C=155 D=89 E=4 K4266/S	
601 Tracteur PETR.	4 Ø 85						A=90 C=180 D=94 E=5 K1608/F	
Tracteur 600/601 – 25 R – 25 C	4 Ø 85 	45 Ø 22				G8527 f		

FIAT

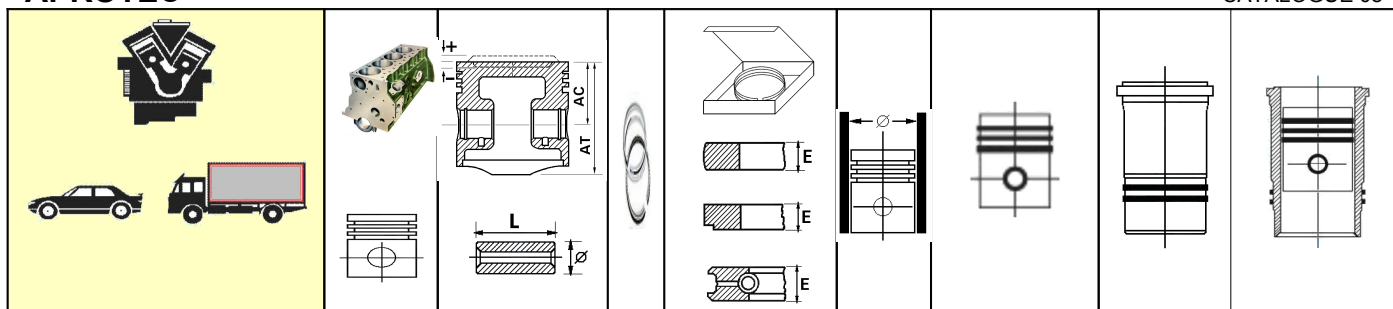


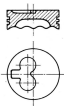
411 R - 411 C - 412 R - 415 - 425 N - 415 DT - 415 S - Diesel FL 4 - Mot. 614.000	4 Ø 85 	50.3 - 4.5 Ø 28					G8510	
237 A - 241 TN - Diesel 1100 - TN 1	4 Ø 85 	50.8 - 2.7 Ø 28					G8523	
128 Special 1290 c.c. Mot. 128 A	4 Ø 86 	34.7 + 0.6 Ø 22					G861 A=89 C=115 D=91 E=5 K9839/S	
DINO 2000 c.c.	6 Ø 86  	31.5 + 8.3 Ø 20					K1366 A=91.58 C=107 D=98.85 E=155.5 Semif. K1584/S A=91.5 C=107 D=98.88 E=155.5 Finito K1584/M/ F	


FIAT

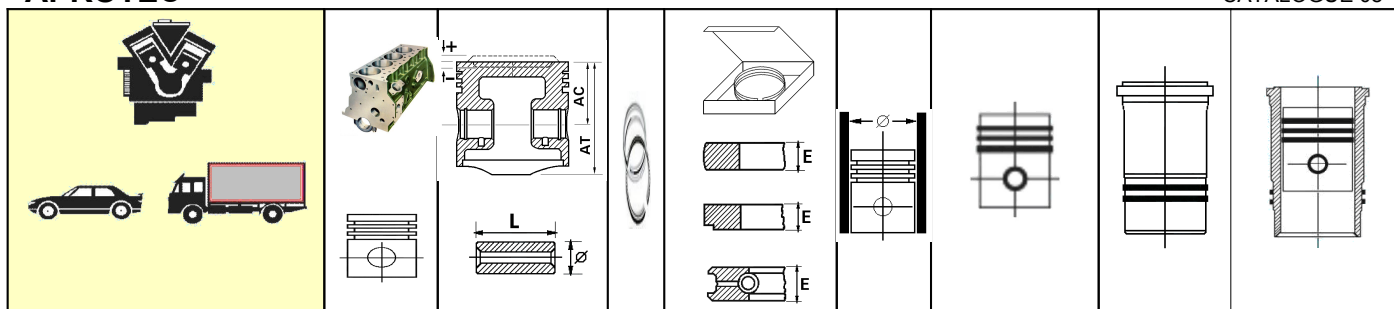
RITMO 65 REGATA 1301 c.c.	4 Ø 86.4						A=90 C=116 K9834/S	
RITMO 75 1489 c.c.	4 Ø 86.4						A=90 C=125 K9835/S	
RITMO 85 REGATA B.	4 Ø 86.4						A=89 C=130 D=91 E=5 K9908/S	
RITMO REGATA	4 Ø 86.4						A=89 C=130 K140/S	
TIPO 1600 c.c.	4 Ø 86.5						A=89.5 C=130 D=91 E=5 K9949/S	
REGATA	4 Ø 86.6						A=81 C=120 K1323/S	
131 D. – 132 D. SOFIM 2000 DIESEL	4 Ø 88						A=91 C=155 K9836/L/ S	
131 – 132 SOFIM D.	4 Ø 88						A=93 C=155 K9836/M/ S	

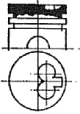
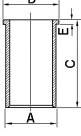
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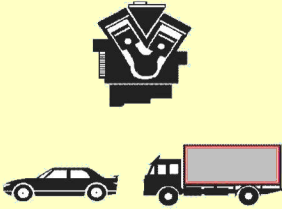
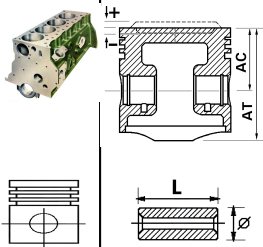
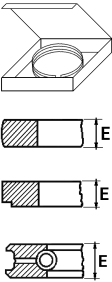
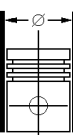
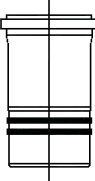
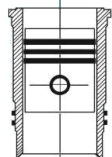
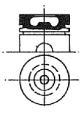


131 – 132 SOFIM 2000 D	4 Ø 88						A=93 C=155 K9836/N/S	
131 – 132 DIESEL	4 Ø 88						A=93 C=155 D=95.5 E=4.5 K9836/P/S	
131 SOFIM	4 Ø 88						A=92.53 C=155 D=95.4 E=4.5 K1207/S	
Mot. B22/615, 2175 c.c., 22.25/22.50:1, 616, 242/12/ 15/18, Diesel 1974 →	4 Ø 90 	56 – 4.90 x 95 Ø 30 x 78	1 1 1	2 2 4	Std 0.50 0.75	R2.066.50.00 R2.066.50.05 R2.066.50.07 Ver Citroën R2.036.35.00	A=94.50 C=164.50 D=96.00 E=5.00 R3.066.S A.34 Ver Citroën R3.036.S A.25 K7509/M/S K7510/N/S	R1.066.50.90 Ver Citroën R1.036.35.90

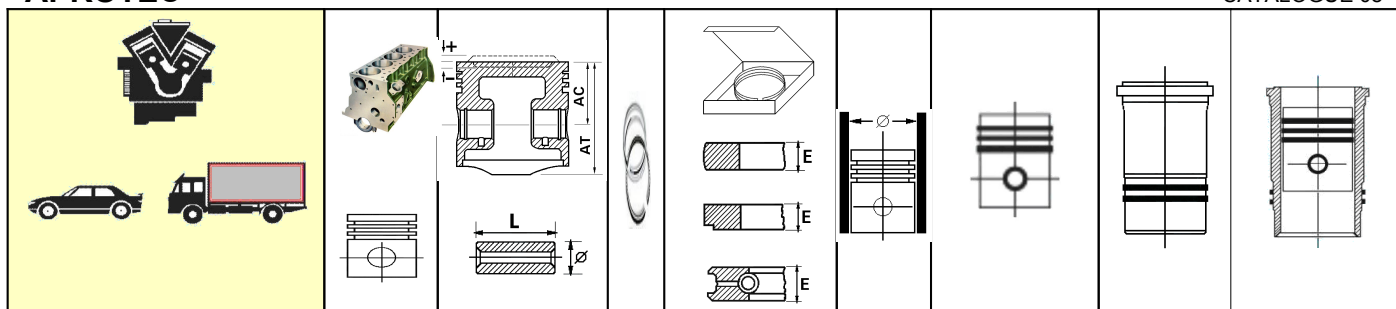
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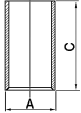
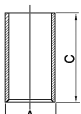


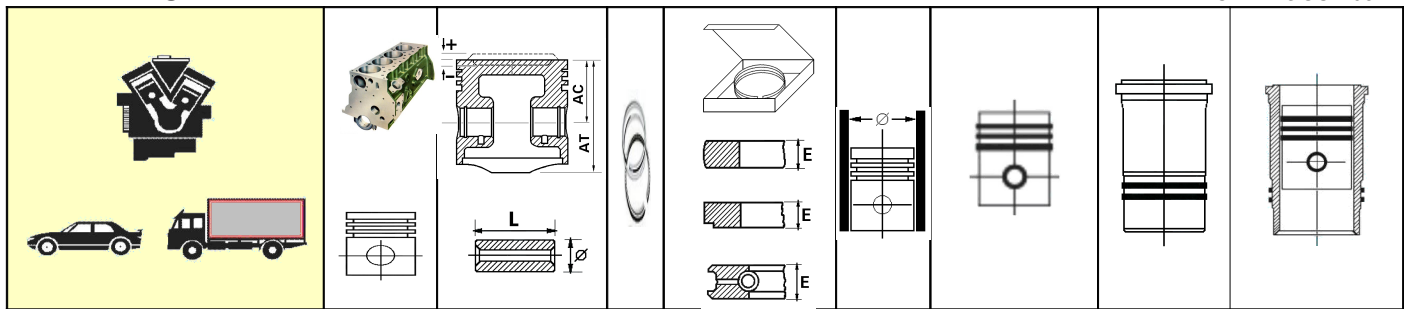
DUCATO DIESEL	4 Ø 93						A=97.55 C=170 D=100 E=4.5 K9919/S	
SOFIM TD	4 Ø 93						A=97 C=171 D=100 E=5 K131/S	
Ducato – Daily – Grinta 30/32/35/40 F8 – Mot. 814461, 131 Mirafiori, 132 Diesel 2500L/sSuper- Panorama-Campagnola Diesel ab 1978, Argenta 2500 Diesel 238	4 Ø 93 	55 – 2.2 Ø 32				G930 ins.	A=96 C=170 K9837/S	
Mot. 8140.07.2700, 8140.07.3700, 2499 c.c., 18/19:1, Diesel 1989 →	4 Ø 93						A=96.00 C=171.00 D=98.90 E=5.00  R3.066.S A.36 K9837/L/ S	
THEMA TD	4 Ø 93						A=97 C=167 D=100 E=5 K41/S	

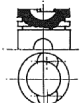
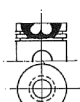
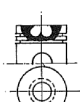
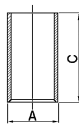
								
131 – 132 – 2500 D. DAILY – FINITA INC.	4 Ø 93						A=97 C=171 D=100 E=5.5 K26/S	
SOFIM TURBO DIESEL CROMA DUCATO	4 Ø 93						A=95.98 C=166 D=98.9 E=5 K1233/L/ S	
SOFIM TURBO DIESEL I.D.	4 Ø 93						A=95.98 C=171 D=98.9 E=5 K1234/S	
THEMA T.D.	4 Ø 93						A=96.03 C=171 D=98.9 E=5 K1234/L/ S	
616N2 – 625N2 645N2 – 650N2 662N2 – 662N22P 665 BUS 314/2 MOT. 804/4 Tracteur 250 355 – 400 – 450 – 455 – 500 – 550 – 555 – MOT. 852 – 853 – 854 AD. FIAT 4599351	4/6 Ø 95						A=99 C=187 K5464/S	
C40/C50-645/650 N	6 Ø 95 	58.5 – 1.8 Ø 32				G958		

FIAT

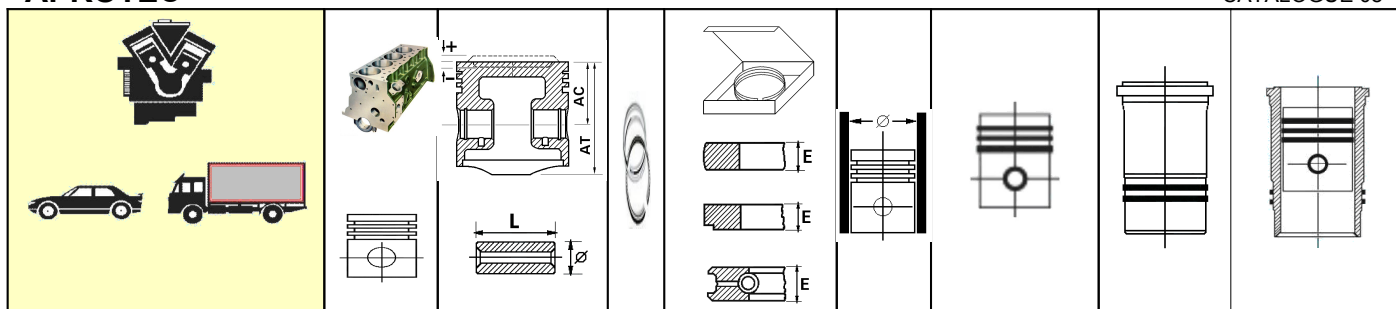


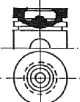
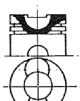
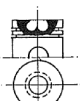
Mot. 802.000, 1560 c.c., 17:1, 2 Cil. Mot. 803.000, 2340 c.c., 17:1, 3 Cil. Mot. 804.000, 3120 c.c., 17:1, 4 Cil. Mot. 806.000, 8065.01.000, 4678 c.c., 17:1, 6 Cil. -250, 400, 450, 550, 615 N2, 625 N2, 650 N2, 555, 455, 900 D/T, 416 A, 418 AL, Diesel 1966/71 645/650/662 N2 – 662N2P 655NAB – Bus 314/2 Mot. 806 A	2/3/4/6 Ø 95 	59.65 – 23.50 x 101.65 Ø 32 x 84	1 1 1	2.50 2.50 5.50	Std 0.40 0.60 0.80 1.00	R2.066.60.00 R2.066.60.04 R2.066.60.06 R2.066.60.08 R2.066.60.10	A=99.00 C=187.50  R3.066.S L.40	R1.066.60.90
645/650/66N2/655BUS 314/2 Tracteur .250 MOT.852 Tracteur 355/00/450 455/500 Mot. .853/616N2 Mot..803 tracteur .550/555 Mot. .854 616N2/4/625N2 Mot..804/A	2/6 Ø 95 I.FUOR I.CEN.	59.65 – 23.5 Ø C.2				K7206		
Mot. 8025.02, 1728 c.c., 17:1, 2 Cil. Mot. 8030.02, 2592 c.c., 17:1, 3 Cil. Mot. 8040.02, 3456 c.c., 17:1, 4 Cil. Mot. 8060.02, 5187 c.c., 17:1, 6 Cil. -616 N3, 616 N3/4, 625 N3S, 650 N3, 662 N3, Tracteur 350/ 355/480/500/540/600/605/ 640/670/680, AD4, FL4C, 4D, Diesel 1970/72 616-625-645-650-600-672	2/3/4/6 Ø 100 	59.65 – 23.50 x 101.25 Ø 32 x 84	1 1 1	2.50 2.50 5.50	Std 0.60	R2.066.65.00 R2.066.65.06	A=103.00 C=187.50  R3.066.S L.43	R1.066.65.90

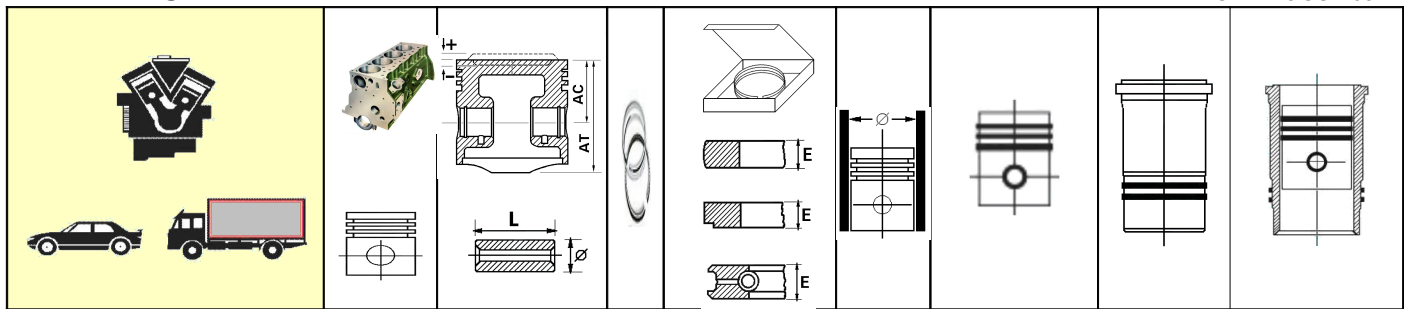

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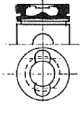
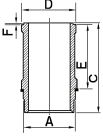
639N-640RE-Mot.364	6 Ø 100 	70.5 – 28.5 Ø 38				G10044		
Mot. 8030.02-8040.02,8045.02-8060.02	3/4/6 Ø 100 	59.65 – 24.8 Ø 32				G10024 a		
Mot. 8040.04-8045.04-8060.04-8065.04-8035.04-8055.04	3/4/5/6 Ø 103 	59.65 – 22.7 Ø 34				G1030		
Mot. 8025.02, 1728 c.c., 17:1, 2 Cil. Mot. 8030.02, 2592 c.c., 17:1, 3 Cil. Mot. 8040.02, 3456 c.c., 17:1, 4 Cil. Mot. 8060.02, 5187 c.c., 17:1, 6 Cil. -616 N3, 616 N3/4, 625 N3S, 650 N3, 662 N3, Tractor 350/355/480/500/540/600/605/640/670/680, AD4, FL4C, 4D, Diesel 1970/72	2/3/4/6 Ø 100 	59.65 – 23.50 x 101.25 Ø 32 x 84	1 1 1	2.50 2.50 5.50	Std 0.60	R2.066.65.00 R2.066.65.06	A=103.00 C=187.50  R3.066.S L.43	R1.066.65.90

FIAT

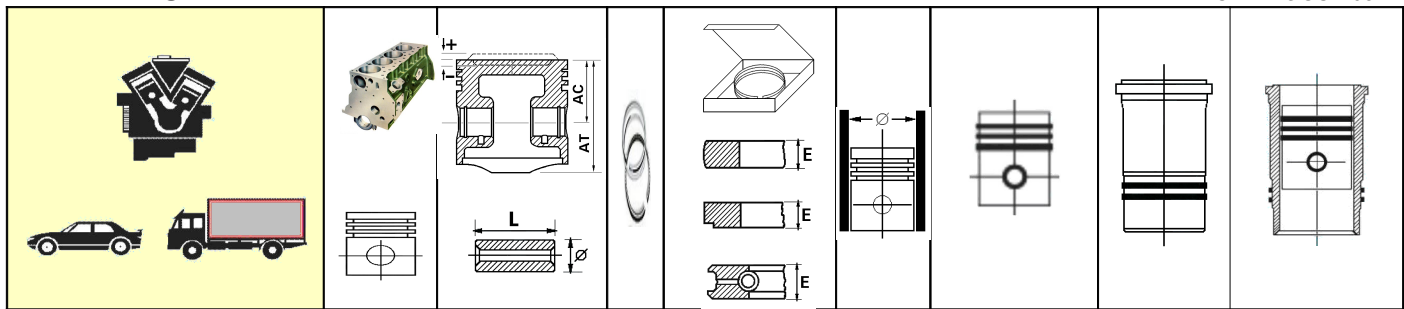


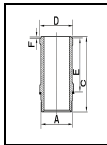
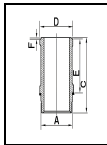
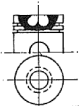
OM TIGROTTO 45/50 Tracteur	4 Ø 105						A=113 C=243 D=125 E=150 F=1 K1731/F	
642N – 642N2 – 404 Bus Mot. 364 A	6 Ø 105 	70.5 – 25.5 Ø 40				G10517 b		
632/108-634/108 Diesel	4/6 Ø 108 	111 – 35 Ø 41				G1080		
FL6-615-513-405-50-60 CA	4 Ø 108 	80.2 – 26.5 Ø 38				G1080		


FIAT

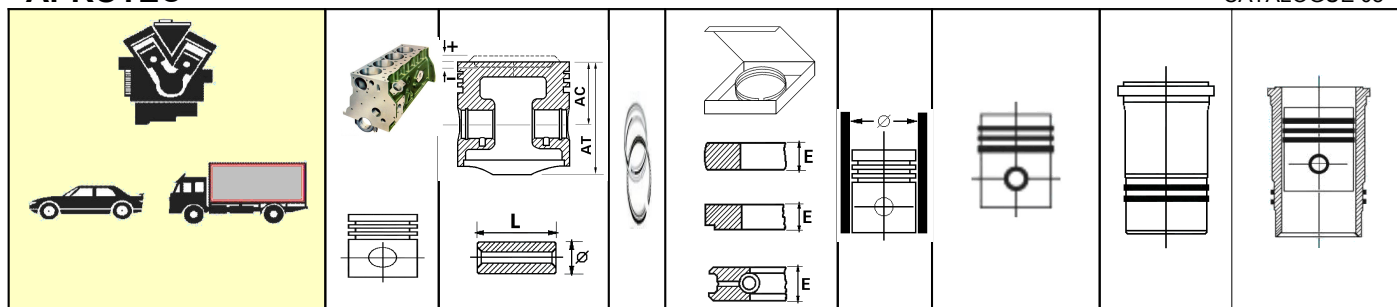
621 Diesel	4 Ø 108 	73.5 – 26.5 Ø 41				G1083 g	
T.50/52 Tracteur	4 Ø 110						A=120 C=275 D=136 E=204 K1733/F
Mot. CN3D, 3706 c.c., 17.4:1, 3 Cil. Mot. CO3D, 4940 c.c., 16:1, 4 Cil. Mot. CP3D, 7412 c.c., 17.4:1, 6 Cil. Tracteur 650/DT, 850/DT, 130 NT/NC/NR/F/R/1300, AD10, BD10, FL10/B, 10B, 100C, 110C, 120C, Diesel 1968 →	3/4/6 Ø 110						A=118.00 C=236.00 D=129.50 E=170.00 F=1.00  R3.066.H T.53 Ver O.M. R3.128.H T.34

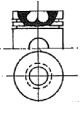
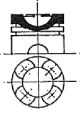
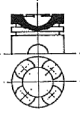
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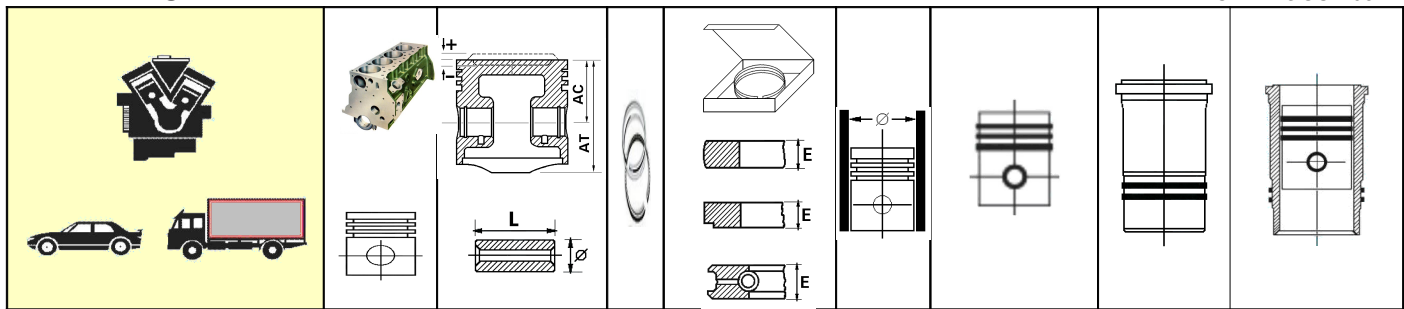

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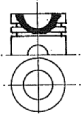
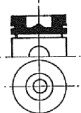
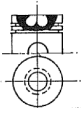
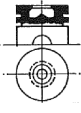
Mot. CN3D, 3706 c.c., 17.4:1, 3 Cil. Mot. CO3D, 4940 c.c., 16:1, 4 Cil. Mot. CP3D, 7412 c.c., 17.4:1, 6 Cil. Tracteur 650/DT, 850/DT, 130 NT/NC/NR/F/R/1300, AD10, BD10, FL10/B, 10B, 100C, 110C, 120C, Diesel 1968 →	3/4/6 Ø 110						A=118.00 C=236.00 D=129.50 E=170.00 F=1.00  R3.066.H T.53 Ver O.M. R3.128.H T.34	
Mot. CO3/75, 4562 c.c., 17:1, Tracteur 880/DT, Baureihe 65/70/75, Diesel 1968 →	4 Ø 110						A=118.00 C=236.00 D=129.50 E=170.00 F=1.00  R3.066.H T.53 Ver O.M. R3.128.H T.34	
(Mot.8340.04 – 4 Zyl – Diesel) – 4561 c.c. – 50/55 F 9 – 50/55/65/70/75 – F 10	4 Ø 115 	76.5 – 27 Ø 42				G11511		

FIAT

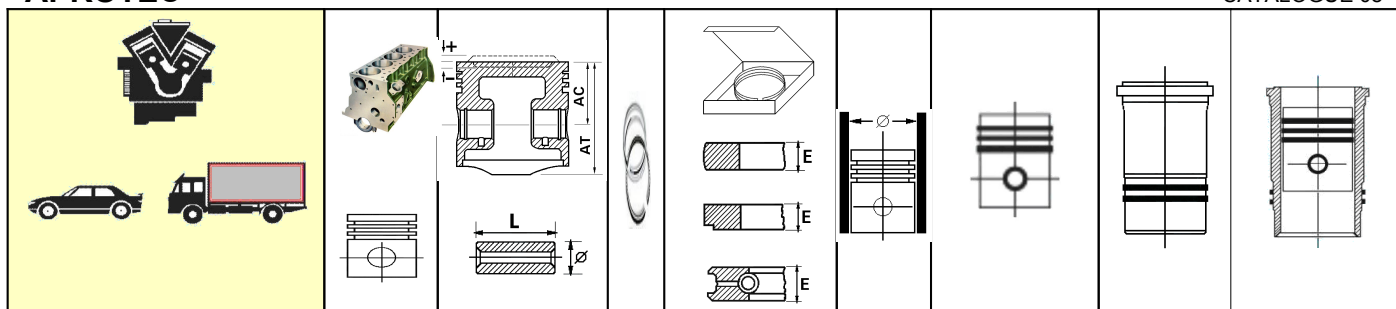


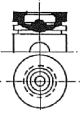
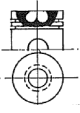
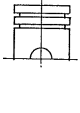
643 N – Mot 220.000	6 Ø 120 	82.75 – 28 Ø 42				G1205 ins		
T.55 Tracteur	4 Ø 122						A=132 C=305 D=152 E=215 K1623/F	
684N4 – 690N4 BUS 308 – 331 + BUS 343 – 418 Tracteur D.14 Mot. 8200.02	6 Ø 122 						A=128.1 C=252 D=132 E=6 K1630/L/ S	
680/NR – Mod 368	6 Ø 122 	92.5 – 34.5 Ø 44				G01216 fi		


FIAT

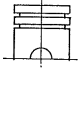
Tracteur. 55 L – T 55 – 55 R Mot. 604.000	4 Ø 122 	92.5 - 34.7 Ø 44					G1220		
Tracteur. 60 R – 60 C – 55 R – II – a Serie	4 Ø 122 	92.5 – 27 Ø 44					G1220 a		
684N, A B C – 690 N 4, A B – 684N 4 A-B – 684 T Carri/308 – Bus 343 – 418AC/AL-331 – Mot 8200.02.000-FL 14 Diesel	6 Ø 112 	80.2 – 28 Ø 42					G1223 ins		
662 N 2 – RN – Bus 306 – 401 – 411 – 405 – 410 – (Mot. 203.000) 70 C – 80 R – AD 7 – FL 8 – Tatt. (Seg. base) – Mot. 604.000	6 Ø 125 	92.5 – 27.5 Ø 44					G12511		

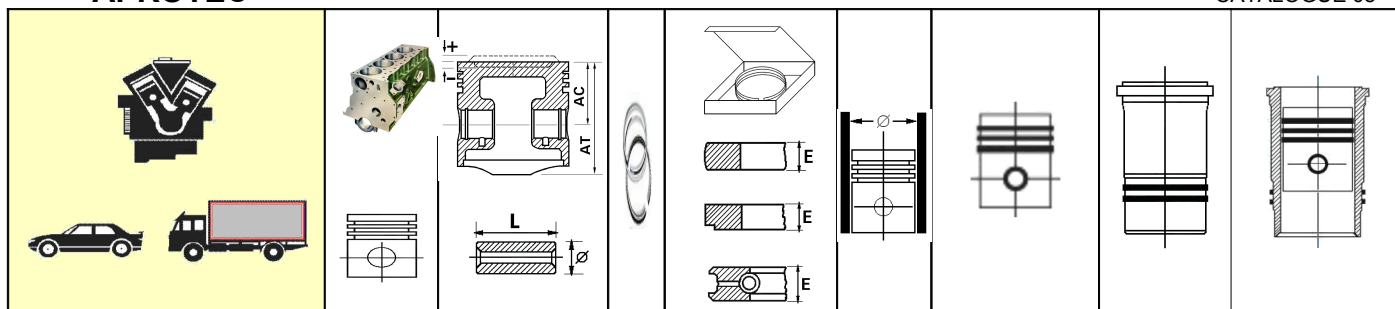
FIAT



690 N 1/N 3 – 682 N 3 – 410 A – 411 – 412 – Bus 306/3 – Mot. 203 A/61.000 – Diesel –	6 Ø 130 	92.5 – 30 Ø 48				G13011 ins		
690 N 3 – 693 N 1 – 693 T/T1 – 683 T – Mor. 621.000 – 221 H – Diesel – 619 N – T	6 Ø 135 	95 – 32.5 Ø 48				G1354		
619 N 1/A/B/C – 619 TI/TIP/NIP – 697 N/A/B/NP/NPA/NPB – 697 T/TP 421 A – 691 N – 690 N4 – 13798 c.c. – 260C.V. – DIESEL Mot.8210.02.000	6 Ø 137 	92 - 33 Ø 48				G1371		

FINI

Compresseur BK 16 (basse press.)	1 Ø 105 	35 Ø 18				G10521		
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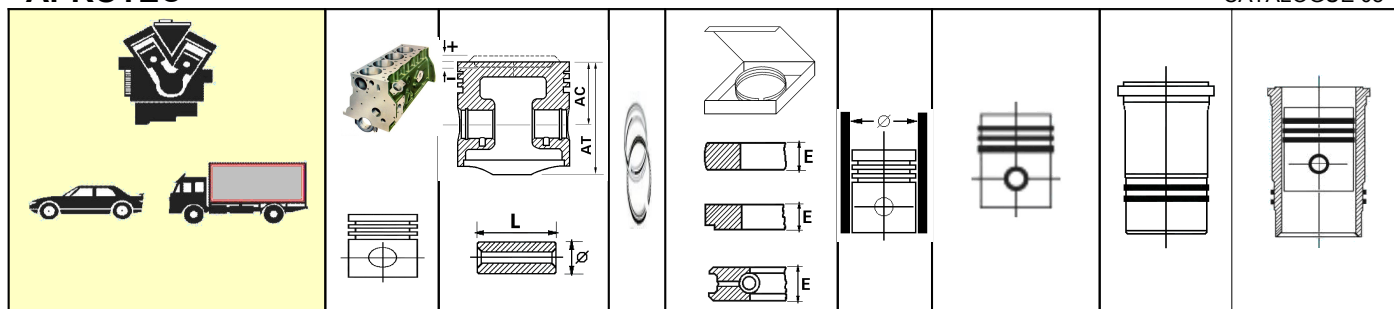
Compresseur BP – YK 20	1 Ø 120 	55 Ø 22				G12013		
Compresseur VK 30 (basse press.)	1 Ø 150 	70 Ø 22				G1505		

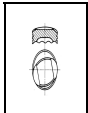
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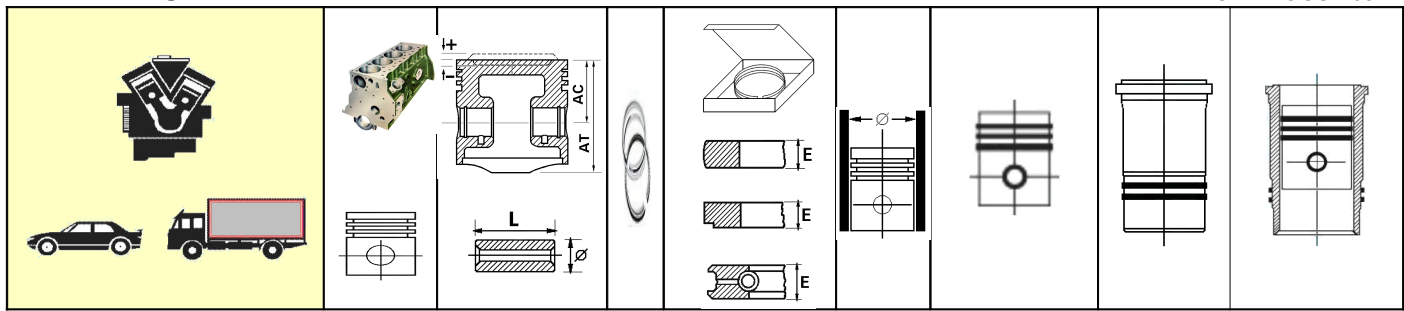
Compresseur KF 22 – KG 40	1 Ø 155 	78 Ø 30				G1550		
Compresseur KF 30 – KG 55	1 Ø 180 	78 Ø 30				G1800		

FORD

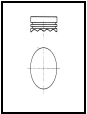
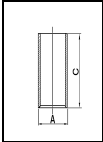
Anglia – 8 HP – 1953	4 Ø 56.65 	31.15 Ø 17.47				G558 a		
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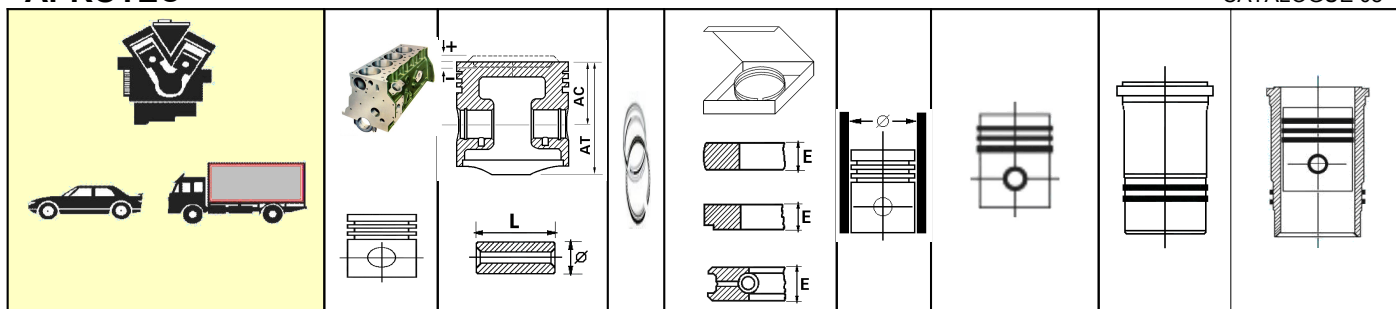

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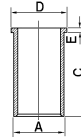
Engl. Perfekt de Luxe – 1172 – 10 HP – Anglia 1954	4 Ø 63.5 	31.1 Ø 17.47				G633 a		
Taurus 12 M - 1952	4 Ø 63.5 	45.29 Ø 17.47				G639 d	A=66.5 C=163 D=69 E=4 K1631/S	
Vedette V8	8 Ø 66.04	32 + 4.2 x 71.25 17.56	1 1 1	2.5 2.4 4		PIS6026A	CHE6304	
Mot. CVH, 1117 c.c., 9.5:1, Escort/L/GL/Ghia, HC 1980 →	4 Ø 73.94 2.911 in 	36.10 + 12 1.4213 in x 74 Ø 20.63 x 64 13/16 in	1 1 1	1.60 2 4	Std 0.50	R2.068.03.00 R2.068.03.05		
Fiesta 957 c.c. – 8, 3:1 – 40 PS	4 Ø 73.94 	38.4 Ø 20.64				G7411		

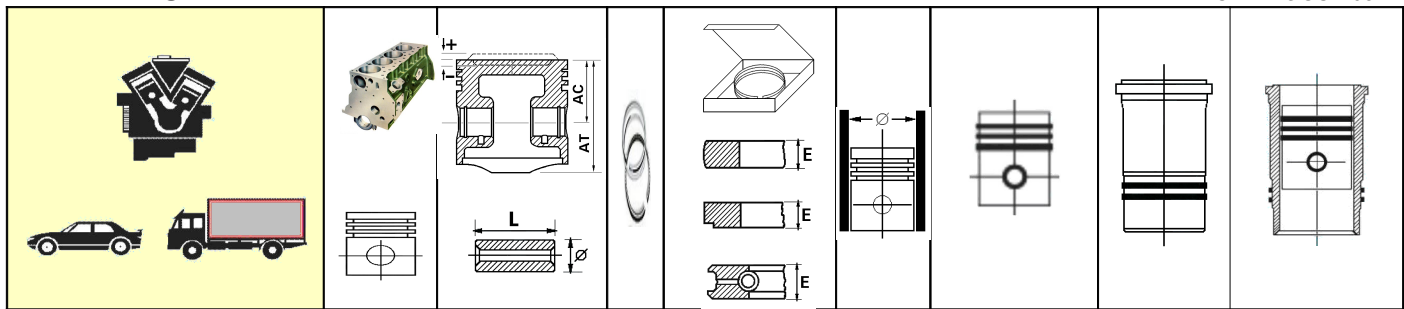


FORD

957 c.c., 9:1, Fiesta L/GL/Ghia, HC Mot. GSF, 1117 c.c., 9/9.5:1, Fiesta S/L/Ghia, Escort L/GL/Ghia, HC 1976 → Fiesta 957 c.c. – OHV – L/S/Ghia – 45 PS-C.R.9,1:1 – Escort/L 1117 c.c. 1976/80	4 Ø 73.94 2.911 in 	39.20 1.5433 in x 65.10 Ø 20.63 13/16 in x 63.40	1 1 1	1.60 2 4	Std 0.50 1.00	R2.068.04.00 R2.068.04.05 R2.068.04.10	A=77.16 C=119.61  R3.068.S L.05	R1.068.04.90
FIESTA – ESCORT	4 Ø 73.94						A=78 C=125 K1632/S	
ASCONA	4 Ø 78						A=82 C=128 K1659/S	
TAUNUS 1300	4 Ø 79						A=82.78 C=145 K1660/S	
Consul – Zephir – Zodiak	4/6 Ø 79.37 	47.62 Ø 20.63				G786 c		
Jeep – Willy's	4 Ø 79.37 	55.5 Ø 20.62				G7911	A=84 C=208 K1667/S	


FORD

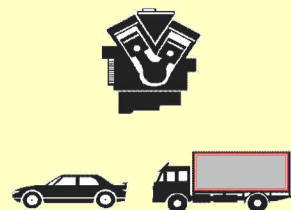
Mot. CVH, 1296 c.c., 9.6:1, Fiesta 1.3 S/L/Ghia, Escort/ S/L/GL/Ghia/Turnier/Estate/ VAN 55/Cabriolet, Orion 1.3 L/GL/Ghia, HC 1980 →	4 $\varnothing$ 79.965 3.1482 in	36.60 + 12 1.4409 in x 78.60 20.63 x 66.60 13/16 in	1 1 1	1.60 2 4	Std 0.50	R2.068.07.00 R2.068.07.05		
Mot. CVH, 1597 c.c., 9.5/ 9.7/9.9:1, Fiesta XR2, Escort L/GL/Ghia/Turnier/ XR3/VAN 55/Cabriolet/ XR3i/RS 1600I, Orion 1.6 L/ GL/Ghia/1.6i, HC 1980 →	4 $\varnothing$ 79.965 3.1482 in	36.60 + 12 1.4409 in x 78.60 $\varnothing$ 20.63 13/16 in x 66.60	1 1 1	1.60 2 4	Std 0.50	R2.068.08.00 R2.068.08.05		
Taunus 12 M – 1180 c.c. – 40 PS – Cardinal B – ab 1962	4 $\varnothing$ 80	45 $\varnothing$ 22				G8012		
1608 c.c., 21.5:1, Fiesta 1.6 D/L/LD/Ghia, Escort 1.6 D/L/GL/LD/GLD/Turnier, Orion 1.6 LD/GL/GLD, Diesel 1983 →	4 $\varnothing$ 80	46.65 – 3.20 x 76.80 $\varnothing$ 24 x 63	1 1 1	2 2 3	Std 0.50	R2.068.10.00 R2.068.10.05	A=83.00 C=155.00 D=84.00 E=4.00  R3.068.S A.06	R1.068.10.90



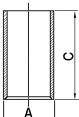
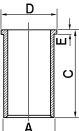
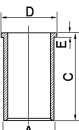
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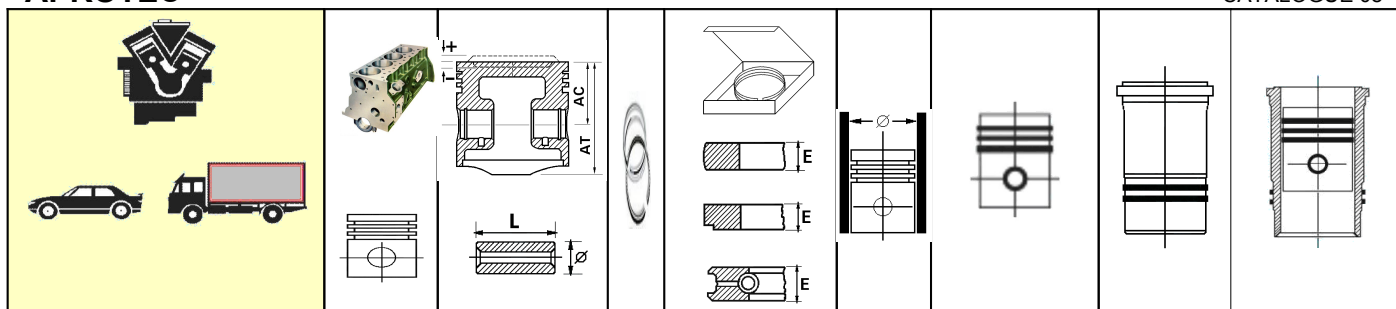
Mot. 105 E, 107 E, 992 c.c., 8.9:1, Anglia, Thames, Prefect Mot. 113 E, 1198 c.c., 8.7:1 Anglia Super, Thames, Cortina Mot. 109 E, 1340 c.c., 8.5:1 Capri 315/335, Consul 315/335 Mot. 116 E, 1499 c.c., 8.3:1 Cortina/Consul 1500, Classic, Capri 1959/67 Anglia-Anglia de Luxe – 997 c.c. – Mot. 105 E-Anglia Super-Consul Cortina – 1200 c.c. – Consul 315 – 1340 c.c. Corsair Mot. 116 E – 1500 c.c. – 1959/67	4	38.96 1.5340 in	1	1.98 5/64 in	Std .020	R2.068.11.00 R2.068.11.20 R2.068.11.30 R2.068.11.40	A=84.21 C=123.86	R1.068.11.90
	Ø 80.95 3.187 in	x 77.21	1	1.98 5/64 in	.030 .040			
		Ø 20.63 13/16 in	1	3.97 5/32 in			R3.068.S L.08	
		x 71.40					A=84.21 C=123.86 D=85.65 E=3.30 R3.068.S A.12	R1.068.11.91
							A=84.21 C=140.34 R3.068.S L16	R1.068.11.92
							A=84.21 C=140.34 D=85.65 E=3.30 R3.068.S A.20	R1.068.11.93

183

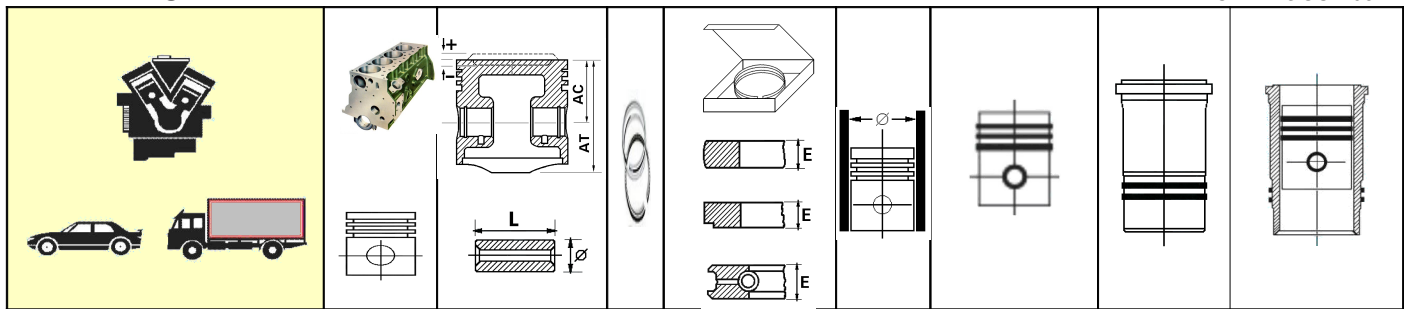


Mot. 2735E, 1298 c.c., 9:1,
Escort 1300, Cortina 1300,
Capri 1300, VAN, HC
1968/75

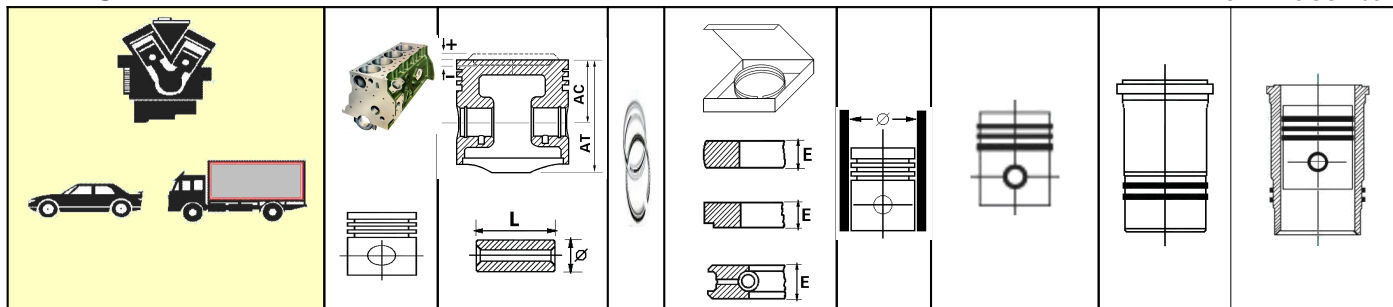
4 Ø 80.985 3.1884 in 	44.22 – 13.81 1.7410 in x 83.82 Ø 20.63 13/16 in x 71.40	1 1 1	1.59 1/16 in 1.98 5/64 in 3.98 5/32 in	Std 0.20 0.30 0.40	R2.068.23.00 R2.068.23.20 R2.068.23.30 R2.068.23.40	A=84.21 C=123.86  R3.068.S L.08 A=84.21 C=123.86 D=85.65 E=3.30  R3.068.S A.12	R1.068.23.90 R1.068.23.91
4 Ø 80.985 3.188 in 	44.22 – 12.86 1.7410 in x 83.82 Ø 20.63 13/16 in x 71.40	1 1 1	1.59 1/16 in 1.98 5/64 in 3.97 5/32 in	Std 0.20 0.30 0.40	R2.068.30.00 R2.068.30.20 R2.068.30.30 R2.068.30.40	A=84.21 C=123.86  R3.068.S L.08 A=84.21 C=123.86 D=85.65 E=3.30  R3.068.S A.12	R1.068.30.90 R1.068.36.91

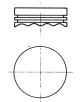
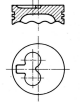
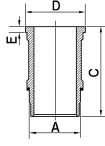

FORD

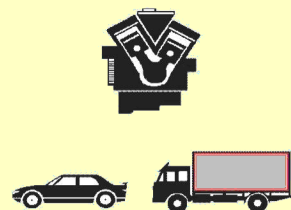
Mot. 2737E, 1599 c.c., 9/9.2:1, Cortina 1600/GT, Capri 1600/GT, HC 1968/70	4	44.22 – 12.70	1	1.98	Std	R2.068.41.00 R2.068.41.20 R2.068.41.30 R2.068.41.40	A=84.21 C=150.37	R1.068.41.90
	Ø 80.985 3.1884 in	1.7410 in x 83.82	1	1.98 5/64 in	0.20 0.30 0.40			
		Ø 20.63 13/16 in x 71.40	1	3.97 5/32 in			R3.068.S L.24	
Mot. 751M, 1599 c.c., 9:1, Cortina 1600, Escort México, Capri 1600/GT, Sport 1600, Ghia 1600, HC 1970/80	4	44.22 – 12.78	1	1.59	Std	R2.068.47.00 R2.068.47.20 R2.068.47.30 R2.068.47.40	A=84.21 C=150.37	R1.068.47.90
	Ø 80.985 3.188 in	1.7410 in x 83.82	1	1.98 5/64 in	0.20 0.30 0.40			
		Ø 20.63 13/16 in x 71.40	1	3.97 5/32 in			R3.068.S L.28	
							A=87.24 C=123.86 D=87.24 E=4.89	R1.068.47.91
							R3.068.S A.28	


FORD

Taunus 15 M – FK 1000 – 1500 c.c. – 1955 	4 Ø 82 	44.4 Ø 22				G8252	A=86 C=138 D=88 E=5 K4272/S	
Mot. 1.8 Lts., 1753 c.c., 21.5:1, Fiesta D, Escort D, Orion D, Diesel 1988 →	4 Ø 82.515 	45.70 – 1.60 x 73.70 Ø 26 x 59	1 1 1	2 2 3	Std 0.50 1.00	R2.068.52.00 R2.068.52.05 R2.068.52.10	A=85.51 C=150.00 D=86.50 E=4.50 R3.068.S A.30	R1.068.52.90
Mot. D18T/TC/TI Lts., 1753 c.c., 21.5:1, Escort/ Mondeo/Sierra 1.8 TD, Turbodiesel 1990 →	4 Ø 82.515 	45.65 – 1.50 x 75.80 Ø 26 x 69	1 1 1	2.50 2 3	Std 0.50 1.00	R2.068.53.00 R2.068.53.05 R2.068.53.10	A=87 D=150 K118/S	
Consul – Zephir – Zodiac-ab 1956	4 Ø 82.55 	46 Ø 22.22				G826 d		
VETTURA	4 Ø 83						A=87 C=155 K1299/S	


FORD

Taunus 17 M – Turnier – 1698 c.c. – 60 PS – ab 1957	4 Ø 84 	47.4 Ø 22				G847	A=88 C=145 K4274/S	
Taunus 17 M-TS-Corso-1758 c.c.-70/75 PS – ab 1961	4 Ø 85.5 	48.1 Ø 22				G8550		
1593 c.c., 9.2:1, Cortina 1600 L/XL/GT, HC 1970/81	4 Ø 87.680 	41.10 x 80.10 Ø 24 x 72.80	1 1 1	2 2.50 4	Std 0.50 0.75 1.00	R2.068.54.00 R2.068.54.05 R2.068.54.07 R2.068.54.10		
Mot. XD4.88, 1948 c.c., 21.8:1, Granada 1.9 D/L/GL/ Turnier, Diesel 1977/82	4 Ø 88 	58.70 – 2 x 95.70 Ø 28 x 72	1 2 1	2 2 4.50	Std	R2.068.57.00 Ver Peugeot R2.136.45.00	A=96.00 C=173.00 D=106.00 E=129.00  R3.068.H T.35 Ver Peugeot R3.136.H T.38	R1.068.57.90 Ver Peugeot R1.136.45.90 ENS6171A



DEXTA 32 / 44

DEXTA 32 / 44

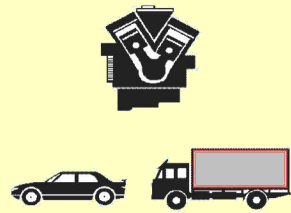
DEXTA 32 / 44 CON
BORDO

12 M – TS – 55 PS – 1498
c.c. – 1964 – C.R. 8,5:1
TAUNUS 1500 c.c.

Mot. XD4.90, 2112 c.c.,
22.2:1, Granada 2.1 D/L/GL/
Turnier, Diesel
1977/82

SUPER DEXTA

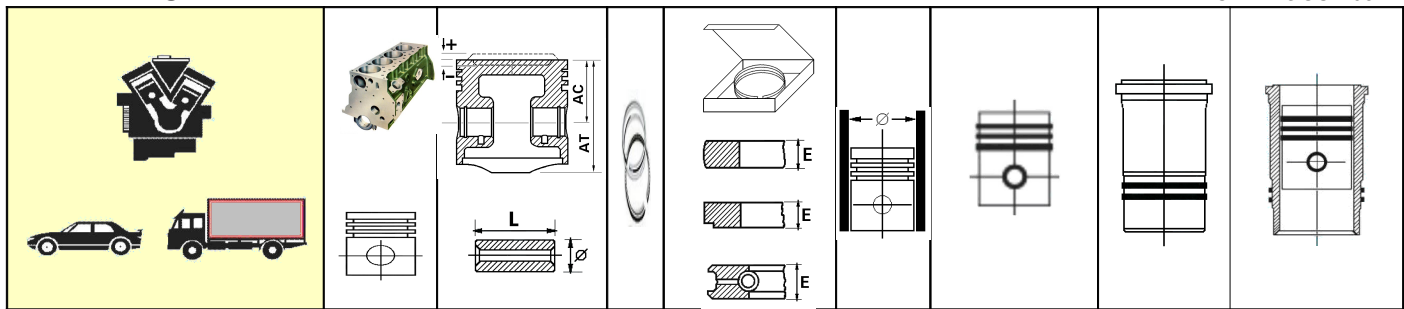
189

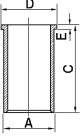
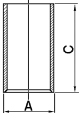
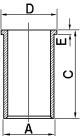


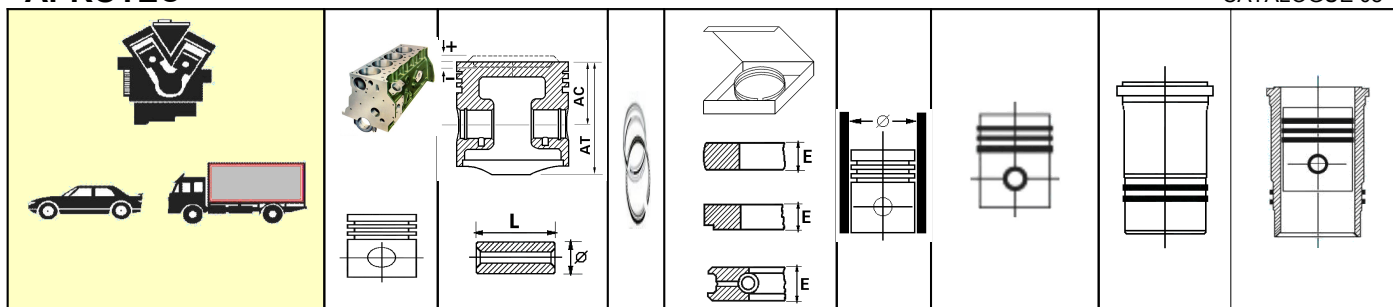
Mot. 2.5 Lts., 2496 c.c.,
19.1:1, Transit 100/120/130/
160/190, Diesel Injecção
Directa
1985 →

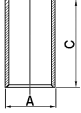
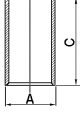
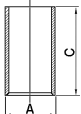
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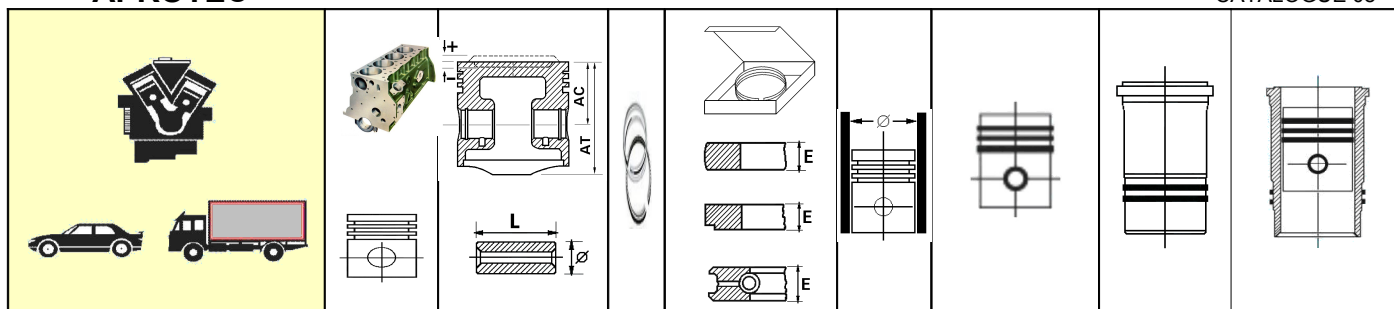
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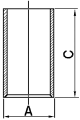
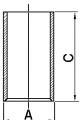
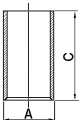
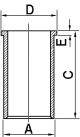

FORD

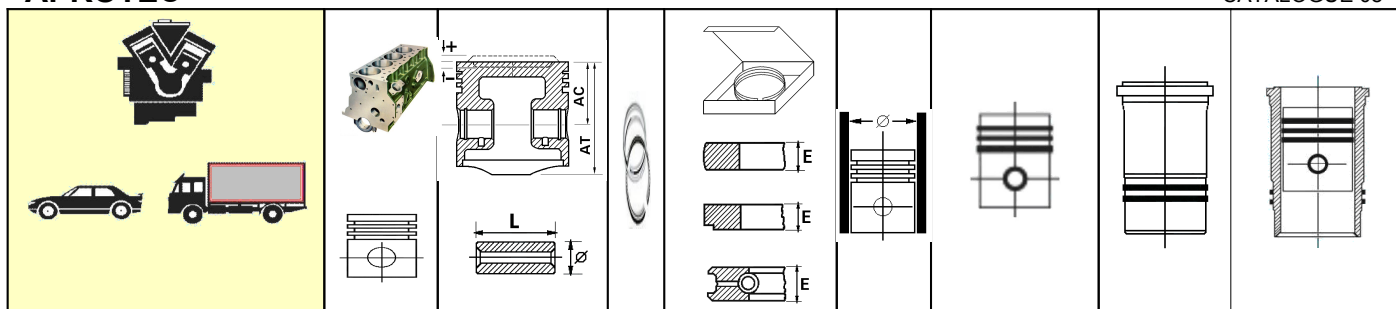
Mot. LXD.2, 2304 c.c., 22.2:1, Granada L/GL, Sierra GL/Ghia/Turnier, Diesel 1982 → SIERRA DIESEL 2.3 L Mot. XD2 / SD 94 2304 c.c.	4 Ø 94 	57.42 – 2 x 99.92 Ø 30 x 78.80	1 1 1	2 2 4	Std 0.40 0.60 1.00	R2.068.78.00 R2.068.78.04 Ver Peugeot R2.136.65.00 PIS6182	A=98.70 C=170.00 D=100.00 E= 5.00  R3.068.S A.42 Ver Peugeot R3.136.S A.50	R1.068.78.90 Ver Peugeot R1.136.65.90
Mot. 4D240, 2701E, 2706E, 3966 c.c., 16.5:1, 4 Cil. Mot. 6D360, 2704E, 2709E, 5945 c.c., 16.5:1, 6 Cil. D300, 630, 640 Combine, D800, Diesel 1965/69 4/6 D – 3966 c.c./5954-83/130 PS – D 300/D 750/D 800-Typ 2701 E – ET – 2704/2706/2709 E – ab 1965	4/6 Ø 104.775 4.1/8 in 	71.03 – 25.80 2.7965 in x 118.11 Ø 34.92 x 90 1.3/8 in	2 1 1	2.38 3/32 in 2.38 3/32 in 4.76 3/16 in	Std .020 .040	R2.068.80.00 R2.068.80.20 R2.068.80.40	A=108.86 C=218.70  R3.068.S L.50 A=109.37 C=218.70 D=112.40 E= 4.76  R3.068.S A.52	R1.068.80.90 R1.068.80.91

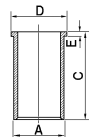
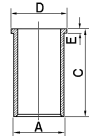
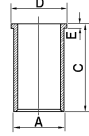

FORD

Mot. 365/6, 5952 c.c., 16.5:1, DO710, DO810, DO910, DO1010, Diesel 1969 →	6	71.24 – 25.80 2.8050 in	2	2.38 3/32 in	Std .020 .040	R2.068.81.00 R2.068.81.20 R2.068.81.40	A=108.86 C=218.70	R1.068.80.90
	Ø 104.775 4.1/8 in	x 119.89	1	2.38 3/32 in				
		Ø 34.92 x 90 1.3/8 in	1	4.78 3/16 in			R3.068.S L.50	
							A=109.37 C=218.70 D=112.40 E=4.76	R1.068.80.91
Mot. LD, 6Y, 2588 c.c., 17:1, Tractor Dexta 2000/ 2600, Diesel 1965 →	3	72.29 – 13.20 2.9645 in	1	2.38 3/32 in	Std 0.20 0.40	R2.068.85.00 R2.068.85.20 R2.068.85.40	A=110.78 C=209.55	R1.068.85.90
	Ø 106.680 4.2007 in	x 134.11	1	2.38 3/32 in				
		Ø 38.10 x 89 1.1/2 in	1	2.38 3/32 in			R3.068.S L.56	
			1	4.76 3/16 in				
Mot. LD, 6Y, 2588 c.c., 17:1, Tractor Dexta 2000/ 2600, Diesel 1965 →	3	72.29 – 13.20 x 134.11	1	2.38	Std 0.20 0.40	R2.068.85.00 R2.068.85.20 R2.068.85.40	A=110.78 C=209.55	R1.068.85.90
	Ø 106.68		1	2.38				
		Ø 38.10 x 89	1	2.38			R3.068.S L.56	
			1	4.76				


FORD

Mot. ND, 6Y, 7A, 2870 c.c. 16.5:1, Tracteur Super-Dexta 3000/3600, 333, 353, 3 Cil. Mot. RD, 6Y, 7A, 3818 c.c. 16.5:1, Tracteur Super-Major 5000/5600, 4 Cil., Diesel 1965 →	3/4 Ø 106.68 	70.21 – 17.28 x 129.03 Ø 38.10 x 89	1 1 1 1	2.38 2.38 2.38 4.76	Std 0.20 0.40	R2.068.86.00 R2.068.86.20 R2.068.86.40	A=110.78 C=209.55  R3.068.S L.56	R1.068.86.90
Mot. ND, 6Y, 7A, 2870 c.c. 16.5:1, Tract. Super-Dexta 3000/3600, 333, 353, 3 Cil. Mot. RD, 6Y, 7A, 3818 c.c. 16.5:1, Tracteur Super-Major 5000/5600, 4 Cil., Diesel 1965 →	3/4 Ø 106.680 4.2007 in 	70.21 – 17.28 2.7641 in x 129.03 Ø 38.10 x 89 1.1/2 in	1 1 1 1	2.38 3/32 in 2.38 3/32 in 2.38 3/32 in 4.76 3/16 in	Std 0.20 0.40	R2.068.86.00 R2.068.86.20 R2.068.86.40	A=110.78 C=209.55  R3.068.S L.56	R1.068.86.90
Mot. 255/4, 2711E, 2712E, 4161 c.c., 16.5:1, DO610/ O607/O707, 4 Cil. Mot. 380/6, 2714E, 2715E, 6224 c.c., 16.5:1, Cargo DO812/O813/O911/O913/ 1011/1013/1111/1211, 7095, 6500 S, 6 Cil., Diesel 1969 → 2712 E – 4161 c.c. – 4 Zyl. – 2715 E – 6224 c.c. – 6 Zyl. – Series D 300/400/500/550/600/700/ 750/800 – 1969 bis 1971	4/6 Ø 107.213 4.221 in 	71.24 – 26.90 2.8050 in x 119.89 Ø 36.51 x 90 1.7/16 in	1 1 1 1	2.38 3/32 in 2.38 3/32 in 2.38 3/32 in 4.76 3/16 in	Std .020	R2.068.90.00 R2.068.90.20	A=111.42 C=212.62  R3.068.S L.60 A=111.93 C=212.62 D=115.49 E=4.76  R3.068.S A.64	R1.068.90.90 R1.068.90.91


FORD

Mot. PD, 6Y, 7A, 3294 c.c., 16.5:1, Tracteur 4000/4600, Diesel 1968 →	3 $\varnothing$ 111.760 4.4007 in 	68.12 – 19.82 2.6820 in x 126.97 $\varnothing$ 38.10 x 89 1.1/2 in	1 1 1 1	2.38 3/32 in 2.38 3/32 in 2.38 3/32 in 4.76 3/16 in	Std 0.20	R2.068.94.00 R2.068.94.20	A=114.43 C=208.53 D=120.34 E=2.56  R3.068.S A.70	R1.068.94.90
Mot. PD, 6Y, 7A, 3294 c.c., 16.5:1, Tracteur 4000/4600, Diesel 1968 →	4 $\varnothing$ 111.760 4.4007 in 	70.66 – 18.57 2.7820 in x 129.51 $\varnothing$ 38.10 x 89 1.1/2 in	1 1 1 1	2.38 3/32 in 2.38 3/32 in 2.38 3/32 in 4.76 3/16 in	Std 0.20	R2.068.95.00 R2.068.95.20	A=114.43 C=208.53 D=120.34 E=2.56  R3.068.S A.70	R1.068.95.90
Mot. PD, 6Y, 7A, 3294 c.c., 16.5:1, Tracteur 4000/4600, Diesel 1968 →	3 $\varnothing$ 111.76 	68.12 – 19.82 x 126.97 $\varnothing$ 38.10 x 89	1 1 1 1	2.38 2.38 2.38 4.76	Std 0.20	R2.068.94.00 R2.068.94.20	A=114.43 C=208.53 D=120.34 E=2.56  R3.068.S A.70	R1.068.94.90



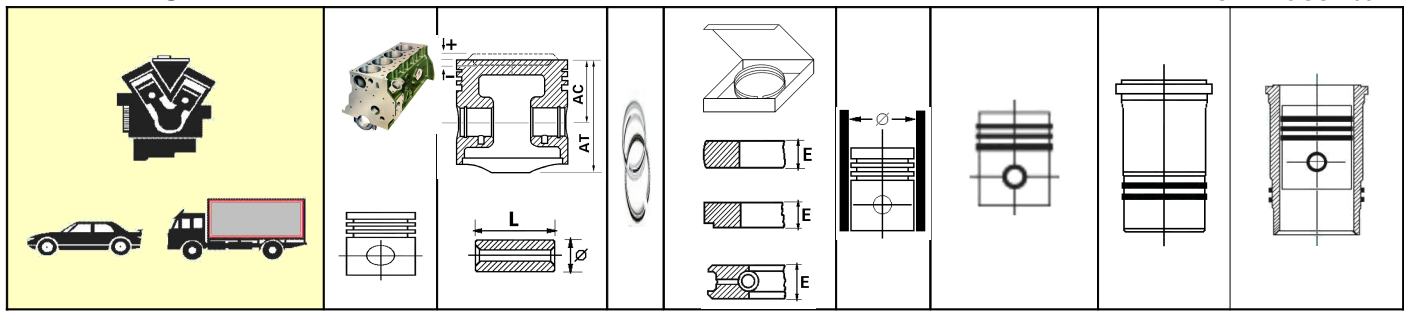
FORDSON

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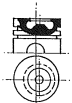
FERGUSON

197

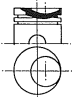

FERGUSON

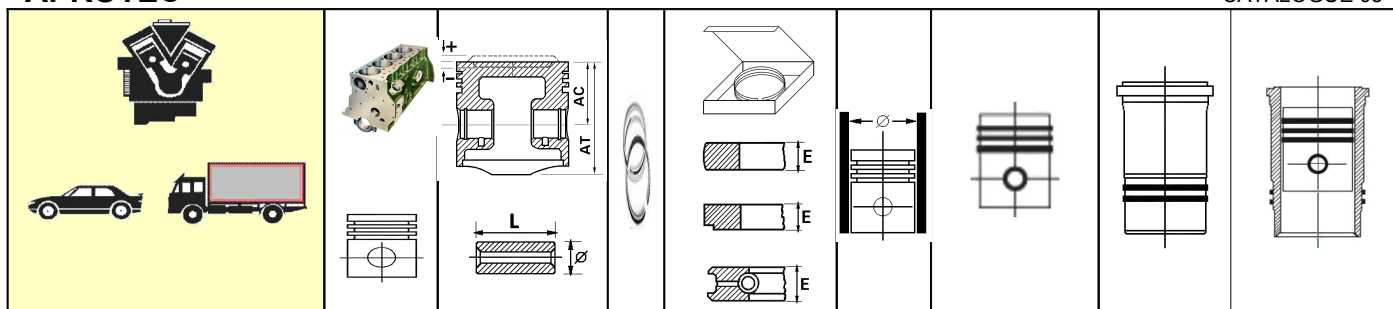
Tracteur petrol OHV 35/FE 35 – 2186 c.c. – ab 1956	4	51.05				G857f		
	Ø 87							
		Ø 22.22						

FIAT

Tracteur 250 – 255 – 300 – 350, Mot. 852 Tracteur 355 – 400 – 450 – 455 – 500, Mot. 803 A Tracteur 550 – 555, Mot. 854 – 616 N 2/4 – 652N2, Mot. 804 A	2/3/4	59.65 – 23.5				G9512		
	Ø 95							
		Ø 32						

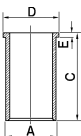
INTERNATIONAL HARVESTER

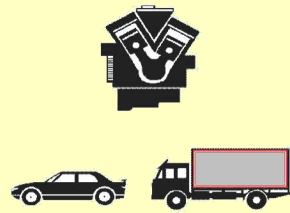
TD 40 – Tracateur	4	91.6				G12011a		
	Ø 120.65							
		Ø 41.28						
TD 24 – Tracteur – Diesel – DU 1091 1947/56	6	114.51 - 10				G1456		
	Ø 146.05							
		Ø 47.62						


GEMAP

Compresseur	1 Ø 117 	67 Ø 32				K1349		
Compresseur	1 Ø 123 	67 Ø 32				K1441		
Compresseur	1 Ø 130 	67 Ø 32				K1442		

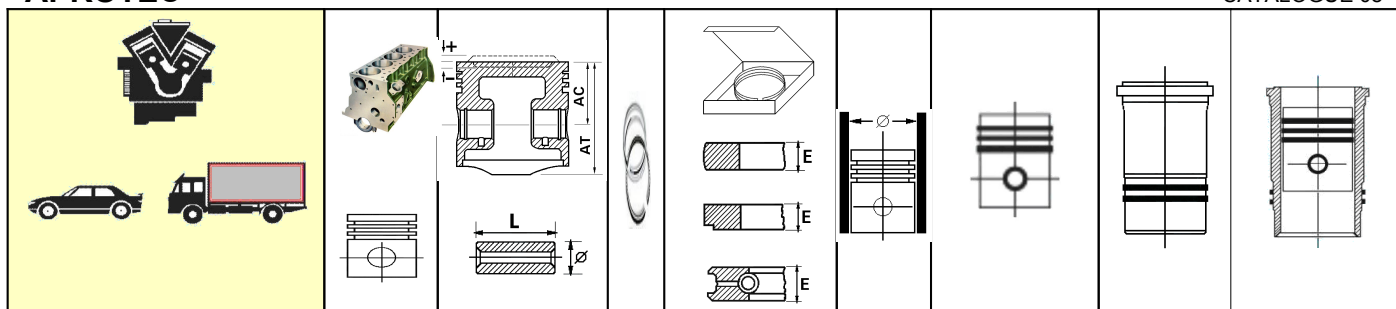
GENERAL MOTORS

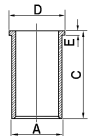
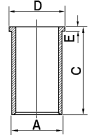
KADETT 1000	4 Ø 72						A=76 C=127 K7684/S	
1078 c.c., 7.8:1 OPEL Kadett/L/Coupé/ Caravan/L/XE, 1100 L/LS, Olympia Coupé 1965/73	4 Ø 75 	38 – 1.80 x 76 Ø 20 x 65	1 1 1	2 2 5	Std 0.50 0.75 1.00	R2.072.05.00 R2.072.05.05 R2.072.05.07 R2.072.05.10	A=78.50 C=165.00 D=81.50 E=4.00  R3.072.S A.08	R1.072.05.90

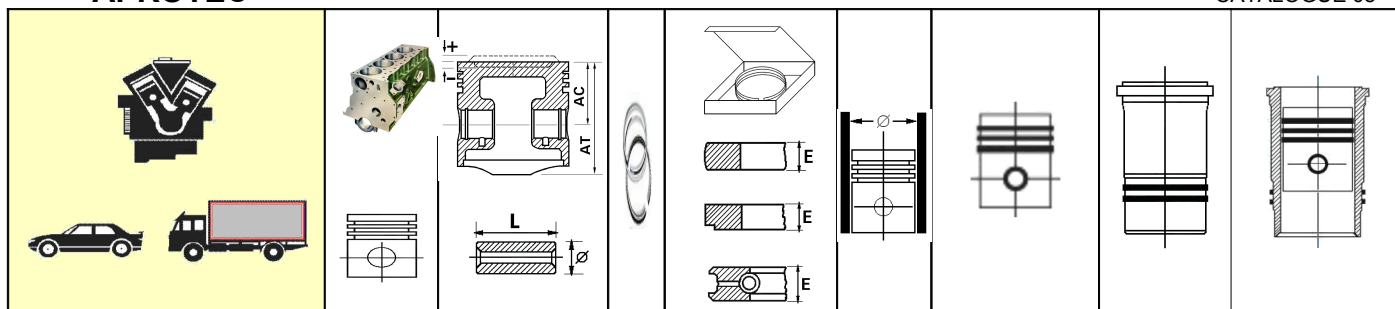


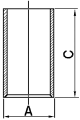
Mot. Super, 1078 c.c., 8.8/
9.2:1 OPEL Kadett/L/Coupé/
Caravan/L/Rallye LS, 1100
SR, Olympia Coupé
1965/71

Mot. Super, 1078 c.c., 8.8/
9.2:1 OPEL Kadett/L/Coupé/
Caravan/L/Rallye LS, 1100
SR, Olympia Coupé
1965/71

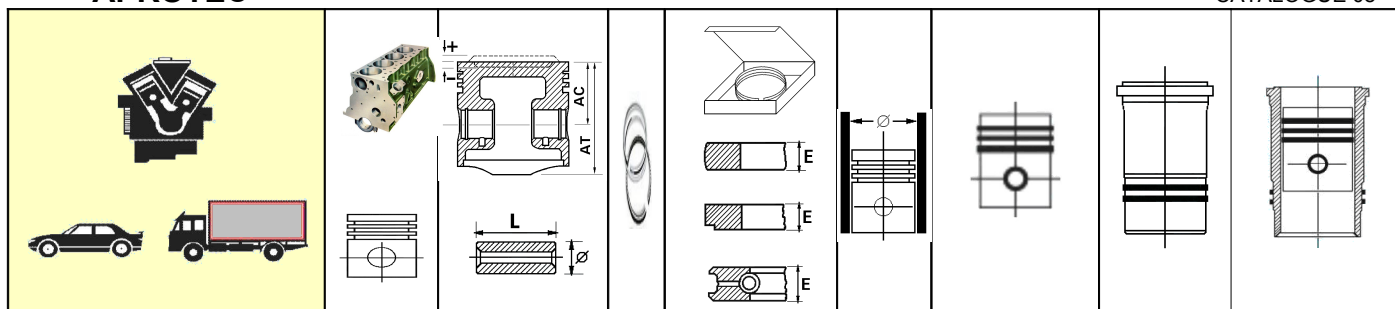

GENERAL MOTORS

Mot. 4EC1, 1488 c.c., 23:1 OPEL Corsa 1.5 D, Diesel	4 Ø 76  	41.70 – 1.60 x 71.70 Ø 22 x 60	1 1 1	2 1.50 3	Std 0.50	R5.072.12.00 R5.072.12.05 Ver Isuzu R2.089.16.00	A=79.00 C=139.50 D=80.00 E=4.00  R3.072.S A.12 Ver Isuzu R3.089.S A.16	R1.072.12.90 Ver Isuzu R1.089.16.90
Mot. 4EC1T, 1488 c.c., 22.5:1 OPEL Corsa 1.5 TD, Turbodiesel 1988 →	4 Ø 76  	41.70 – 1.60 x 71.70 Ø 25 x 60	1 1 1	2 1.50 3	Std 0.50 1.00	R2.072.13.00 R2.072.13.05 R2.072.13.10 Ver Isuzu R2.089.17.00	A=79.00 C=139.50 D=80.00 E=4.00  R3.072.S A.12 Ver Isuzu R3.089.S A.16	R1.072.13.90 Ver Isuzu R1.089.17.90
CORSA TURBO DIESEL 1500 DTR 1500 TC 4 EC 1 72 cv	4 Ø 76  	71.70 - 1.50 x 71.80 Ø 25 x 60	1 1 1	1.75 2 3		PIS8081		
VECTRA	4 Ø 77.6						A=81.5 C=132 D=83.5 E=4 K62S	

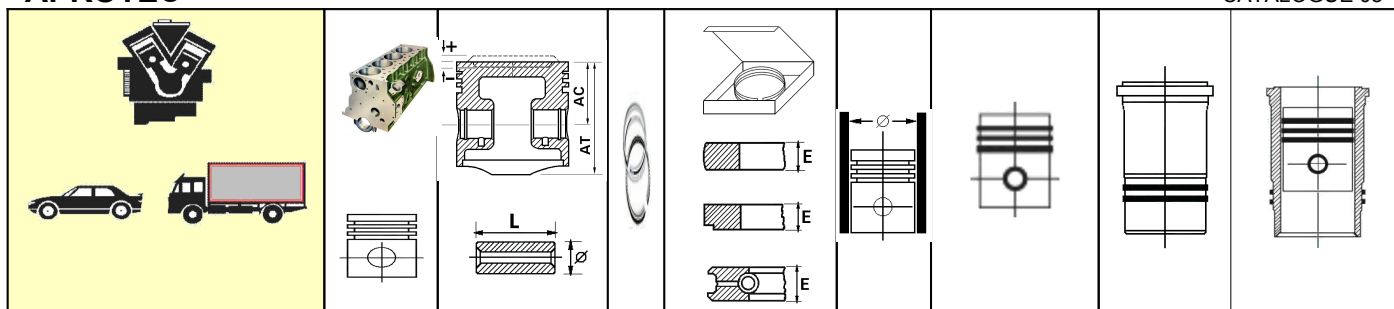

GENERAL MOTORS

Mot. 22HV, 1159 c.c. BEDFORD Beagle HAV100, 7.3:1, VAUXHALL Viva de Luxe SL, 90 De Luxe SL, Firenze De Luxe SL, 8.5/9:1 1967/71	4 $\varnothing$ 77.749 3.061 in 	37.69 1.4840 in x 75.64 $\varnothing$ 20 x 68.20 .78474 in	2 1	1.98 5/64 in 4.76 3/16 in	Std .020	R2.072.15.00 R2.072.15.20	A=81.36 C=127.00  R3.072.S L.15	R1.072.15.90
1196 c.c., 9.2:1 OPEL Corsa 1.2 S/ST/L/TR/ SR/Berline, Kadett 1.2 S/J/L/ Berline 1982 →	4 $\varnothing$ 77.80 	35.80 – 4.40 x 65 $\varnothing$ 20 x 65	1 1 1	1.50 1.50 4	Std 0.50	R2.072.16.00 R2.072.16.05		
Mot. Y17DT, Y17DTL 1686 c.c. OPEL Corsa 1.7DI/DTI, Astra 1.7DI/DTI, TurboDiesel, InterCooler 2000 →	4 $\varnothing$ 79 	39.70 – 13.80 x 84 $\varnothing$ 27 x 64	1 1 1	2 1.50 3	Std 0.50	R2.072.17.00 R2.072.17.05 Ver Isuzu R2.089.22.00	A=82 C=140 K21241/S	
Mot. 4EE1, 1686 c.c., 23:1, OPEL Corsa 1.7D, Diesel 1997 →	4 $\varnothing$ 79 	39.60 - 1.20 x 79.80 $\varnothing$ 25 x 64	1 1 1	2 1.50 3	Std 0.50	R2.072.18.00 R2.072.18.05 Ver Isuzu R2.089.21.00		

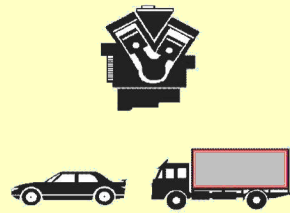
203


GENERAL MOTORS

Mot. 4EE1T, 1696 c.c., Opel Astra 1.7TD, Turbodiesel 1993 →	4 Ø 80 	44.95 – 1.40 x 76.95 Ø 26 x 65	1 1 1	2 2 3	Std	R2.072.24.00	A=83.00 C=143.50 D=84.90 E=4.50 R3.072.S A.26	R1.072.24.90
1600 D. – ASCONA D.	4 Ø 80						A=83 C=145 D=84.9 E=4.5 K1261/S	
1256 c.c., 8.5/9.2:1 VAUXHALL Viva De Luxe, Firenze De Luxe SL, Chevette, Cavalier 1300 1972 →	4 Ø 80.95 3.187 in 	38.22 1.5050 in x 70.12 20 x 68.20 .7874 in	1 1 1	1.98 5/64 in 1.98 5/64 in 4.76 3/16 in	Std .020 .030 .040	R2.072.26.00 R2.072.26.20 R2.072.26.30 R2.072.26.40	A=84.21 C=140.30 R3.072.S L.30	R1.072.26.90
1692 c.c., 23:1 OPEL Kadett/Vectra/Astra 1.7D, Diesel 1988 →	4 Ø 82.50 	44.95 - 2.60 x 72.95 Ø 26 x 65	1 1 1	2 2 3	Std 0.50 1.00	R2.072.27.00 R2.072.27.05 R2.072.27.10	A=85.50 C=143.50 D=87.40 E=4.50 R3.072.S A.32	R1.072.27.90


GENERAL MOTORS

1700 c.c.	4 Ø 82.5						A=85.5 D=150 K130/S	
Mot. 4FC1, 1995 c.c., 22:1 BEDFORD Seta, Diesel 1983	4 Ø 84  	46.50 – 1.90 x 76.70 Ø 25 x 67	1 1 1	2.5 2 4	Std 0.50 1.00	R2.072.29.00 R2.072.29.05 R2.072.29.10 Ver Isuzu R2.089.38.00		
2000 c.c. TDL 16v	4 Ø 84						A=87 C=160 K801/S	
Mot. C190, 1951 c.c., 20:1 BEDFORD KBD 26, 4 X 4, Diesel 1982	4 Ø 86  	51.60 – 1.90 x 96.60 Ø 27 x 68	1 1 1	2.5 2 5	Std	R2.072.35.00 Ver Isuzu R2.089.44.00		



1998 c.c., 22:1
BEDFORD CF 97G 60/70,
CF 97H 60/70, CF 97K 60/70
OPEL Rekord 2.0D/Caravan,
Ascona 2.0D, Diesel
1974/82

4
Ø 86.50

K98262/S

K91251/S

The diagram shows two views of a mechanical part. The top view is a circle with a horizontal centerline. Inside the circle, there is a complex shape with a central vertical slot and a horizontal slot on the left side. The bottom view is a cross-section of the part, showing a semi-circular outer profile and a complex internal profile with a central vertical slot and a horizontal slot on the left side. The part is shaded with diagonal lines.

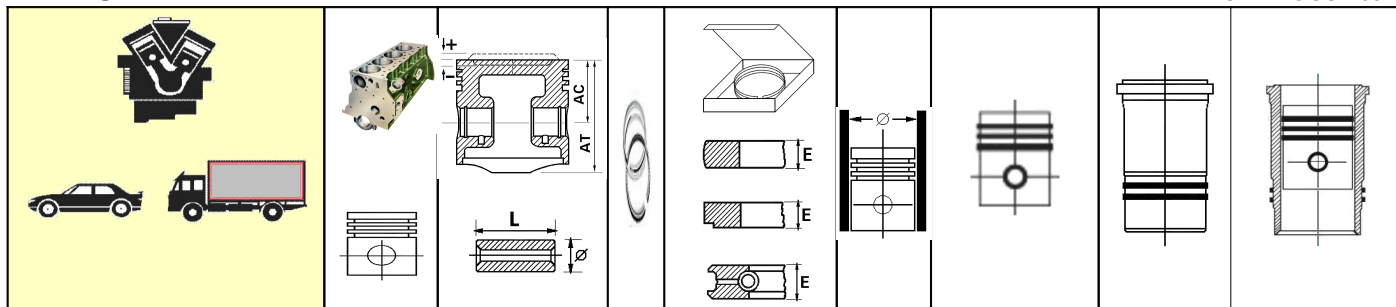
Ø 28 x 77

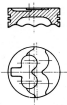
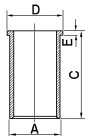
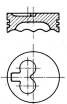
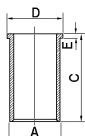
R2.072.46.00
R2.072.46.05

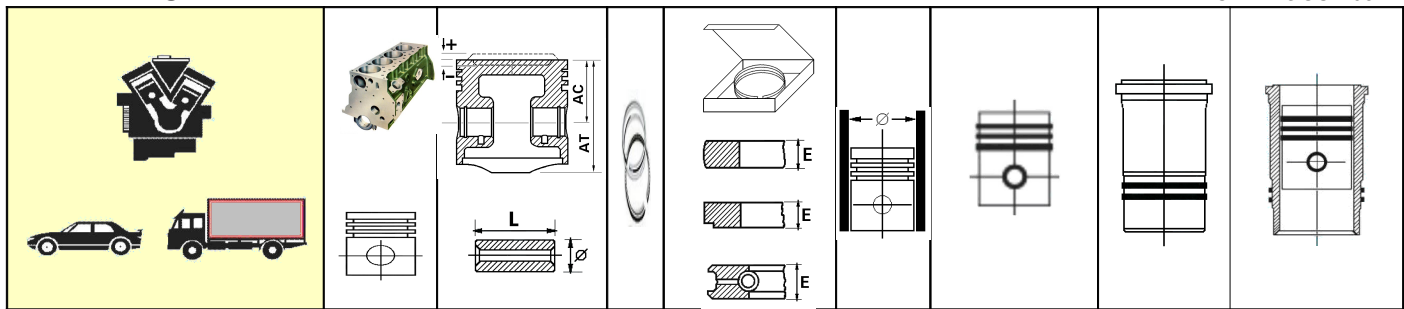
Technical drawing of a cylindrical container. The drawing shows a cross-section of the container. The diameter of the top opening is labeled D . The diameter of the base is labeled A . The height of the container is labeled C . The container has a thick wall, indicated by the hatching on the sides.

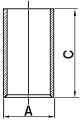
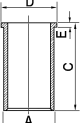
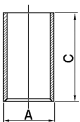
K98282/S

K76961/S


GENERAL MOTORS

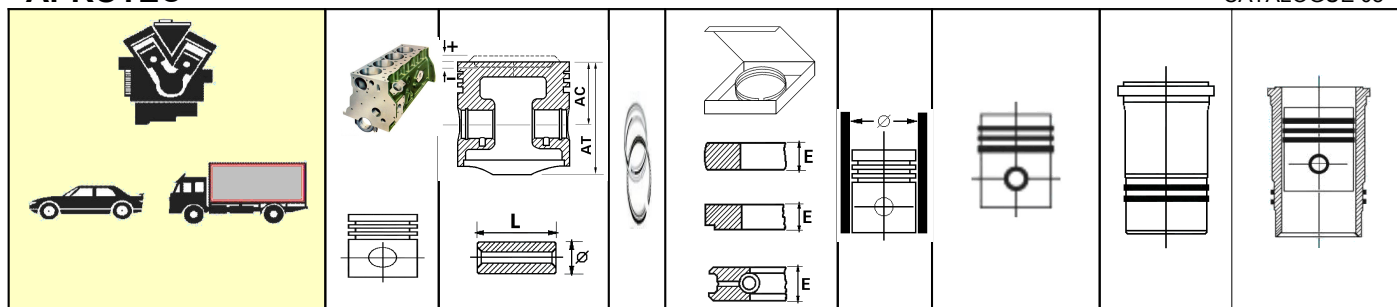
Mot. 4FD1, 2189 c.c., 21.5:1 BEDFORD Seta, Diesel 1982	4 Ø 88 	46.50 – 2.20 x 81 Ø 27 x 68	1 1 1	2 2 4	Std 0.50	R2.072.47.00 R2.072.47.05 Ver Isuzu R2.089.50.00	A=92.00 C=160.00 D=94.00 E=4.00  R3.072.S A.39 Ver Isuzu R3.089.S A.42	R1.072.47.90 Ver Isuzu R1.089.50.90
2260 c.c., 22:1 BEDFORD CF97 G70/H70/ K70/G60/K60 OPEL Rekord 2.3 D/L/ Berline/Caravan, Diesel 1972 →	4 Ø 92 	53.65 – 1.80 x 89.65 Ø 30 x 78	1 1 1	2 2 4	Std 0.50	R2.072.55.00 R2.072.55.05	A=92.00 C=172.00 D=97.00 E=4.70  R3.072.S A.42 K98302/S A=96 C=172 K76971/S	R1.072.55.90
2000 Essence	4 Ø 95						A=99 C=135 K1262/S	

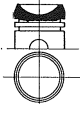

GENERAL MOTORS

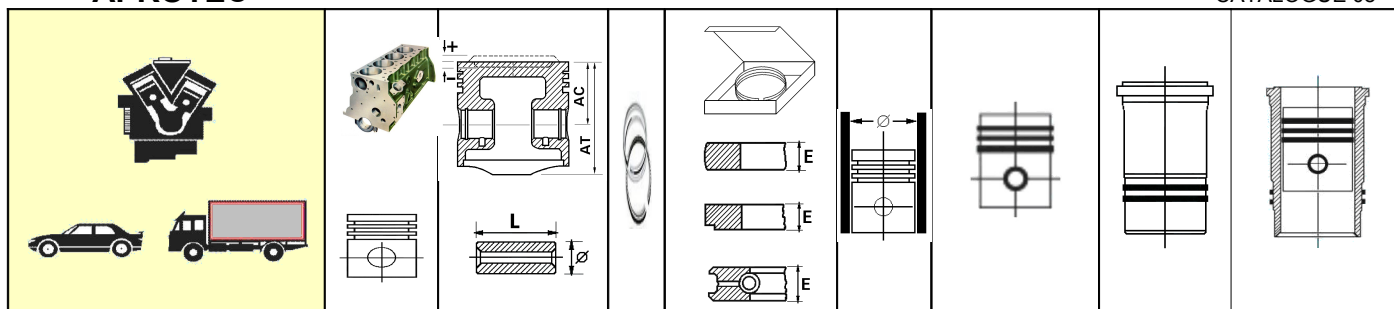
Mot. 220, 3614 c.c., 17:1 BEDFORD 3.6 Lts., 4 Cil. Mot. 330, 5420 c.c., 17:1 BEDFORD 5.4 Lts., 6 Cil., Diesel 1961 →	4/6	71.50 - 21.40 2.850 in	1	2.38 3/32 in	Std 0.20	R2.072.68.00 R2.072.68.20 R2.072.68.30 R2.072.68.40	A=108.05 C=216.15	
	Ø 103.175 4.062 in	x 118.23	2	2.38 3/32 in	0.30 0.40			
		34.92 x 88.10 1.3/8 in	1	4.76 3/46 in				
			1	4.76 S 3/16 in				
Mot. 466, 7634 c.c., 17:1 BEDFORD 70 Séries, Diesel 1967 →	6					R3.072.S L.58	A=108.05 C=216.15 D=111.05 E=4.76	
	Ø 115.888							
Mot. 466, 7634 c.c., 17:1 BEDFORD 70 Séries, Diesel 1967 →	6					R3.072.S A.60	A=119.63 C=235.46	
	Ø 115.888							

GRASSO

Compresseur	1	24.5				G6022		
	Ø 60	Ø 15						
								


GRASSO

Compresseur K 458	1 Ø 70 	40 – 11.6 11.2 Ø 20				G701		
Compresseur L 80	1 Ø 84 	47 Ø 25				G840		
Compresseur AC 70	4/6/8/12 Ø 85 	35 – 2.5 Ø 30				G851		
Compresseur	2 Ø 110 	82 Ø 35				G11033		
Compresseur K 110	2 Ø 160 	80 Ø 50				G1605		


GRASSO

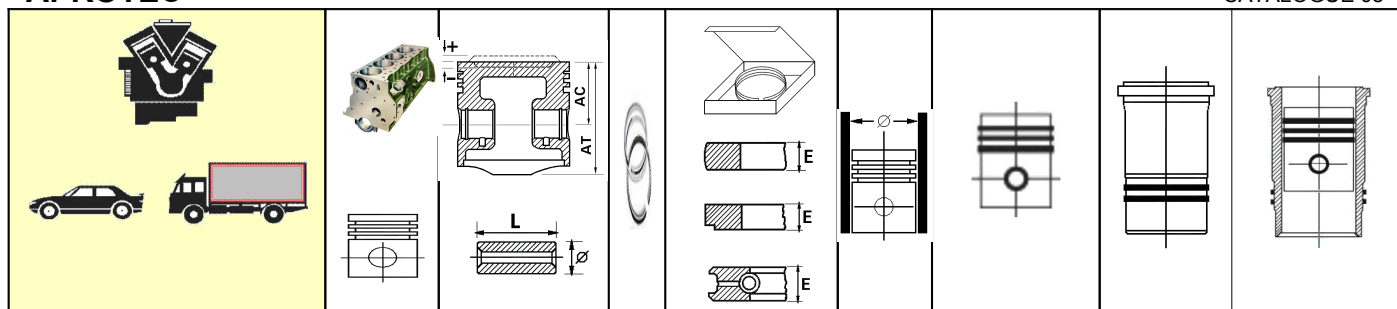
Compresseur	2	82				G1850		
	Ø 185							
		Ø 35						

GRAVELY

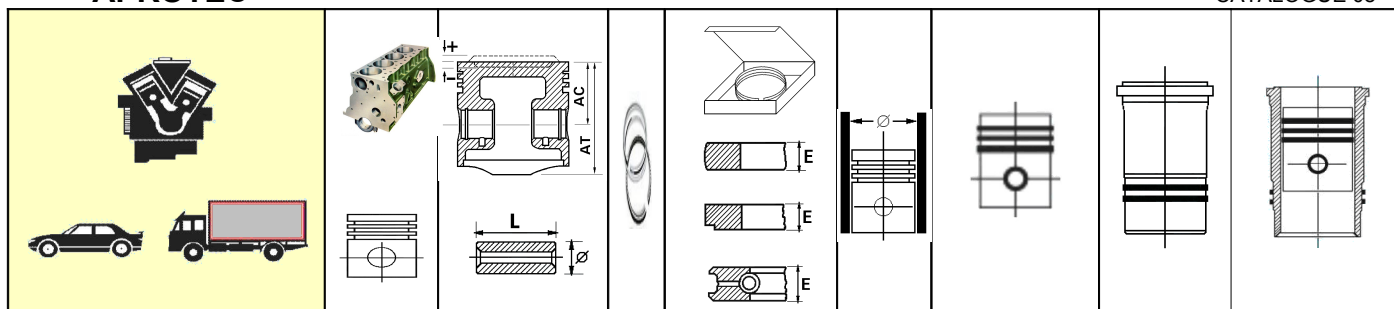
Tracteur 5 -	1	54 - 2				G822h		
	Ø 82.55							
		Ø 21.83						

GRAZIA

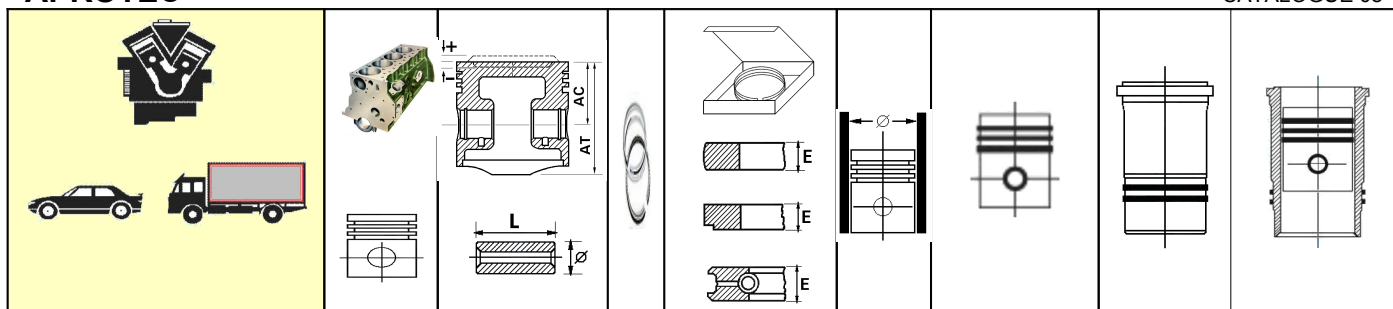
Compresseur W2 S	1	41				G458		
	Ø 45							
		Ø 11.5						
Compresseur NA 2 S	1	53				G555		
	Ø 55							
		Ø 22						
Compresseur X-2 S	1	53				G6013		
	Ø 60							
		Ø 22						

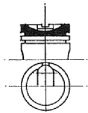

GRAZIA

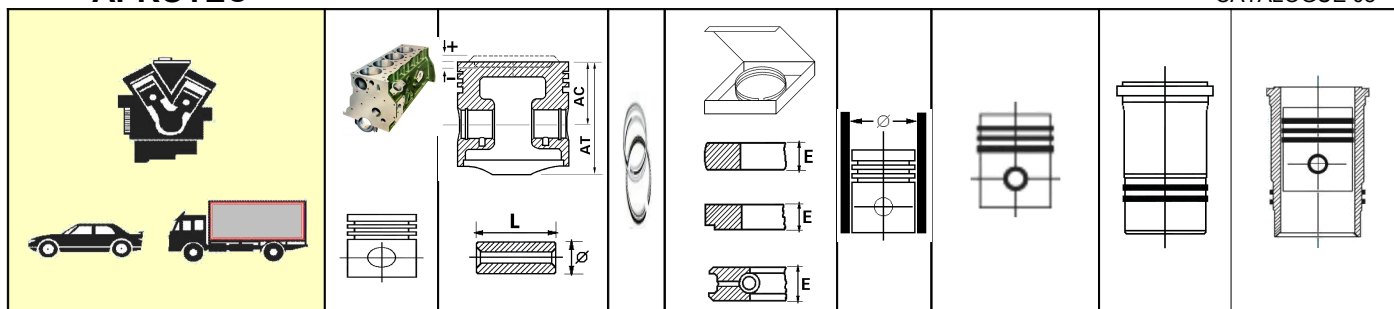
Compresseur XB 2 S	1 Ø 65 	53 Ø 22				G6521		
Compresseur H2/S	1 Ø 75 	43 Ø 17				G7535a		
Compresseur MM	2 Ø 85 	40.5 Ø 22				G8535		
Compresseur Z 2 S	1 Ø 92 	57 Ø 27				G920		
Compresseur NZ 25	2 Ø 100 	53 Ø 22				G984		

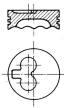
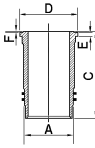
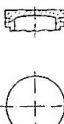
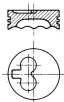
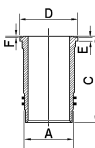

GRAZIA

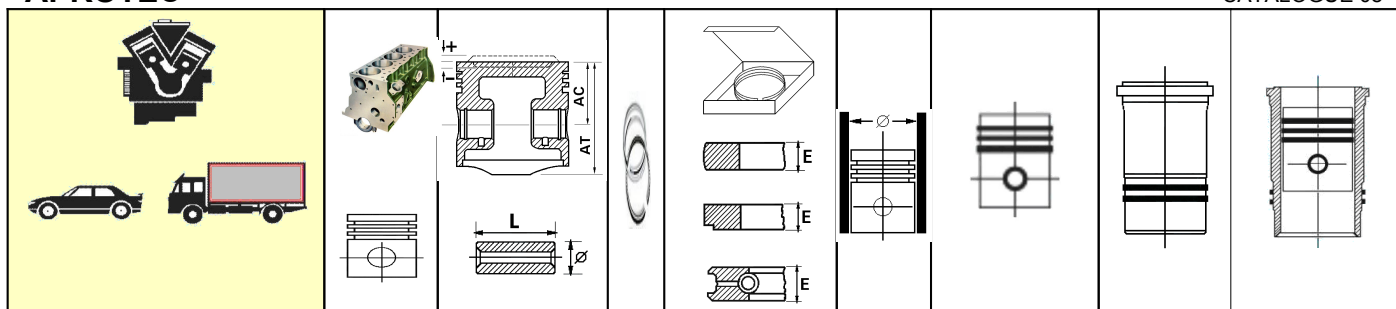
Compresseur XM	4 Ø 100 	53 Ø 21.6				G984a		
Compresseur 2 X – 2S	1 Ø 110 	53 Ø 26				G1108		
Compresseur	3 Ø 120 	53 Ø 27				G12017		
Compresseur XT – 2 S	1 Ø 120 	53 Ø 22				G12017a		
Compresseur T C 2 S	3 Ø 120 	82 Ø 48				G12018		

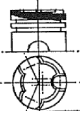
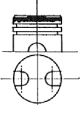
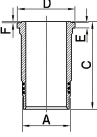

HANOMAG

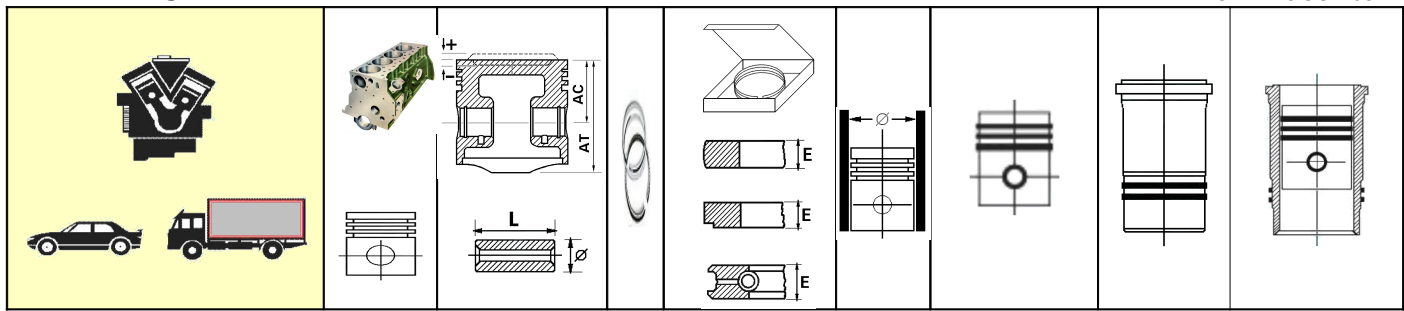
KURIER 301 L	4 Ø 78 INCAVA	48 – 4 Ø 25				K7241	A=82 C=180 D=84 E=6 K1978/S	
R12-R18-F/R24-R36-R48-D611S, S-631, S-642S	1/2/4 Ø 85 	59.5 Ø 30				G8533 d		
R16A/BR16A/B-R22-D14 S-D28L-D28KL R28 A/B-R19-R27-R435-R35	2/3/4 Ø 90 	74.5 – 6.6 Ø 30				K2440/P	A=102 C=212.4 D=112 E=7.1 F=0.4 K33/F	
D28 GLA	4 Ø 90 A UNGHIA	74.6 – 5.5 Ø 30				K2780	A=102 C=212.4 D=112 E=7.1 F=0.4 K33/F	


HANOMAG

Mot. D141L, 3140 c.c., 20.5:1, 4 Cil. Mot. D161L, 4250 c.c., 20.5:1, 6 Cil. -F45, F55, F66, F76, F85, Diesel 1967/74 →	4/6 Ø 95 	65.30 – 2.90 x 121.30 Ø 32 x 92	1 2 1	R5.075.20.00 2.50 2.50 5	Std	R2.075.20.00	A=109.95 C=202.00 D=118.80 E=7.07 F=0.90  R3.075.H T.20	R1.075.20.90
DIESEL	2 Ø 95 	70.5 Ø 32				K909		
Mot. MERCEDES	6 Ø 97						A=101 C=223 D=104 E=5.2 K9122/F	
Mot. D142 L, 3140 c.c., 22.5:1, 4 Cil. Mot. D162L, 4713 c.c., 22.5:1, 6 Cil. F46, F55, F65, F75, F86, Diesel 1967/74	4/6 Ø 100 	65.30 – 2.90 x 121.30 Ø 32 x 82	1 1 1 1	R5.075.25.00 2.50 2.50 2.50 5	Std	R2.075.25.00	A=109.95 C=202.00 D=118.80 E=7.07 F=0.90  R3.075.H T.24 K1306/F	R1.075.25.90


HANOMAG

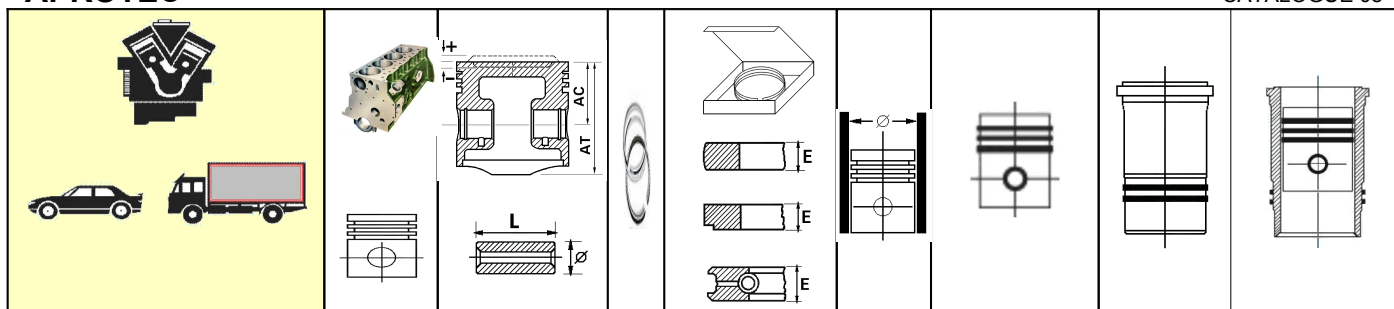
SS 100-SS 100 N-SSA 100	6 Ø 110 	88.5 – 5.5 Ø 35				G11013a		
R45-R445-K55-K55EF, D 57-R545	4 Ø 110 	85 – 2 Ø 35				G11013f	A=122 C=280 D=132 E=11.1 F=0.5 K1653/F	
Mot. D491, 6780 c.c., 18:1, 4 Cil. Mot. D961, 10180 c.c., 18:1 6 Cil. Robust 800, K7bE, K7bL, K10E, K10L, Diesel 1963/72	4/6 Ø 120						A=133.00 C=285.30 D=146.00 E=12.10 F=0.90  R3.075.H T.30 K1307/F	
DIESEL	6 Ø 120	101 – 22.5 Ø 48				K1370		


HANOMAG

DIESEL	6 Ø 120						A=140 C=302 D=145 E=12 K1645/1/ F	
DIESEL	6 Ø 120						A=136 C=278 D=151.85 E=12.10 F=1 K1308/F	
DIESEL	6 Ø 120						A=127.80 C=285 D=145.95 E=12.1 F=0.5 K1654/F	
DIESEL	4/6 Ø 128 INCAVA	101 - 25.8 Ø 48				K1371	A=143.92 C=279 D=151.87 E=12.10 F=1.1 K1236/F	

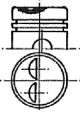
HERCULES

DFXE	6 Ø 142.87						A=152.47 C=331 D=153.75 E=6.35 K1655/S	
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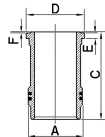

HERCULES (Diamond)

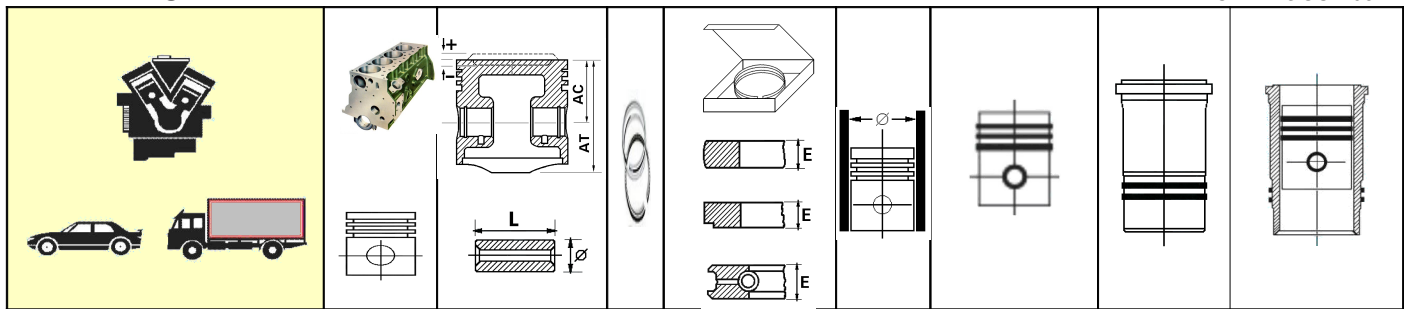
980/981 – Tracteur DFXE – 200 HP – G 153 – Diesel	6 Ø 142.87 	124.62 Ø 50.8				G1421		
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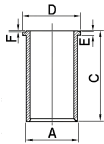
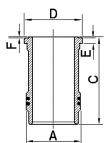
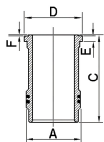
HILLMAN

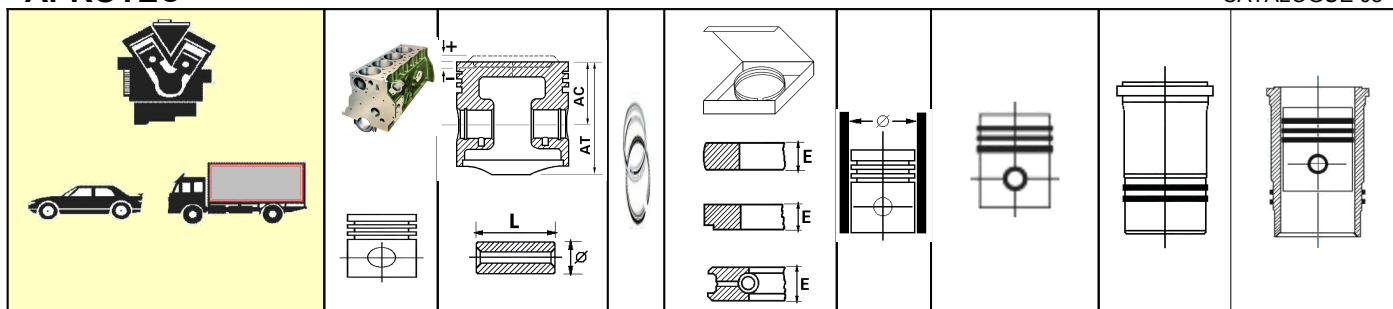
Imp. 875 c.c. – 39 PS – C.R. 10 to – ab 1963	4 Ø 68 	26.6 – 3.2 Ø 15.87				G689		
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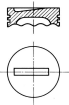
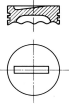
HINO

Mot. EC100, 5010 c.c., KL300/321/340/360/400/421 / 440/460, RL 100, FA124 AA AM100/200, Ranger, Diesel 1969	6	58 – 6	1	2.50	Std	R2.080.25.00	A=110.40 C=206.00 D=117.50 E=10.00 F=1.00  R3.080.H T.18	R1.080.25.90
	Ø 97	x 112	1	2.50				
			1	2.50				
		Ø 31.50 x 82	1	4				
			1	4				


HINO

Mot. EH100, 5871 c.c., KR120/220/300/320/360/400 420/460, LA 500/520/540/ 600/620/640/660, KL 520 D/ 541, AM 101, KLS, Ranger, Diesel	6 Ø 105  	59 – 7.50 x 112 Ø 34 x 89.50	1 1 1 1 1	2.50 2.50 2.50 4 4	Std	R2.080.30.00	A=110.00 C=206.00 D=115.00 E=8.00 F=1.00  R3.080.S T.22	R1.080.30.90
Mot. EB300, 9838 c.c., KB112/113/212/222/302/303 322/342/362/382/392/402/ 422/442, BY 300/320/400/ 420, RF 300/320/400/420, ZH 100, ZT, Diesel 1972 →	6 Ø 120  	86 – 10 x 155.50 Ø 45 x 100	1 1 1 1	3.50 3.50 3.50 6	Std	R2.080.40.00	A=136.00 C=288.00 D=143.00 E=11.10 F=1.85  R3.080.H T.30	R1.080.40.90
Mot. DK 10, 10178 c.c., ZM 100, ZP 100, BG 100, RC 300, TC 311/321, Diesel 1966	6 Ø 120  	95.50 – 10 x 164.50 Ø 48 x 100	1 1 1 1 1	3.50 3.50 3.50 5 5	Std	R2.080.45.00	A=138.00 C=292.00 D=145.00 E=11.10 F=1.85  R3.080.H T.32	R1.080.45.90

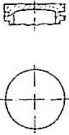

HINOMOTO

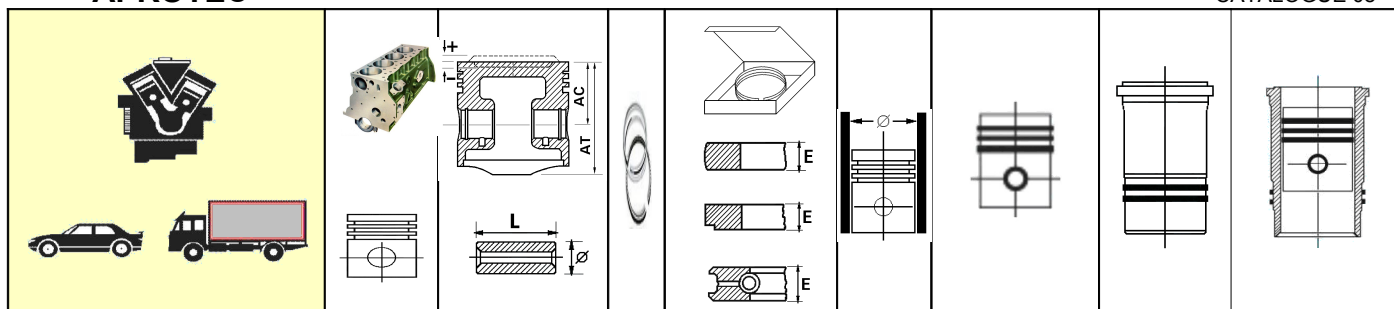
Mot. E384, Diesel	3	49.50 - 1.50	1	2	Std	R2.081.35.00		
	Ø 92	x 95.50	1	2	0.50	R2.081.35.05		
			1	4.50				
		Ø 28 x 78						
Mot. E280, Diesel	3	49.50 - 1.70	1	2.50	Std	R2.081.40.00		
	Ø 97	x 98.50	1	2	0.50	R2.081.40.05		
			1	4.50	1.00	R2.081.40.10		
		Ø 28 x 78						

HONDA

HONDA	Ø 81.5						A=85 C=130 K74/S	
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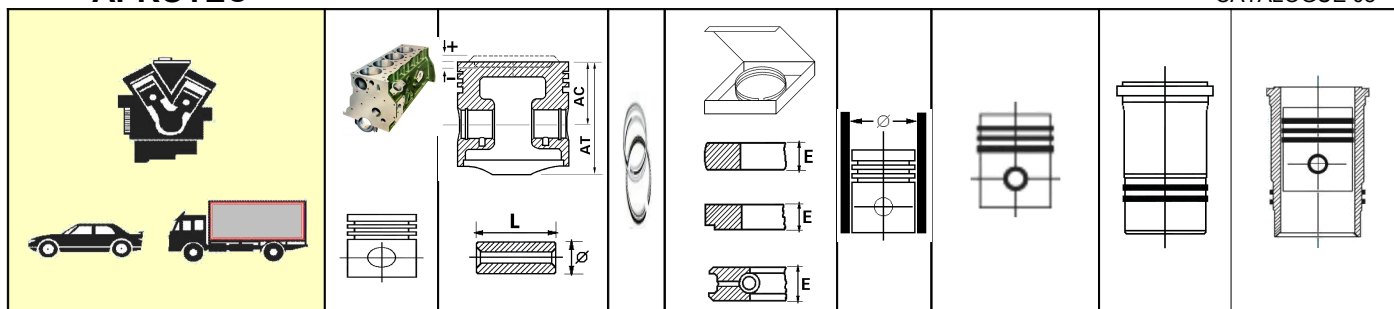
HOTCHKISS

614 – AM73 – 11/14 CV	4/6	48	1	3		PIS1264		
	Ø 73	x 91	1	3				
			1	3				
		Ø 24 x 66.5	1	4.5				

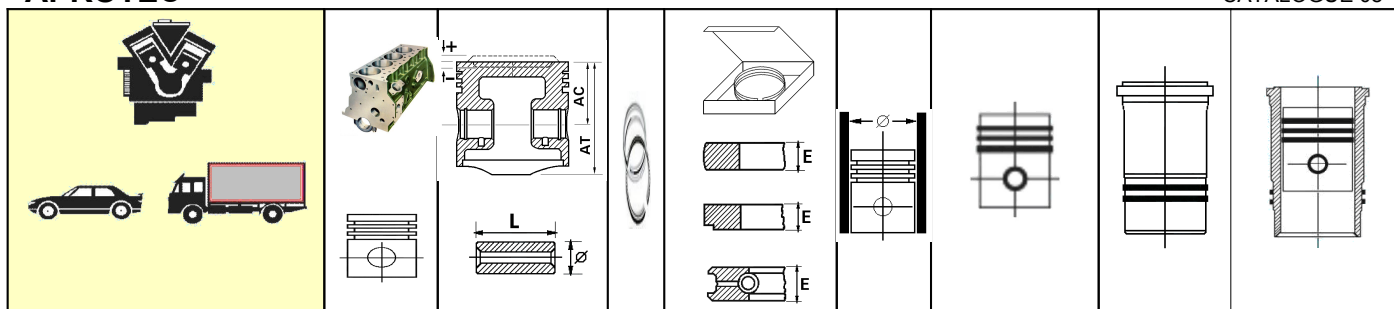

HOTCHKISS

615 – 15 CV	6	48 x 91	1	3		PIS1342		
	Ø 75		1	3				
			1	3				
		Ø 24 x 64	1	5				
								
615 – 15 CV	6	48 x 91	1	3		PIS1025		
	Ø 75		1	3				
			1	3				
		Ø 24 x 66.5	1	5				
								
680	6	46.5 x 95	1	3		PIS1014		
	Ø 80		3	3				
			2	5				
		Ø 24 x 69						
								
480 - 680	4/6	48 x 94.5	1	3		PIS1247		
	Ø 80		2	3				
			2	5				
		Ø 24 x 69						
								

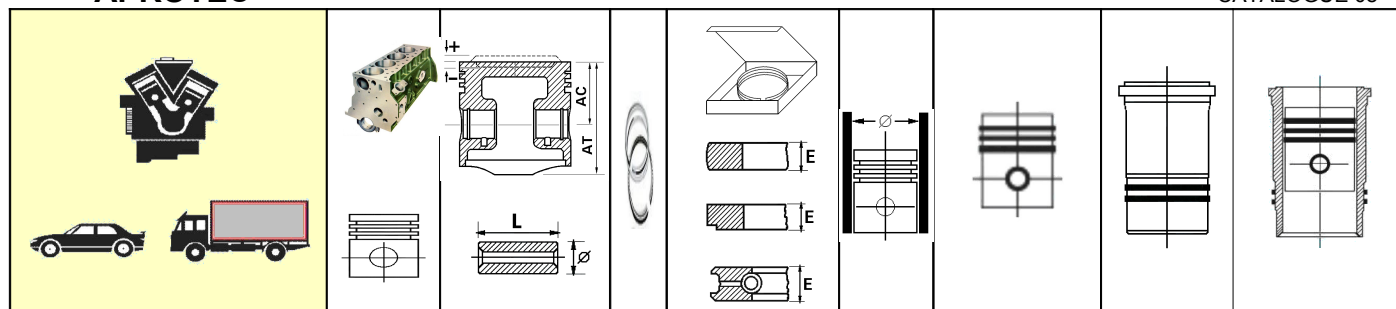
221


HOTCHKISS

AM 12 CV	4 Ø 80  	55.5 x 90.5 Ø 24 x 70	1 3 1	3 3 5		PIS65		
AM	4 Ø 80	55.5 + 5.5 x 96 Ø 24 x 64	1 1 1	3 3 5		PIS336		
AM80S – 20 CV	4/6 Ø 86	46.5 - 1 x 96.5 Ø 22 x 73	1 3 1	3 3 5		PIS915		
PL25, PL25L, PL25N – Anjou 1952/55	4/6 Ø 86	47.5 + 6 x 101.5 Ø 24 x 75.5	1 2 2	3 3 5		PIS2273		
20 CV	6 Ø 86	48 - 5 x 98 Ø 22 x 77	1 2 2	3 3 5		PIS1085		

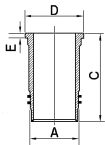
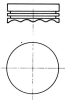

HOTCHKISS

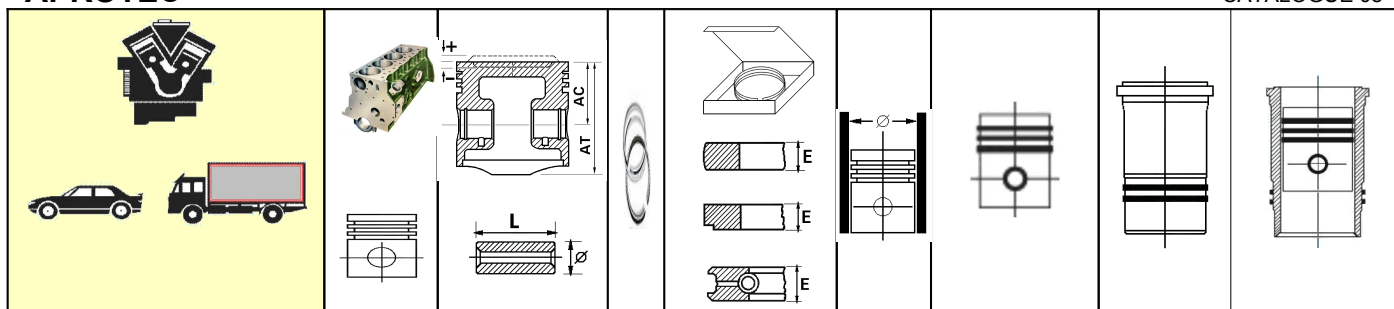
20 CV	6 Ø 86	48 - 5 x 98 Ø 24 x 74	1 2 2	3 3 5		PIS1086		
270 – 413 - 486	4 Ø 86	48 - 5 x 98 Ø 24 x 77.8	1 2 2	3 3 5		PIS1084		
PL20, PL25 1 ^{er} modele, 864, 864S49 1946/52	4 Ø 86  	48 x 96 Ø 24 x 75.5	1 2 2	3 3 5		PIS2019		
AM8OS	6 Ø 86  	48 x 98 Ø 24 x 77.8	1 3 1	3 3 5		PIS1567		
616 – car 23 CV	6 Ø 105  	50 x 100 Ø 30 x 85	1 2 2	3 3 6		PIS1813		

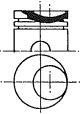
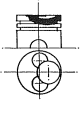
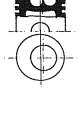

INGERSOLL-RAND

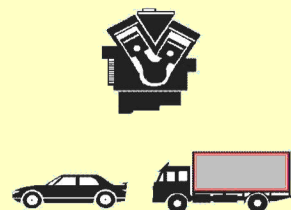
Compresseur – ab 1940	1 Ø 63.5 	31.75 Ø 20.63				G637c		
Compresseur – ab 1940	1 Ø 63.5 	31.75 Ø 20.6				G637d		
Compresseur Tipo 30 – ab 1958	1/4 Ø 101.6 	57.15 Ø 20.6				G1009q		

INTERNATIONAL

Mot. BD 154, 2520 c.c., Tracteur B414, B424, B434, B444, Diesel 1963	4	50.96	1	2.38	Std	R2.087.35.00 R2.087.35.20	A=93.65 C=185.73 D=101.50 E=5.82  R3.087.H T.15	R1.087.35.90
	Ø 88.9	x 99	1	2.38	.020			
		Ø 28 x 77	1	4.76				
								


INTERNATIONAL HARVESTER

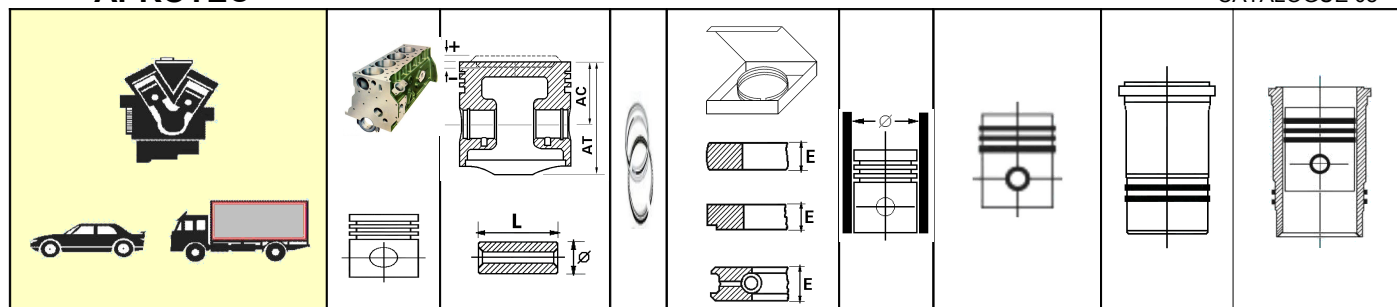
DLD 2 – DD 66 – Tracteur – D 214 S – Diesel – DED 3 – D 320 S – DD 99 – DGD 4 – DD 132 – DD 132 – D 430 S – ab 1953/63	2/3/4 Ø 82.55 	50.9 – 5.5 Ø 28				G8533g		
KB 7 – K 7 – KS 7 – L 174 – R 174 – L 184 – L 175 – R 175 1950/54	6 Ø 90.49 	53.5 Ø 23.35				G910a		
DU 236/282 – Tracteur – Diesel	6 Ø 93.662 	51.7 – 7.5 Ø 28.57				G937		
DD 179 – 2933 c.c – Tracteur D 523 3 /DD239 – 64 PS – Tracteur 724 – D 358 – ab 1965	3/4/6 Ø 98.42 	67 – 24 Ø 36				G9842		

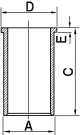


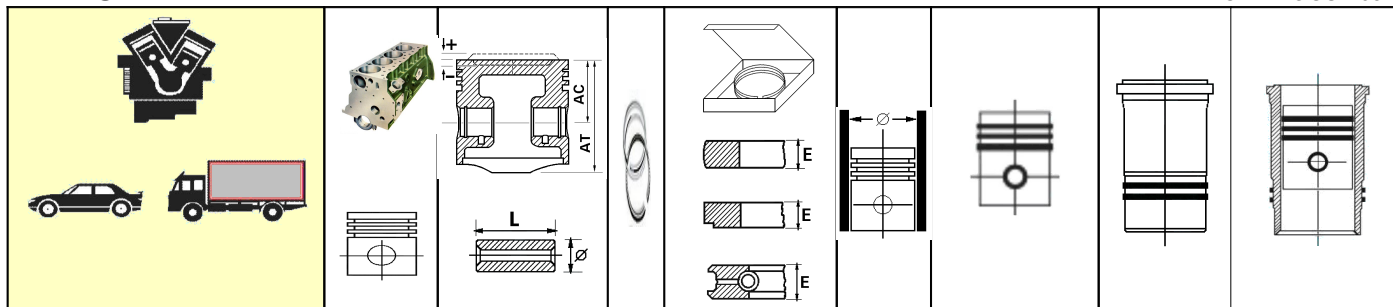
Mot. 4EC1, 1500 c.c., Diesel

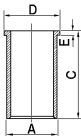
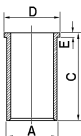
Mot. 4EC1, 1500 c.c., Diesel

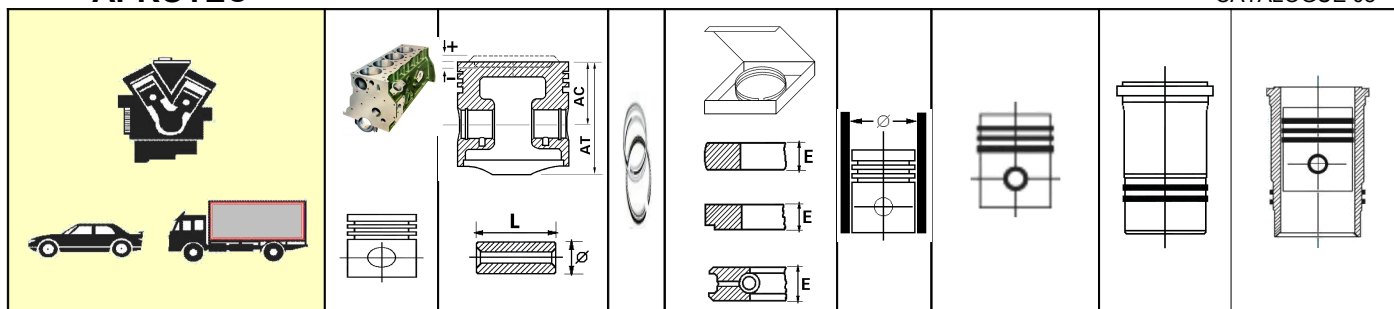
227

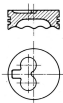
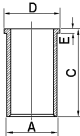
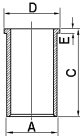
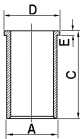

ISUZU

VETTURA	4 Ø 83  	48.5 Ø 25				K9945		
Mot. 4 FC1, 1995 c.c., 21:1, Aska, Fargo, Diesel 1981 PICK-UP GEMINI DIESEL	4 Ø 84  	46.50 – 1.90 x 76.70 Ø 25 x 67	1 1 1	2.5 2 4	Std 0.50 1.00	R2.089.38.00 R2.089.38.05 R2.089.38.10 PIS8064	A=87 C=161 D=91 E=5 K136/S	
Mot. C240, 2369 c.c., 20:1, TLD 23/43/53/63, KAD 52, Elf, Journey, Diesel 1970 →	4 Ø 86  	51.56 – 3 x 95.50 Ø 27 x 72	1 1 1 1	2 2 2 5	Std 0.50 1.00	R2.089.40.00 R2.089.40.05 R2.089.40.10	A=89.70 C=181.00 D=93.95 E=4.03  R3.089.S A.36 K44/S	R1.089.40.90
Mot. C190, 1951 c.c., 20:1, Elf 150, KBD 26, 4x4, Diesel 1982	4 Ø 86  	51.60 – 1.90 x 96.60 Ø 27 x 68	1 1 1	2.5 2 5	Std	R2.089.44.00	A=93 C=160 D=96 E=5 K159/S	


ISUZU

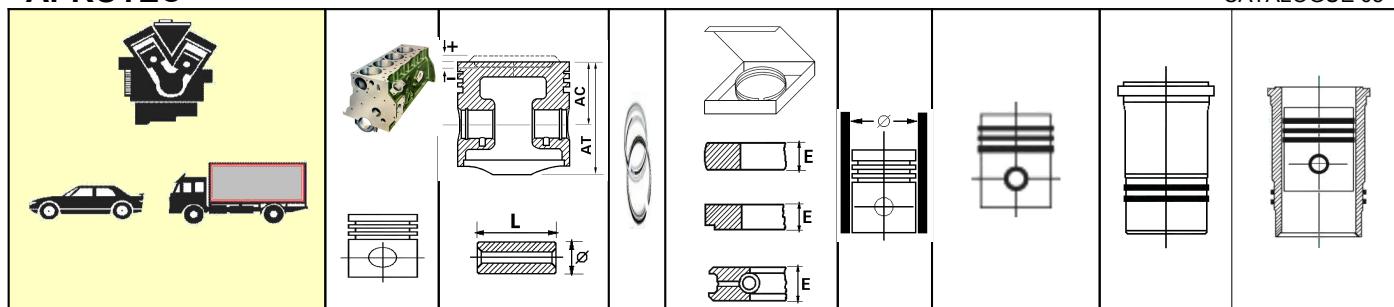
Mot. 4FD1, 2189 c.c., Diesel	4 Ø 88  	46.50 – 2.20 x 81 Ø 27 x 68	1 1 1	2 2 4	Std 0.50	R2.089.50.00 R2.089.50.05	A=92.00 C=160.00 D=94.00 E=4.00  R3.089.S A.42 K167/S	R1.089.50.90
Mot. 4JB1-T 1987 →	4 Ø 93						A=98.07 C=181.00 D=101.90 E=4.08  R3.089.S A.55 K980/S	


ISUZU

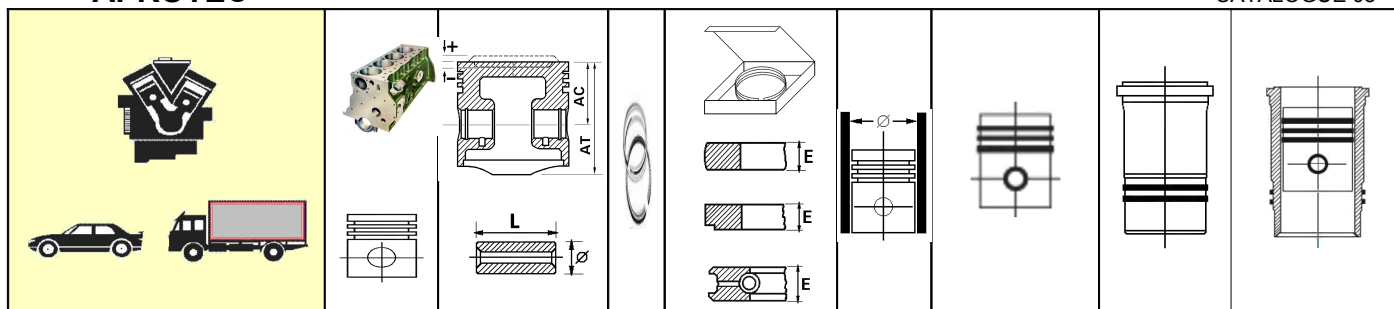
Mot. 4JG2 / 4JG2T, 3087 c.c., Turbodiesel	4	49.20 – 2.50	1	2.50	Std	R2.089.65.00	A=97.00	R1.089.65.90
	Ø 95.47	x 89.20	1	2.50			C=178.50	
		Ø 34 x 78	1	4			D=102.50	
							E=1.12	
								
							R3.089.A C.60	
							A=97.50	R1.089.65.92
							C=178.50	
							D=102.50	
							E=1.12	
								
							R3.089.A C.62	
Mot. 4JG2 / 4JG2T, 3087 c.c., Turbodiesel	4	49.20 – 2.50	1	2.50	Std	R2.089.66.00	A=100.00	R1.089.66.90
	Ø 95.47	x 89.20	1	2.50			C=178.50	
		Ø 34 x 78	1	4			D=103.00	
							E=3.00	
								
							R3.089.S A.65	

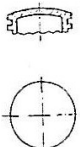
JAGUAR

VETTURA	6 Ø 73.6						A=76 C=170 K1239/S	
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JAGUAR

VETTURA	6 Ø 83  	43.1 + 12 Ø 22.2				K1453	A=87 C=180 D=89 E=5 K9150/S	
VETTURA	6 Ø 83  	48 Ø 22.2				K90		
VETTURA	6 Ø 86  	43.1 + 12 Ø 22.2				K1454	A=91 C=182 D=93 E=5 K9115/S	
VETTURA	6 Ø 87  	41.8 + 15.4 Ø 22.22				K9934/P	A=94 C=180 K80/S	


JAGUAR

VETTURA 3500 c.c.	6 Ø 87						A=91 C=182/177 D=98/93 E=4/5 K36/9921 /S	
VETTURA 4200 c.c.	6 Ø 92.07 	41.6 + 5.6 Ø 22.22				K45		
VETTURA	6 Ø 92.07						A=96 C=181/177 D=101 E=5 K9117/5	

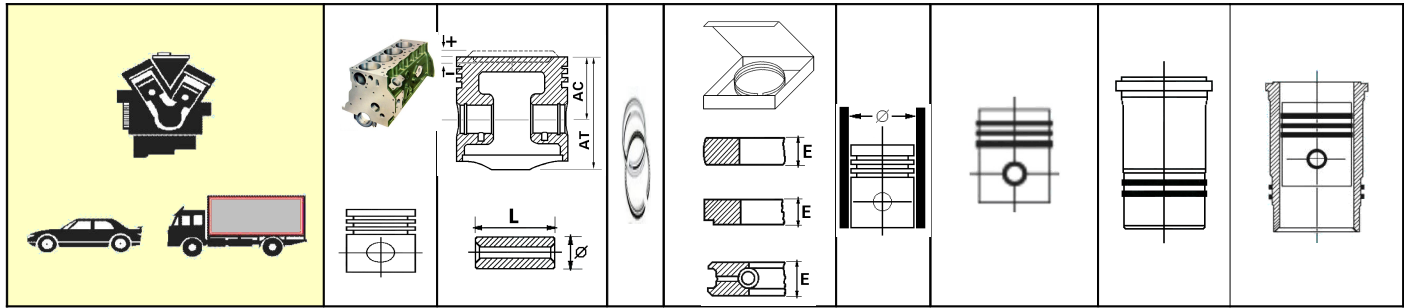
JEEP – WILLY'S

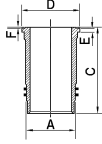
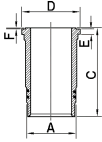
2199 c.c. – 73 PS – 440-442-475	4 Ø 79.37 	55.5 Ø 20.62				G7911		
4 C. willys	4 Ø 79.37 	55.5 Ø 20.62				K52	A=84 C=208 K1667/B/ S	



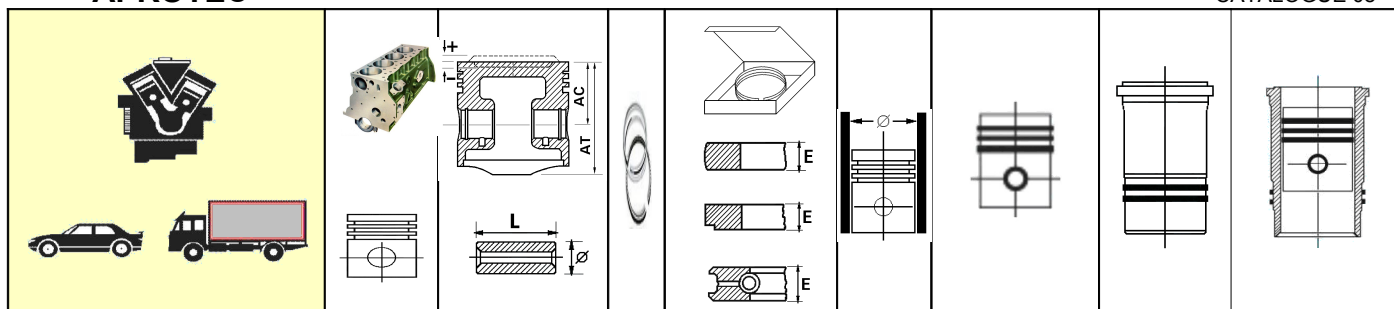
JENBACH

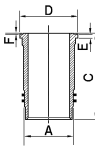
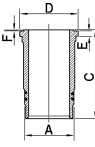
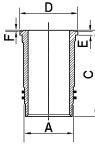
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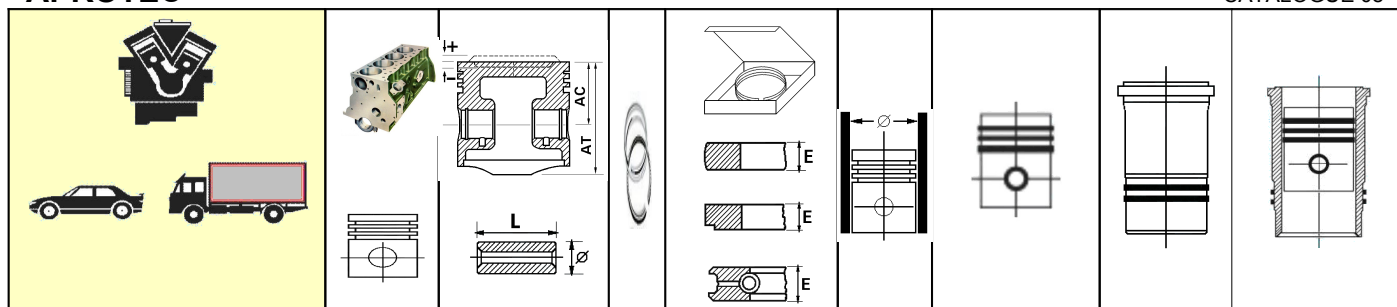

JOHN DEERE

Mot. 310, 510, 2490 c.c., 16.7:1, 820, 920, 3 Cil. Mot. 710, 3320 c.c., 16.7:1, Tracteur T100/1.010/700 HI-LO, 4 Cil., Diesel 1964/67	3/4	57.35 – 16.50	1	2.38		R2.092.15.00 K2469/P	A=107.60 C=197.00 D=123.00 E=6.05 F=0.75	R1.092.15.90
	Ø 98	x 99.35	1	2.38				
		Ø 30.17 x 81.40	1	5				
							A=107.60 C=197.00 D=123.00 E=6.05 F=0.75	R1.092.15.91
								R3.092.H T.24

235

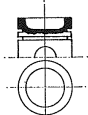

JOHN DEERE

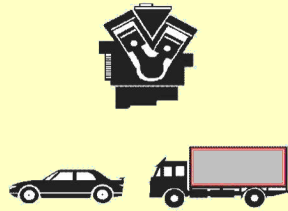
Mot. 3164 DLO3, 2690 c.c., 16.7:1, 1020, 1030, 1035, 1120, 1530, 2020, 2040, 890, 925, 930, 3 Cil. Mot. 4219 DLO3, 3590 c.c., 16.7:1, 2030, 2035, 2440, 3030, 3130, 935 4 Cil. Mot. 6329 DLO3, 5380 c.c., 16.2:1, 3130, 3135, 4030, 955, 6 Cil., Diesel 1967 →	3/4/6 Ø 102 	66.30 – 21.50 x 112 Ø 34.94 x 84.40	1 1 1	3.17 2.38 5		R2.092.25.00 K4630/P	A=111.00 C=197.00 D=125.00 E=6.05 F= 0.75  R3.092.H T.28 A=111.60 C=197.00 D=125.00 E=6.05 F=0.75  R3.092.H T.32	R1.092.25.90 R1.092.25.91
Mot. 3239 D, 2938 c.c., 16:1, 1040, 1140, 3 Cil. Mot. 4239 D, 3900 c.c., 16:1, 2030, 2130, 4 Cil. Mot. 6359 D, 5900 c.c., 16:1, 6 Cil., Diesel 1973	3/4/6 Ø 106.5 	66.30 – 19.70 x 112 Ø 34.94 x 90	1 1 1	3.17 2.38 3.50		R2.092.30.00	A=115.70 C=196.50 D=126.00 E=6.05 F=0.75  R3.092.H T.36	R1.092.30.90


JOHN DEERE

Tracteur	6 Ø 106.68 INCAVA	66.30 Ø 34.92				K2144		
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KAESER

Compresseur K30 – K250/2 – K350/2	1 Ø 40 	25 Ø 12				G4039		
Compresseur	1 Ø 65 	31.5 Ø 15				G6523		
Compresseur K350 – K175/2	2 Ø 70 	30 Ø 15				G7012		
Compresseur K1000 / 1500 / 2000 – K450 – K1300/2	1/2 Ø 105 	53 - 5 Ø 26				G1052		

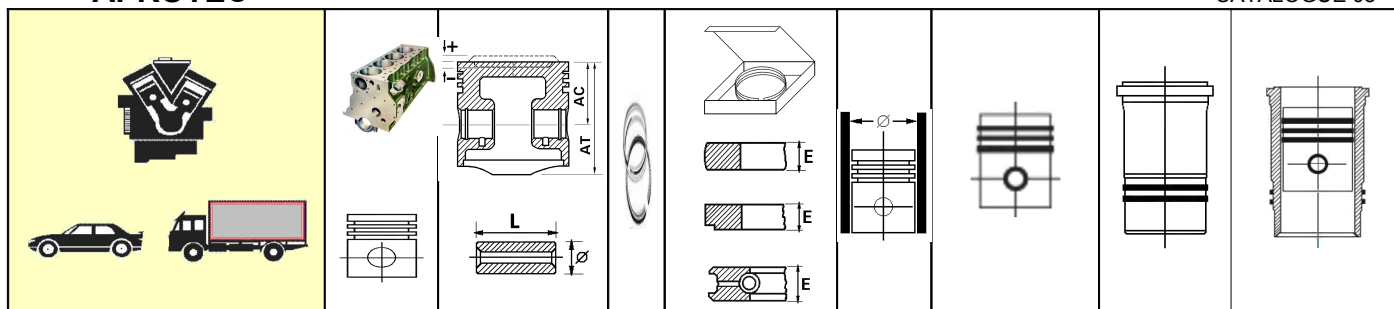


Compresseur

Ø 42

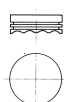


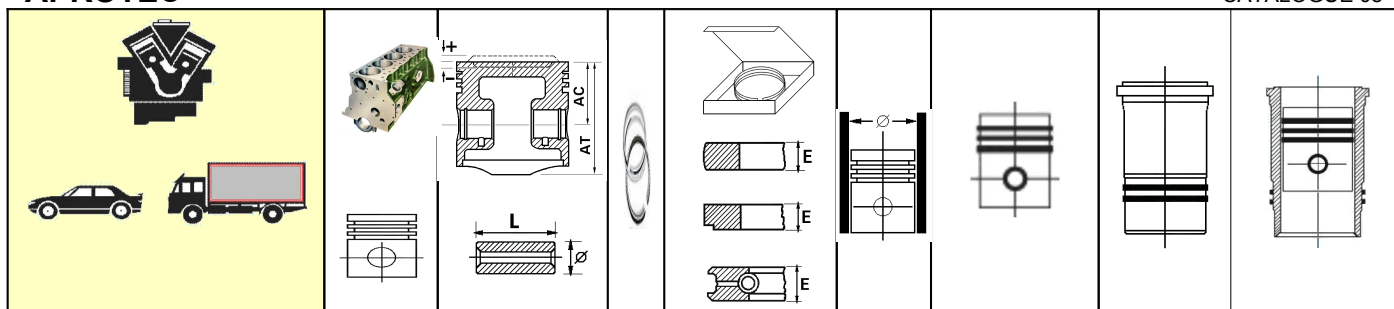
www.aprotec.fr


KREMLIN

Compresseur	Ø 95	45 x 100	3 1	3 4		PIS1924		
		Ø 22 x 82						
Compresseur	Ø 95	45 x 100	3 2	3 4.5		PIS2405		
		Ø 24 x 82						
Compresseur	Ø 100	45 x 84	4 1	3 5		PIS2309		
		Ø 24 x 89						
Compresseur	Ø 115	67 x 127	2 2	3 5		PIS2321		
		Ø 27 x 100						

KUBOTA

Mot. Z, 743 c.c.-16 HP, 21:1, 2 Cil. Mot. DH, 1115 c.c.-24 HP, 21:1, 3 Cil. Mot. V, 1487 c.c.-32 HP, 21:1 S, 2231 c.c.-45 HP, 21:1, 6 Cil. -L 175, Diesel	3/4/6	43.50	1	2.50	Std 0.50	R2.097.20.00 R2.097.20.05	A=79.50 C=146.30	R1.097.20.90
	Ø 76	80	1	2				
			1	5				
		Ø 23 x 64					 R3.097.S L.15	


KUBOTA

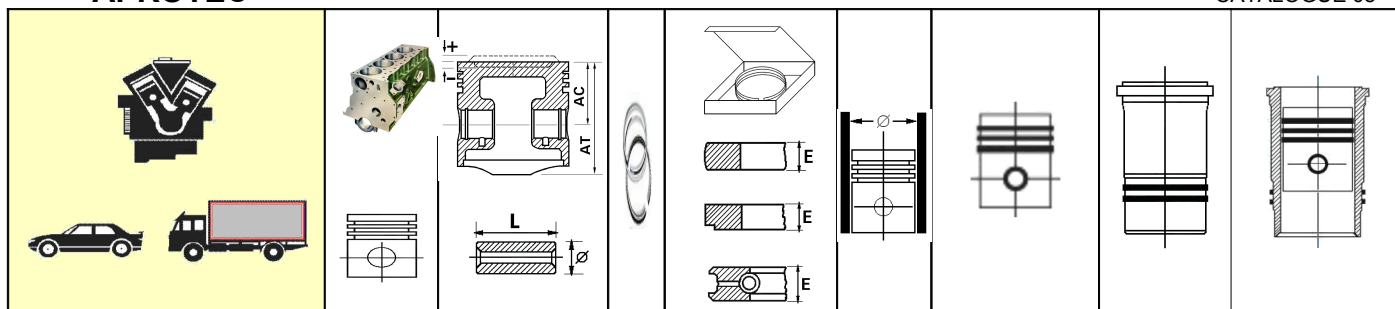
Mot.K8204, Diesel, Ref. Origem 152011 -2111 - 0	1	43.50	1	2.50	Std	R2.097.32.00 R2.097.32.05 R2.097.32.10	A=85.50	R1.097.32.90
	Ø 82	x 80	1	2	0.50		C=145.50	
			1	5	1.00			
	 	Ø 23 x 64						
							R3.097.S L.30	

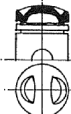
LADA

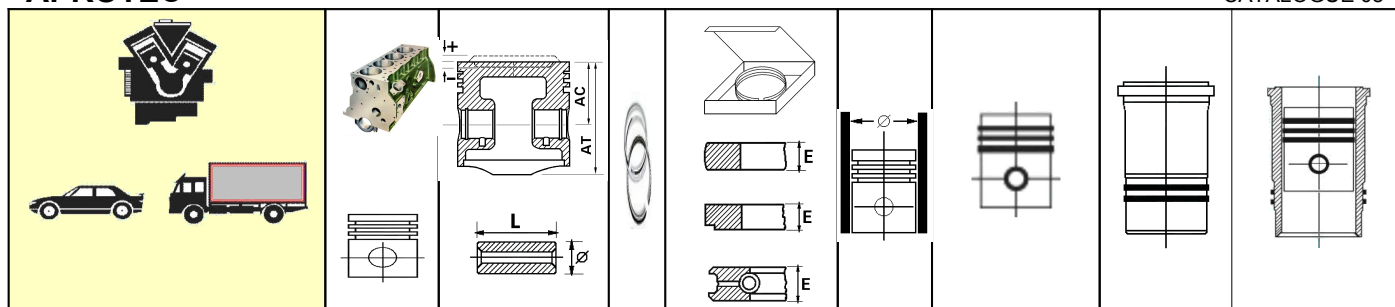
1200c.c.	4	38				G7610 a		
	Ø 76							
		Ø 22						

LAMBORGHINI

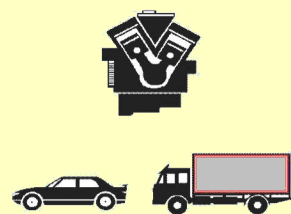
VETTURA 350 GT	12	28.8 + 18				K91	A=82	
	Ø 77						C=108.5	
	 	Ø 19					D=91	
							E=63.75	
							K143/F	
Jarama – Espada – Countach – 3926 c.c. – 12V 400 GT – MIURA ISLERO 400GTS ESPADA 400GT JARAMA GT 400 S COUNTACH LP 500	12	29 + 18				K1455	A=87	
	Ø 82						C=108	
		Ø 19					D=93	
							E=63.70	
							K1310/F	


LAMBORGHINI

URRACO 2500 COUPE 2462 c.c.	8 Ø 86  	35 Ø 21				K2146	A=93 C=111 D=99 E=48 K9999/F	
Urraco L 242 – 4 T. – V.T. URRACO 3000	8 Ø 86 	29.25 + 5 Ø 19				K2147		
URRACO	8 Ø 88						A=SAGOM K201/F	
MISTRAL	6 Ø 88						A=SAGOM K50/F	
Mot. DLA 35, Diesel	2/3/4 Ø 92 	63 – 18 x 105 Ø 30 x 77	1 1 1 1 1	2.50 2.50 2.50 4 4	Std 0.40 0.60 0.80	R2.100.20.00 R2.100.20.04 R2.100.20.06 R2.100.20.08 K7250/P		


LAMBORGHINI

FL 230 – FL345D	2/3 Ø 95 INCAVA	63 – 18 Ø 30				K602		
DL25	2 Ø 95  	70 Ø 35				K2486		
DIESEL	4/6 Ø 98 INCAVA	69 – 21.6 Ø 35				K1377		
DL30 – 35, DL45 Tracteur	2/3 Ø 98  	70 Ø 35				K7152		
Mot. FL 1002, FL 1003, Diesel	2/3 Ø 100  	68 – 19.70 x 122 Ø 35 x 85	1 1 1 1	2.50 2.50 3 5	Std 0.40 0.60 0.80	R2.100.30.00 R2.100.30.04 R2.100.30.06 R2.100.30.08		



DIESEL

3/6	69 - 22
Ø 105	Ø 35

K1378

DIESEL

3/4	70 – 18
Ø 110	Ø 40

K9953

Tracteur

4
Ø 115

A=118
C=240
D=122
E=5
K204/S

Mot. FL 1154, FL 1154/2,
Diesel

3/4	80 - 18.50
Ø 115	x
	131
	Ø 40 x 93

1	2.50	Std
1	2.50	0.40
1	3	0.60
1	5	0.80

R2.100.40.00
R2.100.40.04
R2.100.40.06
R2.100.40.08

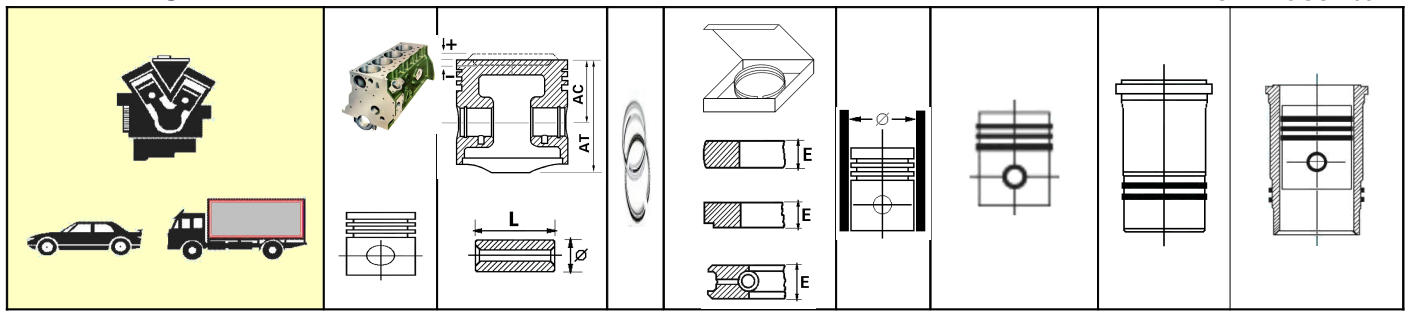
K908

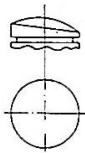
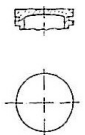
Compresseur B 175

1	140
Ø 175	
	Ø 70

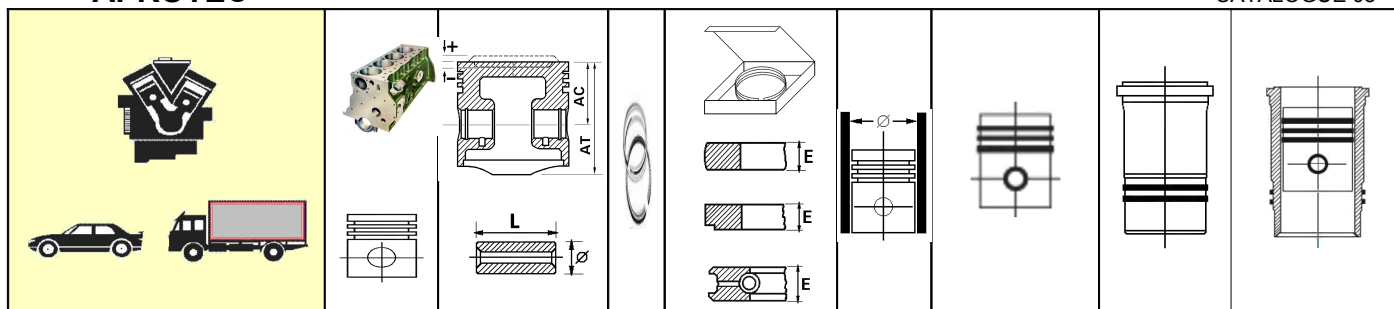
G1750

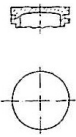
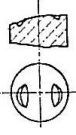
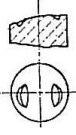
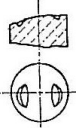
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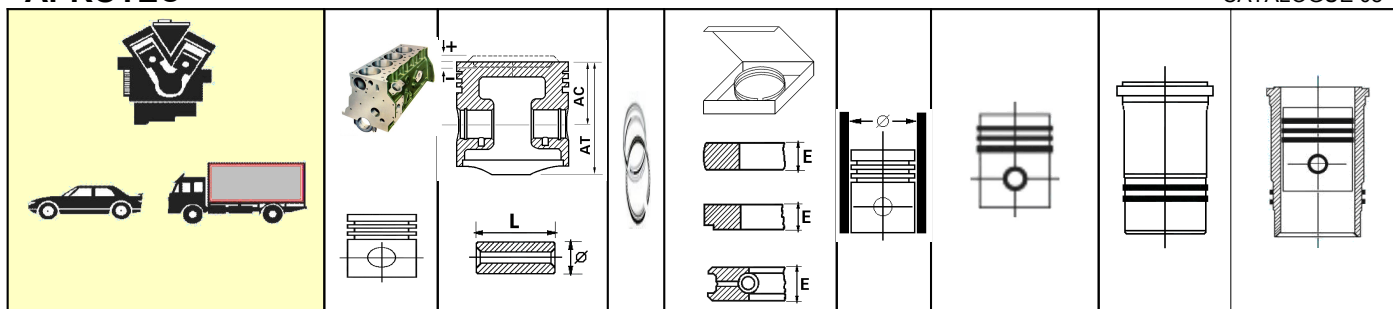

LANCIA

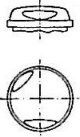
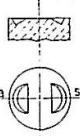
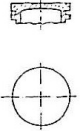
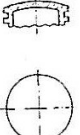
APPIA 1^a SERIE Sans passage de soupapes	4 Ø 68 	39 Ø 20				K2149	A=71 C=146 D=73 E=10 K2178/S	
Augusta	4 Ø 69.85 	37.3 Ø 22.22				G700 K2192		
AURELIA B 10 / B 50	6 Ø 70 	42.5 Ø 20				K2150	A=SAGOM C=152 K1244F	
Y10 FIRE – UNO 45	4 Ø 70						A=73 C=120 D=75 E=5 K1225/D	

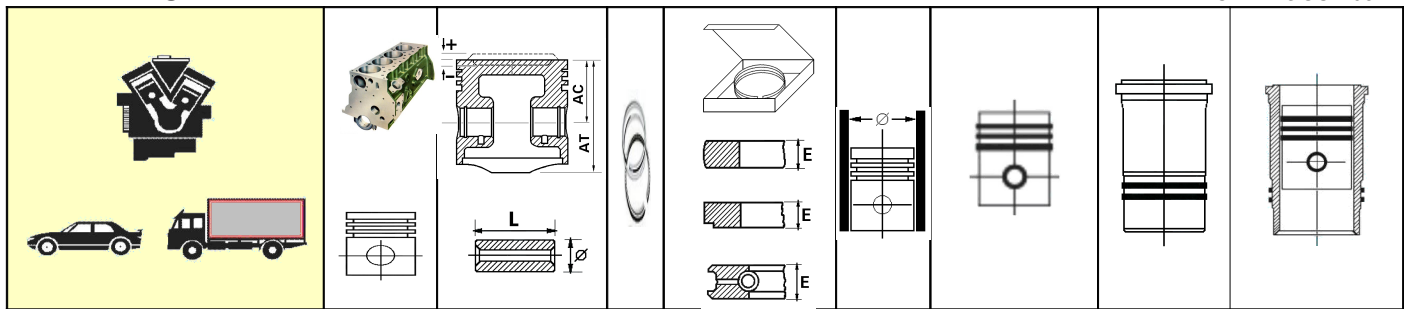
247


LANCIA

AURELIA B12 B10 	6 Ø 75 Ø 22	38.50 Ø 22				K266	A=SAGOM C=152 K9962/F	
BETA ESSENCE – 1908c.c. 	4 Ø 75 Ø 22.22	47.5 Ø 22.22				G7527		
BETA 1300 	4 Ø 76						A=80 C=134 K4906/S	
FULVIA 1300 GT 	4 Ø 77 Ø 22	45.85 + 8.85 Ø 22				K2103	A=81 C=141 D=82 E=20 K137/S	
FULVIA RALLYE 1300 	4 Ø 77						A=81 C=141 K4902/A/ S	

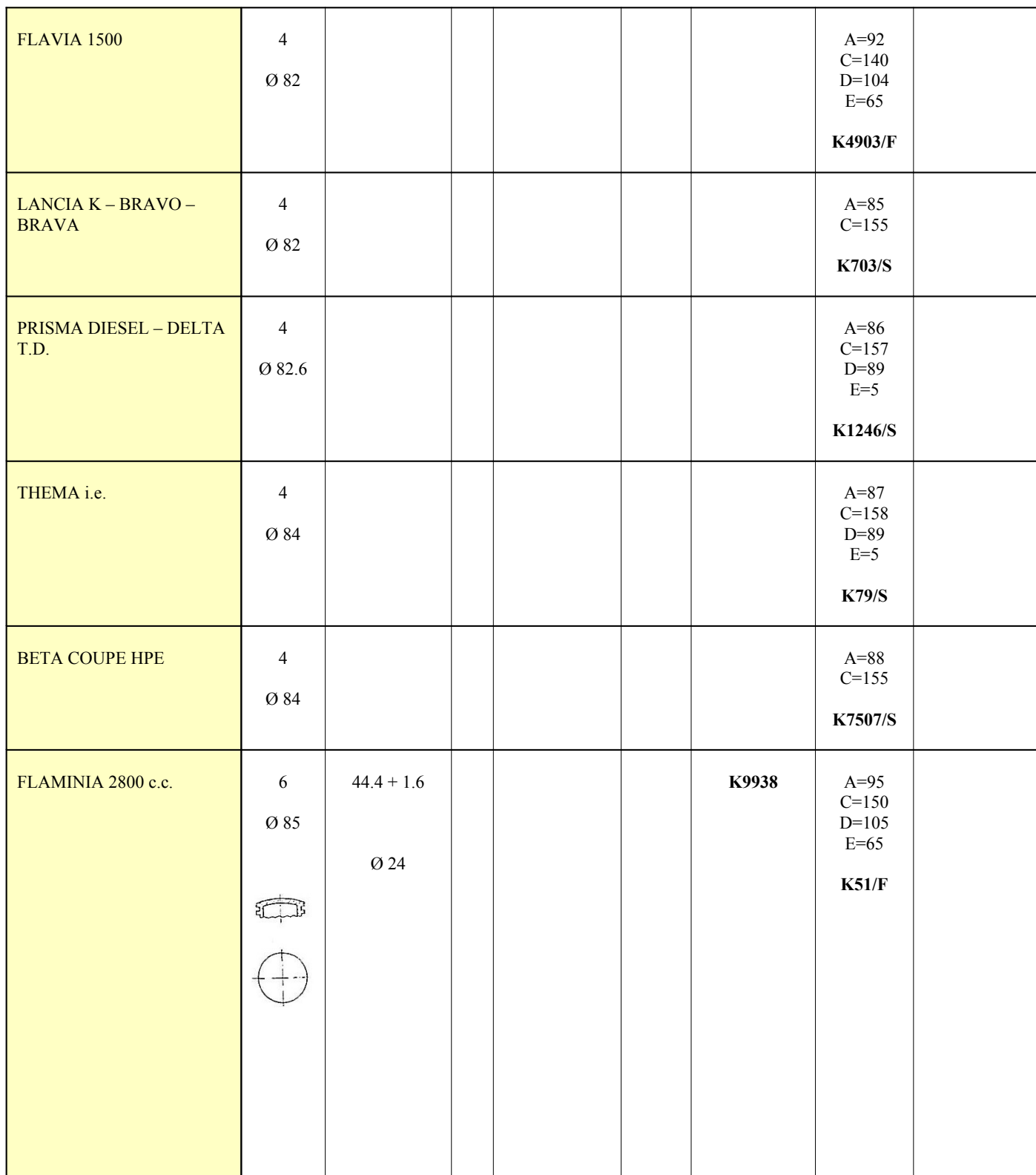

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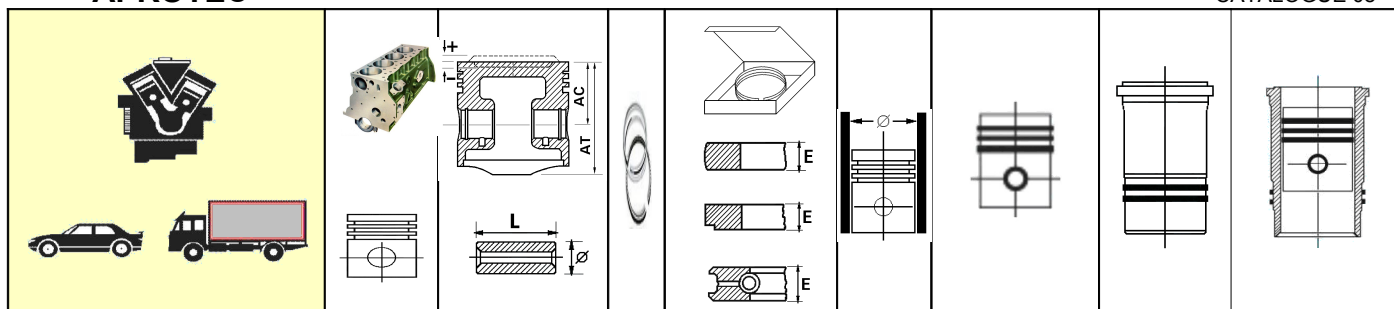
AURELIA 2500 / 2800 B20 – B24	6 Ø 78 	38.75 + 9.6 Ø 22				K2489 A=88 C=147 D=101 E=13 K1311/F (1 Gommino) A=88 C=152 D=101 E=13 K1245/F (3 Gommino)	
FLAMINIA 2500	6 Ø 80 	44.5 – 6 Ø 22				K6285 A=90 C=150 D=102 E=65.1 K9840/F	
FLAMINIA 2500	6 Ø 80 	44.5 Ø 22				K2193 A=90 C=150 D=102 E=65.1 K9840/F	
FLAMINIA 2500	6 Ø 80 	45.4 + 5 Ø 22				K2194 A=90 C=150 D=102 E=65.1 K9840/F	

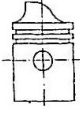

LANCIA

FLAVIA 1500	4 Ø 80  	44 + 5.3 Ø 24				K85	A=108 C=140 Com bordo K49022/F	
BETA 1400 / 1600	4 Ø 80						A=84 C=155 K49031/S	
BETA 2000 B	4 Ø 80						A=84 C=155 D=86 E=5 K4903B/S	
FULVIA HF 1600 c.c.	4 Ø 82  	42 + 4 Ø 22				K2127	A=86 C=145 D=88 E=15 K37/S	
FULVIA 1500 c.c.	4 Ø 82  	45.5 Ø 24				K08		

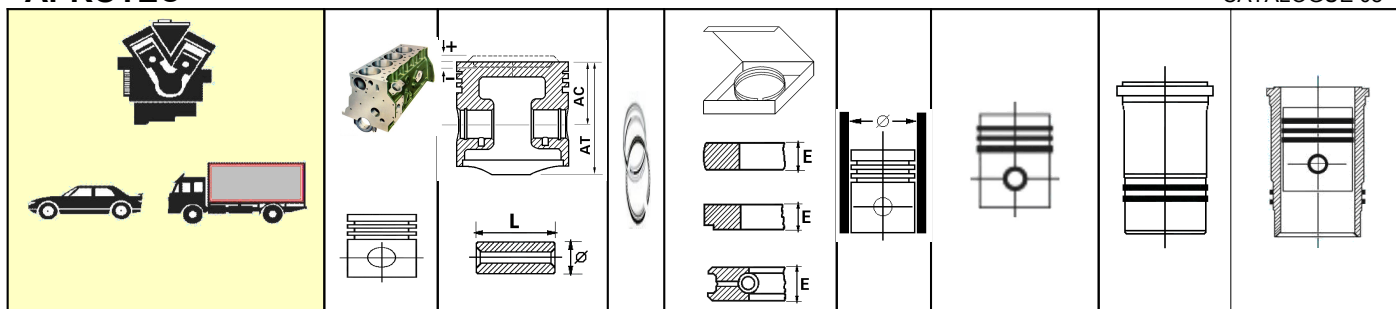
LANCIA



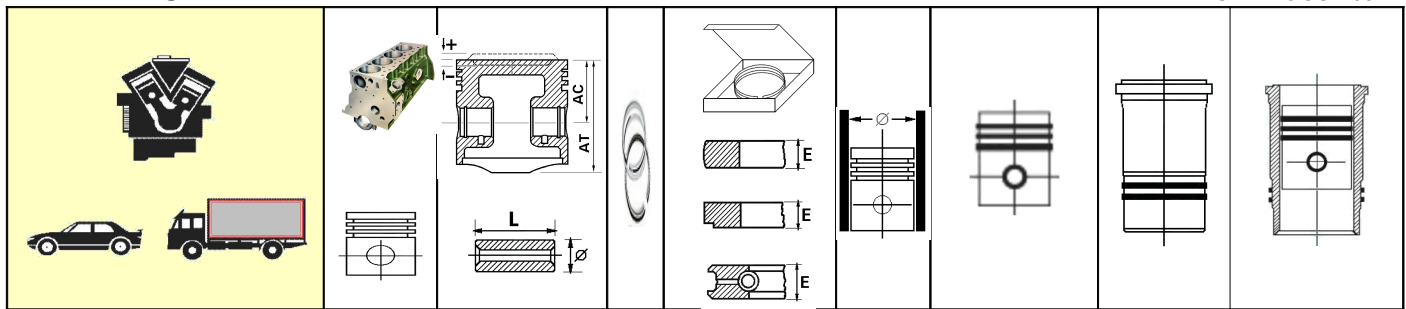

LANCIA

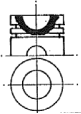
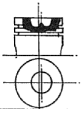
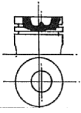
DELTA 1300 / 1500	4 Ø 86.5						A=90 C=115 D=94 E=5 K9834/S	
FLAVIA 1800 c.c.	4 Ø 88  	44 + 1.5 Ø 24				K1379	A=98 C=139 D=108.45 E=65 K4904/F	
FLAVIA 2000 c.c.	4 Ø 89  	44 + 2.3 Ø 24				K9916	A=97 C=145 D=110 E=70 K4905/F	
GAMMA 2000 c.c.	4 Ø 91.5 	41 + 10 Ø 25				K2151	A=104 C=141 D=112 E=70 K9973/F	

LANCIA

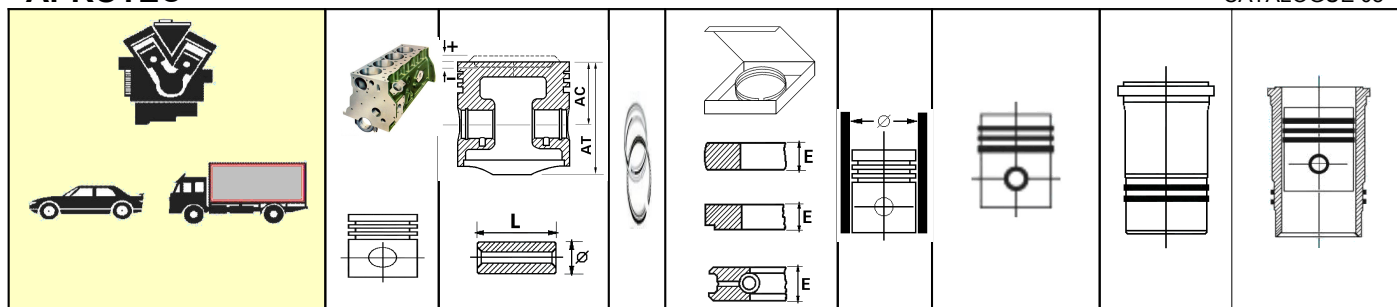


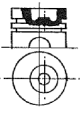
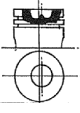
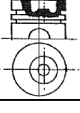
STRATOS	6 Ø 92.5 	30 + 12 Ø 20				K1444		
THEMA TURBO DIESEL	4 Ø 93 						A=95.98 D=166 D=98.9 E=5 K12331/S	
THEMA	4 Ø 93 						A=95.98 C=171 D=98.9 E=5 K1435/S	
THEMA TURBO DIESEL	4 Ø 93 						A=97 C=167 D=100 E=5 K41/S	
GAMMA 2500	4 Ø 102 	40.0 + 7 Ø 25				K9975	A=111.95 C=137 D=123.10 E=69.92 K1247/F	

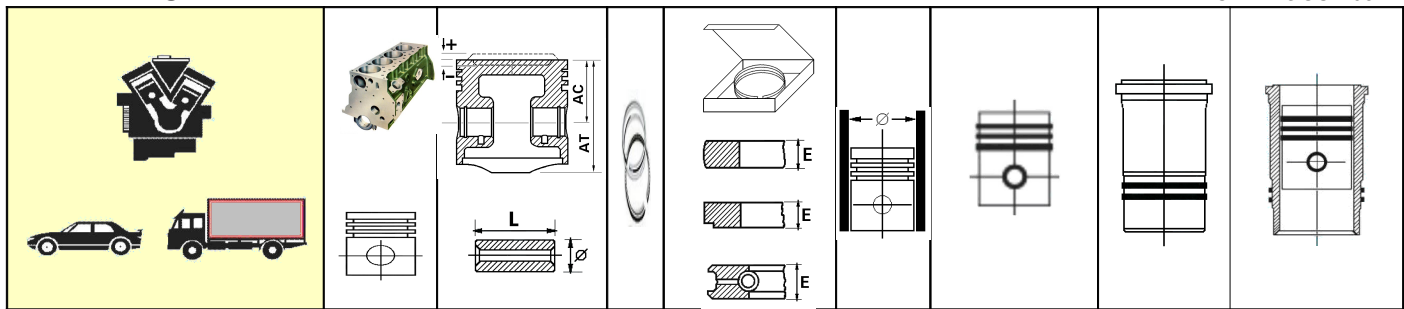

LANCIA

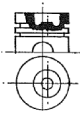
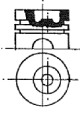
3 RO – Diesel	5 Ø 108 	90 – 33.5 Ø 44				G1083	A=118 C=295 D=126 E=95 K1683/F	
Esaro – 3 RO – Essence	5 Ø 108 	69.5 – 12 Ø 44				G1083 a		
Esatau I serie	6 Ø 108 	90.3 - 29.5 Ø 44				K414	A=118.96 C=295 D=126 E=138.06 K1684/F	
3 RO-Esatau-Mot. 664-Diesel I. D. mit	5/6 Ø 108 	90 – 2.5 Ø 44				G1083 e		

LANCIA



Delta B – Diesel – Mot 401.00 -	6 Ø 108 	90.5 – 24.5 Ø 44				K2485	A=122.94 C=288 D=129.2 E=138 K16841/F	
Esatau II serie	6 Ø 112 	90.3 – 29.5 Ø 44				G1120		
Super Esatau – Brasile – Mot. 503 – Bus 703	6 Ø 112 	90.5 – 24.5 Ø 44				K923		
ESA TAU B MOT.864	6 Ø 112						A=123 C=295 D=129.2 E=138.06 K1686/F	
ESA TAU B	6 Ø 112						A=123 C=288 D=129.2 E=138 K4284/F	

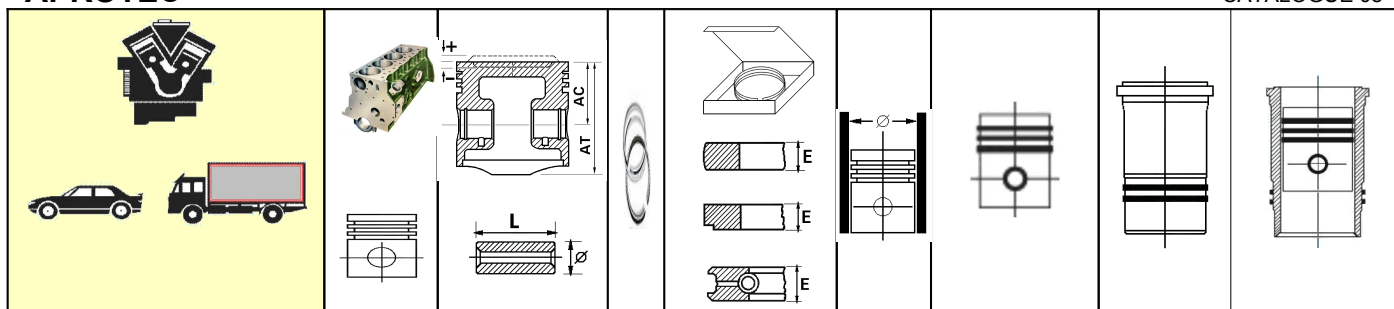

LANCIA

Esagamma – Mot. 516 – HP 170	6 Ø 122 	90.5 – 21.4 Ø 46				K7261	A=134 C=290 D=148.3 E=106.1 K6208/F	
Esadelta C – Mot. 402.00 – HP 176 9464 c.c. – 2ª Serie - Diesel	6 Ø 122 	90.5 – 21.4 Ø 46				K7261	A=134 C=276.4 D=148.3 E=106.1 K6209/F	

LAND ROVER

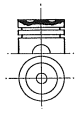
DIESEL	6 Ø 80.96						A=85 C=137 D=87 E=5 K1248/F	
Essence	4 Ø 84						A=88 C=148 D=91 E=5 K155/S	
DIESEL	4 Ø 84.4						A=88 C=160 D=89 E=4 K168/S	

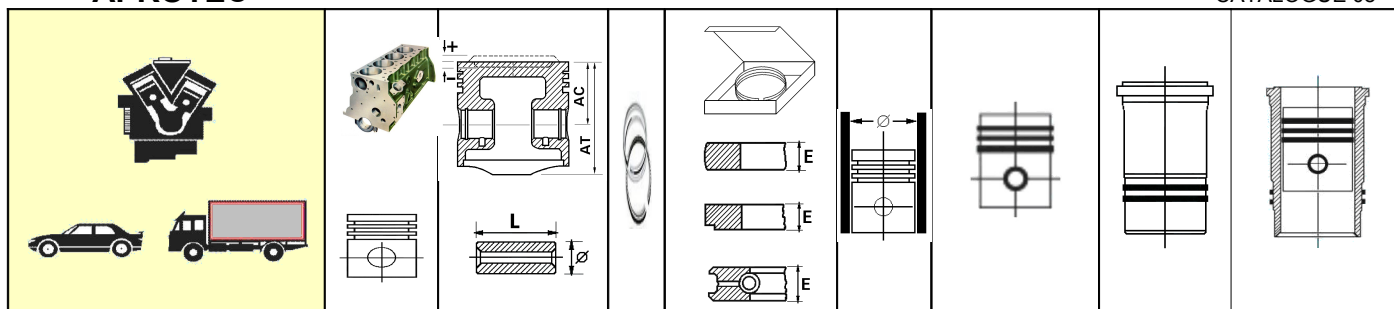
LAND ROVER



DIESEL	4 Ø 85.72						A=89 C=165 D=91 E=5 K1249/S	
DIESEL	4 Ø 85.72						A=95.95 C=191 D=104.7 E=8.73 F=0.6 K6211/S	
DIESEL	4 Ø 89						A=93 C=143 D=95 E=5 K2182/S	
DIESEL	4 Ø 90.48 INCAVA	58.6 – 6.35 Ø 30.16				K7910	A=95.08 C=191.3 D=98 E=4.5 K6210/S	

LANDINI

Tracteur Diesel Landinetta 1 ^a Serie	1 Ø 110 	90 – 3.3 Ø 42				G11013g		
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LANDINI

Tracteur Diesel – L 25 – M 40 – 2 T.	1	135				G1704		
	Ø 170							
		Ø 40.2						

LEBRUN

Compresseur	1	38				G854		
	Ø 85.61							
		Ø 31.75						

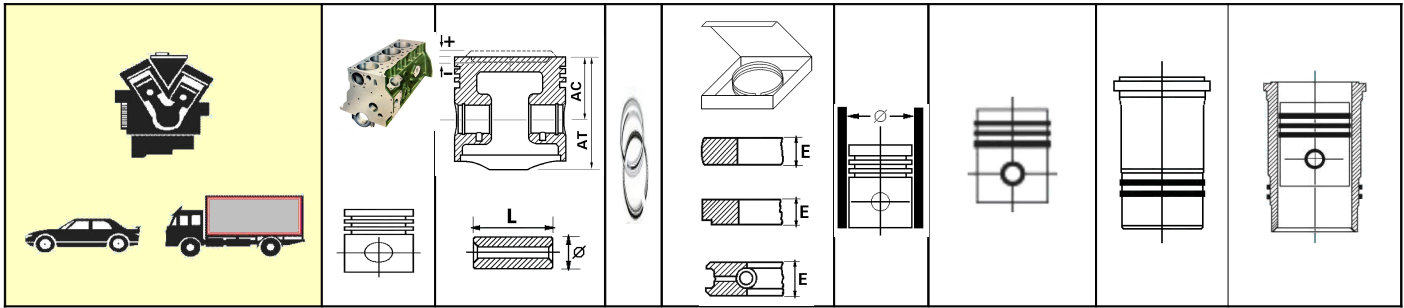
LEOBERSDORFER

MASCHINENFABRIK L.M.F.

Compresseur V 1106 – 1206 L – 2206 – 1° e 2° Stadio	1/2	32				G6039g		
	Ø 60							
		Ø 14						
Compresseur EV 2.2207 – L 2.5 – 1° Stadio	1	34				G6815b		
	Ø 68							
		Ø 14						



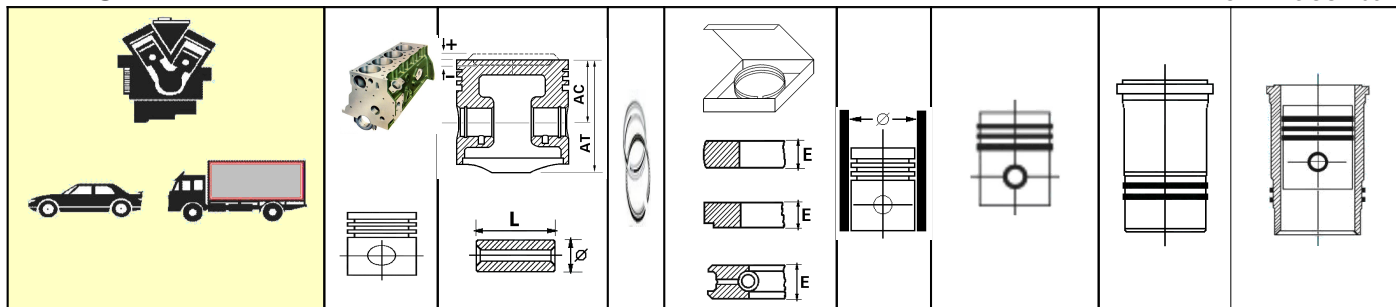
www.aprotec.fr



LEOBERSDORFER

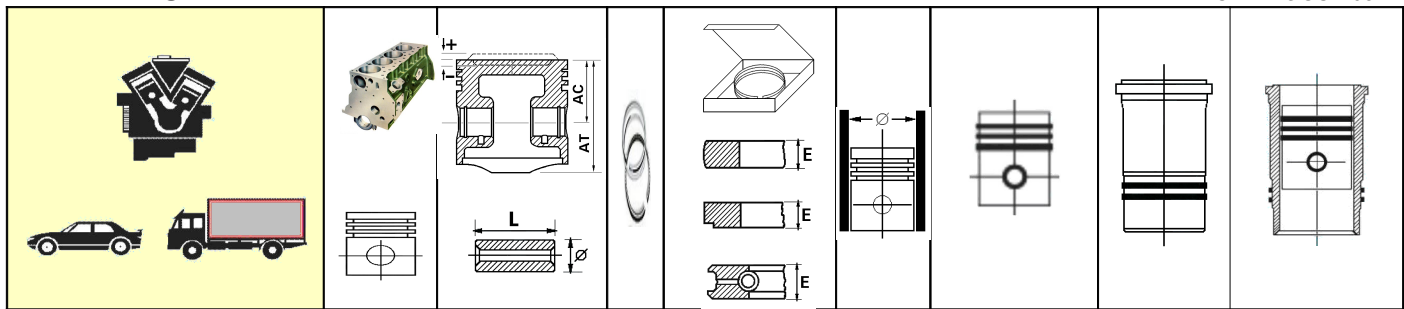
MASCHINENFABRIK L.M.F.

Compresseur V 2.6 - 1208	1 Ø 85 	40 Ø 22				G853		
Compresseur V 4.5/22.03 – L1 – L3 – V 5/3309 – L5 – L20	1/2/3 Ø 90 	45 Ø 22				G902		
Compresseur V 1113 – 1213 – 1313 – 2213 – 2313 – 1° e 2° Satdio	1/2/3 Ø 130 	79 Ø 35				G1306		
Compresseur VM 2214 L – Stragar 25 – 2° Stadio Fino 1975	2 Ø 140 	65 Ø 30				G1400		


LEOBERSDORFER

MASCHINENFABRIK L.M.F.

Compresseur Idem Dal 1975	2 Ø 140 	65 Ø 35				G1400a		
Compresseur VG - 1317 – 2317 – 2617 – 1° e 2° Stadio	3/6 Ø 175 	70 Ø 35				G1751		
Compresseur VM 1218 L – 2218 L – 2218 L 1 – 1° e 2° Stadio	2 Ø 185 	70 Ø 35				G1851		
Compresseur VH 2621 – VH 2621 – VG 2321 – 2° Stadio	3/6 Ø 215 	90 Ø 35				G2151		
Compresseur VM 2221 L – 2221 L 1 – Strager 47 – 2° Stadio	2 Ø 215 	70 Ø 35				G2153		

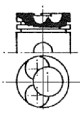

LE PETIT

Compresseur	Ø 90	40 x 93	4 1	3 4		PIS2172		
		Ø 24 x 78						

LEROY

Compresseur	Ø 57	41.5 x 17.3	2	3		PIS2267		
		Ø 15 x 48						
Compresseur	Ø 57	44 x 20.8	2	3		PIS2268		
		Ø 15 x 48						

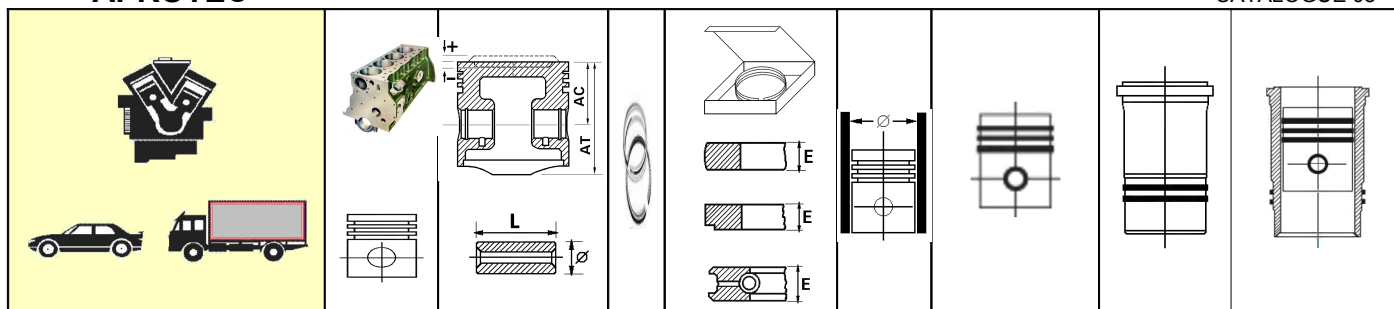
LEYLAND

LEYLAND	6 Ø 116						A=121 C=266.5 D=223.65 E=7 F=1 K59/S	
Ltr. 9.8 – HP55.4 – Beaver – Titan Steer – Royal Tiger – Olimpic – Martian – Atlantian – diesel – 1946/47	6 Ø 121.92 	104.14 – 27.4 Ø 41.275				G1221		



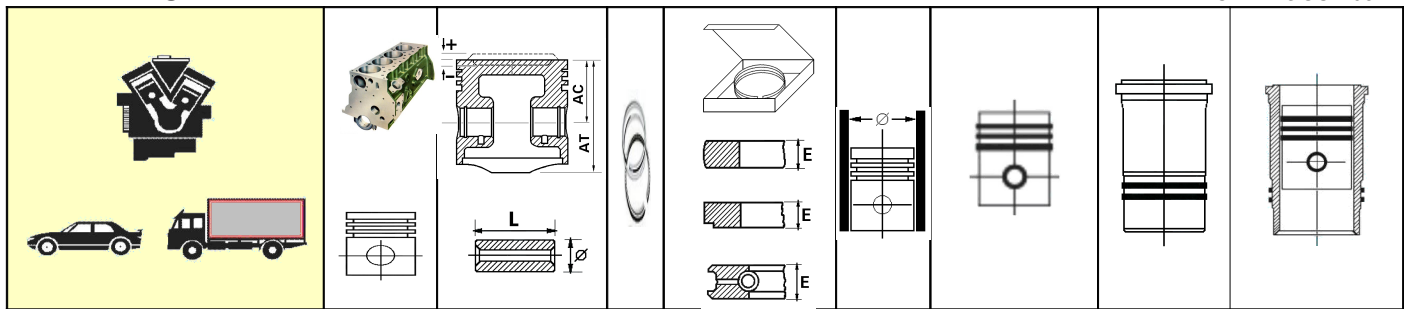
LOMBARDINI

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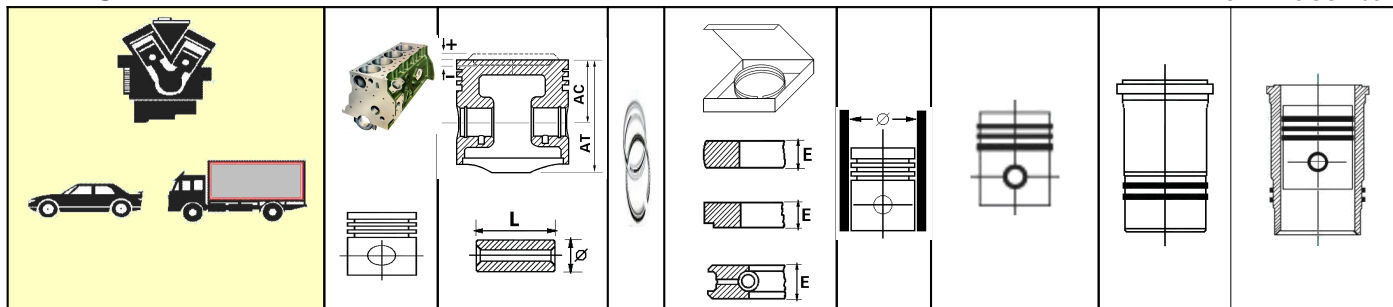

LOMBARDINI

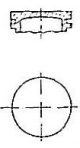
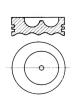
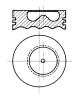
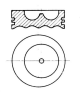
LDA 78/D	1 Ø 78	65 – 13.5 Ø 25				K1381		
Mot. LDA 80, 402 c.c., 17.5:1, Diesel	4 Ø 80 	52 – 13 x 90 Ø 23 x 63.50	1 1 1 1	2 2 2 4	Std 0.50 1.00	R2.106.20.00 R2.106.20.05 R2.106.20.10 K1383		
Mot. LDA 530/2/3, 359 c.c., 18:1, Diesel	1 Ø 82 	44 – 15 x 72 Ø 20 x 59.70	1 1 1 1	2 2 2 5	Std 0.50 1.00	R2.106.23.00 R2.106.23.05 R2.106.23.10		
Mot. LDA 510, 510 c.c., 18:1, Diesel	1 Ø 85 	47 – 16.50 x 85 Ø 23 x 63	1 2 1	2 2 4	Std 0.50 1.00	R2.106.30.00 R2.106.30.05 R2.106.30.10		

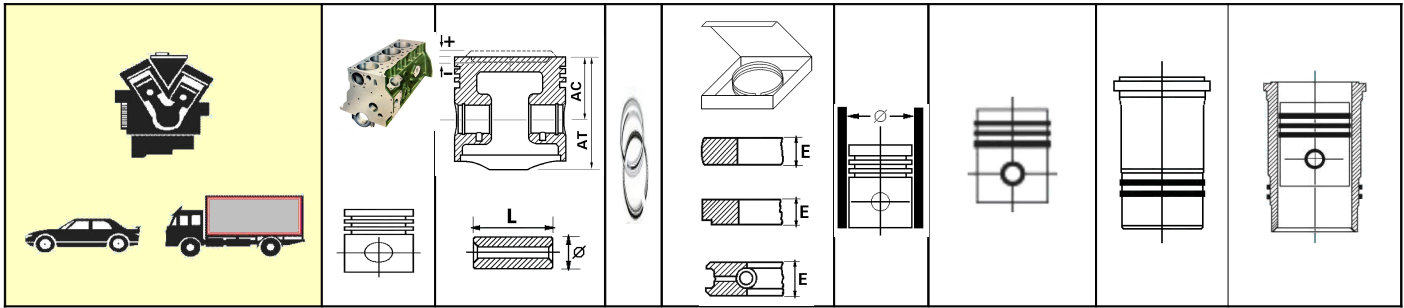
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LOMBARDINI

Mot. LDA 710, 598 c.c., 17.8:1, 1 Cil. Mot. LDA 904, 1196 c.c., 17.8:1, 2 Cil. Diesel	1/2	58 – 20.80	1	2.50	Std	R2.106.35.00 R2.106.35.05 R2.106.35.10		
	Ø 90	x 91	1	2.50	0.50 1.00			
			1	2.50				
		Ø 28 x 72	1	5				
Mot. LDA 91, 572 c.c., 17.5:1, Diesel	1	65 – 16	1	3	Std	R2.106.34.00 R2.106.34.05 R2.106.34.10 K274		
	Ø 90	x 103	2	3	0.50 1.00			
			1	5				
		Ø 28 x 72						
LDA 90/D	1	65.5 – 8				K273		
	Ø 90							
	INCAVA	Ø 32						
LDA 90/D	1/4	76 – 16				K272		
	Ø 90							
	INCAV A	Ø 30						
Mot. 9LD625.2, 11LD625.3, Diesel Injection direct	2/3	52 – 17	1	2.50	Std	R2.106.42.00 R2.106.42.05 R2.106.42.10		
	Ø 95	x 88.50	1	2.50	0.50 1.00			
			1	5				
		Ø 25 x 70						

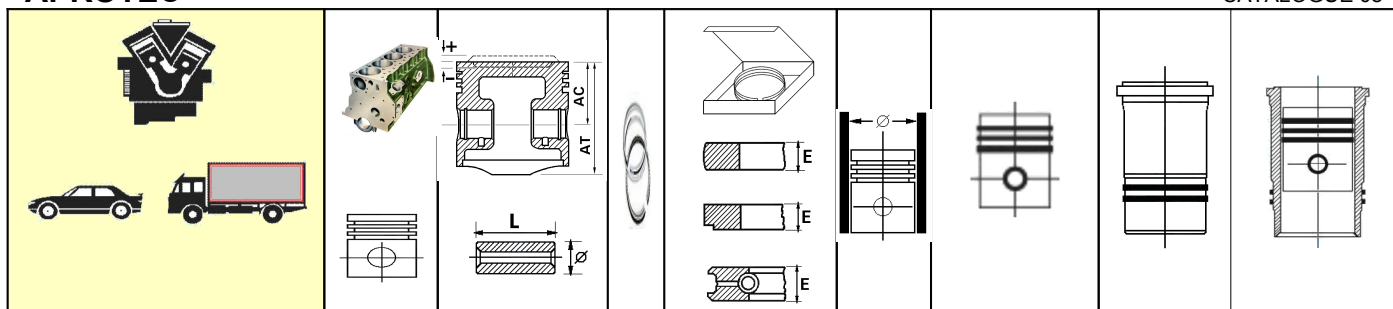

LOMBARDINI

LDA 42/45 2° SERIE	1 Ø 95 	57.95 Ø 27				K278		
Mot. LDA 720, 666 c.c., Diesel	1 Ø 95 	58 – 20 x 91 Ø 28 x 72	1 1 1 1	2.50 2.50 2.50 5	Std 0.50 1.00	R2.106.50.00 R2.106.50.05 R2.106.50.10		
Mot. LDA 672, 1346 c.c., 17.5:1, 2 Cil. Mot. LDA 673, 2019 c.c., 17.5:1, 3 Cil. Mot. LDA 674, 2692 c.c., 17.5:1, 4 Cil., Diesel LDA 670, 671	1/2/3/4 Ø 95 	60 – 15 x 100 Ø 28 x 74	1 2 1	3 3 5	Std 0.50 1.00	R2.106.45.00 R2.106.45.05 R2.106.45.10 K277		
Mot. LDA 96/7, 638 c.c., 17.3:1, Diesel	1 Ø 95 	65 – 20 x 108 Ø 28 x 78	1 2 1	3 3 5	Std 0.50 1.00	R2.106.40.00 R2.106.40.05 R2.106.40.10 K276		



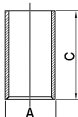
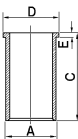
LOMBARDINI

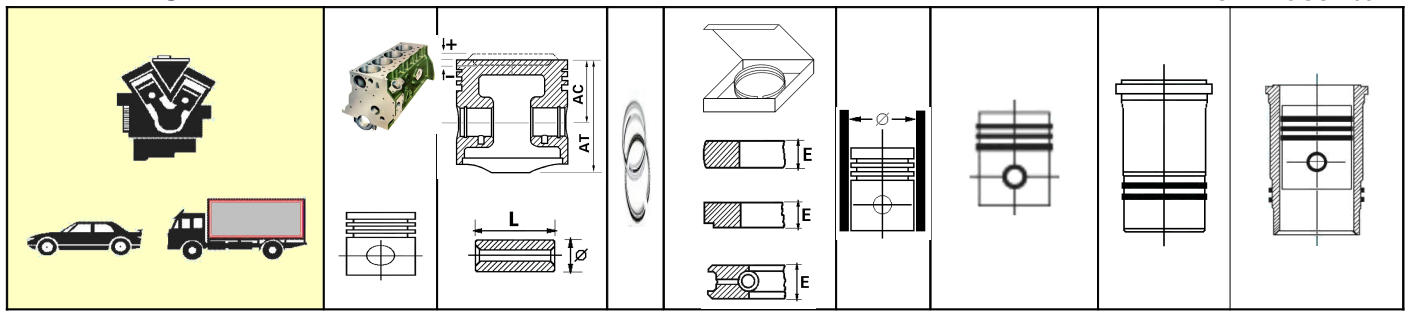
LDA 95/D	1/4 Ø 95 	70 Ø 35				K275		
Mot. LDA 100, 707 c.c., 17.3:1, Diesel	1 Ø 100 	65 – 21.50 x 111 Ø 28 x 74	1 2 1	3 2.50 5	Std 0.50 1.00	R2.106.55.00 R2.106.55.05 R2.106.55.10		
Mot. LDA 832, 1648 c.c., 17.5:1, 2 Cil. Mot. LDA 833, 2472 c.c., 17.5:1, 3 Cil. Mot. LDA 834, 3296 c.c., 17.5:1, 4 Cil., Diesel LDA 830, 831	2/3/4 Ø 100 	65 – 21 x 102 Ø 32 x 85	1 2 1	3 2.50 5	Std 0.50 1.00	R2.106.60.00 R2.106.60.05 R2.106.60.10 K279		
LDA 100 DIESEL	1 Ø 100	65 – 16 Ø 28				K280		


LOMBARDINI

Mot. LDA 820, 817 c.c., 17:1, Diesel	1	60 – 18	1	3	Std	R2.106.65.00		
	Ø 102	x 102	2	2.50	0.50 1.00	R2.106.65.05 R2.106.65.10		
			1	5		K281		
		Ø 28 x 81						

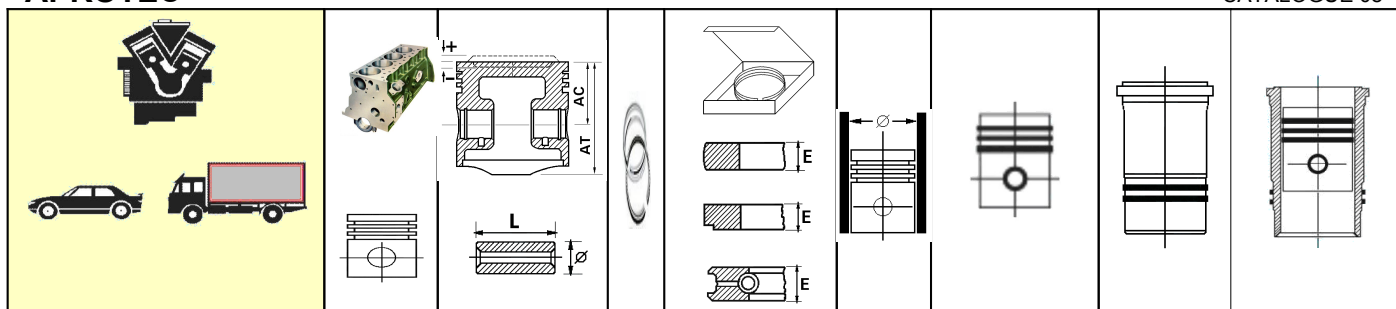
M.A.N.

AS.330 – 30 HP - Tracteur	4 Ø 92 	76.65 + 38.65 Ø 32				G929			
Mot. D 0834/6, 7030 c.c., 18:1, 8156, 9156, 8160, 9160 13168, 15168, 16168, 750 HO-SL, U 590, Diesel 1963/73	4/6 Ø 108						A=113.00 C=244.00  R3.111.S L.26 A=113.00 C=254.00 D=118.00 E=5.00  R3.11.SA. 30		

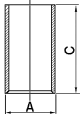
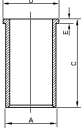
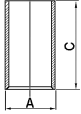
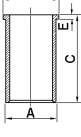


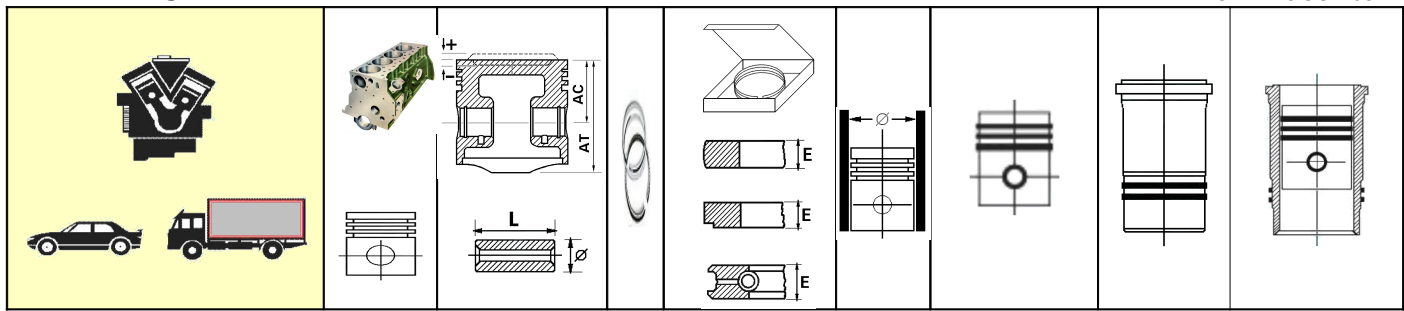
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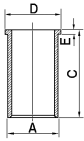
Tracteur	4 Ø 112						A=118.5 C=288 K1250/S	
Tracteur	4 Ø 120						A=134.40 C=287 D=139.85 E=10 F=1 K8926/F	
DIESEL	6 Ø 120 INCAVA	95 – 45.5 Ø 45				K1384		
Tracteur	4 Ø 125						A=SAGOM K1251/F	



M.A.N.

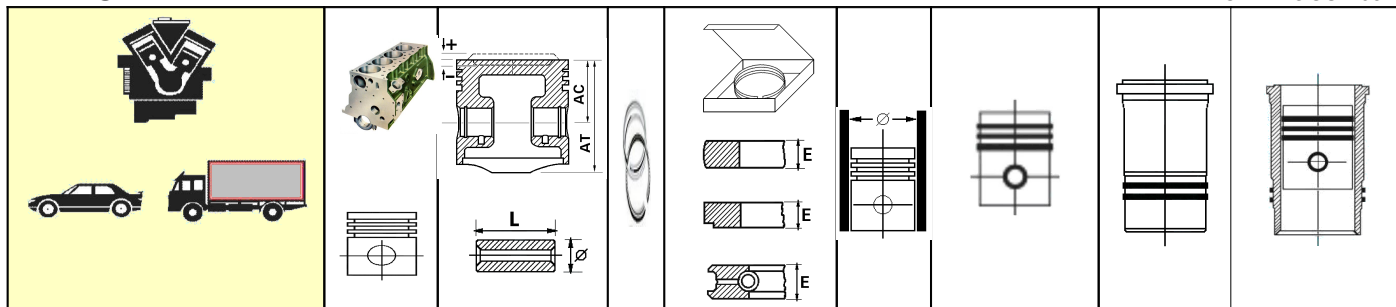
Mot. D 2146 M/M11/HM, 9659 c.c., 17:1, 770 L1, 1070 L1, 2170 L1, 3100, 3500, 4100, 10210 TL1, Diesel 1963/72	6 Ø 121						A=126.00 C=287.00  R3.111.S L.34 A=126.50 C=287.00 D=132.00 E=8.00  R3.111.S A.38	
Mot. D 2146 MT/2/3F, 9659 c.c., 17:1, 10230 TF Series, Diesel 1963/65	6 Ø 121						A=126.00 C=287.00  R3.111.S L.34 A=126.50 C=287.00 D=132.00 E=8.00  R3.111.S A.38	


M.A.N.

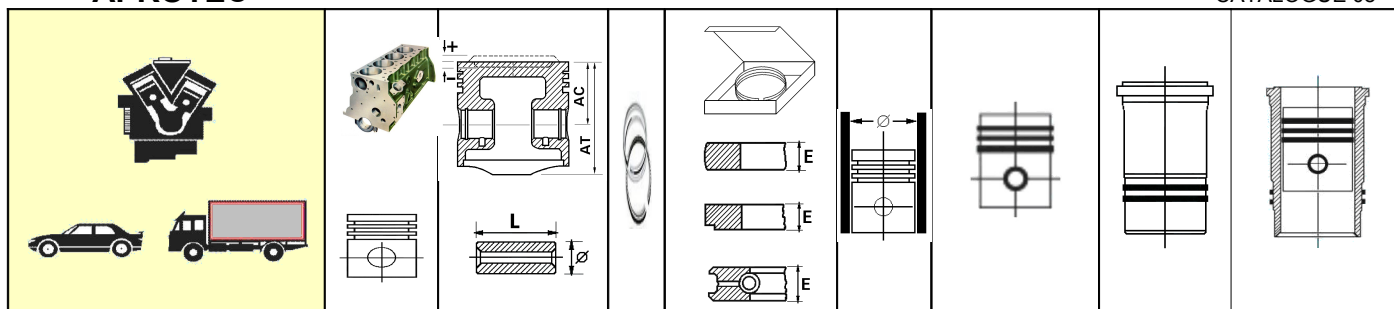
Mot. D 2555, 9199 c.c., 17:1, 11.168, 13.168, 14.168, 15.168, 16.168, 5 Cil. Mot. D 2556, 11045 c.c., 17:1, 15.200, 15.240, 16.200, 16.240, 19.200, 19.240, 6 Cil., Diesel 1973 →	5/6 Ø 125						A=140.00 C=270.00 D=152.00 E=10.00 F=1.00  R3.111.H T.42	
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MARELLI

Compresseur AC 30/AC 30 R/300	1 Ø 54 	24.5 Ø 13.5				K1385		
Compresseur AC 4 – AC 26/300	1 Ø 60 	32 Ø 14				G6026		
Compresseur AC 37/300	1 Ø 60 	31 Ø 14				G6026a		


MARELLI

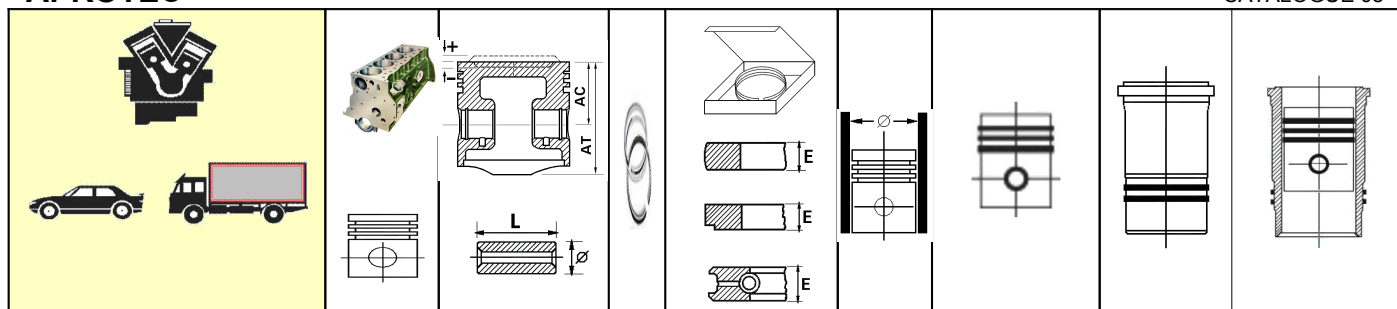
Compresseur AC 60	1 Ø 65 	28 Ø 14				K1428		
Compresseur AC 55/300 – AC 72 B	1 Ø 65 	30 Ø 14				K1428		
Compresseur AC 63/200 – AC 66	1 Ø 70 	28/28.5 Ø 14				K7440	A=73 C=94 D=75 E=5 K6216/F	
Compresseur AC 56/300	1 Ø 73 	37.5 Ø 17				K7439	A=82 C=128 D=89.1 E=14 K6217/F	
Compresseur Frein	1 Ø 75						A=79 C=115 K754/S	


MARELLI

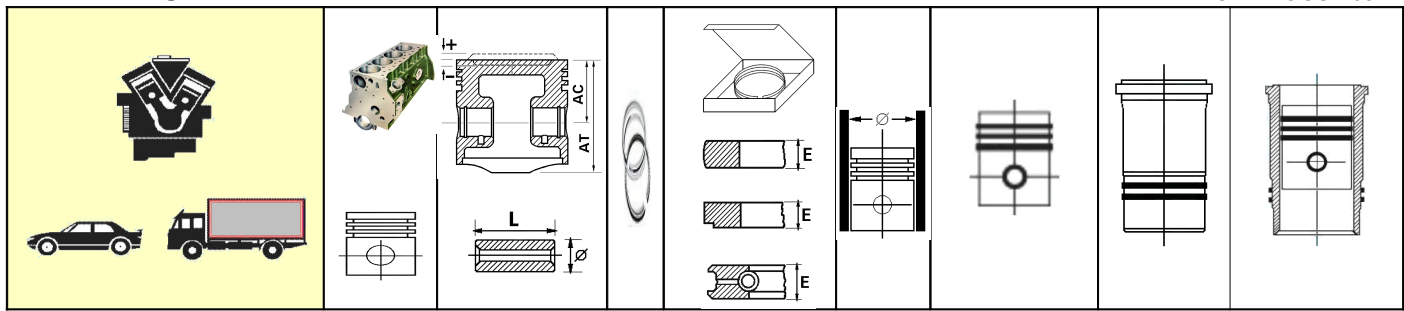
Compresseur AC 74	1 Ø 80 	28.5 Ø 14				G8037	A=83 C=95/93/97 D=84 E=4 K1252/S	
Compresseur AC 75	1/2 Ø 80 	33.5 Ø 14				K7442		

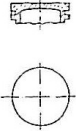
MASERATI

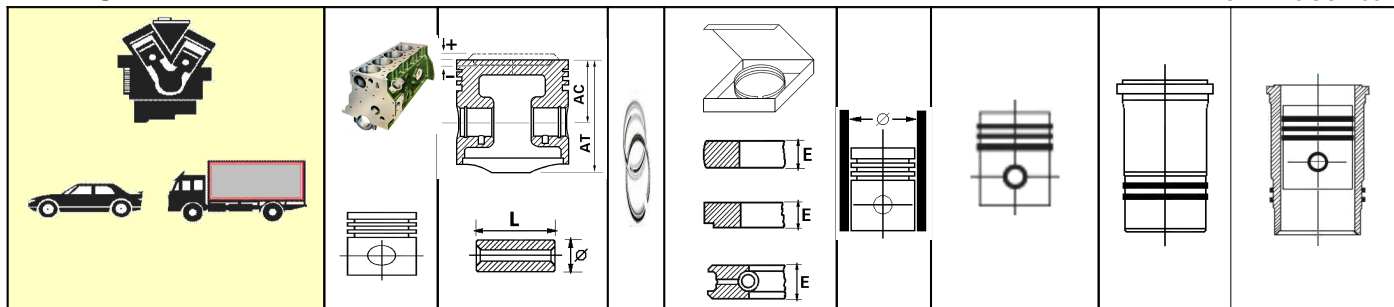
VETTURA 2000 c.c.	6 Ø 76.5						A=81 C=130 D=93 E=33 K9986/F	
VETTURA 2000 c.c.	6 Ø 76.6						A=82 C=139 D=92.70 E=32.5 K112/F	
MERAK	6 Ø 80 DF	39 + 8 Ø 22				K118		


MASERATI

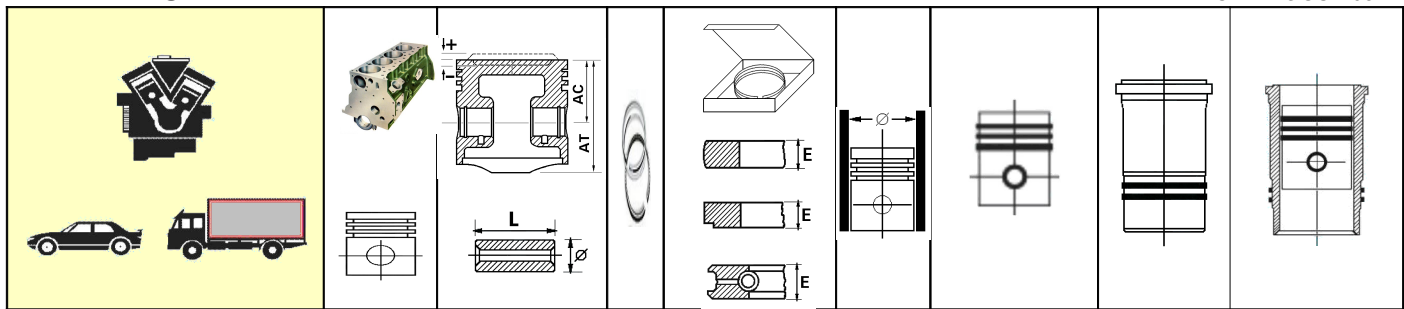
BITURBO 2000	6 Ø 82					K106	A=88 C=130 D=94 E=6.2 K105/F	
VETTURA	6 Ø 84						A=91.3 C=161.5 D=103 E=33 K9987/F	
3500 – 3700 MISTRAL	6 Ø 86 DF	32.5 + 8 Ø 25				K2153	A=90 C=154 D=103.25 E=32.80 K9971/SF	
VETTURA	6 Ø 86 DF	33 + 8.1 Ø 25				K2195	A=90 C=161 D=103.70 E=33 K81/SF	
4000 MISTRAL	6 Ø 86						A=91 C=161 D=103.50 E=32.8 K2183/F	
CITROEN SM	6 Ø 87 DF	34.5 + 3.5 Ø 24				K63	A=93 C=129 D=99.5 E=20 K82SF	


MASERATI

MISTRAL 4001c.c.	6 Ø 88 DF	33 + 5 Ø 25				K9978	A=94 C=141 D=103.45 E=35.85 K9972S/F	
MISTRAL (4+2 FRS) VETTURA	6 Ø 88	33.2 + 4 Ø 25				K2105	A=91 C=161 D=103.5 E=33.5 K9972A/ SF	
V8 – 4200 – MISTRAL	8 Ø 88	34.2 + 3 Ø 25				K2196		
4200 INDI SUPER	8 Ø 88	34 + 2.3 Ø 25				K76DF		
4200 INDI	8 Ø 88 	34 Ø 25				K132		
3600 SS	6 Ø 91.6 DF	34.5 + 10.8 Ø 24				K2154		


MASERATI

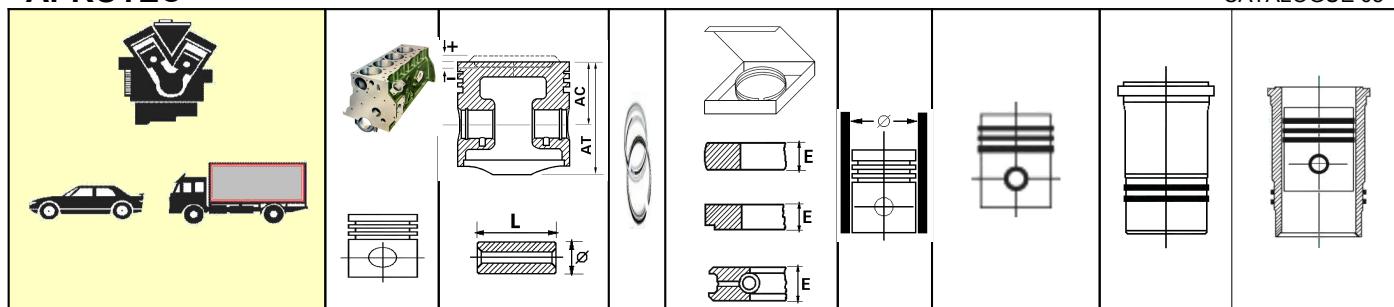
BITURBO (2/4 FRESH) 2500	6 Ø 91.6 INCAVA	42.5 + 2.5 Ø 22				K69	A=98 C=128.5 D=107 E=76 K70F	
MERAK / CITROEN SM	6 Ø 91.6 DF	34.5 + 2.2 Ø 24				K2155		
3000 SS / 3600	6 Ø 91.6 DF	34.5 + 10.8 Ø 24				K130	A=97 C=129 D=104 E=20 K9988/F	
VETTURA	6 Ø 92						K8999/F	
2000	4 Ø 93.80						A=100 C=137.5 D=108 E=34.5 K170/F	
GHIBLI 4700	8 Ø 93.9/94  	33.3 Ø 25				K1386	A=100 C=141 D=109.45 E=36 K104/SF	


MASERATI

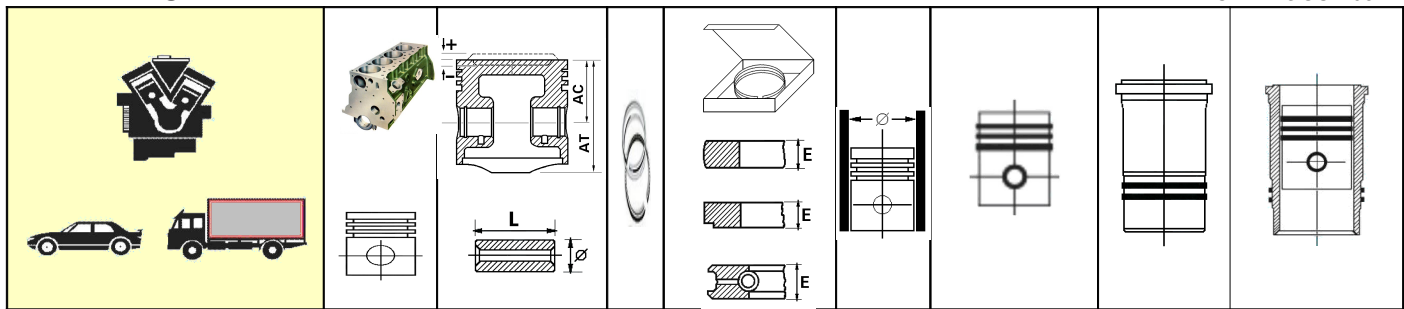
BORA – INDI	8 Ø 93.9/94	33.3 Ø 25				K3017		
BORA	8 Ø 93.9/94 DF	33 + 2 Ø 25				K9997		
BORA 4700	8 Ø 94						A=100 C=141 D=109.85 E=36 K1253/F	
GT 5000	8 Ø 94.30 DF	32.5 + 9 Ø 25				K117		

MATHIS

P – PS – 6/10 CV	4 Ø 55	28 + 4 x 52 Ø 18 x 47	1 1 1	3 3 3.5		PIS20		
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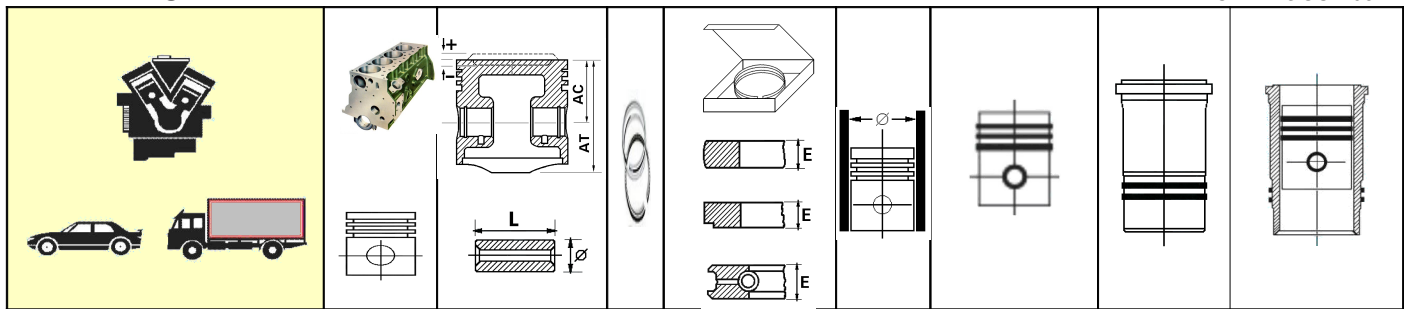

MATHIS

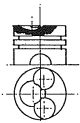
MI – MY – MYN - SB	4	30	1	2.5		PIS29		
	Ø 60	x 62.5	1	2.5				
			1	3				
		Ø 18 x 52	1	3.5				
TY – 5 CV	4	30	1	2.5		PIS960		
	Ø 60	x 62.5	1	2.5				
			1	3				
		Ø 18 x 49	1	3.5				
TYN – 5 CV	4	31	2	2.5		PIS917		
	Ø 61	x 64	1	2.5				
			1	4				
		Ø 18 x 49						
Emyquatre 8 CV – 11FQYP	4	39.5	1	3		PIS961		
	Ø 68	x 75	1	3				
			1	3				
		Ø 18 x 59	1	4.5				


MATHIS

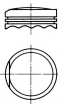
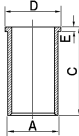
MY4 - QYP	4 $\varnothing 68$ 	36 x 71.5 $\varnothing 18 \times 59$	1 1 1 1	2.5 2.5 3 3.5		PIS900		
PY – PUF – PAF – QY – HY – PYS – KMY – 7 CV	4 $\varnothing 69.85$ 	36 x 77 $\varnothing 18 \times 58$	2 1 1 1	2.5 2.5 3 4		PIS554		
11QY2, QMY, MY2, 9 CV – SY2, 12 CV – EMY4S, PUT, PYC, M4L, M4S, SY	4/6 $\varnothing 69.85$ 	39.5 x 75 $\varnothing 18 \times 59$	1 1 1 1	3 3 3 4.5		PIS997		
GM – 10 CV	4 $\varnothing 70$ 	46 x 78 $\varnothing 18 \times 62$	1 1 1	3 3 3		PIS28		

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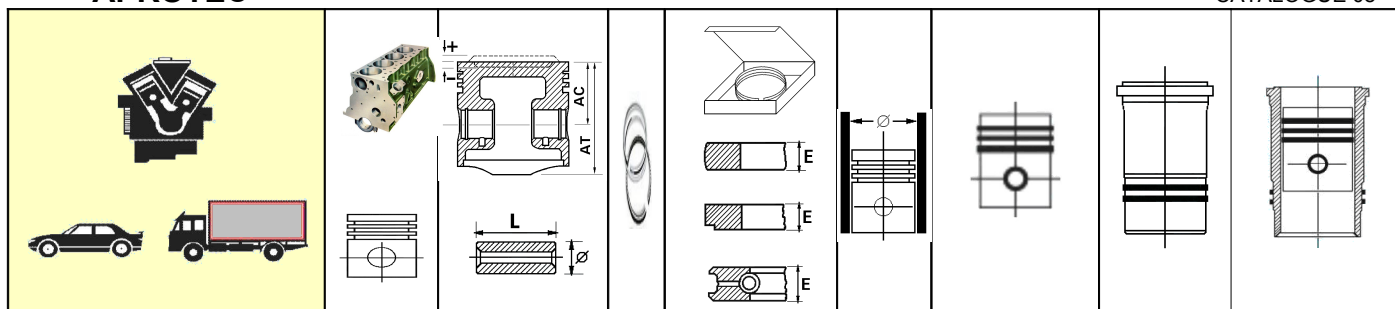

MATTEI

Mot. W.D. 71	2 Ø 120 	90 – 10.5 Ø 42				G12019		
Compresseur W.D. 71	1 Ø 120 	89 Ø 42				G12020		

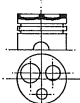
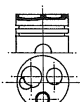
MAZDA

Mot. TC, 1272 c.c., 9.2:1, 1300, 818- 1300.Estate/Savanna, 323- 1300/ 1970 →	4 Ø 73 	37 + 1.50 x 70.50 Ø 20 x 55	1 1 1	1.50 1.50 4	Std 0.50 0.75 1.00	R2.115.10.00 R2.115.10.05 R2.115.10.07 R2.115.10.10		
Mot. R2, 2184 c.c., E 2200, Bongo Brawny, Diesel	4 Ø 86 	47.25 – 1.60 x 86.20 Ø 25 x 68.20	1 1 1	2 2 4	Std 0.50	R2.115.40.00 R2.115.40.05	A=89.00 C=165.00 D=90.50 E=4.50  R3.115.S A.20	R1.115.40.90

**MERONI**283

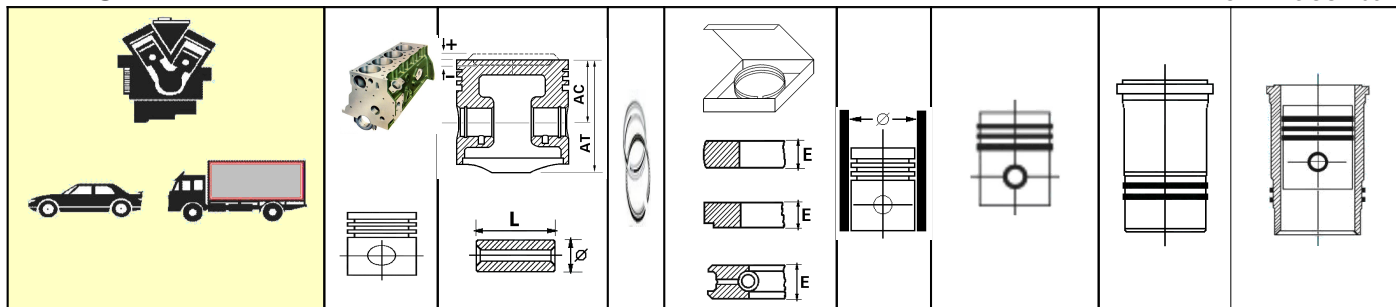


MERONI

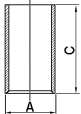
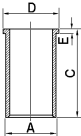
Tracteur D 18 – 6 ^a Serie	1 Ø 110 	63.4 – 5/7 Ø 30				G11027d		
Tracteur	1 Ø 110 	63.4 – 5/7 Ø 30				G11027e		

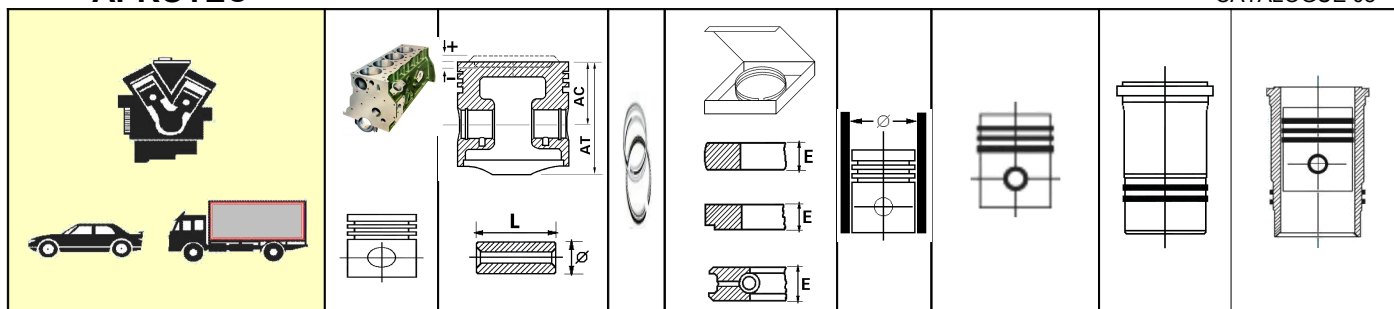
MITSUBISHI

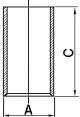
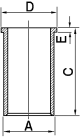
LANCER DIESEL	4	41.75 – 2	1	1.75	Std	PIS8068		
	Ø 80.60	x 78.75	1	2	0.40			
			1	4	0.50			
		Ø 25 x 67						

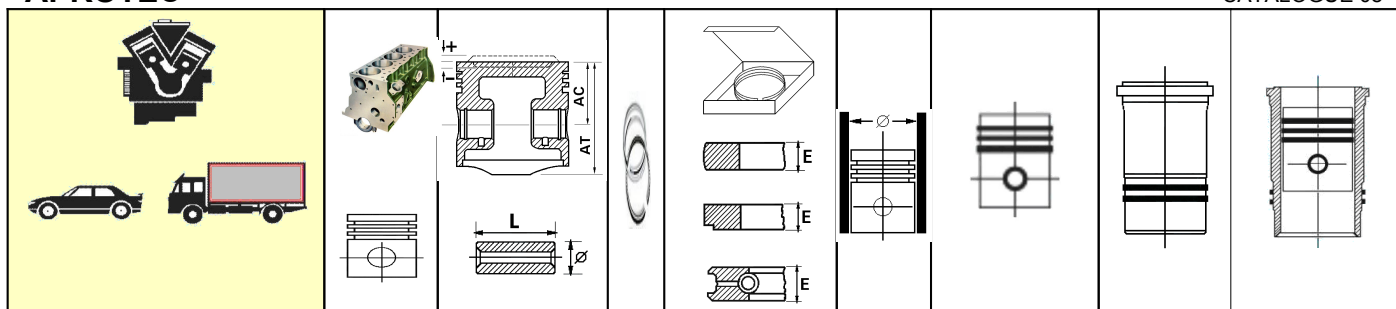


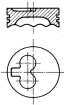
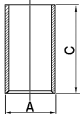
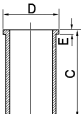
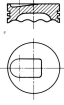
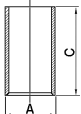
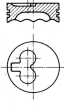
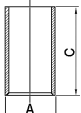
MITSUBISHI

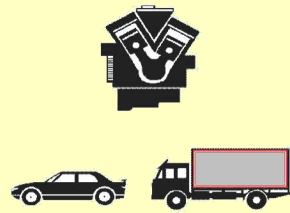
Mot. 4D55/56, 2346 c.c., 21:1, Galant 2300 D, L300, Pajero, Canter, Diesel 1980 →	4	48.70 – 3	1	2.50	Std	R2.118.35.00	A=94.00	R1.118.35.90
	Ø 91.10	x 88.70	1	2		R2.118.35.05	C=165.00	
			1	4				
	Esp. Spe. Spé.	Ø 29 x 75						
							 R3.118.S L.25 K98/S	R1.118.35.91
							A=94.50 C=165.00 D=97.00 E=4.50  R3.118.S A.26 K1264/S	


MITSUBISHI

Mot. 4D55T/56T, 2346 c.c., 21:1, Galant 2300 TD, L300, Pajero, Turbodiesel 1980 →	4	48.70 – 3	1	2.50	Std	R2.118.36.00 R2.118.36.05	A=94.00 C=165.00	R1.118.36.90
	Ø 91.10	x 88.70	1	2				
			1	4				
	Esp. Spe. Spé.	Ø 29 x 75						
							R3.118.S L.25 K98/S	
							A=94.50 C=165.00 D=97.00 E=4.50	R1.118.36.91
								
							R3.118.S A.26 K1264/S	


MITSUBISHI

Mot. 4D55T/56T	4	48.70 – 2.40 x 88.70	1	2.50	Std	R2.118.37.00 R2.118.37.05	A=94.00 C=165.00	R1.118.37.90
	Ø 91.10		1	2				
			1	4				
		Ø 29 x 75					 R3.118.S L.25	R1.118.37.91
							A=94.50 C=165.00 D=97.00 E=4.50	
							 R3.118.S A.26	
Mot. 4DR5, 2659 c.c., 20:1, 4Cil. Mot. 6DR5, 3983 c.c., 20:1, 5 Cil. Canter, Rosa, Jeep, T200/210 Diesel 1971 →	4/6	52.50 – 3 x 99.50	1	2.50	Std	R2.118.40.00	A=95.00 C=176.00	R1.118.40.90
	Ø 92		2	2				
			1	4.50				
		Ø 28 x 77					 R3.118.S L.30	
Mot. 4DR51, 2659 c.c., Canter, Diesel	4	52.70 – 2.50 x 99.50	1	2.50	Std	R2.118.45.00	A=95.00 C=176.00	R1.118.45.90
	Ø 92		2	2				
			1	4.50				
		Ø 28 x 77					 R3.118.S L.30	



PAJERO

PAJERO

Mot. 4M40, 2835 c.c.,
Pajero, FB-511, Diesel,
R.O. ME 201781-782

6
Ø 94

4
Ø 95

$$\begin{array}{r} 51.70 - 3.00 \\ \times \\ 91.70 \end{array}$$

Ø 30 x 78

$$\begin{matrix} 1 \\ 1 \\ 1 \end{matrix}$$

2.30
2
4

Std
0.50

R2.118.50.00
R2.118.50.05

A=98
C=170
K98A/S

A=98.00
C=186.00

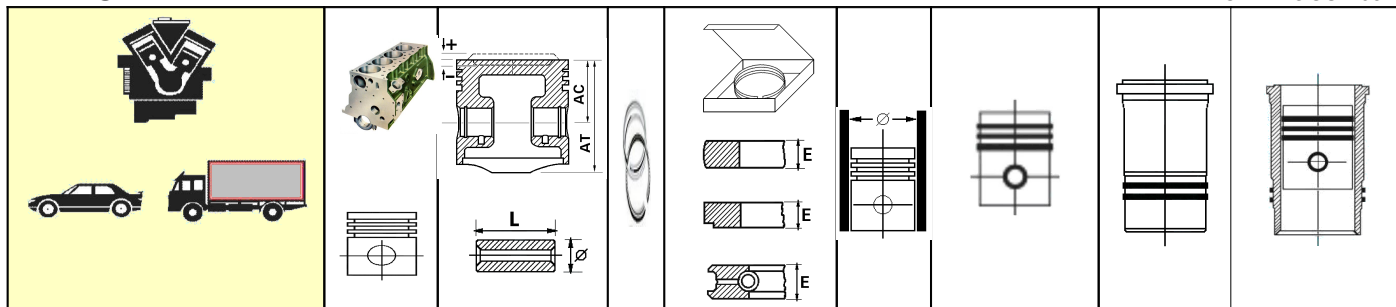
R1.118.50.90

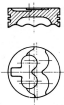
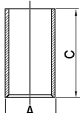
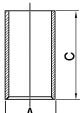
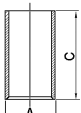
R3.118.S
L.35

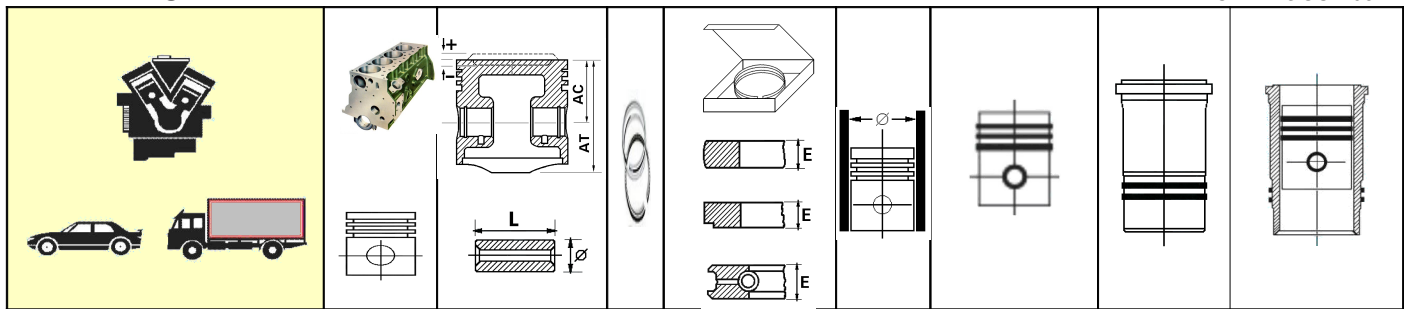
R1.118.50.91

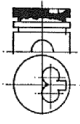
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E=4.10

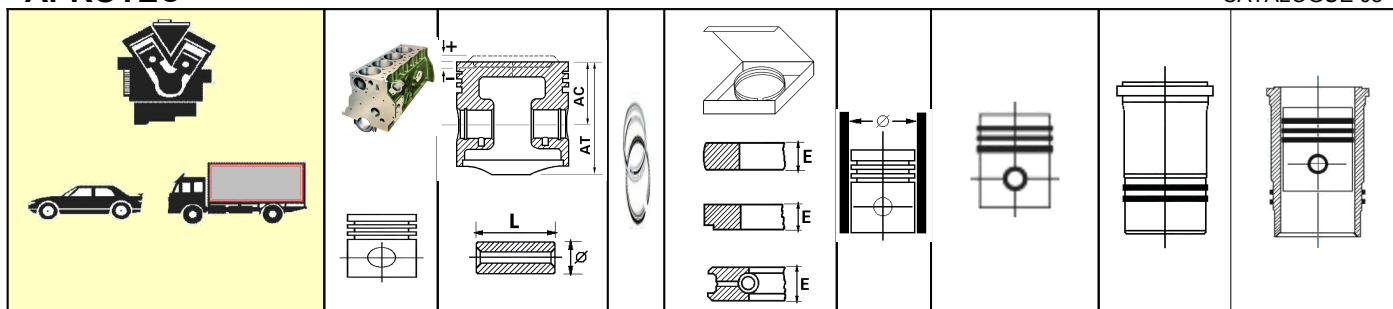
R3.118.S
A.36


MITSUBISHI

Mot. 4M40T, 2835 c.c., Pajero, Turbo Diesel R.O. ME 203223-5	4	51.70 – 3.00 x 91.70	1	2.30	Std 0.50	R2.118.51.00 R2.118.51.05	A=98.00 C=186.00	R1.118.51.90
	Ø 95		1	2				
		Ø 30 x 78	1	3			 R3.118.S L.35	R1.118.51.91
Mot. 4D31, 3298 c.c., 17.5:1, Canter Truck FE434, FG434, FH100, Diesel 1983 →	4	60.70 – 18.30 x 110.70	1	3	Std 0.50 1.00	R2.118.58.00 R2.118.58.05 R2.118.58.10	A=104.00 C=196.50	R1.118.58.90
	Ø 100		1	2				
		Ø 34 x 84	1	5			 R3.118.S L.40	
Mot. 4D31-T, 3298 c.c., Canter FE214/334/434 /444, Turbodiesel 1983 →	4	60.65 – 17.40 x 110.65	1	3	Std 0.50 1.00	R2.118.59.00 R2.118.59.05 R2.118.59.10	A=104.00 C=196.50	R1.118.59.90
	Ø 100		1	2				
		Ø 34 x 84	1	4			 R3.118.S L.40	


MORRIS

Minor – 8.3 HP – II Serie – 1953/56	4 $\varnothing 57.9$ 	33.33 – 2.8 $\varnothing 14.28$					G5711		
IM 3 S – 1098 c.c. – 58 PS	4 $\varnothing 64.58$ 	30.33 – 2.4 $\varnothing 15.87$					G645		
Mini Cooper S 970 – 1071 – 1275 c.c.	4 $\varnothing 70.6$ 	38.1 – 5 $\varnothing 20.63$					G7017		
Oxford 1489 c.c. – 40 PS – Diesel – 1963/67 – 6 ^a Serie	4 $\varnothing 73.012$ 	46.04 – 3.5 $\varnothing 25.4$					G7310		
MINI MORRIS	4 $\varnothing 80.6$						A=86 C=154 D=88 E=3 K122/S		


MORRIS

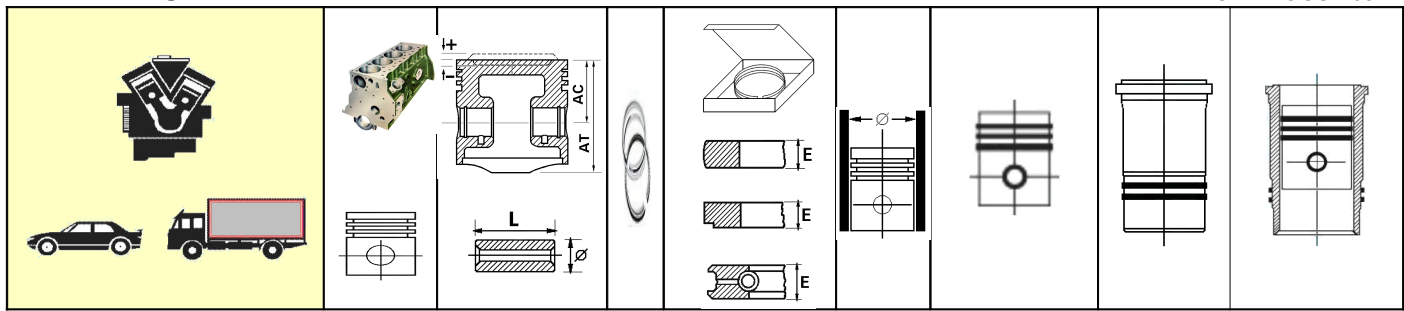
Diesel Tracteur – 50 HP	4	70.3 – 23.3				G950a		
	Ø 95	Ø 34.95						

MORRIS POLACCO

Tracteur DIESEL URSUS	1/4	75.3 - 35				K7454/P		
	Ø 102	Ø 38						
	INCAVA							

MOTOMECCANICA

Tracteur PAVESI MP 75	4	56				G752c		
	Ø 75	Ø 20						
Tracteur MB 75	4	64				G37		
	Ø 75	Ø 20						
Tracteur D 94 - Diesel	2	74				G943		
	Ø 94	Ø 35						

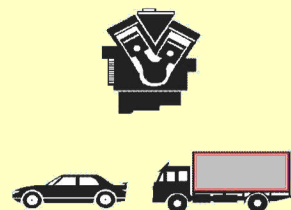

MOTOMECCANICA

P. 4 M. - Tracteur	4 Ø 100 	62 Ø 24				G1009		
P. 4 M. - Tracteur Militaire	4 Ø 100 	62 Ø 25				G1009bis		
Compresseur	1 Ø 101.6 	63.5 Ø 25.4				G1009a		

M.W.M.

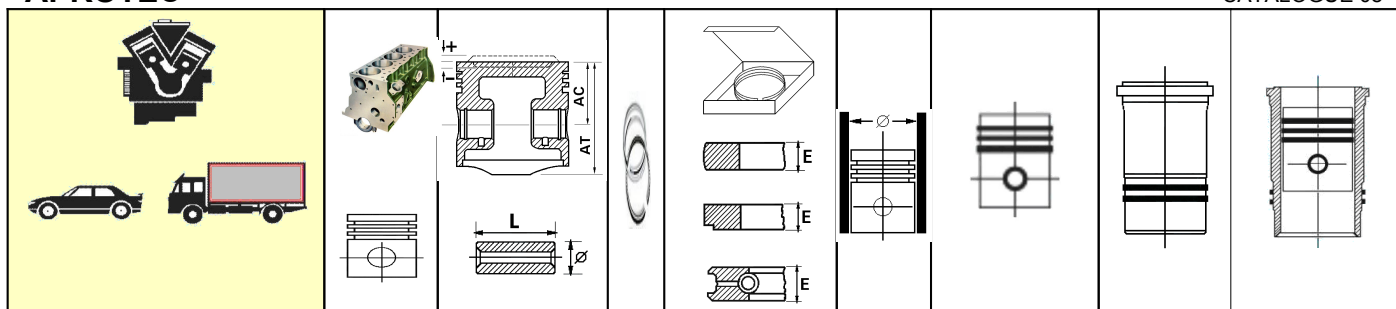
Mot. D987, 567 c.c., 11/12 HP, LKS, Air Cooled, Diesel 1974 →	1 Ø 85 	60 – 16.20 x 92 Ø 26 x 68	1	3	Std	R2.120.12.00 R2.120.12.05 R2.120.12.10		
			1	3	0.50			
			1	5	1.00			

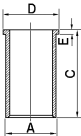
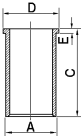
293

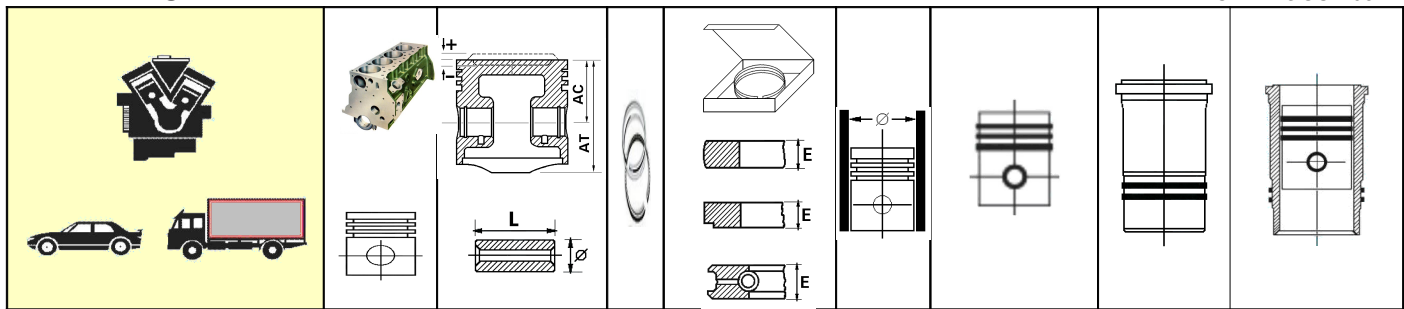


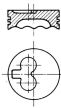
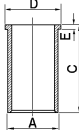
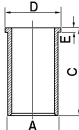
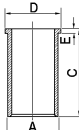
Mot. A10, 988 c.c., 8/8.5:1,
1000, Sunny 1000, Cherry
100A/F11, 4 Cil.
Mot. E, 1189 c.c., 8.2:1,
Bluebird 1200, 4 Cil.
Mot. J, 1299 c.c., 8.2:1,
Bluebird 1300 P411, 4 Cil.
Mot. J20, 1973 c.c., 8.3:1,
Cedric De Luxe, 6 Cil.
1958/69

Mot. A12, 1171 c.c., 9:1,
1200, Sunny 1200, Cherry
120A, 120Y, 120Y VAN
1970 →

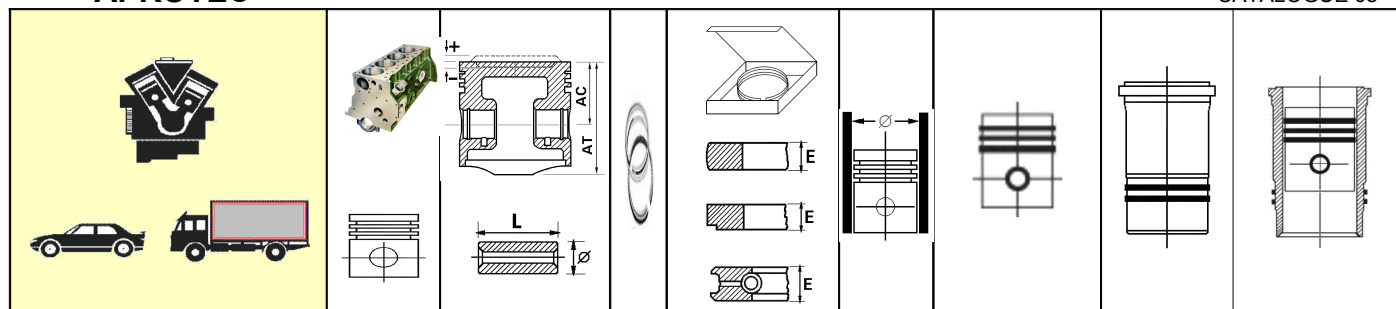

NISSAN (DATSUN)

240 Z/260 Z – Mot. L26 – 1970/72	6 Ø 83	38.1 Ø 21				G830		
Mot. SD 20, 1991 c.c., 20:1, Datsun Cedric 200 C/Laurel 200 L, 4 Cil. Mot. SD 22, 2164 c.c., 22:1, Datsun Cedric 220 C/CX, 2200 D, 4 Cil. Mot. SD 33, 3246 c.c., 22:1, 340 C, 6 Cil., Diesel 1970 →	4/6 Ø 83 	48 – 1.80 x 96 Ø 26 x 71	1 2 1 1	2.50 2 4.50 4.50	Std 0.50 1.00	R2.123.35.00 R2.123.35.05 R2.123.35.10	A=87.00 C=176.00 D=93.00 F=5.00  R3.123.S A.28 A=87.00 C=176.00 D=93.00 F=5.00  R3.123.S T.30	R1.123.35.90 R1.123.35.91
PATROL	6 Ø 83						A=87 C=166.5 D=93 E=5.5 K91211/S	

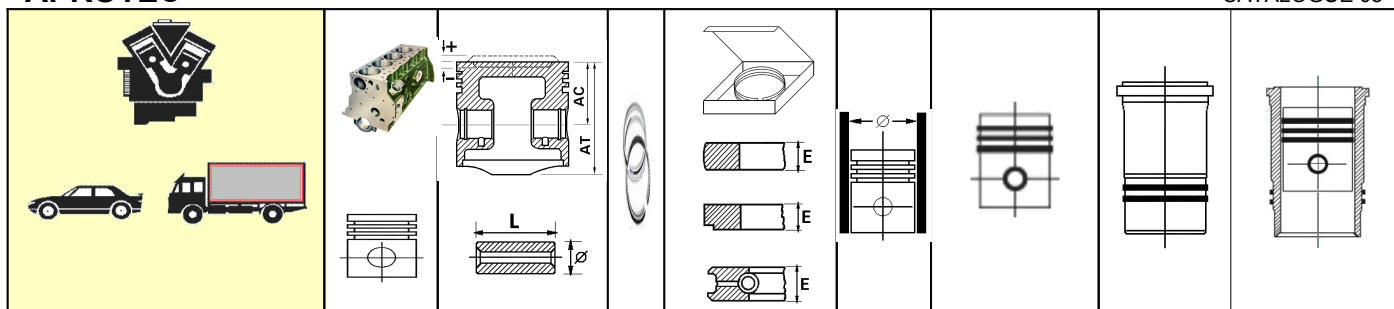

NISSAN (DATSUN)

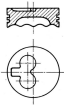
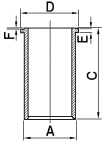
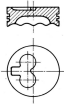
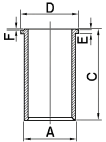
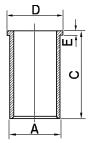
Mot. LD20/E, 1952 c.c., 22:1, Bluebird, Skyline, Trade 2.0 Lts., Vanette, Diesel	4 Ø 85 	46.50 – 3.40 x 86.50 Ø 25 x 67	1 1 1	2 2 4	Std 0.50 1.00	R2.123.38.00 R2.123.38.05 R2.123.38.10 PIS8066	A=89.00 C=151.50 D=90.50 F=4.00  R3.123.S A.35	R1.123.38.90
Mot. LD20II, 1952 c.c., Trade 2.0 Lts. PF, Vanette 2.0 Lts., Diesel	4 Ø 85 Esp. Spe. Spé.	46.50 – 2.65 x 78 Ø 25 x 67	1 1 1	2 2 4	Std 0.50 1.00	R2.123.39.00 R2.123.39.05 R2.123.39.10	A=89.00 C=151.50 D=90.50 F=4.00  R3.123.S A.35	R1.123.39.90
Mot. RD28T, 2826 c.c., Patrol 260/K/W, Turbodiesel 1990 →	6 Ø 85 Esp. Spe. Spé.	46.80 - 2.65 x 78.30 Ø 27 x 66.50	1 1 1	2 2 4	Std 0.50 1.00	R2.123.40.00 R2.123.40.05 R2.123.40.10	A=89.00 C=151.50 D=90.50 F=4.00  R3.123.S A.35 K92/S	R1.123.40.90
PATROL	4 Ø 85						A=90 C=178 K156/S	

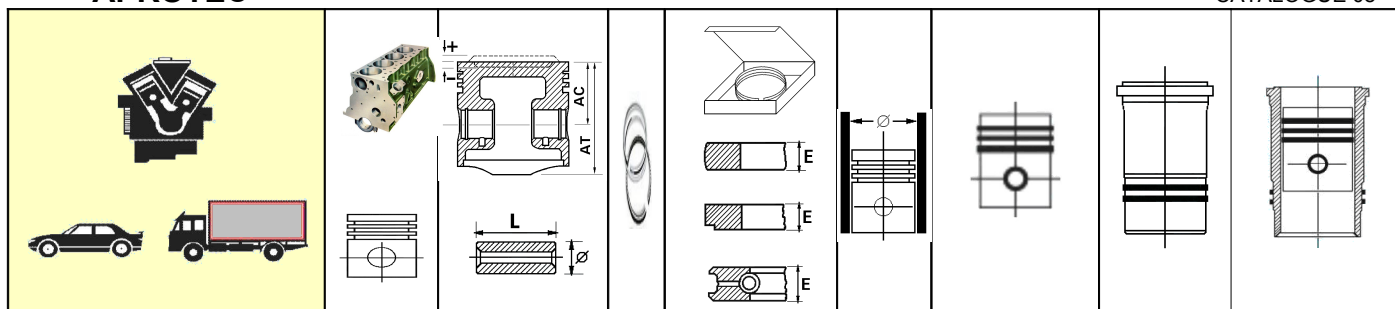
297


NISSAN (DATSUN)

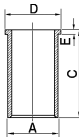
Mot. TD25T, Patrol, Turbodiesel R.O. 01/12010 - 35901	4 Ø 92.90 	50.50 - 1.50 x 86.20 Ø 30 x 80	1 1 1	2.50 2 3	Std 0.50	R2.123.46.00 R2.123.46.05		
Mot. TD25, 2494 c.c., Cabstar D22, Pick – Up ALGD21, Urvan E24, Turbodiesel 1989 →	4 Ø 92.90 	50.25 - 1.50 x 87 Ø 28 x 80	1 1 1	2.50 2 4	Std 0.50	R2.123.47.00 R2.123.47.05	A=95.90 C=159.90 D=101.90 E=5.00 R3.123.S A.44	R1.123.47.90
2500 TD	4 Ø 92.9						A=98 C=160 D=102.5 E=5 K04/S	
Mot. A4.28, 2820 c.c., 21:1 79HP, Patrol 4WD, Trade 2.8 KB/KE/KF, Diesel	4 Ø 94 	60.60 – 2.80 x 105.60 Ø 34 x 75	1 1 1	2.50 2.50 4	Std 0.50 1.00	R2.123.49.00 R2.123.49.05 R2.123.49.10	A=97.65 C=191.50 D=103.50 E=7.02 F=1.10 R3.123.S A.46	R1.123.49.90

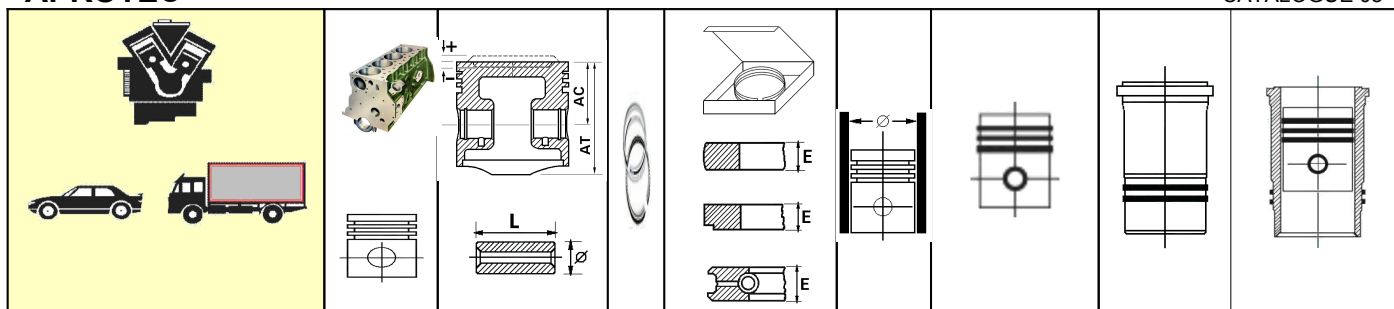

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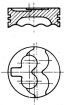
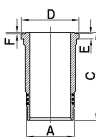
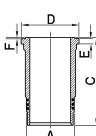
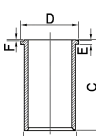
Mot. A4.28.1, 2820 c.c., 21:1, 80HP, Patrol 4WD, Trade 2.8 KE/KF, Diesel	4 Ø 94 	60.60 – 1.35 x 105.60 Ø 34 x 69	1 1 1	2.50 2.50 4	Std 0.50 1.00	R2.123.50.00 R2.123.50.05 R2.123.50.10	A=97.65 C=191.50 D=103.50 E=7.02 F=1.10  R3.123.S A.46	R1.123.50.90
Mot. M24, 2820 c.c., 20.5:1 98 HP, Patrol 4WD, Turbodiesel	4 Ø 94 	60.60 – 2.80 x 105.60 Ø 34 x 75	1 1 1	3 2.50 4	Std 0.50 1.00	R2.123.51.00 R2.123.51.05 R2.123.51.10	A=97.65 C=191.50 D=103.50 E=7.02 F=1.10  R3.123.S A.46	R1.123.51.90
VETTURA	4 Ø 94						A=97.67 C=190.5 D=103.50 E=7 F=1 K57/S	
Mot. TD27, 2663 c.c., Terrano, Diesel 1986 →	4 Ø 96						A=99.00 C=160.00 D=105.00 E=5.00  R3.123.S A.49	



NISSAN (DATSUN)

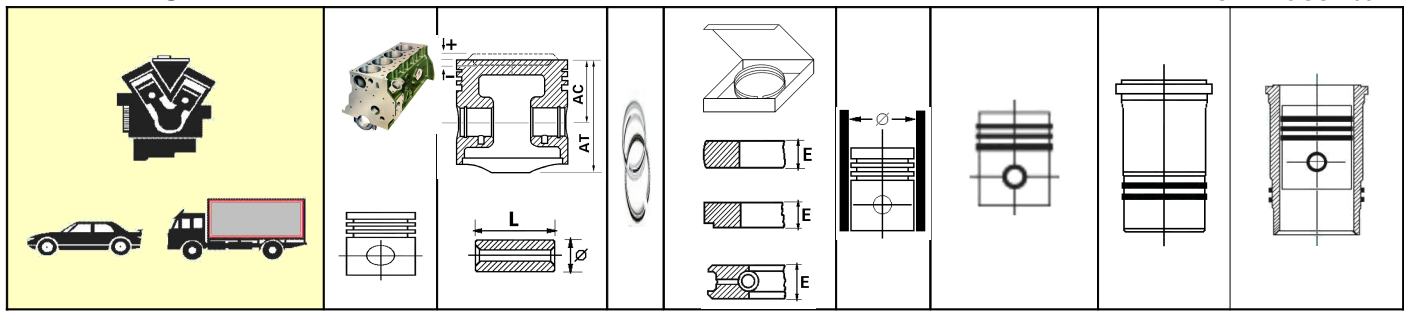
Mot. BD30, 2953 c.c., Cabstar, Diesel I.D. 1992 →	4 Ø 96						A=99.00 C=172.50 D=105.00 E=5.00  R3.123.S A.50	
VETTURA	4 Ø 96						A=99.58 C=173 D=105 E=5.5 K147/S	
VETTURA	4 Ø 98						A=101 C=191 D=108 E=8 K108/S	

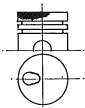

NISSAN (DATSUN)

Mot. ED 33, 3298 c.c., 20.2:1, Cabstar, Truck Bison, HMC 341, Civirian, GHMC 341, Diesel 1980 →	4	59 – 2	1	3	Std	R2.123.55.00	A=112.00 C=192.00 D=118.00 E=8.00 F=1.00	R1.123.55.90
	Ø 100	x 103	1	2				
		Ø 34 x 85	1	4.50				
							R3.123.H T.52	
							A=113.22 C=191.00 D=119.24 E=8.00 F=1.00	R1.123.55.91
								
							R3.123.H T.53	
Mot. M34, B4.40, 3990 c.c., 16:1, L-35.09, L-50.09/F, L-60.09, L80.09/F/DC, 4 Cil. Mot. M36, B6.60, 5985 c.c., 16:1, L-80.14, M-110.14/DC, M-125.14/BC, 6 Cil., Diesel 1989 →	4/6	70.35 – 28	1	2.50	Std	R2.123.56.00	A=104.25 C=227.40 D=110.00 E=7.52 F=1.10	R1.123.56.90
	Ø 100	x 110	1	2.50				
		Ø 34.92 x 76	1	4.76 3/16 in				
							R3.123.S A.56	

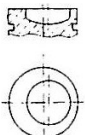
N.S.U.

PRINZ 600 c.c.	2						A=80 C=140	
	Ø 76						K42/S	


NUFFIELD

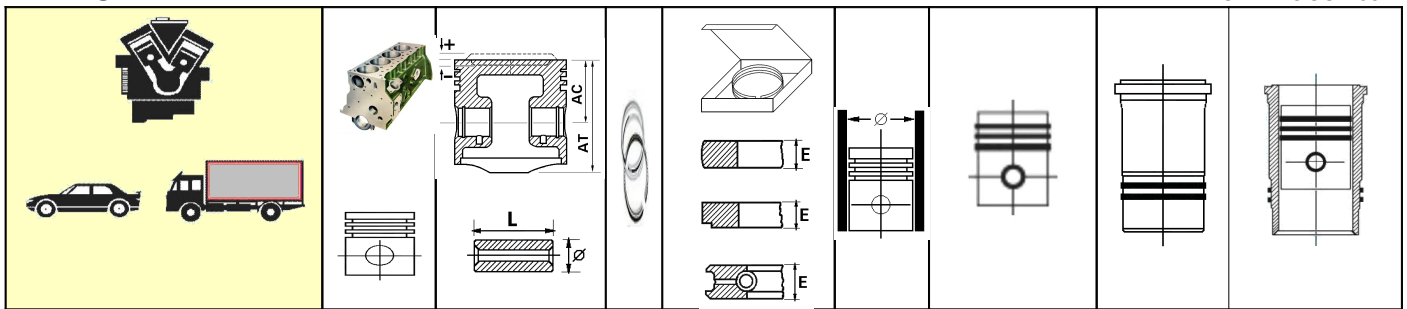
DM/4 Tracteur	4 Ø 88.92 	57.15 – 6.1 Ø 31.75				G889		
Tracteur	4 Ø 100						A=110.60 C=221.45 D=117 E=11 F=0.8 K7454/F	

NUFFIELD (AUSTIN)

Tracteur. NUFFIELD	4 Ø 100 	70.27 - 27 Ø 34.92				K7451		
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OERLIKON

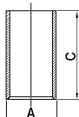
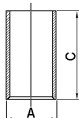
Compresseur	Ø 75	34 x 68 Ø 18 x 66	3 1	2.5 4		PIS2276		
Compresseur	Ø 75	35 x 65 Ø 15 x 66	2 2	2.5 4		PIS2097		

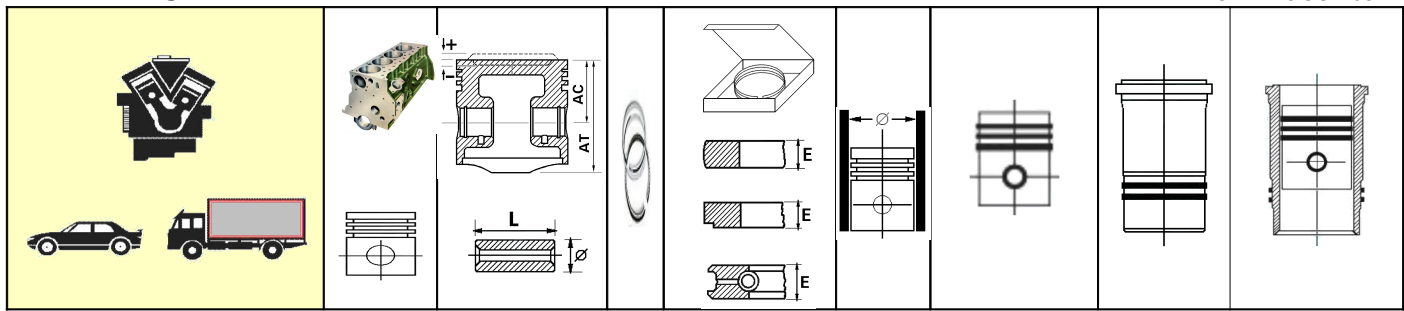


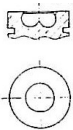
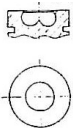
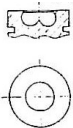
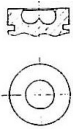
OERLIKON

Compresseur	Ø 80	31 x 62	3	3		PIS2096		
		Ø 20 x 72						

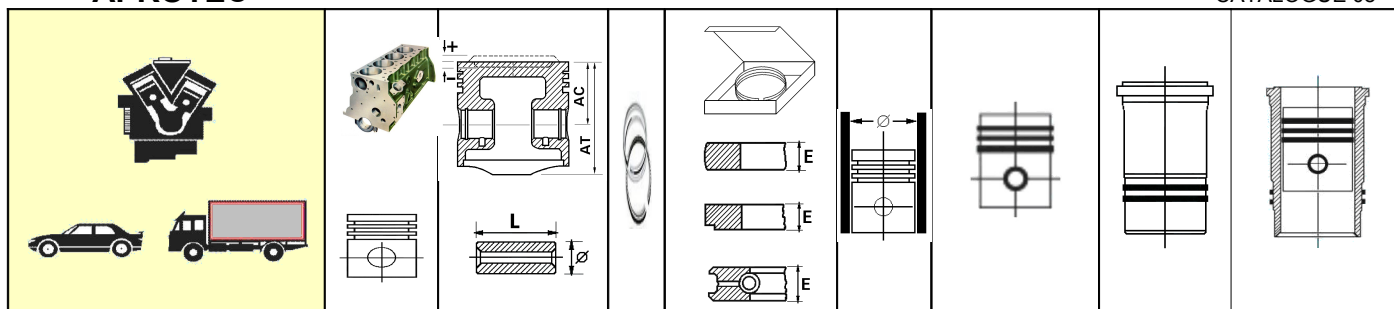
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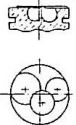
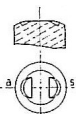
Mot. 804 A, 3120 c.c., 17:1, Orsetto, Diesel 1966/71	4	59.65 – 23.50	1	2.50	Std	R2.128.10.00	A=99.00	R1.128.10.90
	Ø 95	x 101.65	1	2.50	0.40	R2.128.10.04	C=187.50	Ver Fiat
		Ø 32 x 84	1	5.50	0.60 0.80 1.00	R2.128.10.06 R2.128.10.08 R2.128.10.10 Ver Fiat R2.066.60.00	 R3.128.S L.08 Ver Fiat R3.066.S L.40	R1.066.60.90
Mot. 8030.02, 2592 c.c., 17:1, 3 Cil. Mot. 8040.02, 3456 c.c., 17:1, 4 Cil. Mot. 8060.02, 5189 c.c., 17:1, 6 Cil. -N100, 110 P/R, Orsetto 15, 35/40, 616, 50, 65 P, 75 P, 90 P, Diesel 1972 →	3/4/6	59.65 – 23.50	1	2.50	Std	R2.128.20.00	A=103.00	R1.128.20.90
	Ø 100	x 101.65	1	2.50	0.60	R2.128.20.06 Ver Fiat R2.066.65.00	C=187.50	Ver Fiat R1.066.65.90
		Ø 32 x 84	1	5.50			 R3.128.S L.15 Ver Fiat R3.066.S L.43	
LEONCINO 2° SERIE Tracteur 35/40	4 Ø 100 	80.2 - 26 Ø 38				K293		


O.M.

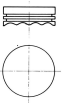
TIGROTTO CO 1D Tracteur 45/45R/50/50C – 512/512R CO 1 D	4 Ø 105 	80.2 – 26.5 Ø 38					K6066 K1731/F	A=113 C=243 D=125 E=150 F=1	
25/30 LEONCINO 35 DAINO 40/45 Tracteur 650 – 655 – 850 – 851 – AD.5 – AD.7 – 1D.9 – Mot. CO 3/20 – 21 CO 3/60 Mot. CP/3 AD OM 8815939	3/6 Ø 110 							A=118 C=236 D=129.5 E=70 F=1 K76761/F	
Mot. CP3 Tracteur OM 650 – 655 850 – MK5	3/4 Ø 110 	70.2 – 28 Ø 40					K7679		
CERBIATTO LUPETTO DAINO OM 750 40/45 SOMETA – Tracteur, FIAT 670 CORSA 120 DIESEL	4 Ø 110 	75.2 – 27.5 Ø 40					K7677		

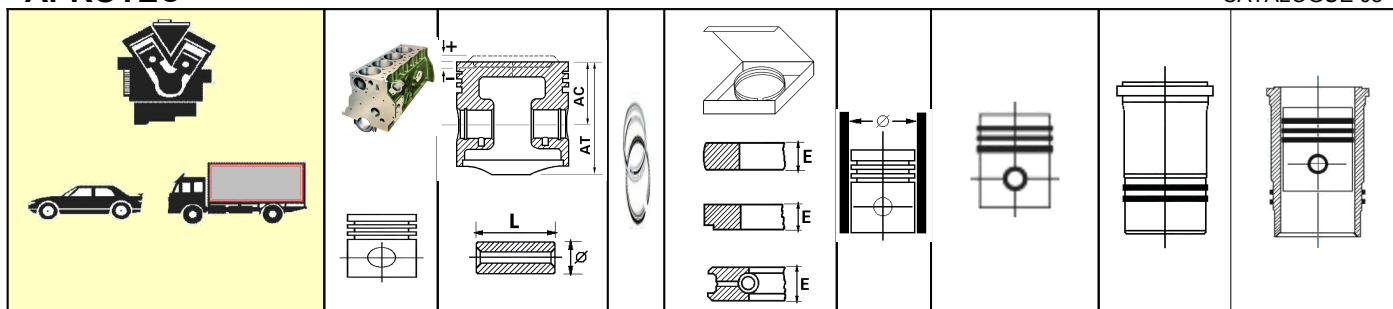
**ORENSTEIN + KOPPEL (O+K)**305

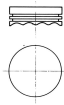
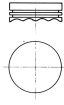
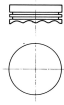

O.T.O.

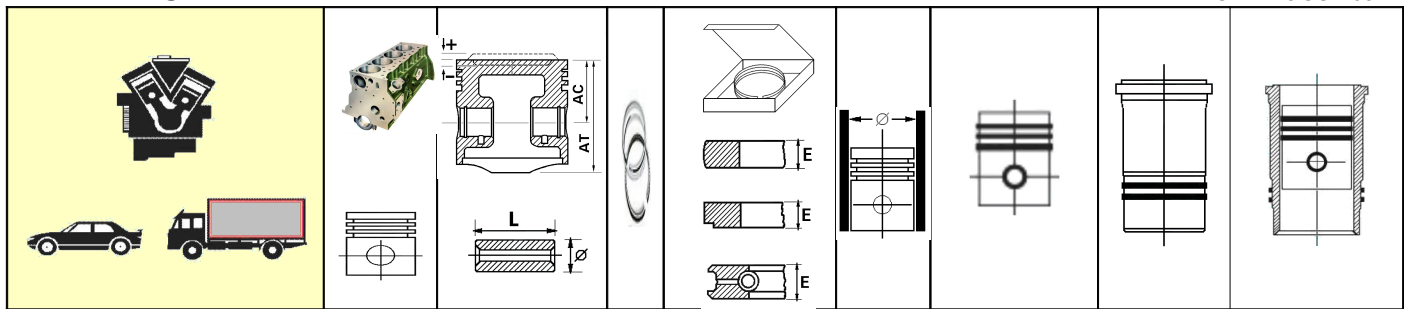
C 18 Tracteur	1 Ø 125 	92 – 33.7 Ø 48				K930		
Tracteur	1 Ø 140 	96 – 34 Ø 52				K6073		

PANHARD

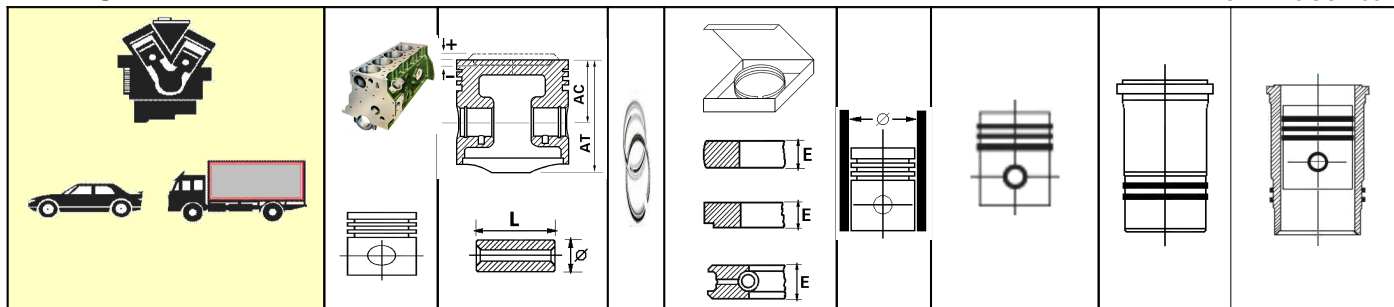
X72	6 Ø 72 	35 x 73 Ø 18 x 64	1 1 1 1	2 2 2.5 4		PIS1191		
GM600SS2, 3 CV, 610 c.c., 110, X84, X85, Dyna - 1 ^{ere} , 2 ^{eme} série 1948/52	2 Ø 72	47.5 + 10 x 91.8 Ø 22 x 62	2 1 1	2.5 2.67 4		PIS1919		


PANHARD

GM600S, 3 CV, 610 c.c., Dyna 1948	2 Ø 72 	48 x 82.3 Ø 22 x 62	2 1 1	2.5 2.67 4		PIS1748		
GM600SS2, 3 CV, 610 c.c., 110, X84, X85, Dyna - 1 ^{ère} , 2 ^{ème} série 1948/52	2 Ø 72 	53.3 x 87.6 Ø 22 x 62	2 1 1	2.5 2.67 4		PIS1958		
6CS, special, 16 CV	6 Ø 78	34 - 3 x 70 Ø 20 x 71	2 2 1	2.5 2.5 2.5		PIS1133		
GM750SS3, 4 CV, 745 c.c., 120, X83, Dyna 1950/52	2 Ø 79.5	45.2 + 11.5 x 93.3 Ø 22 x 69	3 1 1	3 4 4.5		PIS2017		
GM750SS3, 4 CV, 745 c.c., 120, X83, Dyna 1950/52	2 Ø 79.5 	50.5 x 87.1 Ø 22 x 69	3 1 1	3 4 4.5		PIS1982		

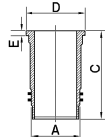
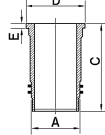

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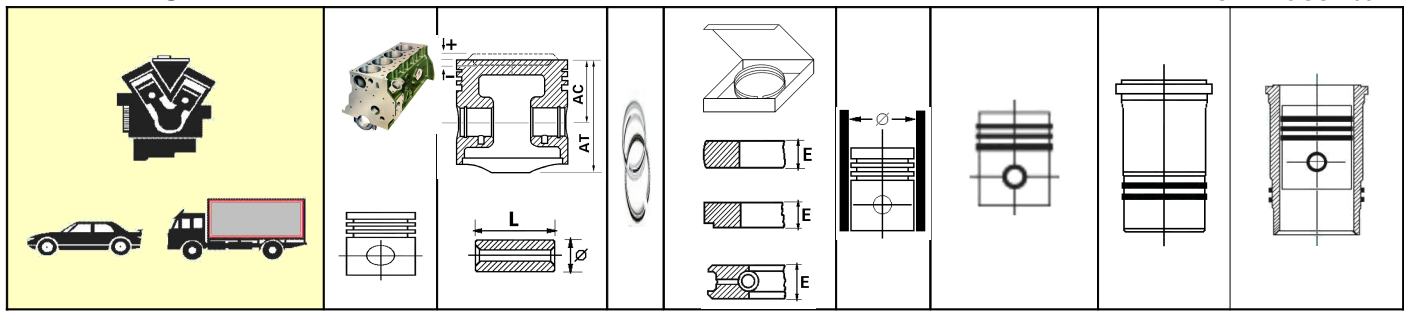
Dyna 5 CV, 851 c.c., 130, X87, Junior 1952/55	2 Ø 85	41+ 14.2 x 92 Ø 22 x 74.5	1 2 1 1	2.5 2.5 4 4.5		PIS2152		
GM 850 – Z1 – M5 Dyna 1956	2 Ø 85	43.4 + 11.8 x 92 Ø 22 x 74.5	1 2 2	2.5 2.5 4		PIS6023		
4E, K155/158/162, essence	4 Ø 105 	79 x 149 Ø 40 x 88.5	2 1 1	4 4 5		PIS1758		
4HL, K164, ZUVIC, 110 x 150, Dièsel 1946/48	4 Ø 110 	80 x 150 Ø 40 x 93.5	1 1 1 2	4 4 4 5		PIS1925		
4G, 11.8 x 15	4 Ø 118 	80 x 150 Ø 40 x 100	2 1 1	4 4 5		PIS2215		


PANHARD

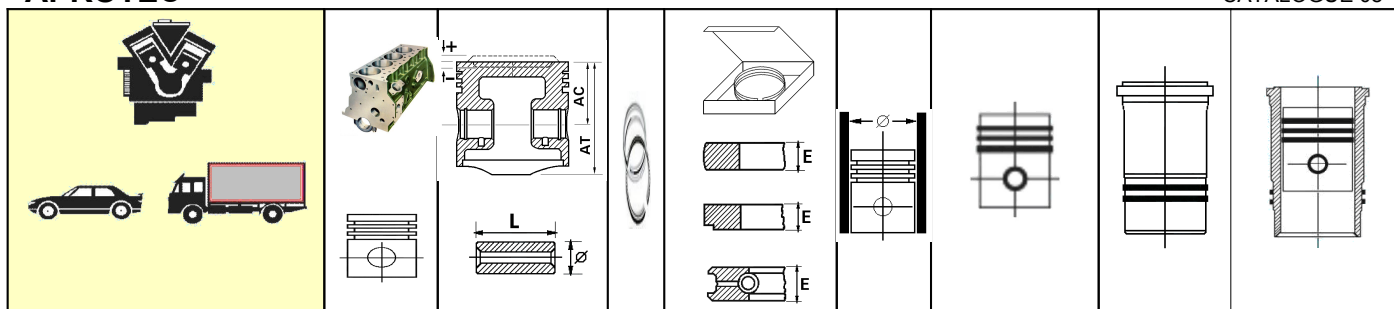
4HL, K185, MOVIC, 120 x 150, Dièsel 1948/54	4 Ø 120 	80 x 150 Ø 45 x 102.5	1 1 1 2	4 4 4 5		PIS1938		
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PERKINS

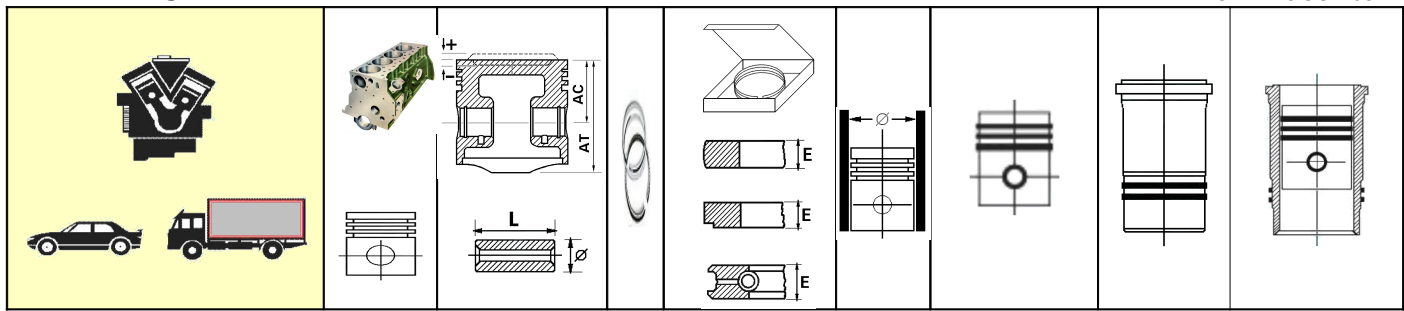
Mot. 4.99, 1620 c.c., 20:1, Mot. 7034969, Diesel 1962 →	4 Ø 76.20 3 in						A=85.67 C=163.88 D=93.70 E=6.40  R3.132.H T.04	
4/99	4 Ø 76.20						A=85.66 C=163.9 D=93.66 E=6.35 K6241/F	
Mot. 4.107, 1760 c.c., 22:1, Diesel 1963 →	4 Ø 79.375 3.1/8 in 	45.84 Ø 23.81				K7463	A=85.67 C=163.53 D=93.70 E=6.40  R3.132.H T.07 K1754/F	

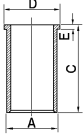
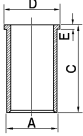
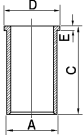

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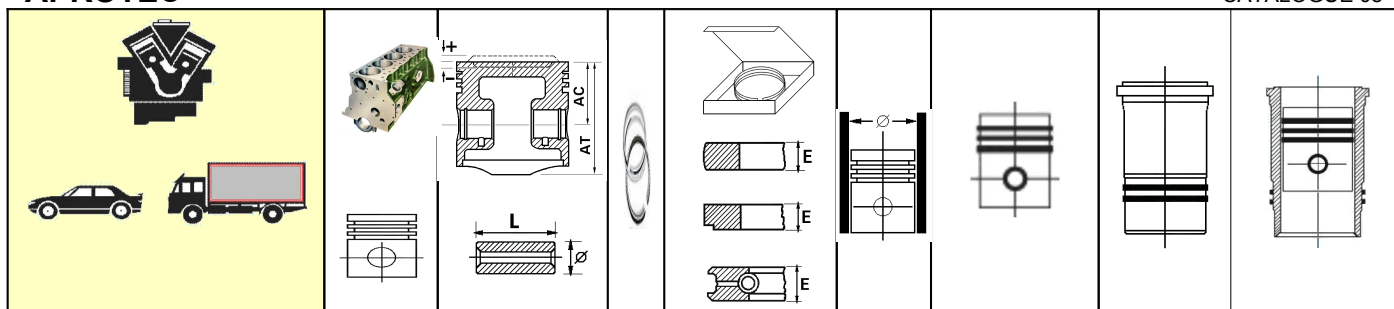
Mot. 4.108, 1760 c.c., 22:1, Diesel 1963 →	4 $\varnothing$ 79.375 3.1/8 in 	50.24 1.9780 in x 105.41 $\varnothing$ 26.99 1.1/16 in x 68.20	1 2 1 1	1.98 5/64 in 1.58 1/16 in 3.17 1/8 in 4.76 3/16 in	Std	R2.132.15.00 K7464/P	A=82.67 C=165.10 R3.132.S L.10 K1755/S	R1.132.15.90
Mot. KR 104-22, 2200 c.c., Tracteur, Diesel	4 $\varnothing$ 84 	47.70 – 1.50 x 87.70 $\varnothing$ 28 x 72	1 1 1	2 1.50 4	Std 0.50	R2.132.17.00 R2.132.17.05		
Mot. KR 104-22, 2200 c.c., Tracteur, Diesel	4 $\varnothing$ 84 	47.70 – 1.50 x 87.70 $\varnothing$ 28 x 72	1 1 1	2 1.50 4	Std 0.50	R2.132.17.00 R2.132.17.05		
Mot. 4.20 N/A, 1993 c.c., 18.1:1, Prima 65, Diesel	4 $\varnothing$ 84.442 3.3245 in 	48 – 13.60 x 77 $\varnothing$ 28 x 71	1 1 1	2 1.75 3	Std .020	R2.132.19.00 R2.132.19.20		


PERKINS

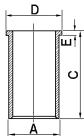
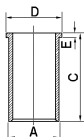
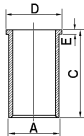
Mot. 4.20 T/C, 1993 c.c., 17.2:1, Prima 80 T, Turbodiesel	4 Ø 84.442 3.3245 in 	48 – 13.30 x 77 Ø 28 x 71	1 1 1	2 1.75 3	Std .020	R2.132.20.00 R2.132.20.20		
NUOVO TIPO HOLIDAY	4 Ø 84.45						A=88.08 C=160 D=90.5 E=4 K13/S	
Python 3-Puma 4-Panther P6	3/4/6 Ø 88.92 	57.15 – 6.1 Ø 31.75				G889		
Python 3-Puma 4-Panther P6 Ab 1955	3/4/6 Ø 88.92 	57.15 Ø 31.75				K945	A=93.72 C=215.9 D=94.45 E=4.76 K1752/S	
DEXTA	3/6 Ø 88.93						A=93.72 C=215.9 K6264/S	

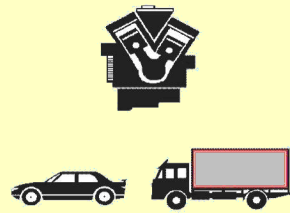

PERKINS

Mot. 3.152, 2490 c.c., 17.4:1, 3 Cil. Mot. 4.203, 3330 c.c., 17.4:1, 4 Cil. Mot. 6.305, 5003 c.c., 17.4:1, 6 Cil., Diesel 1960 →	3/4/6	57.32 2.2570 in	1	2.38 3/32 in	Std	R2.132.25.00	A=93.71 C=215.90 D=96.72 E=3.86	R1.132.25.90
	Ø 91.491 3.6020 in	x 108.13	1	2.38 3/32 in		K7268		
		Ø 31.75 1.1/4 in	1	3.17 1/8 in				
		x 75.30	1	6.35 1/4 in			R3.132.S A.20	
			1	6.35 1/4 in			K6242/S	
							A=95.55 C=216.00 D=97.50 E=3.96	R1.132.25.91
								
							R3.132.S A.21	
							A=93.66 C=216.03 D=96.72 E=3.81	R1.132.25.92
								
							R3.132.S T.24	

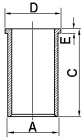
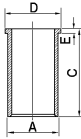
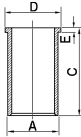


PERKINS

Mot. 3.152, 2490 c.c., 17.4:1, 3 Cil. Mot. 4.203, 3330 c.c., 17.4:1, 4 Cil. Mot. 6.305, 5003 c.c., 17.4:1, 6 Cil., Diesel 1960 →	3/4/6	56.97 2.2428 in	1	2.38 3/32 in	Std	R2.132.30.00	A=93.71 C=215.90 D=96.72 E=3.86	R1.132.30.90
	Ø 91.491 3.602 in	x 107.70	1	2.38 3/32 in				
		Ø 31.75 1.1/4 in	1	3.17 1/8 in				
		x 75.30	1	6.35 1/4 in			R3.132.S A.20	
			1	6.35 1/4 in			A=95.55 C=216.00 D=97.50 E=3.96	R1.132.30.91
								
							R3.132.S A.21	
							A=93.66 C=216.03 D=96.72 E=3.81	R1.132.30.92
								
							R3.132.S T.24	

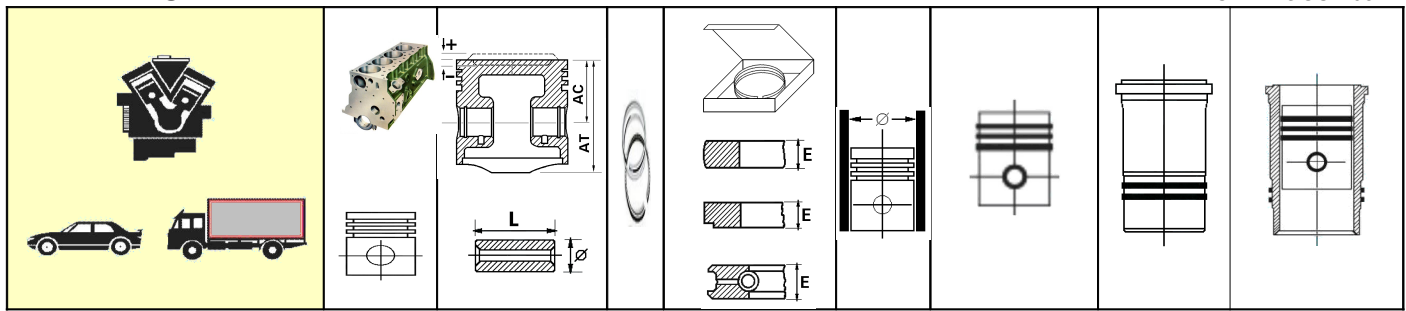


Mot. D 3.152, 2490 c.c.,
18.5:1, 3 Cil.
Mot. D 4.203, 3335 c.c.,
18.5:1, 4 Cil., Diesel
1962 →

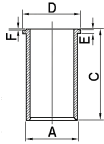
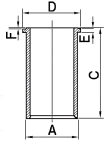
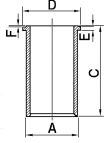
3/4	61.89 – 18.60 2.4368 in	1	2.38 3/32 in	Std	R2.132.35.00	A=93.71 C=215.90 D=96.72 E=3.86	R1.132.35.90
Ø 91.491 3.602 in	x 109.58	1	2.38 3/32 in		K7269		
	Ø 31.75 x 75.30 1.1/4 in	1	3.17 1/8 in				
		1	6.35 1/4 in			R3.132.S A.20	
		1	6.35 1/4 in			A=95.55 C=216.00 D=97.50 E=3.96	R1.132.35.91
							
						R3.132.S A.21	
						K7464/S	
						A=93.66 C=216.03 D=96.72 E=3.81	R1.132.35.92
							
						R3.132.S T.24	

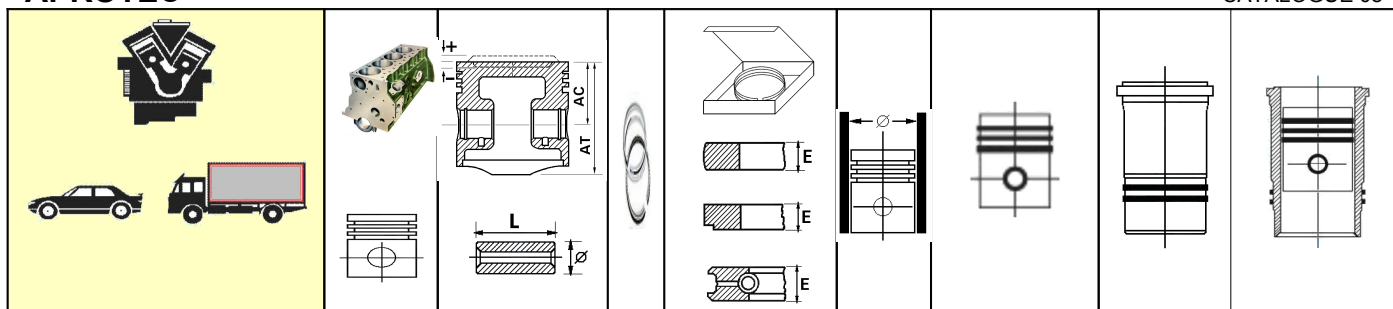


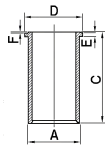
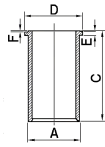
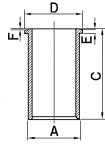
www.aprotec.fr

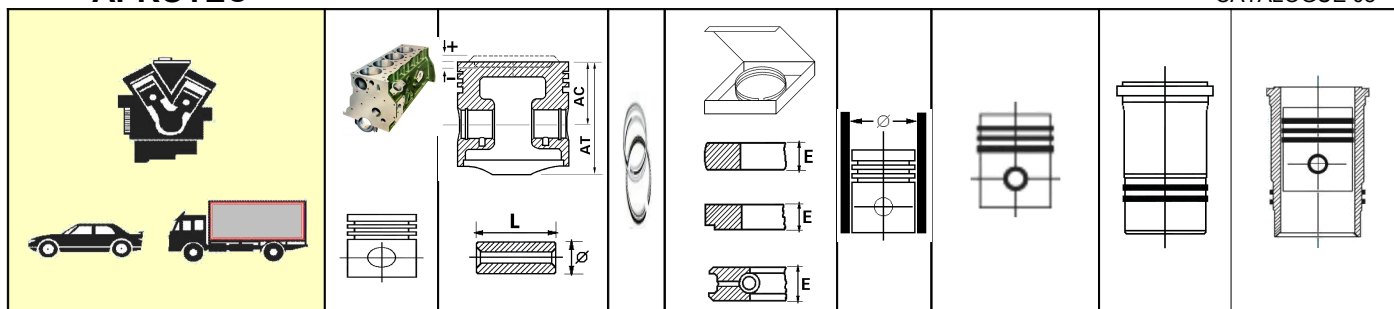


PERKINS

Mot. 4.236, 3864 c.c., 16:1, Diesel 1961 →	4	70.342 – 20.314 2.5726 in	1	2.38 3/32 in	Std	R2.132.40.00	A=103.19 C=227.28 D=106.45 E=3.71 F=1.04	R1.132.40.90
	Ø	x	2	2.38 3/32 in		K7270		
	98.476 3.877 in	121.107	1	6.35 1/4 in				
		34.93 1.3/8 in	1	6.35 1/4 in				
		x						
		84.10						
							 R3.132.S T.30 A=103.24 C=227.28 D=106.43 E=3.71 F=1.04  R3.132.S A.32 K6243/S A=104.28 C=227.28 D=106.42 E=3.71 F=1.04  R3.132.S A.33 K9936/S	R1.132.40.91
								R1.132.40.92


PERKINS

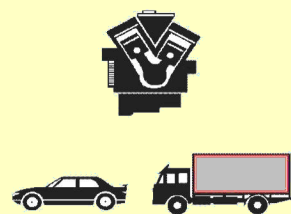
Mot. 6.354, 5800 c.c., 16:1, Diesel 1961 →	6	69.95 – 25.61 2.7540 in	1	2.38 3/32 in	Std	R2.132.45.00	A=103.19 C=227.28 D=106.45 E=3.71 F=1.04	R1.132.45.90
	Ø 98.476 3.877 in	x 120.73	2	2.38 3/32 in		K7903		
		34.93 1.3/8 in	1	6.35 1/4 in				
		x 84.10	1	6.35 1/4 in				
							R3.132.S T.30	
							A=103.24 C=227.28 D=106.43 E=3.71 F=1.04	R1.132.45.91
								
							R3.132.A S.32	
							K6243/S	
							A=104.28 C=227.28 D=106.42 E=3.71 F=1.04	R1.132.45.92
								
							R3.132.S A.33	


PERKINS

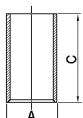
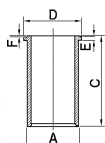
D.155	4/6 Ø 98.47						A=110.2 C=218.1 D=119 E=7.6 F=1 K6244/F	
AD 4 / 236-6 / 354	4/6 98.47						A=103.24 C=227.43 PARAF. E=3.96 F=0.75 K1328/S	
A4 – 212 – 3473 c.c. ab 1969	4 Ø 98.5 	76.5 – 19.1 Ø 34.92				G983		
4 / 248	4 Ø 100						A=104..55 C=227 D=107.04 E=3.5 K129/S	



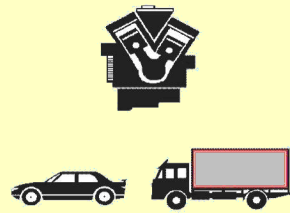
www.aprotec.fr



Mot. 2.372, 6100 c.c., 16:1,
Diesel

6 Ø 101.054 3.9785 in 	70.36 – 26 2.7700 in x 121.08 Ø 34.93 1.3/8 in x 84.10	1 2 1	2.38 3/32 in 2.38 3/32 in 6.35 1/4 in	Std	R2.132.55.00	A=103.26 C=223.90  R3.132.S L.36 A=104.25 C=227.28 D=107.44 E=3.86 F=0.76  R3.132.S A.38 K2184/S	R1.132.55.90 R1.132.55.91
4 Ø 101.06						A=103.24 C=227.43 D=107.04 E=3.91 F=1 K2075/S	
4 Ø 101.06						A=104.30 C=227.40 D=107 E=4.76 F=1 K9198/S	

321



DIESEL

4
Ø
11.76

A=114.6
C=209.5
D=120.6
E=3
K9111/S

4
Ø
111.76

A=116
C=209.5
D=120.6
E=5
K2096/S

4
Ø
114.29

A=118.61
C=235
D=121
E=2.89
F=1
K2077/S

4
Ø
114.29

A=120.65
C=235
D=125
E=6
F=1

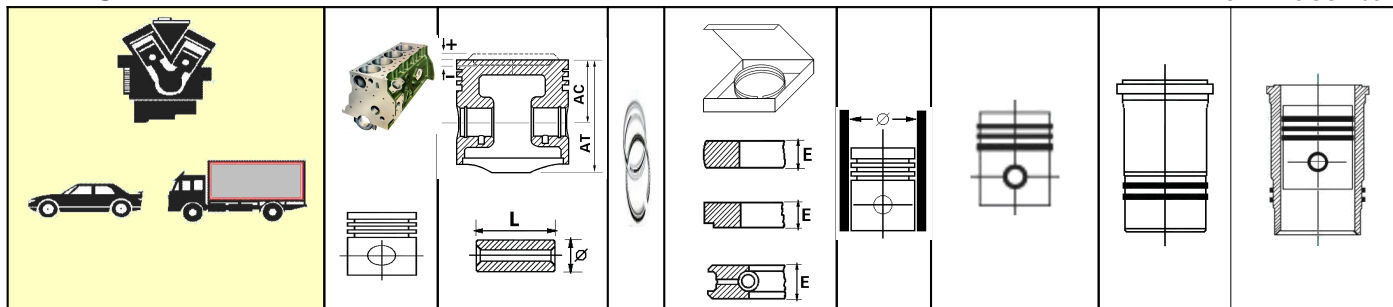
K2079/S

4
Ø
114.29

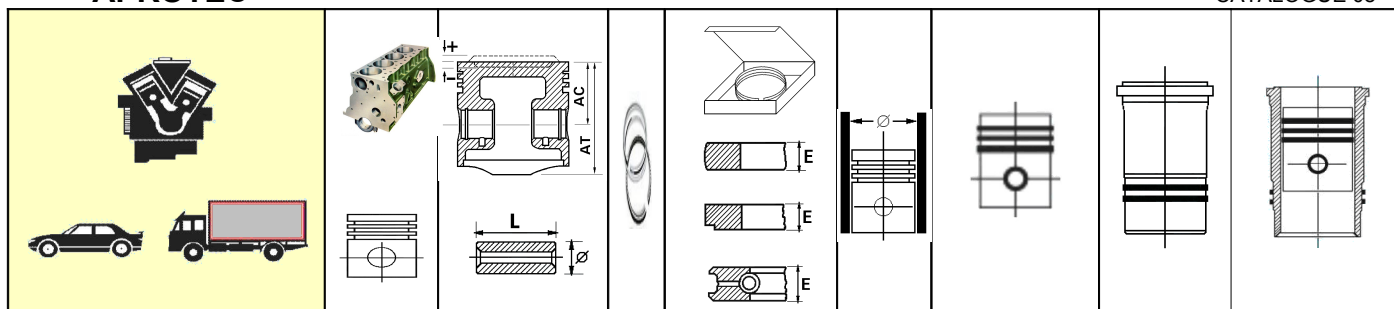
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C=230
D=121.10
E=2.90
K9910/S

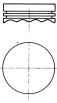
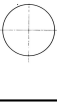
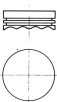
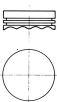
4
Ø
114.29

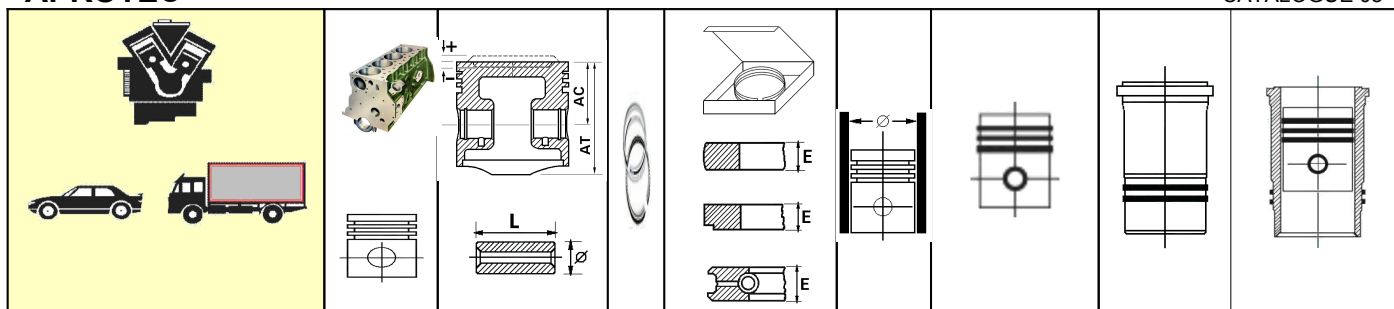
A=118.80
C=235
D=122.20
E=3.17
F=0.8
K1265/S

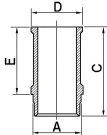

PEUGEOT

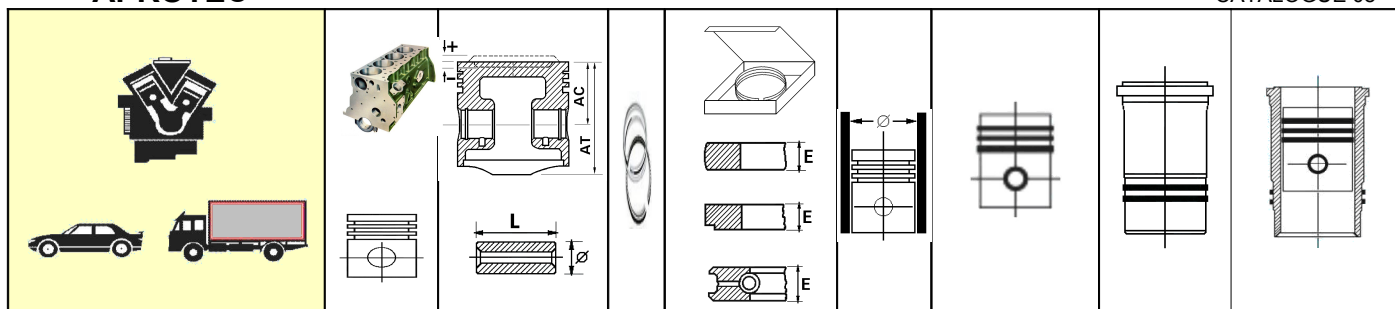
161 – 161E – 172 – 172B, Quadrillette – 4 CV	4 Ø 50 	25.5 x 49.5 Ø 15 x 44	1 1 1	2.5 2.5 3		PIS32		
172R – NE4 – 5 CV 172M/S – 190S/Z – NES – 8 CV 1927 NE2S – 5 CV	4 Ø 51 	25.5 x 57 Ø 15 x 44	1 1 1	2.5 2.5 3		PIS6908		
201 – 201C/E – 6 CV	4 Ø 63 	43 x 75 Ø 18 x 55	2 1 1 1	2.5 2.5 3 3.5		PIS6909	A=66.54 C=170 D=67.5 E=5 CHE6303	
183 – 183C – 1593 – 11 CV 1927/30	6 Ø 65 	40.5 x 75.5 Ø 18 x 58.5	2 1 2	2.5 2.5 4.5		PIS50		

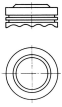
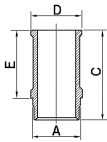

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177M – 177M2 – 9 CV – Série 1 et 2 1926/28	4 Ø 65 	46.5 x 80.5 Ø 18 x 58.5	1 1 1 1	2.5 2.5 2.5 4.5		PIS41		
202, TG, 6 CV 1938/48	4 Ø 68 	36 x 73 Ø 20 x 56.5	1 1 1 2	2.5 2.5 3 4.5		PIS6910		
177B – 10 CV 1925/26	4 Ø 68 	42 + 8 x 83 Ø 18 x 61	3 1 1	2.5 2.5 4.5		PIS33		
201D – 7 CV 1934/37	4 Ø 68 	45 x 87 Ø 18 x 58.5	2 1 1 1	2.5 2.5 3 3.5		PIS1037		

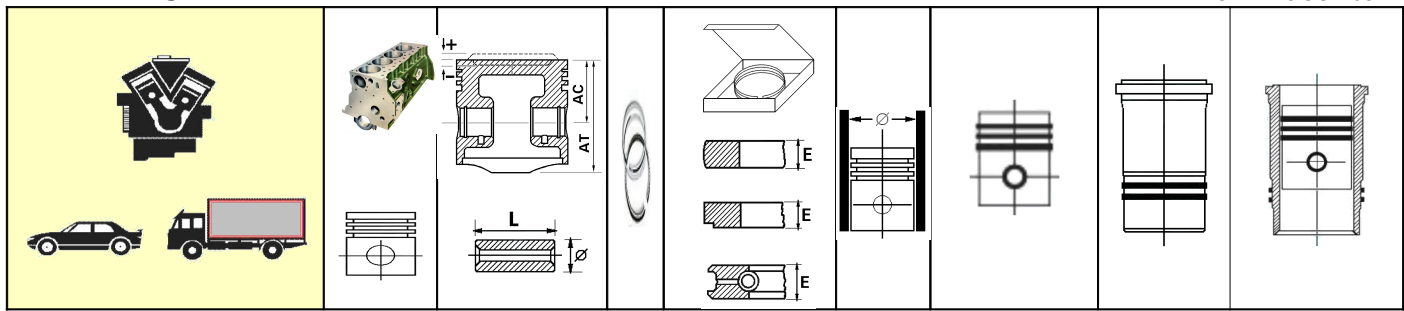

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106 XN / 205 GL / XE / JUNIOR MOT TU9 / C 1 A / H 1 A 954 c.c.	4 Ø 70 	33.90 x 58 Ø 18 x 53	1 1 1	1.5 1.5 3		PIS6155	A=79.50 C=122.00 D=89.20 E=85.00 CHE6155	ENS6155
181B – 10 CV 1925/26	4 Ø 70 	43 + 5.5 x 82.5 Ø 18 x 63	3 1 1	2.5 2.5 4.5		PIS38		
Mot. XV3/5, 954 c.c., 8.8/ 9.3:1, 104 Berline GL/L/GR/ Coupé ZL/Z/ZR, 205/GL/XE 1972 →	4 Ø 70 	44.50 x 74 Ø 19.50 x 62	1 1 1	2 2 4	Std	R2.136.05.00 PIS6165	A=77.00 C=122.00 D=83.30 E=84.90  R3.136.H T.08	R1.136.05.90 ENS6165
177R – PG7 – 1583 – 11 CV 1927/29	4 Ø 70 	46.5 x 80.5 Ø 18 x 63	3 1 1	2.5 2.5 4.5		PIS63		


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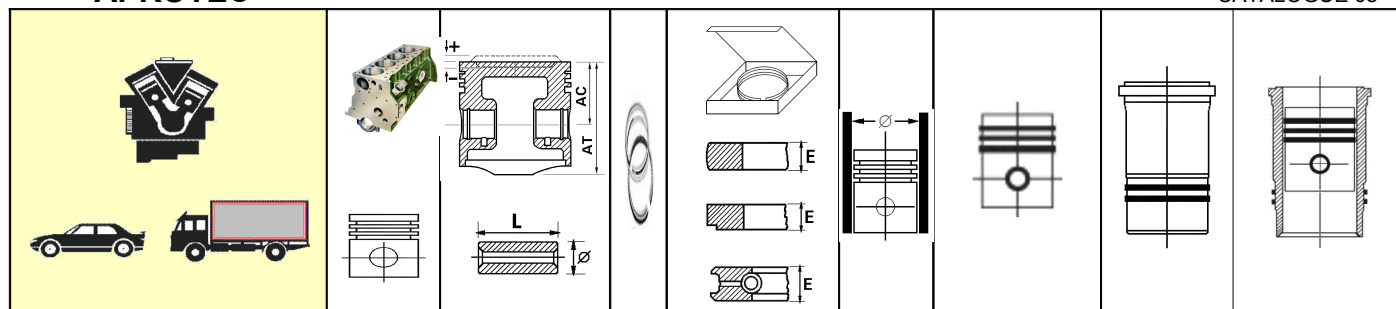
104 GLS / GR / ZR / GLS / GR / ZR Z / ZA / Z PLUS / STYLE Z Mot. XW7 (109 / 109F) 1124 c.c.	4 Ø 72	40 + 4 x 73.50 Ø 19.50 x 62	1 1 1	1.50 2 4		PIS6187 CHE6184	A=79.50 C=122 D=89.20 E=85 CHE6184	ENS6187
104 ESSENCE COMPRESSION DIMINUE Mot. XW7 tc 8.2 p1 Mot. 109 / 5K 1124 c.c.	4 Ø 72	40 – 1 x 69.50 Ø 19.50 x 62.00	1 1 1	1.50 2 4		PIS6190 CHE6184	A=79.50 C=122 D=89.20 E=85 CHE6184	ENS6190
106 XR / XN 205 GL / GR / XL / XR 309 GE / XE / CHORUS Mot. TU1 H1A 1124 c.c.	4 Ø 72	40 + 3 x 67 Ø 19.50 x 62	1 1 1	1.5 2 3		PIS6154 CHE6184	D=89.20 C=122 E=85 A=79.50 CHE6184	ENS6154
Mot. XW3/S, 1124 c.c., 9.2:1, 104 GL/SL/ZL/ZR/GR /S/Coupé ZS 1975/79	4 Ø 72 	40.05 + 1.50 x 71 Ø 19.50 x 62	1 1 1	1.50 2 4	Std	R2.136.10.00 PIS6173	A=77.00 C=122.15 D=85.20 E=84.95  R3.136.H T.15 CHE6184	R1.136.10.90 ENS6184

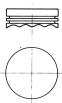
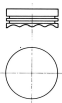
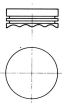
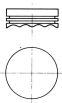
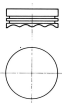
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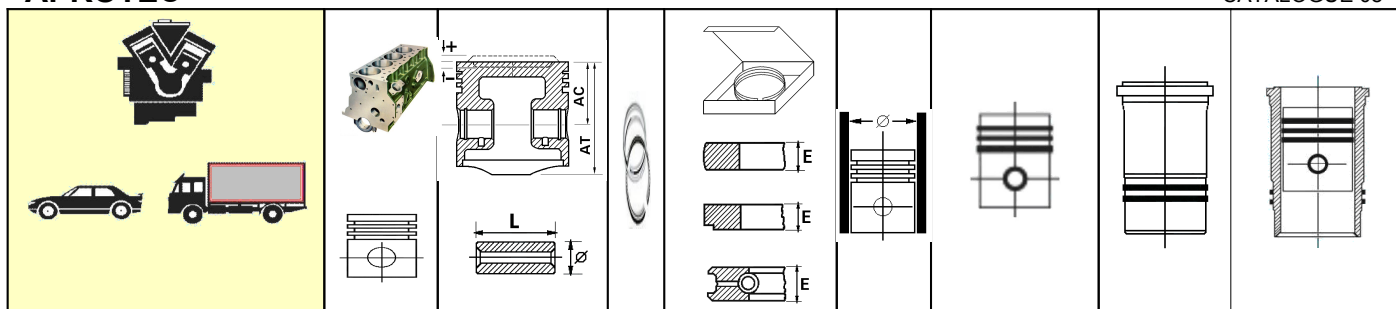

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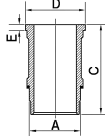
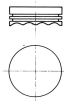
204 D / GLD 1255 c.c. Mot. XLD DIESEL	4 $\varnothing 75$	40 – 1.40 x 82.50 $\varnothing 22 \times 66$	1 1 1	2 2 4		PIS6161	A=79 C=127.80 D=89.60 CHE6062	ENS6161
104 S / ZS / ZS II 205 GR / GT / XR / CT / XS / XT Mot. XY 6B / 7 / 8 / XYR 1360 c.c.	4 $\varnothing 75$	40.50 x 65.50 $\varnothing 19.50 \times 65$	1 1 1	1.75 2 4		PIS6119	A=79.50 C=134.50 D=89.20 E=90 CHE6119	ENS6119
106 XR / XT / XSI / 205 CJ / CT / GL / GR / GT / SR / XL / OPEN GREEN / JUNIOR / 306 KDX / 405 GL / GR 309 GE / GL / GR / SX / PROFIL TU3 / A / S / M / 32 / TUK 1A 1360 c.c.	4 $\varnothing 75$	40.50 – 1.0 x 65.50 $\varnothing 19.50 \times 65$	1 1 1	1.75 2 4		PIS6194	A=79.50 C=134.50 D=89.20 E=90 CHE6119	ENS6194
203 / 403 7cv 1290 c.c. 203 – 1300 D 3 A – 403 TM Ab 1952	4 $\varnothing 75$	41 + 8 x 85 $\varnothing 22 \times 64$	1 1 1 1	2.5 2.5 4 4		PIS6027	A=80.50 C=140 D=93.80 E=100 CHE6027	ENS6027

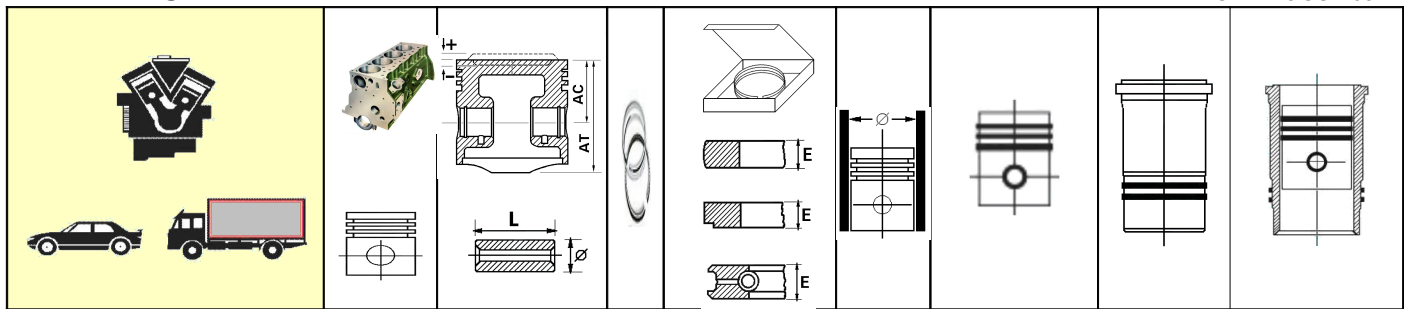
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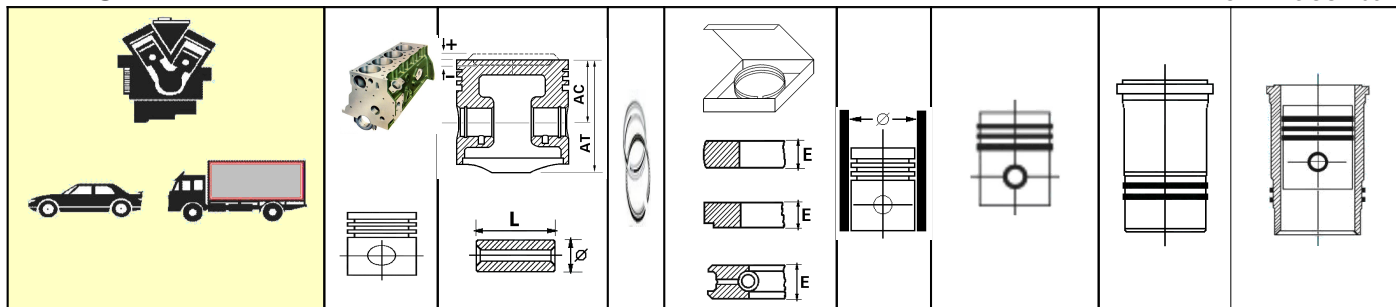
304 BERLINE COUPÉ / CABRIOLET BRAKE 1288 c.c. Mot. CL3 / MO1 tc 8.8 p1	4 Ø 76 	40.25 x 72 Ø 20.50 x 63	1 1 1	1.75 2 4		PIS6068 CHE6068	A=81 C=128.30 D=89.20 E=87.96 ENS6068
304 S / BERLINE / CABRIOLET / COUPÉ / BRAKE Mot. XL 3S 1288 c.c.	4 Ø 76 	40.25 + 1 Ø 20.50 x 63	1 1 1	1.75 2 4		PIS6166 CHE6068	A=80.95 C=128 D=89.20 E=88 ENS6166
205 XRA 309 CHORUS / PROFIL Mot. 10 AG 12 / G1 / G2 1294 c.c.	4 Ø 76.7 	37.50 – 3.50 x 64.50 Ø 22 x 66	1 1 1	1.75 2 4	Std 0.40 0.80	PIS6098	
304 GL / BRAKE / S / SL / SLS 305 GR / SERIE II Mot. XL 5 / S / (118 / 122) 1472 c.c.	4 Ø 78 	36.10 x 72 Ø 20.50 x 68	1 1 1	1.75 2 4		PIS6172 CHE6172	A=83 C=133 D=100 E=97.40 ENS6172
304 GL / BRAKE / S / SL / SLS 305 GR / SERIE II Mot. XL 5 1290 c.c:	4 Ø 78 	36.10 – 2.50 x 72 Ø 20.50 x 68	1 1 1	1.75 2 4		PIS6189 CHE6172	A=83 C=133 D=100 E=97.40 ENS6189


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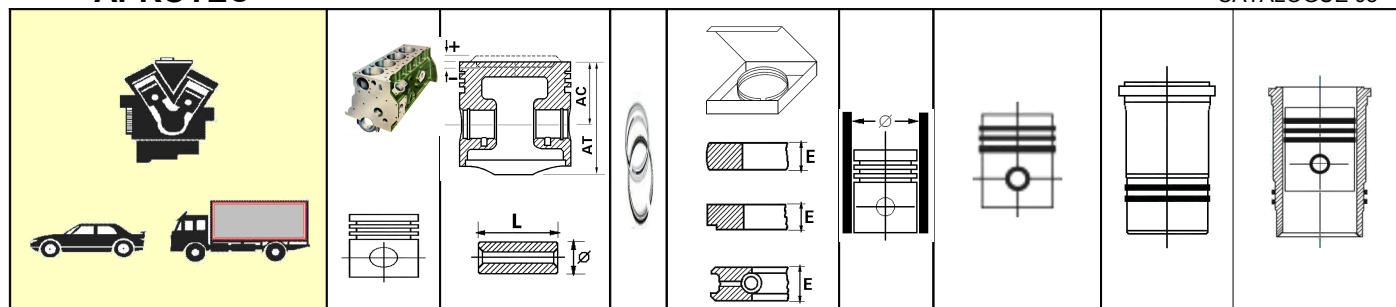
305 GL / GR / S / SR / BRAKE / UTILI. Mot. XR 5 (142) XR 5 R (117) 78 x 77 – 1472 c.c. Taux de compr. 9.2:1	4 Ø 78	36.10 + 0.50 x 72.50 Ø 20.50 x 68	1 1 1	1.75 2 4		PIS6178	A=83 C=133 D=100 E=97.40 CHE6172	ENS6178
Mot. XL4D, 1357 c.c., 23.3:1, 204 GLD/Break, 304 Berline GLD/Break GLD, Diesel 1973/79	4 Ø 78 	40 – 1.80 x 82.55 Ø 22 x 69	1 1 1	1.75 2 3	Std	R2.136.30.00 PIS6167	A=82.00 C=127.50 D=92.60 E=7.00  R3.136.H T.28 K9131/F CHE6167	R1.136.30.90 ENS6167
304 LE / D11 / T11 BRAKE GL / FOURGONNETTE Mot. XK5 (127)	4 Ø 78	40.50 + 3.30 x 79 Ø 20.50 x 68	1 1 1	1.75 2 4		PIS6174	A=83 C=133 D=100 E=97.40 CHE6172	ENS6174
304	4 Ø 78						A=82 C=146/150 K1266/S	
302 TE, 10 CV 1936/38	4 Ø 78 	41 x 81 Ø 20 x 66.5	2 1 1 1	2.5 2.5 3 4.5		PIS1176		

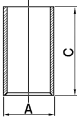

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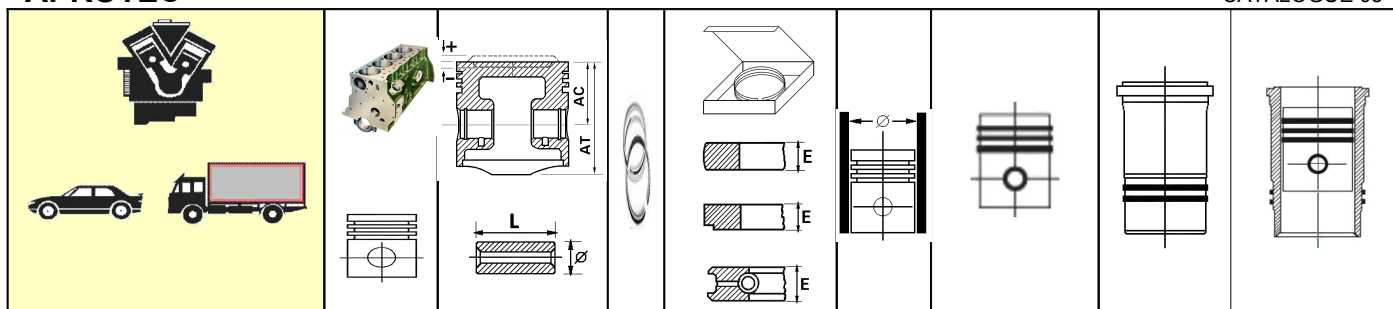
401 – 401D/DL/DLT – MKD – 10 CV 1934/35	4 Ø 78 	45 x 87 Ø 18 x 68	2 1 1 1	2.5 2.5 3 3.5		PIS939		
404 U 6 COMMERCIALE 8 cv J7 B 1400 KG 1486 c.c.	4 Ø 80 	41.50 x 70.5 Ø 22 x 67	1 1 1 1	2 2 4.5 4.5		PIS6009	A=85 C=140 D=95.80 E=114 CHE6009	ENS6009
403 – 8 cv – 1955 – 61 80 x 73 – 1468 c.c.	4 Ø 80 	41.50 x 70.5 Ø 22 x 67	1 1 1 1	2 2 4.5 4.5		PIS6009	CHE6009	ENS6009
404 U 6 COMMERCIALE 8CV J7 B 1400 KG Mot. XB 5/P 80 x 73 1468 c.c. Jusqu'à mai 1968 (axe de 22)	4 Ø 80 	41.50 + 8 x 84 Ø 22 x 66	1 1 1 1	2 2 4.5 4.5		PIS6063	A=85 C=140 D=95.80 E=114 CHE6063	ENS6063


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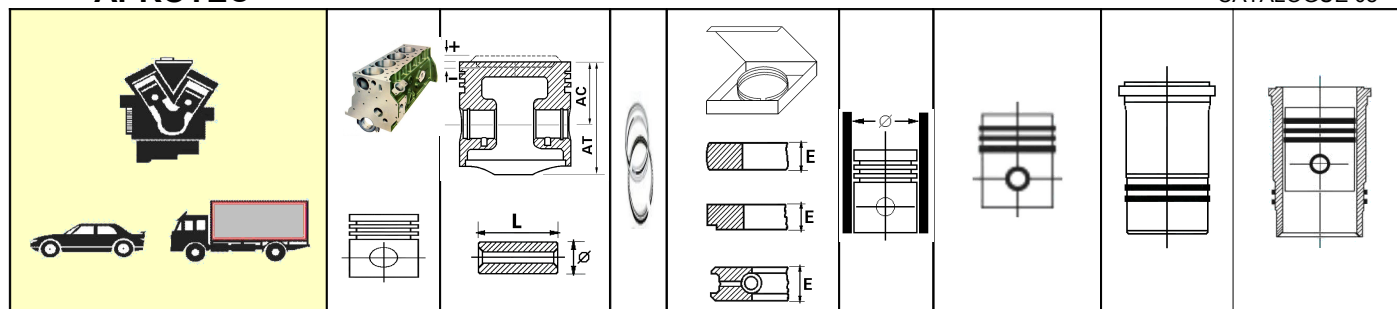
Mot. XID 80, 1548 c.c., 22.5:1, 304 GLD, 305 GRD, Diesel 1979/83	4 Ø 80 	42 – 2 x 84.55 Ø 23 x 70.2	1 1 1	1.75 2 3	Std	R2.136.35.00 PIS6180	A=84.50 C=133.50 D=100.00 E=97.50 R3.136.H T.34 CHE6180	R1.136.35.90 ENS6180
Mot. XUD 7, 1769 c.c., 23:1, 205 GRD/GLD/SRD/ XLD/XRD, Diesel 1983 →	4 Ø 80 	46.80 – 2 x 84.50 Ø 25 x 69.80	1 1 1	2 2 3	Std 0.20 0.50 0.80 1.00	R2.136.36.00 R2.136.36.05 R2.136.36.10 PIS6150	A=83.00 C=154.00 D=86.00 E=4.50 R3.136.S A.35 K2185/S	R1.136.36.90
205	4 Ø 80						A=84 C=150 K1228/S	
205 XR / XS / XT / OPEN 305 GT / BRAKE / GL / GLS / GTX / GR 309 GE / GL / XS / PROFIL / CHORUS 405 GR / GL / GR Mot. XU 5S / 5.1C 5.2C / 5 CP 1580 c.c.	4 Ø 83	37.50 – 2.10 x 67.50 Ø 22 x 66	1 1 1	1.75 1.75 4		PIS6151	A=88.60 C=141 D=97 E=95.20 CHE6151	ENS6151


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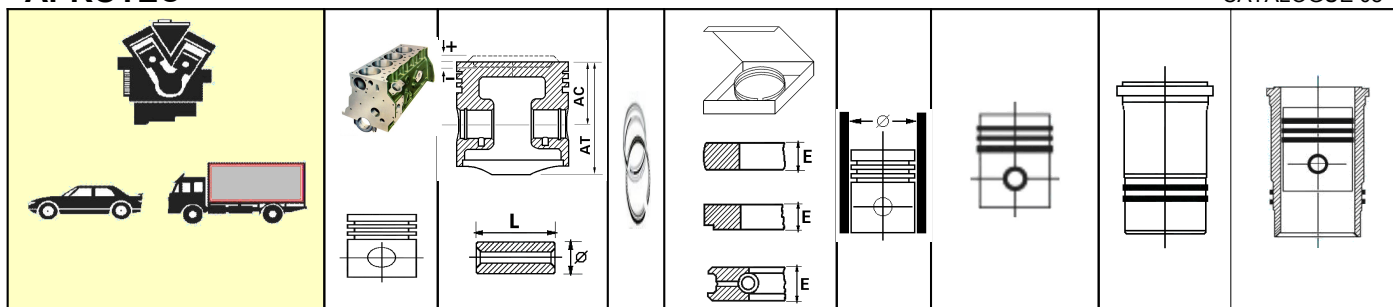
205 GTI / CTI / 305 GRI / GTI / SRI 309 GE / GR / GRI / GTI / S / SR / SX / XR / XS / GREEN LOOK Mot. XU5 J / JA / J1 1580 c.c.	4 Ø 83	37.50 – 1.45 x 67.50 Ø 22 x 66	1 1 1	1.75 1.75 4		PIS6152	A=88.6 C=141 D=97 E=95.2 CHE6151	ENS6152
305 GTX / 309 GT 405 GR / SR / D2D Mot. XU95 / XU9 2C / XU9 J2 1905 c.c.	4 Ø 83	37.50 – 8.40 x 67 Ø 22 x 66	1 1 1	1.75 1.75 4		PIS6156	A=88.60 C=141 D=97 E=95.20 CHE6151	ENS6156
305 GTX / 309 GT / 405 GR / SR Mot. XU9 S / XU9 J2 / XU9 2C 1905 c.c.	4 Ø 83 	37.50 x 67 Ø 22 x 66	1 1 1	1.5 1.5 4		PIS6158	D=97 C=141 E=95.20 A=88.60 CHE6151	ENS6158
402, DMA, DK5, DK5G, TH, 12 CV Séries: 1-2-4-5 1935/48	4 Ø 83 	41 x 81 Ø 20 x 71	1 1 1 2	2.5 2.5 3 4.5		PIS6912		
Motor XUD 9, 1905 c.c., 23.5:1, 305 GRD/GLD/SRD/ Break, Diesel 1982 →	4 Ø 83 	46.80 – 2.20 x 84.30 Ø 25 x 72	1 1 1	2 2 3	Std 0.50 0.80	R2.136.40.00 PIS6185	A=86.00 C=153.50  R3.136.S L.37	R1.136.40.90


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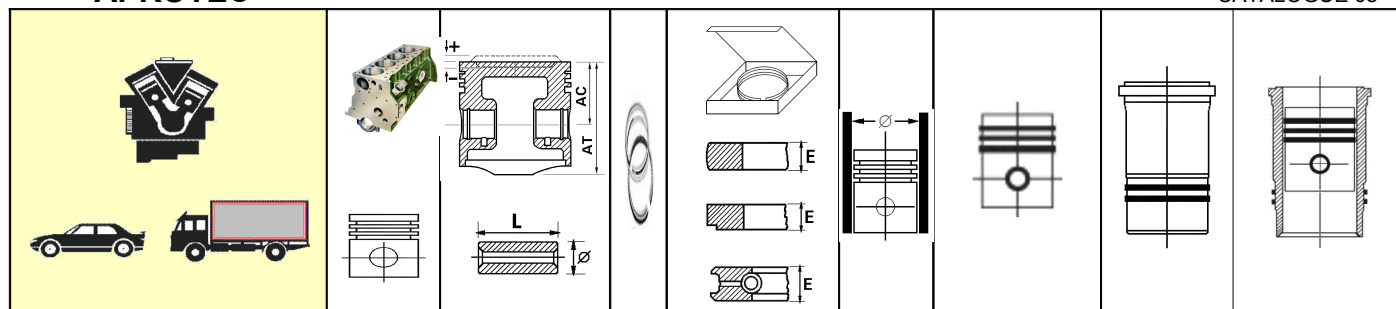
305 D	4 Ø 83						A=86 C=154 D=89 E=4.5 K2186/S	
505 GL / GR / SR Mot. XM7 A 105 C 1796 c.c.	4 Ø 84	37.50 + 4.50 x 74.50 Ø 23 x 70	1 1 1	1.5 2 4		PIS6194	A=93 C=136.20 D=99.20 E=90.03 CHE6067	ENS6192
504 L / GR / SR / BRAKE UTILITAIRE / COMMERCIALE / 505 GR / 505 A / J5 100 FOURGONE J7 1800 F Mot. XM7 / 7P / 7T 84 x 81 1796 c.c. Taux de compr. 7.5:1	4 Ø 84 	38 x 70.50 Ø 23 x 70	1 1 1	1.5 2 4		PIS6159	A=93 C=136.20 D=99.20 E=90.03 CHE6067	ENS6169
504 CARBURATEUR / INJECTION 504 COUPÉ / CABRIOLET Mot. XM / XM 1 / KF 5 / KF 6 84 x 81 1796 c.c. 1969 - 70	4 Ø 84	38.30 + 1.50 x 72 Ø 23 x 70	1 1 1	1.5 2 4		PIS6065	A=89 C=136.20 D=99 E=114 CHE6032	ENS6065
504 Mot. XM après 1970 1796 c.c.	4 Ø 84	38.30 + 1.50 x 72 Ø 23 x 70	1 1 1	1.50 2 4		PIS6175	A=93 C=136.20 D=99.20 E=90.03 CHE6067	ENS6175

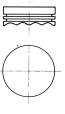

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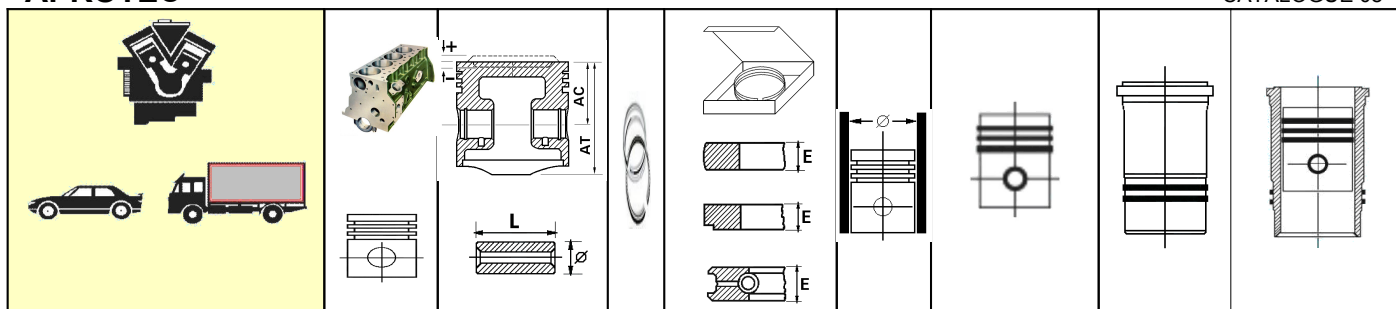
404 CARBURATEUR / 404 L 404 U6 3 ET 5 PALIERS Mot. XC5P / XC5 2 ^a montage 84 x 73 - 1618 c.c. Taux. de compr. 7.6:1 (axe de 22)	4 Ø 84 	41.50 + 3.40 x 79 Ø 22 x 69	1 1 1	2 2 4.5		PIS6032	A=89 C=136 D=99 E=114 CHE6032	ENS6032
404 CARBURATEUR / 404 L 404 U6 5 PALIERS Mot. XC5 1618 c.c. Axe de 23 à partir des N° de série: 404 LTH : 4.883.172 404 TW : 5.072.369 404 TH : 5.309.235 404 LTW : 7.000.552 404 U10 : 7.069.871 404 J7C : N 27. 597 J Et jusqu'à octobre 1970	4 Ø 84 	41.50 + 3.40 x 79 Ø 23 x 69	1 1 1	2 2 4.50		PIS6163	A=89 C=136 D=99 E=114 CHE6032	ENS6163
404 L / BRAKE / UTILITAIRE / PZ 10 U8 A / U10 / 504 UTILITAIRE U 01 J7 E 1400 / J7 F / J9 1400 / 1500 Mot. XC 7 / XC 7P 84 x 73 - 1618 c.c. Taux de compr. 7.6:1 à partir d'octobre 1970	4 Ø 84 	41.50 + 3.40 x 79 Ø 23 x 70	1 1 1	2 2 4.5		PIS6067	A=93 C=136.20 D=99.20 E=90.03 CHE6067	ENS6067


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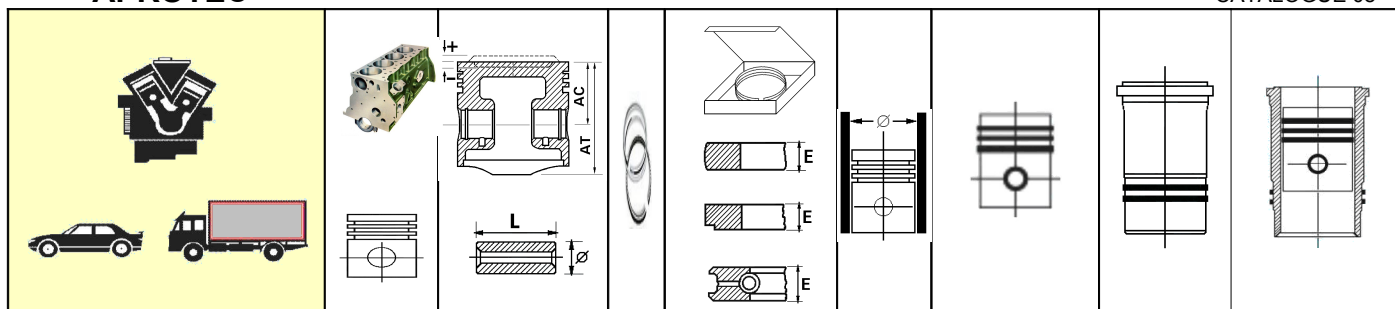
404 CARBURATEUR / L / BRAKE / TW / LTW TH / LTM / ZF / U6 / USA / U6 A Mot. XC6 1618 c.c. Axe de 23 à partir des N° de série: 404 TW : 5.092.741 404 ZF : 8.259.345 404 USAZF : 8.329.796 404 LTW : 4.942.249 404 U6A : 1.933.598 404 TW : 5.487.674 404 USA : 8.327.055 404 C USA : 4.670.742 404 L TH : 6.837.771 404 U6AZF : 7.100.745 Et jusqu'à octobre 1970	4 Ø 84	42.55 + 3.40 x 80 Ø 23 x 70	1 1 1	2 2 4.5		PIS6069	A=89 C=136 D=99 E=114 CHE6032	ENS6069
404 CARBURATEUR / L / BRAKE Mot. XC6 / KF 1 / KF 2 / CKF 3 et 5 palliers 84 x 73 - 1618 c.c. Taux de compr. 8.3:1 Axe de 22	4 Ø 84	42.50 + 4 x 80.5 Ø 22 x 69	1 1 1	2 2 4.50		PIS6060	A=89 C=136.20 D=99 E=114 CHE6032	ENS6060
404 INJECTION Mot. KF à partir de 4.594.001 XCKF2 – tous les moteurs 84 x 73 – 1618 c.c. Taux de compr. 8.8:1	4 Ø 84	42.6 + 4.7 x 85.5 Ø 22 x 70.1	1 1 1	2 2 4.5		PIS6064	CHE6032	ENS6064
403 D 404 D / LD / DA / U6D J7 / J7 AD Mot. XD 85 / XDP 85 / TMD 85 1816 c.c. Chemise Ø portée inférieure 96 mm à partir des N° de série: 1.000.000 à 1.050.000 1.100.000 à 1.199.999 1.300.000 à 1.399.999	4 Ø 85	58 - 3 x 95 Ø 28 x 72	1 1 1	2 2 4.5		PIS6033	A=96 C=173.2 D=106.3 E=129 CHE6033 A	ENS6033A


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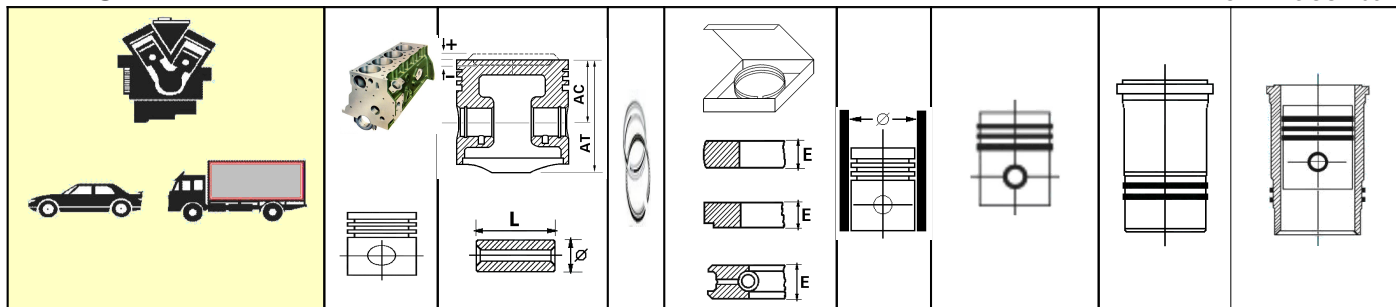
403 D 404 D / LD / DA / U6D J7 / J7 AD Mot. XD 85 / XDP 85 / TMD 85 1816 c.c. Avant 1968, chemise Ø portée inférieure 93 mm	4 Ø 85	58 - 3 x 95 Ø 28 x 72	1 1 1	2 2 4.5		PIS6033	A=93 C=173.2 D=106.3 E=129 CHE6033	ENS6033
605 TD 2100	4 Ø 85						A=88 C=153 D=90 E=5 K158/F	
504 Mot XN 1 / XN	4 Ø 88 	38 + 1 Ø 23				G8815		
504 / J5 / J9 Mot. XN1 taux réduit 7.6;1	4 Ø 88 	37.50 x 71.50 Ø 23 x 74	1 1 1	1.5 2 4		PIS6193	A=93 C=136.20 D=101.90 E=90.03 CHE6066	ENS6193
505 GL / GR / SR Mot. XN1 A 106 E CARBURATEUR 1971 c.c.	4 Ø 88	37.90 + 0.50 x 72 Ø 23 x 74	1 1 1	1.5 2 4		PIS6186	A=93 C=136.20 D=101.90 E=90.03 CHE6066	ENS6186

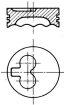
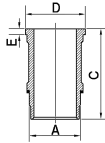
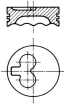
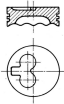
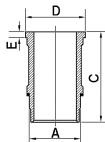

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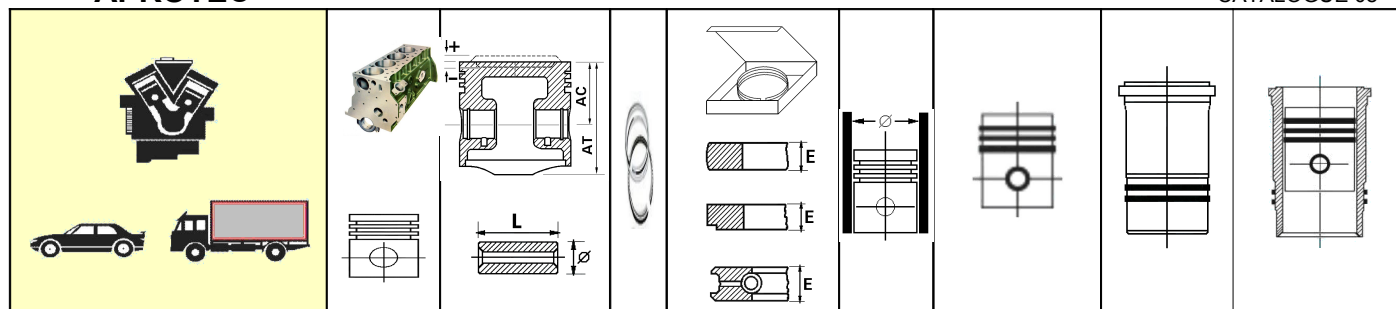
504 – 11 CV Carburateur et injection à partir d'octobre 1970 88 x 81 – 1971 c.c. Taux de compr. 8.8:1	4 Ø 88	37.9 + 1.35 x 72.2 Ø 23 x 74.1	1 1 1	1.5 2 4		PIS6181	CHE6066	ENS6066
504 GL / BREAK / GR / UTILITAIRE 505 GL / GR / SR / BREAK / J5 1300 FOURGON / COMBI / 504 INJECTION / TI / CABRIOLET / COUPÉ Mot. XN1 / 1P / 1T / 2	4 Ø 88	37.90 + 2.55 x 73 Ø 23 x 74	1 1 1	1.50 2 4		PIS6181	A=93 C=136.20 D=101.90 E=90.03 CHE6066	ENS6181
504 / V6 / COUPÉ / CABRIOLET 604 TI / STI / INJECTION Mot ZM 112 15 cv 2664 c.c.	6 Ø 88	38.25 + 1.15 x 68.40 Ø 23.50 x 72	1 1 1	1.50 2 4		PIS6122	A=93.48 C=131.80 D=102.20 E=99.10 CHE6122	ENS6122
505 STI Mot. ZDJK / 857 / 851.90 2165 c.c. 11 cv	4 Ø 88 	40.50 x 66.50 Ø 23 x 74	1 1 1	1.75 2 4		PIS6139	A=93.60 C=148.50 D=104 E=93.08 CHE6139	ENS6139
404 U6D / U8D / D / LD BREAK / U 10 504 GL / BREAK / E J7 BD / 1400 / 1800 / J7 PZ 30 1400 Mot. XD 8 / XDP 4/88 1° MONTAGE	4 Ø 88	58 – 3 x 95 Ø 28 x 74.40	1 1 1	2 2 4.50		PIS6176	A=94 C=173.20 D=104.90 E=129 CHE6061	ENS6176
404 U6D / U8D / D / LD BREAK / U 10 504 GL / BREAK / E J7 BD / 1400 / 1800 / J7 PZ 30 1400 Mot. XD 8 / XDP 4/88 2° MONTAGE	4 Ø 88	58 – 3 x 95 Ø 28 x 74.40	1 1 1 1	2 2 2 4.50		PIS6176A	A=96 C=173.20 D=106.30 E=129 CHE6061 A	ENS6176A


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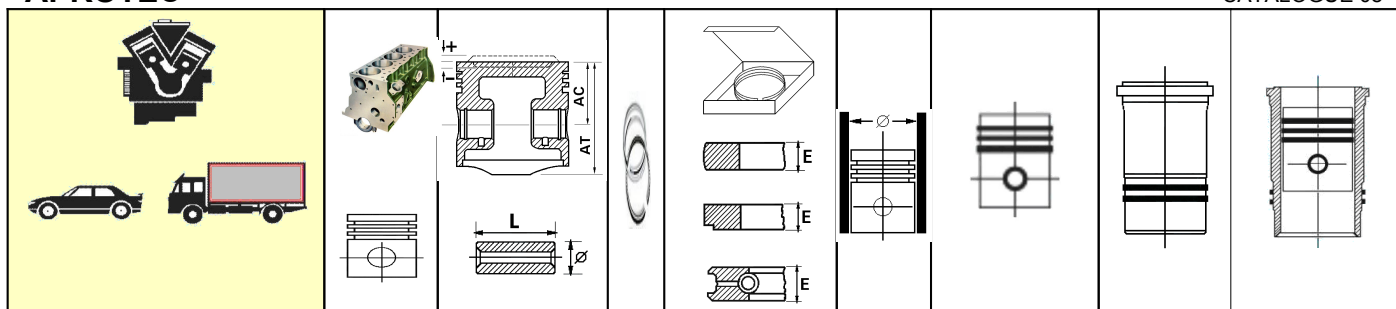
404 D Mot TMD / XDP 88 1948 c.c. Après 1968	4 Ø 88	58.35 – 3 x 95 Ø 28 x 74.40	1 1 1 1	2 2 2 4.50		PIS6061	A=94 C=173.20 D=104.90 E=129 CHE6061	ENS6061
404 D 1948 c.c. Après 1968	4 Ø 88	58.35 – 3 x 95 Ø 28 x 74.40	1 1 1 1	2 2 2 4.50		PIS6061A	A=96 C=173.10 D=106.30 E=129 CHE6061 A	ENS6061A
404 D 1948 c.c. Après 1968	4 Ø 88	58.35 – 3 x 95 Ø 28 x 74.40	1 1 1 1	2 2 2 4.50			A=93 C=173.10 D=106.30 E=129	ENS6061
TMD 88 XDP 88 – 1948 c.c. 8 cv 404 D à partir d'oct. 1963 404 LD à partir de sept. 1964 404 U6D à partir de mars 1965 JBD, J7BDS Avant 1968, chemise Ø portée inférieure 94 mm	4 Ø 88	58.70 – 2 x 95 Ø 28 x 74.40	1 1 1 1	2 2 2 4.50		PIS6171	A=94 C=173.20 D=104.90 E=129 CHE6061	ENS6171
404 D / 504 LD / GRD / SRD / BREAK Mot. XD4 88 / TMD 88 / XDP 88 J7 D 1948 c.c. Mêmes applications 2ème montage dans bloc-cylindres unifié (avec TMP 90) 504 E20 Commerciale, 504 L Diésel – Chemise Ø portée inférieure 96 mm	4 Ø 88	58.70 – 2 x 95 Ø 28 x 74.40	1 1 1 1	2 2 2 4.50		PIS6171A	A=96 C=173.10 D=106.30 E=129 CHE6061 A	ENS6171A

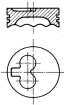
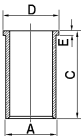
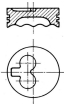
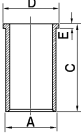
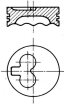
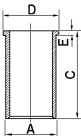

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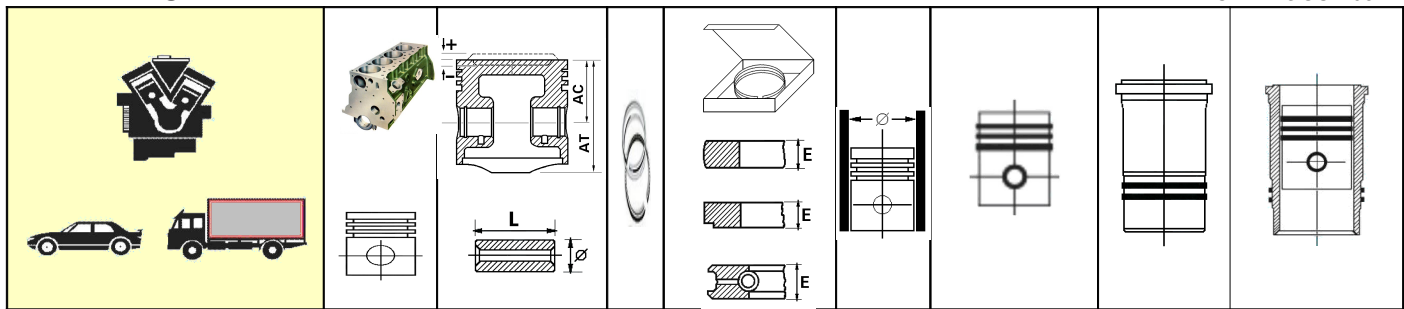
Mot. XD/XDP/TMD 4.88, 1948 c.c., 21:1, 404 D/Break LD, 504 LD/Break, Diesel 1963 →	4 Ø 88 	58.70 – 2 x 95.70 Ø 28 x 72	1 2 1	2 2 4.50	Std	R2.136.45.00	A=96.00 C=173.00 D=106.20 E=7.00  R3.136.H T.38	R1.136.45.90
404 D (Mot. XDP88-90)	4 Ø 88						A=SAGOM C=173 K9132/F	
404 D 1ª SERIE	4 88						A=SAGOM C=173 K1268/F	
504 GL / GLD / GRD / SRD / F 20 J7 BD 1800 / BDP / BDT / J9 1400 1500 PICK-UP Mot. XD 4 90 / XDP 4 90 2112 c.c.	4 Ø 90 	56.50 – 2 x 96 Ø 28 x 77	1 1 1 1	2 2 2 4.50		PIS6177	A=96 C=173.10 D=106.30 E=129 CHE6160	ENS6177
Mot. XD.90, XDP.90, 2112 c.c., 22.2:1, 504GLD/ GRD/SRD/Break/Familiale, Diesel 1970 →	4 Ø 90 	57.20 – 2 x 96.35 Ø 28 x 77	1 1 1 1	2 2 2 4.50	Std	R2.136.55.00	A=96.00 C=173.50 D=106.20 E=7.00  R3.136.H T.42	R1.136.55.90

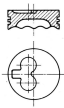
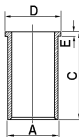
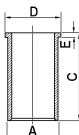
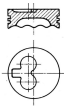
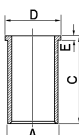

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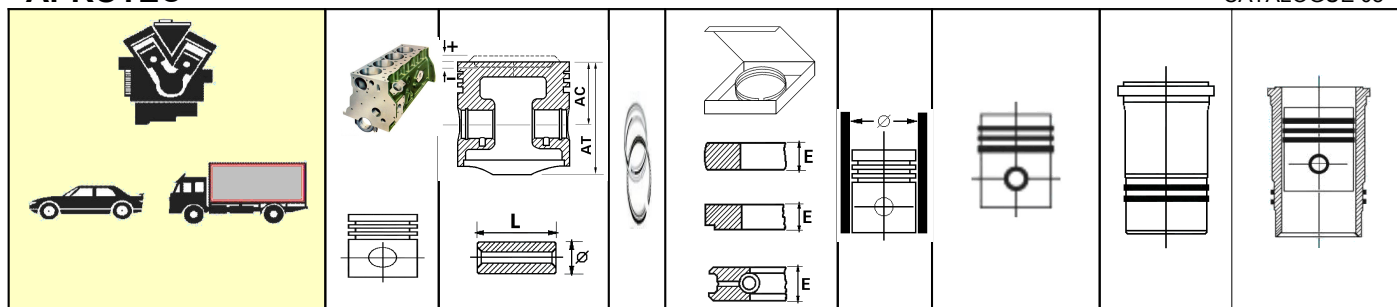
Mot XDP 4.90 – 2112 c.c. – J7 – 41 / 75 PS ab 1967, XDP 6.90	4/6 Ø 90 	57.2 – 2 Ø 28				G9011		
504 D A 20, 504 F 20, 504 GL, Diésel Mot. TMP 90 / XDP 90, 8 CV 2112 c.c. J7BD à partir du N° 3.163.161 JBDT “ 3.192.351 J7BDP “ 2.195.351 J7BDS “ 3.198.201	4 Ø 90	57.20 - 2 x 96.70 Ø 28 x 77	1 1 1 1	2 2 2 4.50		PIS6168 CHE6160	A=96 C=173.10 D=106.30 E=129	ENS6168
504 D Mot. TMP 90 / XDP 90 2112 c.c.	4 Ø 90	58.85 – 2 x 96.35 Ø 28 x 77	1 1 1 1	2 2 2 4.50		PIS6160 CHE6160	A=96 C=173.10 D=106.30 E=129	ENS6160
504 D Mot.. XDP90	4 Ø 90						A=SAGOM C=163	K9133/F
J5 D / 1000 / 1300 KG FOURGON / COMBY Mot U25 / 651 / 661 / CRD 93 2499 c.c.	4 Ø 93	52.75 – 6.70 x 94.50 Ø 30 x 78	1 1 1	2 2 4	Std 0.50 1.00	PIS6059		
505 GRD / GLD / SRD / BERLINE BREAK J9 FOURGON / PICK-UP 1900 Mot. XD 3 / 3P 2304 c.c.	4 Ø 94	53.90 – 2 x 96.40 Ø 30 x 78	1 1 1	2 2 4	Std 0.40 0.60 1..00	PIS6188		


PEUGEOT

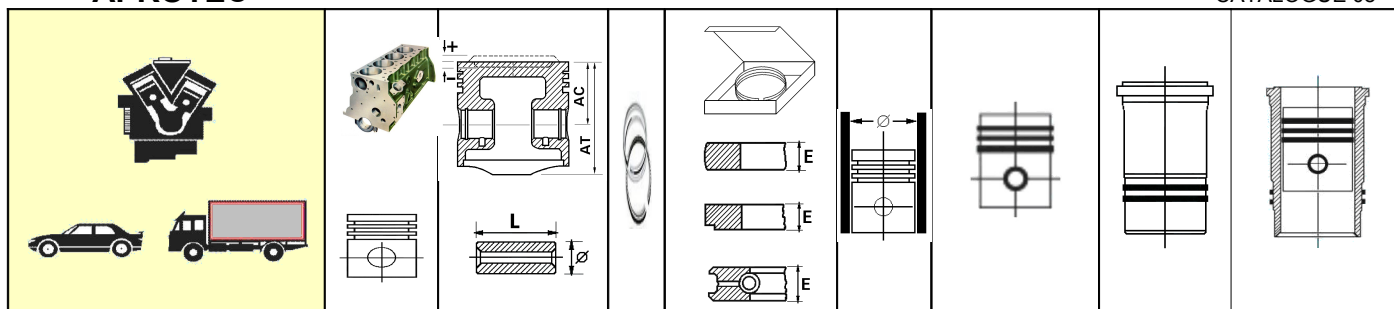
Mot. XD.2, XD.94, 9 CV 2304 c.c. , 22.2:1, 504GLD, 505 GRD/SRD, Diesel À partir de juillet 1975	4 Ø 94 	57.42 – 1.85 x 99.92 Ø 28 x 81	1 1 1	2 2 4	Std 0.40 0.60 1.00	R2.136.60.00 R2.136.60.04 PIS6170	A=98.70 C=170.00 D=100.00 E=5.00  R3.136.S A.50 K9121/S	R1.136.60.90
Mot. XD.2, XD.94, 2304 c.c. , 22.2:1, 504GLD, 505 GRD/SRD, Diesel 1976 →	4 Ø 94 	57.42 – 1.85 x 99.92 Ø 30 x 78.80	1 1 1	2 2 4	Std 0.40 0.60 1.00	R2.136.65.00 R2.136.65.04 PIS6182	A=98.70 C=170.00 D=100.00 E=5.00  R3.136.S A.50 K9121/S	R1.136.65.90
Mot. XD2S, 2304 c.c. , 21:1 505 SRD, 604 D/GRD/SRD, Turbodiesel 1979 →	4 Ø 94 	57.37 – 1.95 x 99.87 Ø 30 x 78.80	1 1 1	2 2 4	Std 0.40 0.60 1.00	R2.136.66.00 PIS6183	A=98.70 C=170.00 D=100.00 E=5.00  R3.136.S A.50 K9121/S	R1.136.66.90


PEUGEOT

Mot. XD3P, 2498 c.c. , 23:1 505 GRD/SRD/GLD/ Familiale/ Break, Diesel 1982 →	4 Ø 94 	53.92 – 1.80 x 96.42 Ø 30 x 78.80	1 1 1	2 2 4	Std 0.40	R2.136.67.00 R2.136.67.04	A=98.70 C=170.00 D=100.00 E=5.00  R3.136.S A.50 K9121/S A=97.07 C=165.80 D=99.50 E=3.90  R3.136.S A.51 K9120/S	R1.136.67.90 R1.136.67.91
Mot. XD3S, 2498 c.c., 21:1, 505 GTD, 604 GTD, Turbodiesel 1983 →	4 Ø 94 	53.82 – 2.27 x 96.37 Ø 32 x 78.80	1 1 1	3 2 4		R2.136.68.00	A= 98.70 C=170.00 D=100.00 E=5.00  R3.136.S A.50 K9121/S	R1.136.68.90


PORSCHE

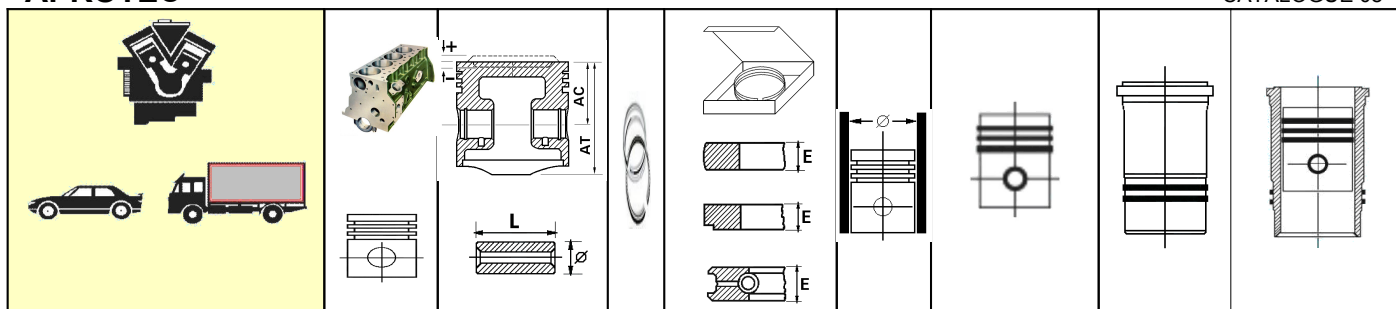
911	6 $\varnothing 91$  	$34 + 13.5$ $\varnothing 22$				K142		
VETTURA	4 $\varnothing 83$  	$31.5 + 2.5$ $\varnothing 22$				K1405		
VETTURA	4 $\varnothing 83$  	$28 + 5$ $\varnothing 22$				K3015		
VETTURA	4 $\varnothing 86$  	$31.5 + 2.5$ $\varnothing 22$				K1394		

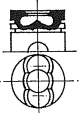

PORSCHE

VETTURA	8 Ø 98						A=101 C=140 D=103 E=5 K1269/S	
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RADAELLI

Compresseur	1 Ø 100 	75				K9991		
Compresseur CF 15RV 3	1 Ø 100	76.7 – 8.5 Ø 35				K677		
Compresseur CF 60	1 Ø 120 	75 Ø 40				K678		
Compresseur	1/2 Ø 160						A=164 C=210 D=166 E=10 K1463/S	

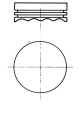
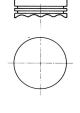

RAIMONDI

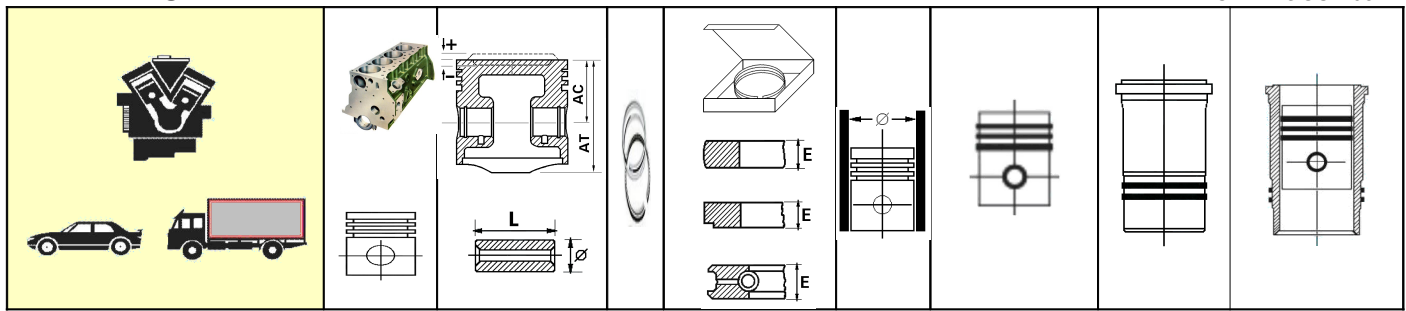
Tracteur Diesel, DF 78	1/2/4 Ø 100 INCAVA	76.5 – 2.5 Ø 28				K682		
Diesel Tracteur T 27	2 Ø 105 	76.5 – 13 Ø 35				K683		

RANGE ROVER

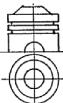
VETTURA	8 Ø 88.9						A=93.35 C=142 D=96 E=6 K1270/S	
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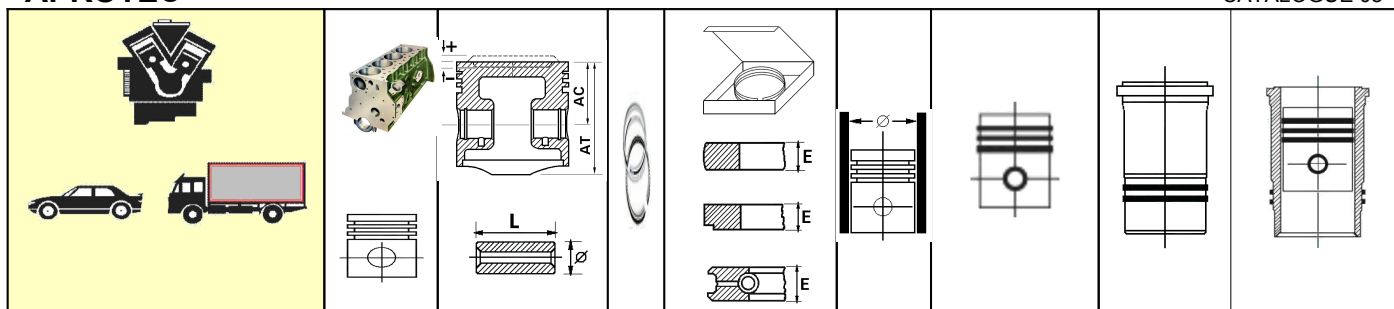
RENAULT

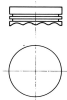
4 CV – R 1062 Mot. 680.01, 662/2 747 c.c. 1 ère série, chemise Ø portée inférieure: 60 mm	4 Ø 54.5 	30 x 60 Ø 14 x 46	1 1 1	2 2 3		PIS6010	A=60 C=122 D=72.77 E=11.25 CHE6010	ENS6010
4 CV – R 1062 Mot. 680.01, 662/2 747 c.c. Bloc Dauphine, chemise Ø portée inférieure: 62.5 mm	4 Ø 54.5 	30 x 60 Ø 14 x 46	1 1 1	2 2 3		PIS6010	A=62.5 C=122 D=72.77 E=111.25 CHE6036	ENS6010A

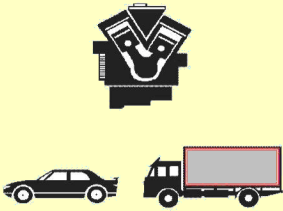
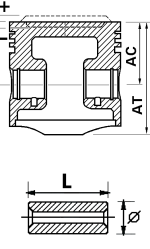
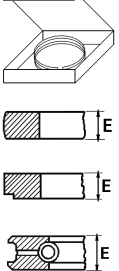
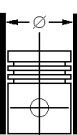
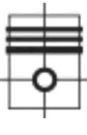
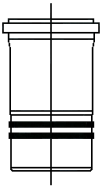
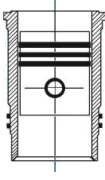


RENAULT

R2100 - Juvaquatre 1954/55	4 Ø 54.5	30 x 64	1 1 2	2 2 3.5		PIS6010		
R1062, R2072 4 CV, 748 c.c. 1951/55		Ø 14 x 45.5						
R4 – 4 CV – Sept. 1961 à mars 1969 Type R 1120, 1122, 2102, 2105 Mot. 680.01, 680.02 Axe de 14 mm	4 Ø 54.5	30 + 2.3 x 62.3	1 1 1	2 2 3.5	Std 0.50	PIS6036	A=62.5 C=121.1 D=72.8 CHE6036	ENS6036
		Ø 14 x 47						
R4 – 4 CV – Avril 1969 à Sept. 71 Mot. 680.02 Axe de 16 mm	4 Ø 54.5	30 + 2.35 x 62.3	1 1 1	2 2 3.5		PIS6090	A=62.5 C=121.1 D=72.8 CHE6090	ENS6090
		Ø 16 x 45.5						
4 cv 745 c.c.	4 Ø 55	30				G5450/1		
		Ø 14						

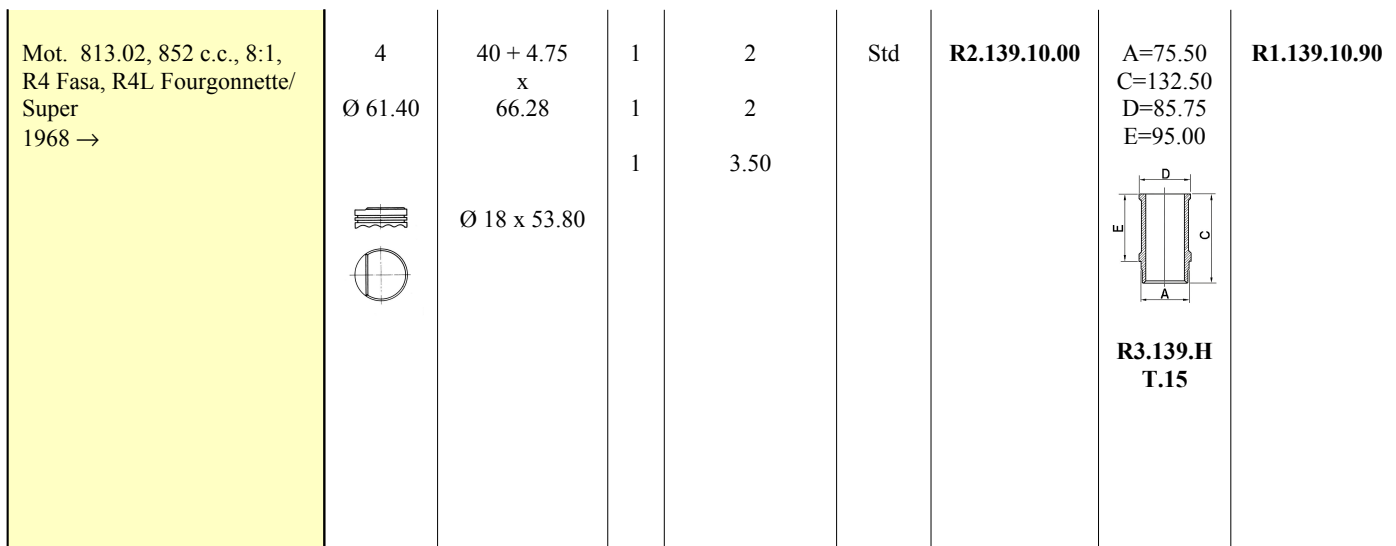

RENAULT

R4 / RA L / FOURGONNETTE R4 F4 Mot. 680 01 / 02 782 c.c. Transformation de 54.4 en 55.8 pour: R4 – 4 CV, Axe de 14 mm	4 Ø 55.8	30 + 1.8 x 61.80 Ø 14 x 46	1 1 1	1.75 2 3.50		PIS6109	A=62.50 C=124 D=69.80 E=112.80 CHE6109	ENS6109
R4 L / TL / LUXE / SAFARI R4 FOURGONNETTE / F4 / BREAK R4 BASE / L, 4 CV à partir du mod. 1972 R1126 – 2109, 2392 5 L Type R 1220 Mot. 839 01 / 06 / 07 / 08 782 c.c. Transformation de 54.5 en 55.8 pour: R4 – 4 CV Axe de 16 mm	4 Ø 55.8	30 + 1.8 x 61.8 Ø 16 x 46	1 1 1	1.75 2 3.5		PIS6075	A=62.50 C=124 D=69.80 E=112.80 CHE6075	ENS6075
R4 - 5 CV, FOURGONNETTE 300 kg Type 1123, 1124, 2104, 2106 Mot. 800 jusqu'à Avril 1969 R6 – 5 CV, R1180, Sept. 1968 à Avril 1969 DAUPHINE, ONDINE, GORDINI, FLORIDE, ESTTAFETE Type R 1090, 1091, 1092, 1092, 1095, 2101, 2130, 2131 Mot. Ventoux 670 670-1, 670-5, 800-02 – 58 x 80 = 845 c.c.	4 Ø 58 	30 x 64 Ø 14 x 50	1 1 1	1.75 2 3.50		PIS6020	A=62.50 C=126 D=73 E=112.80 CHE6020	ENS6020 joint cuivre

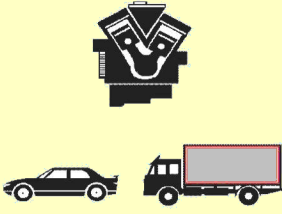
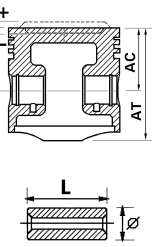
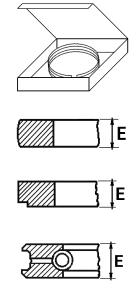
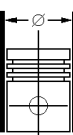
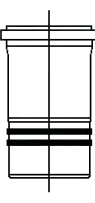
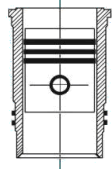
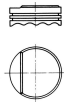
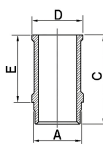
								
R4 TL / F4 / S / R5 L / EXPORT FOUGORNETTE / R6 / RODEO R 5 SOCIETE MOT 800 10 / 02 / 03 / 01 / 05	4 Ø 58 	30 x 64 Ø 16 x 49	1 1 1	1.75 2 3.50		PIS6091	A=62.50 C=126 D=69.80 E=112.80 K2076/S	ENS6091

RENAULT

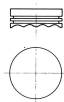
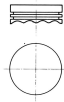
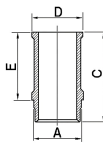
AEB1, 1938 – AEB2/B3, 1939 – BFK2, 1940 – HG1, 1940 – BFK4, 1945/48 AHG2, 1946/53 – Juvaquatre 1938/53	4 Ø 58 	32.5 x 71 Ø 15 x 49	2 1 2	2.5 2.5 3.50		PIS6914	A=61.04 C=160 D=62 E=7 CHE6302	
RY, RY1, SO, RY2, RY3, RY4, 8 CV Monasix - Monastella	6 Ø 58 	33 x 69 Ø 16 x 50	2 1 1	2.5 2.5 3		PIS6919		
NN1, NN2, 6 CV 1927/29 KJ1, MT, NN, 6 CV – Moteur 194 1923/27	4 Ø 58 	33.5 + 5.5 x 67 Ø 16 x 50	3 1 1	2.5 2.5 3		PIS6913		
MOTEUR 1093 c.c.	4 Ø 60	30 + 2				PIS6047	CHE6047	ENS6047

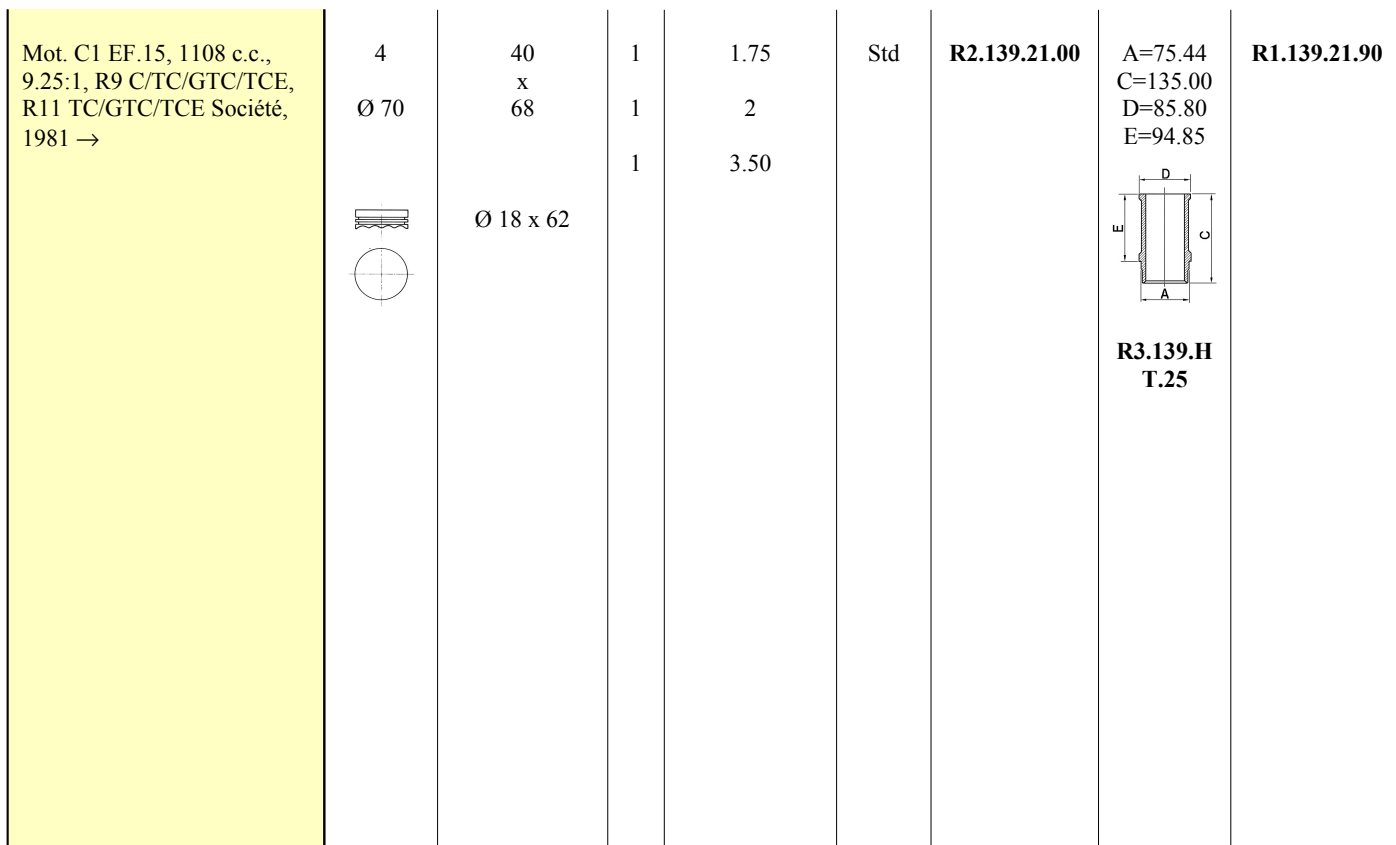


R4 EXPORT BLOC R 12	4 Ø 65	37.50 + 1 x 63 Ø 20 x 54	1 1 1	1.75 2 4		PIS6107	A=78.50 C=131 D=88 E=95 CHE6107	ENS6107
R8 / FLORIDE S / CARAVELLE Mot. 689 01 / 02 1962 a 1967 956 c.c.	4 Ø 65 	40 x 67.50 Ø 18 x 57	1 1 1	2 2 3.50		PIS6037	A=75.48 C=135 D=84.75 E=94.80 CHE6037	ENS6037
R5 / TL / SOCIÉTÉ / SUPERCINQ R4 TL / SAVANE / R5 LAUREATE F40 / EXPRESS F 400 M4 Mot. 689 10 / 13 / C1C 708 / C1C 956 c.c.	4 Ø 65	40 + 2.80 x 70.80 Ø 18.57	1 1 1	1.75 2 3.50		PIS6074	A=75.48 C=135 D=84.75 E=94.80 CHE6037	ENS6074

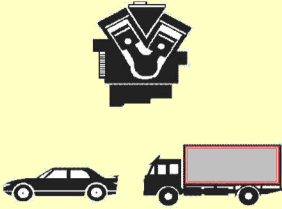
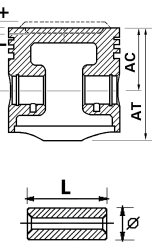
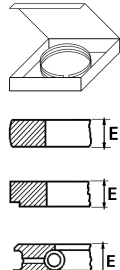
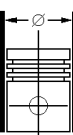
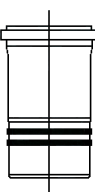
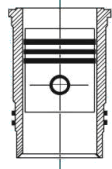
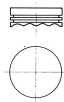
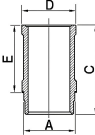
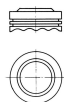
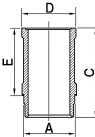
								
Mot. 689.10, 956 c.c., 9.25:1, R5 TL/Société, 1972 →	4 Ø 65 	40 + 5.30 x 73.30 Ø 18 x 57	1 1 1	1.75 2 3.50	Std	R2.139.15.00 PIS6094	A=75.50 C=135.00 D=85.80 E=94.85  R3.139.H T.20 K9137/S CHE6037	R1.139.15.90 ENS6094

RENAULT

UY, UY1, Monaquatre, Mot. 371 1932/33	4 Ø 66 	43.5 x 78 Ø 18 x 54.5	2 1 1	2.5 2.5 4		PIS488	CHE6305	
Mot. 688, 1108 c.c., 8/8.5/ 9.5:1, R4 F6/GTL, R6 TL, R8 Major/S, R10,R5 TL/GTL Société, 1963 →	4 Ø 70 	40 x 68 Ø 18 x 62	1 1 1	2 2 3.50	Std	R2.139.20.00 PIS6042	A=75.44 C=135.00 D=85.80 E=94.85  R3.139.H T.25 CHE6042	R1.139.20.90 ENS6042

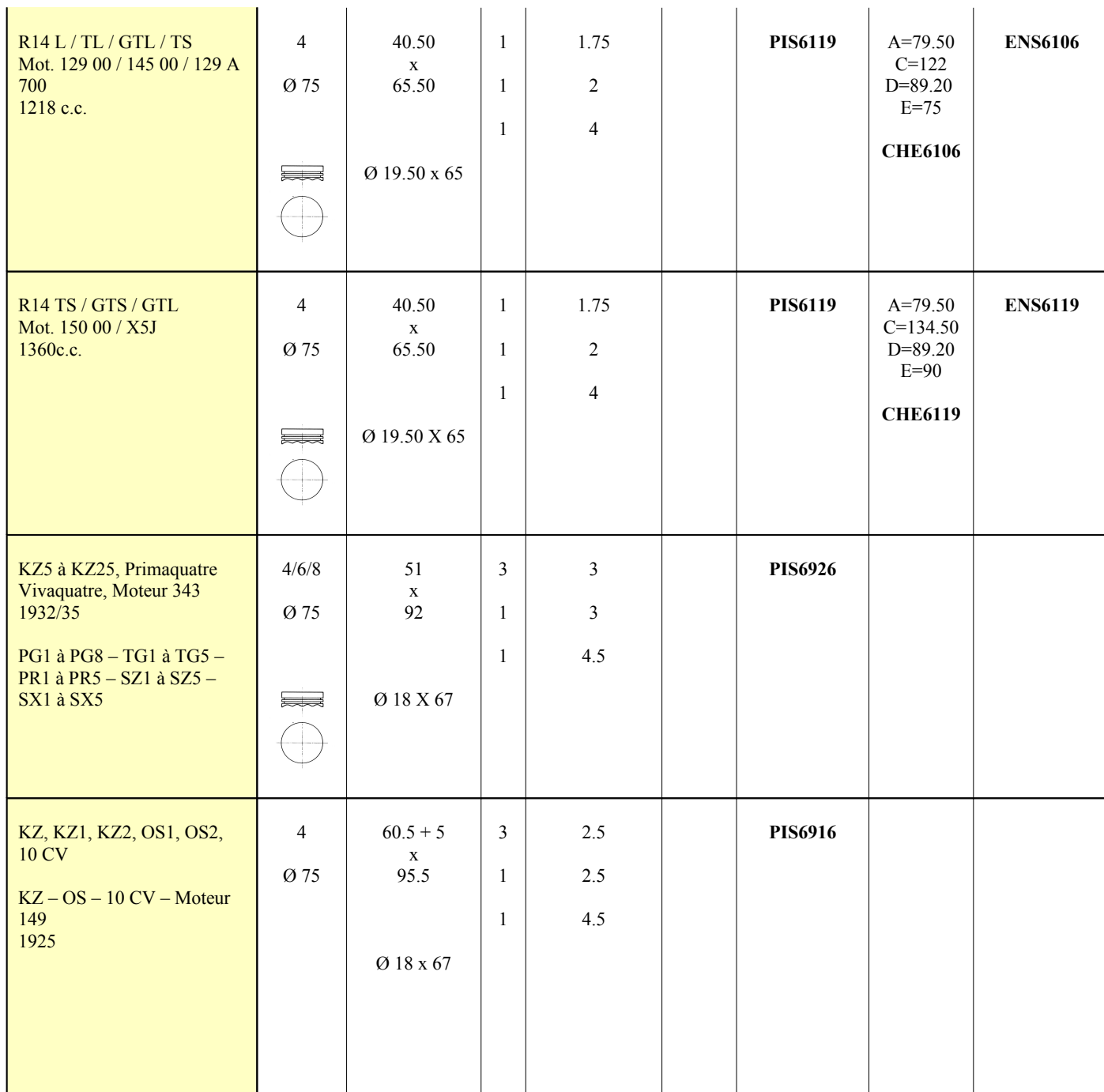


ADC1 à ADC3, Celtaquatre, Mot. 431 1936/38	4 Ø 70	43.5 x 78	3 1	2.5 2.5		PIS6915		
ZR1 – ZR2, Celtaquatre, 1934/35 – YN1 – YN2 – YN3 – YN4 – YP – YPB – YPC Monaquatre, 1933/35 – Mot. 396 1933/35		Ø 18 x 59	1	3				

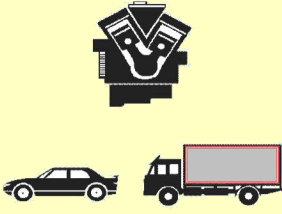
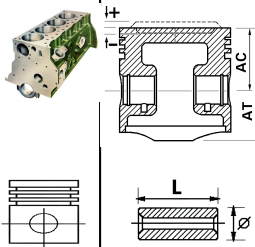
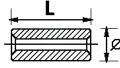
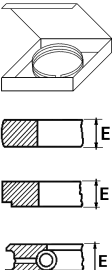
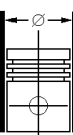
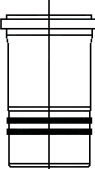
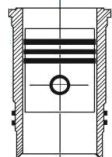
								
1237 c.c., 9.25:1 R5 GTL, R9 C/GTC/TC, R 11 TC/ GTC	4 Ø 71.50 	37.50 x 62.50 Ø 20 x 62	1 1 1	1.75 2 4	Std	R2.139.25.00 PIS6138	A=78.50 C=134.00 D=88.00 E=95.00  R3.139.H T.27 CHE6138	R1.139.25.90 ENS6138
Mot. 810, 1289 c.c., 8/8.5/ 9.5:1, R5 LS/TS/GTL/Alpine 1300/TL, R10-1300, R12/TS/ Break/LN/TN/TR, R15/TL/ TR/GTL, 1969 →	4 Ø 73 	37.50 + 0.20 x 62.70 Ø 20 x 62	1 1 1	1.75 2 4	Std	R2.139.30.00 PIS6079	A=78.41 C=134.00 D=87.78 E=94.87  R3.139.H T.30 CHE6079	R1.139.30.90 ENS6079

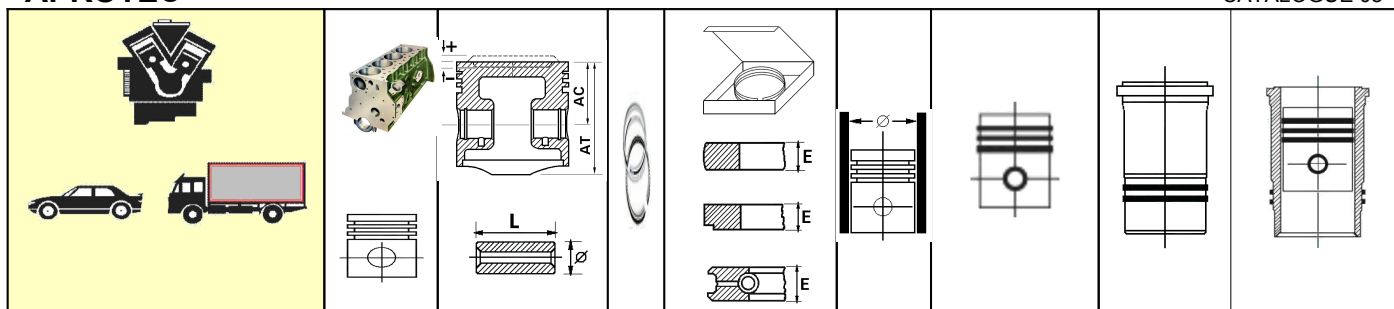
RENAULT

R8 GORDINI 1255 c.c.	4 Ø 74.5	35 + 8.5 x 64.50 Ø 20 x 63.5	1 1 1	1.75 2 4		PIS6133	A=80 C=128 D=89.75 E=84.80 CHE6133	ENS6133
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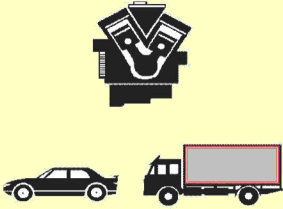
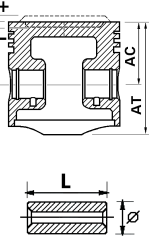
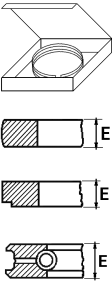
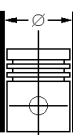
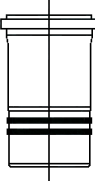
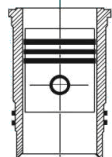
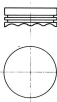
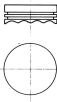
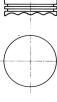


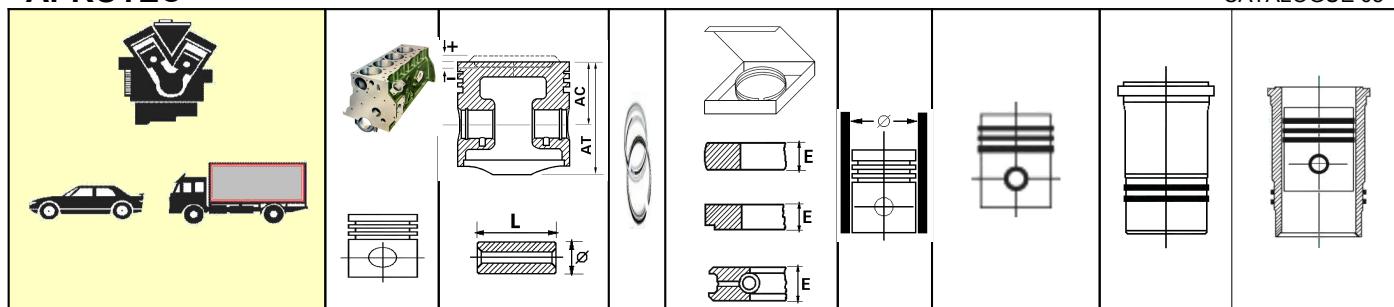
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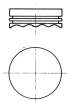
								
R 8 GORDINI 1296 c.c.	4 Ø 75.7	35.50 + 8.50 x 65.50 Ø 20 X 63.50	1 1 1	1.75 2 4		PIS6071	A=80 C=128 D=89.75 E=94.80 CHE6071	ENS6071
R19 / TS / GTS / TSE / SOCIETE CLIO E 6 J / R19 PHASE II EXPRESS Mot. ENERGY TYPE E 1390 c.c.	4 Ø 75.8 	31.70 x 52.70 Ø 19 X 65	1 1 1	1.50 1.75 3		PIS6145	A=80.60 C=130 D=90.50 E=91.50 CHE6145	ENS6145
R5 ALPINE TURBO Mot. 840 26 1397 c.c.	4 Ø 76	36 + 4.50 x 65.50 Ø 20 x 62	1 1 1	1.75 2 4		PIS6135	A=80.60 C=134 D=90.10 E=95 CHE6110	ENS6135
SUPER 5 GT TURBO R9 TURBO / R11 TURBO Mot. C1 J 782 / 760 1397 c.c.	4 Ø 76	37.40 + 0.90 x 63.50 Ø 20 x 63.50	1 1 1	1.75 2 4		PIS6140	A=80.60 C=134 D=90.10 E=95 CHE6110	ENS6140
R5 / TS / TX / GTL / USA / AUTOM. R18 TL / GTL / TRAFIC 800 / FUEGO R9 TL / GTL / TLE / R11 / L / TL R11 / GTL Mot. 847 20 / CIJ / C2J / C3J 1397c.c.	4 Ø 76 	37.50 x 64 Ø 20 x 63.50	1 1 1	1.75 2 4		G7612 PIS6113	A=80.60 C=134 D=90.10 E=95 CHE6110	ENS6113

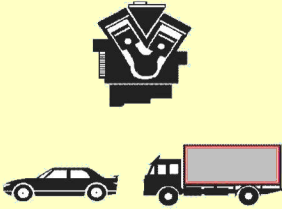
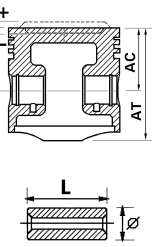
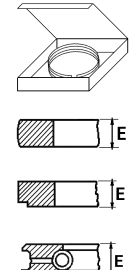
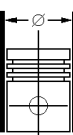
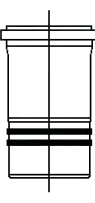
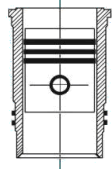
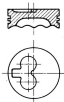
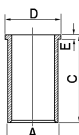
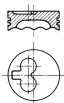
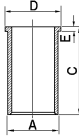
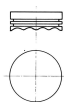
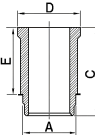


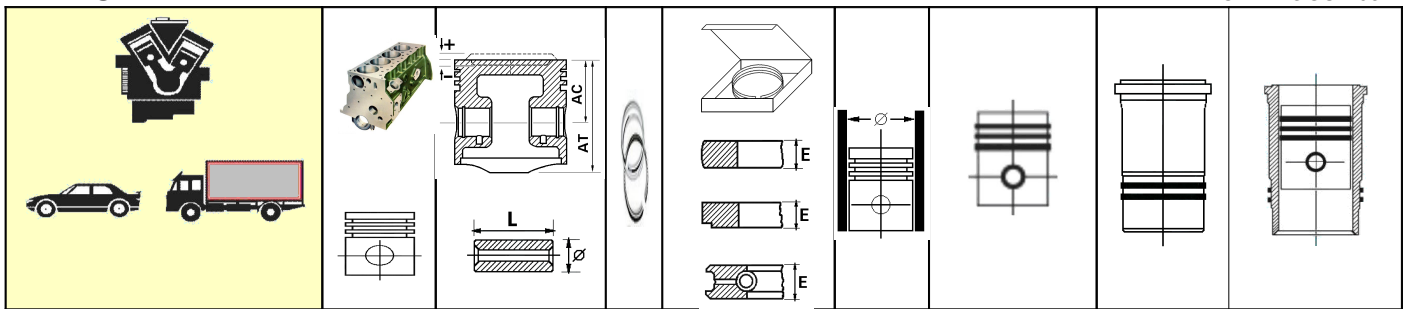
R5 ALPINE Mot. 840 25 R 1223 1397 c.c.	4 Ø 76	37.5 + 5 x 69 Ø 20 x 65	1 1 1	1.75 2 4		PIS6110	A=80.60 C=134 D=90.10 E=95 CHE6110	ENS6110
Mot. MD100.K9K.TDI, 1461 c.c., Clio 1.5 CDI, Kangoo 1.5 CDI	4 Ø 76	41.70 – 13.95 x 66 Ø 25 x 60	1 1 1	2 2 2.50	Std 0.25 0.50	R2.139.35.00 R2.139.35.02 R2.139.35.05		
R 16 8 cv Mot. 697 01 / R 1150 1469 c.c.	4 Ø 76	42.20 x 67.70 20 x 68	1 1 1	2 2 4		PIS6070	A=82 C=143 D=96 E=92.55 CHE6070	ENS6070
R 16 8 cv Mot. 697 01 / R 1150 1469 c.c. 1968 a 1972	4 Ø 76	42.20 x 67.70 Ø 20 x 68	1 1 1	2 2 4		PIS6070	A=82.50 C=143 D=96 E=92.50 CHE6070 A	ENS6070A

	 							
R 12 TI / EXPORT / BREAK R 15 TL / TS / EXPORT R 16 L / TL 7 TA Mot. 821 01 / 02 / 03 / 04 10 / 11 / 15 1565 c.c.	4 Ø 77 	40.60 x 66 Ø 20 x 68	1 1 1	1.75 2 4		PIS6101	A=82.50 C=143.50 D=96 E=92.50 K9139/F CHE6077	ENS6101
R 12 TI / EXPORT / BREAK R 15 TL / TS / EXPORT R 16 L / TL / TA Mot. 821 01 / 02 / 03 / 04 10 / 11 / 15 1565 c.c.	4 Ø 77 	40.60 x 66 Ø 21 x 65	1 1 1	1.75 2 4		PIS6131	A=82.50 C=143.50 D=96 E=92.50 K9139/F CHE6077	ENS6131
R 16 TS Mot. 807 83 . 03 / 04 / 05 / 06 1565 c.c.	4 Ø 77 	40.60 x 66 Ø 20 x 68	1 1 1	1.75 2 4		PIS6077	A=82.50 C=143.50 D=96 E=92.50 K9139/F CHE6077	ENS6077
R 15 TL / R 17 TL Mot. 807 10 / 11 r 1312r / 1322 1565 c.c.	4 Ø 77 	41 x 66.10 Ø 20 x 68	1 1 1	1.75 2 4		PIS6040	A=82.50 C=143.50 D=96 E=92.50 K9139/F CHE6077	ENS6040

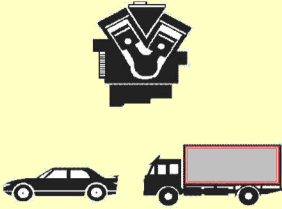
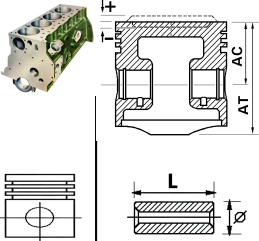
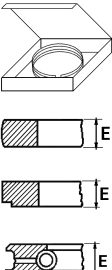
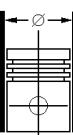
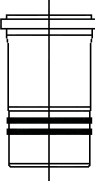
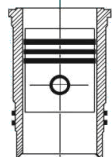
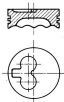
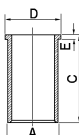
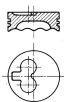
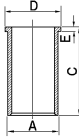
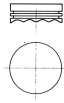
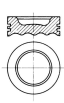


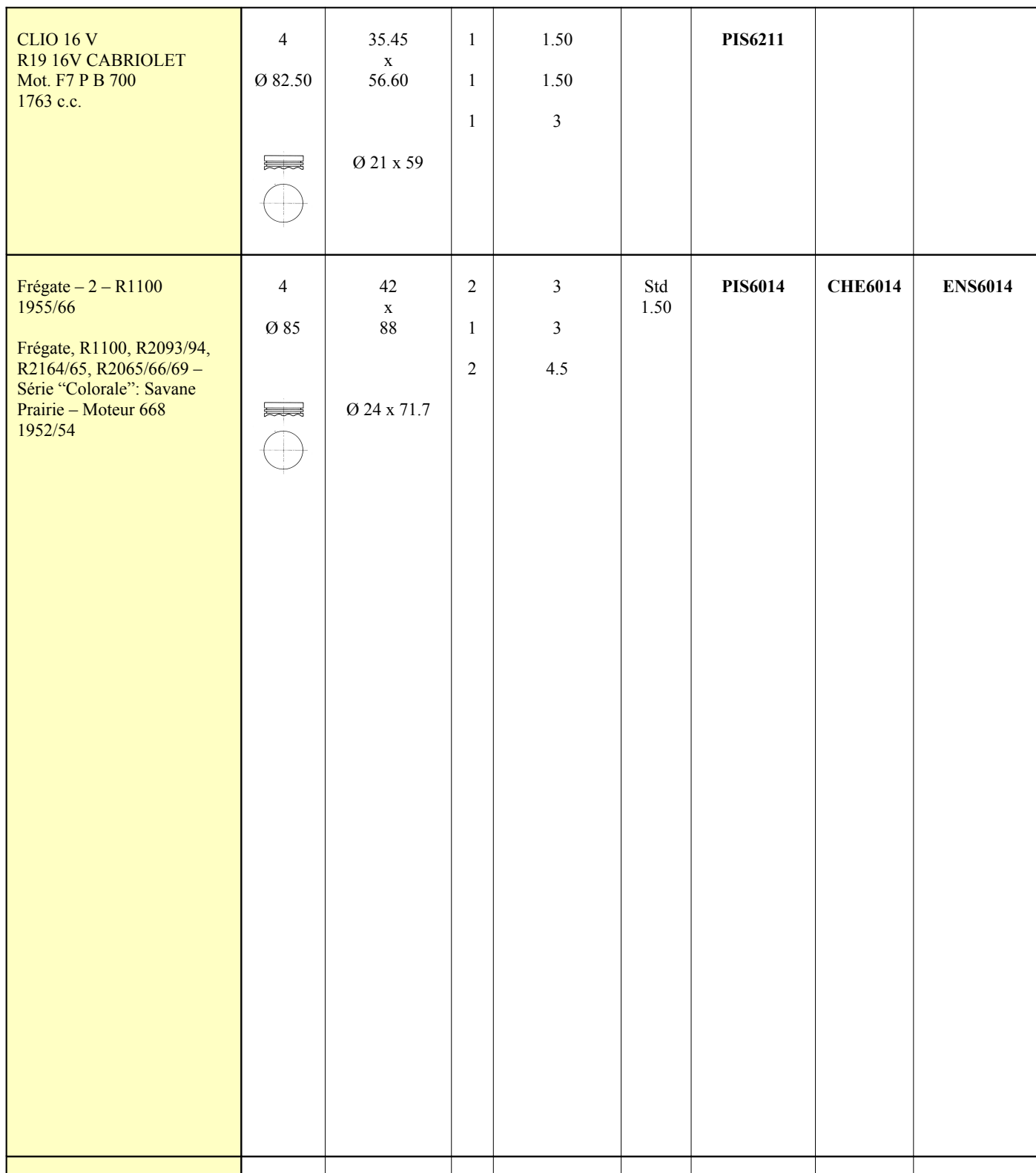
R17 TS / R12 GORDINI / ALPINE A 110 Mot. 807 12 / 20 R 1313 / 1323 1564 c.c.	4 $\varnothing 77$	41 + 5 x 71 $\varnothing 21 \times 65$	1 1 1	1.75 2 4		PIS6041	A=82.50 C=143.50 D=96 E=92.50 K9139/F CHE6077	ENS6041
R18 TURBO / EXPORT FUEGO TURBO Mot. 807 27 / A5 L / A7 L / 727 / A5L 717 1565 c.c.	4 $\varnothing 77$ 	41.10 x 66.10 $\varnothing 21 \times 66.40$	1 1 1	1.75 2 4		PIS6141	A=84 C=143.50 D=96 E=92.60 CHE6141	ENS6141
ALPINE A 110 1596 c.c.	4 $\varnothing 77.8$	40.5 + 7.75 x 72.25 $\varnothing 21 \times 66.50$	1 1 1	1.75 2 4		PIS6111	A=82.50 C=143.50 D=96 E=92.50 CHE6111	ENS6111
ALPINE A 310 1605 c.c.	4 $\varnothing 78$	40.5 + 7.75 x 72.25 $\varnothing 22 \times 66.25$	1 1 1	1.75 2 4		PIS6112	A=82.50 C=143.50 D=96 E=92.50 CHE6111 A	ENS6112

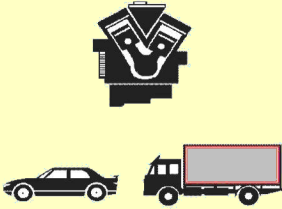
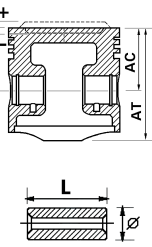
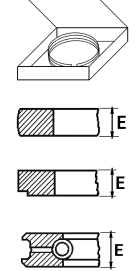
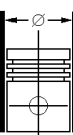
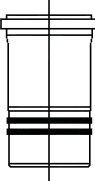
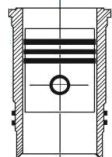
								
Mot. F8M, 1596 c.c., 22.5:1 R9 TD/GTD/TDE, R11 TD/ GTD/TDE, Diesel 1969 →	4 Ø 78 	47.25 – 1.50 x 74.50 Ø 24 x 65.50	1 1 1	2 2 3	Std 0.50 1.00	R2.139.55.00 R2.139.55.05 R2.139.55.10	A=81.00 C=149.00 D=83.50 E=4.50  R3.139.S A.38 K1271/S	R1.139.55.90
Mot. F8M-A720/730, 1596 c.c., 22.5:1, R5 TD, R9 TD, R11 TD Express D, Diesel 1986 →	4 Ø 78 	47.25 – 1.50 x 74.50 Ø 24 x 65.50	1 1 1	2 2 3	Std 0.50 1.00	R2.139.56.00 R2.139.56.05 R2.139.56.10 PIS6129	A=81.00 C=149.00 D=83.50 E=4.50  R3.139.S A.38 K1271/S	R1.139.56.90
Mot. 841.25/.26/C7/D7, 1647 c.c., 9.3:1, R18 TS/ GTL/GTS/Break TS, Fuego TS/GTS 1980 →	4 Ø 79 	40.50 x 65.90 Ø 21 x 69	1 1 1	2 2 4	Std	R2.139.58.00	A=84.00 C=144.00 D=95.50 E=92.60  R3.139.H T.40	R1.139.58.90

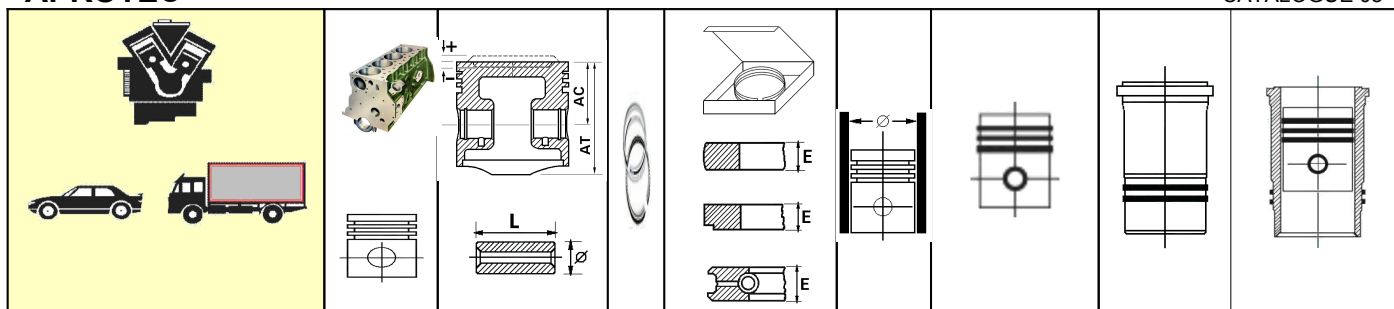


R16 TX / TA / R17 TL / USA / GORDINI R18 TS / GTS / R 20 TL / R15 / FUEGO R12 BREAK EXPORT / TL / TS Mot. 841 01 / 04 / 02 / 05 / 06 / 15 / 16 / 10 / 11 / 99 1647 c.c.	4 Ø 79 	41.25 x 66.50 Ø 21 x 69	1 1 1	1.75 2 4		PIS6105	A=84 C=143.50 D=96 E=92.60 K9140/S CHE6105	ENS6105
R18 TS / GTS / GTL / AUTOMATIQUE BREAK / 4x4 / FUEGO GTL / GTS AUTOMATIQUE Mot. 841.25 / 26 / C7 D7 R 135 1647 c.c.	4 Ø 79 	41.10 – 4.80 x 66.50 Ø 21 x 69	1 1 1	1.75 2 4		PIS6114	A=84 C=143.50 D=96 E=92.60 K9140/S CHE6105	ENS6114
TRAFIC ESSENCE / TRACTION T1 / T4 / T5 / T6 / TRACTION TA / PROPULSION Mot. 841 99 A 1 N 1647 c.c.	4 Ø 79 	41.10 – 4.80 x 66.50 Ø 21 x 69	1 1 1	1.75 2 4		PIS6136	A=84 C=143.50 D=96 E=92.60 K9140/S CHE6105	ENS6136
Mot. F8Q.630/632/662, 1870 c.c., 21.5:1, Kangoo/Clio/Clio II – 1,9 D, Diesel 1998 →	4 Ø 80 	42.35 – 4.44 x 70.50 Ø 24 x 63	1 1 1	2 2 3	Std 0.50	R2.139.61.00 R2.139.61.05		

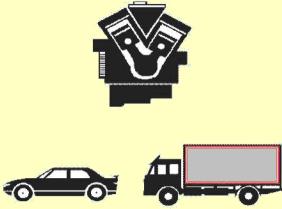
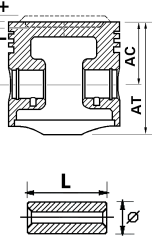
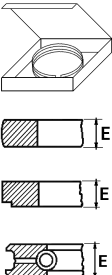
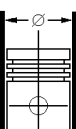
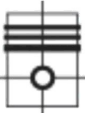
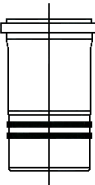
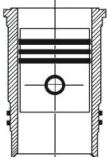
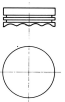
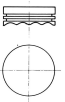
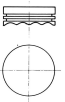
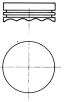
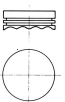
								
Mot. F8Q-C7, 1870 c.c., 21.5/22.5:1, Clio 1.9 DRT, R19 TD/GTD/TDE, R19 Société TD/GTD, R21 GSD, Diesel 1989 →	4 Ø 80 	42.50 – 0.70 x 67.40 24 x 63	1 1 1	2 2 3	Std 0.50 1.00	R2.139.62.00 R2.139.62.05 PIS6143	A=83.00 C=153.00 D=84.50 E=4.00  R3.139.S A.45	R1.139.62.90
Mot. F8QT, 1870 c.c., 20.5:1, R19 TD, Mégane 1.9 TD, Turbodiesel 1992 →	4 Ø 80 	41.71 - 0.70 x 66.69 Ø 26 x 66.50	1 1 1	2.50 2 3	Std 0.50	R2.139.63.00 R2.139.63.05	A=83.00 C=153.00 D=84.50 E=4.00  R3.139.S A.45	R1.139.63.90
YZ4, Vivasport 80, 21 CV, 6 Cyl. – ZA3 Vivastella, 21 CV, 6 Cyl. – ZC4 Nervasport, 28 CV 1934/35	6/8 Ø 80 	52 x 96 Ø 22 x 69	2 1 1	2.50 2.5 5		PIS1001		
Mot. F2N-A700, F2N-E708 F2N-C710, 1721 c.c., 10:1, R9 GTX/TXE, R11 GTX/ TXE, R21 TS/GTS/RS/TSE/ Nevada GTS 1986 →	4 Ø 81 	44.10 – 13.40 x 70.10 Ø 21 x 65	1 1 1	1.75 2 3	Std 0.50 1.00	R2.139.65.00 R2.139.65.05 R2.139.65.10 PIS6130		

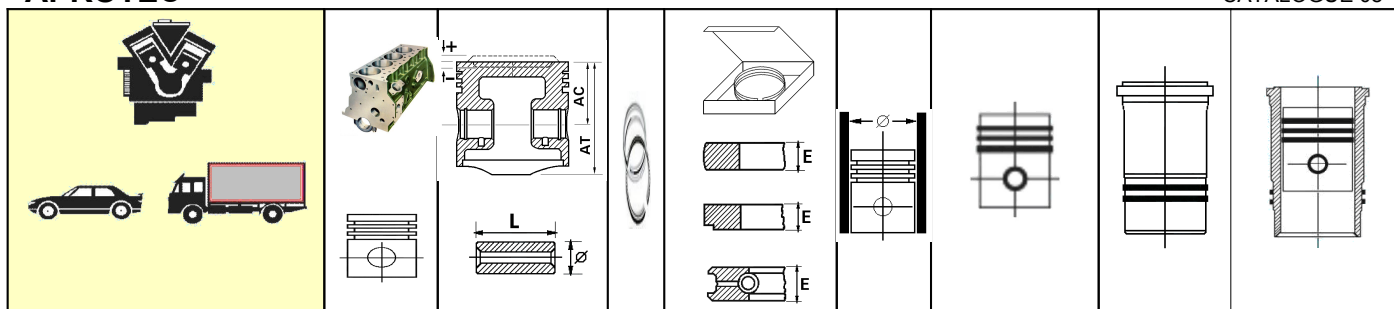


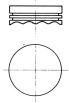
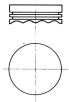
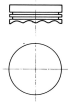
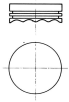
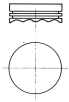
								
Mot. 85 – 460 – 603 – 603M – ACL2, Primaquatre – ADL2 Vivaquatre 1937 – BDJ1, BDF1/F2, BDH1, AFK, AGCL, AGC, 1938 – BDR1/R2, BDS1/S2, BDH3/H4, 1939 – BFP1 – 1940 – AHS/S2, 1942/43 – AHS1/S2/S3, 1944/45 – R2060/61/62/91/92 – 2160/61/63 – 1947/53 – R2090, 1951/52 – R20 93, 1953 Série (Colorolale): Savane-Prairie 1937/53 AHN, AHR, AHR1, AHRH1, AHN1, AHN3, AHNH1, 6 Cyl., AHN2, AHNH2, 4 Cyl. 1942/47 ACL1, ADL1, ADZ1, ACZ1, ADK1, ADN1, Primaquatre, Vivaquatre Mot. 460/603 1935/36 ACM1, BCT1, Vivasport, 23 CV – 6 Cyl. ACX1, ACX2, ACX3, Viva grand sport 23 CV – 6 Cyl., ACR1, ACR2, ADB1, ADB2, Vivastella, 23 CV, 6 Cyl. – ACN1, Nervasport, ABM3, ABM5, ABM7, Nerva grand sport, 31 CV – 8 Cyl. ACS1, ACS2, ABM4/8, Nervastella, 31 CV, 8 Cyl. – BCX1, ADB2, Viva grand sport, Vivastella, 16 CV, 6 Cyl. – ABM7, ABM6, Viva grand sport, Nervastella, 22 CV, 8 Cyl. – BCY1, Vivasport, 10 CV, 6 Cyl.	4/6/8 Ø 85 	52 x 96 Ø 22 x 74	2 1 2	3 3 4.5		PIS6016		

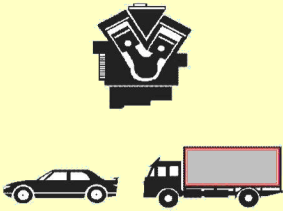
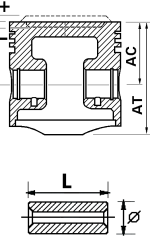
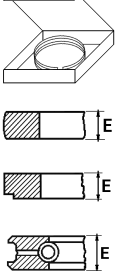
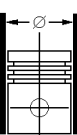
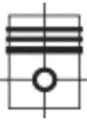
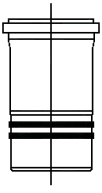
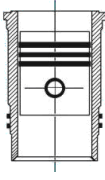


Mot. 852 A 700, 852 B 710-2068 c.c., 21.5:1, R18 TD/GTD/Variable/Break R20 TD/GTD, Trafic, Diesel 1979 →	4 Ø 86 	51 - 4 x 92.90 Ø 28 x 75	1 1 1	2 2 4	Std	R2.139.70.00 PIS6137	A=93.60 C=167.50 D=***.*** E=93.05 R3.139.H T.55 CHE6137	R1.139.70.90 ENS6137
R30 TS / AUTOMATIQUE Mot. 144.01 R 1273 / 1275 2664 c.c.	V6 Ø 88	38.25 + 1.15 x 68.40 Ø 23.50 x 72	1 1 1	1.50 2 4		PIS6122	A=93.48 C=131.80 D=102.20 E=99.10 CHE6122	ENS6122
R18 GTX / TX / BREAK / FUEGO TX GTX / GTL / GTS / TRAFIC R25 TS / GTS / ESPACE 2000 GTS / TSE / MASTER Mot. J6R 1995 c.c.	4 Ø 88	38.25+ 1.60 x 68.60 Ø 23.5 x 72	1 1 1	1.50 2 4		PIS6108	A=93.48 C=131.80 D=102.20 E=99.10 CHE6108	ENS6108
R30 TS / R25 V6 INJECTION R30 TX Mot. 144 / 140.04 / Z 7 V 2664 c.c.	6 Ø 88	38.25 + 1.60 x 68.60 Ø 23.50 x 72	1 1 1	1.50 2 4		PIS6123	A=93.48 C=131.80 D=102.20 E=99.10 CHE6122	ENS6123
ALPINE A310 6 Cyl. Mot. .112.7.30	6 Ø 88	38.25 + 5 x 67.5 Ø 23.5 x 72	1 1 1	1.5 2 4		PIS6142	CHE6122	

								
R20 TX / AUTOMATIQUE R25 GTX / AUTOMATIQUE Mot. 851 (J 7 T) 2165 c.c.	4 Ø 88 	40.50 x 66.50 Ø 23 x 74	1 1 1	1.75 2 4		PIS6139	A=93.60 C=148.50 D=104 E=93.08 CHE6139	ENS6139
R25 GTX Mot. J 7 T / 706 / 707 2165 c.c.	4 Ø 88 	40.50 + 1.55 x 66.50 Ø 23 X 54	1 1 1	1.75 2 4		PIS6108	A=93.60 C=148.50 D=104 E=93.08 CHE6139	ENS6142
Amiral – Moteur Étendard 1956	4 Ø 88 	42 x 85 Ø 24 x 75	2 1 1 1	3 3 4.5 4.5		PIS6017	A=93.60 C=148.50 D=104 E=93.08 CHE6017	ENS6017
SG2 / SG2 E / SG4 L TRAFIC Mot. 817 01 / 02 / 03 2607 c.c.	4 Ø 93 	47 x 83 Ø 26 x 80	1 1 1	2 2 4.50		PIS6092	A=98 C=165.60 D=108.70 E=130.90 CHE6092	ENS6092
Marine Diesel 2600 c.c.	4 Ø 96 	51.7 Ø 28				G921a		



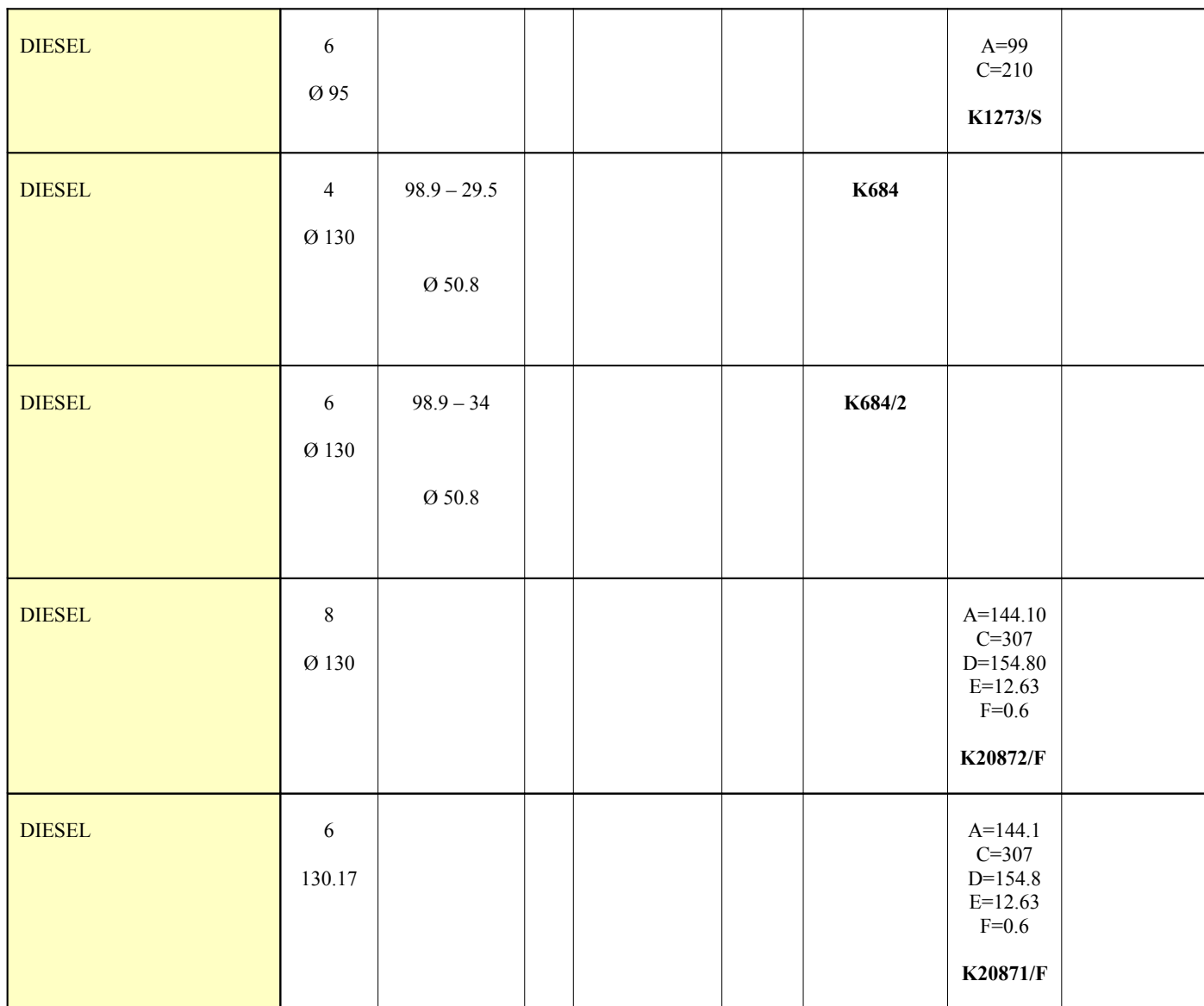
YFDB, ZYDC, YFDC, ZYD, YFD, ADHD1, ADRD1, ADJD1 – Diésel 1933/36	4 Ø 96 	75 x 140 Ø 36 x 80	3 1 1	3.5 3.5 5.5		PIS890		
SG 2 / SG 3 / SG 5 / SM 5 Mot. 712 01 / 02 / 03 / 04	4 Ø 98 	75.38 – 36.65 x 119.38 Ø 36 x 84	1 1 1	3 2.50 4.50		PIS6095	A=114 C=220 D=121 CHE6095	ENS6095
YFAB, YGAB, ZYAC, YFAC, UMAC, ZY, YF – ADHI, ADJI, ADR1, AGP, AGR, Mot. 383 1933/38	4 Ø 100 	59 x 114 Ø 26 x 89	3 1 1	3 3 4		PIS725		
ADJP – AGPD – AGRD – 15 CV – Diésel 1936/38	4 Ø 100 	75 – 4.5 x 140 Ø 36 x 84	3 1 1 1	3.5 3.5 3.5 5.5		PIS1336		
2220, Moteur Horizontal Essence 1953/55	6 Ø 105 	66 x 128 Ø 30 x 92	1 1 2	3 3 6		PIS2336	A=114 C=220 D=121	

								
R4140/144/155/157/158/180/ 183/191/192/200/201/211/22 0/230/231 Mot. Horizontal – Diésel – 105 x 120 – 17 CV 1949/55	6 Ø 105	84.5 – 32.5 x 137 Ø 34 x 91.5	2 1 1 2	3 3 3 6		PIS2453		
ABF/F2 – AGK – ZPA – T14AC/AE Mot. 441 – Essence 1934/42	4 Ø 120 	66 x 135 Ø 32 x 104	3 1 1	4 4 6		PIS1144		
Mot. 505 – ZF6DC, VT6DC, 6 Cyl., UD4DCV, 4 Cyl. – 1934 ABFD1, ZPDF, UDD4, 4 Cyl., 1936 – Diésel – AGOD, AFKD, 6 Cyl., 1938 – Chassis 208D, 7C., Cars 215D/D3, 4 Cyl. 1946/47 – R4080/150/151/4080C, 4 Cyl. 1948/49 1934/49 AGKD – Diésel – Moteur 515C – 537A	4/6 Ø 125	105 – 20 x 185 Ø 45 x 104.5	2 1 1 2	4 4 4 6		PIS1967		

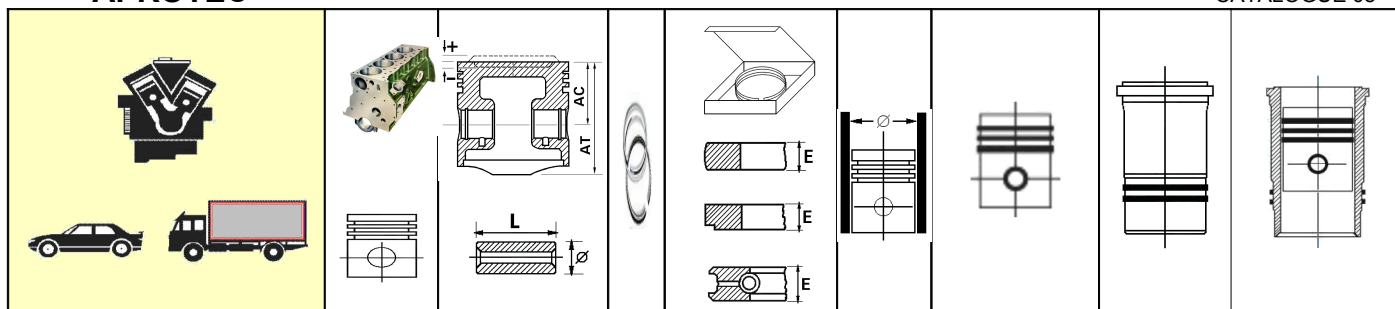
RM

Compresseur	Ø 50	45 x 80 Ø 18 x 40	4 1	3 4		PIS2273		
Compresseur	Ø 72	44 x 76 Ø 20 x 462	3 1	3 4.5		PIS2157		

ROLLS ROYCE



U.680 Diesel UTOS Traktor Universal 650 U 651, Diesel Bj. 1969, Mot. D 110	4 Ø 108	87 – 21.5 Ø 40				K9371/P	A=125 D=132 E=10.1 F=1.3 K9371/F	
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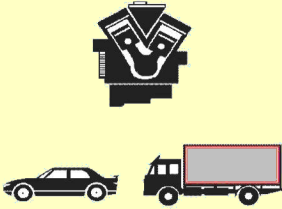
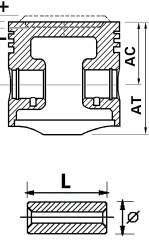
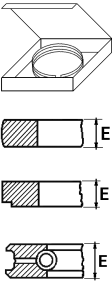
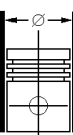
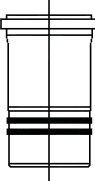
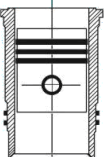

ROSENGART

LR2, LR6/B2, 5/6 CV (jupe courte)	4/6 Ø 55.88 	22.22 x 46.03 Ø 12.7 x 49	1 1 1 1	2 2 2 3.5		PIS1177		
LR2, LR6/B2, 5/6 CV (jupe longue)	4/6 Ø 55.88 	22.22 x 51 Ø 12.7 x 49	1 1 1 1	2 2 2 3.5		PIS288		
LR4N2 – LR49 – 5/6 CV (jupe courte)	4/6 Ø 55.88 	24.6 x 46.5 Ø 16 x 48.5	1 1 1 1	2 2 2 3.5		PIS1136		
Ariette, LR4SA, LRUSA – 500 (à partir du 1 ^{er} Août 1953) 1953/55 Ariette, LR4SA, LRUSA – 500 (Jusqu'au 1 ^{er} Août 1953) 1952/53	4 Ø 55.9 	24.6 x 52 Ø 16 x 47.5	1 1 1 1	2 2 2 4		PIS1305		



RUGGERINI

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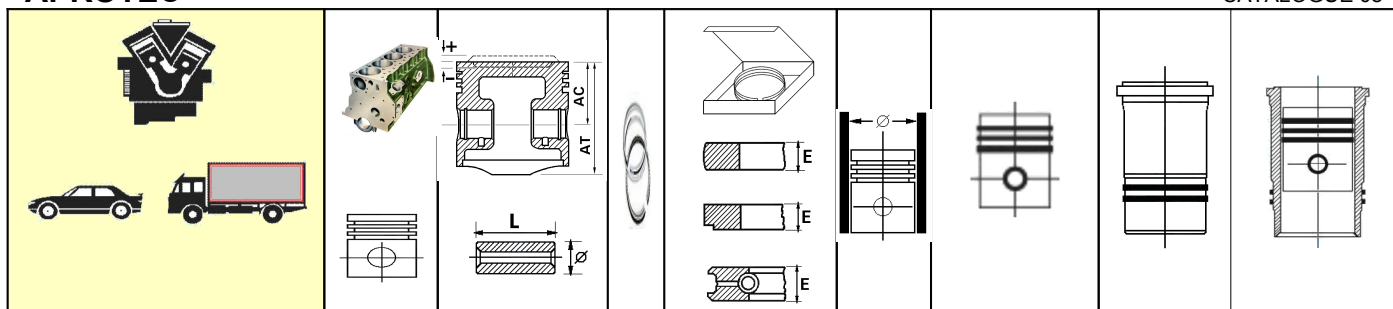
								
Mot. RD-92, 565 c.c., 1 Cil. Mot. RD-92/2, 1130 c.c., 2 Cil., Diesel Injection direct	1/2 Ø 92 	50 – 14.80 x 100 Ø 25 x 74	1 1 1 1	1 1 1 1	Std 0.50 1.00	R2.143.25.00 R2.143.25.05 R2.143.25.10		

SAAB

93 B / F 746 c.c. Bis 1955	3 Ø 66 	46 + 5 Ø 18				G664		
95 / 96 841 c.c. Ab 1959	3 Ø 70 	46 + 5 Ø 18				G706		

SALMSON

S4, 7 CV - 1 ^{er} modèle 1930/33	4 Ø 65	31.5 x 74 Ø 18 x 59	1 1 1	2 2 4		PIS111		
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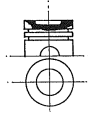


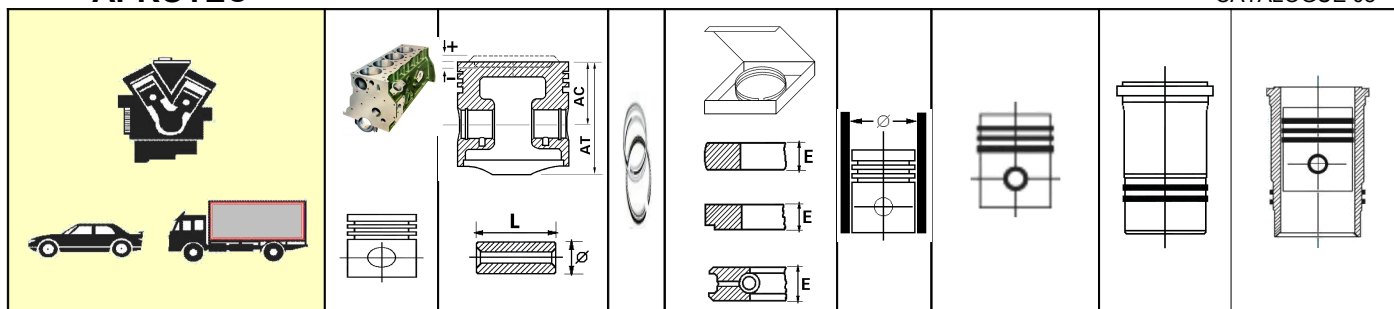
S4, 7 CV - 2 ^{eme} modèle 1930/33	4 Ø 65	32.5 x 80 Ø 18 x 59	1 2 1	2 2 3		PIS1138		
S4D – 8 CV 1933/34	4 Ø 69	41.5 x 86.5 Ø 22 x 63	1 2 1	2 2 4.5		PIS550		

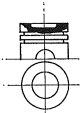
SALMSON

S4D – 9 CV 1935/36	4 Ø 72	41.5 x 89.5 Ø 22 x 65	1 1 1 1	2.5 2.5 3 4.5		PIS1045		
S4E – 13 CV 1939/50	4 Ø 84	46 x 94 Ø 24 x 74	1 1 1 2	2.5 2.5 3 4		PIS1848		

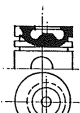
SAME

Tracteur Pertroleum T90/1 ab 1951	1 Ø 90 	29.5 – 6 Ø 18				G9015		
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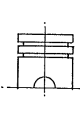


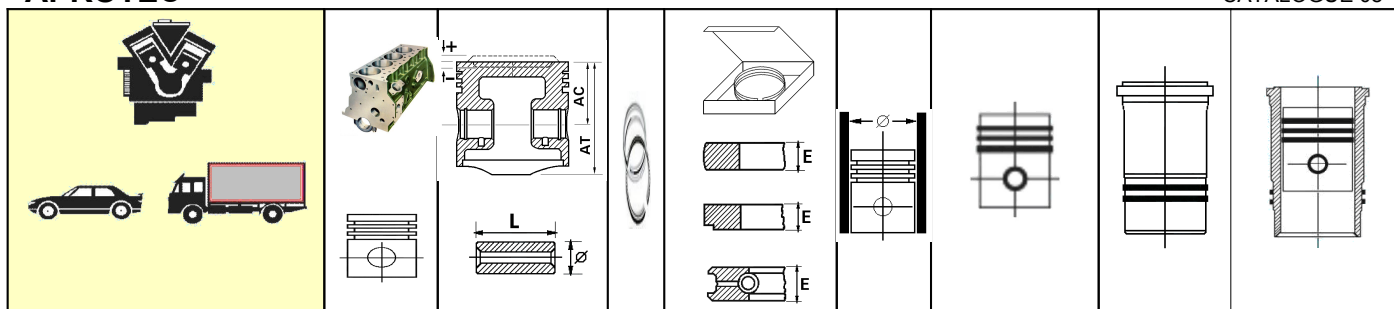
Tracteur Pertoleum T902 ab 1951	2 Ø 90 	41.5 – 6 Ø 18				G9015		
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SAME

120 – 240 – 480 Tracteur Sametto, Ariete, HP 62	1/2/3/6 Ø 115 	85.25 – 24.5 Ø 40				G11514		
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SAMIFI

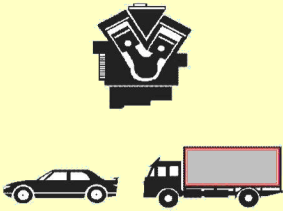
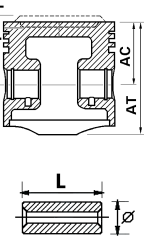
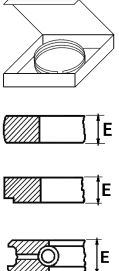
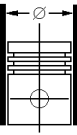
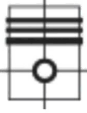
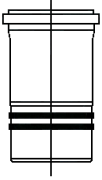
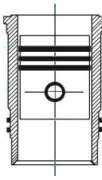
Compresseur ARIETE	1 Ø 75 					A=78 C=180 D=81 E=5 K1276/S	
Compresseur RIGEL	1 Ø 100					A=103 C=160 D=105 E=5.5 K123/S	



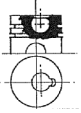
Compresseur SIRIO	1 Ø 110						A=114 C=235 D=116 E=5 K1277/S	
Compresseur CENTAURO	1 Ø 160						A=164 C=295 D=166 E=10 K1278/S	

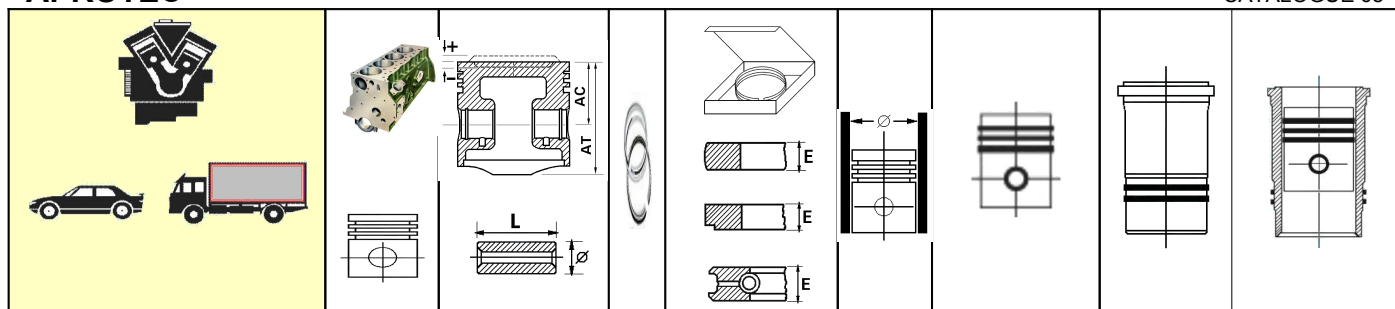
SAVIEM

DIESEL	3/4 Ø 93	75.5 – 33 Ø 36				K2078/P	A=106.88 C=219 D=118.92 E=8 F=0.85 K2078/F	
DIESEL	3/4 Ø 93	75.5 – 33 Ø 36					A=111.85 C=220.5 D=118.92 E=8.0 F=1 K2079/F	
DIESEL	3 Ø 98 INCAVA	65 Ø 36				K1403		

								
DIESEL	3 Ø 98	75 – 5.3 Ø 36				K9143		
DIESEL	3 Ø 98	75.3 – 34 Ø 36				K9141		
DIESEL	3 Ø 98	75.5 - 34 Ø 36				K9142		

SAVIEM

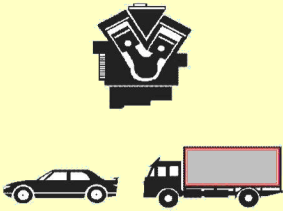
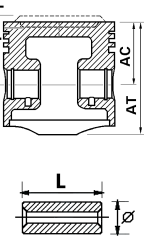
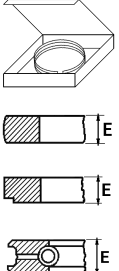
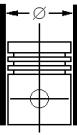
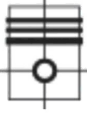
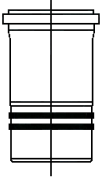
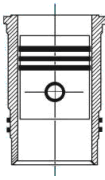
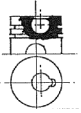
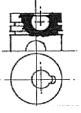
Mot. 712 – 01 / 02, 712 – 03 / 04 SG 4/5 – SM4 / D5T – SG2MB35 – MB38 – SM5 – SG4DN – DL - DXL – DM – SG2	4 Ø 98 	75.38 – 36.65 Ø 36				G989insert		
DIESEL	3/4 Ø 98						A=112 C=220.7 D=119 E=8.0 F=0.85 K1307/F	



DIESEL	3/4 Ø 98						A=112 C=220.7 D=119 E=8.0 F=0.85 K9141/F	
SG2 – Mot. 712	4 Ø 98						A=113.90 C=220.7 D=120.70 E=8.0 F=0.60 K8144B/F	
DIESEL	3 Ø 98						A=106.68 C=209 D=118.92 E=8.0 F=0.60 K2172/F	

SAVIEM

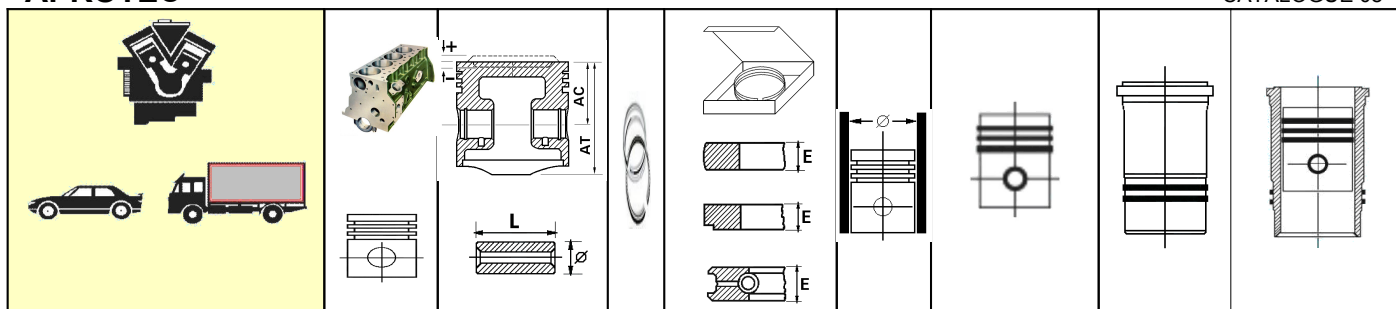
Mot. 597 – SM7 – SM8	6 Ø 100	77.8 – 36.75 Ø 36				G1004insert		

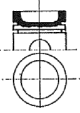
								
Mot. 720.01 / 02 / 03 – SG5 – SN5	4 Ø 102 	75.6 – 37.9 Ø 36				G1022insert		
Mot. 798 – SM8 – TU – JP 13 T	6 Ø 102 	77.97 – 38.2 Ø 38				G1023insert		
DIESEL	4 Ø 102						A=113.5 C=233 + 1 D=122.5 E=8.0 F=1.0 K1279/F	
DIESEL	4 Ø 102						A=108 SAGOM. K124/F	

SAVIEM

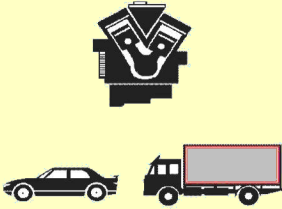
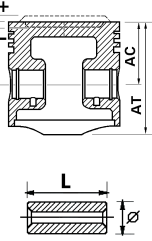
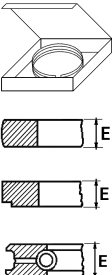
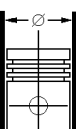
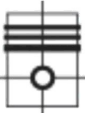
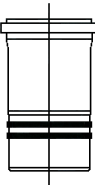
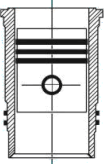
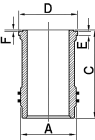
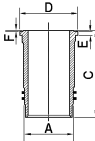
DIESEL	4 Ø 102						A=123 SAGOM. K125/F	
DIESEL	4 Ø 102						A=128 SAGOM. K126/F	

SCANIA



DIESEL	6 Ø 75						A=78 C=135 K9980/S	
DIESEL	6 Ø 75						A=127 SAGOM. K127/F	
Mot. D420 – D610 – D620 – D810 – D815 – D820 – B41 – B42 – B43 – B44	4/6/8 Ø 115 	98 – 20 Ø 42				G1155b		
D400 / d – 600D – 800D – 90 / 135 / 180 PS	4/6/8 Ø 115 	95.5 Ø 42				G1155c		

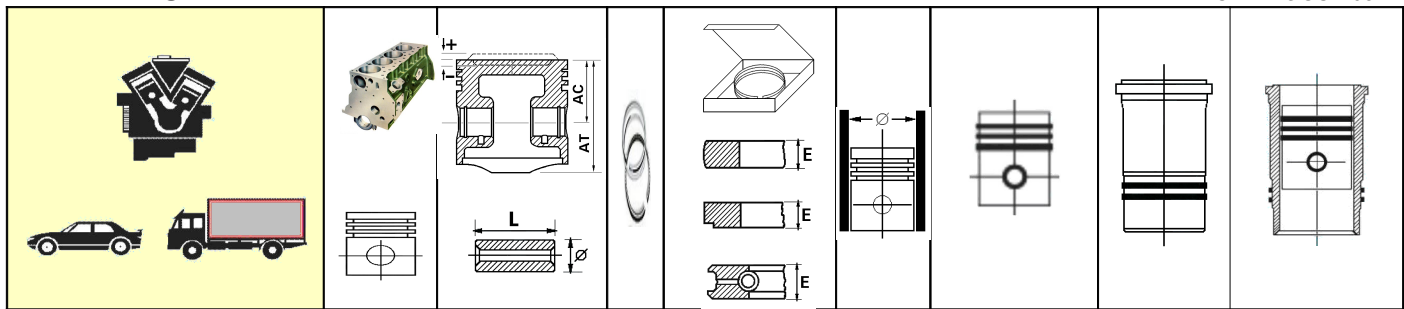
SCANIA

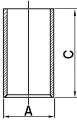
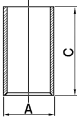
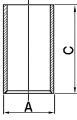
								
Mot. D5, 5200 c.c., 17:1, L 5642, L 5646, L 5650, L 6642, 4 Cil. Mot. D8, 7800 c.c., 17:1, L 8042, L8046, L 8050, 6 Cil., Diesel 1962/69 D8 – DS8 USA 1969	4/6 Ø 115 	97.2 – 8.1 Ø 42				G1155d	A=130.00 C=271.00 D=137.30 E=8.00 F=0.80  R3.154.H T.20	
Mot. DS11, 11000 c.c., 16:1 L 7642S, L 7646S, L 7650S, LB 7646S, LB 7650S, L/LS/ LT/LB/LBS/LBT 110 S, Diesel 1966/73	6 Ø 127 	99.5 – 26.8 Ø 47				G1270	A=140.00 C=290.70 D=153.90 E=8.00 F=0.80  R3.154.H T.35	

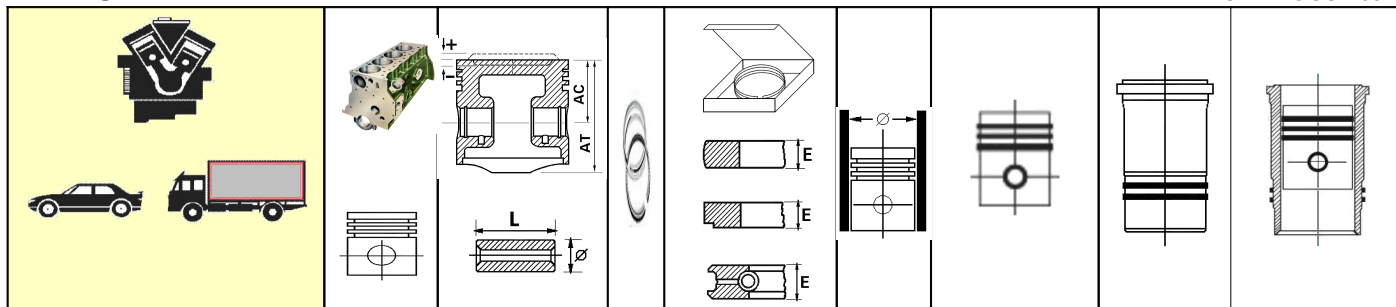
SCHLÜTER

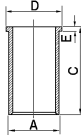
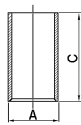
ASM 22 Tracteur	2 Ø 100 	87 Ø 40				G10043		
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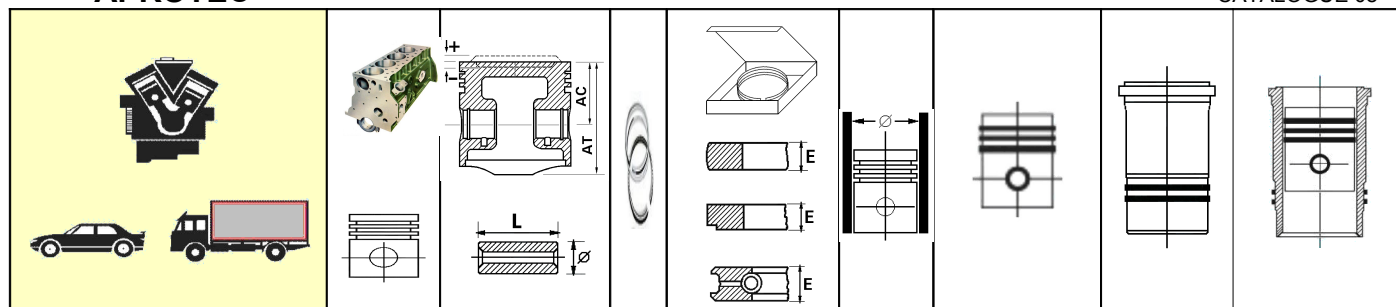
SEAT381

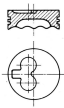
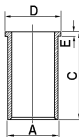
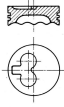
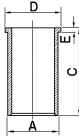

SEAT

903 c.c., 8.7/9:1, 127 3/4/5 Portes, Panda 40/45/ Marbella/Terra 1972 →	4 Ø 65 	30.75 x 61.25 Ø 20 x 54	1 1 1	1.75 2 3.97 5/32 in	Std 0.40 0.60 0.80 1.00	R2.156.20.00 R2.156.20.04 R2.156.20.06 R2.156.20.08 R2.156.20.10 Ver Fiat R2.066.21.00	A=68.00 C=115.00  R3.156.S L.20 Ver Fiat R3.066.S L.13	R1.156.20.90 Ver Fiat R1.066.21.90
Mot. 146A.000, 903 c.c., 9:1, Ibiza Junior 903	4 Ø 65 	31.25 x 61.75 Ø 20 x 54	1 1 1	1.75 2 3.97 5/32 in	Std 0.40 0.60 0.80 1.00	R2.156.21.00 R2.156.21.04 R2.156.21.06 R2.156.21.08 R2.156.21.10 Ver Fiat R2.066.22.00	A= 68.00 C=115.00  R3.156.S L.20 Ver Fiat R3.066.S L.13	R1.156.21.90 Ver Fiat R1.066.22.90
Mot. 124A.000, 1197 c.c., 8.8:1, 124/5 Portes /D Lujo/ LS, 1200 1968 →	4 Ø 73 	37.75 x 80.05 Ø 22 x 64	1 1 1	1.50 2 3.97 5/32 in	Std 0.40 0.60 0.80 1.00	R2.156.25.00 R2.156.25.04 R2.156.25.06 R2.156.25.08 R2.156.25.10 Ver Fiat R2.066.30.00	A=77.00 C=134.00  R3.156.S L.25 Ver Fiat R3.066.S L.19	R1.156.25.90 Ver Fiat R1.066.30.90

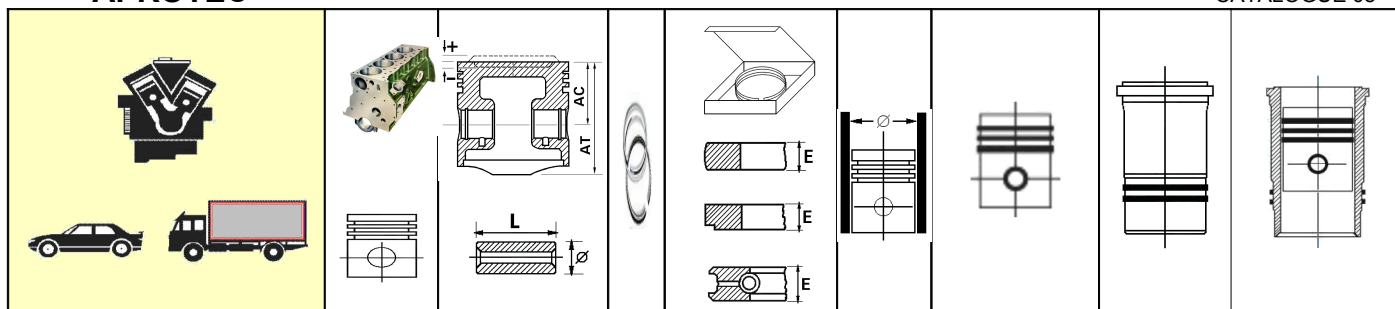

SEAT

Mot. 021.A.1000, 1193 c.c., 9.5:1, Ronda 1.2 L/GL, Ibiza 1.2 L/GL/Junior, Málaga 1.2 GL/GLX, System Porsche 1984 →	4 Ø 75 Esp. Spe. Spé.	39.70 – 11.50 x 69.70 Ø 21 x 47	1 1 1	1.50 1.75 4	Std 0.40 0.60 1.00	R2.156.27.00 R2.156.27.04 R2.156.27.06 R2.156.27.10		
1272 c.c., 22:1, Terra Diesel	4 Ø 75.01  	42.90 – 0.75 x 66.90 Ø 22 x 57	1 1 1	1.75 2 3	Std 0.50 0.75 1.00	R2.156.28.00 R2.156.28.05 R2.156.28.07 R2.156.28.10 Ver VW R2.174.15.00	A=78.00 C=133.00 D=81.00 E=4.50  R3.156.S A.28 Ver VW R3.174.S A.12	R1.156.28.90 Ver VW R1.174.15.90
Mot. 4.108, 1760 c.c., 22:1, 131/Supermirafiori, 124, 132, 1430, 1500, Diesel 1975 →	4 Ø 79.375 3.1/8 in  	50.24 1.978 in x 105.41 Ø 26.98 x 68.20	1 2 1 1	1.98 5/64 in 1.59 1/16 in 3.17 1/8 in 4.76 3/16 in	Std Ver Perkins R2.132.15.00	R2.156.30.00 Ver Perkins R2.132.15.00	A= 82.63 C=165.10  R3.156.S L.30 Ver Perkins R3.132.S L.10	R1.156.30.90 Ver Perkins R1.132.15.90


SEAT

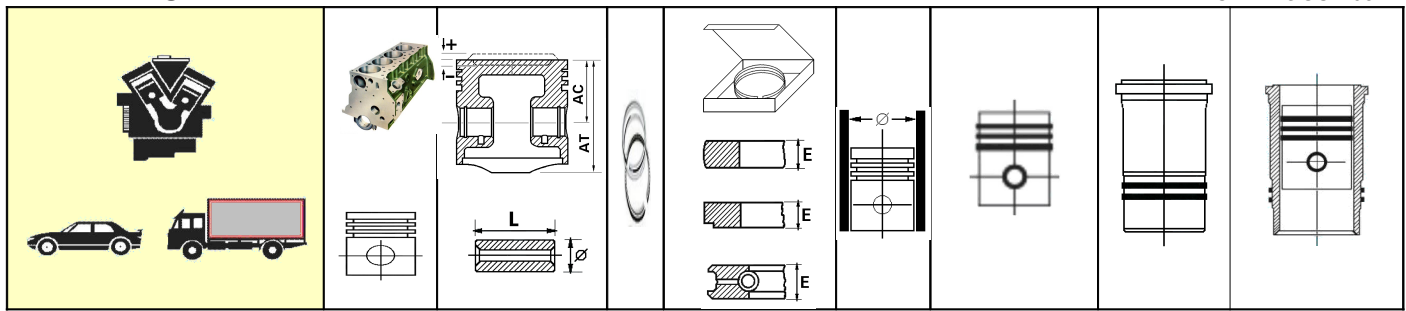
Mot. 1.9 SD, 1896 c.c., 22.5:1, Ibiza D, Toledo D, Diesel 1991 →	4 Ø 79.51 	39.65 – 1.90 x 65.65 Ø 24 x 64	1 1 1	1.75 2 3	Std 0.50	R2.156.32.00 R2.156.32.05 Ver VW R2.174.40.00	A=82.50 C=152.00 D=85.50 E=4.70  R3.156.S A.31 Ver VW R3.174.S A.20	R1.156.32.90 Ver VW R1.174.40.90
Mot. AAZ, 1896 c.c., 22.5:1 Ibiza TD, Toledo TD, Turbodiesel 1991 →	4 Ø 79.51 	45.65 – 1.90 x 71.65 Ø 26 x 66	1 1 1	1.75 2 3	Std 0.50	R2.156.33.00 R2.156.33.05 Ver VW R2.174.41.00	A=82.50 C=152.00 D=85.50 E=4.70  R3.156.S A.31 Ver VW R3.174.S A.20	R1.156.33.90 Ver VW R1.174.41.90
Mot. 1Z, 1896 c.c., 19.5:1, Ibiza/Toledo/ Alhambra 1.9 TDI, Turbodiesel Injecção Directa 1996 →	4 Ø 79.51 	45.80 - 17.75 x 71.80 Ø 26 x 66	1 1 1	1.76 2 3	Std 0.50	R2.156.34.00 R2.156.34.05 Ver VW R2.174.42.00		

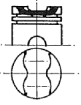
385


SKODA

1000 c.c.; MB – 100L	4 Ø 68 	36 Ø 18				G683		
S 100 – S 100 L – 105 L	4 Ø 68 	36 Ø 20				G683a		
Typ 1102 – Type 440, Octavia 1954 -1959	4 Ø 68 	40 Ø 18				G6811		
1100 MB – X – 110 L	4 Ø 72 	36 Ø 18				G729		
S 110 L	4 Ø 72 	36 Ø 20				G729a		

387


SKODA

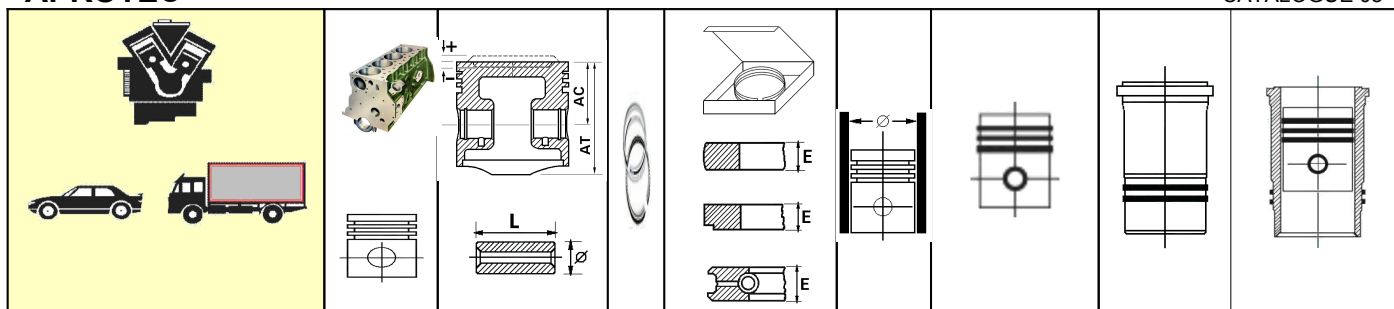
D 25 D Diesel	4 Ø 100 	80 – 2.5 Ø 35				G1100d		
Tracteur Zetor 25 Diesel	4 Ø 105 	81 Ø 40				G545		

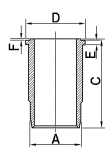
SPIROS

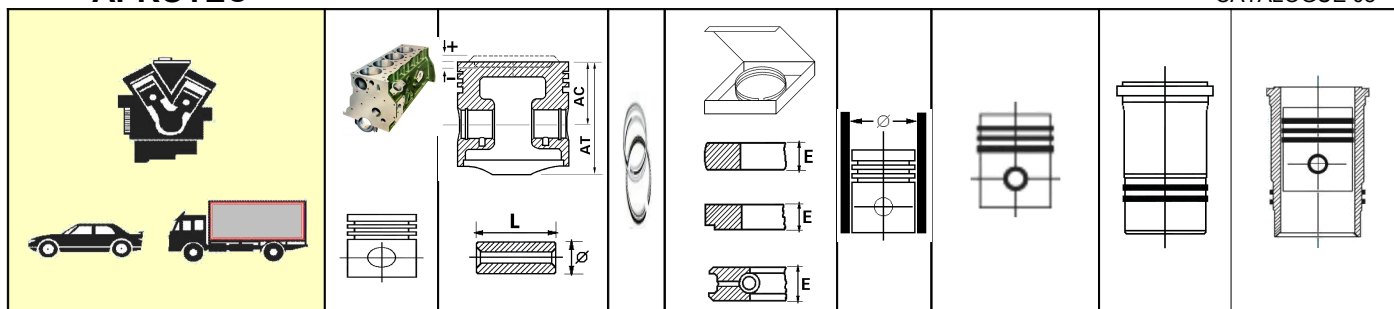
Compresseur	Ø 60	30.5 x 55 Ø 16 x 49	3	2.5		PIS1726		
Compresseur	Ø 60	33 x 60 Ø 15 x 49	2 1	2.5 3.5		PIS2089		

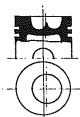
STEYR

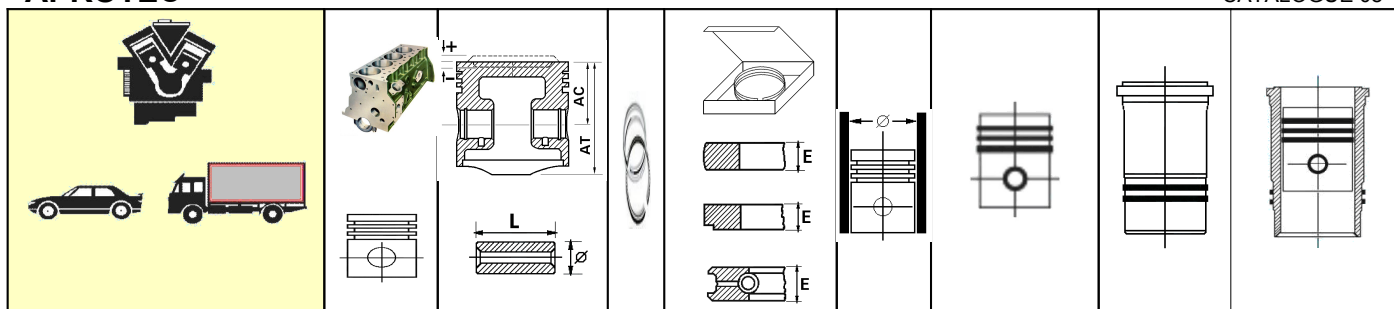
Tracteur	1 Ø 92						A=109.38 C=199.70 D=117.97 E=9 F=1PF K8095/F	
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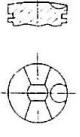
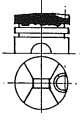
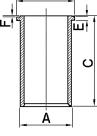

STEYR

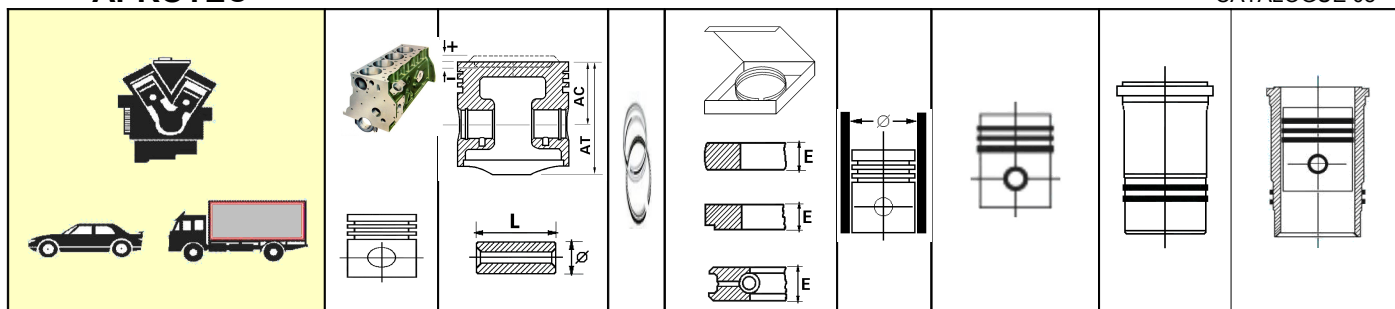
Tracteur	3 Ø 92 INCAVA	63 – 1 Ø 32				K8095		
Mot. WD 307, 2262 c.c., 16.8:1, 3 Cil., Mot. WD407, 3077 c.c., 16.8:1, 4 Cil. Type 40/a, 540/a, 50/a, 650/a, 192, 292, 450, 190 S, Diesel 1964 →	3/4 Ø 98 	63.50 – 20.50 x 104 Ø 35 x 83	1 1 1 1	2.50 2.50 2.50 5		R2.158.35.00 K9144/P	A=109.40 C=200.00 D=118.00 E=9.10 F=0.70  R3.158.H T.30	R1.158.35.90
DIESEL	3/4 Ø 98	63 – 1 Ø 35				K8096/P		
Tracteur 190/306A – 290/406	3/4 Ø 98 	63 Ø 35				G980a		
Tracteur	4 Ø 100						A=109.338 C=199.70 D=117.97 E=9 F=1PF K8097/F	


STEYR

Tracteur	Ø 100						A=111.2 C=197.05 D=117.97 E=9 F=1PF K128/F	
Tracteur 540g – 760g	3/4 Ø 100 	63.4 – 19.4 Ø 35				G1002		
Tracteur	2/4 Ø 105						A=110 C=222 D=112 E=4.7 + PARAF. K6257/S	
188 Tracteur 430	2/6 Ø 105	67.3 – 13 Ø 35				K7454/2		
8160	6 Ø 108	66.7 – 24.8 Ø 42				K135		


STEYR

D.80 – 180 – 380 – 480 – 580 – D.84 – 182 – 185 – 280	1 Ø 110 	80 + 3 – 12.3 Ø 40				K6311		
Tracteur 80-84-86-180- 180a-182-182a-182n-185- 185a-188-280 WD113/213/313/413 LKW 380/480/580 WD415-413c	1/2/3/4 Ø 110 	83 – 10.5 Ø 40				G1109		
Mot. WD 614, 8143 c.c., 16/16.8:1, LKW 890/990.180 /1390.180, 990.230, 1290.230/.240, 1490.230/.240 .250, Diesel 1967 →	6 Ø 120 	85 – 26.20 x 149 Ø 48 x 101	1 1 1 1 1	3.50 3 3 5 5		R2.158.50.00	A=126.00 C=244.70 D=130.00 E=5.20 F=0.80  R3.158.S T.45	R1.158.50.90



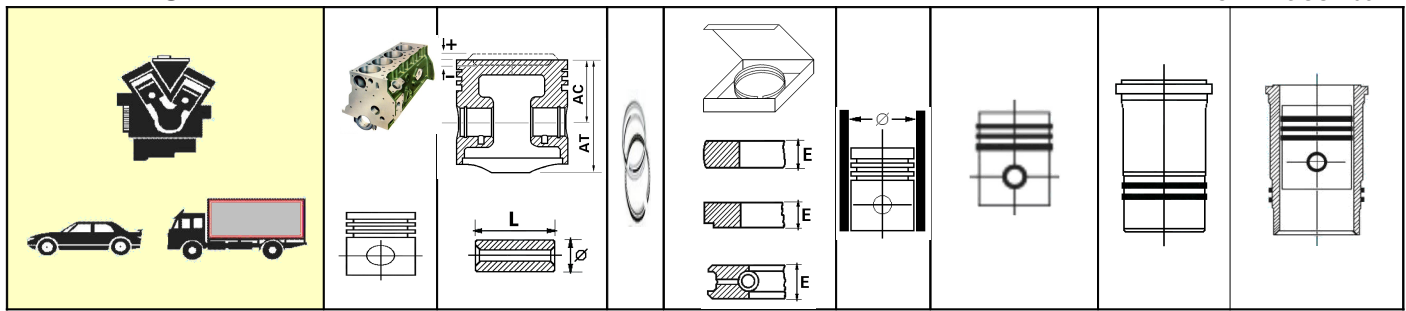
STIHL

Micro Tracteur 130 – 496 c.c. Typ 135	1 Ø 82 	63.5 Ø 30				G1109		
140 – Micro Tracteur 131 A/B 1954	1 Ø 90 	63.5 Ø 30				G9023		
160 A – Micro Tracteur 1526 c.c.	2 Ø 90 	63.5 Ø 35				G9023a		



SUNBEAM

393



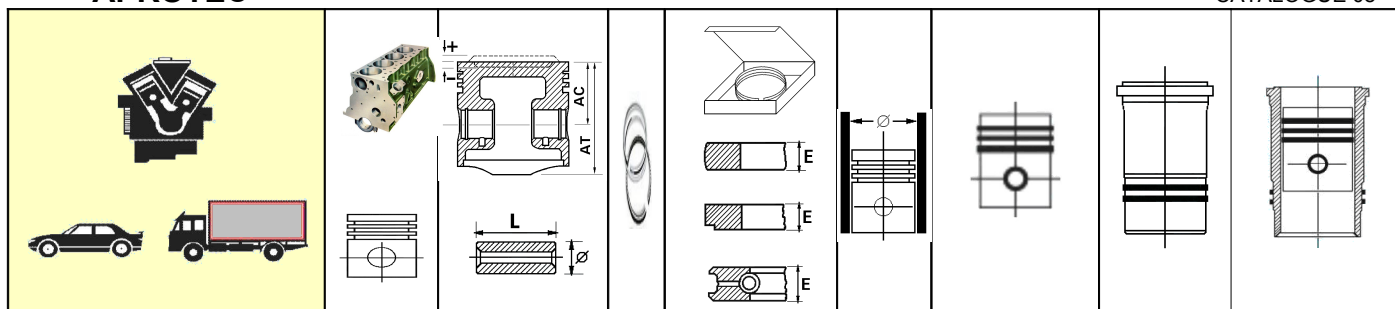
SUZUKI

SUZUKI	4 Ø 74						A=77 C=122 D=79 E=5 K71/S	
SUZUKI	4 Ø 75						A=81.70 C=145 K161/S	
SUZUKI	4 Ø 76						A=81.10 C=17.5 D=88 E=5 K171/S	

TALBOT / SIMCA

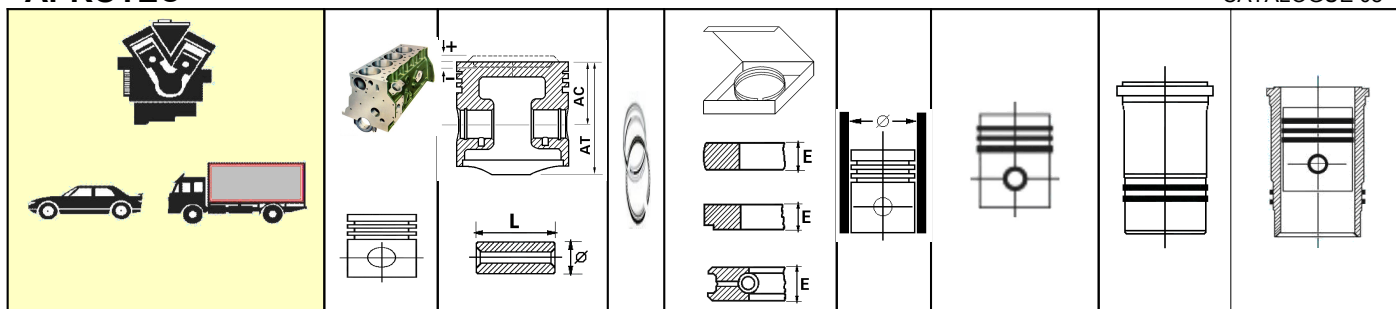
Simca Cinq – 500 – 3 CV 1936/48 Simca Six – 600 – 3 CV 1948/49	4	30.5	3	2		PIS6917 CHE6300	A=55.04 C=122 D=56 E=5	
	Ø 52	x 55.5	1	2				
		Ø 15 x 44	1	3				
6 CV Française - 508	4	42	3	2.5		PIS672		
	Ø 65	x 81.5	1	2.5				
		Ø 18 x 57	1	3.5				

395

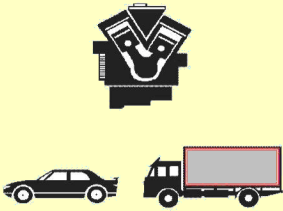
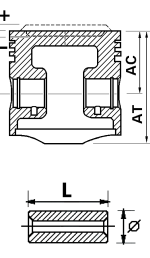
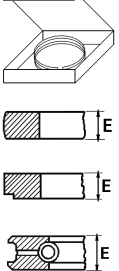
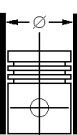
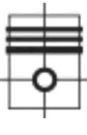
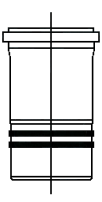
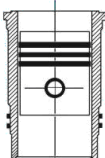

TALBOT / SIMCA

Simca 1000 L, GL, GLS 5 CV, 1962 à 1968 Mot. 315, 315 S	4 Ø 68 	35.5 x 68.5 Ø 19 x 54	1 1 1	1.75 2 4	Std 0.4 0.8	PIS6030		
1000 LS – 944 c.c., Mot. 349 Simca 1000 L, LS, GL, GLS 5 CV à partir de 1968 Mot. 349, 349 S Simca 1100 LS – 5 CV – Mot.352	4 Ø 68 	40.2 – 2.7 x 66.7 Ø 22 x 58	1 1 1	1.75 2 4	Std 0.40 0.80	PIS6084		
1001 LS – 944 c.c., 1968/69	4 Ø 68 	40.2 x 66.7 Ø 22 x 58	1 1 1	1.75 2 4	Std 0.40 0.80	PIS6086		
1000 c.c.	4 Ø 68						A=72 C=119 K6254/S	
Aronde P60, Etoile 6 Mot. 306 (Axe Ø 20) 1951 à 1960	4 Ø 68 	42 x 79 Ø 20 x 56.5	1 2 1	2.5 2.5 4.5		PIS6044		

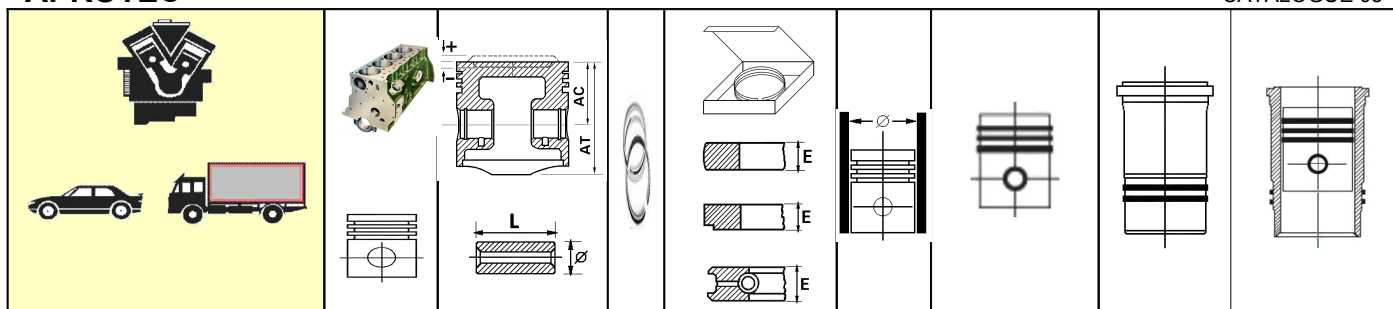
TALBOT / SIMCA



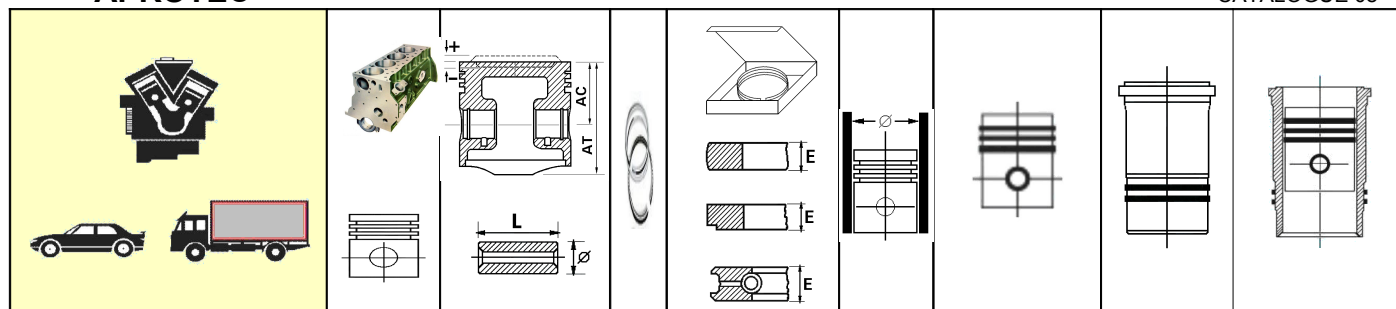
Etoile 6, P60 Mot. 316 (Axe Ø 22) 1960 à 1964	4 Ø 68	42 x 77 Ø 22 x 55	1 2 1	2.5 2.5 4.5	Std 0.4 0.8	PIS6045		
T10B, 11 Júnior, 11 Cadette, 11 CV 1936/37	6 Ø 70	38 x 82 Ø 22 x 63	3 1 1	2.5 2.5 4		PIS1451		
SAMBA LS – GL Mot. XV 5 954 c.c.	4 Ø 70	44.50 x 74 Ø 19.50 x 62	1 1 1	1.75 2 4		PIS6165	A=77 C=122.50 D=83.20 E=84.90 CHE6165	ENS6165
1200 Aronde, Simca 8 & 9, Messagère Châtelaine 1221 c.c. Mot. Flash 1951/55 Aronde Sport, 1953/55 – 1200 Sport 1950/53 1951/55 Simca Huit – 1200 1949/51	4 Ø 72	42 x 82 Ø 20 x 63	2 1 1	2.5 2.5 5	Std 0.4 0.8	PIS6021	A=75 C=148 K2069/S	
SAMBA GL / LS Mot. XW3 1124 c.c.	4 Ø 72	40 + 1.50 x 71 Ø 19.50 x 62	1 1 1	1.50 2 4		PIS6173	A=79.50 C=122 D=89.20 E=85 CHE6184	ENS6184

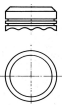
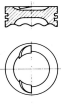
								
SAMBA LS / GL Mot. XW7 1124 c.c.	4 Ø 72	40 + 4 x 73.50 Ø 19.50 x 62	1 1 1	1.50 2 4		PIS6187	A=79.50 C=122 D=89.20 E=85 CHE6184	ENS6187
1200 S – 7 CV – 1968 à 1971 1100 Spécial - 7 CV – 1971 1100 EXPORT – SPECIAL COUPE 1200 S 1971 Mot. 353, 353S, 354 1204 c.c.	4 Ø 74	37.50 – 3.30 x 64.50 Ø 22 x 64	1 1 1	1.75 2 4	Std 0.40 0.60 0.80 1.00	PIS6096		
1100 LS, GL, GLS, 6 CV 1000 Spécial & Rallye, 6 CV Mot. 350, 351, compr. 9.6:1 CHRYSLER Horizon GL 1000 SR – 6 CV Break 1100 GLS, LE Depuis Septembre 1975 1967/72	4 Ø 74 	40 – 3.30 x 67 Ø 22 x 64	1 1 1	1.75 2 4	Std 0.10 0.40 0.60 0.80 1.00	R2.162.15.00 R2.162.15.04 R2.162.15.06 R2.162.15.08 R2.162.15.10 PIS6085		
1100 – 6 CV L / LS / LE / LX VF 2 FOURGONNETTE / Commerciale et pour carborant à faible indice d'octane jusqu'à Sept. 1975 HORIZON LS Mot. 350, compr. 8.2:1 1118 c.c.	4 Ø 74	40 – 4.50 x 67 Ø 22 x 64	1 1 1	1.75 2 4	Std 0.40 0.60 0.80 1.00	PIS6087		
1300 Aronde – Elysee Mot. Rusch. 1956 Aronde - Elysee, 1300, Ariane 4 1300 – 1301 jusqu'à déc. 1969 Mot. 312 Rush	4 Ø 74 	42 x 78.4 Ø 22 x 62	1 2 1	2.5 2.5 5	Std 0.40 0.80	PIS6022	A=78 C=148 K2102/S	

TALBOT / SIMCA

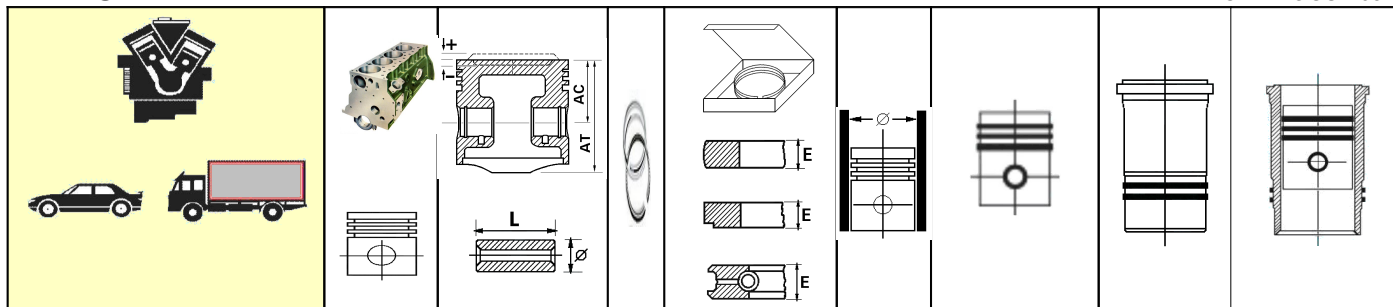


1301 – 1301 S Mot. 345 après déc. 1969	4 Ø 74 	43.5 + 9 x 90.3 Ø 22 x 62.5	1 1 1	1.75 2 4	Std 0.10 0.40 0.80	PIS6031		
SAMBA RALLYE 80 cv	4 Ø 75 	40.50 x 65.50 Ø 19.50 x 65	1 1 1	1.75 2 4		CHE6119	A=79.50 C=122 D=89.20 E=85 CHE6106	ENS6106
SAMBA GLS Mot. XY 6 B 1360 c.c.	4 Ø 75 	40.50 x 65.50 Ø 19.50 x 65	1 1 1	1.75 2 4		PIS6119	A=79.50 C=134.50 D=89.20 E=90 CHE6119	ENS6119
MF75, 14 CV – T110, 14 CV 1933/36 H75 – 19 CV 1932/33	6 Ø 75 	36 x 78 Ø 22 x 67	3 1 1	2.5 2.5 4		PIS882		
K75 – 15 CV	6 Ø 75 	45 x 80 Ø 22 x 67	2 1 1	2.5 2.5 3		PIS638		


TALBOT / SIMCA

Mot. 342 S, 1475 c.c., 9.3:1, SIMCA 1500, 1501/S 1964/76	4 Ø 75.21 	39 + 4.70 x 81.70 Ø 22 x 62.30	1 1 1	1.75 2 4	Std 0.60 0.80	R2.162.30.00 R2.162.30.06 R2.162.30.08	A=79 C=147 K4305/S	
Mot. 366, 1294 c.c., 9.5:1, Mot. 371, 1442 c.c., 9.5:1, CHRYSLER GL/S/GLS, Horizon GLS SIMCA 1100 S/TI, 1307 S/GLS, Matra Baghera 550, 1308 GT 1972 →	4 Ø 76.7 	37.50 - 3.50 x 64.50 Ø 22 x 64.30	1 1 1	1.75 2 4	Std 0.40 0.80	R2.162.35.00 R2.162.35.04 R2.162.35.08 PIS6098		
1000 SPECIAL – 7 CV 1000 RALLYE 1 / 2 / 3 Avant sept. 1975 Mot. 371.0 GI / 1 G4 73	4 Ø 76.70 	37.50 – 3.50 x 64.50 Ø 22 x 66	1 1 1	1.75 2 4	Std 0.10 0.40 0.80	PIS6097		
T120 – Baby Sport, 17 CV 1935/36	6 Ø 78 	38 x 78 Ø 22 x 71	3 1 1	2.5 2.5 4		PIS1292		
T150S, 17 CV 1935/36	6 Ø 78 	38 + 16 x 94 Ø 22 x 68.5	2 1 1	2.5 2.5 4		PIS1141		

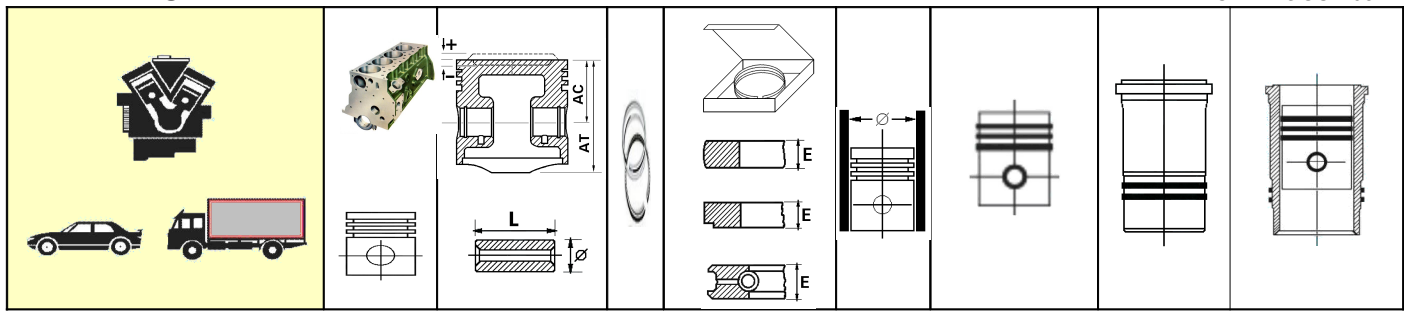
TALBOT / SIMCA



K78 – MC – MD – 16 CV K78 – 16 CV	6 Ø 78 	41.8 x 87 Ø 22 x 73	1 1 1 1	2.5 2.5 2.5 4.5		PIS1018		
H78 – 22 CV	8 Ø 78 	41.8 x 87 Ø 22 x 73	1 1 1 1	2.5 2.5 2.5 4.5		PIS1018		
MATRA MURENA 1.6 L SOLARA GLS / SX 1309 SX 80.6 x 78 – 1592 c.c.	4 Ø 80.60	37.50 – 3.60 x 68.50 Ø 22 x 69	1 1 1	1.75 2 4	Std 0.10 0.40 0.80	PIS6157		
HORIZON (DIESEL)	4 Ø 83						A=86 C=155 K1281/S	
TAGORA	4 Ø 94						K127/S	

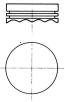
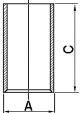
THERMOMECCANICA

Compresseur BV 2/105	1 Ø 150 	75.5 Ø 30				G1508		
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TOUSSAINT

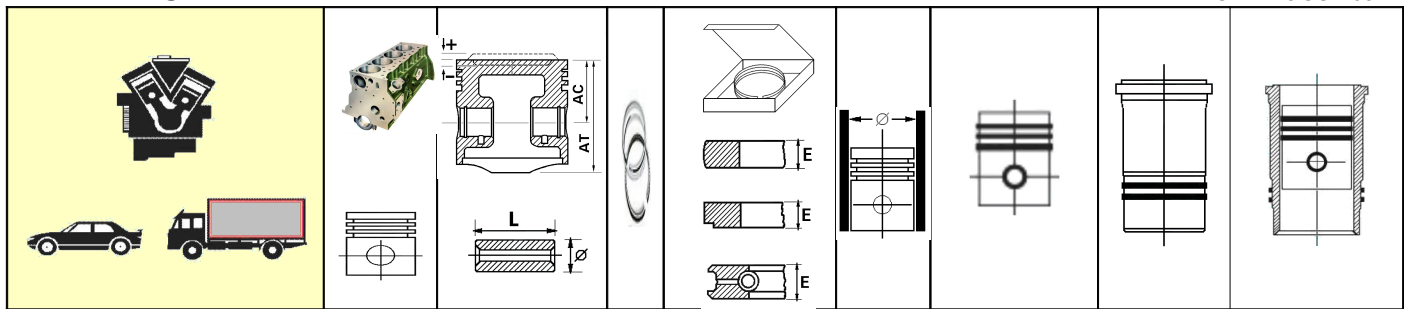
Compresseur	Ø 85	40 x 93	3 1	2.5 5		PIS2219		
		Ø 21 x 75						

TOYOTA

Mot. K, 1077 c.c., 9:1, Corolla 1100/VAN 1967/70 Mot. 3K, 1166 c.c., 9:1, Corolla 1200/Coupé/VAN, Starlet 1200 1970 →	4 Ø 75 	36.10 x 75 Ø 18 x 61	1 1 1	2 2 4	Std 0.50 0.75 1.00	R2.164.10.00 R2.164.10.05 R2.164.10.07 R2.164.10.10 PIS8062	A=79.15 C=121.60  R3.164.S L.10	R1.164.10.90
CORONA DIESEL	4 Ø 83	47 – 1.20 x 77 Ø 27 x 68	1 1 1	2 2 3	Std 0.50 1.00			ENS8067
DIESEL	4 Ø 86						A=89 C=164 D=95 E=5 K2187/S	
Crown De Luxe 1897 c.c.	4 Ø 88 	41 – 1.5 Ø 24				G8813		

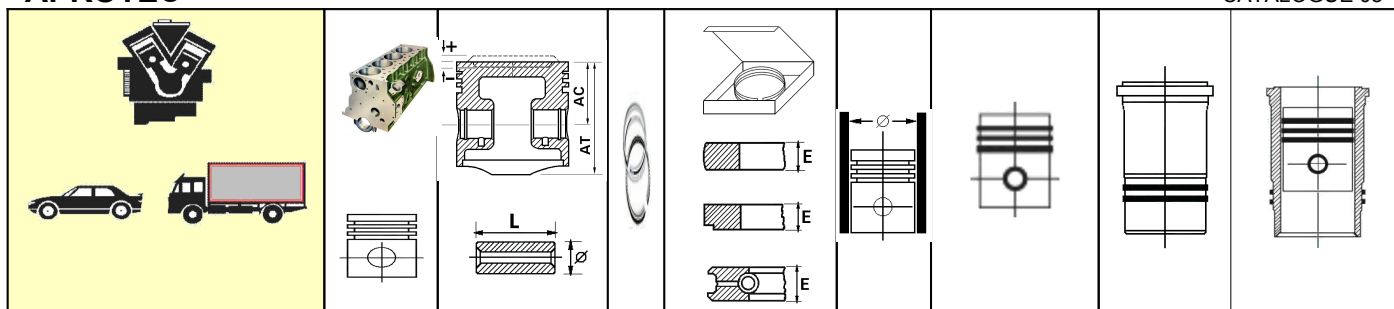


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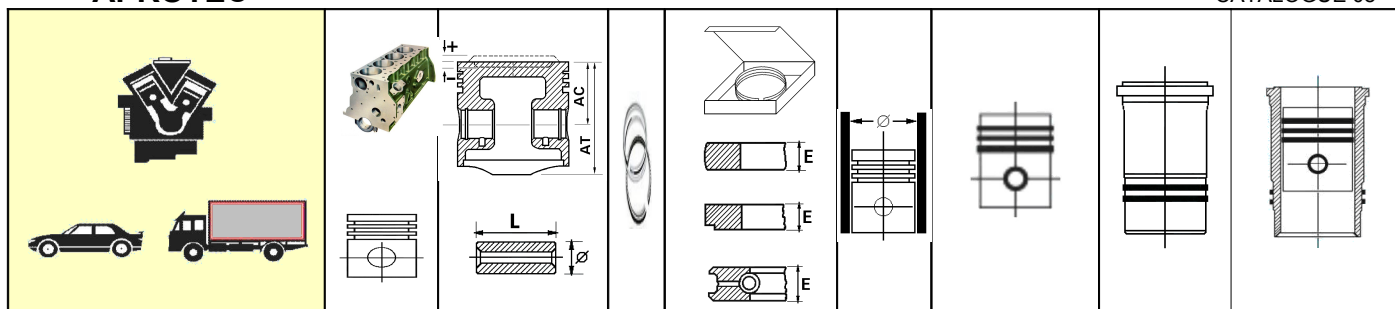


TOYOTA

Mot. 2 J, 2481 c.c., 21:1, Dyna, Coaster, Folk Lift, Diesel 1973 →	4 Ø 88	52.35 – 3 x 102.30 Ø 27 x 74	1 2 1	2.50 2.50 4	Std	R2.164.30.00 K6312	A=93.00 C=184.00 D=98.00 E=3.00 F=1.00 R3.164.S A.20 A=93.13 C=182.50 D=97.85 E=2.60 R3.164.S A.23	R1.164.30.90 R1.164.30.91
	4/6 Ø 88						A=93 C=184 D=97.7 E=2.5 PARAF. 90.6 F=1 K9604/S	
LAND CRUISER								

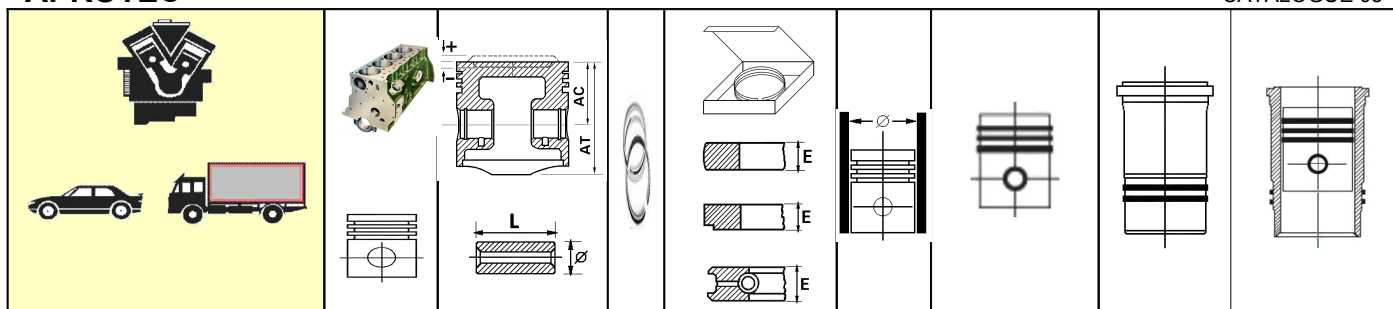

TOYOTA

Mot. L (New), 2188 c.c., Crown, LS 110, 110 G, 117, Hiace, VAN, Truck, LH 20/ 24/30/40, Hilux LN40, Diesel	4 Ø 90 	52.20 – 1.50 x 99.20 Ø 27 x 74	1 1 1	2 2 4	Std 0.50	R2.164.45.00 R2.164.45.05	A=94.00 C=160.60 D=100.82 E=3.50 F=1.20 R3.164.S A.30	R1.164.45.91
DIESEL	4 Ø 90						A=94 C=161 D=110.8 E=3.5 PARAF. F=1.2 K1282/S	
DIESEL	6 Ø 91						A=95.15 C=163 D=99 E=5 K9984/S	

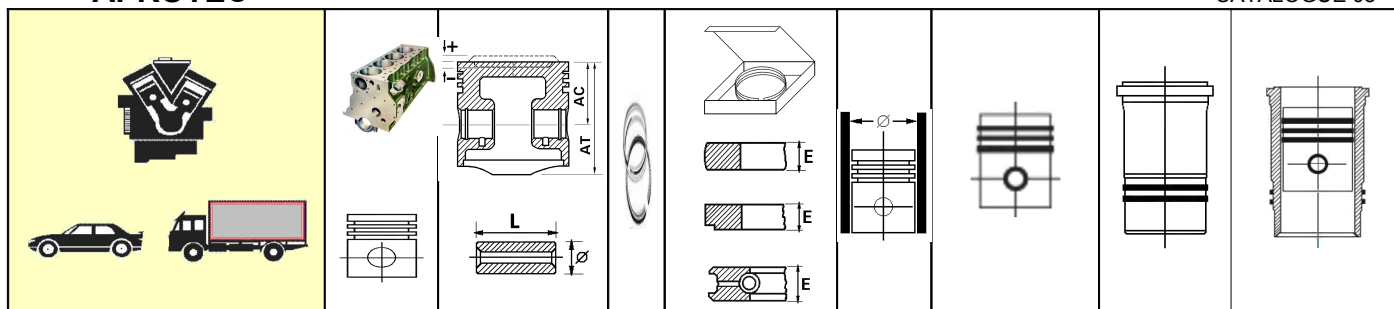


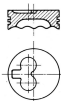
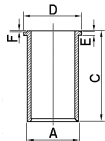
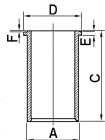
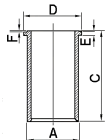
TOYOTA

Mot. 2L, 2400 c.c., Hiace LH 51, Diesel	4	49.30 – 1.50	1	2	Std	R2.164.50.00 R2.164.50.05 R2.164.50.10	A=95.00 C=161.00 D=96.50 E=4.00	R1.164.50.90
	Ø 92	x 86.30	1	2	0.50 1.00			
		Ø 27 x 74	1	4			R3.164.S A.33 A=96.00 C=160.50 D=101.00 E=4.50 F=1.00 R3.164.S A.34 R1.164.50.91	

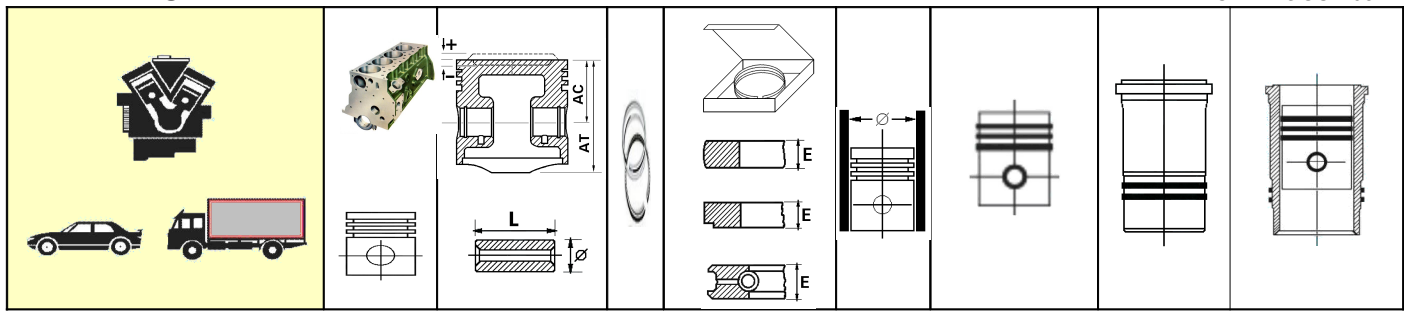

TOYOTA

Mot. 2L (New), Hiace LH102, Diesel R.O. 13101-54070-C	4	44.50 – 1.60 x 80.50	1	2	Std 0.50 1.00	R2.164.51.00 R2.164.51.05 R2.164.51.10	A=95.00 C=161.00 D=96.50 E=4.00	R1.164.51.90
	Ø 92		1	2				
		Ø 27 x 70	1	4				
DIESEL	4							
	Ø 92						A=96.00 C=160.50 D=101.00 E=4.50 F=1.00	R1.164.51.91
Mot. B, 2977 c.c., Dyna, Coast, BU10/12/15/19 Diesel 1972	4	52.20 – 2 x 101.20	1	2.50	Std 0.50 1.00	R2.164.55.00 R2.164.55.05 R2.164.55.10	A=100.00 C=190.00 D=107.70 E=2.50 F=1.00	R1.164.55.90
	Ø 95		1	2.50				
		Ø 29 x 79	1	4.50		Ver Toyota R2.164.60.00		


TOYOTA

Mot. B (New), 2977 c.c., Dyna, BU 20/30, Land Cruiser, BJ 40/43, Coaster, Diesel	4 Ø 95 	52.20 – 2 x 101.20 Ø 29 x 79	1 1 1	2.50 2.50 4.50	Std 0.50 1.00	R2.164.60.00 R2.164.60.05 R2.164.60.10	A=102.00 C=190.00 D=107.70 E=2.50 F=1.00  R3.164.S A.39	R1.164.60.90
Mot. 11B, 3400 c.c., Dyna, Diesel Injection direct	4 Ø 95 	63.50 – 18 x 98.50 Ø 34 x 76	1 1 1	2.50 2.50 4.50	Std 0.50 1.00	R2.164.61.00 R2.164.61.05 R2.164.61.10	A=99.00 C=191.30 D=104.70 E=2.50 F=1.25  R3.164.S A.40	R1.164.61.90
Mot. 11B, Dyna BU84, Diesel Injection direct R.O. 13101-56060	4 Ø 95 	55.50 – 20.40 x 90.50 Ø 32 x 72	1 1 1	2.50 2 4	Std 0.50 1.00	R2.164.62.00 R2.164.62.05 R2.164.62.10	A=99.00 C=191.30 D=104.70 E=2.50 F=1.25  R3.164.S A.40	R1.164.62.90

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TOYOTA

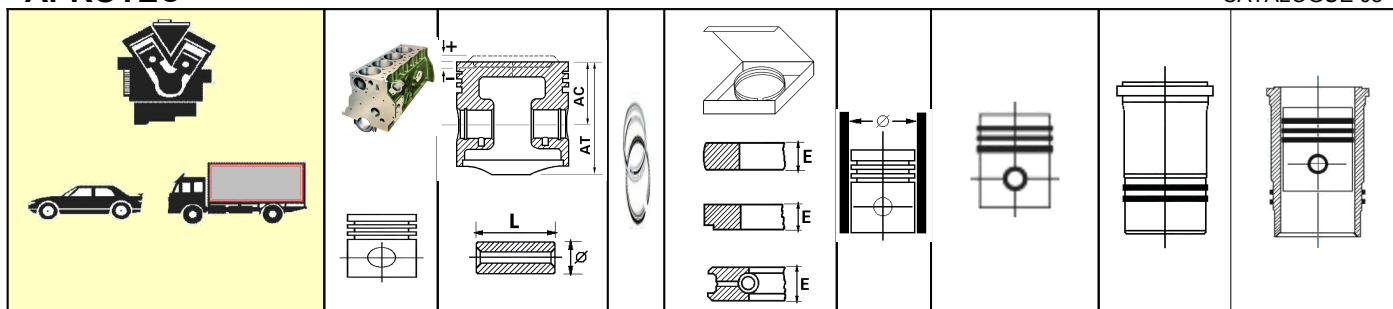
Mot. 1W, 4009 c.c., Diesel, Injection direct 1983 →	4	60.10 – 19.20 x	1	2.50	Std	R2.164.73.00	A=107.00 C=201.00 D=112.00 E=8.00 F=1.00	R1.164.73.90
	Ø 104	106.10	1	2				
		Ø 35 x 85	1	5				
Mot. 15B, 4104 c.c., Diesel, Injection direct Motor 15BT, 4104 c.c., Turbodiesel	4	59.50 – 20.00 x	1	3	Std	R2.164.75.00	A=112.00 C=200.00 D=113.80 E=4.00	R1.164.75.90
	Ø 108	94.50	1	2				
		Ø 34 x 73	1	4				
								R3.164.S A.60
								R3.164.S A.65

TRANE

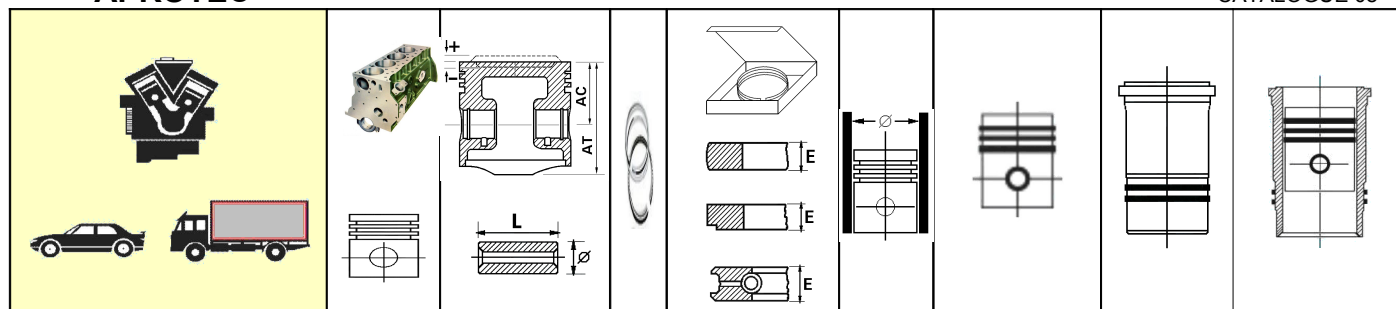
Compresseur	1	Ø 29				K1410		
	Ø 92.89							

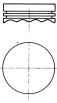
TURNER

Mark I-II-II - Tracteur	1/2/4	74.58 – 2.5				G9516b		
	Ø 95.25	Ø 28.5						

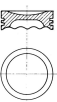

VENDEUVRE

Diesel (Fraisages du fond parallèles à l'axe)	Ø 92	70 – 4 x 140	2 1 1 1	3.5 3.5 3.5 5.5		PIS1379		
6 – Diesel (Fraisages du fond perpendiculaires à l'axe)	Ø 92	70 – 4 x 140	2 1 1 1	3.5 3.5 3.5 5.5		PIS2042		
D12 – D24 – 8B – YNH – Diesel – (Fraisages du fond perpendiculaires à l'axe)	1/2/4 Ø 95	70 – 4 x 140	2 1 1 1	3.5 3.5 3.5 5.5		PIS1348		
D12 – D24 – 8B – YNH – Diesel – (Fraisages du fond parallèles à l'axe)	1/2/4 Ø 95	70 – 4 x 140	2 1 1 1	3.5 3.5 3.5 5.5		PIS1347		
D20 – D40 – Dièsel (Fraisages du fond parallèles à l'axe)	Ø 110	75 – 3.5 x 150	2 1 1 1	3.5 3.5 4.5 5		PIS1575		
D10 – Diesel – (Fraisages du fond perpendiculaires à l'axe)	1/2/4 Ø 110	75 – 3.5 x 150	2 1 1 1	3.5 3.5 4.5 5		PIS1576		

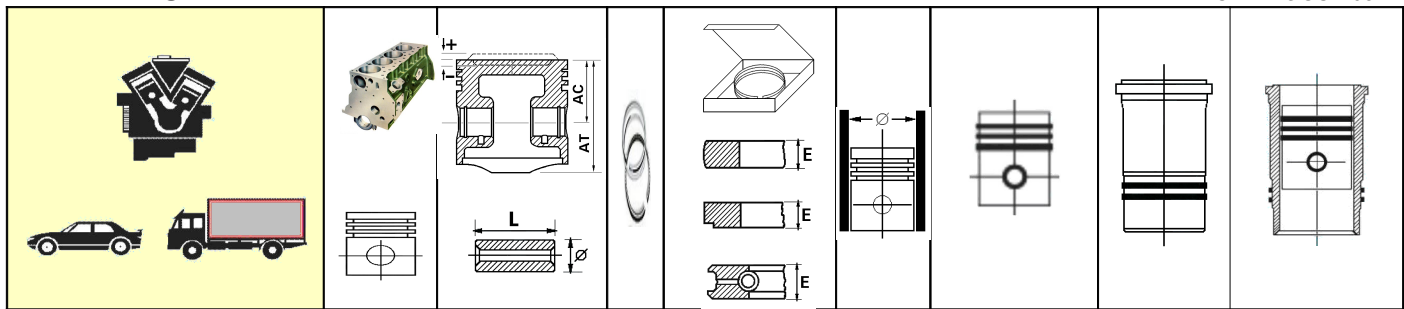

VENDEUVRE

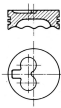
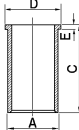
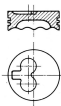
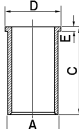
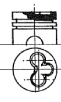
ZP refroidi par air MD44	1/6	66	1	3.5		PIS2375		
	Ø 115	x 135	2	3.5				
			1	5				
		42 x 99	1	5				

VOLKSWAGEN

Mot. 801, 1093 c.c., 8/8.2:1, Golf/L/C/CL/GL, Scirocco/L, Polo S/LS/GLS/ GT/Jeans/C/CL/GL, Derby S/LS/LX/GLS/C/CL/GL 1974 →	4	40.30 – 4	1	1.75	Std 0.50	R2.174.10.00 R2.174.10.05	A=73 C=131 K6227/S	
	Ø 69.50	x 67.60	1	2.50				
			1	4				
		20 x 58						
1130 c.c.; Mot. 1111 – bis 1954	4	38 – 3.5				G7533		
	Ø 75	Ø 20						
								
GOLF 7 cv POLO / DERBI / JETTA SIROCCO – PASSAT – VARIANT 1275 c.c.	4	38.55	1	1.75	Std 0.50	PIS8075	A=78 C=135 K2113/S	
	Ø 75	x 64.05	1	2				
			1	4				
		Ø 20 x 62						
GOLF POLO MENPHIS 1391 c.c. Mot. ABD	4	42.87 – 16.50	1	1.75		PIS8078		
	Ø 75	x 64.87	1	2				
			1	3				
		Ø 20 x 54						

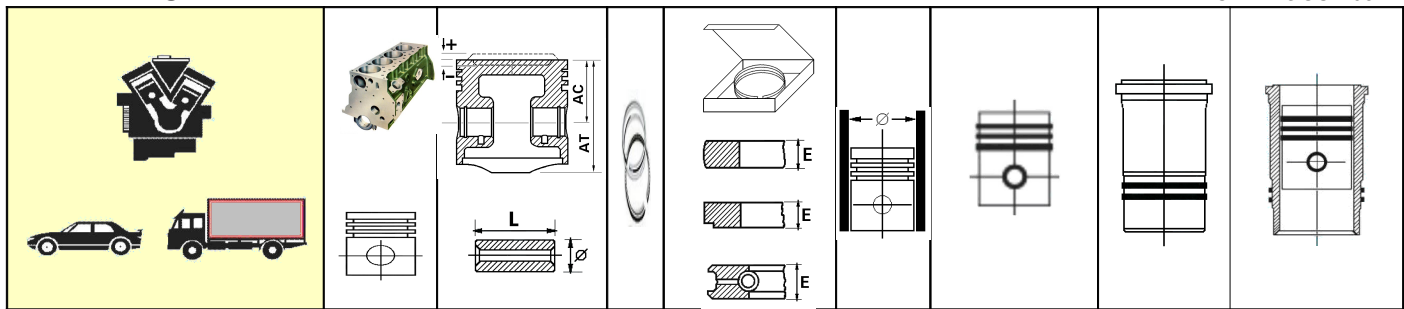
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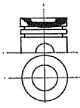
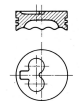
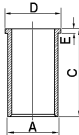
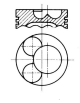

VOLKSWAGEN

1588 c.c., 23.5:1, Golf C/CL/ GL/GTD, Jetta C/CL/GL, Passat Variant/C/CL/GL, Santana CL/GL/CX/LX/GX, Rabbit L/LS/GL/CX/LX/GX, Turbodiesel 1982 →	4 Ø 76.51 	41.70 – 1.60 x 71.70 Ø 24 x 64	1 1 1	1.75 2 3	Std 0.50 1.00	R2.174.26.00 R2.174.26.05 PIS8077	A=79.50 C=145.00 D=81.50 E=4.70  R3.174.S A.15 K62313/S	R1.174.26.90
1588 c.c., 23:1, Passat, Turbodiesel Intercooler 1988 →	4 Ø 76.51 	41.70 – 1.60 x 71.70 Ø 24 x 64	1 1 1	1.75 2 3	Std 0.50 1.00	R2.174.27.00 R2.174.27.05 R2.174.27.10	A=79.50 C=145.00 D=81.50 E=4.70  R3.174.S A.15 K62313/S	R1.174.27.90
Golf 1471 c.c.; D / LD / GLD ab 76 Passat bis 1980 – Audi 80 4 Zylinder Audi 100 5 Zylinder	4/5 Ø 76.5 	44.9 – 1.8 Ø 22				G7611	A=81 C=147 D=83 E=4.70 K62315/S	
GOLF DIESEL 1500 / 1600	4 Ø 76.5						A=79.5 C=147 K6229/S	
GOLF DIESEL 1500 / 1600	4 Ø 76.5						A=81 C=147 K62292/S	

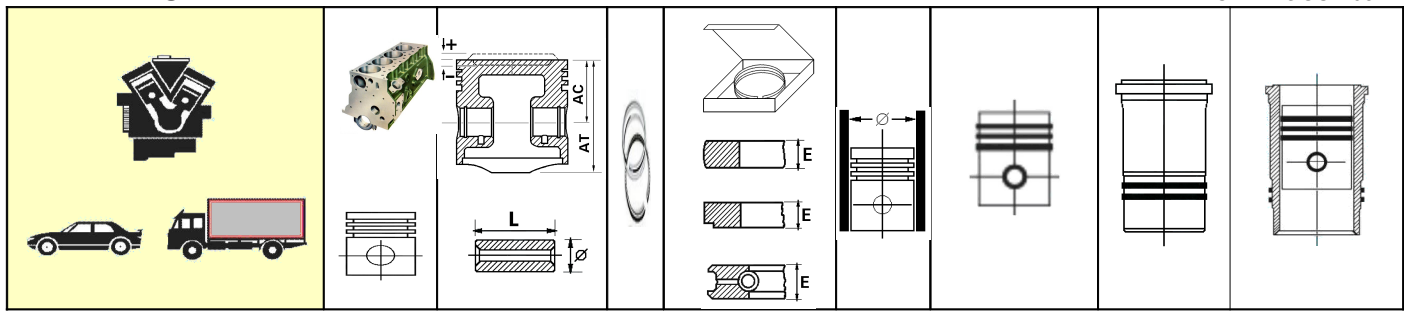


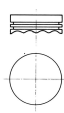
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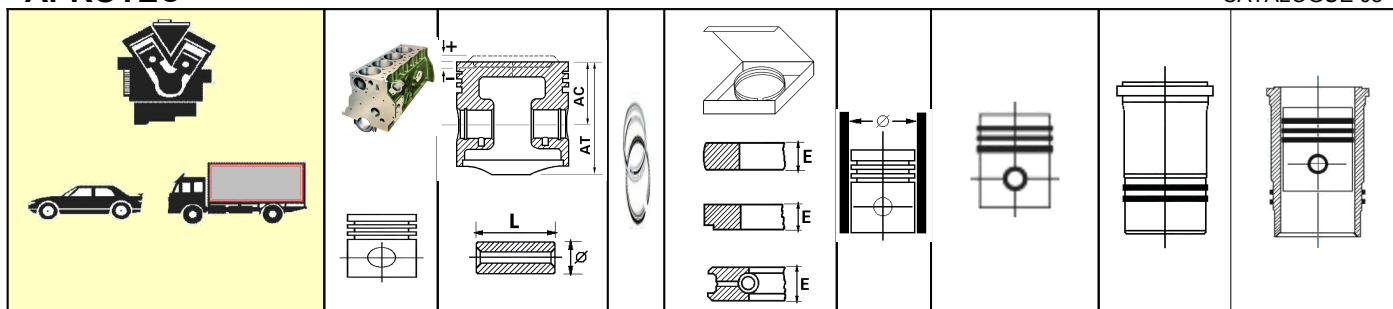

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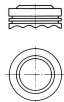
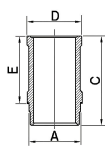
Golf 1558 c.c., GTI / GLI ab 75 GLI Cabriolet / Passat GLI ab 79 Jetta LI / GLI 110 PS – Variant GLI Audi GLI	4 Ø 79.5 	40.7 – 8.3 Ø 22					G791		
Mot. AAZ, 1896 c.c., 22.5:1 Golf, Vento, Passat, Turbodiesel 1991 →	4 Ø 79.51 	45.65 – 1.90 x 71.65 Ø 26 x 66	1 1 1	1.75 2 3	Std 0.50	R2.174.41.00 R2.174.41.05	A=82.50 C=152.00 D=85.50 E=4.70  R3.174.S A.20		R1.174.40.90
Mot. 1Z, 1896 c.c., 19.5:1, Golf/Vento/Passat/Sharan 1.9 TDI, Turbodiesel Injection direct 1993 →	4 Ø 79.51 	45.80 - 17.75 x 71.80 Ø 26 x 66	1 1 1	1.75 2 3	Std 0.50	R2.174.42.00 R2.174.42.05			
GOLF DIESEL 1700	4 Ø 79.5						A=83 C=152 D=84 E=7 K1205/S		
GOLF DIESEL 1900	4 Ø 79.5						A=83 C=152 D=84 E=7 K141/S		

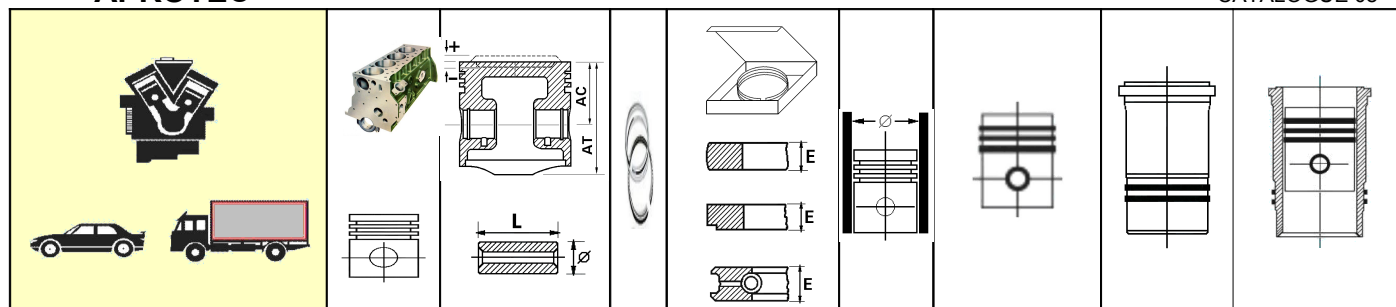
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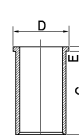

VOLVO

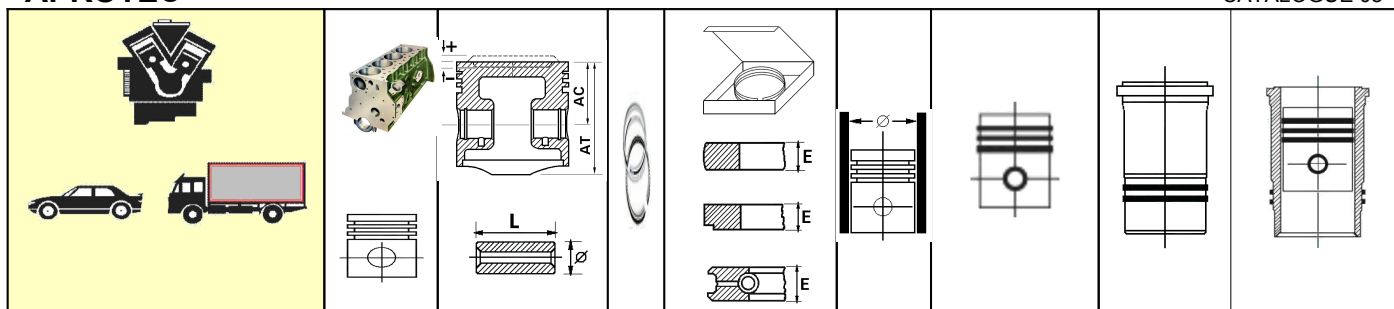
Compresseur	Ø 65	27 x 59.5		2.5		PIS2256		
		Ø 13.5 x 50						
Compresseur	Ø 70	26 x 52	2 3	2.5 3.5		PIS1653		
		Ø 15 x 62						
Compresseur	Ø 70	39 x 71	3 1	2.5 3.5		PIS2094		
		Ø 18 x 59						
Compresseur	Ø 70	44 x 75.6	3 1	2.5 3.5		PIS2095		
		Ø 18 x 59						
1108 c.c., 8.5:1, 66 DL/L/ Station Wagon 1975 →	4 Ø 70	40 x 68	1 1 1	2 2 3.50	Std	R2.176.05.00 Ver Renault R2.139.20.00	A=75.44 C=135.00 D=85.80 E=94.85 R3.176.H T.10 Ver Renault R3.139.H T.25	R1.176.05.90 Ver Renault R1.139.20.90
		Ø 18 x 62						

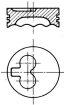
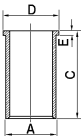
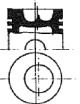

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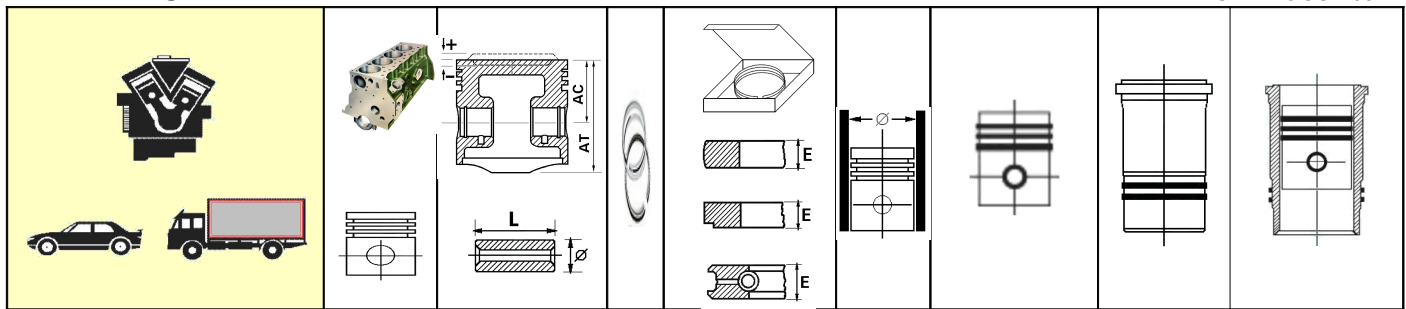
Compresseur	1 Ø 73						A=77 C=74 K172/S	
1289 c.c., 9.6:1, 66 GL Sedan/Kombi 1975 →	4 Ø 73 	37.50 + 0.20 x 62.70 Ø 20 x 62	1 1 1	1.75 2 4	Std	R2.176.10.00 Ver Renault R2.139.30.00	A=78.41 C=134.00 D=87.78 E=94.87  R3.176.H T.15 Ver Renault R3.139.H T.30	R1.176.10.90 Ver Renault R1.139.30.90
Compresseur	1 Ø 75						A=78 C=110 K99/S	
444 – Mot. B4B – PV 444A – PV445A	4 Ø 75 	46 Ø 19				G7517		
VOLVO 340 1984 TYPE B 14 OE	4 Ø 76	37.50 x 64 Ø 20 x 63.50	1 1 1	1.75 2 4		PIS6113	D=90.10 C=134 E=95 A=80.60 CHE6110	ENS6113


VOLVO

VOLVO 760 GLE	4 Ø 76.5	41.70 – 1.60 x 71.70 Ø 24 x 74	1 1 1	1.75 2 3	Std 1.00 1.50	PIS8073		
VOLVO 740 TURBO DIESEL	4 Ø 76.5	41.70 – 1.60 x 71.70	1 1 1	1.75 2 3	Std 0.50 1.00	PIS8076		
DIESEL 244 – 245	6 Ø 76.5						A=79.9 C=147 K1286/S	
Mot. D 24, 1986 c.c., 23:1, 244/245 GLD 5, 5 Cil. Mot. D 24, 2383 c.c., 23.5:1, 244/245 GLD 6, 6 Cil., Diesel 1978 →	5/6 Ø 76.51 	41.70 – 1.60 x 71.70 Ø 24 x 64	1 1 1	1.75 2 3	Std 0.50 Ver VW R2.174.25.00	R2.174.20.00 R2.174.20.05 Ver VW R2.174.25.00	A=79.50 C=145.00 D=81.50 E=4.70  R3.176.S A.20 Ver VW R3.174.S A.15 K1287/S	R1.176.20.90 Ver VW R1.174.25.90


VOLVO

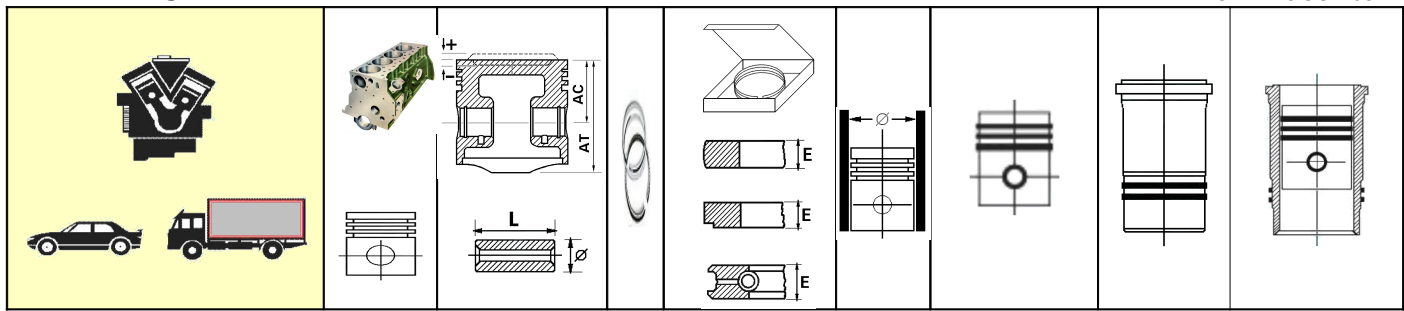
Mot. D24TD, 2383 c.c., 23:1, 760 TD, 780 TD, Turbodiesel Intercooler 1988 →	6 Ø 76.51 	41.70 – 1.60 x 71.70 Ø 24 x 64	1 1 1	1.75 2 3	Std 0.50 1.00	R2.176.22.00 R2.176.22.05 R2.176.22.10 Ver VW R2.174.27.00	A=79.50 C=145.00 D=81.50 E=4.70  R3.176.S A.22 Ver VW R3.174.S A.15	R1.176.22.90 Ver VW R1.174.27.90
544 – Amazone – Sport B16A – B16B	4 Ø 79.37 	46 Ø 19				G7937		
MD 2 Diesel 1968	1 Ø 79.37 	65 – 15.5 Ø 28				G800a		
Compresseur	1 Ø 80						A=83 C=95 K100/S	

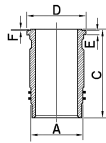
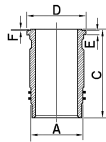
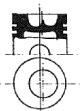

VOLVO

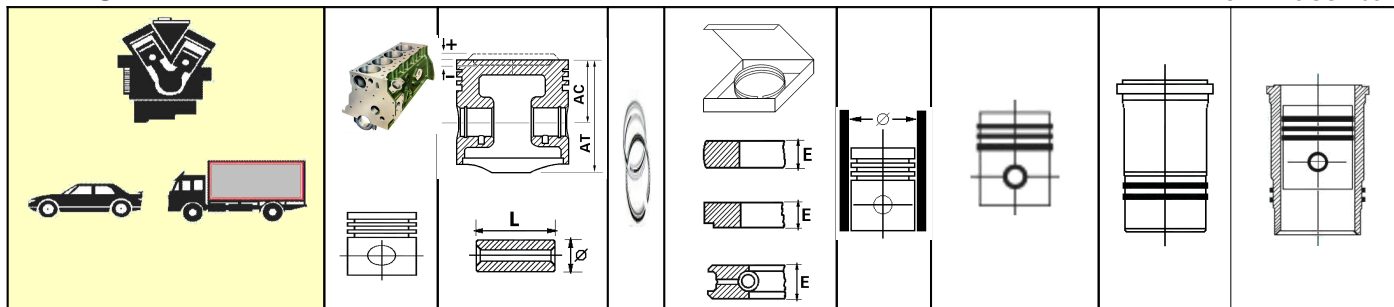
VOLVO COUPE 480	4 Ø 81	44 – 13.70 x 70 Ø 21 x 65	1 1 1	1.75 2 3	Std 0.50 1.00	PIS6130		
B18A – B18B – B18D ab 1961	4 Ø 84.14 	46 Ø 22				G8410		
B20A – B30E Veicolo 131 – 133 – 135 – 142 – 144 – 1800S – 160 – 64 – 165 – 166 – 142E – 144E – 164E Ab 1968	4/6 Ø 88.9 	46 Ø 22				G891		
DIESEL	4 Ø 88.9						A=92 C=155 D=94 E=5 K9992/S	
DIESEL	4 Ø 92						A=96 C=155 K129/S	

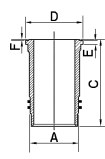
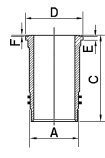


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**VOLVO**

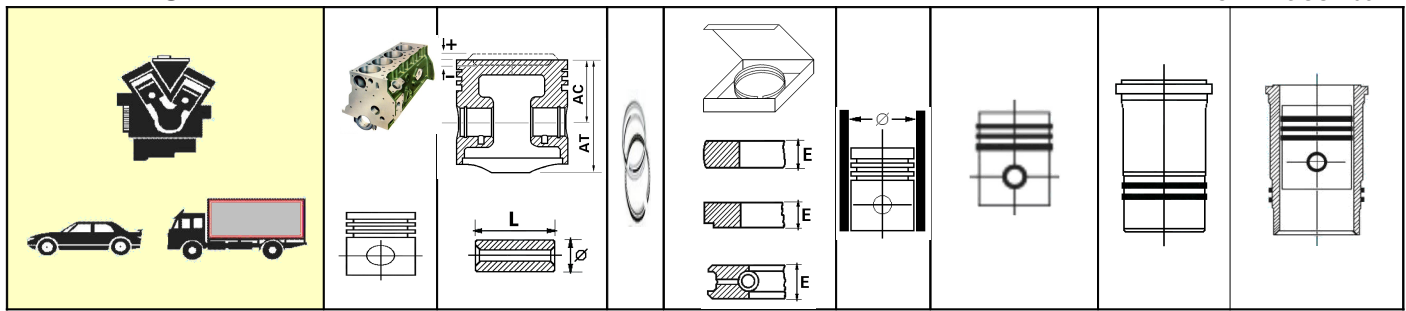
Mot. TD70A/B/C, 6730 c.c., 15.5:1, B54, F86, FB86, N86, N7, Diesel 1966 →	6 Ø 104.775 4.1/8 in						A=116.94 C=257.00 D=126.99 E=11.53 F=0.89 	R3.176.H T.44
Mot. TD 70E, 6700 c.c., 14.5:1, F86, TF86T, N725, TF86DTC, TN7, B57, Diesel 1974 →	6 Ø 104.775 4.1/8 in						A=116.94 C=257.00 D=126.99 E=11.53 F=0.89 	R3.176.H T.44
DIESEL	6 Ø 104.77						A=115 C=258 D=120.9 E=8 F=1 K1289/S	
D96B – Penta – D95 AS / AL TD95 AS – L395 – B655 – L495 – L495 04/06/07 Diesel	6 Ø 120.65 	105.7 – 28.2 Ø 45				G12032	A=SAGOM. C=286.7 K7937/F	


VOLVO

Mot. D 100A/B, HD 100 A-B, 9600 c.c., 17:1, N88, F88, LF88, B58, Diesel 1966/74	6 $\varnothing$ 120.65 4.3/4 in						A=133.81 C=294.11 D=146.96 E=11.68 F=1.00  R3.176.H T.50	
Mot. TD100A, THD 100 A-D, TMD 100 A, 9600 c.c., 15:1, N88, F10, F88, FL88, NB88, FB88, TN88, TF88, G88, B58, B59, N10, Diesel 1966/74	6 $\varnothing$ 120.65 4.3/4 in						A=133.81 C=294.11 D=146.96 E=11.68 F=1.00  R3.176.H T.50	

WESTINGHOUSE

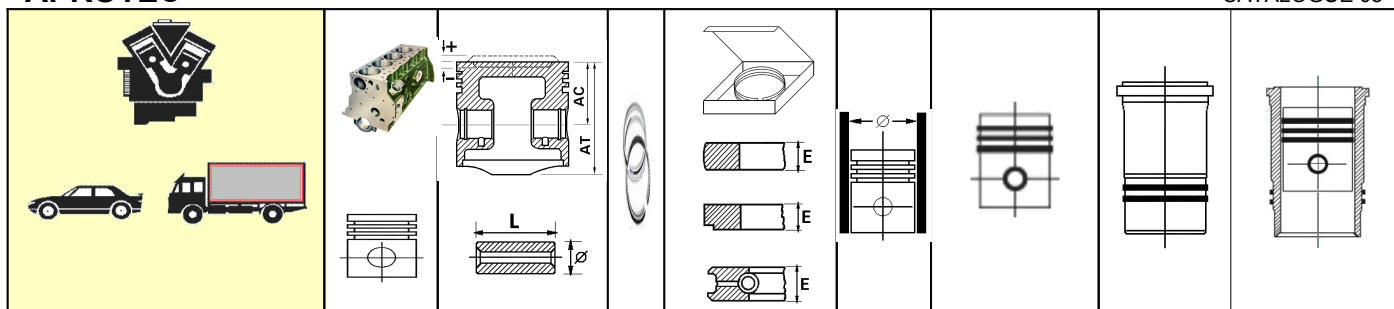
Compresseur 3 B – 6 CU	2 $\varnothing$ 47.62 	24.6 $\varnothing$ 12.7				G470h	
Compresseur T 82	1 $\varnothing$ 50 	23.5 $\varnothing$ 12				G5021h	


WESTINGHOUSE

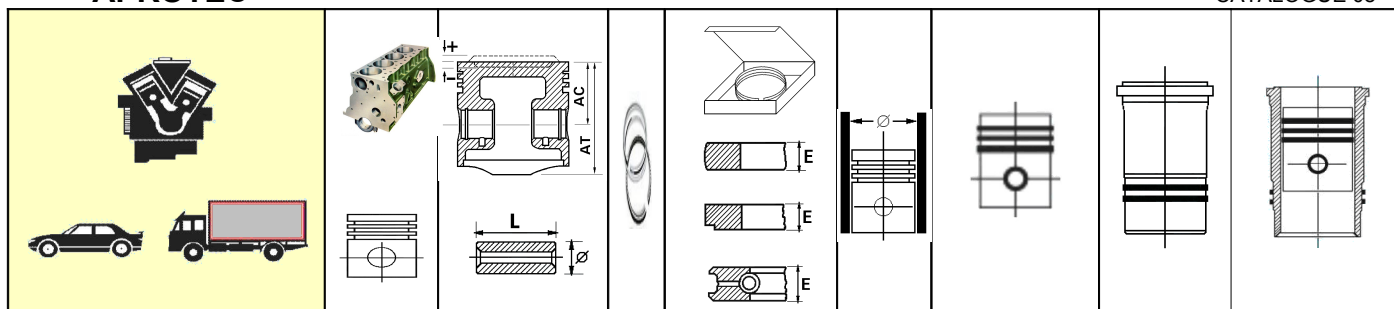
Compresseur K 155 – K 255	1/2 Ø 55	30 Ø 15				G5450d		
Compresseur 60081	1 Ø 60					G205		
Compresseur	1 Ø 60	37 x 64 Ø 22 x 50.2	1 1 1 1 1	2.5 2.5 2.5 4 4	Std 0.50 1.00	G205 PIS10036600 08		
Compresseur K 330-2GA-N2C	2 Ø 63.5	29 Ø 15.87				G632f		

WESTINGHOUSE

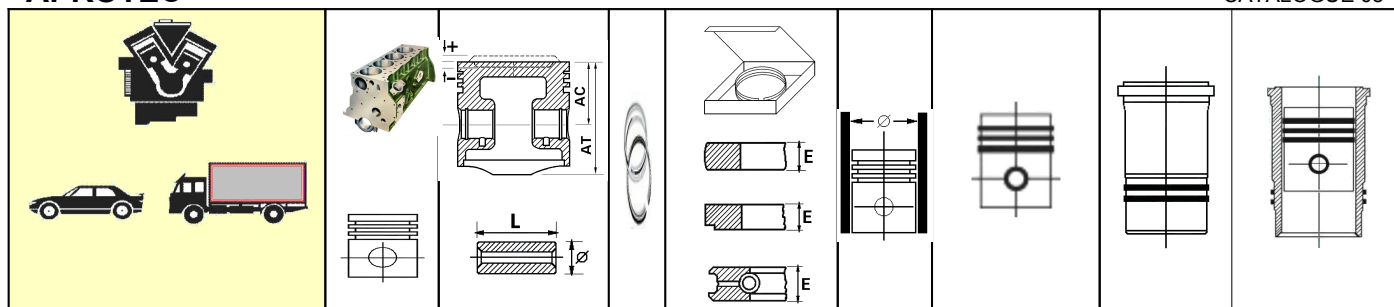
Compresseur K165-U1A	1 Ø 65	35 Ø 15				G654d		
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WESTINGHOUSE

Compresseur GK 165 Cod. 1/350..	1 Ø 65 	28 Ø 15				K915		
Compresseur	1/2 Ø 75 	28 Ø 15				K1413		
Compresseur T 460 A	1 Ø 75 	31 Ø 15.87				G753		
Compresseur BENDIX 15W37/WB 15-W 37-W31	2 Ø 75 	32.156 Ø 15.87				G7519		
Compresseur 49 PT-29-30- 36-37-38-40-43-46-50-52- 53-54P	2 Ø 75 	35 Ø 15				K918		


WESTINGHOUSE

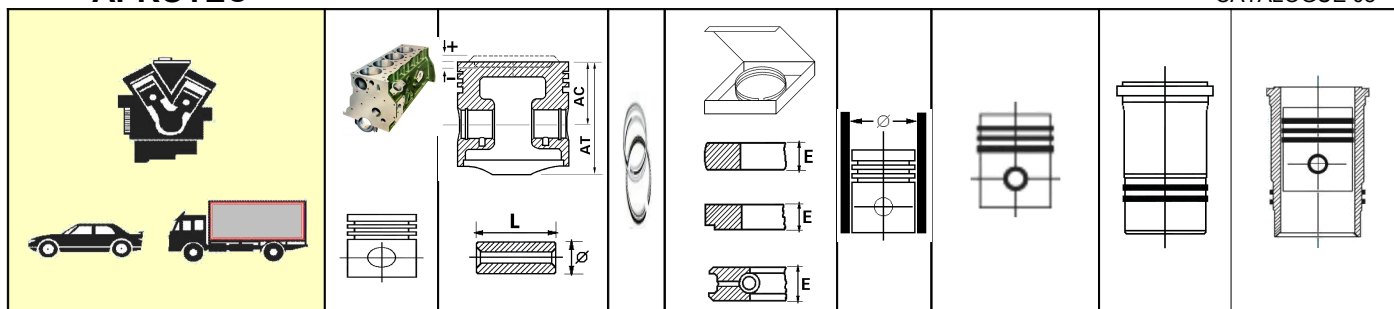
Compresseur	2 Ø 75 	35.15 Ø 15.87				K917P		
Compresseur K175-K275	1/2 Ø 75 	40 Ø 15				K916		
Compresseur	1 Ø 75 	45 x 75 Ø 27 x 62	1 1 1 1 1	2.5 2.5 2.5 3.5 3.5	Std 0.50 1.00	PIS10728000 08		
Compresseur	1 Ø 75						A=78.79 C=115/105 K111/S	
Compresseur	1 Ø 75						A=79 C=101 D=81 E=6.5 K1312/S	
Compresseur K 185-K 285	1/2 Ø 85 	40 Ø 18				K919	A=88 C=105 K150/S	


WESTINGHOUSE

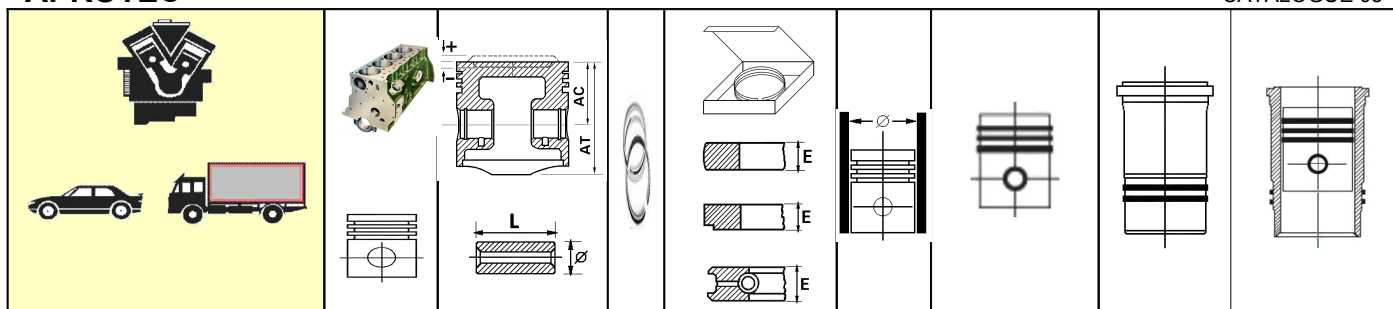
Compresseur	1	37	1	3	Std	PIS78974000 8		
	Ø 100	x 66	1	3	0.50 1.00			
			1	4.5				
		Ø 22 x 83	1	4.5				
Compresseur	1	37	1	3	Std	PIS10178700 08		
	Ø 110	x 62	1	3	0.50 1.00			
			1	4.5				
		Ø 22 x 76	1	4.5				
Compresseur	1	45	1	3.5	Std	PIS10-39093		
	Ø 136	x 80	1	3.5	0.50 1.00			
			1	5				
		Ø 27 x 105.4	1	5				

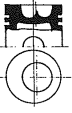
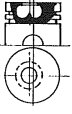
WILTER

Compresseur	1	49.9				K1411		
	Ø 95.30	Ø 31.75						
								


WISCONSIN

Compresseur	1 Ø 76.2 	38.1 Ø 19.05				K6313		
Compresseur	1 Ø 77 	41.2 Ø 21.82				K6314		
Compresseur	2 Ø 82.55 	38.31 Ø 19.05				K6315		
Compresseur	1 Ø 82.55 	41.5 Ø 21.83				K1412		


ZETOR

Tracteur	2/3/4 Ø 100						A=114.95 C=225 D=122.80 E=10 F=0.5 K6263/F	
Mot. 4901, 2696 c.c., 17:1, Tracteur 4911, 4945, 3 Cil. Mot. 6901, 3595 c.c., 17:1, Tracteur 6911, 6945, 4 Cil., Diesel 1978 →	3/4 Ø 102 	66.50 – 22.50 x 116.50 Ø 35 x 86	1 2 1	3 3 5		R2.192.30.00	A=116.00 C=225.70 D=124.00 E=10.00 F=0.70 R3.192.H T.25	R1.192.30.90
Tracteur 25	2 Ø 105 	81 Ø 40				G10545		
Tracteur	2 Ø 105 	88.5 – 26 Ø 38				G10519		
Tracteur URSUS 8001/8401 – 8601/8011	4/6 Ø 110 	76 – 21 Ø 40				K6265/1		