

KUBOTA

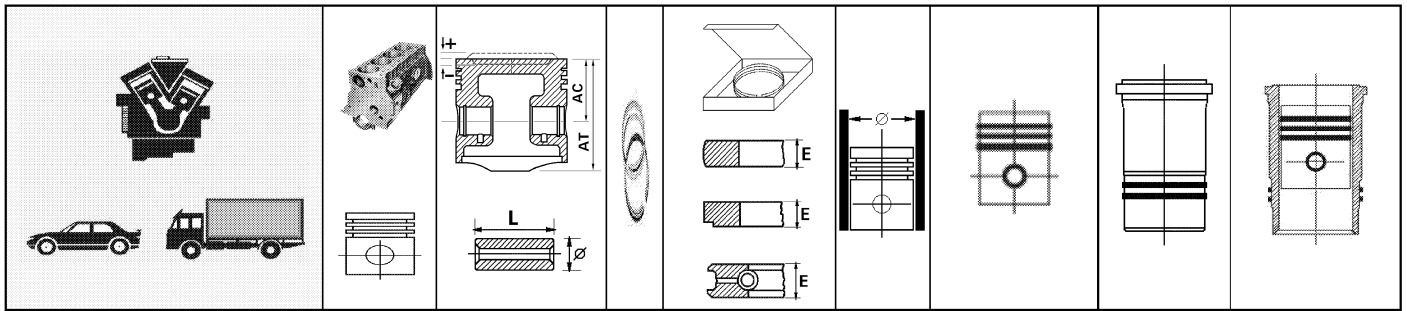
Mot.K8204, Diesel, Ref. Origem 152011 -2111 - 0	1	43.50	1	2.50	Std	R2.097.32.00 R2.097.32.05 R2.097.32.10	A=85.50	R1.097.32.90
	Ø 82	x 80	1	2	0.50		C=145.50	
		Ø 23 x 64	1	5	1.00			
							R3.097.S L.30	

LADA

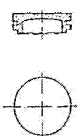
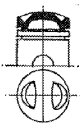

1200c.c.	4	38				G7610 a		
	Ø 76							
		Ø 22						

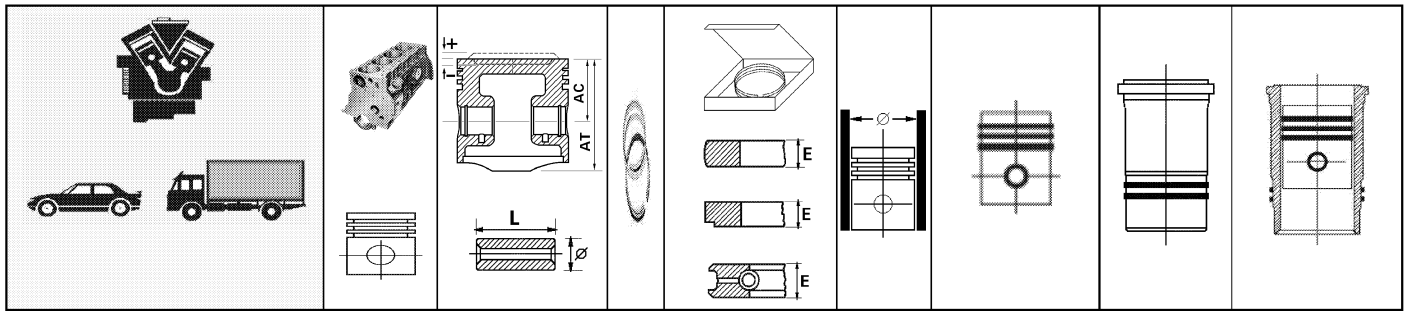
LAMBORGHINI

VETTURA 350 GT	12	28.8 + 18				K91	A=82 C=108.5 D=91 E=63.75	
	Ø 77							
		Ø 19					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 C=108 D=93 E=63.70	
	Ø 82							
		Ø 19					K1310/F	









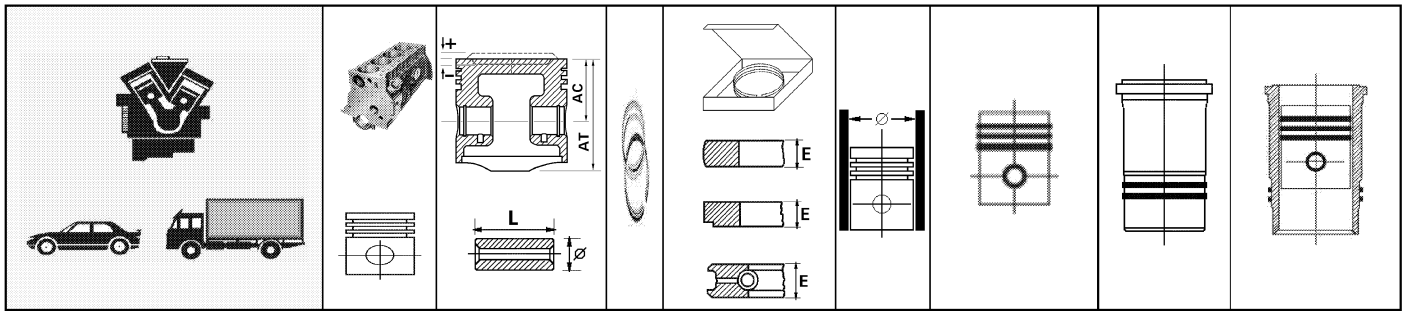
LAMBORGHINI

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




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
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		

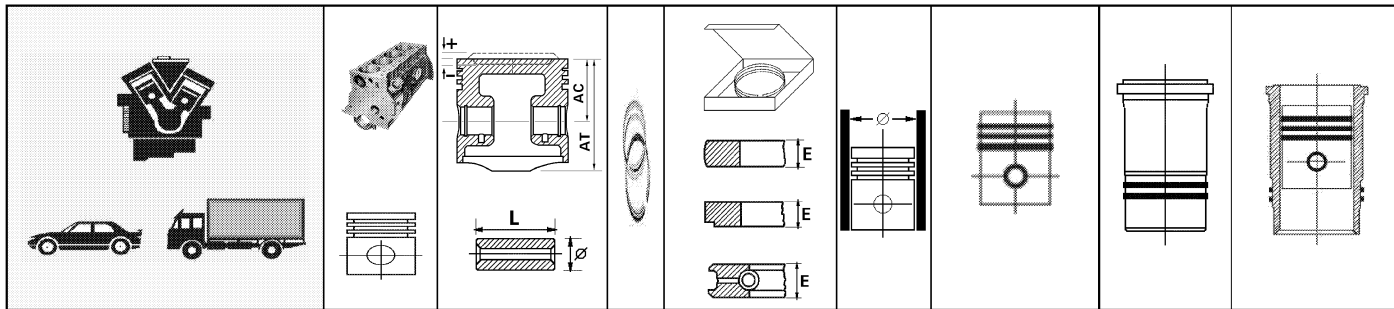


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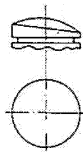

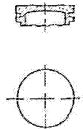
DIESEL	3/6 Ø 105	69 – 22 Ø 35				K1378		
DIESEL	3/4 Ø 110	70 – 18 Ø 40				K9953		
Tracteur	4 Ø 115						A=118 C=240 D=122 E=5 K204/S	
Mot. FL 1154, FL 1154/2, Diesel	3/4 Ø 115 	80 – 18.50 x 131 Ø 40 x 93	1 1 1 1	2.50 2.50 3 5	Std 0.40 0.60 0.80	R2.100.40.00 R2.100.40.04 R2.100.40.06 R2.100.40.08 K908		

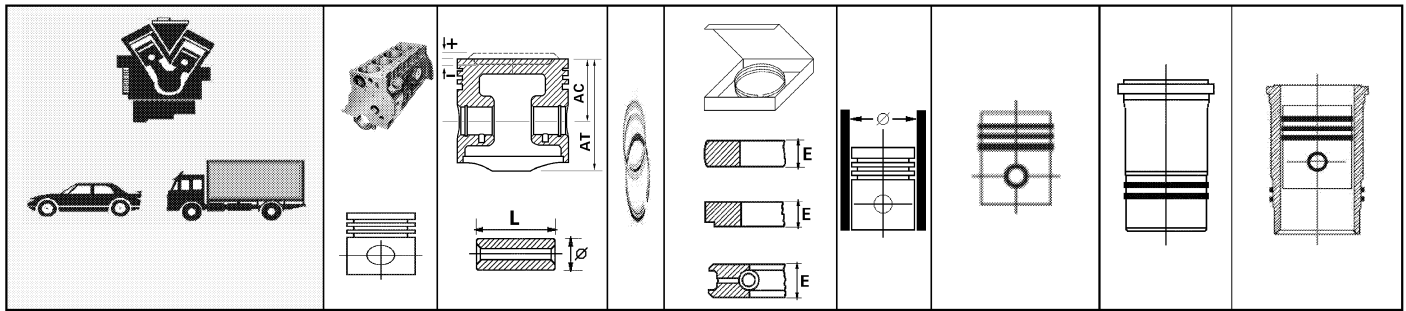
LA MEUSE

Compresseur B 175	1 Ø 175 	140 Ø 70				G1750		
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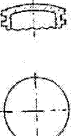
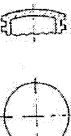


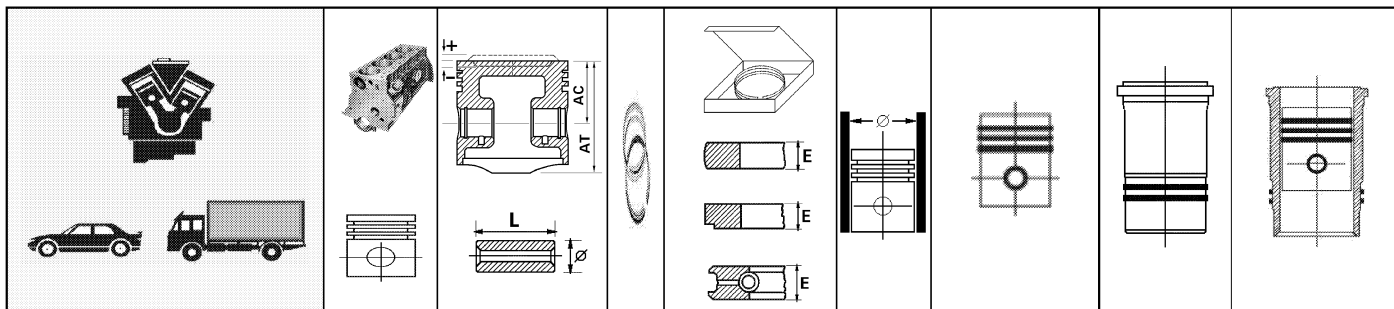
LANCIA

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



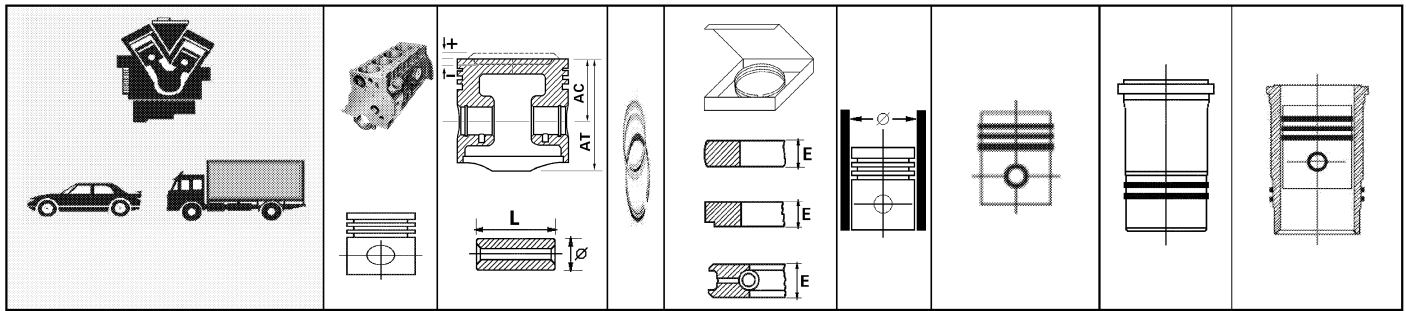
LANCIA

<p>AURELIA B21 / 22</p>	<p>6 Ø 72</p> 	<p>39.75 Ø 20</p>				<p>K2488</p>	<p>A=SAGOM C=152 K2179/F</p>	
<p>AURELIA B20/2000</p>	<p>6 Ø 72</p> 	<p>41 + 12.5 Ø 20</p>				<p>K9963</p>	<p>A=SAGOM C=152 K2179/F</p>	
<p>FULVIA 2C</p>	<p>4 Ø 72</p>						<p>A=75.5 C=139 K4901/S</p>	
<p>APRILIA 1500</p>	<p>4 Ø 74.61</p> 	<p>35.8 + 2.2 Ø 22.22</p>				<p>K68</p>	<p>A=SAGOM K67/F</p>	

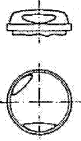
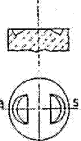
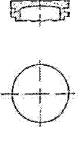
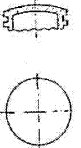


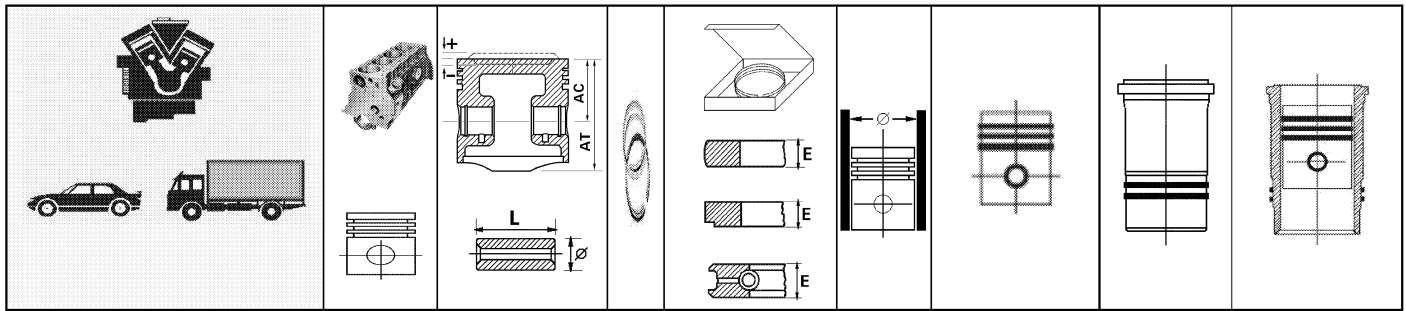
LANCIA

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





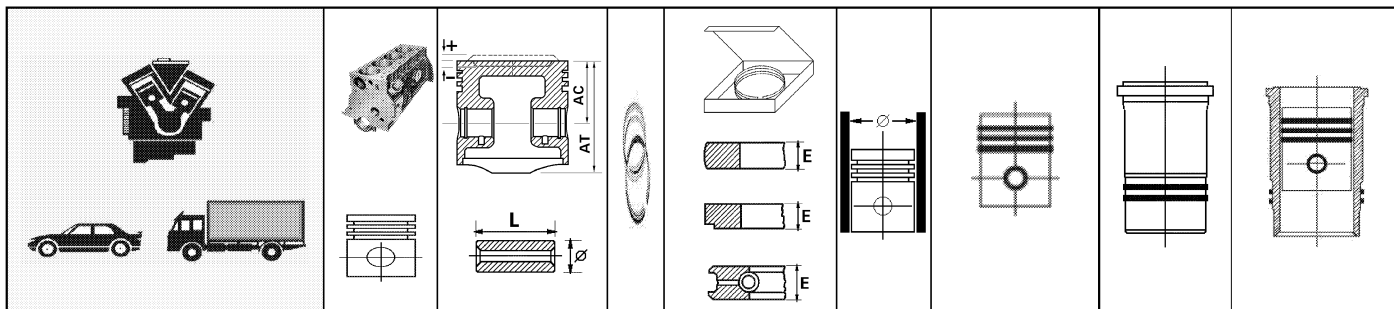
LANCIA

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






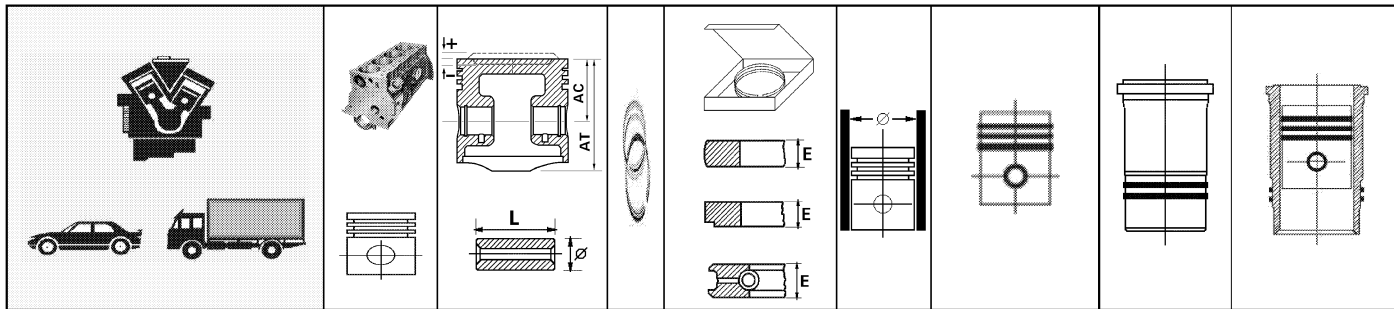
LANCIA

FLAVIA 1500	4 Ø 82						A=92 C=140 D=104 E=65 K4903/F
LANCIA K – BRAVO – BRAVA	4 Ø 82						A=85 C=155 K703/S
PRISMA DIESEL – DELTA T.D.	4 Ø 82.6						A=86 C=157 D=89 E=5 K1246/S
THEMA i.e.	4 Ø 84						A=87 C=158 D=89 E=5 K79/S
BETA COUPE HPE	4 Ø 84						A=88 C=155 K7507/S
FLAMINIA 2800 c.c.	6 Ø 85  	44.4 + 1.6 Ø 24				K9938	A=95 C=150 D=105 E=65 K51/F

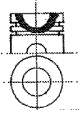
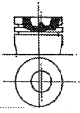


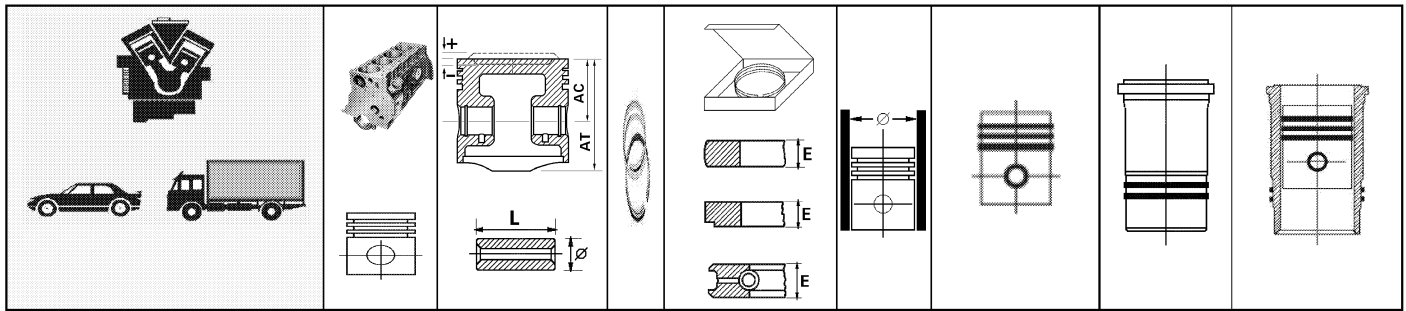
LANCIA

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

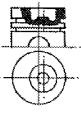
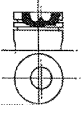
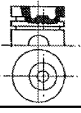


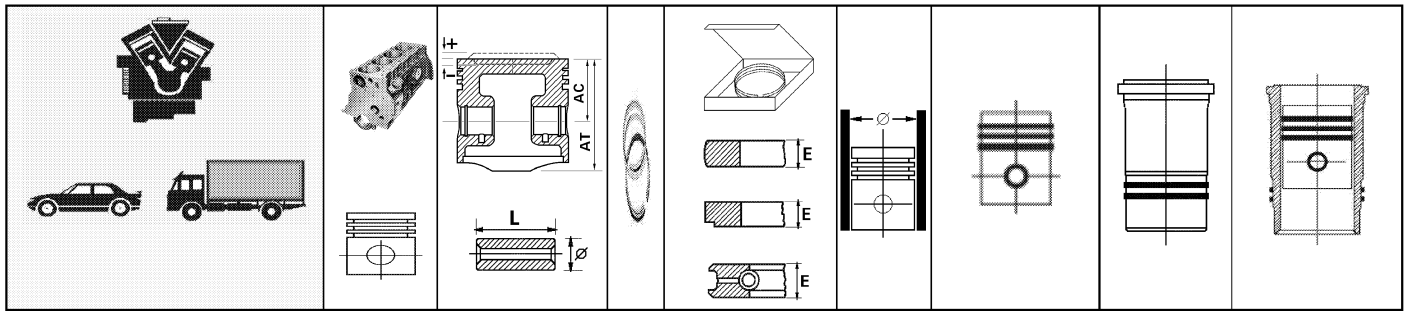
LANCIA

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



LANCIA

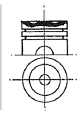
<p>Delta B – Diesel – Mot 401.00 -</p> 	<p>6 Ø 108</p>	<p>90.5 – 24.5 Ø 44</p>				<p>K2485</p>	<p>A=122.94 C=288 D=129.2 E=138 K16841/F</p>	
<p>Esatau II serie</p> 	<p>6 Ø 112</p>	<p>90.3 – 29.5 Ø 44</p>				<p>G1120</p>		
<p>Super Esatau – Brasile – Mot. 503 – Bus 703</p> 	<p>6 Ø 112</p>	<p>90.5 – 24.5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

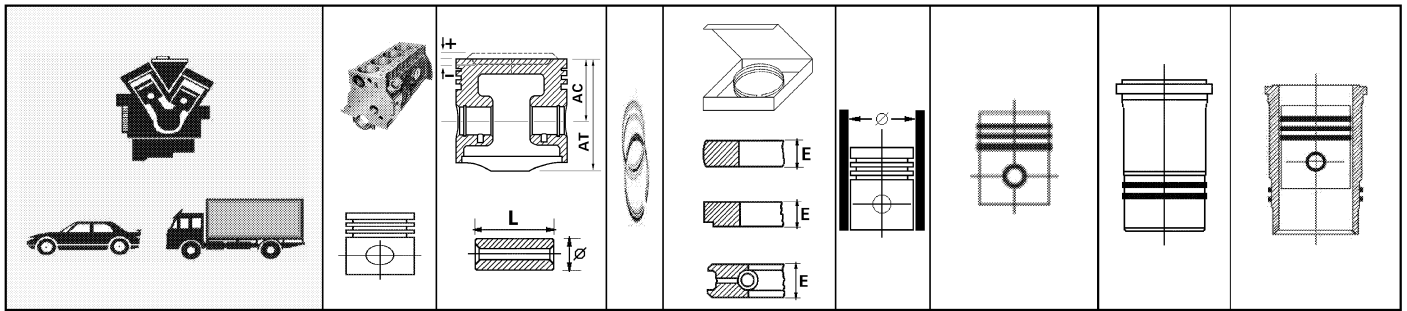


LAND ROVER


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

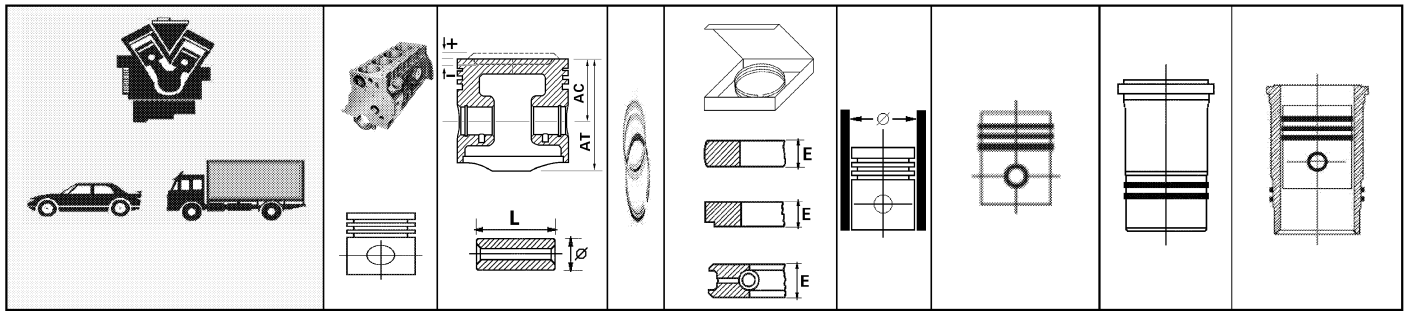
Tracteur Diesel – L 25 – M 40 – 2 T.	1 $\varnothing 170$ 	135 $\varnothing 40.2$				G1704		
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LEBRUN






Compresseur	1 $\varnothing 85.61$ 	38 $\varnothing 31.75$				G854		
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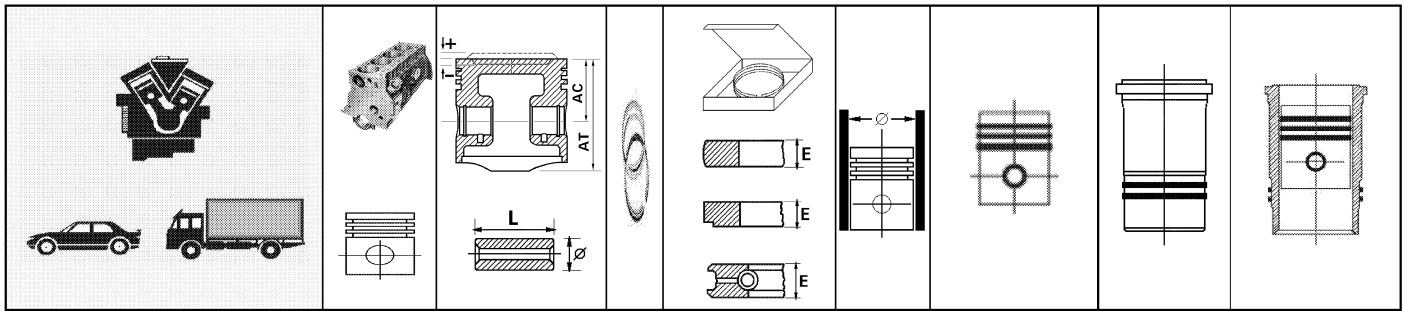
LEOBERSDORFER
MASCHINENFABRIK L.M.F.

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







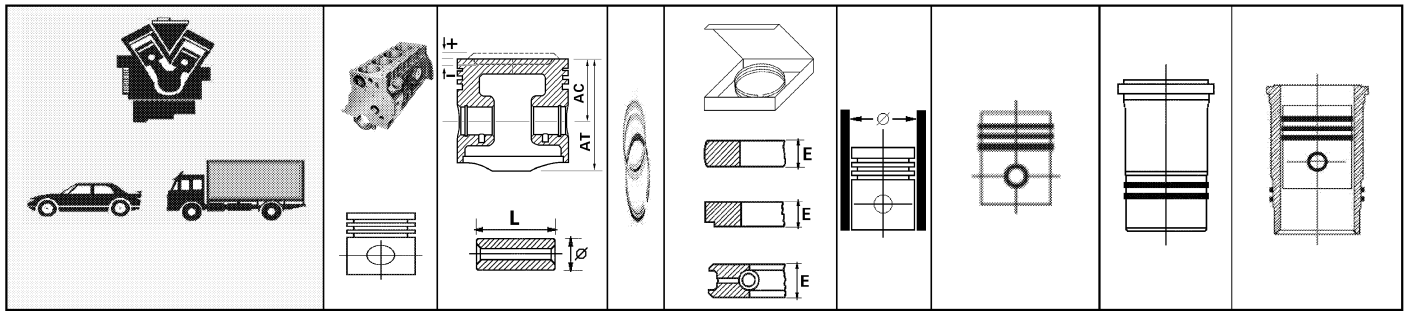
LEOBERSDORFER
MASCHINENFABRIK L.M.F.

<p>Compresseur Ki/p – K 2/2 P</p>	<p>1</p> <p>Ø 68</p> 	<p>46</p> <p>Ø 22</p>				<p>G6860a</p>		
<p>Compresseur EV 4</p>	<p>2</p> <p>Ø 72</p> 	<p>36</p> <p>Ø 18</p>				<p>G729LMF</p>		
<p>Compresseur V 1108 – 1208/2208 – 2308 – 1° e 2° Stadio</p>	<p>1/2/3</p> <p>Ø 80</p> 	<p>50.15</p> <p>Ø 22</p>				<p>G8024e</p>		
<p>Compresseur Strager 25 (Guss)</p>	<p>1</p> <p>Ø 80</p> 	<p>47.5</p> <p>Ø 25</p>				<p>G8028</p>		
<p>Compresseur V 2 SI</p>	<p>1</p> <p>Ø 80</p> 	<p>55</p> <p>Ø 25</p>				<p>G822</p>		








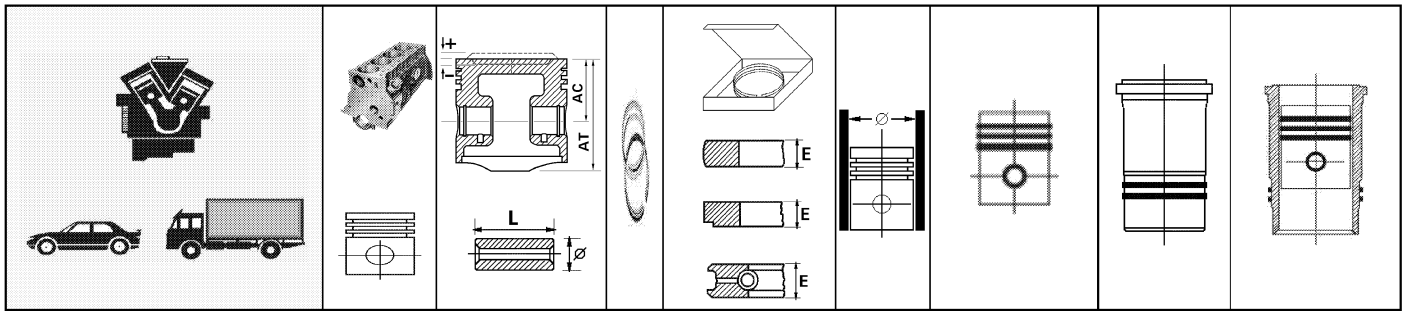
LEOBERSDORFER
MASCHINENFABRIK L.M.F.

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



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MASCHINENFABRIK L.M.F.

<p>Compresseur Idem Dal 1975</p>	<p>2 Ø 140</p> 	<p>65 Ø 35</p>				<p>G1400a</p>		
<p>Compresseur VG - 1317 – 2317 – 2617 – 1° e 2° Stadio</p>	<p>3/6 Ø 175</p> 	<p>70 Ø 35</p>				<p>G1751</p>		
<p>Compresseur VM 1218 L – 2218 L – 2218 L 1 – 1° e 2° Stadio</p>	<p>2 Ø 185</p> 	<p>70 Ø 35</p>				<p>G1851</p>		
<p>Compresseur VHG 2621 – VH 2621 – VG 2321 – 2° Stadio</p>	<p>3/6 Ø 215</p> 	<p>90 Ø 35</p>				<p>G2151</p>		
<p>Compresseur VM 2221 L – 2221 L1 – Strager 47 – 2° Stadio</p>	<p>2 Ø 215</p> 	<p>70 Ø 35</p>				<p>G2153</p>		



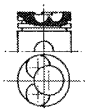
LE PETIT

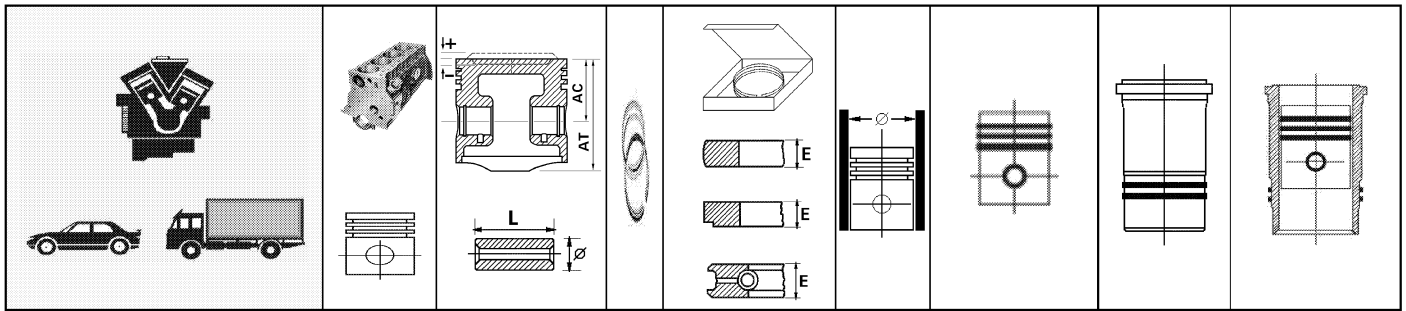
Compresseur	Ø 90	40 x 93	4 1	3 4		PIS2172		
		Ø 24 x 78						

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						

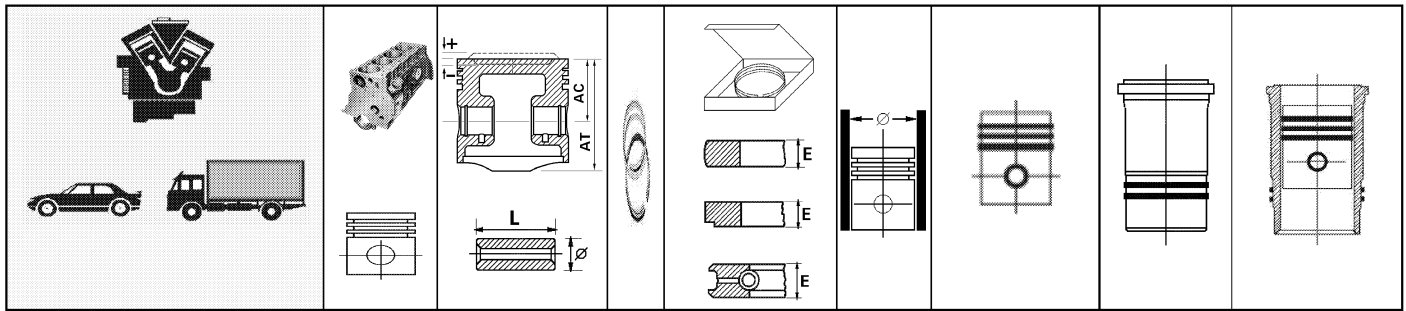
LEYLAND

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		
								






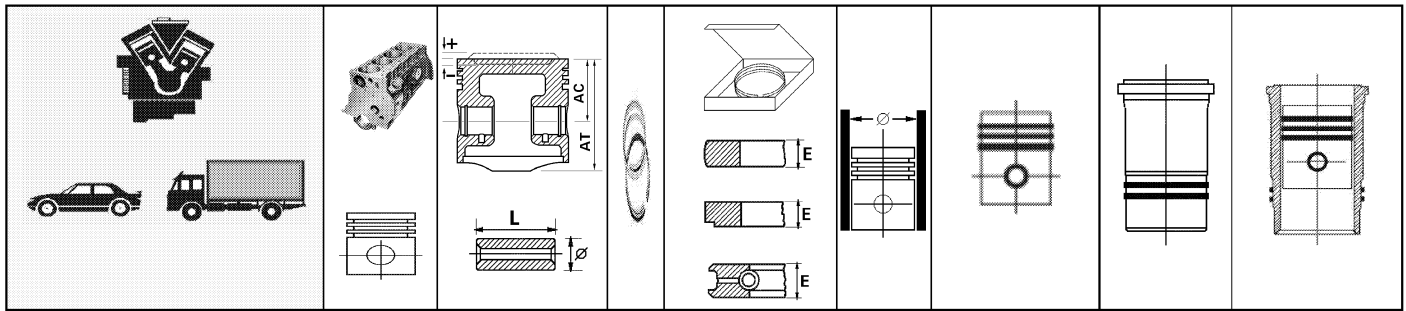
LOMBARDINI

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		











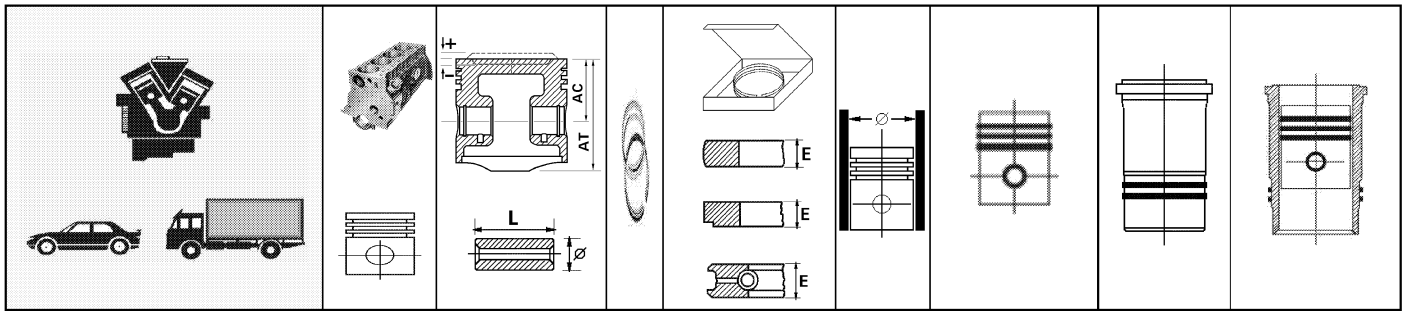
LOMBARDINI

<p>Mot. LDA 450, 454 c.c., 17.5:1, Diesel</p>	<p>1 Ø 85</p> 	<p>52 – 14.50 x 90 Ø 23 x 63</p>	<p>1 2 1</p>	<p>2 2 4</p>	<p>Std 0.50 1.00</p>	<p>R2.106.25.00 R2.106.25.05 R2.106.25.10</p>		
<p>DIESEL</p>	<p>1 Ø 85 INCAV A</p>	<p>55 – 13 Ø 23</p>				<p>K1445</p>		
<p>Mot. LDW 1503 CHD, Diesel</p>	<p>4 Ø 88</p> 	<p>47-1.70 x 75 Ø 28 x 62.50</p>	<p>1 1 1</p>	<p>2 2 3</p>	<p>Std 0.50 1.00</p>	<p>R2.106.32.00 R2.106.32.05 R2.106.32.10</p>		
<p>Mot. 9LD.560/1, Diesel Injection direct</p>	<p>2 Ø 90</p> 	<p>52 – 13.50 x 87 Ø 25 x 70</p>	<p>1 1 1</p>	<p>2 2 4</p>	<p>Std 0.50 1.00</p>	<p>R2.106.36.00 R2.106.36.05 R2.106.36.10</p>		



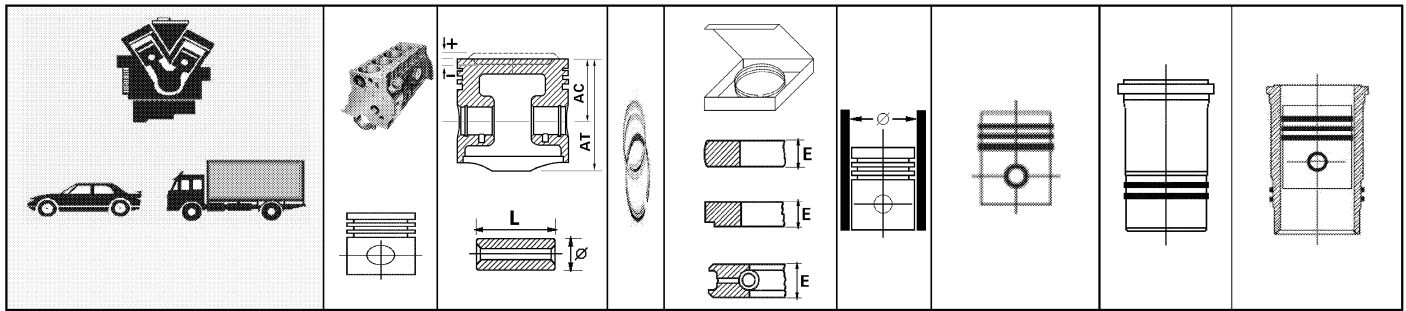
LOMBARDINI

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




LOMBARDINI

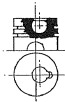

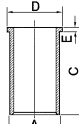
LDA 95/D	1/4 Ø 95	70 Ø 35					K275		
Mot. LDA 100, 707 c.c., 17.3:1, Diesel	1 Ø 100	65 – 21.50 x 111 Ø 28 x 74	1 2 1	3 2.50 5	Std 0.50 1.00	R2.106.55.00 R2.106.55.05 R2.106.55.10			
Mot. LDA 832, 1648 c.c., 17.5:1, 2 Cil. Mot. LDA 833, 2472 c.c., 17.5:1, 3 Cil. Mot. LDA 834, 3296 c.c., 17.5:1, 4 Cil., 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 R2.106.65.05 R2.106.65.10 K281		
	Ø 102	x 102	2	2.50	0.50 1.00			
		Ø 28 x 81	1	5				

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		