

Typ	Bohrungen		Abmessungen in mm					Anzahl der		Werkstoff	Preise in RM.			Bemerkungen
	Normal Ø	An- zahl	Kompr.- Höhe	ganze Länge	Augen- abstand	Bolzen Ø	Kompr.- Ringe	Oel- Ringe	Kolben- mit Bo. u. Ri. je Stück		Zylinder- bearbei- tung	Kolben einschl. Zylinder- bearbeitung		

## Matschless

500 ccm SV	82,5	1	35,5+1,5	79	30	22	3	—	St 245	18.—	9.—	27.—	
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## Motosacoche

250 ccm	64,0	1	27+7	61	28	15	2	—	St 245	13.—	6.50	19.50	Eingebaut in: Imperia Ernst Mag OD Standard Württembergia
300 ccm SV	72,0	1	35	68,5	28	17	2	—	St 280	13.45	7.—	20.45	
350 ccm OHV	72,0	1	28+8,5	69,5	28	17	2	—	St 280	13.95	7.—	20.95	
750 ccm SV	72,0	2	28+8,5	69,5	28	17	2	—	St 280	13.95	14.—	41.90	
500 ccm SV	82,0	1	34	71	33	20	2	—	St 280	13.50	8.—	21.50	
500 ccm OHV	82,0	1	34	71	33	20	2	—	St 280	13.50	8.—	21.50	
600 ccm	90,0	1	40	78	38	20	2	—	St 280	19.60	9.—	28.60	

## NSU

Motosulm	45,0	1	20+15	46,5	20,5	12	2	—	Grauguß	8.—	4.—	12.—	Bolzen parallel
Quick 100 ccm	49,0	1	29+14,5	74,5	18	14	3	—	St 280	8.25	5.50	13.75	
200 ccm Touren 1929	56,5	1	28+4,5	62,5	28	18	3	—	St 280	10.60	6.—	16.60	
200 ccm Sport	56,5	1	32+10	72	31,5	18	3	—	St 280	10.80	6.—	16.80	
201 OSL 220 ccm	58,0	1	28,5+8	66,5	21	15	2	1	St 280	11.20	6.50	17.70	
175 ccm 2 Takt	59,0	1	35+19	87	28	15	3	—	St 280	10.95	6.—	16.95	
175 ccm 2 Takt	59,0	1	35+19	91	29	15	3	—	St 280	12.40	6.—	18.40	
250 ccm Touren	60,0	1	38	76	28	18	3	—	St 280	12.—	6.50	18.50	
201 ZD Pony	63,0	1	35+20	91	28	15	3	—	St 280	10.95	6.50	17.45	
200 ccm 2 Takt	63,0	1	35+19	87	29	15	3	—	St 280	11.45	6.50	17.95	
275 ccm Sport	63,0	1	32+9	71	31	18	3	—	St 280	12.—	6.50	18.50	
250 ccm Pony	63,0	1	32+5	67	31	15	3	—	St 280	12.—	6.50	18.50	
250 ccm Sport	63,0	1	35+10	82	31	18	3	—	St 280	11.80	6.50	18.30	
250 ccm 2 PS	63,0	1	32+5	67	31	18	3	—	St 245	10.95	6.50	17.45	
500 ccm 4 PS	63,0	2	32+5	67	31	10	3	—	St 245	10.95	13.—	34.90	
250 cm OHV, 251 OSL	64,0	1	29	59	21	15	2	1	St 280	12.35	6.50	18.85	
300 ccm SV	66,0	1	38	76	32	18	3	—	St 280	12.—	6.50	18.50	
350 ccm Touren	71,0	1	38	76	31	18	3	—	St 280	14.—	7.—	21.—	
350 ccm Sport	71,0	1	33+9,5	74,5	24	20	2	1	St 280	14.40	7.—	21.40	
351 OT	75,0	1	40	79,5	28	18	2	1	St 280	15.—	7.50	22.50	
351 OS	75,0	1	39,1+10,9	89	28	20	2	1	St 280	15.—	7.50	22.50	
500 ccm SV	80,0	1	44,5	84,5	36	20	3	1	St 280	14.20	8.—	22.20	
500 ccm SV	80,0	1	43+12	95	36,5	20	3	—	St 280	15.—	8.—	23.—	
500 ccm SS	80,0	1	34+12	78	36	20	3	—	St 280	16.20	8.—	24.20	
500 ccm OSL	80,0	1	36+12	80	30	22	2	1	St 245	15.40	8.—	23.40	
600 ccm SV	87,5	1	44,5	84,5	36	20	3	1	St 280	17.—	8.—	25.—	

## Peugeot

200 ccm	57,5	1	32	62	20	18	2	1	St 245	11.50	6.—	17.50	
350 ccm	72,0	1	29,5+5,5	70	26	20	3	—	St 245	16.—	7.—	23.—	

## Puch

200 ccm	40,0	2	58	90	14	14,5/18	2	—	St 280	13.—	16.—	42.—	Auslaßkolben Einlaßkolben
200 ccm	42,0	2	58	90	14	14,5/18	2	—	Grauguß	12.50	16.—	41.—	
250 ccm Touren	45,0	2	58	90	14	14,5/18	2	—	St 280	15.—	16.—	46.—	
250 ccm Sport	45,0	2	60+5	97	14	18	2	—	St 280	15.—	16.—	50.—	
500 ccm Touren	45,0	4	60+5	82	14	11/18	2	—	St 280	19.—	16.—	50.—	
500 ccm Touren	45,0	4	58	90	14	14,5/18	2	—	St 280	15.—	32.—	92.—	

## RMW

200 ccm	62,0	1	34,5+22	95	28	12	3	—	Grauguß	12.—	6.50	18.50	
200 ccm	62,0	1	34,5+22	95	28	12	3	—	St 280	12.—	6.50	18.50	