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CHECK CHART

COMMON SPECIFICATIONS FOR ANTIQUE ENGINE MODELS

BASIC MODEL SERIES		APPROXIMATE PRODUCTION DATE	APPROXIMATE HORSE POWER	VALVE CLEARANCE		
					INTAKE INCHES	EXHAUST INCHES
A	AGR-4, AH, AHL, AHLP, AHP, AHM, AHMT, AHR-4, AHR-6, AL, ALP, ALR-4, ALR-6, AP, AM, AMT, AR-4, AR-6	1933 - 1948	1.0 - 1.75	5 Digit	<u>.005</u> .007	<u>.007</u> .009
				6 Digit	<u>.007</u> .009	<u>.009</u> .011
				TPA Ex Valve	<u>.007</u> .009	<u>.014</u> .016
B	BH, BHL, BHLP, BHP, BHM, BHR-4, BHR-6, BHLR-4, BHLR-6, BL, BLP, BLR-4, BLR-6, BM, BMG, BP, BR-4, BR-6	1934 - 1948	2.0 - 3.0	5 Digit	<u>.005</u> .007	<u>.007</u> .009
				6 Digit	<u>.007</u> .009	<u>.009</u> .011
				TPA Ex Valve	<u>.007</u> .009	<u>.014</u> .016
F	FB, FC	1921 - 1925	.5	-	None	<u>.011</u> .013
FE	FE	1925	.5	-	None	<u>.011</u> .013
FG	FG	1929	.75	-	<u>.005</u> .007	<u>.005</u> .007
FH	FHI	1925 - 1933	.5	-	None	<u>.011</u> .013
FI	FI	1927 - 1933	.75	-	<u>.005</u> .007	<u>.005</u> .007
FJ	FJ-1, FJ-2	1929 - 1937	1.0 - 1.5	-	<u>.001</u> .009	<u>.019</u> .021
H	HM	1933 - 1940	.5	-	<u>.009</u> .011	<u>.019</u> .021
I	IB, IBHP, IBLP, IBP, IL, ILR-6, IMT, IP, IR-6, IS, IPR1.6, IPR6	1940 - 1949	.75	-	<u>.007</u> .009	<u>.014</u> .016
K	KL, KLP, KLR-4, KLR-6, KM, KP, KR-4, KR-6	1933 - 1940	3.0	-	<u>.005</u> .007	<u>.013</u> .015
L	LA	1930 - 1932	3.0	-	<u>.009</u> .011	<u>.019</u> .021
M	MB, MC, MF, MH	1930 - 1934	3.0	MC, MH	<u>.005</u> .007	<u>.007</u> .009
				MB, MF	<u>.005</u> .007	<u>.007</u> .009
N	NP, NR-2, NR-6, NPR1.6, NPR6	1940 - 1954	1.5 - 3.0	-	<u>.007</u> .009	<u>.014</u> .016
NS	NSPR1.6, NSPR6	1940 - 1954	3.0	-	<u>.007</u> .009	<u>.014</u> .016

P	PB	1923 - 1935	1.0 - 3.0	-	None	<u>.019</u> <u>.021</u>
Q	Q	1925 - 1933	1.5 - 3.0	-		<u>.005</u> <u>.007</u> <u>.007</u> <u>.009</u>
R	RC	1929 - 1933	3.0	-		<u>.005</u> <u>.007</u> <u>.007</u> <u>.009</u>
S	SC	1930 - 1933	.5	-		<u>.005</u> <u>.007</u> <u>.007</u> <u>.009</u>
T	TA	1930 - 1931	.5	-		<u>.005</u> <u>.007</u> <u>.007</u> <u>.009</u>
U	UR-2, UR-6	1940 - 1945	1.0	-		<u>.005</u> <u>.007</u> <u>.007</u> <u>.014</u> <u>.016</u>
W	WA	1931 - 1933	1.5	-		<u>.005</u> <u>.007</u> <u>.007</u> <u>.009</u>
WI	WIBP, WR-6, WIPR1.6, WIPR6	1938 - 1957	.67	-		<u>.005</u> <u>.007</u> <u>.007</u> <u>.014</u> <u>.016</u>
WM	WMG	1937 - 1942	.5	-		<u>.005</u> <u>.007</u> <u>.007</u> <u>.014</u> <u>.016</u>
WMB	WBG	1938 - 1957	.67	-		<u>.005</u> <u>.007</u> <u>.007</u> <u>.014</u> <u>.016</u>
WMI	WMIP	1936 - 1941	.5	-		<u>.005</u> <u>.007</u> <u>.007</u> <u>.014</u> <u>.016</u>
Y	Y	1931 - 1940	.5	-		<u>.009</u> <u>.011</u> <u>.011</u> <u>.019</u> <u>.021</u>
Z	ZH, ZHL, ZHLP, ZHP, ZHLR-4, ZHLR-6, ZHM, ZHR-4, ZHR-6, ZL, ZLP, ZLR-4, ZM, ZP, ZR-4, ZR-6	1931 - 1949	4.0 - 5.0	-		<u>.007</u> <u>.009</u> <u>.009</u> <u>.014</u> <u>.016</u>
ZZ	ZZL, ZZLP, ZZP, ZZR	1931 - 1949	6.0	-		<u>.019</u> <u>.021</u> <u>.021</u> <u>.017</u> <u>.019</u>
5	5S	1950 - 1957	1.0	-		<u>.007</u> <u>.009</u> <u>.009</u> <u>.014</u> <u>.016</u>
6	6H, 6HF, 6HFB, 6HS, 6HSF, 6S	1952 - 1957	1.5 - 2.0	-		<u>.007</u> <u>.009</u> <u>.009</u> <u>.014</u> <u>.016</u>
8	8FB, 8HF, 8R4D, 8R6	1949 - 1957	2.5	-		<u>.007</u> <u>.009</u> <u>.009</u> <u>.014</u> <u>.016</u>
9	9B, 9FB, 9FBC, 9FBP, 9P, 9R6, 9R6D	1948 - 1962	3.25			<u>.007</u> <u>.009</u> <u>.009</u> <u>.014</u> <u>.016</u>
				TPA Ex Valve		<u>.007</u> <u>.009</u> <u>.009</u> <u>.014</u> <u>.016</u>
14	14B, 14F, 14FB, 14FBC, 14FBPC, 14FBP, 14P, 14R6, 14R6D	1948 - 1963	5			<u>.007</u> <u>.009</u> <u>.009</u> <u>.017</u> <u>.019</u>
				TPA Ex Valve		<u>.007</u> <u>.009</u> <u>.009</u> <u>.017</u> <u>.019</u>
19				19		<u>.007</u> <u>.009</u> <u>.009</u> <u>.014</u> <u>.016</u>
				19D		<u>.007</u> <u>.009</u> <u>.009</u> <u>.017</u> <u>.019</u>
23	23B, 23FB, 23FBP, 23FBPC, 23P, 23PC, 23R6, 23R6D	-	9	-		<u>.007</u> <u>.009</u> <u>.009</u> <u>.017</u> <u>.019</u>