

1

J. SANTUCCI

PLANCHES D'IDENTIFICATION

39-41, Rue Victor-Hugo
LEVALLOIS-PERRET (Seine)

Téléphone : PÉReire 51-42 et 43



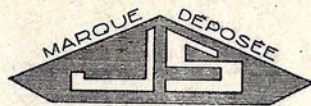
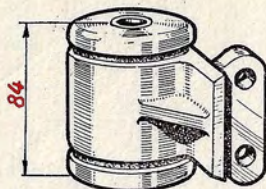


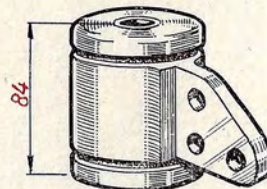
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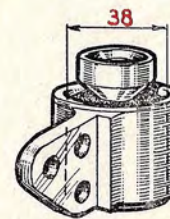
PATTES DE FIXATION DE MOTEUR (AVANT)



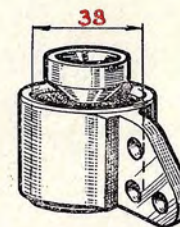
920
DROITE ET GAUCHE
201 M



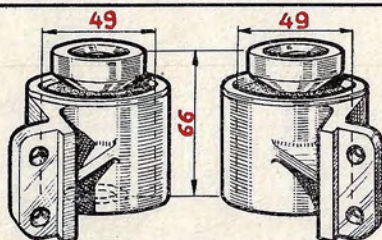
322
AVANT ET ARRIERE DROITE ET GAUCHE
201-301-2 paliers



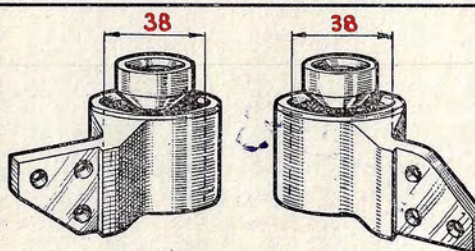
924
DROITE



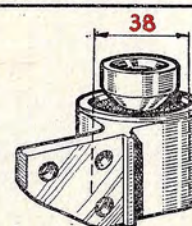
925
GAUCHE
201 BR-SK



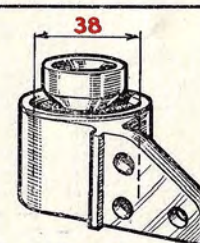
1353 **1354**
DROITE GAUCHE
201 D-DL-301-401 D-



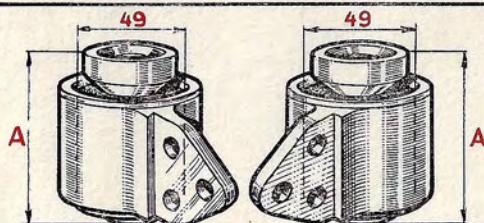
1351 **1352**
DROITE GAUCHE
201 D-301 C-D-MK-SKR-401 D



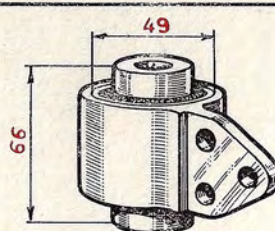
928
DROITE



929
GAUCHE
301 CR-SKR-MK



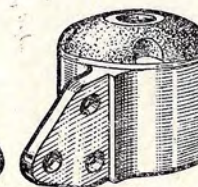
402 = **6648** — A = 66 — **6649**
302 402-DMA = **6656** — A = 70 — **6657**
DROITE GAUCHE



6652 et 6653
DROITE GAUCHE
302-402



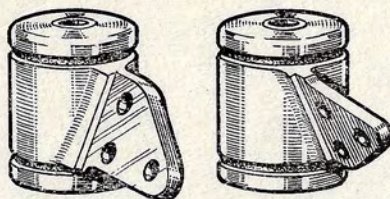
6656 P
DROITE



PAULSTRA 6657 P
GAUCHE
DMA

Les faces d'appui visibles sont celles qui sont usinées

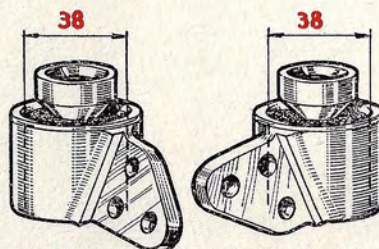
PATTES DE FIXATION DE MOTEUR (ARRIÈRE)



921
DROITE

922
GAUCHE

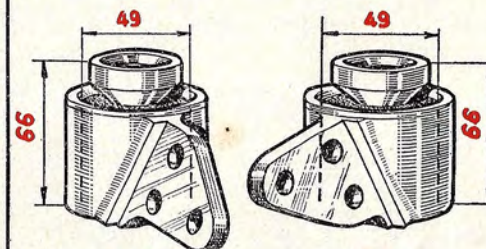
201 M



926
DROITE

927
GAUCHE

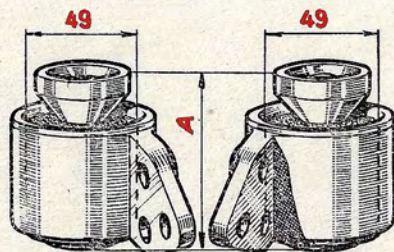
201B-SK_301C_301D-MK_SKR



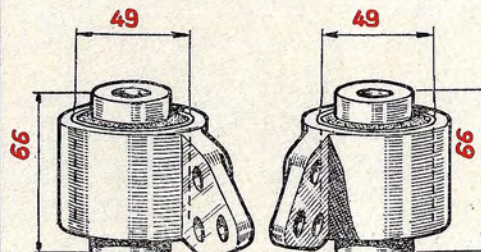
1355
DROITE

1356
GAUCHE

201D_301D_401D



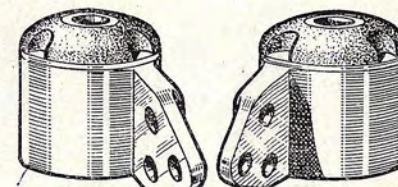
402. **6650** — A= 66 — **6651**
302.402.DMA. **6658** — A= 70 — **6659**
DROITE GAUCHE
302_402_DMA



6654
DROITE

6655
GAUCHE

— 402 —



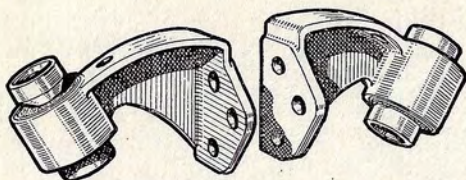
6658 P
DROITE

PAULSTRA **6659 P**
DMA GAUCHE

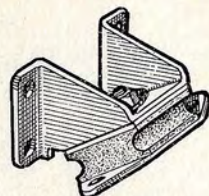
DMA

Les faces d'appui visibles sont celles qui sont usinées

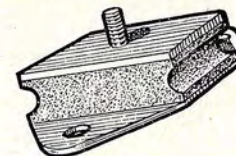
SUPPORTS AVANT ET ARRIÈRE DE MOTEUR ET SYNCHRO. 301.402



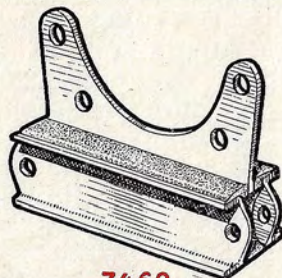
7452 **7453**
AVANT DROITE AVANT GAUCHE
202 à barres de torsion



7454 B
AVANT DROITE ET GAUCHE
202 à ressort avant tous types



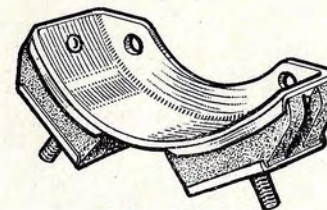
7457
Support silent bloc seul
202 à ressort AV. tous types - 203 tous types



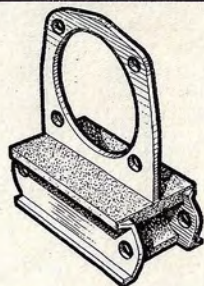
7460
SUPPORT ARRIÈRE
202 BH - 202 UH



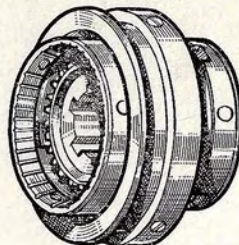
7461
SUPPORT ARRIÈRE
202 - 202 B - 202 U - 202 UB



7458
SUPPORT ARRIÈRE
202 Jusqu'au chassis n° 844 878
202 U ——— d° ——— 263552

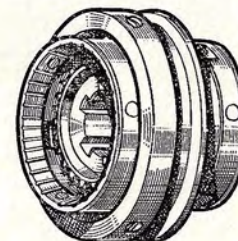


8845
SUPPORT ARRIÈRE
203 tous types



1996
SYNCHRO
302 - 402 - MK4 - DK5 - DMA

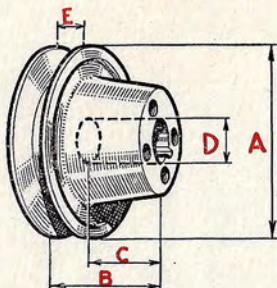
SEULE, LA
POSITION DE
LA GORGE DE
LA BAGUE
EXTÉRIEURE
DIFFÈRE PAR
RAPPORT AU
MOYEU CENTRAL
DONT LES FACES
NE SONT PAS
SEMBLABLES



1997
SYNCHRO
301 - 401

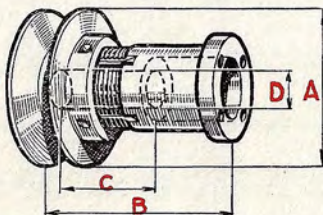
POULIES DE VENTILATEUR

POULIES DE
POMPE A EAU
ET VENTILATEUR



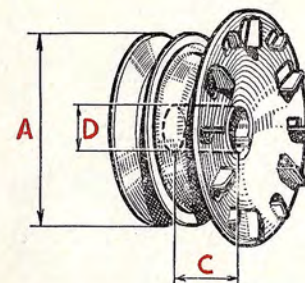
N°	A	B	C	D	E	TYPES
7413	98	53	25	15		202
7193	105	58	23	15		202 - 402 - DMA
6488	105	58	34	15	16	302 - 402
6486	105	58	20	12		402
8782	103	59,5	24	12	18	203

POULIES DE
DYNAMO ET DE
VENTILATEUR



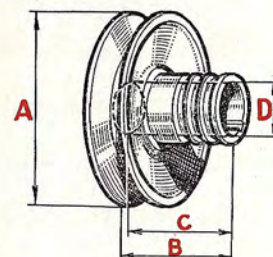
N°	A	B	C	D	TYPES
290	82	75	40	16,8	201
291	82	87	40	16,8	-d°
292	82	65	40	16,8	-d°
438	72	75	25	15	-d°
438 bis	90	75	25	15	-d°
438 Ter	90	65	25	15	-d°
531	90	75	40	15	-d°
531 bis	90	65	40	15	-d°
540	82	75	40	15	-d°
540 bis	82	87	40	15	-d°
540 Ter	82	65	40	15	-d°
1342	110	75	40	16,8	301 - 401
1343	110	67	40	16,8	-d°
1345	104	65	40	16,8	-d°
318	110		40	16,8	-d°
320	110		40	16,8	-d°
1346	115	78	42	16,8	201 M à ailettes

POULIES
DE
DYNAMO



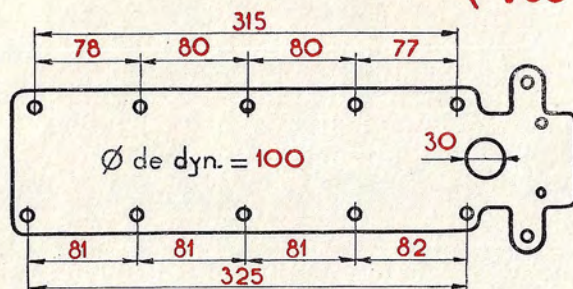
N°	A	C	D	TYPES	OBSERVATIONS
7414	95	20	16,8	202	MOYEU RÉGLABLE
7415	80	22	16,8	202	
6483	98		16,8	302 - 402	
6489	100		16,8	302 - 402	
8780	99	18,5	16,8	203	

POULIES
DE
VILEBREQUIN



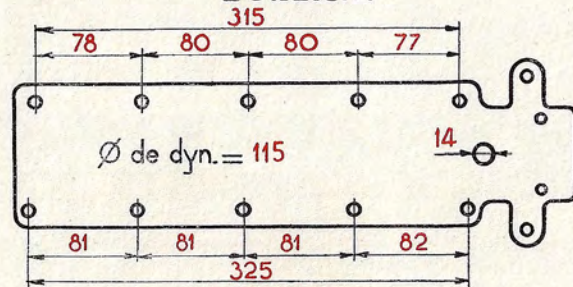
N°	A	B	C	D	TYPES
493	85	35	31	30	201
493 bis	80	36	31	30	201 - 201C - 201T - SK - 201B - BR
1377	103	36	28	30	201D - DL - 301D - 401D - DL
336	115	36	29	30	301 LRT - 401 DL T
337	100	35	28	30	301 C - L - MK - SKR
1376	95	51	30	30	202 - 202 U
7417	95	50	30	30	202 B - 202 U - Rejet d'huile, Pas à gauche
6479	105	40	33	30	302 - 402 - MK4 - DK5 - DMA
6495	104	40	33	30	302 - 402 - MK4 - DK5 - DMA
8781	111,5	37	26	30	203
7278	105	40	33	30	DMA avec vis de rejet d'huile
7279	104	51	43,5	30	DMA - d°

TUBULURES DE SORTIE D'EAU FORMANT CORPS DE POMPE A EAU (Vue sur face d'appui)



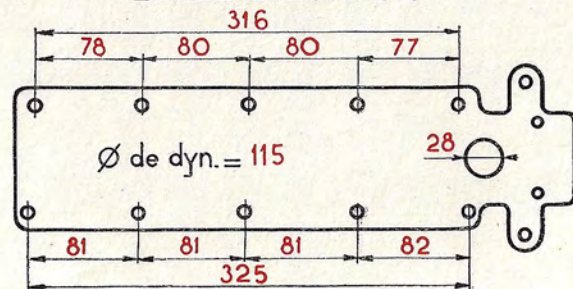
N° 528

201.E.C.T.



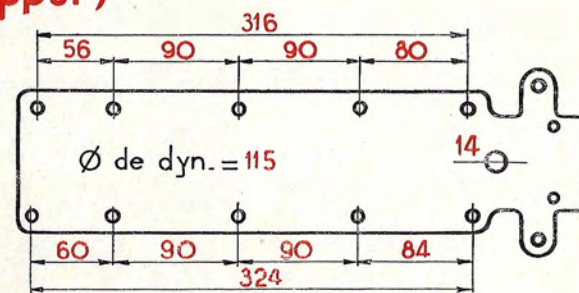
N° 528 bis

201.E.B.BR.C.SK.T.



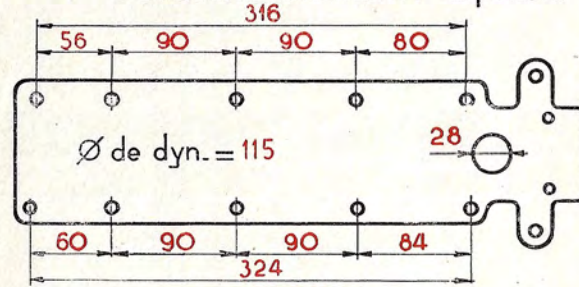
N° 959

201BR.SK.



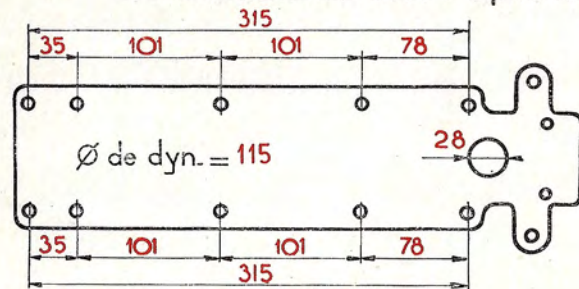
N° 960

301C.CR.L.IR.M.MK.T 2 paliers



N° 961

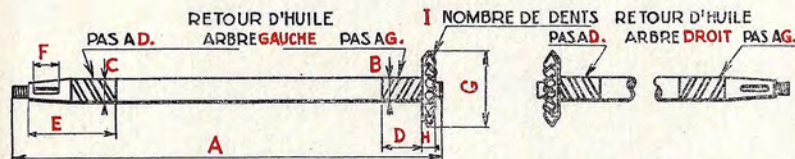
301C.CR.L.IR.MK.SKR 2 paliers



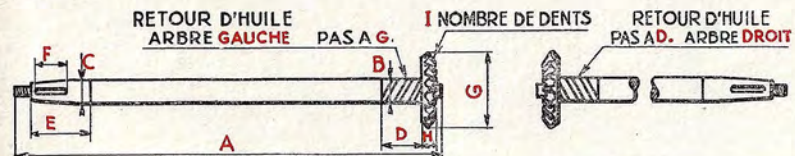
N° 962

201.301 3 paliers.401

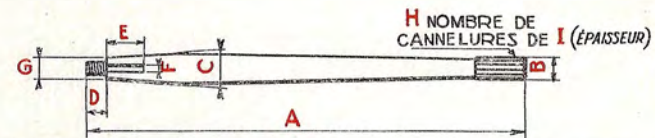
ARBRES DE ROUES



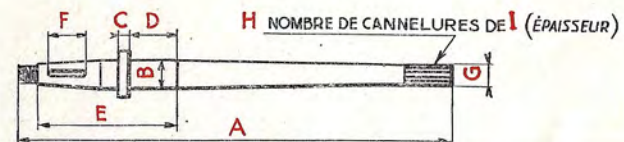
N°	COTE	A	B	C	D	E	F	G	H	I	TYPE
2602	D	665	31	30	45	135	55	74,5	18	16	201.E.B-BR.C.D.DL-301D.1 ^{er} Modèle
2603	G	d°	d°	d°	d°	d°	d°	d°	d°	d°	___d°___d°___
2270	D	d°	325	325	42	147	d°	d°	d°	d°	301D à partir du chassis N°389 610
2271	G	d°	d°	d°	d°	d°	d°	d°	d°	d°	___d°___d°___
2402	D	710	d°	d°	d°	d°	d°	d°	d°	d°	301C. Voie 1 ^{re} 24 jusqu'au chassis N°553930
2403	G	d°	d°	d°	d°	d°	d°	d°	d°	d°	___d°___d°___
2404	D	725	d°	d°	d°	144	d°	d°	d°	d°	301C. Voie 1 ^{re} 26 à partir du chassis N°553931
2405	G	d°	d°	d°	d°	d°	d°	d°	d°	d°	___d°___d°___



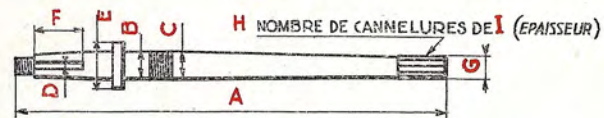
N°	COTE	A	B	C	D	E	F	G	H	I	TYPE
2275	DG	630	29	29	40	103	45	65,5	16	16	202 - 202 B Clavetage de 8 ^m /m
2276	D	665	325	325	d°	180	55	74,5	17	d°	201 M
2277	G	d°	d°	d°	d°	d°	d°	d°	d°	d°	201 M
7850	DG	630	29	29	d°	103	d°	65,5	16	d°	202 B.BH Clavetage de 7 ^m /m



N°	COTE	A	B	C	D	E	F	G	H	I	TYPE
7940	DG	910	36	47	36	95	12	38	6	7	DMA
7941	DG	910	38	51	36	95	12	42	8	6	DMA



N°	COTE	A	B	C	D	E	F	G	H	I	TYPE
2268	DG	684	55	4	64	164	55	32	10	4	202 U
2269	DG	694	d°	d°	62	162	d°	d°	d°	4	202 U à partir du chassis N° 263.818
2272	DG	750	d°	d°	70	170	d°	d°	d°	4	402 - 402 L.
2274	DG	720	d°	d°	d°	d°	d°	d°	d°	4	302 - 402 LÉGERE
2287	DG	710	d°	3,5	d°	d°	d°	d°	6	8	401DL à partir du chassis N°612476. 601DL à partir N°727.877

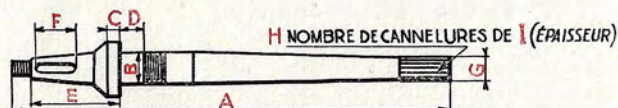


N°	COTE	A	B	C	D	E	F	G	H	I	TYPE
2267	DG	754	40	38	12	48	75	31	10	4	202 UB - UH

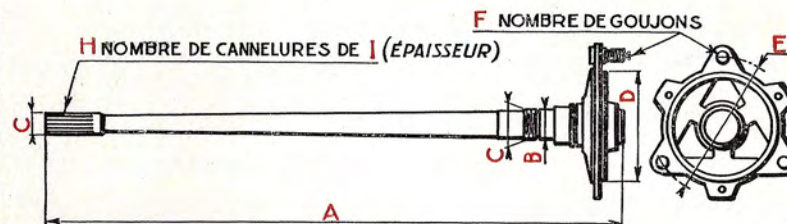
ARBRES DE ROUES



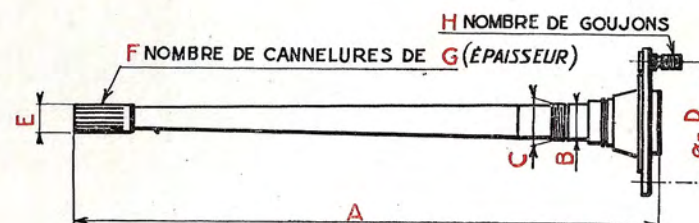
N°	CODE	A	B	C	D	E	F	G	H	I	TYPE
2185	D	755	40	4	30	120	60	32	6	6	SK 2 - SK D Renforcé
2186	G	d°	d°	d°	d°	d°	d°	d°	d°	6	d° d°
2273	D	770	45	d°	d°	125	d°	34	d°	7	MKD - MK 4 - DK 5
2279	G	d°	d°	d°	d°	d°	d°	d°	d°	7	d° d°
2400	D	710	35	8	d°	110	55	32	d°	8	301 L - 401 Taxi - D.DL - 601 C.L. - D.DL.
2401	G	d°	d°	d°	d°	d°	55	d°	d°	8	d° d°
2406	D	770	45	4,5	30	130	60	32	d°	8	MK - MKD
2407	G	d°	d°	d°	d°	d°	d°	d°	d°	8	d° d°
2580	D	755	40	4	d°	120	d°	d°	d°	8	201 T. 301 M. 301 T. SK - SKR - SKD
2581	G	d°	d°	d°	d°	d°	d°	d°	d°	8	d° d°



N°	CODE	A	B	C	D	E	F	G	H	I	TYPE
2273	DG	740	40	10	22	83	55	32	10	4	402 Taxi

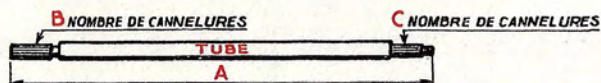


N°	A	B	C	D	E	F	G	H	I	TYPE
9026	682	35	35	130	160	3	25	12		203

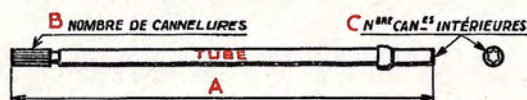


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9020	693	40	40	142	32	10	4	5	203 U

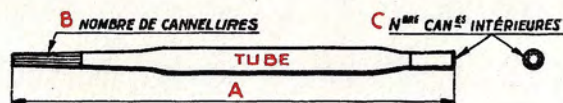
ARBRES DE TRANSMISSION



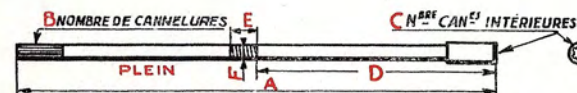
N°	A	B	C	TYPE
2561	1 ^m	6	6	301 T
2110	1 ^m 03	6	6	MK4 DK5



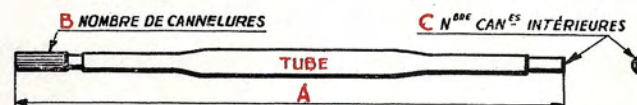
N°	A	B	C	TYPE
2392	1 ^m 04	6	6	301 T - MK



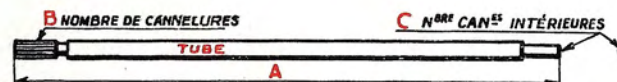
N°	A	B	C	TYPE
2180	1 ^m 095	6	10	MK4 - DK5 - MKD renforcé



N°	A	B	C	D	E	F	TYPE
2393	1 ^m 175	6	6	585	60	25	201 BR - D
2284	1 ^m 215	6	6	580	60	25	201 D
2597	1 ^m 350	6	6	525	60	25	201
2598	1 ^m 410	6	6	585	60	25	201 B - BR - C
2398	1 ^m 425	6	6	575	60	25	201 DL - 201.M - 301 D
2285	1 ^m 465	6	6	585	60	25	201 DL

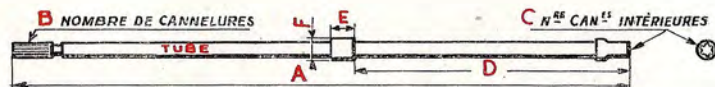


N°	A	B	C	TYPE
2600	1 ^m 33	6	6	201 - 201E
2601	1 ^m 35	6	6	201 - 201E



N°	A	B	C	TYPE
2596	1 ^m 33	6	6	201 - 201E

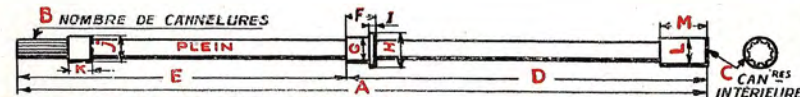
ARBRES DE TRANSMISSION



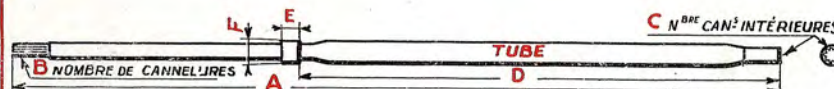
N°	A	B	C	D	E	F	TYPE
2396	1 ^{re} 52	6	6	630	40	35	301 C
2394	1 ^{re} 54	6	6	635	40	35	301 C
2395	1 ^{re} 56	6	6	640	40	35	301 C
2280	1 ^{re} 577	6	6	605	40	35	401 D - 601 D.
2397	1 ^{re} 708	6	6	605	40	35	301 L - 601 L.
2391	1 ^{re} 708	6	6	805	40	35	SKR - SKD.
2599	1 ^{re} 75	6	6	800	40	35	201 T 301 M
2281	1 ^{re} 925	6	6	955	40	35	401 DL 601 DL
2390	1 ^{re} 75	6	6	810	40	35	SK.
2184	1 ^{re} 708	6	10	805	40	35	SKD modèle renforcé - SK2
2173	1 ^{re} 678	6	10	810	40	35	MKN
9019	1 ^{re} 763	12	12	837	50	38,2	203 camionnette à aiguilles
9021	1 ^{re} 763	12	12	846	29	40	203 d° à billes
9028	1 ^{re} 572	12	12	734	29	40	203 Touriste 1 ^{re} modèle, à billes
9029	1 ^{re} 572	12	12	735	29	40	203 à billes
9030	1 ^{re} 572	12	12	724	50	38,2	203 Touriste à aiguilles



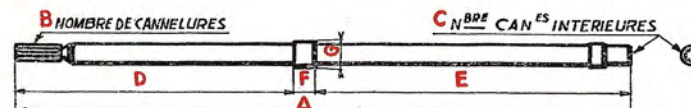
N°	A	B	C	D	E	F	TYPE
2181	1 ^{re} 534	10	10	730	40	29,8	202
2182	1 ^{re} 534	10	10	680	40	29,8	202 B. DH
2183	1 ^{re} 610	10	10	755	40	29,8	202 U



N°	A	B	C	D	E	F	G	H	I	J	K	L	M	TYPE
7825	1 ^{re} 709	10	10	844	865	44	35	38	3	29,8	40	34	85	202 UB UH

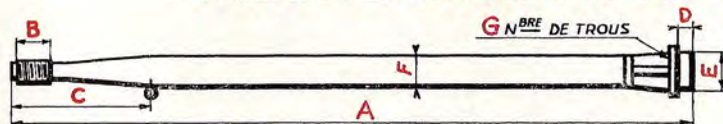


N°	A	B	C	D	E	F	TYPE
2175	1 ^{re} 615	10	10	0,755	40	40	302 - 402 LÉGÈRE
2176	1 ^{re} 887	10	10	1,025	40	40	402
2177	2 ^{re} 036	10	10	1,175	40	40	402 Long 402 LT

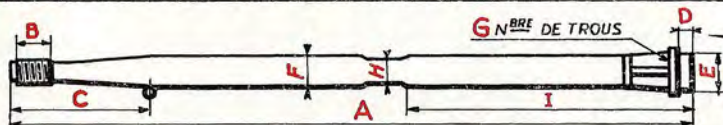


N°	A	B	C	D	E	F	G	TYPES
7942	1 ^{re} 818	10	10	715	1 ^{re} 063	40	40	DMA
7944	1 ^{re} 564	10	10	711	813	40	40	DMA

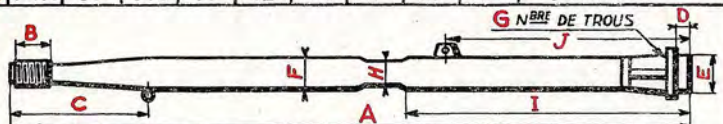
TUBES DE RÉACTION-PARTIES AV



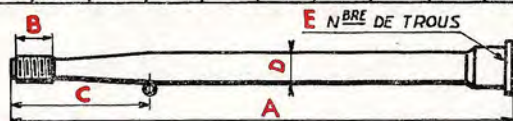
N°	A	B	C	D	E	F	G	TYPES
2663	1°335	65	35	32	62	64	4	201-E
2664	1°355	65	295	32	62	64	4	201-E
2692	1°355	65	295	32	62	64	6	201-E



N°	A	B	C	D	E	F	G	H	I	TYPES
2463	1°180	60	295	31	62	64	6	59	590	201 BR-D
2693	1°355	65	295	31	62	64	6	59	595	201-E-B
2693	1°415	60	295	31	62	64	6	59	575	201-BR-C
2698	1°220	60	340	31	62	64	6	59	590	201-D
2699	1°470	60	340	31	62	64	6	59	610	201 DL



N°	A	B	C	D	E	F	G	H	I	J	TYPES
2340	1°435	65	255	31	62	64	6	59	590	480	201 DL-301 D



N°	A	B	C	D	E	TYPES
2300	925	65	260	64	4	401-DL-7AXI-601 D-DL
2465	850	60	290	64	4	301 C-CR
2466	870	60		64	4	301 C-CR
2467	830	60	245	64	4	301 C-CR-601 C-
2468	1°060	60	255	64	4	301 L-LR-601 L
2694	885	55	255	64	4	201 SK-T
2464	852	55	300	64	4	301 SKD-SKR



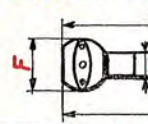
N°	A	B	C	D	E	F	TYPES
2471	695	64	62	32	4	6	301 C-CR.

TUBES DE RÉACTION

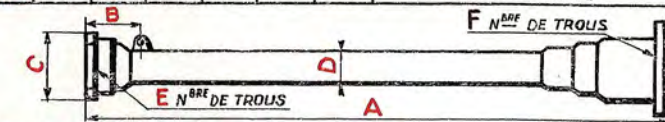
DMA GRANDE BRIDE

lire N° 7961 au lieu de 7964 pour la partie AV

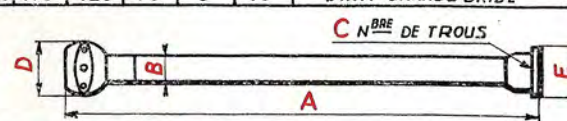
- 7963 - 7965 - - AR



N°	A	B	C	D	E	F	TYPES
7960	770	335	55	73	4	100	DMA PETITE BRIDE
7964	770	335	55	73	5	100	DMA GRANDE BRIDE



N°	A	B	C	D	E	F	TYPES
7962	1°020	110	120	73	4	10	DMA PETITE BRIDE
7965	1°020	110	120	73	5	10	DMA GRANDE BRIDE



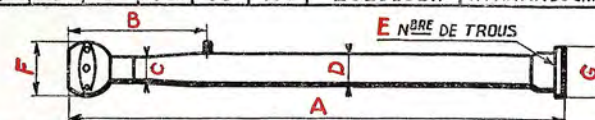
N°	A	B	C	D	E	TYPES
7836	822	52	4	90	84	202
7838	872	52	4	90	84	202-B-BH-U

LE N° 7837 EST REMPLACÉ PAR LE N° 7838



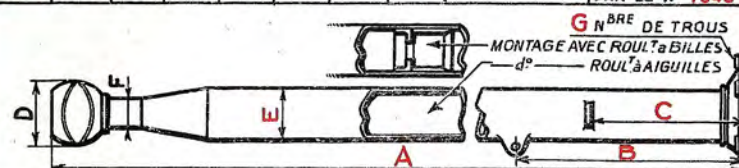
N°	A	B	C	D	E	F	TYPES
7841	760	4	6	60	86	130	202
7842	710	4	6	60	86	130	202-B-BH

JUSQU'AU CHASSIS 433 228 A PARTIR DU CHASSIS 433 229



N°	A	B	C	D	E	F	G	TYPES
7840	922	245	53	64	4	90	94	202-UB-UH.

LE N° 7839 EST REMPLACÉ PAR LE N° 7840



MONTAGE AVEC ROULETTE A BILLES ROULETTE AIGUILLES

N°	Montage central	A	B	C	D	E	F	G	TYPE
9015	ROULETTE AIGUILLES	1°824	636	801,5	90	82	44	5	203 U8
9016	d°	1°824	636	481,5	90	82	44	5	203 U6-L
9085	ROULETTE BILLES	1°824	636	801,5	90	82	44	5	203 U8
9086	d°	1°824	636	481,5	90	82	44	5	203 U6-L
9090	d°	1°637	549	301,5	90	62	44	5	203
9091	ROULETTE AIGUILLES	1°637	549	301,5	90	62	44	5	203

BRAS DE TRIANGLES AVANT DE SUSPENSION

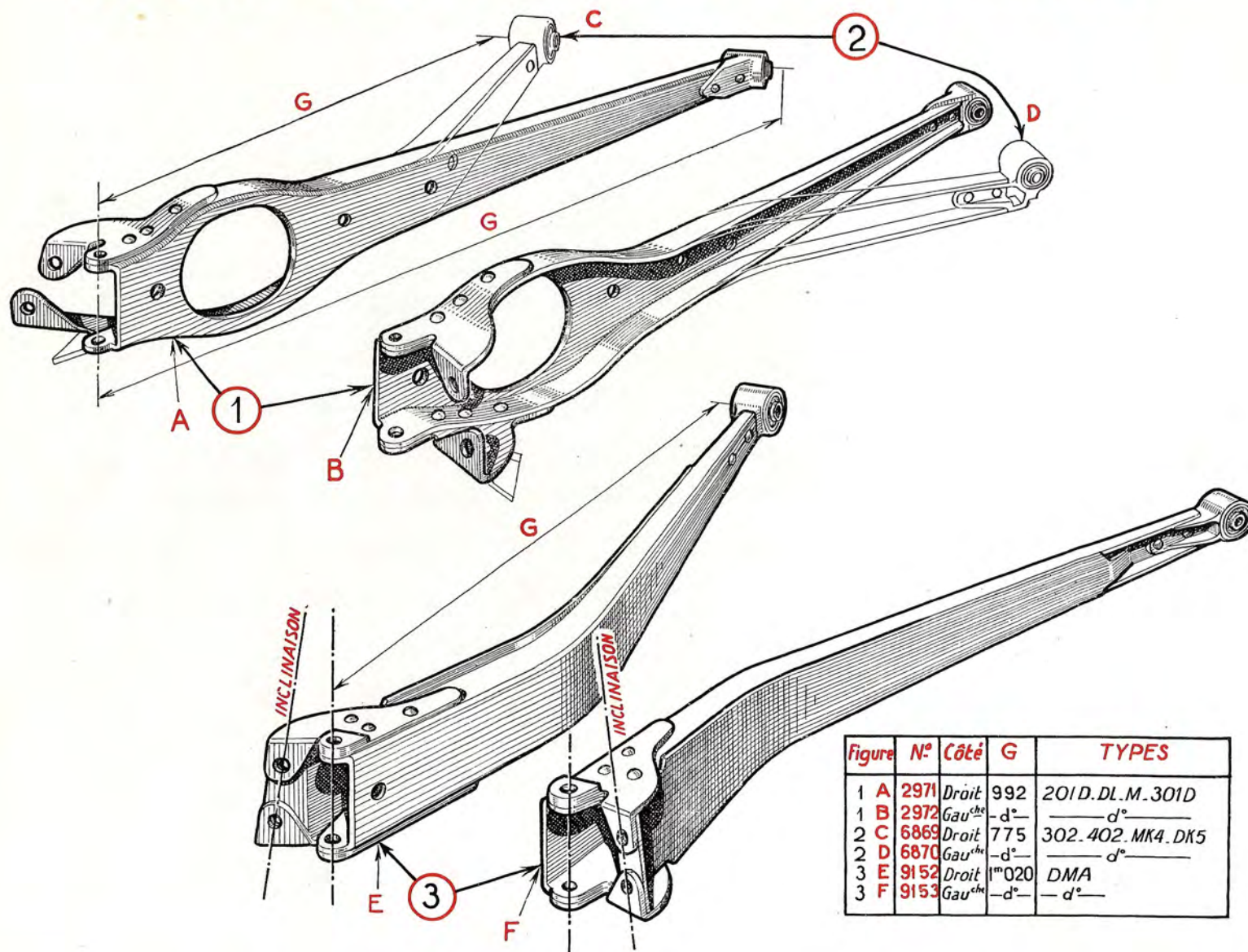
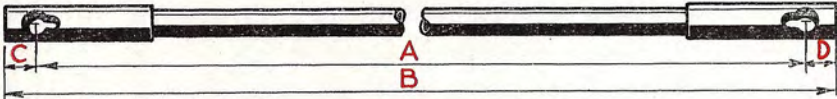
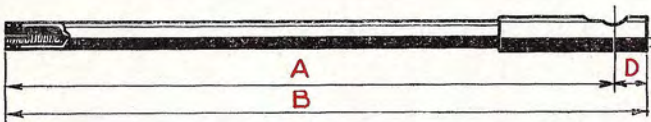
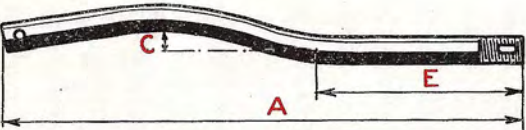
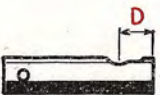
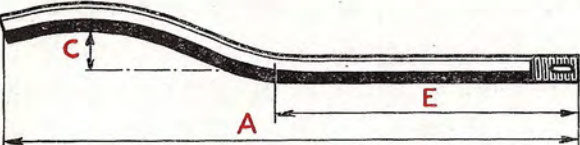
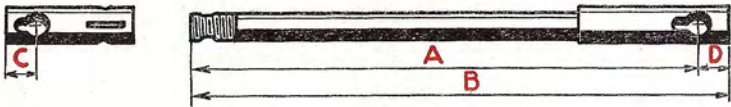
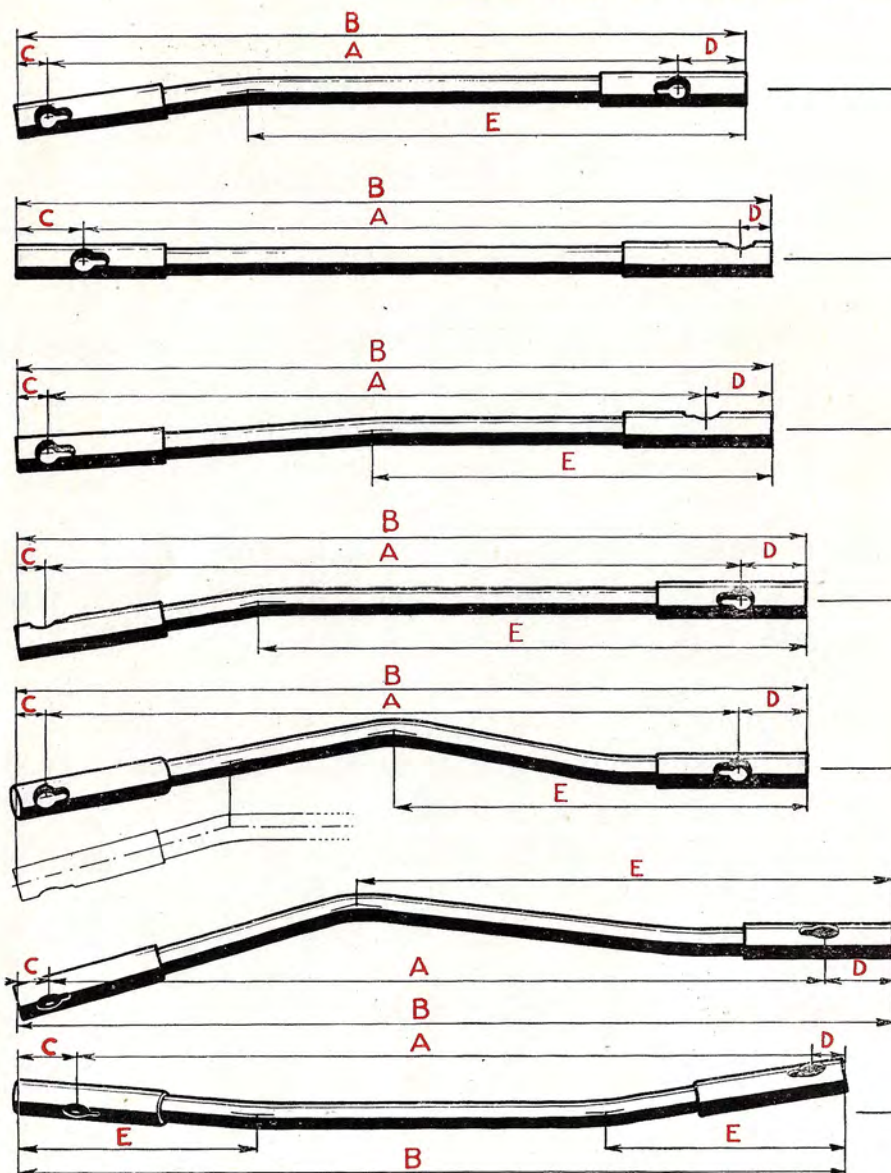


Figure	N°	Côté	G	TYPES
1 A	2971	Droit	992	201D.DL.M.301D
1 B	2972	Gau ^{che}	-d°-	-d°-
2 C	6869	Droit	775	302.402.MK4.DK5
2 D	6870	Gau ^{che}	-d°-	-d°-
3 E	9152	Droit	1°020	DMA
3 F	9153	Gau ^{che}	-d°-	-d°-

BIELLES DE CONNEXION

	N°	A	B	C	D	E	TYPES
	3133	962	1012	25	25		201-201T-301M
	3464 2970	471 507	496 532	25 25			201 B.-D.M 301C.-D Utilitaire 301-401
	6840 6842 6839 6844	442 430 483 462		25 25 25 25			302-402 Légère _____d°
			16	25	170		
	6848	480		28,5	25	250	MK4-DK5
							
	9143B	448	423	25	25		DMA-Q5A-Q3A

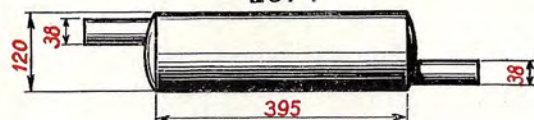
BIELLES DE DIRECTION



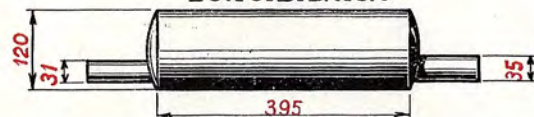
N°	A	B	C	D	E	TYPES
2954	530	610	25	55	420	201.BR.D.DL.M. 301D.
3135	546	626	55	25		201. 201 T. 301M
3208	550	630	25	55	330	201 C
2956	580	660	25	55	455	301 - 401 DL
3246	580	660	25	55	340	301C
6756	646	726	25	55	445	402
6838	605	685	55	25	200	MK4. DK5

SILENCIEUX

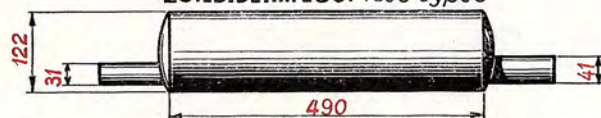
5384
201 T



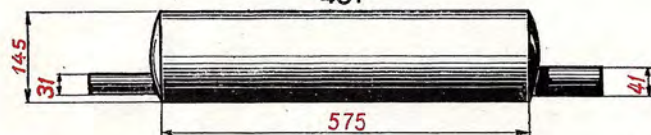
5369
201_C.B.BR.SK



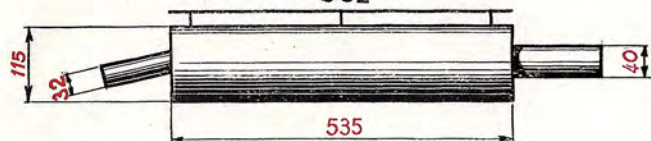
5730
201_D.DL.M. 301 Tous types



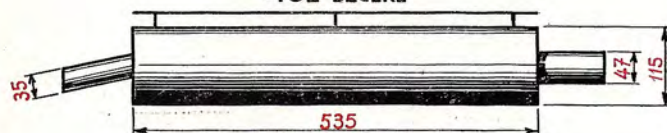
5999
401



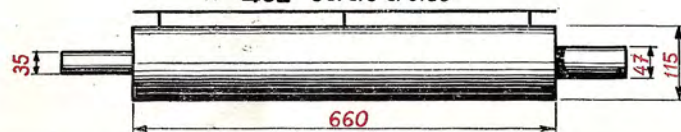
6282
302



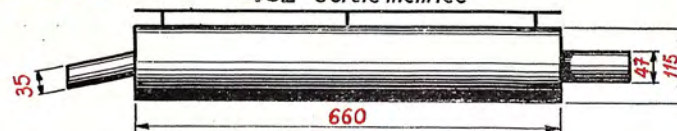
6309
402 LÉGÈRE



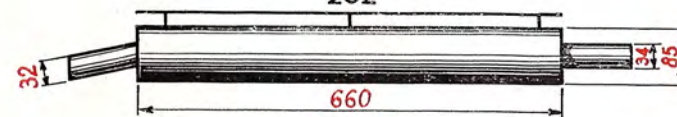
6280
402 Sortie droite



6283
402 Sortie inclinée



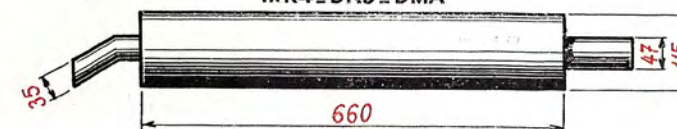
9920
202



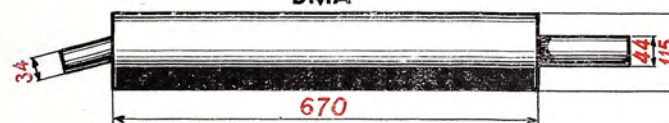
9929
202



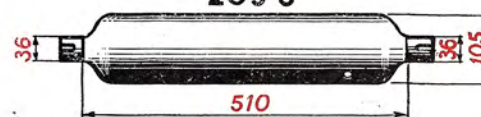
6284
MK4_DK5_DMA



9940
DMA



9931
203 U



9930
203



TUBES D'ÉCHAPPEMENT AVANT

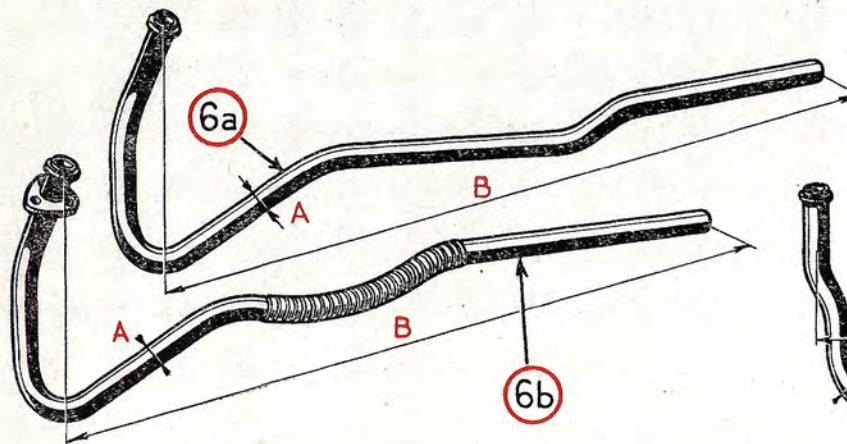
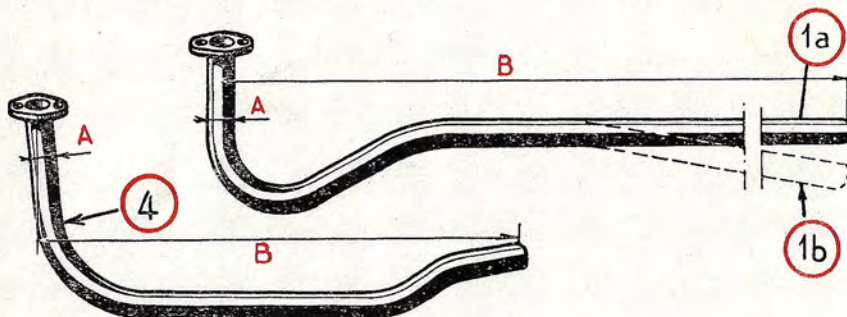
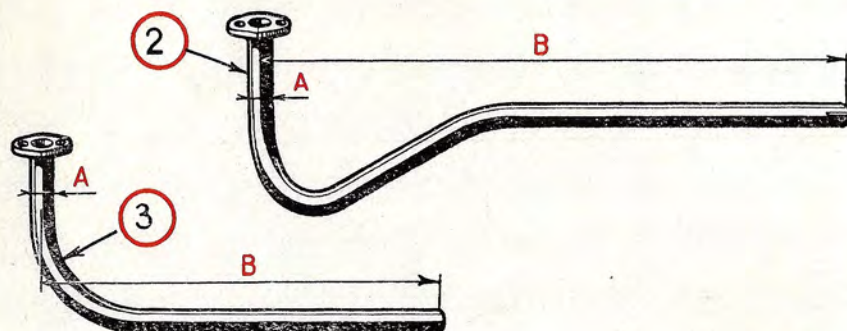
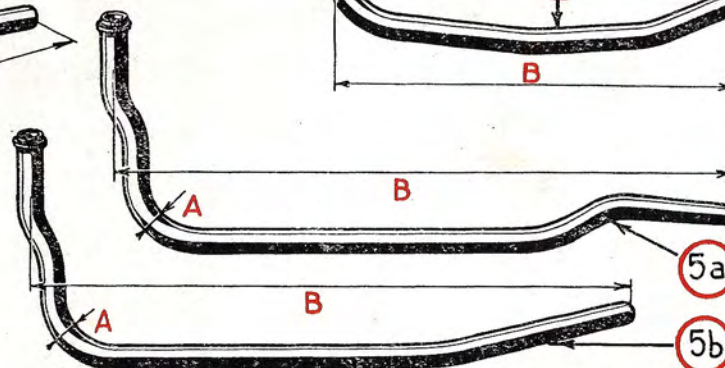
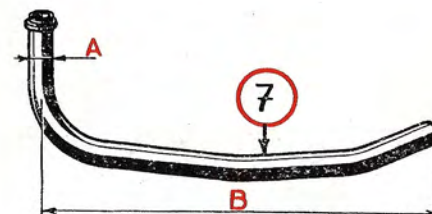
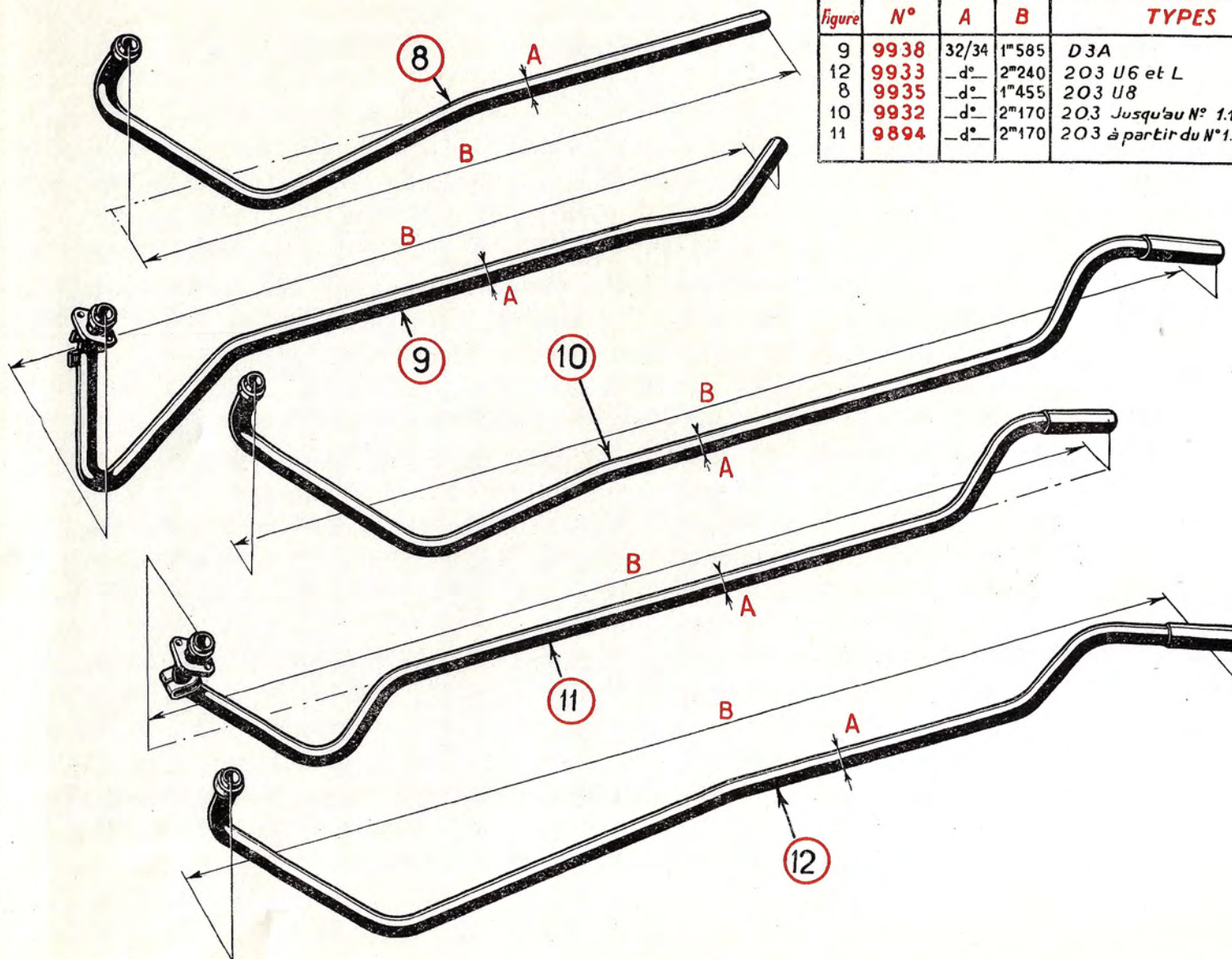


Figure	N°	A	B	TYPES
1a	5370	32/34	720	201
1b	5386	—d°	925	201 T
2	6267	—d°	720	201 B . BR
3	5401	36/38	490	201 D . DL . 301 D . 401 D . 201 M
1a	5402	—d°	1010	301 L . LR 3 paliers
1a	5733	—d°	820	301 C . 2 paliers
1a	5400	—d°	790	301 3 paliers
1a	5403	—d°	640	MK . SKR 3 paliers
4	6257	—d°	615	301 M . T . SK2 . 401 DL . DLT
5b	9921	32/34	830	202
5a	9923	—d°	820	202
6a	6300	41/44	1300	402 . 402 Légère
6b	6300 _{br}	41/44	1300	402 . 402 Légère
6a	6301	41/44	1460	402 Long
6b	6301 _{br}	41/44	1460	402 Long
7	9941	41/44	500	DMA
7	9942	41/44	490	DMA



TUBES D'ÉCHAPPEMENT AVANT

Figure	N°	A	B	TYPES
9	9938	32/34	1 ^m 585	D 3 A
12	9933	—d°	2 ^m 240	203 U6 et L
8	9935	—d°	1 ^m 455	203 U8
10	9932	—d°	2 ^m 170	203 Jusqu'au N° 1.191.610
11	9894	—d°	2 ^m 170	203 à partir du N° 1.191.611



TUBES D'ÉCHAPPEMENT ARRIÈRE

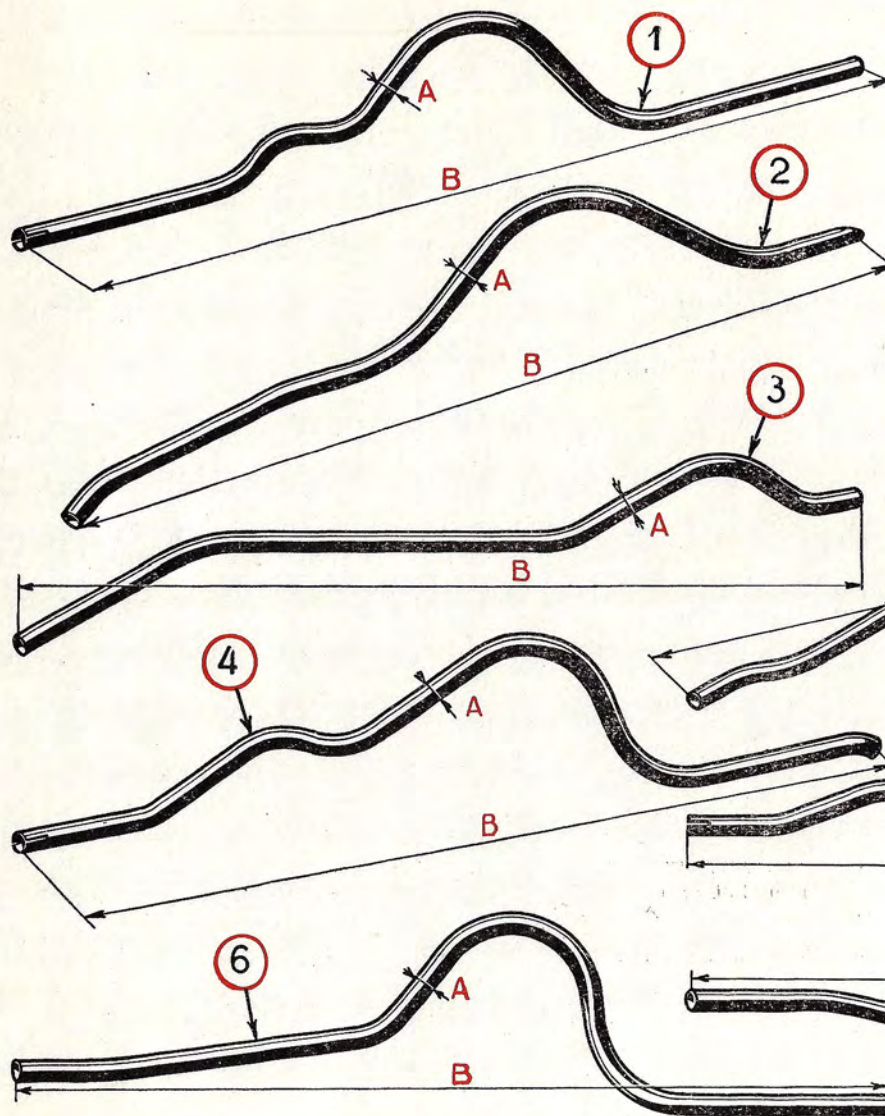


Figure	N°	A	B	TYPES
1	5371	32/34	1500	201
1	5387	—d°	1470	201_201 C
2	5388	—d°	1710	201 T
3	6269	—d°	1690	201 D
4	6270	—d°	1515	201 B-BR
5	5497	—d°	1920	201 D-DL-301 D.201 M
4	5496	—d°	1975	301 L-LR
6	5742	—d°	1960	301 L
7	5739	—d°	1740	301 L
8	5498	—d°	865	301 MK
9	6275	—d°	560	301 SKD
9	6276	—d°	1080	MKD

TUBES D'ÉCHAPPEMENT ARRIÈRE

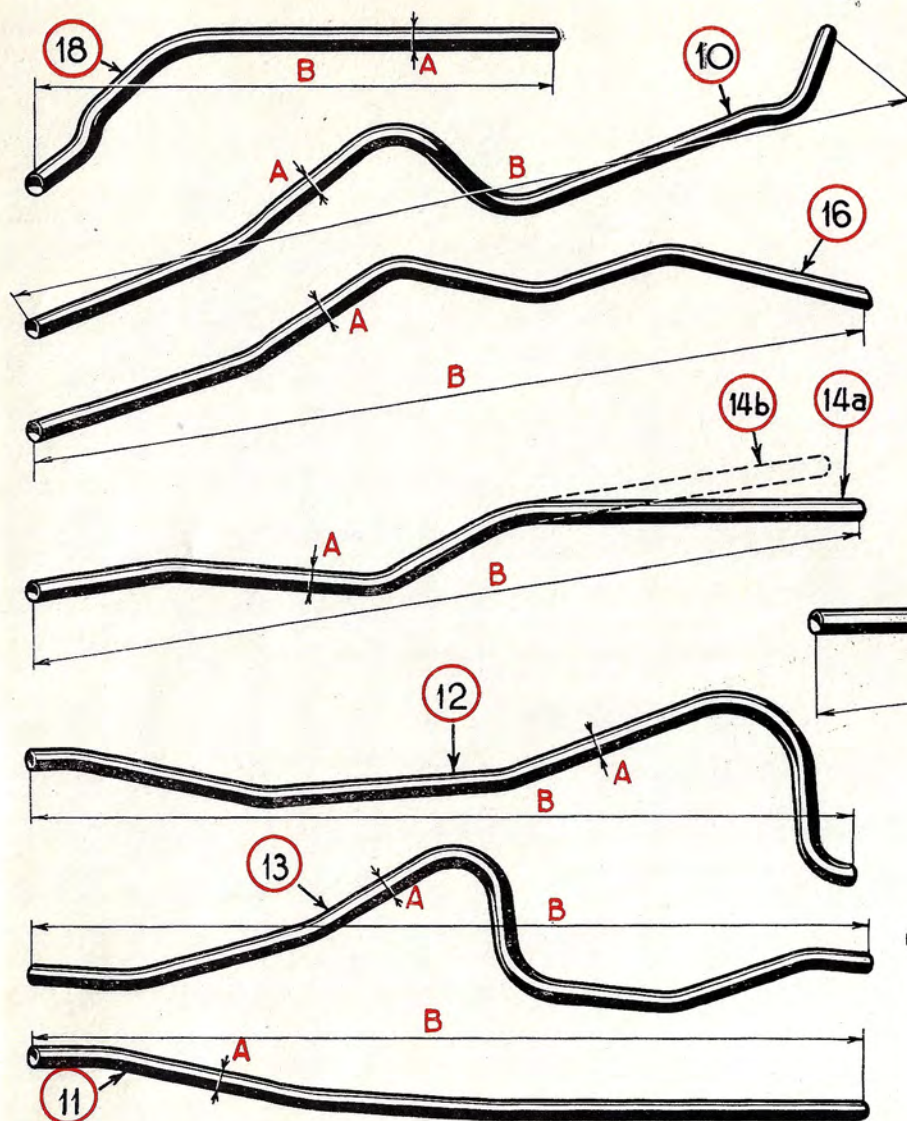
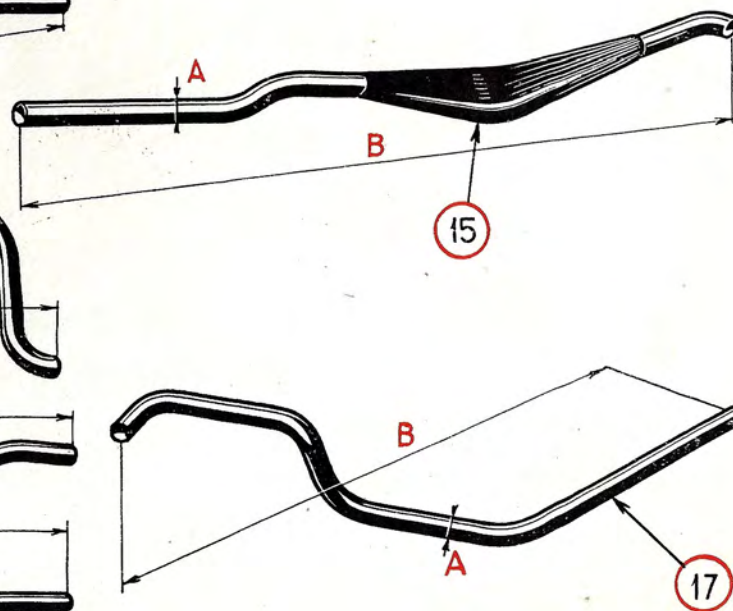


Figure	N°	A	B	TYPES
10	6261	32/34	2330	401 DL - 601 DL
11	9924	34/36	1630	202 - 202B
11	9925	30/32	1560	202 B
12	9926	-d°	1720	202 U
13	9928	-d°	1770	202 UH
14a	5809	36/38	1420	402
14b	5819	-d°	1420	402 Commercial
15	5811	-d°	1375	402 Long
16	9947	-d°	2670	DMA
17	9945	-d°	1300	DMA
18	9946	-d°	920	DMA



TUBES D'ÉCHAPPEMENT ARRIÈRE

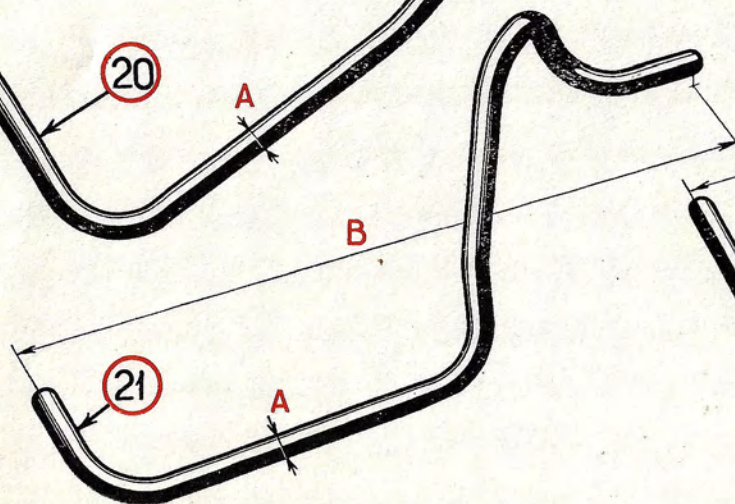
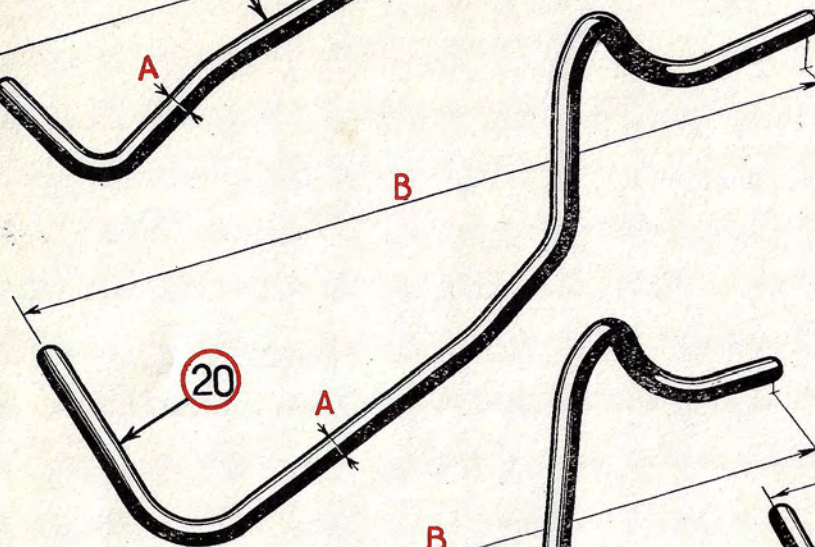
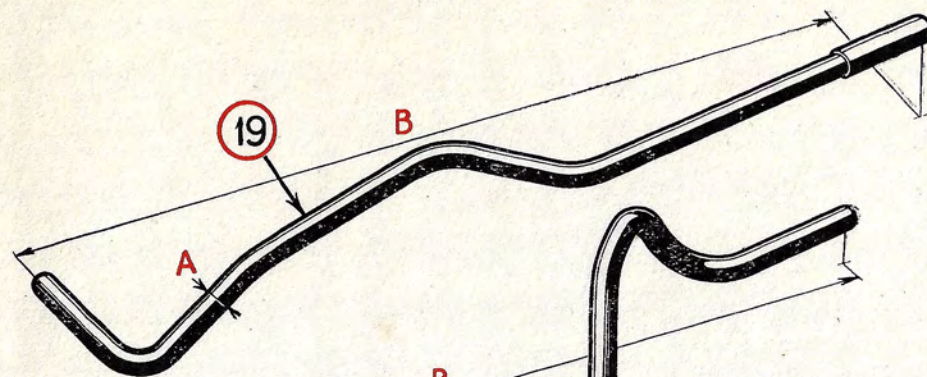
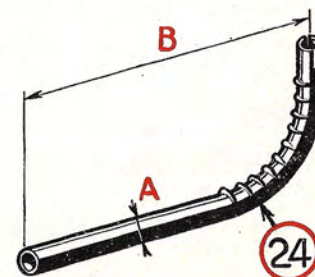
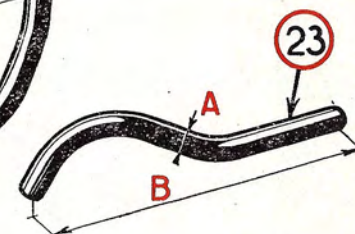
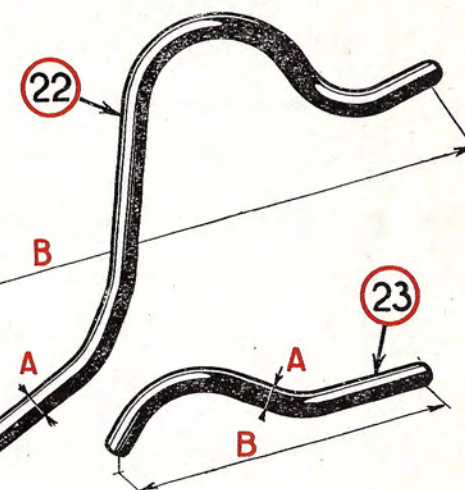


Figure	N°	A	B	TYPES
24	9948	32/34	520	D 3 A
19	9939	d°	1 ^m 445	203 U8
23	9893	d°	530	203 U8
20	9937	d°	1 ^m 370	203 L
21	9936	d°	1 ^m 260	203 jusqu'au N° 1.191.610
22	9910	d°	1 ^m 265	203 à partir du N° 1.191.611
25	9892			203 - 203 L - 203 U6



39-41, Rue Victor-Hugo
LEVALLOIS-PERRET (Seine)

Téléphone : PÉReire 51-42 et 43

