

## ARIEL ENGINE AND FRAME PREFIX NUMBERS 1926 TO 1965

This list has been compiled from details listed in 'the Ariel Story' by Peter Hartley and the Draganfly Motorcycles catalogue of Ariel parts.

The model year for vintage models is understood to have begun some time between August and November of the previous year, so that, for example '1929' means November 1928 to October 1929. Post-vintage years, the model year is understood to follow the more commonly reference period for British manufactured bikes, which is nominally 1 September to 30 August, such that a 1939 model began in September 1938 and ran to August 1939. However, the actual release of models was always dependent on production timetables, which sometimes saw these periods slip by a month or two.

The combinations of engine and frame prefix letters given are those of the majority. It was sometimes the case that late engine numbers of one model year were dispatched in early frames of the next model year and similarly early engine numbers of one model year were dispatched in late frames of the previous model year.

YEAR	MODEL	ENGINE PREFIX	FRAME PREFIX
1926	Heavyweight A, B (SV 557 cc), C, D (ohv 500 cc)	P	P
1927	Heavyweight A,B (557 cc) C,D,E (ohv 500 cc)	V	W
1928	Heavyweight A,B (SV 557 cc) ,C,D,E (ohv 500 cc)	W	W
1929	Heavyweight A, B (SV 557 cc), E, F (ohv 500 cc)	H	H
	Lightweight (250 cc) LB (SV), LF (ohv)	L	L
1930	Heavyweight A, B (SV 557 cc), E, F, G (ohv 500 cc)	K	K
	Lightweight (250 cc) LB (SV), LF, LG (ohv)	M	L
1931	LB (SV), LF (ohv) (250 cc)	J	J
	MF (350 cc)	A	J
	VB, VH (500 cc), VB (600 cc)	N	N or K
	SB (SV), SF, SG (ohv) (Sloper)	S	S
	4F (ohc 500 cc)	R	R
1932	LB, LF (250 cc)	E	B or D
	MA, MB, MF, MH (350 cc )	B	B
	VB, VH (500 cc), VB (600 cc)	C	C or D
	SB (SV) SG (ohv) (Sloper)	D	D
	4F (ohc 500 cc)	R	T
	4F (ohc 600 cc)	T	T
1933	LH (250 cc)	DA	Y
	NF, NH (350 cc)	BA	Y or E
	VG, VH (500 cc), VB (600c)	CA	Y
	4F (ohc 600 cc)	TA	Y
1934	LF, LH (250 cc)	EA	Y
	NF, NH (350 cc)	FA	Y
	VF, VG, VH (500 cc), VA, VB (600 cc)	GA	Y
	4F (ohc 600 cc)	UA	Y
1935	LF, LH, (250 cc)	HA	Y
	NF, NH (350 cc)	JA	Y
	VG, VH (500 cc), VA, VB (600 cc)	KA	Y
	4F (ohc 600 cc)	WA	Y
1936	LG, LH (250 cc)	AB	F
	NG, NH (350 cc)	BB	F
	VG, VH (500 cc), VB (600 cc)	CB	F
	4G (1000 cc ohv) [development]	DB	P
	4F (ohc 600 cc)	XB	Y

YEAR	MODEL	ENGINE PREFIX	FRAME PREFIX	
1937	LG, LH (250 cc)	AC	XF	
	NG, NH (350 cc)	BC	XF	
	VG, VH (500 cc), VB (600 cc)	CC	XF	
	4G (ohv 1000 cc) [production]	DC101 - 615	P	
	4F (ohv 600 cc)	EC	P	
1938	LG, LH (250 cc)	AD	XG	
	NG, NH (350 cc)	BD	XG	
	VG, VH (500 cc), VB (600 cc)	CD	XG	
	4G (1000 cc)	DC616 - 650	P	
	4G (1000 cc)	DD	P	
			RIGID	PLUNGER
1939	OG, OG (250 cc)	AE	M	---
	NG, NH (350 cc)	BE	XG	BX
	VG, VH (500 cc), VA, VB (600 cc)	CE	XG	BX
	4G, 4H (1000 cc)	DE	P	AX
	4F (ohv 600 cc)	EE	P	AX
1940	OG, OH (250 cc)	AH	M	---
	NG, NH (350 cc)	BH	XG	BX
	VG, VH (500 cc), SA, SB (600 cc)	CH	XG	BX
	4G, 4H (1000 cc)	DH	P	AX
	4F (600 cc ohv)	EH & EEH	P	AX
1941 - 45	W/NG (350 cc) WWII Military Models	BH, NBH, RBH (See note at end)	XG	---
1946 - 47	NG, NH (350 cc)	BK	AP or BP	---
1946 - 47	VG, VH (500 cc), VB (600 cc)	CK	BP	---
1946	4G (1000 cc)	DH268, 273 - 276	P	---
1947	4G (1000 cc)	DK	XP	AX
1948	NG, NH (350 cc)	AJ	BP	BX
	VG, VH (500 cc), VB (600 cc)	BJ	BP	BX
	4G (1000 cc)	CJ	XP	AX
	KG, KH (500 cc) Twin	PT	DX	CX
1949	NG, NH (350 cc)	DJ	RF	SF
	VG, VH (500 cc), VB (600 cc)	EJ	RF	SF
	VCH (500 cc)	CO	COM	SF
	4G MK1 (1000 cc)	FJ	GR	GS
	KG, KH (500cc) Twin	HT	HH	HS
1950	NG, NH (350 cc)	KL	AB	AC
	VG, VH (500 cc), VB (600 cc)	MN	AB	AC
	VCH (500 cc)	CO	COM or AB	AC
	KG, KH (500 cc) Twin	OP	GD	LL
	4G MK1 (1000 cc)	JJ	TD	CW
1951	NG, NH (350 cc)	RA	WA	SA
	VG, VH (500 cc), VB (600 cc)	RB	WA	SA
	VCH (500 cc)	CO	COM or WA	SA
	KG, KH (500 cc) Twin	RC	WB	SB
	4G MKI (1000 cc)	RD	WC	SC
1952	NH (350 cc)	TB	OA	SD
	VH (500 cc), VB (600 cc)	TC	OA	SD
	VHA (500 cc)	TCA	OA	SD
	VCH (500 cc)	TR	OR	----
	KH (500 cc) Twin	TE	OB	SE
	4G MKI (1000 cc)	TM	OC	SV
1953	NH (350 cc)	XA	AM	AS
	VH (500 cc)	XC	AM	AS
	VB (600 cc)	VB (not XB)	AM	AS
	VHA (500 cc)	XD	AM	AS
	VHC (500 cc)	XE	MA	----
	(500 cc) KH Twin	XF	BW	BS
	(500 cc) KHA Twin	XFA	BW	BS
	4G MKI (1000 cc)	XH	----	ES
	4G MKII (1000 cc)	XJ	EJ	ES

YEAR	MODEL	ENGINE PREFIX	FRAME PREFIX		
			RIGID	PLUNGER	SWINGING ARM
1954	LH (200 cc)	PA	----	KN	----
	NH (350 cc)	PB	----	KW	KS
	VH (500 cc)	PD	----	----	KS
	VB (600 cc)	PE	KW	VS	KS
	KH (500 cc)	PH	----	BW	KS
	FH (650 cc)	PJ	----	----	KS
	4G MKII (1000 cc)	PL	----	KR	----
	HS (500 cc)	PS	----	----	KSS
	HT (500 cc)	PD or PT	KT or TF	----	KS
1955	LH (200 cc)	LA	----	LS	----
	NH (350 cc)	LB	----	----	DU
	VH (500 cc)	LC	----	----	DU
	VB (600 cc)	LD	RF	----	DU
	KH (500 cc)	LE	----	----	DU
	FH (650 cc)	LF	----	----	DU
	HT (500 cc)	LJ	TF	----	----
	HS (500 cc)	LK	----	----	KSS or DUS
	4G MKII (1000 cc)	GL	----	PS	----
1956	LH (200 cc)	ALA	----	----	MT
	NH (350 cc)	MA	----	----	PR
	VH (500 cc)	MB	----	----	PR
	VB (600 cc)	MC	----	----	PR
	KH (500 cc)	MD	----	----	PR
	FH (650cc)	MLF	----	----	PR
	HS (500 cc)	MH	----	----	PRS
	HT (500 cc)	MJ	----	----	RT
	4G MII (1000 cc)	ML	----	GM	----
1957	LH (200 cc)	BLA	----	ST	----
	NH (350 cc)	AMA	----	----	APR
	VH (500 cc)	AMB	----	----	APR
	VB (600 cc)	AMC	----	----	APR
	KH (500 cc)	AMD	----	----	APR
	FH (650 cc)	NLF	----	----	APR
	HS (500 cc)	NH	----	----	PRS
	HT5 (500 cc)	NJ	----	----	RT
	HT3 (350 cc)	TH	----	----	RT
4G MII (1000 cc)	NML	----	GM	----	
1958 - 59	LH (200 cc)	CBLA	----	CST	----
	NH (350 cc)	CAMA	----	----	CAPR
	VH (500 cc)	CAMB	----	----	CAPR
	VB (600 cc)	CAMC	----	----	CAPR
	FH (650 cc)	CNLF	----	----	CAPR
	HS (500 cc)	CNH	----	----	CPRS
	HT5 (500 cc)	CNJ	----	----	CRT
	HT3 (350 cc)	TH	----	----	CRT
	4G MKII (1000 cc)	CNML	----	CGM	----

**Note:** 1941 - 45, 350 W/NG. Some of the machines made for the Royal Navy had engine prefix letters NBH, and some of the machines made for the Royal Air force had engine prefix letters RBH. There was no record of this in the Despatch Books. In both cases the numbers were in the main BH sequence.

#### ARIEL TWO STROKE ENGINE AND FRAME PREFIX AND SUFFIX LETTERS

**Note:** two strokes all left the factory with the engine number the same as the frame number. One series of numbers was used for all the two strokes, prefixed T-, the model being indicated by the suffix letter.

/A = Early Leader - engine numbers up to and including 17440.

/B = Late Leader - engine number 17441 and higher

/S = Early Arrow - engine numbers from T-8701/S up to and including 17440.

/T = Late Arrow - engine number 17441 and higher

/G = Arrow SS - engine numbers from SS T- 20384/G

/H = 200cc Arrow - engine numbers from T-33701/H