MOTORCYCLE IDENTIFICATION

A GUIDE TO THE IDENTIFICATION OF ALL MAKES AND MODELS OF MOTORCYCLES, INCLUDING OFF ROAD MACHINES AND MOPEDS

BY
LEE S. COLE

$15.00

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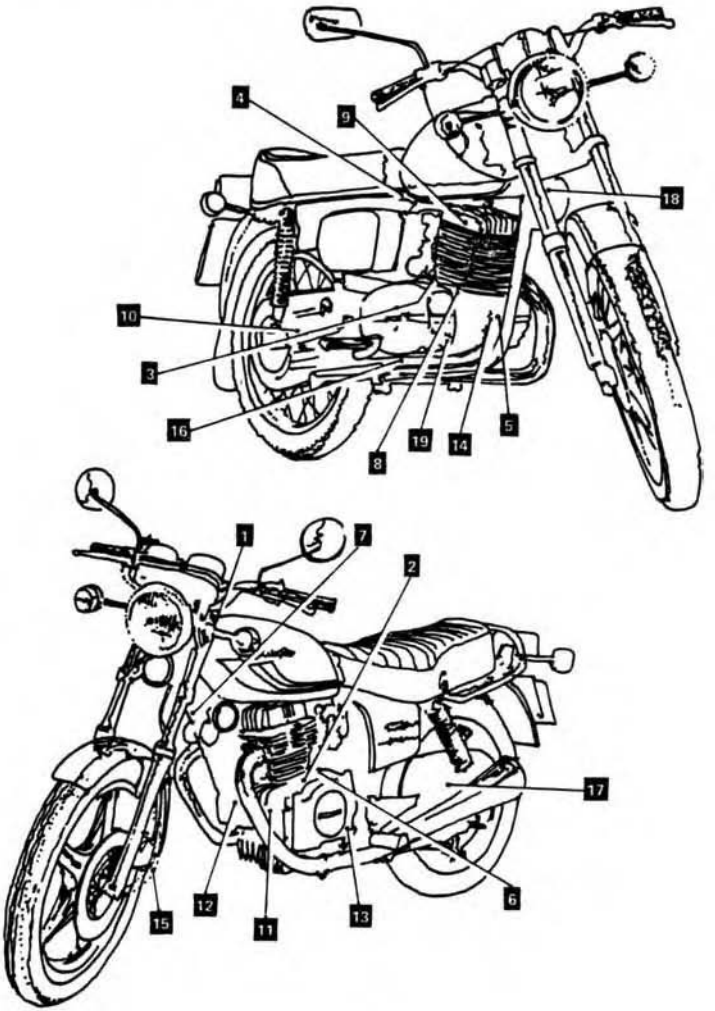
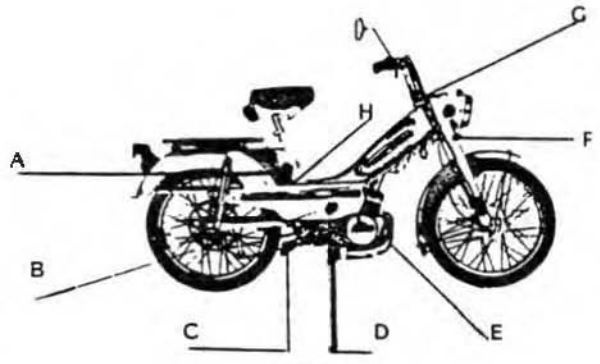
These charts show the approximate location of engine and frame numbers for all motorcycles listed in this book and for mopeds. If you should encounter a vehicle not listed in this publication, it is suggested that you check all the points shown here. Chances are very good you will find the numbers you are searching for.

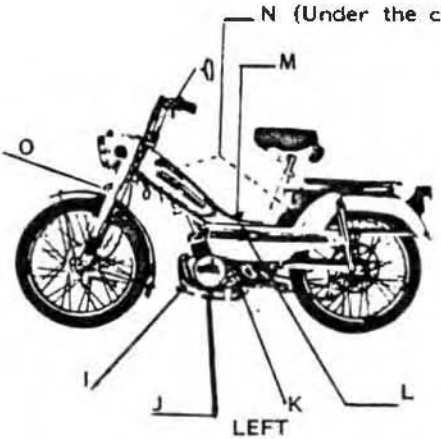


1. Headstock.
2. Left side of crankcase below cylinder.
3. Top of crankcase behind cylinder.
4. Frame X member below junction of saddle and gas tank.
5. Front of crankcase.
6. Top of left side of crankcase.
7. Left side of downtube below headstock.
8. Top of crankcase below cylinder, right side.
9. On cylinder head.
10. Right side rear for, forward of wheel hub.
11. Front of left crankcase.
12. Front left downtube.
13. Recess, under left crankcase.
14. Right side radiator frame.
15. Left side of fork to fender extension.
16. Underside of right crankcase.
17. Left side rear for, forward of wheel hub.
18. Right side of down tube below headstock.
19. Right side of crankcase.

	Frame # (Plate)	Frame # (Stamped)	Engine # (Stamped)
Ariel	1	1	2
AJS		1	2
BMW	1,10	1,18	6,8
Benelli	7	1	5,11
Bridgestone	10		8
BSA		1,7,12	2
Bultaco		1	8
Cagiva	1	1	
Can Am		1	26,5
Capriola		7	2
Fantic			4,3 (Plate)
Gilera		4	3
Greeves		1	2,8
Guazzone		12	11
Harley Davidson	1	1	5,8,2,19,16
Honda	1,6,14	1	6,3,13
Hodaka	7	12	19
Husqvarna		1	19
Indian		1,17	3,6,2
Jawa (C/Z)	1		3,6
Kawasaki	1	1	3,6
Laverda	1	1	3,9
Maico		1	19
Matchless	1	1,7	2,6
Monark		1	
Montesa		1	5,3
Moto Beta (MB)		18,17,10	3,19
Motoguzzi		1	8
MZ	1	1	15 (Plate)
Norton	1	1	2
Penton		1	
Rickman		1	6,3,13,5
Royal Enfield		1	2
Suzuki	1	1	5,6
Triumph	1	1,7	2
Velocette		4	6,11
Vespa		12	16
Yamaha	1	13	6,8
Yankee		1	2



RIGHT



LEFT

BRAND	FRAME	ENGINE
Angel	F	L
Baretta	F	J
Batavus	G	G
Bermuda	F	E,I
Blanco	A,G	E
Bravo	N	D
Ciao	N	D
Cimatti (L stamped in gold)	O/L	O/L
California Sprinter	O	none
Capri	F	J
Columbia	F	L
Easy Rider	G	--
Fantic	A	--
Flying Dutchman	O	D
Foxi	O	D
Garelli	G	J
Gitane	L	L
Hercules	O	H
Intramotor	C	I
Jawa	F	J
Kreidler	F	E
Kynast Electric	F	--
Lazer	F	L
Malagutti	G	L

BRAND	FRAME	ENGINE
Motoguzzi	F	D
Motobecane	A,G	E
Odessey	O	I
Pacer	G	E
Peugeot	O	E
Puch	H	--
Scout	B	D
Sea Gull	O	E
Smiley	G	D
Soni	G	K
Solex	G	G
Speed Bird	O	L
Testi	O	L
Tomos	A,B	E
Vespa	N	D
Wheel King	O	D
Yankee Peddler	H	none

ACKNOWLEDGEMENT

We wish to express our appreciation to the many motorcycle manufacturers and importers who assisted us in the gathering of information necessary for a book of this kind. With only one exception, we received full cooperation in this project. That exception was Harley-Davidson Motorcycles who claim this information to be "confidential." We regret this decision by Harley-Davidson since the information requested from them is of such nature as to be readily available from public sources. Fortunately, we were able to include Harley-Davidson in this book.

The information contained in this book is as accurate and complete as was possible to obtain from a large number of sources. We can not, however, absolutely guarantee its accuracy and no such warranty is implied.

THE AUTHOR

Lee S. Cole is a private investigator and Consultant specializing in Vehicle Theft, Fraud and Fire cases. He formerly was Assistant Manager of the Pacific Coast Division of the National Automobile Theft Bureau. He attended the University of North Carolina and has since received an LLB degree. During the Korean conflict, Mr. Cole was assigned to the Military Police Corps, Criminal Investigation Division and has worked for the State of North Carolina as an investigator. In 1955, he was appointed Special Agent with the National Automobile Theft Bureau. In January 1964, he was promoted to Chief Special Agent and five years later, was named Assistant Division Manager. Mr. Cole teaches Vehicle Fire and Theft Investigative Techniques at numerous schools and universities throughout the United States and Canada. He was the principal editor of NATB's Passenger Vehicle Identification Manual and is the author of a large number of training bulletins, articles and books on Motor Vehicle Identification, Theft and Fire Investigation.

Lee Books

A Brief History of the Motorcycle

The earliest known version of the motorcycle was the one invented by Gottlieb Daimler of Germany when he fitted his 4 stroke single cylinder engine on his son's bicycle. This success did not really impress Daimler who pursued his inventions in the automobile field.

In the United States, Lucius Copeland placed a one cylinder steam engine on the front wheel of a Star bicycle and produced the first American motorcycle. Between 1895 and 1901, a number of motorcycles were developed and built. The first American motorcycle to be produced in quantity was the "Orient", built in Waltham, Massachusetts by the Waltham Manufacturing Company in 1900.

By 1901, the motorcycle industry in the United States was producing machines with names like "Marsh, "Minneapolis", "Mitchell" and "Indian".

The "Indian" was conceived by a bicycle racer named Oscar Hedstrom who became interested in motorcycles. He formed a company with a bicycle manufacturer named George Hendel and began producing Indian motorcycles. At one time, this company produced 400 Indian motorcycles per day. By the early 1960's, the factory ceased production entirely and the machine now bearing the name "Indian" is built in Taiwan, China.

In 1903, an engineer named Bill Harley and a salesman, Arthur Davidson, formed the Harley-Davidson Company. This well known motorcycle manufacturer has produced a series of the most successful machines in the world. Today, it is the only surviving motorcycle producer in the United States.

During World War II, Soichiro Honda operated a small plant producing piston rings for Japanese military vehicles. Following the surrender of the Japanese, Honda purchased 490 surplus gasoline engines made for the powering communications equipment. He mounted these on bicycles and Honda Motorcycle Company was in business. He began to produce all necessary components and by the early 1960's Honda Motorcycles were being introduced to the United States. The rest, as they say, is history. Honda sells more motorcycles in the United States than all other manufacturers combined.

California, the state with the greatest number of motorcycles, is also the state with the greatest number of motorcycle thefts. In 1970 there were 14,577 such thefts recorded. In 1979 this number had increased to 24,637. Of these, 13,264 were listed as recovered. With the coming of 1980's, all vehicle theft experienced a drop in frequency and in 1983, there were 14,667 motorcycles reported stolen. The recovery percentage was listed at 62.1%. By mid-1984, 6,942 motorcycles were reported as stolen, a drop of 4% from the year before at mid-point.

At the end of 1984, 14,690 motorcycles were reported as stolen with 9,272 listed as recovered. Of these, 7,109 were listed as "driveable" (probably an over optimistic view) and the remaining 2,163 wrecked, stripped and/or burned. The recovery factor was 63.1%. The popularity of theft by model followed almost identically with popularity of sale, with Honda ranked number one followed by Yamaha and Kawasaki.

Motorcycle theft is not only a problem in North America but in European countries as well. A special report filed by Larmtjanst Ab in Sweden reveals that in 1982 the total number of motorcycles registered in that country stood at 139,151. During that same year 2,610 of these machines were stolen. The theft frequency was about 2.3%. Compare this to cars where frequency was about 1%. At leaast 30% of these stolen motorcycles were not recovered.

Investigation of Motorcycle Thefts

One of the contributing factors to the low recovery rate of stolen motorcycles is the lack of knowledge on the part of law enforcement officers in the location and meanings of identification numbers. Because of the proliferation of makes and models of motorcycles in recent years this is not too surprising. Inconsistencies in the VIN system, especially in the older machines added to the problem.

Another contributing factor is confusion over the proper recording of identifying numbers at the time of original sale and registration. Surveys have shown that in the early 1970's incorrectly registered motorcycles made up 20-55% of the total number of stolen motorcycles, depending upon the particular make. As an example of this problem, suppose we have a Honda CB750 model bearing:

Frame #CB7501044957

Engine #CB750E1045372

We could find this motorcycle registered as 1044957 with the model prefix left off or as CB750E1045372, registered by the engine number. Some motorcycle dealers were only submitting the last five digits for registration.

Some states have taken steps to overcome this situation by requiring tape lifts of engine and frame numbers be submitted with the Dealers Report of Sale. This practice eliminates many errors in registration procedures found in earlier cases. As a rule the motorcycle frame number is that number used for registration and title purposes. One exception to this rule is the 1969 and older Harley-Davidson motorcycle which was registered by the engine number. From 1970 to the present the engine and frame numbers of the Harley-Davidson are the same or the last six digit derivative of the complete VIN (this latter practice began in 1981).

Another contributing factor to motorcycle theft is the ease with which they can be stolen and disassembled. Ignition locks are relatively easy to defeat annd sometimes duplicate keys are obtained. Motorcycles are easy to transport in trucks and vans. Stolen motorcycles are sometimes completely stripped and unidentifiable parts sold. Identification numbers on other stolen motorcycles are removed from frames and engines. The Western State Auto Theft Investigation manual published by the Northwest Chapter lists the following common methods for removing these numbers.

1. Factory numbers are stamped into a cast surface. Grinding the numbers will leave a fresh area with sharp surfaces or edges. Sometimes, the file will slip and leave definite markings on studs and cooling fins. Thieves also sometimes grind off the engine numbers and sandblast the number boss to give it a textured appearance.

2. Frame numbers are generally stamped on the fork head or down tube and if ground off will usually leave a flat or oval surface, instead of being round as originally made by the manufacturer.

3. Welding is sometimes used to obliterate factory stampings. On aluminum engines, the heli-arc process is used. On steel frames the arc or oxyacetylene welding is used to obliterate the numbers. Both methods are identifiable by the lack of similarity between the surface of the welded area and the coating or extrusion. Where the difference in surface texture is not apparent, other indications should be noted, such as depressions or holes where welding slag has been deposited. In cases where these methods are suspected, confirmation may be readily made by processing the suspected area with an acid solution or Heinz solution and a cotton swab. The area that has been heli-arced or arc welded will readily show up as a darker irregular oval shaped outline even if other number have been re-stamped.

4. Over-stamping the whole number or some digits is very popular and is similar in concept to the cattle rustler who alters brands on stolen cattle. Existing numbers are simply altered by changing a 3 to an 8, a 1 to a 7, or 4, or altering any of the numbers in a similar manner. This often causes numbers altered in this manner to be out of alignment with original digits and the depth to which the number is stamped may vary. Often altered numbers will have a blurred appearance.

The "salvage switch" M/O works as well with motorcycles as it does with cars. The thief purchases a wrecked motorcycle and removes the identification numbers. He then steals a similar machine and places the identity of the wrecked motorcycle on the stolen one.

A common M/O used is to steal a motorcycle, grind off its identiifying numbers and then apply to Motor Vehicles registration service for an assigned number, claiming the motorcycle is "home made". Sometimes a left or right case half or a complete frame is purchased, bearing no identifying numbers and placed on a stolen motorcycle.

Frequently, engines and frames are painted or chromed to disguise evidence of alterations. Motorcycle manufacturers do not paint or chrome engines. "Bondo" is frequently used on frames to cover altered, obliterated or drilled out numbers.

Thieves are rarely able to so alter the identification numbers of a motorcycle without leaving some evidence of this. Recognition of such alteration is of primary importance to the vehicle theft investigator. Remember the general rule, "Good numbers look good, bad numbers look bad". Sure, there are going to be cases of very expert alterations but these are in the minority. Most motorcycle thieves are not that skilled.

Be certain that when searching for evidence you give a special attention to locating dies, files, chisels, emery wheels, punches, paint and other equipment used in removing, altering and replacing motorcycle identification numbers. Laboratory analysis can match these items with alteration jobs done on other vehicle in other areas.

Motorcycle Records

The National Automobile Theft Bureau is a non-profit service organization maintained by associated insurance companies for the purpose of assisting law enforcement in suppressing vehicle thefts, identifying vehicles, investigating theft rings, training in identification and investigative techniques and maintaining records to complement these services.

The NATB maintains the following records pertaining to motorcycles:

1. Harley-Davidson Motorcycles

    A. Engine or VIN from 1958 to present.
    B. 1958 and 1959 Crankcase Numbers. not indexed and requires hand search.
    C. 1960 to present indexed by Crankcase Number.
    D. 1960 through 1969 Fork Numbers and Transmission Numbers. Not indexed and requires hand search.
    E. 1970 to present updated monthly on magnetic tape.
        1. Indexed by Crankcase Numbers Fork Numbers and Transmission Numbers.

2. Kawasaki Motors Corporation, U.S.A.

    A. 1974 to present indexed by Frame Number
    B. 1974 to present indexed by Engine Number updated monthly on magnetic tape.

3. American Honda Motor Company

    A. 1968 to present indexed by Frame Number
    B. 1970 to present updated monthly on magnetic tape.
    C. Indexed by Frame and Engine Number.

NATB maintains offices and special agents throughout the United States. There is a similar organization in Canada called the Canadian Automobile Theft Bureau, a branch of the Insurance Crime Prevention Bureau.

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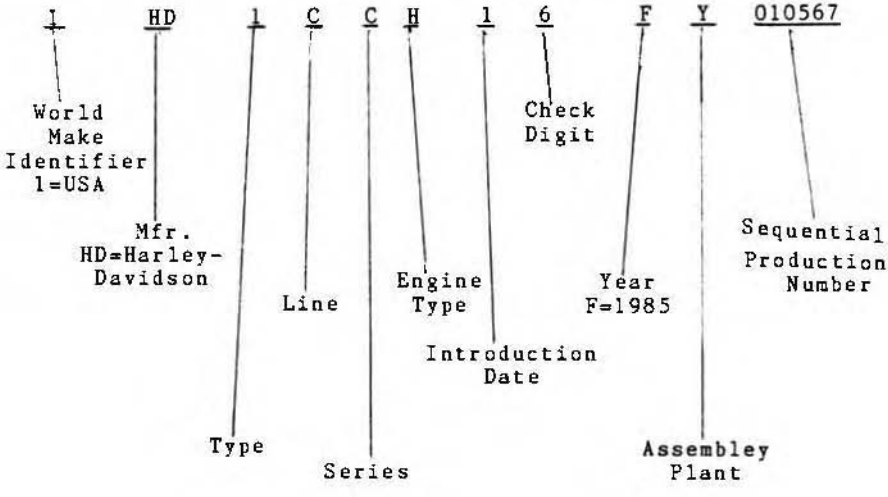
VIN SYSTEMS

Prior to 1980 each manufacturer adopted and put in use their own method of identifying their product. Some of these systems were all numeric, some were alpha and numeric. Some series identified the engine alone with no numbers assigned to the frame. Some systems consisted of 12 characters while some had only 4.

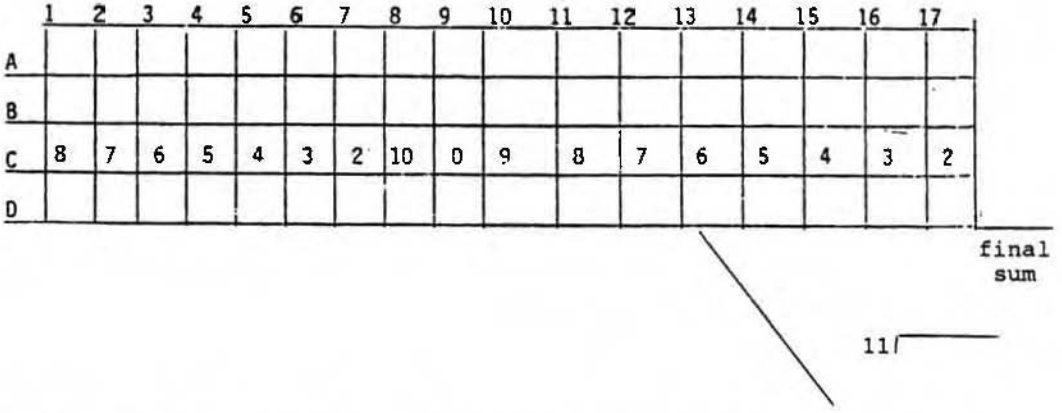
It was obvious that a more uniform approach to the problem was needed and by 1981 a new system was developed after numerous conferences and experimentation. While there are some problems still existing, this move toward standardization of the VIN was most welcome. With very few exceptions it has been adopted. Off road machines are not required to comply with 17 digit VIN.

The VIN system in use today is described as a "17 character VIN rigid as to content and position and including a 'check' digit". This system is illustrated by the following example:



The method of arriving at the "Check Digit" is illustrated by the following:

Motor vehicles now have a 17 character VIN with a "Check Digit" included. The first three characters identify the nation of origin, manufacturer, make and type of vehicle. The second section consists of five characters and identifies the "vehicle attributes" (type, line, engine type, series, etc.). The ninth character is the "Check Digit" and is intended to verify the accuracy of the VIN as to the sequence and format. The third part of the VIN is eight characters in length and identifies the model year, plant and sequential production number. The following table will enable you to decode the VIN's "Check Digit".



On line "A" enter the 17 digit VIN. On line "B" enter the "assigned value" of each character of the VIN, utilizing table "B", shown below. * Multiply the numbers in line "B" with the numbers in line "C", for each of the 17 digits in the VIN. Record the product of each of these separate computations in the appropriate boxes in line "D". * Add together all of the numbers recorded in line "D" and enter the final sum in the space provided. * Divide the final sum by the number "11". The remainder of this division is the "Check Digit" (the 9th character of the 17 digit VIN.) If the remainder of this division is a single digit number, then it should match the "Check Digit" in the VIN exactly. If the remainder is the number "10" then the "Check Digit" is the letter "X".

TABLE "B"

A=1	J=1	T=3	1=1	6=6	Assign to each number in the VIN
B=2	K=2	U=4	2=2	7=7	its actual value and record that
C=3	L=3	V=5	3=3	8=8	value in the appropriate box "B".
D=4	M=4	W=6	4=4	9=9	
E=5	N=5	X=7	5=5	0=0	The letters of "I", "O", & "Q"
F=6	P=7	Y=8			are never used in the new 17
G=7	R=9	Z=9			digit VINs.
H=8	S=2				

To determine the year of manufacture from the 17 digit VIN (character #10 of the VIN), use the following:

1980=A	1982=C	1984=E	1986=G	
1981=B	1983=D	1985=F	1987=H	Etc.

EXAMPLE: 1981 Ford Mustand VIN - 1FABP12A4BR101093

Final Sum = 246

```
        22
11 ) 246
     22
      26
      22
```

Check Digit-----4

EXPLANATION OF THE WMI

("World Manufacturer Identifier" or "Nation of Origin")

The WMI is the first three digits of a 17 digit VIN. The first two digits are allocated by the International Standards Organization and a record of these is maintained by the Society of Automotive Engineers, Inc. of 400 Commonwealth Drive, Warrendale, Pennsylvania 15096, United State of America. The third digit is allocated by a country's representative body. For the United Kingdom, it is the British Standards Institute, Maylands Avenue, Hemel Hempstead, Herts.

Below are details of the numbers and letters allocated, together with the recipient country.

1st D	2nd Digit	Country	Continent
A	A to H	South Africa	Africa
A	J to M	Ivory Coast	Africa
B	A to F	Angola	" B B
B	G to K (except I)	Kenya	"
B	L to R (except Q)	Tanzania	"
C	F to K	Dahomey	"
C	F to K (except I)	Malagasy	"
C	L to R (except Q)	Tunisia	"
D	A to E	Egypt	"
D	F to K (except I)	Morocco	"
D	L to R (except Q)	Zambia	"
E	A to E	Ethiopia	"
E	F to K	Mozambique	"
F	A to E	Ghana	"
F	F to K (except I)	Nigeria	"
G	A to E	Madagascar	"
J	A to Z & 1 to 9 (except I & Q)	Japan	Asia
K	A to E	Ceylon	"
K	F to K (except I)	Israel	"
K	L to R (except Q)	South Korea	"
L	A to R	China	"
M	A to E	India	"
M	F to K (except I)	Indonesia	"
M	L to R (except Q)	Thailand	"
N	A to E	Iran	"
N	F to K (except I)	Pakistan	"
N	L to R (except Q)	Turkey	"
P	A to E	Philippines	"
P	F to K (except I)	Singapore	"
S	A to M (except I)	United Kingdom	Europe
S	A to M (except I)	East Germany	"
S	U to Y	Poland	"
T	A to H	Switzerland	"
T	J to N	Czechoslovakia	"
T	P to V (except Q)	Hungary	"
T	W to Z	Portugal	"
U	H to N (except I)	Denmark	"

1st Digit	2nd Digit	Country	Continent
U	P to T (except Q)	Ireland	Europe
U	U to Y	Romania	"
V	A to E	Austria	"
V	S to W	Spain	"
V	X to 2	Yugoslavia	"
V	F to K (except I)	France	"
W	A to Z & 1 to 0	West Germany	"
X	A to E	Bulgaria	"
X	F to K (except I)	Greece	
X	L to R (except Q)	Netherlands	"
X	S to W	U.S.S.R.	"
Y	A to E	Belgium	"
Y	F to K (except I)	Finland	"
Y	L to R (except Q)	Malta	"
Y	S to W	Sweden	"
Z	A to L (except I)	Italy	"
1	A to Z & 1 to 9	United States	No.America
2	A to W (except I&Q)	Canada	"
3	A to W (except I&Q)	Mexico	"
3	X to 2	Costa Rica	"
3	3 to 7	Trinidad	"
6	A to W (except I&Q)	Australia	"
7	A to E	New Zealand	Oceania
8	A to E	Argentina	So.America
8	F to K (except I)	Chile	"
8	L to R (except Q)	Ecuador	"
8	S to W	Peru	"
8	X to 2	Venezuela	"
9	A to E	Brazil	"
9	F to K (except I)	Columbia	"
9	L to R (except Q)	Paraguay	"
9	S to W	Uruguay	"

AJS

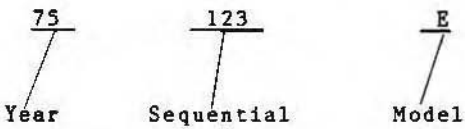
AJS of Andover, Goodworth, Claysford. Hants., England

VIN - Stamped into left side of headstock.

Engine Number - Stamped into left side of crank case under cylinder barrel.

The frame and engine numbers are the same and consist of 5 numbers and possibly a letter at the end.

VIN SYSTEM



E = Enduro
T = Trail/Trial
S = Scrambler
SS = Scrambler with single rear shock absorber

They make the following models:

Scrambler	Trials/Trails
250cc	250cc
360cc	260cc
410cc	
490cc	

ARIEL

VIN SYSTEM: (No example available. No longer in production.)

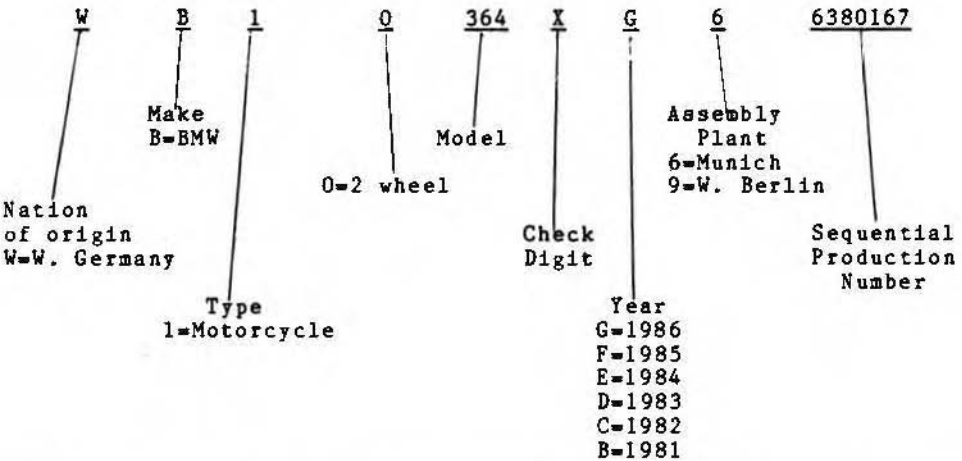
VIN on plate and stamped into left side of headstock.

Engine Number - Stamped into left side of crankcase under cylinder barrel.

BMW

Bayerische Motoren Werke
(BMW Motorad GMBH, Munich, West Germany)

VIN SYSTEM: 1985 - 1981



VIN Location - The complete 17 digit VIN is recorded on the Federal Certification label located on the right side of the frame below the right engine cylinder. A derivative of this number is stamped into the down tube brace below headstock on right side. Frame numbers are protected by inclusive trademark symbols. The number includes the plant designator and sequential number.

Engine Number - Same as frame number. Located on right side below cylinder, near oil dip stick.

Models:	R65	= 3640	(650cc)
	R65LS	= 3650	(650cc)
	R80G/S	= 3480	(798cc)
	R80ST	= 3490	(798cc)
	R80RT	= 4480	(798cc)
	R100	= 4350	(980cc)
	R100CS	= 4360	(980cc)
	R100RS	= 4370	(980cc)
	R100RT	= 4490	(980cc)

Pre 1981 Models

VIN SYSTEM: 4001044

All numeric with no year or plant indicators.

VIN Location - Frame number on right side or in front of headstock, either stamped or on a thin piece of metal plate riveted to frame.

Engine Number - Same as frame number. Located on either right or left side of crankcase or engine housing depending on model.

Models-

R 50/2	= 500cc	R 100/7	= 1000cc
R 60/2	= 600cc	R 100 S	= 1000cc
R 65/7	= 650cc	R 100 RS	= 1000cc
R 69/2	= 700cc	R 100 RT	= 1000cc
R 69/S	= 700cc		
R 75/5,6,7	= 7-750cc		
R 80/7	= 800cc		

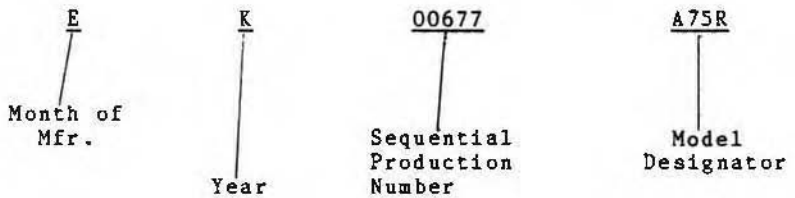
	Year	Model	Engine & Frame Number
250 cc Singles	1949	R24	200 009 - 212 007
	1950-51	R25	220 001 - 243 400
	1951-53	R25/3	245 001 - 283 650
	1954	R25/3	284 001 - 331 705
	1955-61	R26	340 001 -
	1961-67	R27	372 001 - 387 566
500cc Twins	1950	R51/2	516 001 - 521 005
	1951	R51/3	522 001 - 526 209
	1952-53	R51/3	526 210 - 536 000
	1954	R51/3	536 001 - 540 950
	1955-61	RR50	550 001 - 563 515
	1961-69	R50/2,-US	630 001 - 649 037
	1960-61	R50S	564 001 - 565 634

	Year	Model	Engine & Frame Number
600cc Twins	1951	R67	610 001 - 611 449
	1952-53	R67/2	612 001 - 616 226
	1954	R67/3	616 227 - 617 700
	1956-61	R60	618 001 - 621 530
	1961-69	R60/2	622 001 - 629 999
		R60US,-/2	1 810 001 - 1 819 307
600cc Sport Twins	1952-54	R68	650 001 - 651 453
	1955-61	R69	652 001 - 654 955
	1961-69	R69S,-US	655 004 - 666 320
Type 246:			
500cc Twin	1970	R50/5	2 900 001
600cc Twin	1970	R60/5	2 930 001
750cc Twin	1970	R75/5	2 970 001

BSA

(Birmingham Small Arms Corporation)
Birmingham, England
(Production ceased August, 1974)

VIN SYSTEM: (1969-1974)



VIN SYSTEM: (Prior to 1969)



DATE OF MANUFACTURE: (1969-1974 VIN)

1st LETTER

A - January
B - February
C - March
D - April
E - May
G - June
H - July
J - August
K - September
N - October
P - November
X - December

2nd LETTER

C - indicates 1969 model
D - indicates 1970 model
E - indicates 1971 model
G - indicates 1972 model
H - indicates 1973 model
J - indicated 1974 model

To avoid confusion, the letters F, I, O and L have not been used.

VIN LOCATION - On 1965 and earlier models, frame number located near front of gas tank. On 1966 and later models, frame number stamped lower on frame, almost directly in front of engine number.

Engine Number - On left side of crankcase below cylinder.

1. Starting in June, 1966, the frame and engine numbers should match; however, exceptions have been noted.

2. Starting in 1969, a BSA logo appears on the engine boss with the exception of the single cylinder and smaller models.

3. The engine and frame numbers are hand stamped and generally uneven, although the model designator is usually even and a "jig" is normally used to stamp these.

4. The engine number is stamped directly on a sand casted metal raised flat boss; never on a smooth surface.

5. There are many inconsistencies in VIN registration and computer entries due to recent changes in VIN code and dealer confusion. The model number is sometimes entered as a prefix instead of a suffix on 1969 and later models.

Models:

B50SS	-	Goldstar	A75R	-	Rocket
B50	-	Victor Trail	B500MX	-	Victor
B50MX	-	Victor MX	B50MX	-	Sceptre (1974)
A65T	-	Thunderbolt	A50R	-	Royal Star
A65L	-	Lightning	A65F	-	Firebird Scrambler