

Model Designation, Part Numbers and Manufacturing Codes

C:\British Cars\Suppliers\Lucas\Lucas Model Designation, Part Numbers & Mfg Codes updated.doc

The following was obtained off an internet site that no longer exists. I have edited and modified it somewhat to make it clearer and shorter. See [http://www.ahcso.com/files/Distributor Lucas 400 Catalogue.pdf](http://www.ahcso.com/files/Distributor_Lucas_400_Catalogue.pdf) for the DM distributor model components.

Lucas Equipment and Spares Master Catalogue

The Lucas Master Catalogue 400E documents all Lucas parts for cars from about 1946 to 1960 inclusive. This includes everything from ammeters to mirrors, and distributors to wiper motors.

Explanation of Lucas Model Designation, Part Numbers and Manufacturing Codes

Lucas had an interesting way of handling part numbers. An assembled component such as a horn or generator had both a model designation and part number(s) associated with it. The model designation showed what type of item it was, for example, WT614 and WT618 are horns where WT stands for 'Wind Tone'. The lettering and numbers describe what went into the component. The DVXH6A distributor is a good example of this and the code breaks down as follow: (D) Distributor with (V) Built-in vacuum control and (X) Hardened steel auto-advance mechanism and (H) Horizontal cable outlets that is (6) suitable for 6 cylinder engines and (A) Fitted with automatic advance and retard.

The model designation was the base identification for that component and was adapted as required to suit each car manufacturer's requirements. Adaptions could range from a base economy version to a more feature filled component. Trafficators, for example, could have a cheap painted finish or an upmarket stainless steel type trim but they still had the same model designation.

This is where the part numbering comes in. It identifies the base model plus alterations. An assembled component would have a five figure part number code for identification followed by a letter. The number identifies the component as to what the car manufacturer obtained. The letter stands for changes in Lucas manufacturing. An A would mean that this component was manufactured as unchanged while a B means this is the same component but has had a change in the manufacturing process. According to Lucas the component as a unit is totally interchangeable whatever the alphabetic suffix code is as long as the five figure prefix code is the same as the one it is to replace. For example, the voltage regulator, as shown by Lucas with part number 37076A/F has six different variations; 37076A, 37076B, 37076C, 37076D, 37076E, 37076F and all are usually interchangeable with each other. Because none of the component parts seemingly changed for 37076A/F there are only one component parts listing. There is also a voltage regulator 37076H and as a unit is interchangeable with 37076A/F but it has different component parts within it and thus has a separate component parts listing to that of 37076A/F

Parts that made up an assembled component have a six or eight figure number; contrast this with the assembled component five figure number. An occasional part may have an alphabetic code at the end. I am unsure if this indicates some type of manufacturing change.

Supersession

While a component was being supplied to a manufacturer it was usually cheap to make. However the cost of supporting it after no manufacturer used it was not. There could be too many minor component variations to make this cost effective. Lucas would make a universal component that was designed to replace many of the different variations of the model they had produced. This universal component superseded - replaced - them. In some cases the universal component incorporated many of the same parts that the originals did. Supersession also occurred when a component proved troublesome. It could be replaced by manufacturing changes or new parts.