

A GUIDE TO RECOGNISING LISTER ENGINES

Lister introduced their range of small air-cooled engines starting with the LD in the early '50s which developed 5hp per cylinder @ 1800rpm and which was available in single or two cylinder versions.

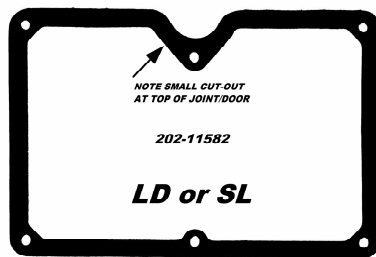
A redesign & increase in bore and valve size resulted in the SL (introduced 1961) which produced 6.5hp per cylinder @ 2000 rpm and which was also available with three cylinders and latterly four. In 1967 the LR (up to two cylinders) and SR (up to three cylinders) were introduced to replace both of these engines and the SR was subsequently made available with four cylinders and then updated to become the HSR (high-speed) with larger ports and valves.

All these engines were to a similar design ending with the ST introduced in 1972 and continuing until 1983 (two and three cylinders) and 1985 in the single cylinder form.

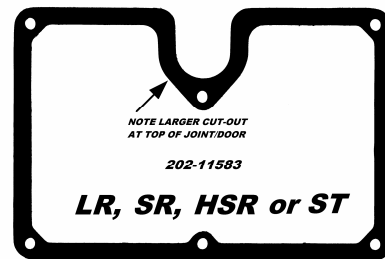
Without dismantling and in the absence of an engine number plate it can be quite difficult to determine the engine identity although if the flywheel fan is accessible the engine number was also normally stamped on the inner chamfered circumference.

The following information is given to assist in recognising the engines without any significant dismantling apart from removal of a cylinder head cover.

Fuel Pump Housing Door - & gasket.

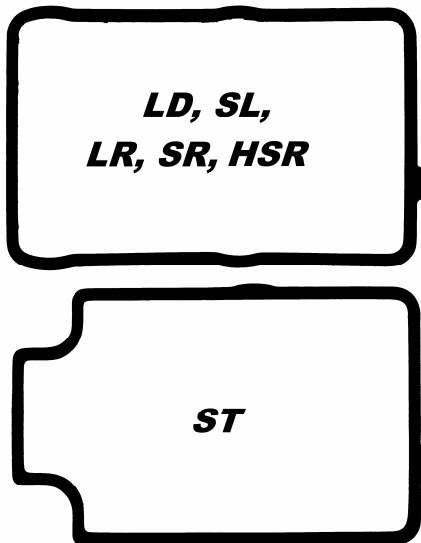


Early type:

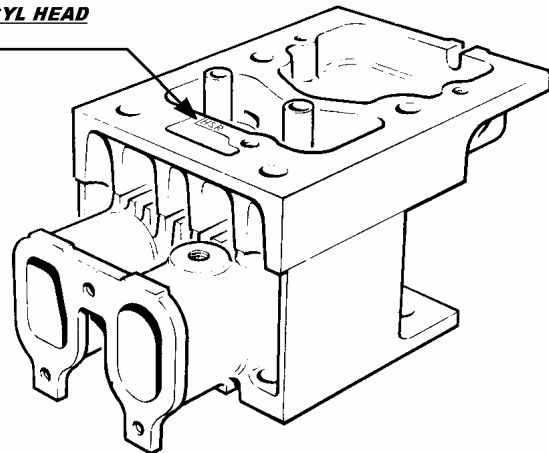


Later type:

Cylinder head Cover & gasket – also Cylinder head marking



**ENGINE MODEL USUALLY
STAMPED ON CYL HEAD
HERE**



In case of doubt, contact:

Peter Thompson, Marine Engine Services Ltd
e-mail: mareng@btconnect.com Tel: 01895-236246