

# TECHNICAL SERVICE BULLETIN

76-A-5

NO.



# Triumph

June, 1976

SUBJECT:

MODELS:

CROSS REFERENCE  
EUROPEAN TO U.S. WIRE SIZES

ALL

<u>Current rating amps</u>	<u>U.K. Size</u>	<u>Imperial Size (obsolete)</u>	<u>Metric sq.mm.</u>	<u>American Wire gauge</u>
6	14/.25	14/.010	.7	18 - 19
8.7	14/.30	14/.012	1.0	18
13.5	21/.30	21/.012	1.5	15 - 16
17.5	28/.30	28/.012	2.0	14
21.75	35/.30	35/.012	2.5	13
27.5	44/.30	42/.012	3.0	12 - 13
35	65/.30	65/.012	4.5	10 - 11
42	84/.30	84/.012	6	9 - 10
50	97/.30	97/.012	7	8 - 9
60	120/.30	120/.012	8.5	7 - 8
99	37/.75	37/.029	16	5 - 6
155	37/.90	37/.030	25	3 - 4
248	61/.90	61/.036	40	1 - 2

Cable produced in the United Kingdom was formerly rated by the number of strands and the diameter (in inches) of each strand; e.g., 14 strands of .012" was shown as 14/.012. Since Britain now uses metric units, this is now 14/.25, since .021" = .25mm, which is equivalent to a cross section of .7 sq mm on the European system and between 18 and 19 gauge American. Note the European and American systems do not tell you how many strands. The stranding of wire instead of using one big conductor makes it more flexible and less likely to break due to vibration. All automotive cable is formed by using many such separate strands of wire in a common insulator.

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