

Two silver-colored metal carburetors are shown side-by-side against a brown cardboard background. Each carburetor has a black air filter mounted on top and a brass jet needle protruding from the top. The carburetors have a complex, multi-ported design with various adjustment screws and ports.

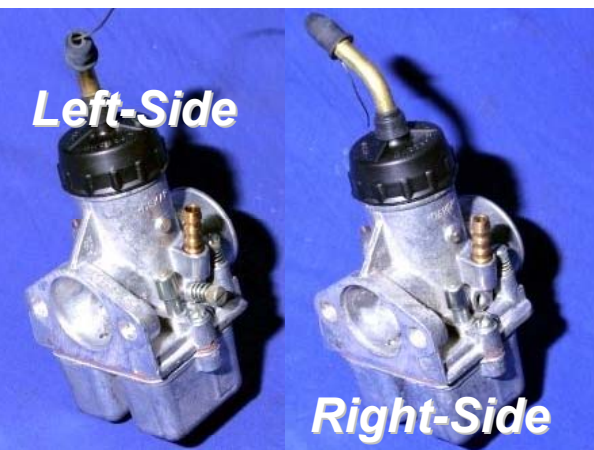
Ural (Урал) - Dnepr (Днепр)
Russian Motorcycle
Carburetors
Part 10: K-68 Carburetor

(See Also Parts 10A, 10B and 10C)
(K-68U (K-68Y) and K-68T)

Ernie Franke
eafranke@tampabay.rr.com
06/2011

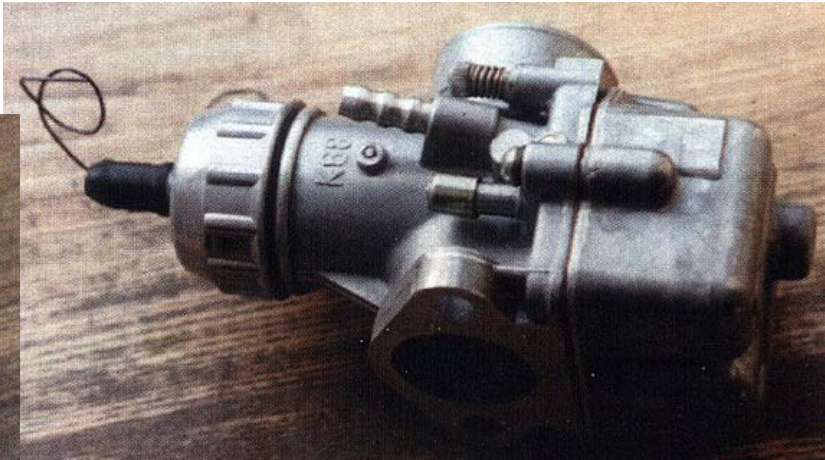
K-68 Carburetors (www.cossackmotorcycles.com/ural750.html)

- **Common Carburetors Found on 750cc and Late 650cc Urals**
 - 1994 to 2000's
- **K-68 Fits Any 650 cc Head**
 - Except M-61 and M-62, where Two Bolts are Mounted Vertically
 - Need Simple Vertical -to- Horizontal Adapter Plate
- **K-68U (K-68Y in Russian) for 650cc, K-68T for 750cc**
 - K-68U's Main Jet: 190, K-68T's Main Jet: 220
- **K-68's Are Side-Specific (Left or Right)**
 - Puts Adjustments on the Outside
 - Can Bolt Them Backwards and Won't Affect Performance
- **Operation**
 - Gives Better Results than Standard K-63 / K-65 / K-301 / K-302 Carbs
 - Similar to K-63 / K-65, with More-Robust Round-Slide Replacing Earlier Flat-Slide Throttle
 - Runs a Little Rich Most of the Time, So Economy Is Not Best
 - Requires Frequent Adjustment to Stay Perfectly Tuned
- **Still in Production in Russia, so Repair Kits Are Available**



Carburetor K-68

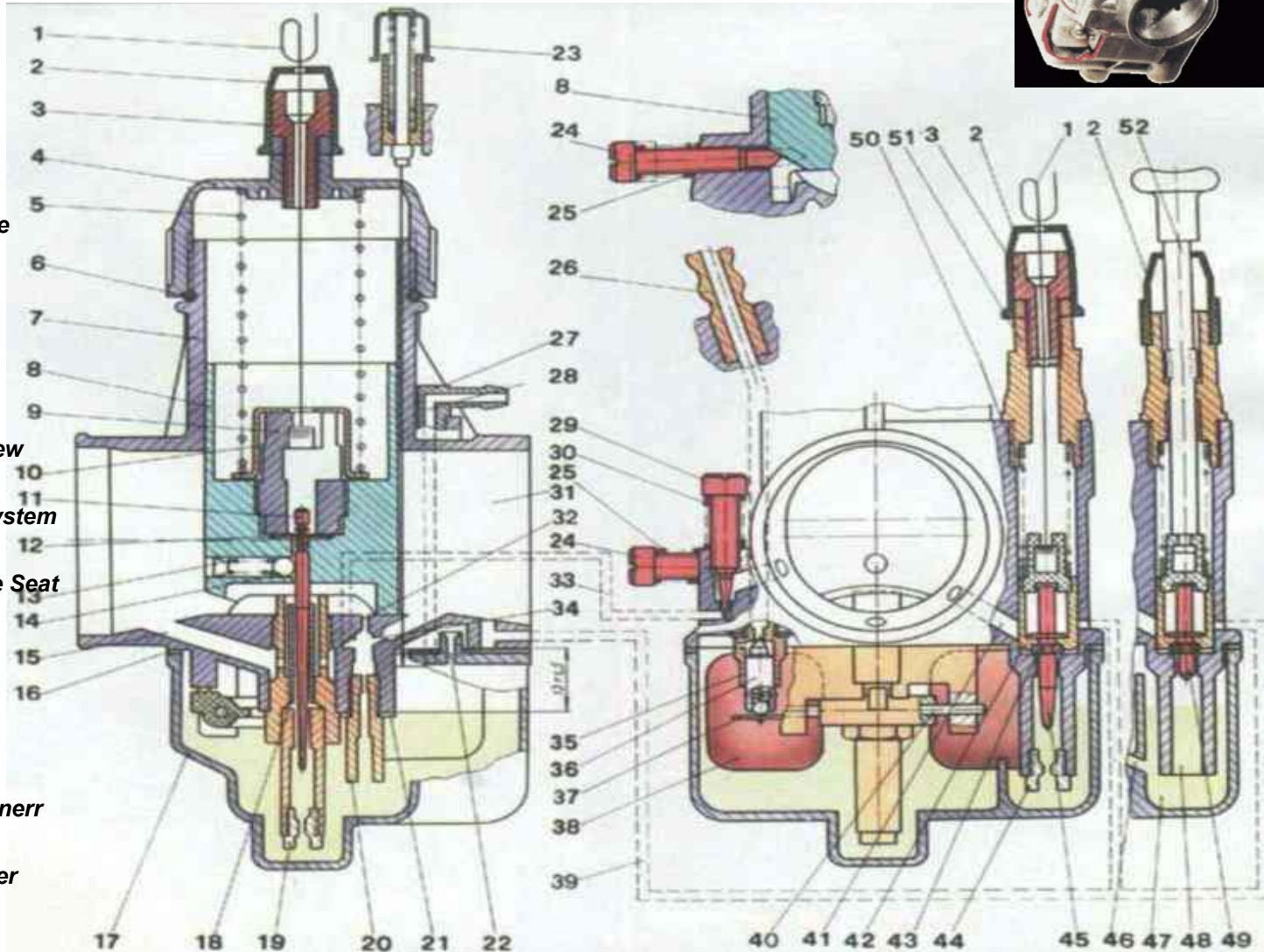
- **Basic Systems and Devices:**
 - System for Supplying and Maintaining Constant Level of Fuel in Float Chamber
 - Idle System with Adjustable Composition and Quantity of Combustible Mixture
 - Main Dosing System with Adjustable Air-Fuel Mixture
 - Start-up and Warming System
 - Devices for Correcting Position of Throttle Needle in Axial and Radial Directions
 - Device for Fastening the Throttle Cable Coaxially with the Throttle
 - Fitting and Channels of Ventilation System of Float Chamber
- **Specifications:**
 - Diameter of Mixing Chamber: 31.5 mm
 - Diameter of Diffuser (Bore at Flange): 28 mm
 - Fuel Jet Capacity: 190 ml/min (K-68U) for 650cc, 220 ml/min (K-68T) for 750cc
 - Dimension: 77.5 X 81 X 189 mm
 - Weight: 0.55 kg



K-68 Assembly Diagram



1. Throttle Cable
2. Protective Cap
3. Cable Guide
4. Throttle Cover
5. Throttle Spring
6. O-Ring Seal
7. Housing
8. Slide Throttle
9. Cable Catch
10. Cable Stop
11. Throttle Needle
12. Needle Lock
13. Spring Pre-load Needle
14. Slide Ball
15. Air Channel Main System
16. Chamber Cover Gasket
17. Cover of Float Chamber
18. Sprayer
19. Main Fuel Jet
20. Idle Atomizing (Dosing) Tube
21. Lock Washer
22. Drain Hole
23. Float Activator (Tickler)
24. Idle Adjusting Screw
25. Screw Spring
26. Fuel Inlet Fitting
27. Balancing Port
28. Balance Channel of Float Chamber
29. Idle Mixture Adjustment screw
30. Screw Spring
31. Mixing Chamber
32. Transient Opening of Idle System
33. Air channel of Idle System
34. Idling Hole
35. Removable Brass Fuel Valve Seat
36. Fuel Valve Assembly
37. Float Element Adjust
38. Float
39. Channel of Starter
40. Float Axle
41. Air Channel (Duct)
42. Starter Plunger Assembly
43. O-Ring Seal
44. Jet (Nozzle)
45. Needle of Corrector-Enricher
46. Dosing Hole
47. Fuel Well (Pit)
48. Fuel Channel (Duct) of Starter
49. Starter Needle
50. Plunger Spring
51. Spring Guide
52. Enricher (a.k.a. choke or tickler)



Features of K-68 Compared to Previous Versions (K-63 / K-65)

(opposit.ru and afto.chat.ru/k68/k68.htm)

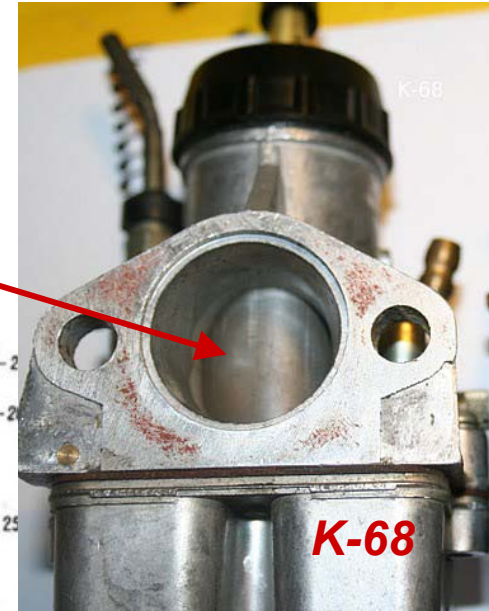
- **Basic Components (Housing, Throttle, Cover, Bowl) Made of Cast Aluminum Alloy**
 - **Carburetor Weighs Only 0.55 kg (Half the Weight of Previous Carbs)**
- **Surface Contacts/Throttle Shaft Carefully Processed and Wear-Resistant Coating Applied**
- **Throttle Spring (5): Rests on Lower Wall of Throttle with Increased Length/Number of Turns**
- **Increased Air Velocity and Smoother Speed Control in Diffuser**
 - **Adopted Oval Shape, Elongated in Direction of Movement of Throttle**
- **Dispensing (Throttle) Needle (11): Half Shorter and Attached to Lower Wall of Throttle Valve and Further Tightened in Direction of the Engine**
- **Special Spring (13) with Slide Ball (14): Provides for Correction of Its Position in Increments of 0.8 mm.**
- **Upgraded Fuel Valve Assembly (36) and Removable Brass Seat (35): Increased Reliability and Improved Maintainability**
- **Idle Adjusting Screw (24): Positioned Horizontally and Rests on Inclined Plane (8) at Bottom of Throttle**
 - **Allows More Precise and Smooth Adjustment of Idling Speed**
- **Carburetor Equipped with Balancing System: Consisting of Set of Channels (ducts) Connecting Float Chamber with the Atmosphere**
 - **Ensures the Chamber (at the entrance to the metering system) Constant, which Is Close to Atmospheric Pressure**
- **Balancer System: Equipped with Fitting that Allows Drainage Hose of Surplus Fuel (for example when using quencher) to a Backup Capacity, and Not on the Ground**
- **Float Chamber with All the "filling", Except for Fuel Valve, Remained Unchanged**
- **Unchanged Dresser (start) Device**
- **Adjusting Carburetor on Engine Similar to Regulation of K-65**
- **Tests Showed K-68 Is More Economical by 15-20% and Durable than Predecessors**

The model K-68 has an advanced design and give better result than the K-65 or K301-302. It has a ellipse-shape throat, cylindrical throttle, central float chamber, and protective electro-plating of parts. All the main parts of the carburetor (body, throttle, float chamber) are aluminum alloy.

Round-Slide vs. Flat-Slide vs. Butterfly Throttle Valves

- **Round-Slide Throttle Valve**

- K-37, PZ-28, K-38
- Kaptex VDC-RAM
- K-68**
- Mikuni VM-28
- Jikov 2928



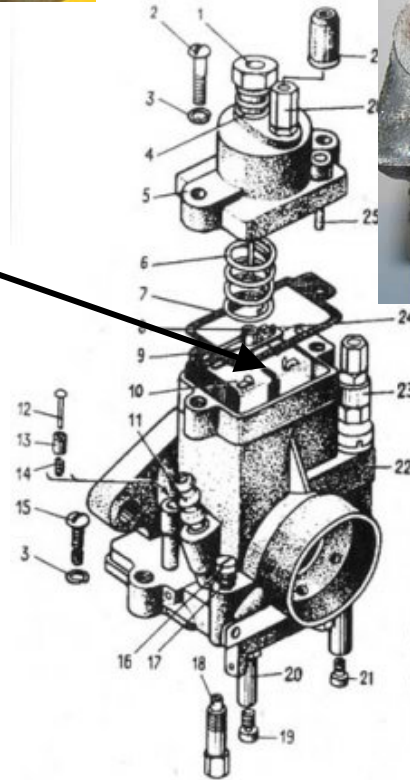
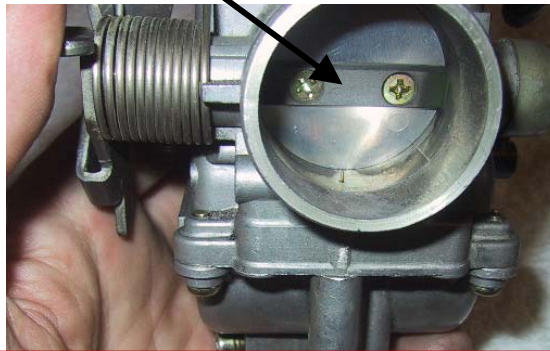
- **Flat-Slide Throttle Valve**

- K-301 / K-302
- K-62 / K-63 / K-65



- **Butterfly Throttle Valve**

- Keihin CVK32



The K-68 has a durable **round-slide throttle**, much better than the fragile, U-shaped flat-slide throttle of the K-62/K-63/K-65.

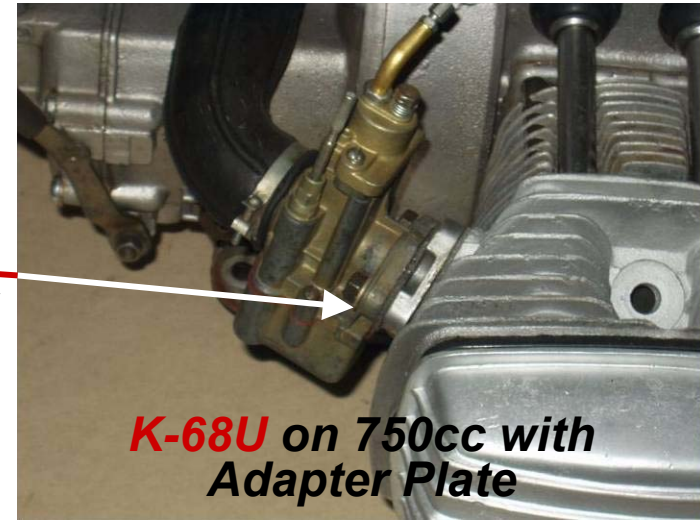
Flange-Mount vs. Spigot-Mount

• Flange-Mount

- Bolts Directly on Cylinder Head or Adapter
- K-37, PZ-28, K-38,
- K-301 / K-302
- K-62 / K-63 / K-65 / **K-68**
- Kaptex VDC-RAM



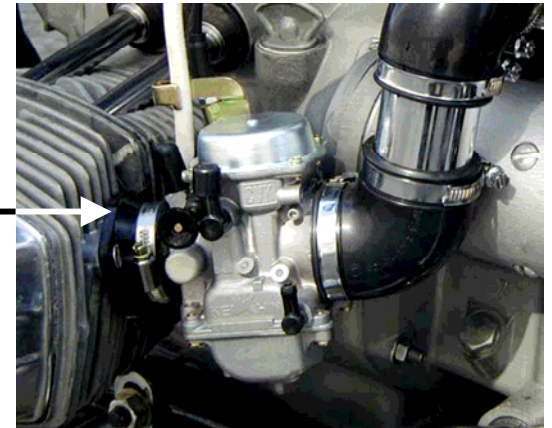
Gasket



K-68U on 750cc with
Adapter Plate

• Spigot-Mount

- Rubber Compliant Mount to Cylinder Head
- Mikuni VM-28
- Jikov 2928CE
- Keihin CVK32



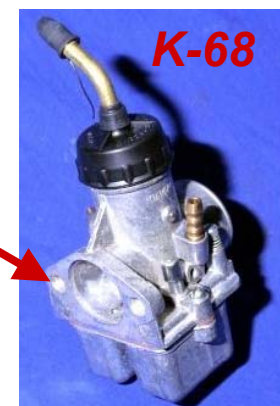
Another term describing carburetors is
flange-mount or **spigot-mount**.

Flange-Mount: Vertical vs. Horizontal

- **Vertical Mounting Holes (MT-9's, MT-10's)**
 - K-37, PZ-28, K-38, K-301, K-302



- **Horizontal Mounting Holes (MT-11's, MT-16's)**
 - K-62, K-63, K-65, Kaptex VDC-RAM, **K-68**

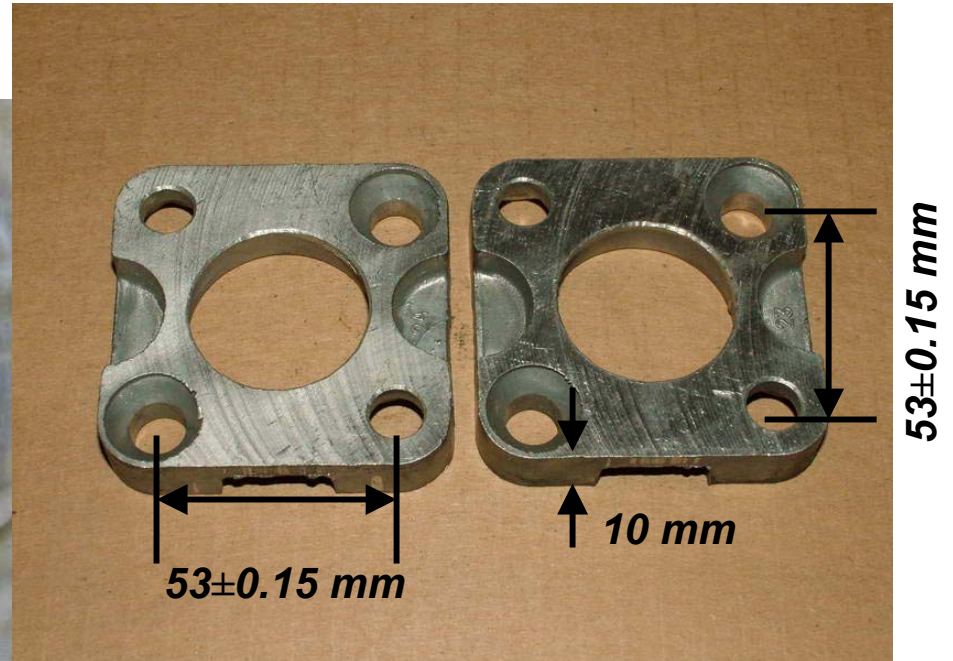


- **Transition from Vertical-to-Horizontal**
 - Used to Transition from Older K-37/38 and K-301/302 Carbs to Modern K-62 / K-65 / **K-68 Carbs**
 - Adapter Plates Readily Available



An adapter plate is needed to upgrade older motorcycles to the modern horizontal pattern for the K-63 / K-65 / **K-68 type carbs.**

Carburetor Adapter from Vertical (K-301/K-302) to a *Horizontal Type* of Installation (K-63/K-65/*K-68*)

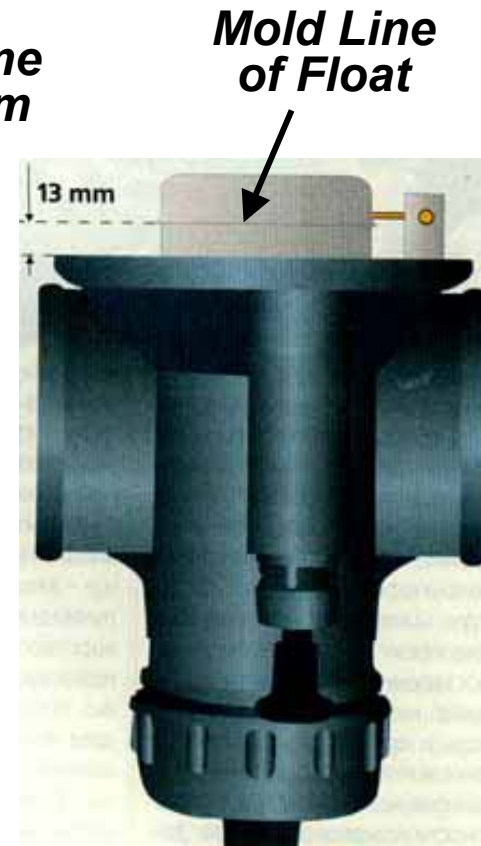


A simple conversion kit is needed to adapt from vertical (K-301/K-302) to a horizontal type of installation (K-63/K-65/*K-68*).

K-68: Carburetor Adjustment

(Anton Tkachenko, March-VOYAGE (Moto 05/2K p. 70)

- ***Start By Checking Fuel Level in Float Chamber***
 - ***Once Adjusted, Level in Chamber Unlikely Varies Over Time***
- ***Check Whether Fuel Valve Closed, and Disconnect Hose from Carb Gasoline Line***
- ***Unscrew Two Nuts and Remove Carb from Cylinder Head***
 - ***Do Not Detach from Throttle Cable***
 - ***Remove Float Chamber***
 - ***Beware of Petrol!***
 - ***Pour Fuel in a Can, together with Accumulated Dirt***
- ***If Necessary, Clean Chamber and Blow Air***
- ***Turn Carburetor Upside Down***
- ***Mold Line on the Float Should Be Located Strictly Parallel to Plane of Connector Float Chamber about 13 mm Above***
- ***If Necessary to Restore Parallelism, Bend Float Support***
- ***Re-Assemble Carburetor and Install in Place***
- ***Repeat All Operations on Carburetor of Other Cylinder***



It's been said that a bad carburetor is usually a bad distributor in disguise. One must understand which part of the carb is responsible at different throttle settings.

When tuning motorcycle carburetors, there are several procedures and preliminary checks that will make the tuning and troubleshooting process go smoothly and quickly.

1. In order for carburetors to work properly, the engine must be in good mechanical condition. All of the following parameters should be checked in order to proceed with the carburetor tuning.

- A. Compression - all cylinders should be within 10% of each other according to cranking compression.
- B. Valve Adjustment / Cam Timing - check valve clearance according to the factory service manual, consult a qualified technician if there is any question about the cam timing.
- C. Ignition Quality - adjust point gap and ignition timing according to the factory service manual. Double check the gap and install new spark plug prior to any carburetor tuning.
- D. Air Filter Quality - Check to see that the air filter is clean and that all baffles and snorkels are in place, or have been removed as necessary for increased airflow. In any case, the air box / air filter dimensions should be finalized.
- E. Exhaust System - Install all mufflers and baffles. Double check all silencer packing and baffle installations. Finalize all exhaust system specifications before moving on to the carburetors. Jetting can vary dramatically according to muffler / baffle selection.

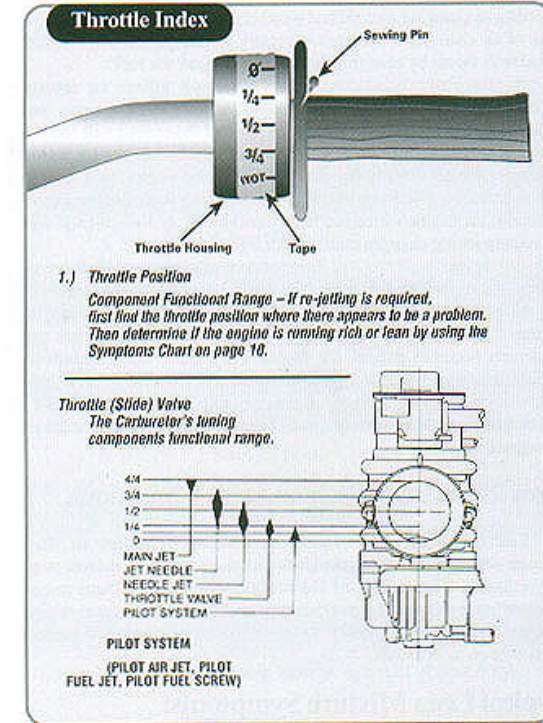
2. All fuel delivery circuits operate according to throttle position. In order to determine which circuit to tune, one must know the throttle opening at which there is a problem. Do not use R.P.M. to determine which circuit to tune. Sudeco suggests the use of a throttle index on the twist grip to track the exact throttle opening of the carburetor.

How To Identify Rich or Lean Conditions

Lean Condition - A lean condition is an out of balance air / fuel mixture where there is not enough fuel in the mixture to deliver peak performance. The results of lean mixtures can vary from minor driveability problems to overheating and possible severe engine damage. Care should be taken to identify lean mixtures and correct them as soon as possible.

Typical Lean Mixture Symptoms:

1. Engine acceleration is flat or slow to pick up.
2. It becomes difficult to apply the throttle quickly or the engine picks up speed when the throttle is rolled off.
3. The engine knocks, pings, or overheats.
4. The engine surges or hunts for a stable R.P.M. while cruising at part throttle.
5. When the pilot circuit is too lean there will be popping or spitting in the carburetors as the throttle is opened. Sometimes there will be popping or backfires in the exhaust system on engine deceleration after the throttle has been closed.
6. Engine performance improves in warmer weather conditions, or engine runs poorly in cold weather.
7. Engine performance worsens when the air filter is removed.



Rich Condition - A rich condition is an out of balance air / fuel mixture where there is too much fuel in the mixture to deliver peak performance. A rich condition will result in excess carbon deposits within the combustion chamber and exhaust system, decreasing the life of the engine and related components. In addition to poor fuel economy, a rich running motorcycle will pollute excessively and contribute to environmental problems.

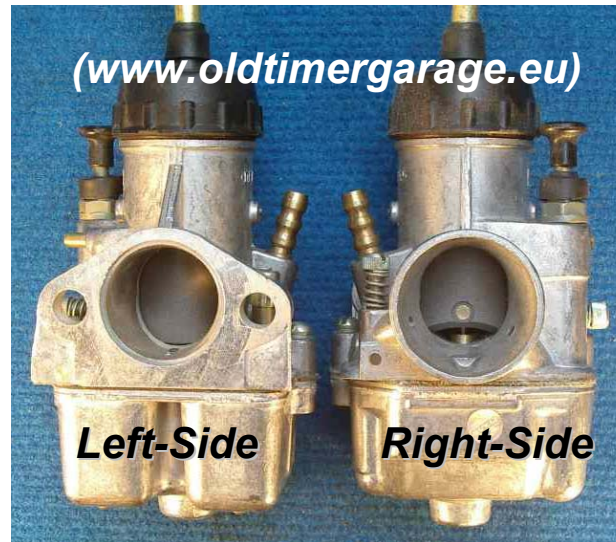
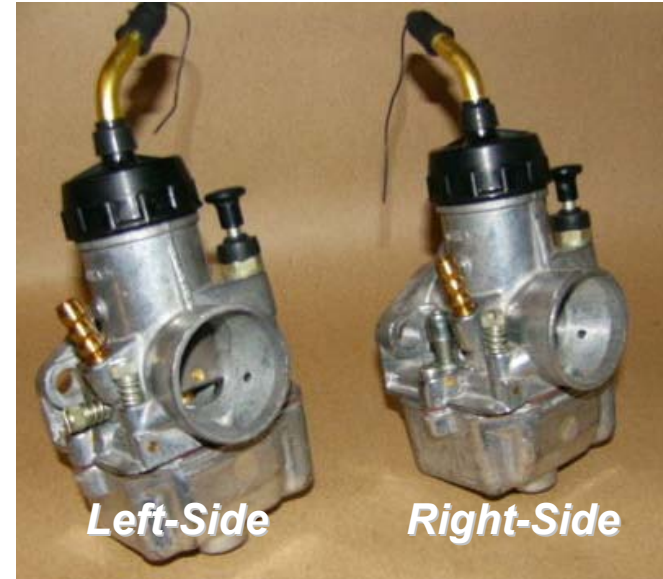
Typical Rich Mixture Symptoms:

1. Engine acceleration if flat, uneven, not crisp.
2. Two stroke engines will sputter or "4 stroke" and skip combustion cycles.
3. The throttle needs to be opened continuously to maintain consistent acceleration.
4. The engine performs poorly when the weather conditions get warmer, or the engine works better in cold conditions.
5. Excessive smoke from the tail pipe, black smoke from the tail pipe of four strokes.
6. Poor fuel economy.
7. Engine performance improves when air cleaner is removed.
8. When the pilot circuit is rich, the engine will idle roughly or not return to idle without blipping the throttle. The exhaust will smell of excessive fuel and burn the eyes.
9. Black, sooty or fouled spark plugs. Black and sooty exhaust tail pipes on four-strokes. Greasy and drippy tail pipes on two-strokes.

If you need to find the area of operation which is giving you trouble; tape beside the throttle, mark the hand grip, and mark the tape appropriate to the amount of throttle opening (0 1/8 1/4...etc.)

Next go through all the other systems - Compression, Valves, Ignition, Air filter, etc.

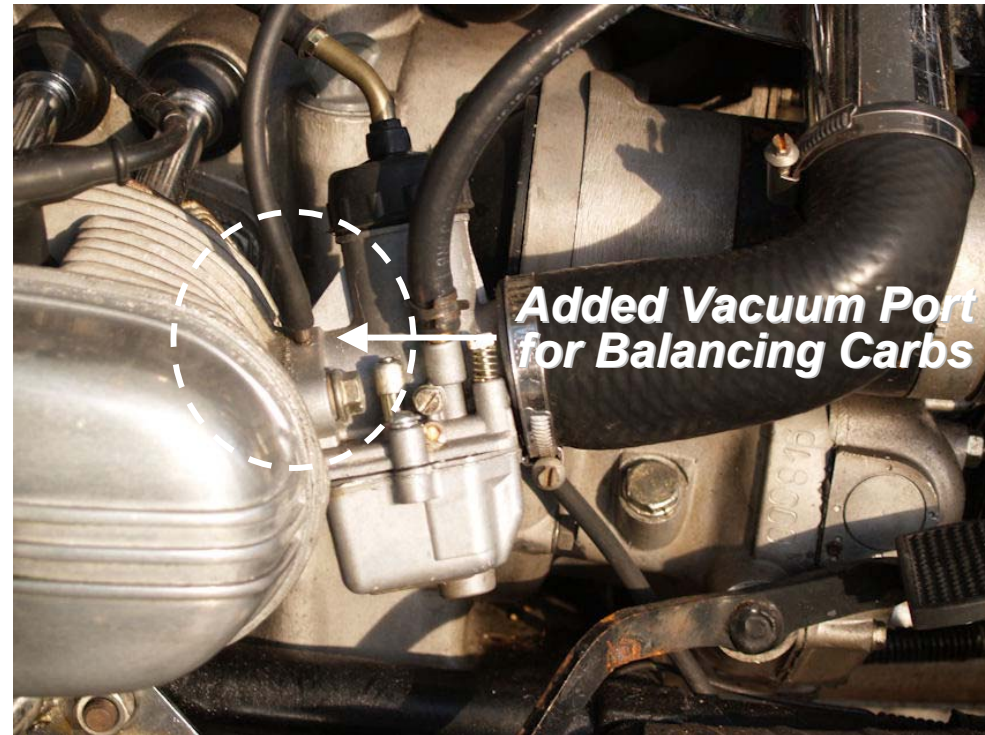
K-68 Carbs



K-68s are side-specific (left or right), always putting the adjustments on the outside.

Carb Flange Modification for Balancing (sovietsteeds.com)

- **2000 Ural Patrol 650cc with Pekar K-68 Carbs**
- **Mod to Carb before Installation on the Bike**
- **Gives a Vacuum Port for a Twinmax Balancing Meter**
- **Hook Both Carbs Together for a Smoother Ride**
- **Used Big, Wide Papermate Ink-Pen Filler for the Stem**
- **Preparation of Tubing**
 - **Cut the Ink Pen Filler**
 - **Place It on Drill Press**
 - **Put a Sop Rag Around It**
 - **Turn on Drill to Spin Out All the Ink**
- **Drill Out the Flange and Install Vacuum Port**



Statically Synchronizing K-68's

(Drill-Bit Method from Scooterbob, Reprinted from Russian Iron Site)

- **One of the drawbacks with dual carb setups is the need to properly adjust them so they feed equal amounts of fuel/air mixture to each cylinder. If one carb is set differently from the other, the bike will be hard to start, won't idle properly and suffer from poor performance and fuel economy.**
- **Before Any Carb Tweaking;**
 - **Ignition Setup Is Correct**
 - **Fresh Fuel in Gas Tank**
 - **Carbs are Clean**
 - **Engine Is Cold, to Get More Accurate Setting**
- **Remove Air Tubes Off Carbs to Access the Throttle Slide-Valves**
- **Loosen Throttle Cable Adjusters on Tops of Both Carbs and Screw them all the way in (maximum free play)**
- **Using Left-Side Carb as Starting Point**
- **Gently lift Slide-Valve and insert Plain End of 1/4" Drill-Bit Underneath it and Centered at Bottom of Carb Mouth**
 - **Make Sure Bit Held as Parallel to Bore as Possible while Gently Letting Slide-Valve Back Down Resting on Drill-Bit**
- **Slowly Adjust Throttle Stop-Screw in Clockwise while gently tugging Drill-Bit until It Slides Out with Slightest Drag, Similar to Feeler Gauge to adjust valve clearances**
- **Repeat Procedure on Right-Side Carb**
 - **This sets both carb slides at the same position, which also sets up the proper idle speed**
 - **Take your time here - it is essential to your sanity that they are as close to each other in the "feel" of the drill bit gauge as possible.**

Statically Synchronizing K-68's (cont.)

(Drill-Bit Method from Scooterbob, Reprinted from Russian Iron Site)

- **Adjust the majority of the slack out of the cables**
 - **Being careful to leave just a bit of looseness so as not to lift the slides off their stop screws**
- **Twist Throttle Open Enough to Insert Plain End of 3/8" Drill-Bit under Left Carb Slide-Valve**
- **Gently Roll-Off Throttle until Slide-Valve Contacts Drill-Bit**
- **Wrap Electrical Tape around Throttle Grip and Handlebar to Hold It Steady (throttle lock)**
- **gently and slowly twist Throttle while tugging on the drill bit until it slides out with Slight drag**
- **The throttle should stay in place from the tape, so carefully re-insert the drill bit to make sure**
- **Adjust and re-tape the throttle as necessary until you get a "feeler gauge" sliding fit on the drill bit without twisting the throttle.**
- **Remove the slack from the left side throttle cable and lock the adjuster**
- **Re-check the fit of the drill bit**
- **If everything is okay, move to the right side carb and lift the slide place the 3/8" bit underneath. Slowly adjust the slack out of the right side throttle cable until it lifts the slide enough to get that feeler gauge fit. Lock the right side throttle cable adjuster.**
- **Take the clamp off the throttle handle and check for smooth operation. Now that the idle stops and the cable pulls are synched, you can adjust the idle mixture screws. Screw both of them in till they lightly seat and then back them out 1 1/2 turns.**

Statically Synchronizing K-68's (cont.)

(Drill-Bit Method from Scooterbob, Reprinted from Russian Iron Site)

- **Re-install Air Tubes and Start Motorcycle**
- **Back Each Mixture Screw Out ¼-Turn at a Time until Engine Speed Drops Off**
- **Repeat Same Small Adjustments to Each Carb**
 - **DO NOT twiddle one without the other or you will lose your "coarse adjustment" and have to start all over again.**
 - **Take your time here and turn the screws slowly to give the engine time to react**
 - **When the engine slows and changes pitch, go back in 1/4 turn, or until the engine speed picks up a bit**
 - **Then go an additional 1/8 turn in.**
- **If the engine is idling too fast, turn each idle stop screw counter-clockwise a small and equal amount until the speed suits you**
 - **Turn Clockwise If Idle Is Too Slow**
 - **Engine should now be warm so a 500-700rpm idle should be good**
 - **If the engine is getting hot, place a couple of box fans in front of the cylinders and turn them on high to help dissipate the heat while you continue with the procedure.**
- **Slowly open the throttle off idle and see that it doesn't go "dut-dut-dut-dut-dut" on one cylinder as it accelerates**
 - **If it does, you'll need to re-synch the cables**
 - **Pull each cable out of it's cup in the cable adjuster a tiny amount until you locate the side that starts running better (easy to hear if you have an exhaust system without a crossover pipe)**
 - **Then adjust the cable on that side only until the uneven acceleration is cured**
- **Take Bike Out for Short Run to Check Performance**
 - **If all goes well, pat yourself on the back for a job well done!**
- **Be sure to check your plugs after a short ride**
 - **They will tell you volumes, and maybe prevent that holed piston**

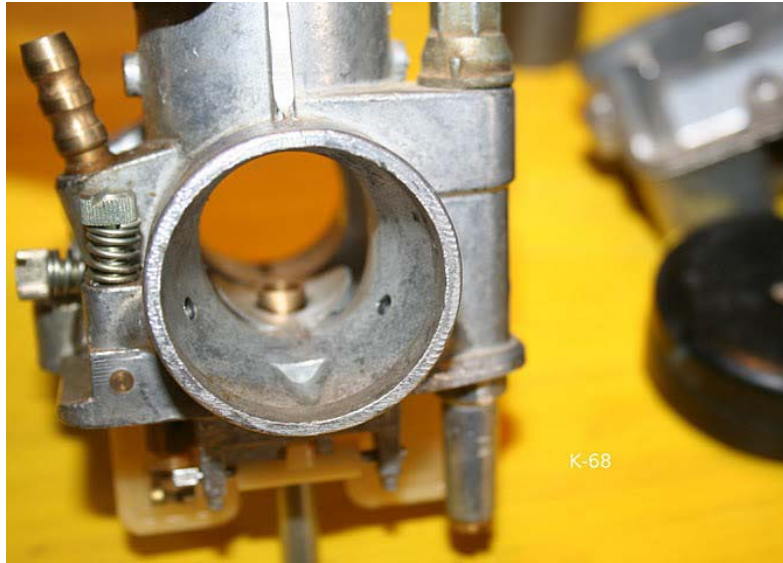
Setting K-68 Carbs (gspell68.multiply.com)

- **Instructions based on revising the generic K-301/K-302/K-37. The same procedure as setting K-301-K-302 except... that it is now VERTICAL (mixture) and HORIZONTAL (slide lift) adjustments.**

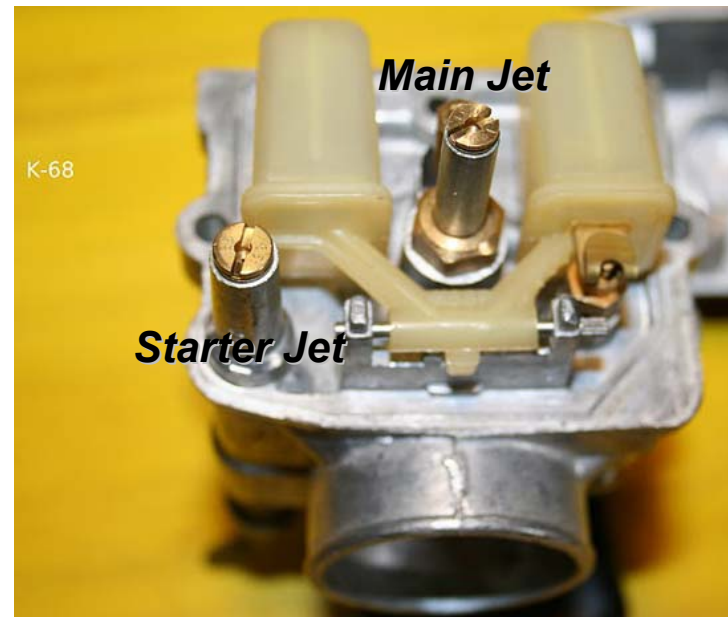
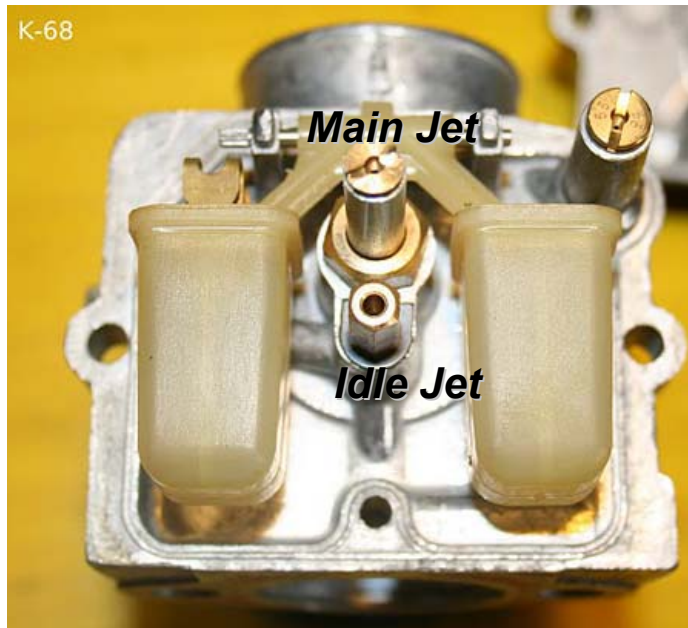
Tested on my personal bike and it works great.

- 1. Warm up the engine (make sure both sides get hot because many times bikes are only running off of one cylinder). If installed, disconnect the supercharger hose and plug up the carb holes or as my lazy arse would do, pinch off the tube with vise-grips so that absolutely ZERO air passes from one side to the other. Then, kill or ground out one cylinder; we'll set the carb on the other cylinder.**
- 2. Loosen the carb neck screws so that there is slack between the end of the cable casing and the carb neck.**
- 3. Note that it is now VERTICAL (mixture) and HORIZONTAL (slide lift) adjustments.**
- 4. Screw the VERTICAL screw 1.5 turns out from a softly seated, fully in position (if already idling at all, skip this step).**
- 5. Set the HORIZONTAL screw for minimum steady operation.**
- 6. Adjust the VERTICAL screw for maximum engine speed.**
- 7. Set the HORIZONTAL screw for minimum steady operation again by backing it out.**
- 8. N/A.**
- 9. Repeat for the other side.**
- 10. Note differences in engine speeds when operating on single cylinders. Plug up both cylinders HT cables. Adjust the HORIZONTAL screws equally in 1/8 turns for final low speed idle operation.**
- 11. N/A.**
- 12. Put it on the center stand (or jack up the drive wheels on an MT-16)**
- 13. Fire it up,**
- 14. Put it in 4th gear (might wanna chock it),**
- 15. Rev it up to 30-40khp,**
- 16. Clamp/hold the throttle in place, AND DO NOT CHANGE UNTIL THE PROCEDURE IS OVER**
- 17. Disconnect (or ground) one cylinder wire,**
- 18. Note exactly what the speedometer settles down to after 10 seconds**
- 19. Now quickly re-connect that side disconnect the other (don't move the throttle even though it'll rev up some)**
- 20. Adjust the carb cable ferrule on the running side to match the exact speed you noted while the first side was running**
- 21. Now let off the throttle and reconnect your supercharger**

K-68 Mixing Chamber (Antoni Font at Russian Iron Board)



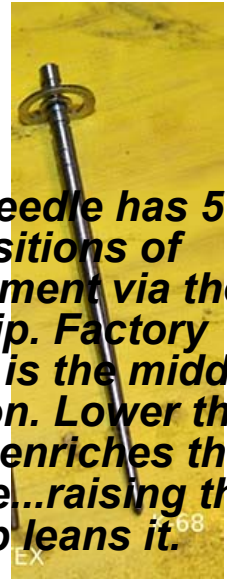
K-68 Float Chamber (Antoni Font at Russian Iron Board)



K-68 Floats and Needles (Antoni Font at Russian Iron Board)



Jet needle has 5 positions of adjustment via the C-clip. Factory setting is the middle position. Lower the C-clip enriches the mixture...raising the clip leans it.



Floats are notorious for having holes or cracking



Float Needle Valve

K-68 Throttle, Floats and Ticklers (Antoni Font at Russian Iron Board)



Round-Slide Throttle



Slide Throttle Spring



***Tickler used to
prime the carbs for
starting under
Normal conditions***



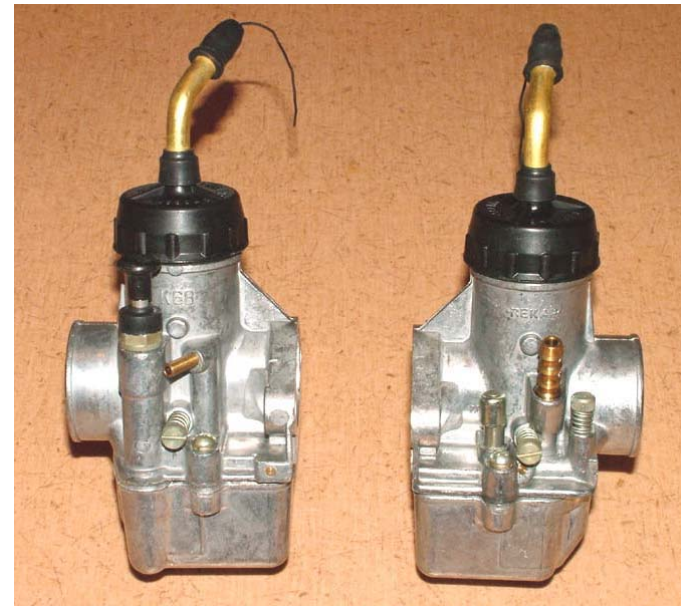
Starter "Tickler"



The K-68 has a durable round-slide throttle, much better than the fragile, U-shaped flat-slide throttle of the K-62/K-63/K-65.

Typical Sale of Pair Carbs K-68Y L/R (www.russiagarage.com)

- **One-Barrel Carburetor with Horizontal Stream of air-fuel mixture**
- **Ellipse-Shaped Throat**
- **Cylindrical Throttle Valve**
- **Central Float Chamber**
- **Protective Electro-Plating of Parts**
- **All Main Parts of Carb (body, throttle, float chamber) Made of Aluminum Alloy**
- **100% Brand NEW**
- **Made by PEKAR (Russia)**



Typical K-68 Carb Repair Kits Available (www.f2motorcycles.ltd.uk)

- **Kit of Parts to Overhaul the K-68 Carburetors**
- **K-68 Carburetors Are Left- and Right-Handed**
 - Typical Kits Supplied Only in Pairs
- **Includes:**
 - Float with Axle
 - Two Jets: Idle and Main
 - Valve Needle
 - Idling tube
 - Idling Adjusting Screw
 - Two Gaskets
 - Throttle Needle
 - Throttle



f2motorcycles



K-68Y (right-01)



K-68Y (left-02)

K-68 Heat Shields (www.russianiron.com)

- **Mark Concerned that K-68's on His Dalesman 650 Tend to Get Warm**
- **Bought a Sheet of 3/16" thick Tufnol (British laminated phenolic resin and woven cotton or linen fabric)**
- **Made Insulating Spacers that Fit the Carbs and Inlets, with Correct Stud-Spacing (57mm)**
- **Extended Spacers Downwards to Give Float Bowls a Bit of Coverage**
- **Cut Out Pattern from Hardboard to Try for Size, then Transfer to Tufnol Sheet, Making a Left- & Right-Handed Pair**
- **Band-Saw and Drill-Press Helpful**
- **Shape Is Fairly Simple**
 - **Little Scallop from One Edge to Clear Part of Cylinder Head Casting**
- **After Test Run and Letting It Idle Showed Carbs to Be Definitely Cooler to the Touch**



Heat Shield for K-63 / K-65 / K-68 (www.ural-zentrale.de)

- **Product No.: S119-SB**
- **Price: 7.49 EUR (2011)**
- **Protects Carburetor Against Cylinder Heat**
- **Suitable for Both Sides**
 - **Has to Be Bent around Carburetor**
 - **Gap Around Carburetor Should Be 5mm or More**
- **Gasket: Use S115 in Front and Behind the Shield**
 - **Carburetor Gasket 3mm Original Design**
 - **Contains Asbestos, Best Insulating against Engine Heat**
 - **If Necessary Use Longer Stud Bolts**
 - **Price: 1.5 EUR (2011) Each**
- **Surface Treatment: Use S1501 Black Exhaust Paint**
 - **Varnish for Exhaust Tubes**
 - **Made by MAKRA**
 - **Good Covering, up to 650°C**
 - **400 ml**
 - **Price: 7.0 EUR (2011)**



Stainless-Steel Cover for K-68 Carburetor *(www.ural-zentrale.de)*

Product No.: S113-K
Price: 10 EUR



***One complaint against the K-68 is the fragility of the plastic cap.
You can grip it with pliers or step on it.***

Chinese Variety on the K-68 Theme

(www.henriksson.ee)

