



NZ350 / NZ350 (type 1943) / NZ350-1 Frame plate (Typenschild) information

Every NZ350 (completed) would have been fitted with a factory identification plate (Frame plate / Typenschild) at the DKW works during the course of production. These plates are a key source of dating information for the NZ350 series. Frames for completed NZ's would also have the corresponding frame number impressed into the frame (or Sub-frame on early bikes). No information relating to the engine numbers for a specific bike would have been contained within the fields on the Frame plate.

The information contained within the available fields will not be discussed here in detail; Just the basic format (layout of the Frame plate), along with the addition of a chronology. This chronological description is based purely on existing bikes that the author of this article has seen himself. This information is by no means complete and I would hope to be able to update the data, as more owners submit information and photographs to myself.



Created by Martin John Wilby

Type 1 Configuration. (First type)

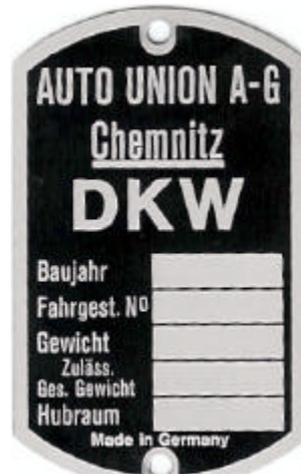
Used on the NZ350 and NZ250

This first type of frame plate is used from the very earliest NZ

Location on Headstock: Front

Construction: Aluminium

Date stated on Frame plates observed: 1938-1940



Type 2 Configuration. (First type + Additional Military information)

Used on the NZ350 only (Not seen on any surviving NZ250's (yet) NZ250 production stopped in 1941)

Location on Headstock: Front. The Additional Interference plate is always underneath the Main Frame plate at the base of the headstock. This Radio interference plate is also made in aluminium, note that this additional plate is stamped with a military acceptance stamp 'Waffen Amt'.

Construction: Aluminium (both frame, and interference plates)

Date stated on Frame plates observed: 1940-1941



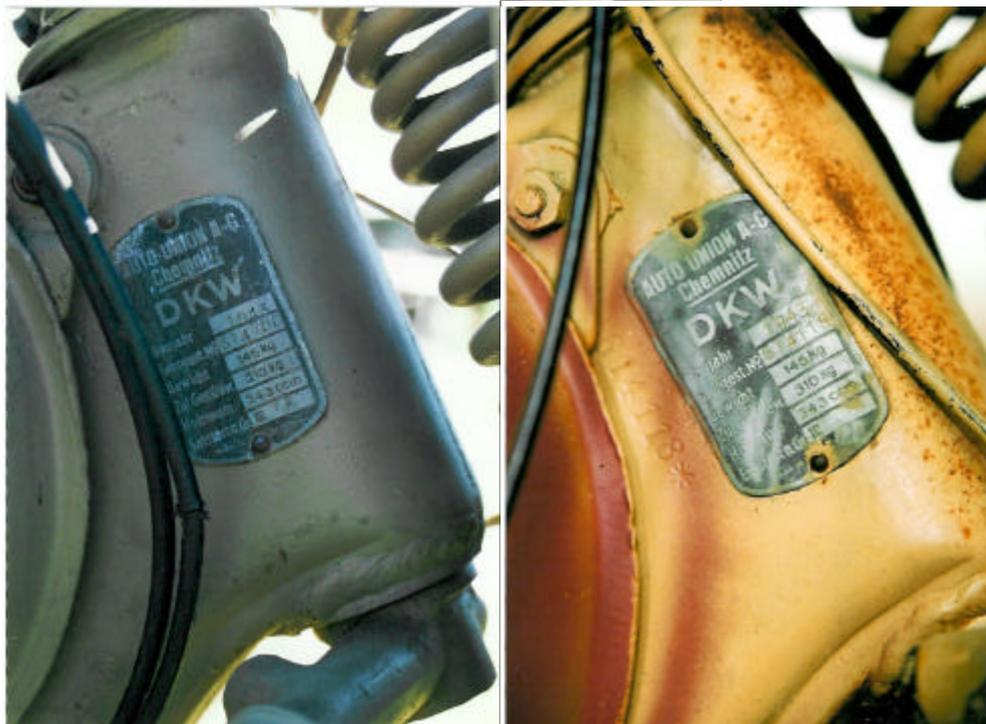
Type 3 Configuration. (Comprehensive type)

Used on the 'NZ350' and 'NZ350 type 1943.' (The 'NZ350-type 1943' was constructed into 1944)

Location on Headstock: Front (at first) Moved to RH side as an improvement (due to damage occurring to the Frame plate from contact with the front main suspension spring under heavy/extreme use)

Construction: Aluminium

Date stated on Frame plates observed: 1942-1944



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Type 4 Configuration. (Final wartime variation)

Used on the NZ350-1 only

Location on Headstock: RH side

Construction: Steel (used due to shortage of Aluminium, which was reserved for the construction other war material)

Date stated on Frame plates observed: 1944-1945



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Note example in photograph is modern reproduction made of Aluminium

*NZ500 (1939-1941).

It would appear that a frame plate that is unique to the NZ500 was used specifically for this larger machine. (Information based on a bike from the Authors own collection (NZ500 with 1940 dated Frame plate)