

FOR MOTOR CYCLES.

Startling Improvement in Carburettors.

THE BINKS 3-JET AUTOMATIC JET-DAMPING CARBURETTOR.

1916 PATTERNS.

Advantages :

RUNS SLOWER IN TRAFFIC.

**GIVES A PERFECT
"TICK OVER"
WHEN IN FREE.**

INSTANT START.

NO FLOODING REQUIRED.

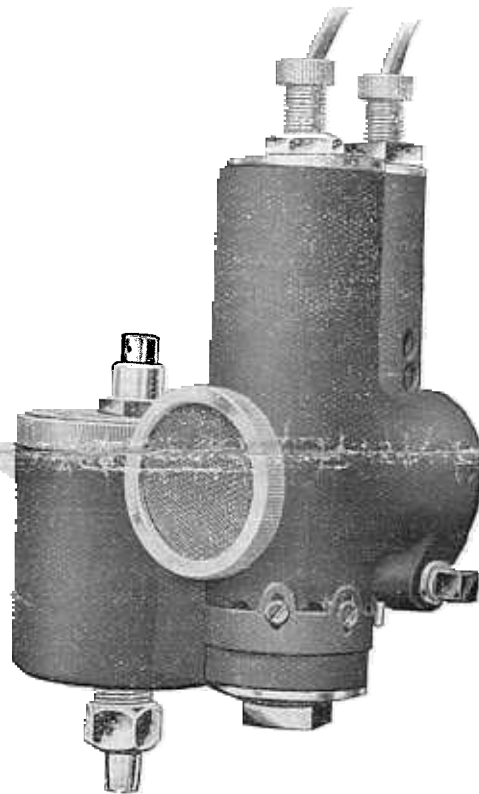
MARVELLOUS FLEXIBILITY.

VIOLENT ACCELERATION.

EXTREME POWER.

EXTREME PETROL ECONOMY.

**FAR IN ADVANCE OF
ALL OTHER
BY REASON OF ITS
CONSTRUCTION.**



**NOT IN COMPETITION IN
PRICE
WITH BIRMINGHAM GOODS.**

**ALL MOTOR CYCLE
CARBURETTORS
ARE **49/-** EACH.
PLUS 15% ADVANCE DURING
THE WAR,
AS MATERIALS HAVE
ADVANCED 100%.**

**SENT OUT WITH FULL
INSTRUCTIONS,
SIX SPARE JETS, AND KEY.**

BEWARE of
imitation Binks Carburettors now being put on the Market by my competitors. The 1915 Binks is a secured patent, and may not be copied. The Carburettors referred to are abandoned patterns of mine. Pilot Jets that cannot be governed from the handle-bar are useless, they either won't start or run too fast, according to climatic or weather conditions.

THE introduction of these beautifully made and efficient instruments marks probably one of the greatest improvements yet made in the modern motor cycle, and creates an epoch in Carburettor construction, **by reason of the jet-damping system and variable choke tubes.**

It is common knowledge that the **Two-Jet Carburettor** has done more to improve the running of the modern car than any other fitting, and the now recognised type having two jets and two choke tubes, allowing one or both to be used, **was an original invention introduced by us.**

We have had 15 years' practical experience in the designing and making of Carburettors, and we now offer to motor cyclists an instrument that will improve the running of a motor cycle to an extent equal to a car.

PRINCIPLES OF CARBURATION briefly and to

the point. Petrol to be converted into gas should be **violently sprayed** out of a small jet and mixed with air, and to get this violent spraying action, the space round the jet called the choke tube must be very constricted; or a very large volume of air must be drawn through a much larger choke tube to give the same effect. If you have the former, you do not get a cylinder full of gas, and consequently get little power. If you have the latter, you cannot **partially** fill the cylinder with **good gas**, or in other words you **must** fill the cylinder in order to get the rush of air through the choke tube to spray the petrol **properly**; merely closing the throttle always **reduces** the spraying of the petrol, and the more the throttle is closed, the less the spraying action, and consequently the more inefficient pulling of the engine. So in order to get fair results a medium size choke tube

C. BINKS LTD., Carburettor Manufacturers, Church St., ECCLES, Manchester.