

1936 SETTINGS LIST (AMAL CARBURETTORS).

LIST No
394/36.

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttl- Valve	N ^o of Pos- ition	Float Chamber Type	Special Details
AERO ENGINES—(see Douglas).							
A.J.W. M. Co.							
500, O.H.V., JAP	76/011	1"	140	6/4	3	64/067	Banjo 14/043
ARIEL.							
250cc., O.H.V., L.H., Red Hunter ..	75/014	$\frac{7}{8}$ "	110	5/3	3	64/089	Fl./ch. at 14° -1075° Needle jet.
250cc., L.G.	74/024	$\frac{31}{32}$ "	85	4/3	3	22/089	Fl./ch. at 14°
350cc., S.V.	75/004	$\frac{11}{16}$ "	95	5/5	2	22/098	
350cc., O.H.V., Standard, N.G. ..	75/014	$\frac{7}{8}$ "	110	5/4	3	64/089	Fl./ch. at 14°
350cc., O.H.V., N.H., Red Hunter ..	76/014	1"	150	6/4	3	64/089	Fl./ch. at 14° -1075° Needle Jet.
500cc., O.H.V., V.H., Red Hunter, Double Port	89/014	$1\frac{1}{8}$ "	200	29/3	3	64/089	Fl./Ch. at 14°
500cc., Red Hunter, Single Port ..	89/014	$1\frac{1}{8}$ "	200	29/3	3	64/089	Standard Needle Jet
500cc./600cc., 4 cylinder	74/007	$\frac{11}{16}$ "	90	4/4	2	64/079	Fl./Ch. at 14°
500cc., O.H.V., V.G.	76/024	$1\frac{1}{16}$ "	170	6/4	3	64/089	-106° Needle Jet
557cc., S.V., V.B.	76/112	1"	160	6/4	3	14/088	Fl./Ch. at 14°
600cc., S.V., Truck	75/145/LS	$\frac{1}{2}$ "	110	5/4	3	14/069	6/033 Union Nut
A.J.S.							
250cc., 36/12-22	75/154	$\frac{1}{2}$ "	120	5/3	2	H22/097	
350cc., S.V., 36/5	5/148	$\frac{1}{2}$ "	100	5/4	4	64/069	Screwed outlet
350cc., Competition	6/015	1"	160	6/4	2	H14/067	
350cc., Racing Model, 36/7	T15TT32	$1\frac{1}{16}$ "	270	4	4	14/064	Horizontal connection
350cc., O.H.V., 36/16-26	75/154	$\frac{1}{2}$ "	120	5/4	3	H22/077	-109 Needle Jet
500cc., S.V., 36/4 and 36/14	6/165	$\frac{1}{16}$ "	130	6/4	3	14/098	Fl./Ch. at 20° opposite to Standard
500cc., S.V., 36/9	76/004	$\frac{11}{16}$ "	140	6/4	3	64/078	
500cc., Competition	6/164	$1\frac{1}{16}$ "	160	6/5	2	H64/067	
500cc., Racing	10TT32	$1\frac{1}{32}$ "	310	4	3	H14/067	-109 Needle Jet
B.S.A.							
150cc., O.H.V., X.O.	93/001	$\frac{3}{8}$ "	45	3	20p	Included	Flat bottom valve
249cc., S.V., G.P.O.	74/012	$\frac{31}{32}$ "	30	4/4	1	62/099	
250cc., S.V., B/1	74/012	$\frac{31}{32}$ "	70	4/4	2	62/099	
250cc., O.H.V., B/2	74/012	$\frac{31}{32}$ "	75	4/4	2	62/079	-106° Needle Jet
249cc., O.H.V., Light De-Luxe, B/18 ..	74/012	$\frac{31}{32}$ "	75	4/4	2	62/079	-106° Needle Jet
249cc., O.H.V., De-Luxe, B/3	75/002	$\frac{31}{32}$ "	110	5/3	3	64/079	
350cc., O.H.V., De-Luxe, R/4	76/001	$\frac{11}{16}$ "	140	6/4	2	64/079	
350cc., O.H.V., Blue Star, R/20	76/004P	$\frac{11}{16}$ "	150	6/4	2	64/079P	
350cc., O.H.V., Standard, Single Port, R36-17	76/004	$\frac{11}{16}$ "	140	6/4	2	64/079	
348cc., O.H.V., Empire Star, R/5	76/004P	$\frac{11}{16}$ "	150	6/4	2	64/079P	
348cc., O.H.V., De-Luxe Competition, R/19	76/001	$\frac{11}{16}$ "	140	6/4	2	64/079	
498cc., O.H.V., Twin, J/12	4/130	$\frac{31}{32}$ "	80	4/4	2	64/078	With 2 wire guard
499cc., S.V., Standard, W/6	76/112	$\frac{11}{16}$ "	150	6/4	1	64/079	
499cc., O.H.V., Standard, Q/7	76/024	$1\frac{1}{16}$ "	170	6/4	2	64/079	
496cc., O.H.V., Empire Star, Q/8	76/024P	$1\frac{1}{16}$ "	190	6/4	3	64/079P	
595cc., S.V., M/10	76/110	$\frac{11}{16}$ "	130	6/4	2	64/079	
750cc., O.H.V., Twin, Y/13	76/001	$\frac{11}{16}$ "	140	6/3	3	64/078	
986cc., S.V., Twin, G/14	76/001	$\frac{11}{16}$ "	160	6/3	1	64/078	
BROUGH SUPERIOR.							
680cc., O.H.V.	75/012	$\frac{1}{2}$ "	110	5/4	2	64/079	
996cc., Twin, S.S.80	6/145	1"	140	6/3	3	64/078	On R.H. side
1003cc., S.S.100	6/158 & 6/157	$1\frac{1}{16}$ "	140	6/3	3	64/077	
1100cc., S.V., 11/50	29/011	$1\frac{1}{8}$ "	160	29/4	3	64/078	
BURNEY & BLACKBURNE.							
150cc., O.H.V.	4/004	$\frac{31}{32}$ "	60	4/5	3	14/079	Fl./Ch. at 38°
175cc., S.V.	74/002	$\frac{31}{32}$ "	60	4/5	3	62/079	
175cc., O.H.V.	74/004	$\frac{31}{32}$ "	60	4/5	3	62/079	
200cc., S.V.	74/012	$\frac{31}{32}$ "	70	4/5	3	62/079	
200cc., O.H.V.	74/012	$\frac{31}{32}$ "	70	4/5	3	62/079	
250cc., S.V.	4/120	$\frac{31}{32}$ "	70	4/5	3	62/079	
250cc., O.H.V.	74/014	$\frac{31}{32}$ "	70	4/5	3	62/079	
300cc., S.V.	4/120	$\frac{31}{32}$ "	70	4/5	3	62/079	
350cc., S.V.	4/130	$\frac{31}{32}$ "	80	4/5	3	62/079	
350cc., O.H.V.	75/014	$\frac{31}{32}$ "	110	5/4	3	64/079	
500cc., O.H.V.	76/024	$1\frac{1}{16}$ "	160	6/4	3	64/079	
500cc. and 600cc., S.V.	76/014	1"	150	6/5	3	64/079	
500cc. and 600cc., O.H.V.	76/022	$1\frac{1}{16}$ "	160	6/4	3	64/079	
CALTHORPE							
250cc., O.H.V.	75/154	$\frac{1}{2}$ "	110	5/3	3	64/077	
350cc., O.H.V.	6/140	$\frac{11}{16}$ "	130	6/4	3	64/077	
500cc., O.H.V.	6/157	$1\frac{1}{16}$ "	150	6/4	2	64/077	
COTTON							
150cc., O.H.V., JAP	74/002	$\frac{31}{32}$ "	70	4/4	3	62/079	
250cc., O.H.V., JAP	74/022	$\frac{31}{32}$ "	90	4/4	3	64/079	
250cc., O.H.V., Blackburne	4/120	$\frac{31}{32}$ "	70	4/3	3	62/079	
350cc., O.H.V., Blackburne	75/012	$\frac{31}{32}$ "	110	5/4	3	64/079	

	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Pos- ition	Float Chamber Type	Special Details
COTTON—contd.							
350cc., O.H.V., JAP	75/011	$\frac{7}{8}$ "	110	5/4	3	64/079	
500cc., O.H.V., JAP	76/011	1"	150	6/4	3	64/079	
500cc., O.H.V., Blackburne ..	76/022	$1\frac{1}{16}$ "	180	6/4	3	64/079	
500cc., O.H.V., Blackburne ..	76/024	$1\frac{1}{16}$ "	160	6/4	3	64/079	
COVENTRY EAGLE							
250cc., Standard Villiers	5/117	$\frac{7}{8}$ "	110	5/5	3	14/097	
250cc., O.H.V., Blackburne ..	4/130	$\frac{3}{8}$ "	90	4/5	4	62/099	
250cc., Flat Top Piston, Villiers ..	6/125	$1\frac{1}{16}$ "	130	6/3	3	64/098	On Right Hand side
CROFTS.							
300cc., 3-wheeler, 2-stroke	47/124/LS	$\frac{3}{8}$ "	70	47/2	P30	62/099	
475cc., 3-wheeler, 4-stroke	5/117/LS	$\frac{7}{8}$ "	120	5/4	3	64/079	
600cc., S.V., W.C., JAP, 3-wheeler	5/117/LS	$\frac{7}{8}$ "	120	5/5	3	64/079	·1055 Needle Jet
750cc., W.C., JAP	4/022/LS	$\frac{3}{8}$ "	90	4/4	3	14/078	
DOUGLAS.							
250cc.	74/007	$\frac{3}{8}$ "	60	4/3	3	62/079	
350cc., S.V., Twin	74/007	$\frac{3}{8}$ "	60	4/4	3	62/079	
350cc., O.H.V., Twin	74/017	$\frac{3}{8}$ "	75	4/3	2	62/099	
600/500cc., S.V., Twin	74/027	$\frac{3}{8}$ "	80	4/4	3	62/079	·025 dia. Pilot Outlet
500cc., O.H.V., Twin	74/027	$\frac{3}{8}$ "	80	4/3	2	64/099	
CYC-AUTO.							
98cc.	159/001B	·425		159/054	1	Included	·1075 Needle Jet
DUNELT							
250cc., S.V., JAP	74/022	$\frac{3}{8}$ "	90	4/4	3	H22/077	
250cc., O.H.V., JAP., Model T ..	4/143	$\frac{3}{8}$ "	90	4/4	3	H22/077	
493cc., O.H.V., Model V4	76/011	1"	140	6/4	3	H64/077	
EXCELSIOR							
250cc., E.11	76/109	$\frac{11}{16}$ "	130	6/4	3	14/069	F./Ch. at 20° ·1075 Needle Jet
250cc., F.8	75/145	$\frac{7}{8}$ "	120	5/4	3	14/069	Fl./Ch. at 15°
250cc., F.R.11	15TT35	1"	250	5	5	14/064	Fl./Ch. at 20° Needle Jet ·109
350cc., F.R.12	10TT35	$1\frac{1}{16}$ "	270	4	4	14/064	Fl./Ch. at 20° Needle Jet ·109
350cc., E.12	76/112	1"	150	6/4	3	14/069	Fl./Ch. at 20° Needle Jet ·1075
350cc., F.9	6/110	$\frac{11}{16}$ "	130	6/4	3	14/069	Fl./Ch. at 15°
500cc., O.H.V., F.10	6/110	$\frac{11}{16}$ "	150	6/4	3	14/069	Fl./Ch. at 15°
500cc., F.14	89/014	$\frac{11}{16}$ "	170	29/4	3	14/069	Fl./Ch. at 15°
FRANCIS & BARNETT							
250cc., O.H.V.	75/145	$\frac{7}{8}$ "	120	5/3	3	64/079	Fl./Ch. at 15° Needle Jet ·1075
250cc. (Flat top Piston), Villiers ..	6/125	$1\frac{1}{16}$ "	130	6/3	2	H64/077	
HAYWARD							
147cc., Lawnmower	52/011	·475	15	3	P15	Included	Flat Bottom Valve
79.5, Lawnmower	52/001A	·425	30	3	P20	Included	Flat Bottom Valve
147cc., Motorcycle	53/001	$\frac{5}{8}$ "	35	4	P20	Included	Valve 53/073
J.A.P.							
175cc., S.V., Standard	74/001	$\frac{31}{32}$ "	60	4/5	3	62/079	
250cc., S.V., Standard	74/012	$\frac{33}{32}$ "	70	4/5	3	62/079	
250cc., O.H.V., Standard and Sports	74/022	$\frac{33}{32}$ "	85	4/5	4	62/079	
300cc., S.V., Standard	74/011	$\frac{33}{32}$ "	70	4/5	3	62/079	
350cc., S.V., Standard and Sports	74/022	$\frac{35}{32}$ "	80	4/5	3	62/079	
350cc., O.H.V., Standard and Sports	75/011	$\frac{7}{8}$ "	110	5/5	3	64/079	
500cc., S.V., Standard and Sports	76/011	1"	140	6/4	3	64/079	
500cc., O.H.V., Sports	89/116	$1\frac{1}{8}$ "	200	29/4	3	H64/077	
500cc., O.H.V., Standard	76/011	1"	140	6/4	3	64/079	
500cc., O.H.V., Dirt Track	27/013	$1\frac{1}{8}$ "	800	12	—	14/060	With single banjo f/chr. at 12°, opp. to std.
550cc., S.V.	76/001	$\frac{11}{16}$ "	130	6/5	3	64/079	
600cc., S.V., Standard	76/011	1"	140	6/4	3	64/079	
600cc., O.H.V., Standard	76/011	1"	150	6/4	3	64/079	
8 h.p., S.V., Twin	75/012	$\frac{7}{8}$ "	110	5/4	3	64/078	
J.M.B.							
J.M.B., Car	75/012	$\frac{7}{8}$ "	110	5/4	3	64/079	
J.M.B., Car, Gazelle	75/012	$\frac{7}{8}$ "	110	5/5	3	H64/077	·1075 Needle Jet
LEVIS.							
250cc., O.H.V., Model B	74/024	$\frac{35}{32}$ "	80	4/4	3	62/079	
250cc., O.H.V., B. Special	75/014	$\frac{7}{8}$ "	110	5/4	3	64/079	
250cc., O.H.V., Light	4/143	$\frac{35}{32}$ "	80	4/4	3	22/077	
250cc., 2-stroke	48/014	$\frac{7}{8}$ "	70	48/6	P35	64/099	Main Jet $\frac{11}{16}$ " long
350cc., O.H.V., Model A	6/150	1"	150	6/4	3	H64/077	
350cc., O.H.V., Light	6/140	$\frac{11}{16}$ "	130	6/4	3	64/077	
500cc., O.H.V., Model D, Special ..	89/024	$1\frac{5}{16}$ "	200	29/4	3	64/079	
500cc., O.H.V., D, Standard	6/150	1"	150	6/3	3	64/077	
MATCHLESS							
247cc., S.V., 36/F7	74/014	$\frac{33}{32}$ "	70	4/4	3	62/099	
250cc., 36/G2	75/154	$\frac{7}{8}$ "	120	5/3	2	H22/077	
400cc., S.V., Twin, 36/A	74/014	$\frac{33}{32}$ "	55	4/4	3	62/079	
500cc., S.V., 36/D5	76/004	$\frac{11}{16}$ "	130	6/4	3	62/099	

FIRM AND MODELS	Carburettor Type	Internal Bore	Jet Size	Throttle Valve	Needle Position	Float Chamber Type	Special Details
MATCHLESS—contd.							
500cc., O.H.V., 36/G8, G9, 36/8 and 36/18	89/148	1 3/32"	180	29/4	3	H64/077	
500cc., 4-cylinder	74/001	3/16"	60	4/4	3	62/079	
586cc., S.V., 36/C	76/014	1"	150	6/5	3	64/099	
1000cc., S.V., 36/X4	76/012	1"	140	6/3	2	64/078	
36/G3	6/150	1"	150	6/4	3	22/077	
36/A2	6/168	1"	140	6/3	2	64/078	
MONTGOMERY							
250 and 350cc., O.H.V., S.P., JAP ..	74/022	3/16"	90	4/5	3	H22/077	
350cc., O.H.V., D.P., Standard, JAP ..	75/011	1 1/16"	110	5/5	3	H64/077	
500cc., JAP, S.P.	6/157	1 3/16"	180	6/4	3	64/077H	
500 & 600cc., O.H.V., Standard D.P., JAP	76/011	1"	150	6/5	3	64/077H	
MORGAN							
8 h.p., S.V., Matchless	76/012	1"	140	6/3	2	64/099	Needle Jet .1055
1000cc., O.H.V., A/C, Matchless	76/022	1 1/16"	180	6/4	3	64/079	
1000cc., O.H.V., Matchless	29/011	1 1/4"	200	29/4	3	14/079 or 14/076	
NORTON							
350cc.	10TT35	1 1/32"	350	6	4	14/064	Bent at 15° -109 Needle Jet
350cc., O.H.C., M.50 and 55	76/012	1"	170	6/4	3	64/069	
350cc., O.H.C., Model 40, International ..	10TT34	1 1/16"	260	4	4	14/064	Bent at 15° -1075" Needle Jet Union Nut 6/033
490cc., S.V., 16.H	76/011	1"	170	6/4	3	64/069	Union Nut 6/033
490cc., O.H.V., ES2, M.18 and 19	76/022	1 1/16"	160	6/4	3	64/069	Union Nut 6/033
490cc., O.H.V., M.20	76/022	1 1/16"	200	6/4	3	64/069	Union Nut 6/033 -025" diam. Pilot Outlet
490cc., O.H.V., CS.1	89/001	1 3/32"	180	29/4	3	64/069	
500cc.	10TT35	1 1/32"	460	7	2	14/064	Bent at 15° -109 Needle Jet
500cc., O.H.C., Model 30, International ..	10TT34	1 1/32"	310	5	3	14/064	-109 Needle Jet Fl./Ch. bent at 15°
633cc., S.V., Big Four	76/011	1"	170	6/4	3	64/069	Union Nut 6/033
NEW IMPERIAL							
150cc., O.H.V., Unit Minor, Model 23 ..	103/001	3/8"	45	5	p20	Included	Valve less Step
250cc., O.H.V., Model 30, Unit Major ..	104/001	7/8"	55	4	p20	Included	104/004 Valve
250cc., Grand Prix, Model 90	6/137	1 1/16"	140	6/3	3	H64/077	-1075 Needle Jet
250cc., O.H.V., Model 36	74/022/S	3/16"	80	4/4	3	H64/077	
250cc., G.P., Model 50	15TT34	1"	320	5	4	14/064	Bent at 15°
250cc., G.P., Model 50	56/024	1 1/16"	170r	10	—	14/064	Bent at 15°
250cc., T.T.	15TT35	1"	260	6	4	15/1526	Bent at 15°
(R.R.50)							
350cc., O.H.V., Model 40 and 46	75/012	7/8"	110	5/3	3	H64/077	
350cc., Model 60	57/004	1 3/16"	220r	12	—	14/064	Bent at 15°
350cc., G.P., Model 60	10TT34	1 1/16"	350	6	4	14/064	Needle Jet -109 Bent at 15°
350cc., Grand Prix	6/162	1 1/16"	160	6/3	3	H64/077	
500cc., S.V., Model 80	6/140	1 1/16"	130	6/4	3	H64/077	
500cc., O.H.V., Model 70 and 76	6/157	1 1/16"	160	6/4	3	H64/077	
O.K. SUPREME							
250cc., O.H.V., V/35, G/35, and GDL/35 ..	74/022	3/16"	90	4/5	3	64/079 or 62/079	
250cc., O.H.C., Standard	75/145	7/8"	120	5/4	3	64/079	Fl./Ch. at 15°
350cc., O.H.V., GS/35 and GS2/35	74/022	3/16"	90	4/4	2	62/079	
350cc., O.H.C., Standard	76/112	1"	140	6/4	3	64/079	Fl./Ch. at 15°
New 350cc., JAP	76/001	1 1/16"	130	6/4	3	H64/077	
500cc., O.H.V., L/35	76/011	1"	150	6/3	2	H64/077	
500cc. and 600cc., S.V., N/35 and OS/35 ..	76/011	1"	150	6/5	3	H64/077	
O.E.C.							
250cc., O.H.V., Matchless	74/024	3/16"	80	4/5	3	62/099	
250cc., O.H.V., Matchless	5/154	3/16"	120	5/3	2	22/097H	Fl./Ch. arm spec. bent
250cc., O.H.V., Blackburne	74/012	3/16"	70	4/5	3	62/099	
250cc., O.H.V., Matchless	74/022	3/16"	80	4/5	3	62/099	
350cc., O.H.V., Matchless	75/012	3/16"	110	5/4	3	62/099	
500cc., Matchless	29/015	1 1/8"	200	29/4	3	64/069	Twin Banjos at 90°
500cc., O.H.V., Matchless	76/011	1"	140	6/4	3	64/069	Twin Banjos at 90°
P. & M.							
250cc., O.H.V., D.D.	74/027	3/16"	80	4/5	3	22/079	Fl./Ch. at 15°
250cc., O.H.V., Special	5/015	7/8"	130	5/3	2	H64/077	Needle Jet -1075
350cc., O.H.V., Special	6/150	1"	140	6/4	4	H64/077	
350cc., O.H.V., D.D.	75/158	7/8"	110	5/4	3	64/079	Fl./Ch. at 15°
500cc., O.H.V., and 600cc.	76/024	1 1/16"	170	6/5	3	64/079	
500cc., O.H.V., Model 100	89/014	1 1/8"	220	29/4	3	64/079	
ROYAL ENFIELD							
8 h.p., S.V., Twin K	75/014	7/8"	120	5/4	3	64/078	
150cc., 2-stroke, Model X and Z	93/031	3/16"	40	2	p25cc	Included	53/074 Jet
150cc., Model T	143/001	5/8"	50	3 std.	p15	Included	Fl./Ch. at 20°
225cc., 2-stroke, A	47/127	3/16"	70	47/4	p30cc	62/099	
250cc., S. and S2, O.H.V.	74/024	3/16"	75	4/4	2	22/079	Fl./Ch. cranked at 20° M/c. Union Nut 4/227

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'die Pos- ition	Float Chamber Type	Special Details
ROYAL ENFIELD—contd.							
250cc., S.V., B	47/017	$\frac{33}{16}$ "	85	47/2	P20	62/099	M/c. Union Nut 47/065
350cc., S.V., C	74/027	$\frac{33}{16}$ "	80	4/5	1	62/099	·106" Needle Jet 4/033 Union Nut 4/138 Needle M/c. Union Nut 6/033
350cc., O.H.V., G	76/110	$\frac{15}{16}$ "	150	6/4	3	64/079	
350cc., O.H.V., G, Magdyno	6/135	$\frac{15}{16}$ "	170	6/3	3	H64/077	
500cc., L.O.	89/116	$\frac{11}{16}$ "	180	29/4	3	H64/077	
500cc., O.H.V., L.O.2	6/157	$\frac{11}{16}$ "	150	6/4	3	H64/077	
500cc., O.H.V., J	76/110	$\frac{15}{16}$ "	140	6/4	3	64/079	M/c. Union Nut 6/033
500cc., O.H.V., J, Magdyno	6/135	$\frac{15}{16}$ "	140	6/4	3	H64/077	
500cc., 4-valve, JF	6/130	$\frac{11}{16}$ "	160	6/4	3	64/069	
500cc., 4-valve, JF	29/117	$\frac{11}{16}$ "	200	29/4	2	64/079	M/c. Union Nut 29/072
500cc., S.V., H	75/145	$\frac{7}{8}$ "	120	5/5	3	64/079	
RUDGE WHITWORTH							
250cc., O.H.V., Standard	75/151	$\frac{7}{8}$ "	120	5/3	2	H64/077	M/c. Union Nut 4/227
250cc., Replica	6/140	$\frac{15}{16}$ "	130	6/4	3	H64/077	M/c. Union Nut 6/210
500cc., O.H.V., Standard	76/113	1"	150	6/4	2	64/079	PJ 36cc.
500cc., O.H.V., Ulster	29/146	$1\frac{3}{32}$ "	150	29/5	3	64/079	·109" Needle Jet Pilot Outlet ·025" dia.
SCOTT.							
300cc., 2-stroke, Barford	5/012/S	$\frac{7}{8}$ "	90	5/5	3	64/099	
500cc., 2-stroke, Super	6/125	$1\frac{1}{16}$ "	170	6/3	3	14/099	
500cc., 2-stroke, Flying Squirrel	6/151	$1\frac{1}{16}$ "	170	6/3	4	14/092	
STEVENS							
350/250cc., O.H.V.	5/143	$\frac{7}{8}$ "	120	5/4	3	14/079	Fl./Ch. bent at 15°, fitted on Right Hand side
250cc.	15TT34	$\frac{15}{16}$ "	210	5	4	14/202	Ditto
350cc., O.H.V.	5/143	$\frac{7}{8}$ "	120	5/4	3	14/079	Ditto
350cc.	10TT34	$1\frac{1}{16}$ "	300	5	4	14/078P	Ditto
500cc., O.H.V.	6/154	$1\frac{1}{16}$ "	160	6/4	3	14/079	Ditto
500cc.	10TT34	$1\frac{1}{8}$ "	400	6	4	14/068P	Ditto Needle Jet ·109"
SUNBEAM							
250cc., Model 22 and 22 Semi-Sports	75/014	$\frac{7}{8}$ "	110	5/3	4	64/089	
350cc., Model 21 and 21 Semi-Sports	76/004	$\frac{15}{16}$ "	140	6/4	3	64/089	
500cc., S.V., Model 19	76/011	1"	150	6/4	2	64/089	
500cc., O.H.V., Model 17	89/001	$1\frac{3}{32}$ "	170	29/4	3	64/089	
Model 17, Sports	89/014	$1\frac{1}{8}$ "	200	29/4	3	64/089	
TRIUMPH							
250cc., O.H.V., Model 2/5, Dwg. A.29	75/145	$\frac{7}{8}$ "	110	5/4	3	64/079	Fl./Ch. at 7° M/c. Union Nut 4/033 Needle Jet ·1075"
250cc., O.H.V., Model L2/1, Dwg. D.13	75/174	$\frac{13}{16}$ "	100	5/4	3	64/079	Fl./Ch. at 7°
250cc., O.H.V., Model 2/1, Dwg. A.29	75/145	$\frac{7}{8}$ "	110	5/2	2	64/079	Fl./Ch. at 7° M/c. Union Nut 4/033
350cc., S.V., Model 3/1, Dwg. A.30	75/145	$\frac{7}{8}$ "	120	5/4	3	64/079	M/c. Union Nut 4/033
350cc., O.H.V., Model 3/2, Dwg. D.37	76/112	1"	150	6/3	2	64/079	Fl./Ch. at 7° ·1075 Needle Jet
500cc., O.H.V., Model 5/2, Dwg. A.26	89/014	$\frac{11}{16}$ "	200	29/3	3	64/079	Fl./Ch. at 7°
500cc., O.H.V., Model 5/5, Dwg. A.27	89/014	$\frac{11}{16}$ "	200	29/3	1	64/079	Fl./Ch. at 7°
500cc., O.H.V., Model 5/10, Dwg. D.2, Racing	10TT34	$1\frac{3}{16}$ "	400	5	4	14/064	Fl./Ch. at 7°
550cc., S.V. Model 5/1, Dwg. D.40	76/130	$1\frac{1}{16}$ "	170	6/4	1	64/078	·109 Needle Jet, Fl./Ch. at 10°
650cc., Twin, Model 6/1, Dwg. A.24	75/014	$\frac{7}{8}$ "	120	5/3	3	64/079	Fl./Ch. at 7°
VELOCETTE							
250cc., 2-stroke, GTP	4/127	$\frac{33}{32}$ "	65	4/5	3	62/099	Jet Block 15/201. No Pilot Outlet
250cc., O.H.V., MOV	75/014	$\frac{7}{8}$ "	120	5/3	3	14/079	Fl./Ch. at 15°
350cc., O.H.V., MAC	76/004	$\frac{15}{16}$ "	130	6/3	3	14/079	Fl./Ch. at 15°
350cc., O.H.C., KSS, KTS	76/014	1"	150	6/3	3	64/079	Fl./Ch. at 15°
350cc., KTT	10TT34	$1\frac{1}{16}$ "	300	5	5	14/064	·109" Needle Jet
500cc., O.H.V., Model NSF	76/024	$1\frac{1}{16}$ "	180	6/4	3	64/079	Fl./Ch. at 7°
VILLIERS							
147cc., 2-stroke	53/001A	$\frac{5}{8}$ "	35cc.	3	P20cc.	Included	V.53/073
196cc., 2-stroke	75/012	$\frac{7}{8}$ "	110	5/5	3	64/079 or 64/099	
196cc., 2-stroke, SS	76/001	$\frac{15}{16}$ "	130	6/5	3	64/079 or 64/099	
247cc., 2-stroke	75/012	$\frac{7}{8}$ "	110	5/5	3	64/079 or 64/099	
VINCENT H.R.D.							
500cc., O.H.V., Standard Sports (Own)	89/011	$\frac{11}{16}$ "	180	29/3	3	14/069	Banjo 14/043 Fl./Ch. at 15°
500cc., O.H.V., Super Sports (Own)	10TT34	$\frac{11}{16}$ "	340	5	4	14/064	Ditto ·109 Needle Jet
500cc., O.H.V., Standard Sports	76/022	$1\frac{1}{16}$ "	170	6/4	3	14/069	Banjo 14/043 Fl./Ch. at 15°
600cc., O.H.V., JAP	76/022	$1\frac{1}{16}$ "	170	6/4	3	H14/067	Banjo, 14/110
ZENITH MOTORS							
250cc., O.H.V., JAP	4/126	$\frac{33}{32}$ "	90	4/5	3	22/077H	
350 and 500cc., O.H.V., JAP	76/142	1"	160	6/4	3	64/077H	
1100cc., S.V., Twin, JAP	89/011	$1\frac{1}{8}$ "	200	29/4	3	64/078	
500cc., O.H.V., Sports, JAP	89/116	$\frac{11}{16}$ "	200	29/4	3	64/077H	

AMAL LTD., Holford Works, Perry Barr, BIRMINGHAM 20, England.
 'Phone: BIRchfields 4571 (5 lines). Telegrams: Amalcarb, 'Phone, Birmingham.
 W. 1m./5/36.

1938 SETTINGS LIST (AMAL CARBURETTORS)

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore		N'dle Pos- ition	Float Chamber Type	Special Details
AERO ENGINES.						
150cc., CA.18878	53/021A	$\frac{21}{32}$ "	50	3 Std.	P15	Included
350cc., Twin, CA6400	74/007	$\frac{31}{32}$ "	60	4/4	3	62/079
350cc., S.V., CA11385	74/007	$\frac{21}{32}$ "	60	4/4	3	62/079
350cc., O.H.V., CA13678	4/017	$\frac{23}{32}$ "	75	4/3	2	62/099
500cc., O.H.V., CA13679	74/027	$\frac{23}{32}$ "	80	4/3	2	14/099
500cc. and 600cc., S.V., C11379 ..	74/027	$\frac{23}{32}$ "	80	4/4	2	64/099
500cc. and 600cc., C18544	74/027	$\frac{23}{32}$ "	80	4/4	3	64/099
A.J.S.						
250cc., O.H.V., 38/12, 22 and 22T	75/014	$\frac{7}{8}$ "	120	5/3	2	62/079
350cc., 38/16, 26 and 26T	76/014	1"	150	6/4	3	62/079
500cc., O.H.V., 38/8, 18, 18T	89/004	$1\frac{3}{8}$ "	180	29/4	3	14/079
500cc., 38/9	76/001	$\frac{11}{16}$ "	150	6/4	3	64/078
1000cc., S.V., 38/2 and 38/2A Home	76/012	1"	130	6/4	2	64/078
1000cc., S.V., 38/2A Export	6/168	1"	140	6/3	2	64/078
ARIEL.						
250cc., L.G. and L.F.	75/014	$\frac{7}{8}$ "	110	5/3	3	64/089
250cc., L.H., Red Hunter	75/014	$\frac{7}{8}$ "	110	5/3	3	64/089
350cc., O.H.V., N.G.	75/014	$\frac{7}{8}$ "	110	5/4	3	64/089
350cc., O.H.V., N.H.	76/014	1"	150	6/4	3	64/089
500cc., O.H.V., V.G.	76/024	$1\frac{1}{8}$ "	170	6/4	3	64/089
500cc., D.P., V.H., Red Hunter	89/014	$1\frac{1}{8}$ "	200	29/3	3	64/089
500cc., S.P.	89/014	$1\frac{1}{8}$ "	200	29/3	3	64/089
500cc., O.H.V., Red Hunter	10TT36	$1\frac{1}{8}$ "	280	4	4	14/064
600cc., S.V., V.B.	76/112	1"	160	6/4	3	14/088
600cc., S.V., Truck	75/145/LS	$\frac{7}{8}$ "	110	5/4	3	14/069
BROUGH SUPERIOR.						
996cc., Twin, S.S.80	6/145	1"	150	6/3	3	64/078
1100cc., S.V., 11/50	6/200	$1\frac{1}{16}$ "	160	6/5	4	Bottom Feed
1100cc., Twin, 11/50	89/011	$1\frac{1}{8}$ "	160	29/4	3	14/531 64/078
B.S.A.						
250cc., S.V., C.10	74/024/S	$\frac{25}{32}$ "	80	4/5	3	62/079
250cc., S.V., B.20	74/165/S	$\frac{25}{32}$ "	80	4/5	3	62/079
250cc., S.V., G.P.O.	74/165	$\frac{25}{32}$ "	30	4/4	1	62/079
250cc., O.H.V., B.21	74/165	$\frac{25}{32}$ "	80	4/4	2	64/079
250cc., O.H.V., B.22	75/145	$\frac{7}{8}$ "	120	5/4	3	64/079
350cc., S.V., B.23	75/145	$\frac{7}{8}$ "	110	5/4	3	62/079
350cc., O.H.V., M.19	76/014	1"	150	6/4	2	64/078
350cc., O.H.V., B.24	76/187	1"	160	6/4	3	64/077H
348cc., O.H.V., B.25	76/187	1"	160	6/4	3	64/077H
348cc., O.H.V., B.26	76/187	1"	160	6/4	3	64/077H
496cc., O.H.V., M.22	76/024	$1\frac{1}{16}$ "	150	6/4	3	64/078
496cc., O.H.V.	89/014	$1\frac{1}{8}$ "	200	29/4	3	64/078
500cc., S.V., M.20	76/014	1"	170	6/4	3	64/078
500cc., M.24	10TT36	$1\frac{5}{16}$ "	350	6	4	14/064
596cc., S.V., M.21	76/024	$1\frac{1}{16}$ "	160	6/4	2	64/078
748cc., O.H.V., Twin, Y.13	76/001	$\frac{11}{16}$ "	140	6/3	3	64/078
986cc., S.V., Twin, G.14	76/001	$\frac{11}{16}$ "	160	6/3	1	64/078
CALTHORPE.						
250cc., O.H.V.	75/176	$\frac{7}{8}$ "		5/3	3	64/077H
350cc., O.H.V.	6/178	$\frac{11}{16}$ "		6/3	3	64/077H
500cc., O.H.V.	6/197	$\frac{11}{16}$ "		6/4	2	64/077H
COTTON.						
250cc., O.H.V., JAP	74/022	$\frac{25}{32}$ "	90	4/4	3	64/079
350cc., O.H.V., Blackburne	75/012	$\frac{7}{8}$ "	110	5/4	3	64/079
350cc., O.H.V., JAP	75/011	$\frac{7}{8}$ "	110	5/4	3	64/079
500cc., O.H.V., Blackburne	76/022	$1\frac{1}{16}$ "	180	6/4	3	64/079
500cc., O.H.V., Blackburne	76/024	$1\frac{1}{16}$ "	160	6/4	3	64/079
500cc., O.H.V., JAP	76/011	1"	150	6/4	3	64/079
600cc., O.H.V., JAP	76/011	1"	150	6/4	3	64/079

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Posi- tion	Float Chamber Type	Special Details
COVENTRY EAGLE.							
250cc., Std., Villiers	5/117	$\frac{1}{8}$ "	110	5/5	3	14/097H	Fl./Ch. on R.H. side
250cc., Flat Top Piston, Villiers ..	6/125	$1\frac{1}{16}$ "	130	6/3	3	64/098	
250cc., O.H.V., Blackburne	4/130	$\frac{3}{8}$ "	90	4/5	4	62/099	
250cc., Matchless	75/154	$\frac{7}{8}$ "	120	5/3	2	22/077H	
CYC-AUTO.							
98cc.	159/001B	.425"	—	159/ 063	3	Included	Needle Jet .1065, 159/064 Needle 159/065
EXCELSIOR.							
250cc., H.11	76/110	$\frac{11}{16}$ "	130	6/4	3	14/069	.107 Needle Jet Fl./Ch. at 20°
250cc., H.8	75/145	$\frac{3}{4}$ "	120	5/4	3	64/069	.107 Needle Jet Fl./Ch. at 15°
250cc., H.R.11	15TT36	1"	260	5	5	14/220	.109 Needle Jet
250cc., H.R.11	15TT37RN	$\frac{11}{16}$ "	300	5	4	14/220	.109 Needle Jet
350cc., H.12	76/112	1"	150	6/4	3	14/069	.107 Needle Jet Fl./Ch. at 20°
350cc., H.9	76/110	$\frac{11}{16}$ "	130	6/4	3	64/069	Fl./Ch. at 15°
350cc., H.R.12	10TT36	$1\frac{1}{16}$ "	390	4	4	14/220	.109 Needle Jet
500cc., H.14	89/014	$1\frac{1}{8}$ "	170	29/4	3	64/069	Fl./Ch. at 15° Union Nut 29/072
500cc., O.H.V., H.10	76/110	$\frac{11}{16}$ "	150	6/4	3	14/069	Fl./Ch. at 15°
500cc., O.H.C., H.15	10TT36	$1\frac{1}{8}$ "	360	6	4	14/064	.109 Needle Jet Fl./Ch. at 15°
FRANCIS & BARNETT.							
250cc., O.H.V.	75/145	$\frac{3}{4}$ "	120	5/3	3	64/079	Fl./Ch. at 15° .107 Needle Jet
250cc., Villiers, Model 45	6/125	$1\frac{1}{16}$ "	130	6/3	2	64/077H	Fl./Ch. on R.H. side
250cc., Villiers, Model 47	6/125	$1\frac{1}{16}$ "	140	6/3	2	64/099	.107 Needle Jet
J.A.P.							
175cc., S.V., Standard	74/001	$\frac{31}{32}$ "	60	4/5	3	62/079	Fl./Ch. at 12° opposite to standard
250cc., S.V., Standard	74/012	$\frac{31}{32}$ "	70	4/5	3	62/079	
250cc., O.H.V., Standard and Sports ..	74/022	$\frac{31}{32}$ "	85	4/5	3	62/079	
300cc., S.V., Standard	74/011	$\frac{31}{32}$ "	70	4/5	3	62/079	
350cc., S.V., Standard and Sports ..	74/022	$\frac{31}{32}$ "	80	4/5	3	62/079	
350cc., O.H.V., Standard and Sports ..	75/011	$\frac{1}{2}$ "	110	5/5	3	64/079	
500cc., S.V., Standard and Sports ..	76/011	1"	140	6/4	3	64/079	
500cc., O.H.V., Sports	89/116	$1\frac{1}{8}$ "	200	29/4	3	64/077H	
500cc., O.H.V., Standard	76/011	1"	140	6/4	3	64/079	
500cc., O.H.V., Dirt Track	27/013	$1\frac{1}{8}$ "	800	12	—	14/080	
550cc., S.V.	76/001	$\frac{11}{16}$ "	120	6/5	3	64/079	
600cc., S.V., Standard	76/011	1"	140	6/4	3	64/079	
600cc., O.H.V., Standard	76/011	1"	150	6/4	3	64/079	
8 h.p., S.V., Twin	75/012	$\frac{7}{8}$ "	110	5/4	3	64/078	
LEVIS.							
247cc., 2-stroke	47/017	$\frac{31}{32}$ "	55	47/3	p25	62/099	Fl./Ch. at 15° Fl./Ch. at 15° Fl./Ch. at 3°
250cc., O.H.V., B. Special	74/024	$\frac{31}{32}$ "	80	4/4	3	62/069	
350cc., A. Special	76/187	1"	150	6/4	3	64/067H	
350cc., O.H.V., S.P.3	6/140	$\frac{11}{16}$ "	130	6/4	3	64/067H	
500cc., S.P.5	6/150	1"	150	6/3	3	64/077H	
500cc., O.H.V., D. Special	89/024	$1\frac{3}{8}$ "	200	29/4	3	64/069	
600cc., O.H.V., Levis	89/024	$1\frac{3}{8}$ "	210	29/4	3	64/069	
MATCHLESS.							
250cc., S.V., G.7	74/011	$\frac{31}{32}$ "	55	4/4	3	62/099	Fl./Ch. at 15° Fl./Ch. at 15° Fl./Ch. at 3°
250cc., G2M and G2MC	75/154	$\frac{7}{8}$ "	120	5/3	2	22/077H	
250cc., O.H.V., G.2	75/014	$\frac{7}{8}$ "	120	5/3	2	62/079	
350cc., O.H.V., G.3 and G.3.C	76/014	1"	150	6/4	3	62/079	
500cc., O.H.V., G8 and G8C, G9 and G9C	89/004	$1\frac{3}{32}$ "	180	29/4	3	14/079	
MONTGOMERY.							
250cc., and 350cc., O.H.V., JAP	74/022	$\frac{31}{32}$ "	90	4/5	3	22/077H	Fl./Ch. at 15° Fl./Ch. at 15° Fl./Ch. at 3°
500cc., O.H.V., D.P., JAP	76/011	1"	150	6/5	3	64/077H	

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Posi- tion	Float Chamber Type	Special Details
MORGAN.							
1000cc., O.H.V., Matchless	76/022	1 $\frac{1}{16}$ "	180	6/4	3	64/079	
1000cc., O.H.V., Matchless	29/011	1 $\frac{1}{8}$ "	200	29/4	3	14/079 or 14/076	
NEW IMPERIAL.							
150cc., M.23	103/001	$\frac{1}{8}$ "	45	5	p20	Included	Throttle valve less Stop Union Nut 4/227
250cc., O.H.V., M.90	5/147	$\frac{11}{16}$ "	110	5/3	3	64/077H	
350cc., O.H.V., M.100	6/147	1"	150	6/4	3	64/077H	
500cc., O.H.V., M.110	6/157	1 $\frac{1}{16}$ "	170	6/4	3	64/077H	
NORTON.							
A.A. Machine	75/012	$\frac{1}{8}$ "	110	5/5	3	64/069	
350cc., Models 50 and 55	76/012	1"	170	6/4	3	64/069	
350cc.	10TT36	1 $\frac{3}{32}$ "	350	6	4	14/064	Fl./Ch. at 15° -109 Needle Jet
350cc.	10TT37RN	1 $\frac{3}{32}$ "	460	6	1	15/1526	Fl./Ch. at 15° -109 Needle Jet
490cc., Model 20	76/022	1 $\frac{1}{16}$ "	200	6/4	3	64/069	Union Nut 6/033
490cc., S.V., Model 16H	76/011	1"	170	6/4	3	64/069	Union Nut 6/033
500cc.	10TT36	1 $\frac{5}{32}$ "	460	7	2	14/064	Fl./Ch. at 15° -109 Needle Jet
500cc.	10TT37RN	1 $\frac{5}{32}$ "	560	6	3	15/1526	Fl./Ch. at 15° -109 Needle Jet
500cc. and 600cc., Models 18, 19 and S.2	76/022	1 $\frac{1}{16}$ "	160	6/4	3	64/069	Union Nut 6/033
633cc., Big 4	76/011	1"	170	6/4	3	64/069	Union Nut 6/033
O.E.C.							
350cc., Matchless	75/154	$\frac{1}{8}$ "	120	5/4	3	22/077H	
500cc., Matchless	89/148	1 $\frac{5}{16}$ "	180	29/4	3	64/077H	
500cc., O.H.V., JAP	89/116	1 $\frac{1}{8}$ "	200	29/4	3	64/077H	
O.K. SUPREME.							
250cc., S.V., Model S.V.	74/012	$\frac{11}{16}$ "	80	4/4	3	62/079	
250cc., O.H.V., Model G	74/022	$\frac{11}{16}$ "	90	4/5	3	62/079	
250cc., O.H.V., Model G.D.L.	74/022	$\frac{11}{16}$ "	90	4/5	3	62/079	
250cc., High Camshaft, Model A.C.	5/118	$\frac{7}{8}$ "	120	5/4	3	64/077H	-107 Needle Jet
350cc., Model G.H.	76/001	$\frac{11}{16}$ "	130	6/4	3	64/077H	
350cc., High Camshaft	6/140	$\frac{11}{16}$ "	140	6/4	3	64/077H	
500cc., O.H.V.	6/157	1 $\frac{1}{16}$ "	160	6/3	2	64/077H	
500cc., O.H.V., Model L	76/011	1"	150	6/3	2	64/077H	
PHELON AND MOORE.							
250cc., Model 20	74/027	$\frac{11}{16}$ "	80	4/5	3	62/079	Fl./Ch. at 15°
350cc., Models 30 and 85	75/158	$\frac{7}{8}$ "	110	5/4	3	64/079	Fl./Ch. at 15°
500cc., Model 95	89/116	1 $\frac{1}{8}$ "	220	29/4	3	64/077H	
500cc., O.H.V., Model 90	76/024	1 $\frac{1}{16}$ "	170	6/5	3	64/079	-035 Pilot Outlet
600cc., O.H.V., Model 100	89/014	1 $\frac{1}{8}$ "	220	29/4	3	64/079	
ROYAL ENFIELD.							
225cc., 2-stroke, Model A	47/127	$\frac{11}{16}$ "	70	47/4	p30	62/079	Zundapp Valves Main Jet $\frac{1}{16}$ " long
250cc., S.V., Model B	74/012	$\frac{11}{16}$ "	75	4/5	3	62/099	
250cc., O.H.V., Models S and S2	74/022	$\frac{11}{16}$ "	75	4/4	2	62/079	-025 Pilot Outlet
250cc., O.H.V., Bullet	75/012	$\frac{7}{8}$ "	120	5/4	3	64/079	4/033 Union Nut
350cc., S.V., Model C.I	74/022	$\frac{11}{16}$ "	85	4/5	3	62/099	
350cc., S.V., Model C	74/022	$\frac{11}{16}$ "	85	4/5	3	62/099	
350cc., O.H.V., Models G, G1 and L	76/110	$\frac{11}{16}$ "	150	6/4	3	64/079	6/033 Union Nut
350cc., O.H.V., Models G2 and GT	6/135	$\frac{11}{16}$ "	170	6/3	3	64/077H	-107 Needle Jet
350cc., O.H.V., Bullet	76/011	1"	170	6/4	3	64/079	
350cc., O.H.V., Model B.C.O.	74/165	$\frac{11}{16}$ "	85	4/4	2	62/079	
500cc., S.V., Model H	75/145	$\frac{7}{8}$ "	140	5/5	4	64/079	
500cc., O.H.V., Model J	76/110	$\frac{11}{16}$ "	140	6/4	3	64/079	6/033 Union Nut
500cc., O.H.V., Models J2 and JT	6/135	$\frac{11}{16}$ "	140	6/4	3	64/077H	
500cc., O.H.V., Model J2	76/130	1 $\frac{1}{16}$ "	170	6/4	1	64/079	
500cc., O.H.V., Model J.F.	29/117	1 $\frac{1}{8}$ "	200	29/4	2	64/079	29/072 Union Nut
1200cc., Twin, Models K and KN	76/004	$\frac{11}{16}$ "	140	6/4	3	64/078	

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Posi- tion	Float Chamber Type	Special Details
RUDGE WHITWORTH.							
250cc., Rapid, Standard	75/151	$\frac{1}{8}$ "	120	5/3	2	64/077H	.025 Pilot Outlet 4/227 Union Nut
250cc., Sports	75/151	$\frac{1}{8}$ "	120	5/3	2	64/077H	.025 Pilot Outlet 4/227 Union Nut
250cc., Replica Sports	6/140	$\frac{15}{16}$ "	130	6/4	3	64/077H	6/210 Union Nut
500cc., Standard and Special	76/113	1"	150	6/4	2	64/079	.025 Pilot Outlet
500cc., Ulster	29/146	$1\frac{3}{32}$ "	160	29/5	3	64/079	{ .040 Pilot Outlet 29/072 Union Nut .109 Needle Jet }
SCOTT.							
Flying Squirrel	6/151	$1\frac{1}{16}$ "	170	6/3	4	14/092	
SUNBEAM.							
250cc., O.H.V., Models 23 and 23S	75/014	$\frac{7}{8}$ "	110	5/3	4	64/079	Fl./Ch. at 14°
350cc., O.H.V., Models 24 and 24S	76/004	$\frac{15}{16}$ "	140	6/4	3	64/079	Fl./Ch. at 14°
500cc.	29/120	$1\frac{1}{8}$ "	200	29/4	3	14/079	Fl./Ch. on R.H. side, cranked at 15°
500cc., S.V., Model 29	76/024	$1\frac{1}{16}$ "	170	6/3	3	64/089	
500cc., O.H.V., Models 25 and 26	29/137	$1\frac{1}{16}$ "	220	29/4	3	64/079	Fl./Ch. at 15°
500cc., O.H.V., Model 27	29/137	$1\frac{1}{16}$ "	220	29/4	3	64/079	Fl./Ch. at 15°
500cc. and 600cc., S.V., Model 30	76/024	$1\frac{1}{16}$ "	160	6/4	3	64/089	
600cc., O.H.V., Model 28	29/137	$1\frac{1}{16}$ "	220	29/4	3	64/079	Fl./Ch. at 15°
TRIUMPH.							
250cc., Models T70 and 2H	75/145	$\frac{1}{8}$ "	120	5/4	3	64/079	Fl./Ch. at 7° 4/033 Union Nut
350cc., S.V., Model 3S	75/145	$\frac{1}{8}$ "	120	5/4	3	64/079	4/033 Union Nut
350cc., Model 3H	76/014	1"	150	6/3	2	64/079	Flo./Ch. at 15°
350cc., Model T.80	76/014	1"	160	6/4	3	64/079	Fl./Ch. at 15° .107 Needle Jet
500cc., O.H.V., Models 90 and 5H	89/116	$1\frac{1}{4}$ "	200	29/3	1	64/077	
500cc., Twin	76/132	$\frac{15}{16}$ "	140	6/3	3	64/079	Fl./Ch. on R.H. side, cranked at 7°
597cc., S.V., Model 6S	76/130	$1\frac{1}{16}$ "	170	6/5	3	64/079	
VELOCE.							
250cc., 2-stroke, G.T.P.	4/127	$\frac{33}{32}$ "	70	4/5	3	62/099	{ Jet Block 15/201 Throttle Valve 4/236 No Pilot Outlet }
250cc., O.H.V., M.O.V.	75/014	$\frac{1}{8}$ "	120	5/3	3	64/079	Fl./Ch. at 15°
350cc., O.H.C., K.S.S. and K.T.S.	76/014	1"	150	6/3	3	64/079	.037 Pilot Outlet Fl./Ch. at 15°
350cc., O.H.V., M.A.C.	76/004	$\frac{15}{16}$ "	130	6/3	3	64/079	Fl./Ch. at 15°
500cc., O.H.V., N.S.F. and M.S.S.	76/024	$1\frac{1}{16}$ "	180	6/4	3	64/079	Fl./Ch. at 7°
VILLIERS.							
147cc.	53/001	$\frac{5}{8}$ "	35	3	120	Included	
147cc.	74/022	$\frac{33}{32}$ "	80	4/5	3	62/099	
172cc.	75/012	$\frac{1}{2}$ "	90	5/4	3	64/099	
196cc.	47/128/S	$\frac{33}{32}$ "	65	47/2	125	62/099	
196cc.	75/012	$\frac{1}{2}$ "	90	5/4	3	64/099	
247cc.	75/012	$\frac{1}{2}$ "	110	5/5	3	64/099	
350cc.	76/001	$\frac{15}{16}$ "	130	6/5	3	64/079	
VINCENT H.R.D.							
500cc., O.H.V., Standard Sports	76/022	$1\frac{1}{16}$ "	170	6/4	3	14/069	Fl./Ch. at 15°
500cc., O.H.V., Super Sports	10TT36	1 $\frac{1}{8}$ "	340	5	4	14/064	Fl./Ch. at 15° .109 Needle Jet
500cc., O.H.V., Standard Sports	89/011	$1\frac{1}{4}$ "	180	29/3	3	14/069	Fl./Ch. at 15°
1000cc., Big Twin	6/301	$1\frac{1}{16}$ "	180	6/4	3	14/067H	
(Twin Carburettors)	76/022	$1\frac{1}{16}$ "	170	6/4	3	64/069	Fl./Ch. at 15° and fitted on R.H. side
ZENITH.							
250cc., O.H.V., JAP	4/126	$\frac{33}{32}$ "	90	4/5	3	22/077H	
350cc. and 500cc., O.H.V., JAP	76/142	1"	160	6/4	3	64/077H	
500cc., O.H.V., Sports, JAP	89/116	$1\frac{1}{4}$ "	200	29/4	3	64/077H	.109 Needle Jet
1100cc., S.V., Twin, JAP	89/011	$1\frac{1}{8}$ "	200	29/4	3	64/078	

AMAL LTD., Holford Works,
Phone: BIRchfields 4571 (5 lines).

Barr, BIRMINGHAM 20, England.
Telegrams: Amalcarb, 'Phone, Birmingham.

1939 SETTINGS LIST (Amal Carburettors)

LIST No.
418R.

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Pos- ition	Float Chamber Type	Special Details
A.J.S.							
250cc., O.H.V., 39/12, 22 and 22T ..	75/014	$\frac{7}{8}$ "	120	5/3	2	64/079	Fl./Ch. at 15°
350cc., 7R.	10RN1	$1\frac{1}{16}$ "	320	5	4	14/538	109 Needle Jet
350cc., O.H.V., 39/16, 26 and 26T ..	76/014	$1\frac{1}{8}$ "	150	6/4	3	64/079	Fl./Ch. at 15°
500cc., 39/9 ..	76/001	$\frac{39}{64}$ "	150	6/4	3	64/078	040 Pilot Outlet
500cc., O.H.V., 39/8, 18 and 18T ..	89/004	$1\frac{33}{64}$ "	180	29/4	3	14/079	Fl./Ch. at 3°
1000cc., S.V., 39/2 and 2A, Home ..	76/012	$1\frac{1}{8}$ "	130	6/4	2	64/078	
1000cc., S.V., 39/2A, Export ..	6/068	$1\frac{1}{8}$ "	140	6/3	2	64/078	
ARIEL.							
250cc., L.G. and L.F.	75/014	$\frac{7}{8}$ "	110	5/3	3	64/089	Fl./Ch. at 14°
250cc., L.H., Red Hunter ..	75/014	$\frac{7}{8}$ "	110	5/3	3	64/089	Needle Jet 1075
350cc., O.H.V., N.G.	75/014	$\frac{7}{8}$ "	110	5/4	3	64/089	Fl./Ch. at 14°
350cc., O.H.V., N.H., Red Hunter ..	76/014	$1\frac{1}{8}$ "	150	6/4	3	64/089	Needle Jet 1075
350cc., O.H.V., N.H., Red Hunter ..	15TT38	$1\frac{1}{8}$ "	260	4	4	14/064	Fl./Ch. at 14°
500cc., S.V., V.A.	76/112	$1\frac{1}{8}$ "	140	6/4	3	14/088	107 Needle Jet
500cc., O.H.V., V.G.	76/024	$1\frac{1}{16}$ "	170	6/4	3	64/089	Fl./Ch. at 14°
500cc., O.H.V., V.H., Red Hunter ..	89/014	$1\frac{1}{8}$ "	200	29/3	3	64/089	Fl./Ch. at 14°
500cc., O.H.V., Red Hunter ..	10TT38	$1\frac{1}{8}$ "	320	4	4	14/064	Fl./Ch. at 14°
600cc., S.V., V.B.	76/112	$1\frac{1}{8}$ "	160	6/4	3	14/088	109 Needle Jet
BROUGH SUPERIOR.							
996cc., Twin, S.S.80 ..	6/145	$1\frac{1}{8}$ "	160	6/3	3	64/078	Fl./Ch. on R.H. side
1100cc., Twin, 11/50 ..	89/011	$1\frac{1}{8}$ "	160	29/3	3	14/076	1055 Needle Jet
B.S.A.							
Home Models							
250cc., B.21 ..	75/145	$\frac{7}{8}$ "	120	5/4	3	264/079	Fl./Ch. at 7°
250cc., S.V., C.10 ..	74/024/X	$\frac{7}{8}$ "	80	4/5	3	262/079	
250cc., O.H.V., C.11 ..	74/024/X	$\frac{7}{8}$ "	80	4/4	3	264/079	Fl./Ch. at 7°
350cc., S.V., B.23 ..	75/145	$\frac{7}{8}$ "	130	5/4	3	262/079	
350cc., O.H.V., B.26 ..	76/014	$1\frac{1}{8}$ "	160	6/4	3	264/500	Fl./Ch. at 7° and 3°
350cc., O.H.V., Silver Star, B.24 ..	76/014	$1\frac{1}{8}$ "	160	6/4	3	264/500	Fl./Ch. at 7° and 3°
348cc., O.H.V., Competition, B.25 ..	76/014	$1\frac{1}{8}$ "	160	6/4	3	264/500	Fl./Ch. at 7° and 3°
496cc., O.H.V., M.22 ..	76/024	$1\frac{1}{16}$ "	150	6/4	3	264/078	025 Pilot Outlet
496cc., O.H.V., Empire Star, M.23 ..	89/014	$1\frac{1}{8}$ "	200	29/3	3	264/078	Fl./Ch. at 7°
500cc., Gold Star ..	10TT38	$1\frac{1}{16}$ "	350	6	4	14/064	025 Pilot Outlet
500cc., S.V., M.20 ..	76/014	$1\frac{1}{8}$ "	170	6/4	3	264/078	109 Needle Jet
500cc., S.V. (W.D.), M.20 ..	276/014R	$1\frac{1}{8}$ "	170	6/4	3	264/078	Fl./Ch. at 7°
596cc., S.V., M.21 ..	76/024	$1\frac{1}{16}$ "	160	6/4	2	264/078	
986cc., S.V., Twin, G.14 ..	76/001	$\frac{39}{64}$ "	160	6/3	1	264/078	
Export Models.							
250cc., B.21 ..	275/145R	$\frac{7}{8}$ "	120	5/4	3	264/079	Fl./Ch. at 7°
250cc., S.V., C.10 ..	274/024XR	$\frac{7}{8}$ "	80	4/5	3	262/079	
250cc., O.H.V., C.11 ..	274/024XR	$\frac{7}{8}$ "	80	4/4	3	264/079	Fl./Ch. at 7°
350cc., S.V., B.23 ..	275/145R	$\frac{7}{8}$ "	130	5/4	3	262/079	
350cc., O.H.V., B.26 ..	276/014R	$1\frac{1}{8}$ "	160	6/4	3	264/500	Fl./Ch. at 7° and 3°
350cc., O.H.V., Silver Star, B.24 ..	276/014R	$1\frac{1}{8}$ "	160	6/4	3	264/500	Fl./Ch. at 7° and 3°
348cc., O.H.V., Competition, B.25 ..	276/014R	$1\frac{1}{8}$ "	160	6/4	3	264/500	Fl./Ch. at 7° and 3°
496cc., O.H.V., M.22 ..	276/024R	$1\frac{1}{16}$ "	150	6/4	3	264/078	025 Pilot Outlet
496cc., O.H.V., Empire Star, M.23 ..	289/014R	$1\frac{1}{8}$ "	200	29/3	3	264/078	Fl./Ch. at 7°
500cc., S.V., M.20 ..	276/014R	$1\frac{1}{8}$ "	170	6/4	3	264/078	025 Pilot Outlet
596cc., S.V., M.21 ..	276/024R	$1\frac{1}{16}$ "	160	6/4	2	264/078	Fl./Ch. at 7°
986cc., S.V., Twin ..	206/163R	$\frac{39}{64}$ "	160	6/3	3	264/078	
986cc., S.V., Twin ..	276/001R	$\frac{39}{64}$ "	160	6/3	1	264/078	
COTTON							
250cc., O.H.V., J.A.P.	74/022	$\frac{7}{8}$ "	90	4/4	3	64/079	
350cc., O.H.V., J.A.P.	75/011	$\frac{7}{8}$ "	110	5/4	3	64/079	
350cc., O.H.V., Blackburne ..	75/012	$\frac{7}{8}$ "	110	5/4	3	64/079	

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Posi- tion	Float Chamber Type	Special Details
COTTON—cont'd.							
500cc., O.H.V., J.A.P.	76/011	1"	150	6/4	3	64/079	
500cc., O.H.V., New J.A.P.	89/116	1 1/4"	200	29/3	2	64/077H	
500cc., O.H.V., Blackburne	76/022	1 1/8"	180	6/4	3	64/079	
500cc., O.H.V., Blackburne	76/024	1 1/8"	160	6/4	3	64/079	
600cc., O.H.V., J.A.P.	76/011	1"	150	6/4	3	64/079	
COVENTRY EAGLE.							
250cc., Matchless	75/014	7/8"	120	5/3	2	64/089	Fl./Ch. at 14°
350cc., Matchless	76/014	1"	150	6/4	3	64/089	Fl./Ch. at 15°
500cc., Matchless	89/004	1 3/8"	180	29/4	3	14/089	Fl./Ch. at 3°
CYC-AUTO.							
98cc.	159/001B	.425"	—	159/063	3	Included	Needle Jet .1065. 159/064 Needle 159/065
EXCELSIOR.							
250cc., J.8	75/145	7/8"	120	5/4	3	64/069	Needle Jet .1075 Fl./Ch. at 15°
250cc., Manxman, J.11	75/145	7/8"	120	5/4	4	14/069	Needle Jet .1075 Fl./Ch. at 20°
250cc., O.H.V., J.11.S	15TT38	1"	260	5	5	14/064	Needle Jet .109 Fl./Ch. at 20°
350cc., J.9	76/110	3/4"	130	6/4	3	64/069	Fl./Ch. at 15°
350cc., Manxman, J.12	76/112	1"	150	6/4	3	14/069	Needle Jet .1075 Fl./Ch. at 20°
350cc., J.12.S	10TT38	1 1/16"	390	4	4	14/064	Needle Jet .109 Fl./Ch. at 20°
500cc., Manxman, J.14	29/117	1 1/8"	170	29/4	3	64/069	Fl./Ch. at 15°
500cc., O.H.C., J.15	10TT38	1 1/8"	360	6	4	14/064	Needle Jet .109 Fl./Ch. at 15°
FRANCIS & BARNETT.							
250cc., Villiers, Model 47	6/125	1 1/16"	140	6/3	2	264/099	Fl./Ch. on R.H. side .107 Needle Jet
250cc., Villiers, Model 45	6/125	1 1/16"	130	6/3	2	264/077H	
H.E.C. POWER.							
80cc., 2-stroke cycle	259/001B	.425"	4/042 (50cc)	159/063	2	Included	Needle 259/070 Needle Jet 259/069 (.1075)
J.A.P.							
175cc., S.V., Standard	74/001	3/16"	60	4/5	3	62/079	
250cc., S.V., Standard	74/012	3/16"	70	4/5	3	62/079	
250cc., O.H.V., Standard and Sports	74/022	3/16"	85	4/5	3	62/079	
300cc., S.V., Standard	74/011	3/16"	70	4/5	3	62/079	
350cc., S.V., Standard and Sports	74/022	3/16"	80	4/5	3	62/079	
350cc., O.H.V., Standard and Sports	75/011	3/16"	110	5/5	3	64/079	
500cc., S.V., Standard and Sports	76/011	1"	140	6/4	3	64/079	
500cc., O.H.V., Sports	89/116	1 1/8"	200	29/4	3	64/077H	
500cc., O.H.V., Standard	76/011	1"	140	6/4	3	64/079	
500cc., O.H.V., Dirt Track	27/013	1 1/8"	800	12	—	14/060	Fl./Ch. at 12° opposite to standa
500cc., S.V.	76/001	1 1/8"	130	6/5	3	64/079	
600cc., S.V., Standard	76/011	1"	140	6/4	3	64/079	
600cc., O.H.V., Standard	76/011	1"	150	6/4	3	64/079	
8 h.p., S.V., Twin	75/012	1 1/8"	110	5/4	3	64/078	
LEVIS.							
250cc., O.H.V., Special B.	74/024	3/16"	80	4/4	3	62/079	
350cc., Special A	76/187	1"	150	6/4	3	64/077H	
350cc., S.V.	4/131	3/16"	90	4/5	3	62/079	
500cc., O.H.V., Special D	89/024	1 1/8"	200	29/4	3	64/079	Fl./Ch. on R.H. side
600cc., O.H.V.	89/024	1 1/8"	210	29/4	3	64/079	
MATCHLESS.							
250cc., S.V., G.7	74/011	3/16"	55	4/4	3	62/099	
250cc., G.2.M. and G.2.M.C.	75/154	7/8"	120	5/3	2	64/077H	
250cc., O.H.V., G.2	75/014	7/8"	120	5/3	2	64/079	Fl./Ch. at 15°
350cc., O.H.V., G.3 and G.3.C.	76/014	1"	150	6/4	3	64/079	Fl./Ch. at 15°
500cc., G.5	76/001	1 1/8"	130	6/4	3	64/078	
500cc., O.H.V., G.8 & G.8.C, G.9 & G.9.C	89/004	1 3/8"	180	29/4	3	14/079	Fl./Ch. at 3°

FIRM AND MODELS	Carbu- retter Type	Internal Bore	Jet Size	Throttle Valve	N'dle Pos- ition	Float Chamber Type	Special Details
MONTGOMERY.							
250cc., and 350 cc., O.H.V., J.A.P. ..	74/022	$\frac{25}{32}$ "	90	4/5	3	22/077H	Needle Jet -107
250cc., High Camshaft, J.A.P. ..	5/154	$\frac{5}{8}$ "	120	5/4	3	64/077H	
350cc., High Camshaft, J.A.P. ..	6/140	$\frac{11}{16}$ "	140	6/4	3	64/077H	
500cc., High Camshaft, J.A.P. ..	29/118	$1\frac{1}{8}$ "	200	29/3	3	64/077H	Needle Jet, -1065
500cc., O.H.V., J.A.P. ..	76/011	1"	150	6/5	3	64/077H	
MORGAN.							
1000cc., O.H.V., Matchless ..	76/022	$1\frac{1}{16}$ "	180	6/4	3	64/079	64/079 or 14/076 (Twin)
1000cc., O.H.V., Matchless ..	89/011	$1\frac{3}{8}$ "	200	29/4	3	64/079	
NEW IMPERIAL.							
150cc., M.23 ..	103/001	$\frac{5}{16}$ "	45cc.	5	p20cc	Included	Throttle valve, less step
250cc., 36.L. ..	5/101	$\frac{11}{16}$ "	100	5/4	3	22/077H	-035 Pilot Outlet
250cc., O.H.V., S.P., 90 and 36 ..	5/147	$\frac{11}{16}$ "	110	5/3	3	64/077H	Mix. Ch. Union Nut 4/227
250cc., O.H.V., 50 ..	5/161	$\frac{11}{16}$ "	110	5/3	3	264/077H	Mix. Ch. Union Nut 4/227
350cc., O.H.V., 60 ..	6/150	1"	150	6/4	3	264/077H	
350cc., O.H.V., S.P.100 ..	6/147	1"	150	6/4	3	64/077H	
500cc., O.H.V., S.P.110 ..	6/157	$1\frac{1}{16}$ "	170	6/3	2	64/077H	
NORTON.							
350cc., Models 50 and 55 ..	76/012	1"	170	6/4	3	64/069	-109 Needle Jet FL/Ch. at 15°
350cc. ..	10TT38	$1\frac{3}{32}$ "	350	6	4	14/064	
350cc. ..	10TTRN1	$1\frac{3}{32}$ "	500	6	5	14/532	Needle Jet -109 FL/Ch. at 15°
490cc., Model 20 ..	76/022	$1\frac{1}{16}$ "	200	6/4	3	64/069	Mix. Ch. Union Nut 6/033 -025" dia. pilot outlet
490cc., S.V., Model 16H ..	76/011	1"	160	6/5	3	64/069	Mix. Ch. Union Nut 6/033
War Office, Model 16H ..	276/011	1"	170	6/4	3	64/069	Mix. Ch. Union Nut 6/033
500cc. ..	10TT38	$1\frac{1}{16}$ "	460	7	2	14/064	FL/Ch. at 15°
500cc. ..	10TTRN1	$1\frac{1}{16}$ "	600	6	4	14/532	FL/Ch. at 15° Needle Jet -109
500cc. and 600cc., Models 18, 19 and E.S.2	76/022	$1\frac{1}{16}$ "	160	6/4	3	64/069	Mix. Ch. Union Nut 6/033
633cc., Model Big 4 ..	76/011	1"	160	6/5	3	64/069	Mix. Ch. Union Nut 6/033
O.E.C.							
350cc., O.H.V., Matchless ..	76/014	1"	150	6/4	3	64/079	FL/Ch. at 15°
500cc., O.H.V., Matchless ..	89/004	$1\frac{1}{16}$ "	180	29/4	3	14/079	FL/Ch. at 3°
O.K. SUPREME.							
250cc., S.V., J.A.P., Model S.V. ..	74/012	$\frac{25}{32}$ "	80	4/4	3	62/079	FL/Ch. at 15°
250cc., O.H.V., J.A.P., Model G ..	74/022	$\frac{25}{32}$ "	90	4/5	3	62/079	
250cc., O.H.V., J.A.P., De Luxe ..	74/022	$\frac{25}{32}$ "	90	4/5	3	62/079	FL/Ch. at 15°
350cc., O.H.V., A.J.S., De Luxe ..	76/014	1"	150	6/4	3	64/079	
350cc., O.H.V., S.P., A.J.S., De Luxe ..	76/014	1"	150	6/4	3	64/069	FL/Ch. at 15°
350cc., O.H.C., Model W.S. ..	6/150	1"	160	6/4	3	64/077H	-040 Pilot Outlet
500cc., S.V., A.J.S. ..	76/001	$\frac{11}{16}$ "	150	6/4	3	64/078	
500cc., O.H.V., Model L ..	6/157	$1\frac{1}{16}$ "	160	6/3	2	64/077H	FL/Ch. at 3°
500cc., O.H.V., Standard A.J.S. ..	76/024	$1\frac{1}{16}$ "	160	6/4	3	214/069	
500cc., O.H.V., De Luxe, A.J.S. ..	89/004	$1\frac{3}{32}$ "	180	29/4	3	64/069	
500cc., O.H.V., High Camshaft, J.A.P. ..	6/167	$1\frac{1}{16}$ "	170	6/3	2	64/077H	
PHELON & MOORE.							
250cc., Model 20 ..	74/027	$\frac{25}{32}$ "	80	4/5	3	62/079	FL/Ch. at 15°
350cc., O.H.V., Models 30 and 85 ..	75/158	$\frac{25}{32}$ "	110	5/4	3	64/079	FL/Ch. at 15°
500cc., Model 95 ..	89/014	$1\frac{1}{8}$ "	200	29/4	3	64/079	FL/Ch. at 15°
500cc., O.H.V., Model 90 ..	76/024	$1\frac{3}{16}$ "	170	6/5	3	64/079	-035 Pilot Outlet
600cc., O.H.V., Model 100 ..	89/014	$1\frac{1}{4}$ "	220	29/4	3	64/079	
ROYAL ENFIELD.							
150cc., O.H.V., Model T. ..	143/001	$\frac{5}{8}$ "	50	3 std.	p15	Included	Main jet shortened by $\frac{3}{16}$ " from shoulder to top.
225cc., 2-stroke, Model A ..	47/022	$\frac{25}{32}$ "	70	47/4	p30	62/079	Zundapp Valves Main Jet $\frac{3}{16}$ " long
250cc., S.V., Model D ..	74/012	$\frac{25}{32}$ "	75	4/5	3	62/099	
250cc., O.H.V., Models S, S.2 and S.F. ..	74/022	$\frac{25}{32}$ "	75	4/4	2	62/079	
350cc., S.V., Model C ..	74/022	$\frac{25}{32}$ "	85	4/5	3	62/099	
350cc., S.V., Model D.C. ..	74/022	$\frac{25}{32}$ "	85	4/5	3	62/099	
350cc., O.H.V., Model G ..	76/112	1"	140	6/4	3	64/069	
350cc., O.H.V., Models B.C.O., C.O. & C.M. ..	74/165	$\frac{25}{32}$ "	85	4/4	2	62/079	
500cc., O.H.V., Model J ..	6/135	$\frac{11}{16}$ "	140	6/4	3	64/077H	
500cc., O.H.V., Model J2 ..	76/130	$1\frac{1}{16}$ "	150	6/4	2	64/069	

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Posi- tion	Float Chamber Type	Special Details
ROYAL ENFIELD—cont'd.							
500cc., Trials	76/110	$\frac{11}{16}$ "	140	6/3	3	64/069	Mix. Ch. Union Nut 6/201
500cc., Trials	6/135	$\frac{11}{16}$ "	140	6/3	3	64/067H	
570cc., S.V., Model L	76/110	$\frac{11}{16}$ "	150	6/4	3	64/079	
1200cc., Twin, Models K and KN	76/004	$\frac{11}{16}$ "	140	6/4	3	64/078	
RUDGE WHITWORTH.							
250cc., Sports	75/151	$\frac{7}{8}$ "	120	5/3	2	64/077H	4/227 Mix. Ch. Union Nut -025 Pilot Outlet
250cc., Rapid, 2-valve	75/151	$\frac{7}{8}$ "	120	5/3	2	64/077H	4/227 Mix. Ch. Union Nut -025 Pilot Outlet
500cc., O.H.V., Standard and Special	76/113	1"	150	6/4	2	64/079	-025 Pilot Outlet -109 Needle Jet
500cc., O.H.V., Ulster	29/146	$1\frac{3}{32}$ "	160	29/5	3	64/079	-040 Pilot Outlet Mix. Ch. Un. Nut 29/072
SCOTT.							
300cc., 2-stroke, Barford	75/012/S	$\frac{7}{8}$ "	90	5/5	3	64/099	
596cc., Racing	29/005	$1\frac{1}{32}$ "	200	29/3	3	14/095 or 14/092	
Flying Squirrel	6/151	$1\frac{1}{16}$ "	170	6/3	4	14/092	
SUNBEAM.							
250cc., O.H.V., Models 23 and 23S	75/014	$\frac{7}{8}$ "	110	5/3	4	64/079	Fl./Ch. at 14°
350cc., O.H.V., Models 24 and 24S	76/004	$\frac{11}{16}$ "	140	6/4	3	64/079	Fl./Ch. at 14°
500cc., S.V., Model 29	76/024	$1\frac{1}{16}$ "	170	6/3	3	64/089	
500cc., O.H.V., Models B.25 and B.25S	89/150	$1\frac{3}{32}$ "	180	29/4	3	64/079	Fl./Ch. at 15°
500cc., O.H.V., Model B.25T	89/150	$1\frac{3}{32}$ "	180	29/4	3	64/079	Fl./Ch. at 15°
600cc., S.V., Model 30	76/024	$1\frac{1}{16}$ "	160	6/4	3	64/089	
600cc., O.H.V., Model B.28	89/150	$1\frac{3}{32}$ "	180	29/4	3	64/079	Fl./Ch. at 15°
TRIUMPH.							
250cc., Models T.70 and 2H	75/145	$\frac{7}{8}$ "	120	5/4	3	64/079	4/033 Mix. Ch. Union Nut Fl./Ch. at 7°
350cc., Model 3H	76/014	1"	150	6/4	2	64/079	-1075 Needle Jet Fl./Ch. at 15°
350cc., Model T.80	76/014	1"	160	6/4	3	64/079	-1075 Needle Jet Fl./Ch. at 15°
350cc., S.V., Models 3S, 3S.E., 5S and 5S.E	75/145	$\frac{7}{8}$ "	120	5/4	3	64/079	4/033 Mix. Ch. Union Nut
500cc., O.H.V., Models 90 and 5H	89/116	$1\frac{1}{8}$ "	200	29/3	1	64/077H	
500cc., Twin	76/132	$\frac{11}{16}$ "	140	6/3	3	64/079	Fl./Ch. on R.H. side at 7° opp. to standard
500cc., Twin, Model Tiger 100	76/117	1"	160	6/3	3	14/069	-1075 Needle Jet -107 Needle Jet
597cc., S.V., Model 6S	76/130	$1\frac{1}{16}$ "	170	6/5	3	64/079	Fl./Ch. at 7° opp. to std.
VELOCE.							
250cc., 2-Stroke, G.T.P.	4/127	$\frac{11}{16}$ "	70	4/5	3	62/099	Jet Block 15/201 No Pilot Outlet Throttle Valve 4/236
250cc., O.H.V., M.O.V.	75/014V	$\frac{7}{8}$ "	120	5/3	3	64/079	Fl./Ch. at 15°
350cc., O.H.C., K	76/014V	1"	150	6/3	3	64/079	-037 Pilot Outlet Fl./Ch. at 15°
350cc., O.H.V., M.A.C.	76/004V	$\frac{11}{16}$ "	130	6/3	3	64/079	Fl./Ch. at 15°
500cc., O.H.V., M.S.S.	76/024V	$1\frac{1}{16}$ "	180	6/4	3	64/079	Fl./Ch. at 7°
VILLIERS.							
147cc.	53/001	$\frac{5}{8}$ "	35	3	P20	Included	
147cc.	74/022	$\frac{11}{16}$ "	80	4/5	3	62/099	
172cc.	75/012	$\frac{9}{16}$ "	90	5/4	3	64/099	
196cc.	47/128/S	$\frac{11}{16}$ "	65	47/2	P25	62/099	
196cc.	75/012	$\frac{9}{16}$ "	90	5/4	3	64/099	
247cc.	75/012	$\frac{9}{16}$ "	110	5/5	3	64/099	
350cc.	76/001	$\frac{11}{16}$ "	130	6/5	3	64/079	
VINCENT H.R.D.							
500cc., O.H.V., Meteor	76/022	$1\frac{1}{16}$ "	170	6/4	3	14/069	Fl./Ch. at 15°
500cc., O.H.V., Comet	89/011	$\frac{11}{16}$ "	180	29/3	3	14/069	Fl./Ch. at 15°
1000cc., Big Twin	6/301	$1\frac{1}{16}$ "	180	6/3	3	14/067H	
(Twin Carbs.)	76/022	$1\frac{1}{16}$ "	170	6/4	3	64/069	Fl./Ch. at 15° and fitted on R.H. side
1000cc., Big Twin	29/011	$1\frac{1}{8}$ "	200	29/4	3	14/067H	
(Twin Carbs.)	89/011	$1\frac{1}{8}$ "	200	29/4	3	64/069	Fl./Ch. at 15° and fitted on R.H. side
ZENITH.							
250cc., O.H.V., J.A.P.	4/126	$\frac{11}{16}$ "	90	4/5	3	22/077H	
500cc., O.H.V., J.A.P.	6/150	1"	140	6/4	3	64/077H	
750cc., S.V., Twin J.A.P.	74/022	$\frac{11}{16}$ "	80	4/4	3	62/079	

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