

FIRM AND MODELS	Carburettor Type	Internal Bore	Jet Size	Throttle Valve	N'die Position	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	$1\frac{1}{8}$ "	200	29/4	3	64/077H	

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