

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	Fl./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	$\frac{7}{8}$ "	90	5/4	3	64/099	
196cc.	47/128/S	$\frac{33}{32}$ "	65	47/2	125	62/099	
196cc.	75/012	$\frac{7}{8}$ "	90	5/4	3	64/099	
247cc.	75/012	$\frac{7}{8}$ "	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	$1\frac{1}{8}$ "	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	

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