

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	3/8"	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 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 3/8"	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°