

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
490cc., Model 20 ..	76/022	$1\frac{1}{16}$ "	200	6/4	3	64/069	Mix. Ch. Union Nut 6/033
490cc., S.V., Model 16H ..	76/011	1"	160	6/5	3	64/069	-025" dia. pilot outlet
War Office, Model 16H ..	276/011	1"	170	6/4	3	64/069	Mix. Ch. Union Nut 6/033
500cc. ..	10TT38	$1\frac{1}{8}$ "	460	7	2	14/064	Mix. Ch. Union Nut 6/033
500cc. ..	10TTRN1	$1\frac{1}{8}$ "	600	6	4	14/532	FL/Ch. at 15°
500cc. and 600cc., Models 18, 19 and E.S.2	76/022	$1\frac{1}{16}$ "	160	6/4	3	64/069	Needle Jet -109
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	$1\frac{1}{32}$ "	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	$1\frac{1}{16}$ "	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	$\frac{25}{32}$ "	140	6/4	3	64/077H	
500cc., O.H.V., Model J2 ..	76/130	$1\frac{1}{16}$ "	150	6/4	2	64/069	