

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	$\frac{3}{8}$ "	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	

AMAL LTD., Holford Works, Perry Barr, Birmingham, 20, England.

W. 500/6/50.

Printed in England.

'Phone: BIRchfields 4571 (5 lines).

Telegrams: Amalcarb, 'Phone, Birmingham.