

1937 SETTINGS LIST (AMAL CARBURETTERS).

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	Needle Pos- ition	Float Chamber Type	Special Details
AERO ENGINES.							
350cc., S.V., CA.11385	74/007	$\frac{21}{32}$ "	60	4/4	3	62/079	
350cc., O.H.V., CA.13678	4/017	$\frac{23}{32}$ "	75	4/3	2	62/099	
500cc., O.H.V., CA.13679	74/027	$\frac{25}{32}$ "	80	4/3	2	14/099	
500cc. and 600cc., S.V., C.11379	74/027	$\frac{25}{32}$ "	80	4/4	3	64/099	·025 Pilot Outlet
500cc. and 600cc., C.18544	74/027	$\frac{25}{32}$ "	80	4/4	3	64/099	·025 Pilot Outlet
A.J.S.							
250cc., O.H.V., 37/12-22-22T	75/014	$\frac{7}{8}$ "	120	5/3	2	62/079	Fl./Ch. at 15°
350cc., 37/16-26-26T	76/014	1"	150	6/4	3	62/079	Fl./Ch. at 15°
350cc., Racing, 37/7R	10TT36	$1\frac{1}{16}$ "	360	5	4	14/064	·109 Needle Jet Fl./Ch. at 18°
500cc., 37/9	76/001	$\frac{15}{16}$ "	150	6/4	3	64/078	·040 Pilot Outlet
500cc., O.H.V., 37/8-18-18T	89/004	$1\frac{3}{32}$ "	180	29/4	3	14/079	Fl./Ch. at 3°
1000cc., S.V., 37/2 and 2A "Home"	76/012	1"	140	6/3	2	64/078	
1000cc., S.V., 37/2A Export	6/168	1"	140	6/3	2	64/078	
ARIEL.							
250cc., L.F. and L.G.	75/014	$\frac{7}{8}$ "	110	5/3	3	64/089	Fl./Ch. at 14° ·107 Needle Jet
250cc., L.H. Red Hunter	75/014	$\frac{7}{8}$ "	110	5/3	3	64/089	Fl./Ch. at 14° ·107 Needle Jet
350cc., O.H.V., N.G.	75/014	$\frac{7}{8}$ "	110	5/4	3	64/089	Fl./Ch. at 14°
350cc., O.H.V., N.H.	76/014	1"	150	6/4	3	64/089	Fl./Ch. at 14° ·107 Needle Jet
500cc., O.H.V., VG.	76/024	$1\frac{1}{16}$ "	170	6/4	3	64/089	Fl./Ch. at 14°
500cc., Red Hunter, VH.	89/014	$1\frac{1}{8}$ "	200	29/3	3	64/089	Fl./Ch. at 14° 29/078 Union Nut
500cc., Red Hunter	10TT34	$1\frac{1}{8}$ "	280	4	4	14/064	Fl./Ch. at 14° ·107 Needle Jet
557cc., S.V., VB.	76/112	1"	160	6/4	3	14/088	Fl./Ch. at 14°
600cc., S.V., Truck	75/145/LS	$\frac{7}{8}$ "	110	5/4	3	14/069	
BROUGH SUPERIOR.							
996cc., Twin, S.S. 80	6/145	1"	150	6/3	3	64/078	Needle Jet ·105 Fl./Ch. on R.H.
1100cc., S.V., 11/50	6/200	$1\frac{1}{16}$ "	150	6/4	3	Bottom Feed	
1100cc., Twin, 11/50	89/011	$1\frac{1}{8}$ "	160	29/4	3	64/078	
B.S.A.							
250cc., S.V., B20	74/165/S	$\frac{25}{32}$ "	80	4/5	3	62/079	
250cc., S.V., G.P.O.	74/165/S	$\frac{25}{32}$ "	30	4/4	1	62/079	
250cc., O.H.V., B21	74/165	$\frac{25}{32}$ "	80	4/4	2	64/079	Fl./Ch. at 7°
250cc., O.H.V., Empire Star, B22	75/145	$\frac{25}{32}$ "	120	5/4	3	64/079	Fl./Ch. at 7°
350cc., S.V., B23	74/165	$\frac{25}{32}$ "	80	4/5	1	62/079	
350cc., O.H.V., M19	76/014	1"	150	6/4	2	64/079	Fl./Ch. at 7°
348cc., O.H.V., Sports, B26	76/187	1"	160	6/4	3	64/077H	Union Nut 6/210
348cc., O.H.V., Competition, B25	76/187	1"	160	6/4	3	64/077H	Union Nut 6/210
350cc., O.H.V., Empire Star, B24	76/187	1"	160	6/4	3	64/077H	Union Nut 6/210
500cc., S.V., M20	76/112	1"	170	6/4	3	64/079	
496cc., O.H.V., M22	76/024	$1\frac{1}{16}$ "	150	6/4	3	64/079	·025 Pilot Outlet Fl./Ch. at 7°
496cc., O.H.V., Empire Star, M23	89/014	$1\frac{1}{8}$ "	200	29/4	2	64/079	Fl./Ch. at 7° 29/078 Union Nut ·025 Pilot Outlet
596cc., S.V., M21	76/130	$1\frac{1}{16}$ "	160	6/4	2	64/079	
748cc., O.H.V., Twin, Y13	76/001	$\frac{15}{16}$ "	140	6/3	3	64/078	
986cc., S.V., Twin, G14	76/001	$\frac{15}{16}$ "	160	6/3	1	64/078	
CALTHORPE.							
250cc., O.H.V.	75/176	$\frac{7}{8}$ "	110	5/3	3	64/077H	
350cc., O.H.V.	6/178	$\frac{15}{16}$ "	130	6/4	3	64/077H	
500cc., O.H.V.	6/197	$1\frac{1}{16}$ "	150	6/4	2	64/077H	
COTTON.							
250cc., O.H.V., Jap	74/022	$\frac{25}{32}$ "	90	4/4	3	64/079	
350cc., O.H.V., Jap	75/011	$\frac{25}{32}$ "	110	5/4	3	64/079	
350cc., O.H.V., Blackburne	75/012	$\frac{25}{32}$ "	110	5/4	3	64/079	
500cc., O.H.V., Jap	76/011	1"	150	6/4	3	64/079	
500cc., O.H.V., Blackburne	76/022	$1\frac{1}{16}$ "	180	6/4	3	64/079	
500cc., O.H.V., Blackburne	76/024	$1\frac{1}{16}$ "	160	6/4	3	64/079	
600cc., O.H.V., Jap	76/011	1"	150	6/4	3	64/079	

FIRM AND MODELS	Carburettor Type	Internal Bore	Jet Size	Throttle Valve	Needle Position	Float Chamber Type	Special Details
GOVENTRY EAGLE.							
250cc., Standard Villiers	5/117	$\frac{7}{8}$ "	110	5/5	3	14/007H	
250cc., Flat Top Piston, Villiers	6/125	$1\frac{1}{16}$ "	130	6/3	3	64/098	Fl./Ch. on R.H. side
250cc., O.H.V., Blackburne	4/130	$\frac{3}{32}$ "	90	4/5	4	62/099	
CYC-AUTO.							
98cc.	159/001B	.425"	—	159/063	3	Included	Needle Jet .1065 159/064 Needle 159/065
EXCELSIOR.							
250cc., GR.11	15TT35	1"	250	5	5	14/064	Fl./Ch. at 20° .109 Needle Jet
250cc., G.8	75/145	$\frac{7}{8}$ "	120	5/4	3	64/069	Fl./Ch. at 15°
250cc., G.11	76/110	$\frac{1}{16}$ "	130	6/4	3	14/060	Fl./Ch. at 20° .107 Needle Jet
350cc., G.9	76/110	$\frac{1}{16}$ "	130	6/4	3	64/069	Fl./Ch. at 15°
350cc., G.12	76/112	1"	150	6/4	3	14/069	Fl./Ch. at 20°
350cc., GR.12	10TT35	$1\frac{1}{16}$ "	310	4	4	14/064	Fl./Ch. at 20° .109 Needle Jet
500cc., G.14	89/014	$1\frac{1}{8}$ "	170	29/4	3	64/069	Fl./Ch. at 15° 29/072 Union Nut
500cc., O.H.C., G.15	10TT36	$1\frac{1}{8}$ "	360	6	4	14/064	Fl./Ch. at 15° .109 Needle Jet
FRANCIS & BARNETT.							
250cc., O.H.V.	75/145	$\frac{7}{8}$ "	120	5/3	3	64/079	Fl./Ch. at 15° .107 Needle Jet
250cc., Flat Top Piston, Villiers	6/125	$1\frac{1}{16}$ "	130	6/3	2	64/077H	
J.A.P.							
175cc., S.V. Standard	74/001	$\frac{3}{32}$ "	60	4/5	3	62/079	
250cc., S.V., Standard	74/012	$\frac{3}{32}$ "	70	4/5	3	62/079	
250cc., O.H.V., Standard and Sports	74/022	$\frac{3}{32}$ "	85	4/5	4	62/079	
300cc., S.V. Standard	74/011	$\frac{3}{32}$ "	70	4/5	3	62/079	
350cc., S.V., Standard and Sports	74/022	$\frac{3}{32}$ "	80	4/5	3	62/079	
350cc., O.H.V., Standard and Sports	75/011	$\frac{3}{32}$ "	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	$1\frac{1}{8}$ "	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	$1\frac{1}{8}$ "	800	12	—	14/060	Fl./Ch. at 12° opposite to std.
550cc., S.V.	76/001	$\frac{15}{16}$ "	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	$\frac{7}{8}$ "	110	5/4	3	64/078	
LEVIS.							
247cc., 2-stroke Standard	47/014	$\frac{23}{32}$ "	55	47/3	P20	62/099	Main Jet $\frac{3}{16}$ " from shoulder to top
247cc., 2-stroke, Light	47/017	$\frac{23}{32}$ "	55	47/3	P25	62/099	
250cc., O.H.V., Model B	74/024	$\frac{3}{32}$ "	80	4/4	3	62/079	
350cc., O.H.V., Model A	6/150	1"	150	6/4	3	64/077H	
350cc., O.H.V., Light	6/140	$\frac{15}{16}$ "	130	6/4	3	64/077H	
500cc., O.H.V., Model D, Standard & Light	6/150	1"	150	6/3	3	64/077H	
500cc., O.H.V., Model D Special	89/024	$1\frac{5}{16}$ "	200	29/4	3	64/079	
600cc., O.H.V.	89/024	$1\frac{5}{16}$ "	210	29/4	3	64/079	
MATCHLESS.							
250cc., G2M and G2MC	75/154	$\frac{7}{8}$ "	120	5/3	2	22/077H	
250cc., S.V., G7	74/011	$\frac{3}{32}$ "	55	4/4	3	62/099	
250cc., O.H.V., G2	75/014	$\frac{3}{32}$ "	120	5/3	2	62/079	Fl./Ch. at 15°
350cc., O.H.V., G3 and G3C	76/014	1"	150	6/4	3	62/079	Fl./Ch. at 15°
500cc., G5	76/001	$\frac{15}{16}$ "	130	6/4	3	64/078	.040 Pilot Outlet
500cc., S.V., D5	76/004	$\frac{15}{16}$ "	130	6/4	3	62/099	.040 Pilot Outlet
500cc., O.H.V., G8, G9, G8C, and G9C	89/004	$1\frac{3}{16}$ "	180	29/4	3	14/079	Fl./Ch. at 3°
MONTGOMERY.							
250cc and 350cc., O.H.V., Jap	74/022	$\frac{3}{32}$ "	90	4/5	3	22/077H	
500cc., O.H.V., D.P., Jap	76/011	1"	150	6/5	3	14/077H	
MORGAN.							
990cc., S.V., Matchless	76/012	1"	140	6/3	2	64/099	Needle Jet .105
1000cc., O.H.V., Matchless	76/022	$1\frac{1}{16}$ "	180	6/4	3	64/079	
1000cc., O.H.V., Matchless	29/011	$1\frac{1}{8}$ "	200	29/4	3	14/079 or 14/076	

FIRM AND MODELS	Carburettor Type	Internal Bore	Jet Size	Throttle Valve	N'dle Position	Float Chamber Type	Special Details
NEW IMPERIAL.							
150cc., Model 23	103/001	$\frac{3}{8}$ "	45	5	P20	Included	Thr. Valve less Step
250cc., O.H.V., Model 36 and 36 De-Luxe	75/014	$\frac{7}{8}$ "	110	5/4	3	64/079	
350cc., O.H.V., Model 46 and 46 De-Luxe	76/014	1"	150	6/4	3	64/079	
500cc., O.H.V., Model 70 and 76	76/024	$1\frac{1}{16}$ "	160	6/4	3	64/079	
NORTON.							
350cc., Model 50 and 55	76/012	1"	170	6/4	3	64/069	
350cc.	10TT35	$1\frac{3}{32}$ "	350	6	4	14/064	Needle Jet -109 Fl./Ch. at 15°
350cc., O.H.C., Model 40	10TT34	$1\frac{1}{16}$ "	260	4	4	14/064	Needle Jet -107 Fl./Ch. at 15°
490cc., Model 20	76/022	$1\frac{1}{16}$ "	200	6/4	3	64/069	6/033 Union Nut
490cc., S.V., Model 16H	76/011	1"	170	6/4	3	64/069	6/033 Union Nut
500cc., O.H.C., Model CS1	89/001	$1\frac{3}{32}$ "	180	29/4	3	64/069	
500cc.	10TT35	$1\frac{3}{32}$ "	460	7	2	14/064	Fl./Ch. at 15° -109 Needle Jet
500cc., O.H.C., Model 30	10TT34	$1\frac{3}{32}$ "	310	5	3	14/064	Fl./Ch. at 15° Needle Jet -109
500cc., Model 18, 19 and ES2	76/022	$1\frac{1}{16}$ "	160	6/4	3	64/069	6/033 Union Nut
633cc., Big Four	76/011	1"	170	6/4	3	64/069	6/033 Union Nut
O.E.C.							
250cc., O.H.V., Matchless	74/022	$\frac{5}{16}$ "	80	4/5	3	62/099	
350cc., O.H.V., Matchless	75/012	$\frac{7}{8}$ "	110	5/4	3	62/099	
500cc., O.H.V., Matchless	76/011	1"	140	6/4	3	64/069	
O.K. SUPREME.							
250cc., S.V., SV.37	74/022	$\frac{5}{16}$ "	80	4/5	3	62/079	
250cc., O.H.V., G.GDL. Sports 70, G70 ..	74/022	$\frac{5}{16}$ "	90	4/5	3	62/079	
250cc., O.H.C., CG.	75/014	$\frac{5}{16}$ "	120	5/4	3	64/069	Fl./Ch. at 15°
350cc., GH.	76/001	$\frac{15}{16}$ "	130	6/4	3	64/077H	
350cc., O.H.C., WS	6/150	1"	140	6/4	3	64/077H	
500cc., O.H.V., L	76/011	1"	150	6/3	2	64/077H	
P. & M.							
250cc., Downdraught	74/027	$\frac{5}{16}$ "	80	4/5	3	62/079	Fl./Ch. at 15°
350cc., Downdraught	75/158	$\frac{9}{16}$ "	110	5/4	3	64/079	Fl./Ch. at 15°
500cc., O.H.V., M.100	89/014	$1\frac{1}{16}$ "	220	29/4	3	64/079	
500cc., O.H.V. and 600cc.	76/024	$1\frac{1}{16}$ "	170	6/5	3	64/079	-035 Pilot Outlet
Model 85	76/014	1"	140	6/4	3	64/079	Fl./Ch. at 15°
ROYAL ENFIELD.							
150cc., T	143/001	$\frac{5}{8}$ "	50	3 std.	P15	Included	
225cc., 2-stroke, Model A	47/127	$\frac{5}{8}$ "	70	47/4	P30	62/099	Main Jet $\frac{3}{16}$ " long
250cc., S.V., Model B	74/012	$\frac{5}{16}$ "	75	4/5	3	62/099	
250cc., O.H.V., S. and S2	74/022	$\frac{5}{16}$ "	75	4/4	2	62/079	-025 Pilot Outlet
350cc., S.V., Model C	74/022	$\frac{5}{16}$ "	85	4/5	3	62/099	-025 Pilot Outlet
350cc., O.H.V., G., G1 and L	76/110	$\frac{5}{16}$ "	150	6/4	3	64/079	6/033 Union Nut
350cc., O.H.V., G2 and GT	6/135	$\frac{5}{16}$ "	170	6/3	3	64/077H	Needle Jet -107
500cc., S.V., Model H	75/145	$\frac{5}{16}$ "	120	5/5	3	64/079	
500cc., O.H.V., Model JF	29/117	$1\frac{1}{16}$ "	200	29/4	2	64/079	29/072 Union Nut
500cc., O.H.V., J, J2, JT	6/135	$\frac{15}{16}$ "	140	6/4	3	64/077H	
1200cc., Twin, K and KX	76/004	$\frac{15}{16}$ "	140	6/4	3	64/078	
RUDGE WHITWORTH.							
250cc., Standard Rapid, 2 valve	75/151	$\frac{7}{8}$ "	120	5/3	2	64/077H	-025 Pilot Outlet 4/227 Union Nut
250cc., Sports Replica	6/140	$\frac{15}{16}$ "	130	6/4	3	64/077H	-109 Needle Jet 6/210 Union Nut
500cc., O.H.V., Ulster	29/146	$1\frac{3}{32}$ "	150	29/5	3	64/079	-109 Needle Jet 29/072 Union Nut
500cc., Standard and Special	76/113	1"	150	6/4	2	64/079	-025 Pilot Outlet
SCOTT.							
300cc., 2-stroke Barford	75/012/S	$\frac{7}{8}$ "	90	5/5	3	64/099	
Flying Squirrel	6/151	$1\frac{1}{16}$ "	170	6/3	4	14/092	
596cc.	29/005	$1\frac{3}{32}$ "	180	29/3	3	14/095	29/078 Union Nut
STEVENS.							
250cc. and 350cc., O.H.V.	5/143	$\frac{7}{8}$ "	120	5/4	3	14/079	Fl./Ch. at 15° fitted on R.H. side
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

FIRM AND MODELS	Carburettor Type	Internal Bore	Jet Size	Throttle Valve	Needle Position	Float Chamber Type	Special Details
SUNBEAM.							
250cc., O.H.V., 23 and 23S	75/014	$\frac{7}{8}$ "	110	5/3	4	64/079	Fl./Ch. at 14°
350cc., O.H.V., 24 and 24S	76/004	$\frac{11}{16}$ "	140	6/4	3	64/079	Fl./Ch. at 14°
500cc. and 600cc., S.V., 29 and 30	89/004	$1\frac{3}{16}$ "	170	20/4	4	64/080	
500cc., O.H.V., 25 and 26	29/035	$1\frac{1}{8}$ "	220	20/4	3	64/079	Fl./Ch. at 15°
500cc., O.H.V., 27 and 28	29/035	$1\frac{1}{8}$ "	220	20/4	3	64/079	Fl./Ch. at 15°
TRIUMPH.							
250cc., T70 and 2H	75/145	$\frac{7}{8}$ "	110	5/2	2	64/079	Fl./Ch. at 7° Union Nut 4/033
350cc., T80 and 3H	76/014	1"	150	6/3	2	64/079	Fl./Ch. at 15°
350cc., S.V., 3S	75/145	$\frac{7}{8}$ "	120	5/4	3	64/079	Union Nut 4/033
500cc., O.H.V., 90 and 5H	89/116	$1\frac{1}{8}$ "	200	29/3	1	64/077H	Union Nut 29/078
550cc., S.V., 6S	76/130	$1\frac{1}{16}$ "	170	6/5	3	64/079	
VELOCETTE.							
250cc., 2-stroke, GTP	4/127	$\frac{33}{64}$ "	65	4/5	3	62/099	{ Jet Block 15/201 Thr. Valve 4/236 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	$\frac{11}{16}$ "	130	6/3	3	14/079	Fl./Ch. at 15°
350cc., O.H.C., KSS and KTS	76/014	1"	150	6/3	3	64/079	Fl./Ch. at 15° -037 Pilot Outlet
350cc., KTT	10TT36	$1\frac{1}{8}$ "	410	6	2	15/1526	Fl./Ch. at 15° Needle Jet -109
500cc., O.H.V., NSF and MSS	76/024	$1\frac{1}{16}$ "	180	6/4	3	64/079	Fl./Ch. at 7°
VILLIERS.							
147cc.	53/001	$\frac{1}{2}$ "	35	3	P20	Included	
147cc.	74/022	$\frac{33}{64}$ "	80	4/5	3	62/099	
172cc.	75/012	$\frac{7}{8}$ "	90	5/4	3	64/099	
196cc.	47/128/S	$\frac{33}{64}$ "	65	47/2	P25	62/099	
196cc.	75/012	$\frac{7}{8}$ "	90	5/4	3	64/099	
247cc.	75/012	$\frac{1}{2}$ "	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., Standard Sports	76/022	$1\frac{1}{16}$ "	170	6/4	3	14/069	Fl./Ch. at 15° Banjo 14/043
500cc., O.H.V., Standard Sports	89/011	$1\frac{1}{8}$ "	180	29/3	3	14/069	Ditto
500cc., O.H.V., Super Sports	10TT34	$1\frac{1}{8}$ "	340	5	4	14/064	Ditto
ZENITH.							
250cc., O.H.V., Jap	4/126	$\frac{33}{64}$ "	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	29/118	$1\frac{1}{8}$ "	200	29/4	3	64/077H	
1100cc., S.V., Twin Jap	89/011	$1\frac{1}{8}$ "	200	29/4	3	64/078	

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

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