

1936 SETTINGS LIST (AMAL CARBURETTORS).

LIST No. 394/36.

| FIRM AND MODELS | Carburettor Type | Internal Bore | Jet Size | Throttle Valve | N'dlc Position | Float Chamber Type | Special Details |
|---|------------------|-------------------|----------|----------------|----------------|--------------------|-------------------------------------|
| AERO ENGINES—(see Douglas). | | | | | | | |
| A.J.W. M. Co. | | | | | | | |
| 500, O.H.V., JAP | 76/011 | 1" | 140 | 6/4 | 3 | 64/067 | Banjo 14/043 |
| ARIEL. | | | | | | | |
| 250cc., O.H.V., L.H., Red Hunter .. | 75/014 | $\frac{7}{8}$ " | 110 | 5/3 | 3 | 64/089 | Fl./ch. at 14° -1075° Needle jct. |
| 250cc., L.G. | 74/024 | $\frac{25}{32}$ " | 85 | 4/3 | 3 | 22/089 | Fl./ch. at 14° |
| 350cc., S.V. | 75/004 | $\frac{13}{16}$ " | 95 | 5/5 | 2 | 22/098 | |
| 350cc., O.H.V., Standard, N.G. .. | 75/014 | $\frac{7}{8}$ " | 110 | 5/4 | 3 | 64/089 | Fl./ch. at 14° |
| 350cc., O.H.V., N.H., Red Hunter.. | 76/014 | 1" | 150 | 6/4 | 3 | 64/089 | Fl./ch. at 14° |
| 500cc., O.H.V., V.H., Red Hunter, Double Port | 89/014 | $1\frac{1}{8}$ " | 200 | 29/3 | 3 | 64/089 | -1075 Needle Jet. |
| 500cc., Red Hunter, Single Port .. | 89/014 | $1\frac{1}{8}$ " | 200 | 29/3 | 3 | 64/089 | Fl./Ch. at 14° Standard Needle Jet |
| 500cc./600cc., 4 cylinder | 74/007 | $\frac{25}{32}$ " | 90 | 4/4 | 2 | 64/079 | Standard Needle Jet |
| 500cc., O.H.V., V.G... .. . | 76/024 | $1\frac{1}{16}$ " | 170 | 6/4 | 3 | 64/089 | -106° Needle Jet |
| 557cc., S.V., V.B. | 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 | 6/033 Union Nut |
| A.J.S. | | | | | | | |
| 250cc., 36/12-22 | 75/154 | $\frac{7}{8}$ " | 120 | 5/3 | 2 | H22/097 | |
| 350cc., S.V., 36/5 | 5/148 | $\frac{13}{16}$ " | 100 | 5/4 | 4 | 64/069 | Screwed outlet |
| 350cc., Competition | 6/015 | 1" | 160 | 6/4 | 2 | H14/067 | |
| 350cc., Racing Model, 36/7 | T15TT32 | $1\frac{1}{16}$ " | 270 | 4 | 4 | 14/064 | Horizontal connection |
| 350cc., O.H.V., 36/16-26 | 75/154 | $\frac{7}{8}$ " | 120 | 5/4 | 3 | H22/077 | -109 Needle Jet |
| 500cc., S.V., 36/4 and 36/14 | 6/165 | $\frac{15}{16}$ " | 130 | 6/4 | 3 | 14/098 | Fl./Ch. at 20° opposite to Standard |
| 500cc., S.V., 36/9 | 76/004 | $\frac{15}{16}$ " | 140 | 6/4 | 3 | 64/078 | |
| 500cc., Competition | 6/164 | $1\frac{1}{16}$ " | 160 | 6/5 | 2 | H64/067 | |
| 500cc., Racing | 10TT32 | $1\frac{5}{32}$ " | 310 | 4 | 3 | H14/067 | -109 Needle Jet |
| B.S.A. | | | | | | | |
| 150cc., O.H.V., X.O. | 93/001 | $\frac{5}{8}$ " | 45 | 3 | 20P | Included | Flat bottom valve |
| 249cc., S.V., G.P.O. | 74/012 | $\frac{25}{32}$ " | 30 | 4/4 | 1 | 62/099 | |
| 250cc., S.V., B/1 | 74/012 | $\frac{25}{32}$ " | 70 | 4/4 | 2 | 62/099 | |
| 250cc., O.H.V., B/2 | 74/012 | $\frac{25}{32}$ " | 75 | 4/4 | 2 | 62/079 | -106° Needle Jet |
| 249cc., O.H.V., Light De-Luxe, B.18 .. | 74/012 | $\frac{25}{32}$ " | 75 | 4/4 | 2 | 62/079 | -106° Needle Jet |
| 249cc., O.H.V., De-Luxe, B/3 | 75/002 | $\frac{13}{16}$ " | 110 | 5/3 | 3 | 64/079 | |
| 350cc., O.H.V., De-Luxe, R/4 | 76/001 | $\frac{15}{16}$ " | 140 | 6/4 | 2 | 64/079 | |
| 350cc., O.H.V., Blue Star, R.20 | 76/004P | $\frac{15}{16}$ " | 150 | 6/4 | 2 | 64/079P | |
| 350cc., O.H.V., Standard, Single Port, R.36-17 | 76/004 | $\frac{15}{16}$ " | 140 | 6/4 | 2 | 64/079 | |
| 348cc., O.H.V., Empire Star, R.5 | 76/004P | $\frac{15}{16}$ " | 150 | 6/4 | 2 | 64/079P | |
| 348cc., O.H.V., De-Luxe Competition, R.19 | 76/001 | $\frac{15}{16}$ " | 140 | 6/4 | 2 | 64/079 | |
| 498cc., O.H.V., Twin, J.12 | 4/130 | $\frac{25}{32}$ " | 80 | 4/4 | 2 | 64/078 | |
| 499cc., S.V., Standard, W/6 | 76/112 | 1" | 140 | 6/4 | 1 | 64/079 | With 2 wire guard |
| 499cc., O.H.V., Standard, Q.7 | 76/024 | $1\frac{1}{16}$ " | 170 | 6/4 | 2 | 64/079 | |
| 496cc., O.H.V., Empire Star, Q.8 | 76/024P | $1\frac{1}{16}$ " | 190 | 6/4 | 3 | 64/079P | |
| 595cc., S.V., M.10 | 76/110 | $\frac{15}{16}$ " | 130 | 6/4 | 2 | 64/079 | |
| 750cc., O.H.V., Twin, Y13 | 76/001 | $\frac{15}{16}$ " | 140 | 6/3 | 3 | 64/078 | |
| 986cc., S.V., Twin, G/14 | 76/001 | $\frac{15}{16}$ " | 160 | 6/3 | 1 | 64/078 | |
| BROUGH SUPERIOR. | | | | | | | |
| 680cc., O.H.V. | 75/012 | $\frac{7}{8}$ " | 110 | 5/4 | 2 | 64/079 | |
| 996cc., Twin, S.S.80 | 6/145 | 1" | 140 | 6/3 | 3 | 64/078 | On R.H. side |
| 1000cc., S.S.100 | 6/158 & 6/157 | $1\frac{1}{16}$ " | 140 | 6/3 | 3 | 64/077 | |
| 1100cc., S.V., 11/50 | 29/011 | $1\frac{1}{8}$ " | 160 | 29/4 | 3 | 64/078 | |
| BURNEY & BLACKBURNE. | | | | | | | |
| 150cc., O.H.V. | 4/004 | $\frac{21}{32}$ " | 60 | 4/5 | 3 | 14/079 | Fl./Ch. at 38° |
| 175cc., S.V. | 74/002 | $\frac{25}{32}$ " | 60 | 4/5 | 3 | 62/079 | |
| 175cc., O.H.V. | 74/004 | $\frac{25}{32}$ " | 60 | 4/5 | 3 | 62/079 | |
| 200cc., S.V. | 74/012 | $\frac{25}{32}$ " | 70 | 4/5 | 3 | 62/079 | |
| 200cc., O.H.V. | 74/012 | $\frac{25}{32}$ " | 70 | 4/5 | 3 | 62/079 | |
| 250cc., S.V. | 4/120 | $\frac{25}{32}$ " | 70 | 4/5 | 3 | 62/079 | |
| 250cc., O.H.V. | 74/014 | $\frac{25}{32}$ " | 70 | 4/5 | 3 | 62/079 | |
| 300cc., S.V. | 4/120 | $\frac{25}{32}$ " | 70 | 4/5 | 3 | 62/079 | |
| 350cc., S.V. | 4/130 | $\frac{25}{32}$ " | 80 | 4/5 | 3 | 62/079 | |
| 350cc., O.H.V. | 75/014 | $\frac{25}{32}$ " | 110 | 5/4 | 3 | 64/079 | |
| 500cc., O.H.V. | 76/024 | $1\frac{1}{16}$ " | 160 | 6/4 | 3 | 64/079 | |
| 500cc. and 600cc., S.V. | 76/014 | 1" | 150 | 6/5 | 3 | 64/079 | |
| 500cc. and 600cc., O.H.V. | 76/022 | $1\frac{1}{16}$ " | 160 | 6/4 | 3 | 64/079 | |
| GALTHORPE | | | | | | | |
| 250cc., O.H.V. | 75/154 | $\frac{7}{8}$ " | 110 | 5/3 | 3 | 64/077 | |
| 350cc., O.H.V. | 6/140 | $\frac{15}{16}$ " | 130 | 6/4 | 3 | 64/077 | |
| 500cc., O.H.V. | 6/157 | $1\frac{1}{16}$ " | 150 | 6/4 | 2 | 64/077 | |
| COTTON | | | | | | | |
| 150cc., O.H.V., JAP | 74/002 | $\frac{21}{32}$ " | 70 | 4/4 | 3 | 62/079 | |
| 250cc., O.H.V., JAP | 74/022 | $\frac{25}{32}$ " | 90 | 4/4 | 3 | 64/079 | |
| 250cc., O.H.V., Blackburne | 4/120 | $\frac{25}{32}$ " | 70 | 4/3 | 3 | 62/079 | |
| 350cc., O.H.V., Blackburne | 75/012 | $\frac{25}{32}$ " | 110 | 5/4 | 3 | 64/079 | |

| FIRM AND MODELS | Carburettor Type | Internal Bore | Jet Size | Throttle Valve | N'dle Position | Float Chamber Type | Special Details |
|---|------------------|-------------------|----------|----------------|----------------|--------------------|--|
| COTTON—contd. | | | | | | | |
| 350cc., O.H.V., JAP | 75/011 | $\frac{7}{8}$ " | 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 | |
| COVENTRY EAGLE | | | | | | | |
| 250cc., Standard Villiers | 5/117 | $\frac{7}{8}$ " | 110 | 5/5 | 3 | 14/097 | |
| 250cc., O.H.V., Blackburne | 4/130 | $\frac{33}{32}$ " | 90 | 4/5 | 4 | 62/099 | |
| 250cc., Flat Top Piston, Villiers | 6/125 | $1\frac{1}{16}$ " | 130 | 6/3 | 3 | 64/098 | On Right Hand side |
| CROFTS. | | | | | | | |
| 300cc., 3-wheeler, 2-stroke | 47/124/LS | $\frac{33}{32}$ " | 70 | 47/2 | p30 | 62/099 | |
| 475cc., 3-wheeler, 4-stroke | 5/117/LS | $\frac{7}{8}$ " | 120 | 5/4 | 3 | 64/079 | |
| 600cc., S.V., W.C., JAP, 3-wheeler | 5/117/LS | $\frac{7}{8}$ " | 120 | 5/5 | 3 | 64/079 | 1055 Needle Jet |
| 750cc., W.C., JAP | 4/022/LS | $\frac{33}{32}$ " | 90 | 4/4 | 3 | 14/078 | |
| DOUGLAS. | | | | | | | |
| 250cc. | 74/007 | $\frac{31}{32}$ " | 60 | 4/3 | 3 | 62/079 | |
| 350cc., S.V., Twin | 74/007 | $\frac{31}{32}$ " | 60 | 4/4 | 3 | 62/079 | |
| 350cc., O.H.V., Twin | 74/017 | $\frac{33}{32}$ " | 75 | 4/3 | 2 | 62/099 | |
| 600/500cc., S.V., Twin | 74/027 | $\frac{33}{32}$ " | 80 | 4/4 | 3 | 62/079 | .025 dia. Pilot Outlet |
| 500cc., O.H.V., Twin | 74/027 | $\frac{33}{32}$ " | 80 | 4/3 | 2 | 64/099 | |
| CYC-AUTO. | | | | | | | |
| 98cc. | 159/001B | .425 | - | 159/054 | 1 | Included | .1075 Needle Jet |
| DUNELT | | | | | | | |
| 250cc., S.V., JAP | 74/022 | $\frac{33}{32}$ " | 90 | 4/4 | 3 | H22/077 | |
| 250cc., O.H.V., JAP., Model T | 4/143 | $\frac{33}{32}$ " | 90 | 4/4 | 3 | H22/077 | |
| 493cc., O.H.V., Model V4 | 76/011 | 1" | 140 | 6/4 | 3 | H64/077 | |
| EXCELSIOR | | | | | | | |
| 250cc., E.11 | 76/109 | $\frac{15}{16}$ " | 130 | 6/4 | 3 | 14/069 | F./Ch. at 20° .1075 Needle Jet |
| 250cc., F.8 | 75/145 | $\frac{7}{8}$ " | 120 | 5/4 | 3 | 14/069 | Fl./Ch. at 15° |
| 250cc., F.R.11 | 15TT35 | 1" | 250 | 5 | 5 | 14/064 | Fl./Ch. at 20° Needle Jet .109 |
| 350cc., F.R.12 | 10TT35 | $1\frac{1}{16}$ " | 270 | 4 | 4 | 14/064 | Fl./Ch. at 20° Needle Jet .109 |
| 350cc., E.12 | 76/112 | 1" | 150 | 6/4 | 3 | 14/069 | Fl./Ch. at 20° Needle Jet .1075 |
| 350cc., F.9 | 6/110 | $\frac{15}{16}$ " | 130 | 6/4 | 3 | 14/069 | Fl./Ch. at 15° |
| 500cc., O.H.V., F.10.. .. . | 6/110 | $\frac{15}{16}$ " | 150 | 6/4 | 3 | 14/069 | Fl./Ch. at 15° |
| 500cc., F.14 | 89/014 | $1\frac{1}{8}$ " | 170 | 29/4 | 3 | 14/069 | Fl./Ch. at 15° |
| FRANCIS & BARNETT | | | | | | | |
| 250cc., O.H.V. | 75/145 | $\frac{7}{8}$ " | 120 | 5/3 | 3 | 64/079 | Fl./Ch. at 15° Needle Jet .1075 |
| 250cc. (Flat top Piston), Villiers | 6/125 | $1\frac{1}{16}$ " | 130 | 6/3 | 2 | H64/077 | |
| HAYWARD | | | | | | | |
| 147cc., Lawnmower | 52/011 | .475 | 15 | 3 | p15 | Included | Flat Bottom Valve |
| 79.5, Lawnmower | 52/001A | .425 | 30 | 3 | p20 | Included | Flat Bottom Valve |
| 147cc., Motorcycle | 53/001 | $\frac{5}{8}$ " | 35 | 4 | p20 | Included | Valve 53/073 |
| J.A.P. | | | | | | | |
| 175cc., S.V., Standard | 74/001 | $\frac{31}{32}$ " | 60 | 4/5 | 3 | 62/079 | |
| 250cc., S.V., Standard | 74/012 | $\frac{33}{32}$ " | 70 | 4/5 | 3 | 62/079 | |
| 250cc., O.H.V., Standard and Sports | 74/022 | $\frac{33}{32}$ " | 85 | 4/5 | 4 | 62/079 | |
| 300cc., S.V., Standard | 74/011 | $\frac{33}{32}$ " | 70 | 4/5 | 3 | 62/079 | |
| 350cc., S.V., Standard and Sports | 74/022 | $\frac{33}{32}$ " | 80 | 4/5 | 3 | 62/079 | |
| 350cc., O.H.V., Standard and Sports | 75/011 | $\frac{7}{8}$ " | 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 | $1\frac{1}{8}$ " | 200 | 29/4 | 3 | H64/077 | |
| 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 | With single banjo f/chr. at 12°, opp. 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 | |
| J.M.B. | | | | | | | |
| J.M.B., Car | 75/012 | $\frac{7}{8}$ " | 110 | 5/4 | 3 | 64/079 | |
| J.M.B., Car, Gazelle | 75/012 | $\frac{7}{8}$ " | 110 | 5/5 | 3 | H64/077 | .1075 Needle Jet |
| LEVIS. | | | | | | | |
| 250cc., O.H.V., Model B | 74/024 | $\frac{33}{32}$ " | 80 | 4/4 | 3 | 62/079 | |
| 250cc., O.H.V., B. Special | 75/014 | $\frac{11}{16}$ " | 110 | 5/4 | 3 | 64/079 | |
| 250cc., O.H.V., Light | 4/143 | $\frac{33}{32}$ " | 80 | 4/4 | 3 | 22/077 | |
| 250cc., 2-stroke | 48/014 | $\frac{7}{8}$ " | 70 | 48/6 | p35 | 64/099 | Main Jet $\frac{11}{16}$ " long |
| 350cc., O.H.V., Model A | 6/150 | 1" | 150 | 6/4 | 3 | H64/077 | |
| 350cc., O.H.V., Light | 6/140 | $\frac{15}{16}$ " | 130 | 6/4 | 3 | 64/077 | |
| 500cc., O.H.V., Model D, Special | 89/024 | $1\frac{3}{32}$ " | 200 | 29/4 | 3 | 64/079 | |
| 500cc., O.H.V., D, Standard | 6/150 | 1" | 150 | 6/3 | 3 | 64/077 | |
| MATCHLESS | | | | | | | |
| 247cc., S.V., 36/F7 | 74/014 | $\frac{33}{32}$ " | 70 | 4/4 | 3 | 62/099 | |
| 250cc., 36/G2 | 75/154 | $\frac{7}{8}$ " | 20 | 5/3 | 2 | H22/077 | |
| 400cc., S.V., Twin, 36/A | 74/014 | $\frac{33}{32}$ " | 55 | 4/4 | 3 | 62/079 | |
| 500cc., S.V., 36/D5 | 76/004 | $\frac{15}{16}$ " | 130 | 6/4 | 3 | 62/099 | |

| FIRM AND MODELS | Carbu- retter Type | Inter- nal Bore | Jet Size | Throttle Valve | N'dle Posi- tion | Float Chamber Type | Special Details |
|--|--------------------------|-----------------------|-------------|-------------------|------------------------|--------------------------|---|
| MATCHLESS—contd. | | | | | | | |
| 500cc., O.H.V., 36/G8, G9, 36/8 and 36/18 | 89/148 | 1 3/32" | 180 | 29/4 | 3 | H64/077 | |
| 500cc., 4-cylinder | 74/001 | 3/16" | 60 | 4/4 | 3 | 62/079 | |
| 586cc., S.V., 36/C | 76/014 | 1" | 150 | 6/5 | 3 | 64/099 | |
| 1000cc., S.V., 36/X4 | 76/012 | 1" | 140 | 6/3 | 2 | 64/078 | |
| 36/G3 | 6/150 | 1" | 150 | 6/4 | 3 | 22/077 | |
| 36/A2 | 6/168 | 1" | 140 | 6/3 | 2 | 64/078 | |
| MONTGOMERY | | | | | | | |
| 250 and 350cc., O.H.V., S.P., JAP .. | 74/022 | 3/16" | 90 | 4/5 | 3 | H22/077 | |
| 350cc., O.H.V., DP., Standard, JAP .. | 75/011 | 7/16" | 110 | 5/5 | 3 | H64/077 | |
| 500cc., JAP, S.P. | 6/157 | 1 1/16" | 180 | 6/4 | 3 | 64/077H | |
| 500 & 600cc., O.H.V., Standard D.P., JAP | 76/011 | 1" | 150 | 6/5 | 3 | 64/077H | |
| MORGAN | | | | | | | |
| 8 h.p., S.V., Matchless | 76/012 | 1" | 140 | 6/3 | 2 | 64/099 | Needle Jet -1055 |
| 1000cc., O.H.V., A/C, Matchless | 76/022 | 1 1/16" | 180 | 6/4 | 3 | 64/079 | |
| 1000cc., O.H.V., Matchless | 29/011 | 1 1/8" | 200 | 29/4 | 3 | 14/079 or 14/076 | |
| NORTON | | | | | | | |
| 350cc. | 10TT35 | 1 3/32" | 350 | 6 | 4 | 14/064 | Bent at 15° -109 Needle Jet |
| 350cc., O.H.C., M.50 and 55 | 76/012 | 1" | 170 | 6/4 | 3 | 64/069 | |
| 350cc., O.H.C., Model 40, International .. | 10TT34 | 1 1/16" | 260 | 4 | 4 | 14/064 | Bent at 15° -1075" Needle Jet Union Nut 6/033 Union Nut 6/033 |
| 490cc., S.V., 16.H | 76/011 | 1" | 170 | 6/4 | 3 | 64/069 | Union Nut 6/033 |
| 490cc., O.H.V., ES2, M.18 and 19 | 76/022 | 1 1/16" | 160 | 6/4 | 3 | 64/069 | Union Nut 6/033 |
| 490cc., O.H.V., M.20 | 76/022 | 1 1/16" | 200 | 6/4 | 3 | 64/069 | -025" diam. Pilot Outlet |
| 490cc., O.H.V., CS.1 | 89/001 | 1 3/16" | 180 | 29/4 | 3 | 64/069 | |
| 500cc. | 10TT35 | 1 1/32" | 460 | 7 | 2 | 14/064 | Bent at 15° -109 Needle Jet -109 Needle Jet Fl./Ch. bent at 15° Union Nut 6/033 |
| 500cc., O.H.C., Model 30, International .. | 10TT34 | 1 5/32" | 310 | 5 | 3 | 14/064 | |
| 633cc., S.V., Big Four | 76/011 | 1" | 170 | 6/4 | 3 | 64/069 | |
| NEW IMPERIAL | | | | | | | |
| 150cc., O.H.V., Unit Minor, Model 23 .. | 103/001 | 5/8" | 45 | 5 | P20 | Included | Valve less Step |
| 250cc., O.H.V., Model 30, Unit Major .. | 104/001 | 7/8" | 55 | 4 | P20 | Included | 104/004 Valve |
| 250cc., Grand Prix, Model 90 | 6/137 | 1 1/16" | 140 | 6/3 | 3 | H64/077 | -1075 Needle Jet |
| 250cc., O.H.V., Model 36 | 74/022/S | 3/32" | 80 | 4/4 | 3 | H64/077 | |
| 250cc., G.P., Model 50 | 15TT34 | 1" | 320 | 5 | 4 | 14/064 | Bent at 15° |
| 250cc., G.P., Model 50 | 56/024 | 1 1/16" | 170P | 10 | - | 14/064 | Bent at 15° |
| 250cc., T.T. | 15TT35 (R.R.50) | 1" | 260 | 6 | 4 | 15/1526 | Bent at 15° |
| 350cc., O.H.V., Model 40 and 46 | 75/012 | 7/8" | 110 | 5/3 | 3 | H64/077 | |
| 350cc., Model 60 | 57/004 | 1 1/16" | 220P | 12 | - | 14/064 | Bent at 15° |
| 350cc., G.P., Model 60 | 10TT34 | 1 1/16" | 350 | 6 | 4 | 14/064 | Needle Jet -109 Bent at 15° |
| 350cc., Grand Prix | 6/162 | 1 1/16" | 160 | 6/3 | 3 | H64/077 | |
| 500cc., S.V., Model 80 | 6/140 | 1 1/16" | 130 | 6/4 | 3 | H64/077 | |
| 500cc., O.H.V., Model 70 and 76 | 6/157 | 1 1/16" | 160 | 6/4 | 3 | H64/077 | |
| O.K. SUPREME | | | | | | | |
| 250cc., O.H.V., V/35, G/35, and GDL/35 .. | 74/022 | 3/32" | 90 | 4/5 | 3 | 64/079 or 62/079 | |
| 250cc., O.H.C., Standard | 75/145 | 7/8" | 120 | 5/4 | 3 | 64/079 | Fl./Ch. at 15° |
| 350cc., O.H.V., GS/35 and GS2/35 | 74/022 | 3/32" | 90 | 4/4 | 2 | 62/079 | |
| 350cc., O.H.C., Standard | 76/112 | 1" | 140 | 6/4 | 3 | 64/079 | Fl./Ch. at 15° |
| New 350cc., JAP | 76/001 | 1 1/16" | 130 | 6/4 | 3 | H64/077 | |
| 500cc., O.H.V., L/35 | 76/011 | 1" | 150 | 6/3 | 2 | H64/077 | |
| 500cc. and 600cc., S.V., N/35 and OS/35 .. | 76/011 | 1" | 150 | 6/5 | 3 | H64/077 | |
| O.E.C. | | | | | | | |
| 250cc., O.H.V., Matchless | 74/024 | 3/32" | 80 | 4/5 | 3 | 62/099 | |
| 250cc., O.H.V., Matchless | 5/154 | 7/8" | 120 | 5/3 | 2 | 22/097H | Fl./Ch. arm spec. bent |
| 250cc., O.H.V., Blackburne | 74/012 | 3/32" | 70 | 4/5 | 3 | 62/099 | |
| 250cc., O.H.V., Matchless | 74/022 | 3/32" | 80 | 4/5 | 3 | 62/099 | |
| 350cc., O.H.V., Matchless | 75/012 | 7/8" | 110 | 5/4 | 3 | 62/099 | |
| 500cc., Matchless | 29/015 | 1 1/8" | 200 | 29/4 | 3 | 64/069 | Twin Banjos at 90° |
| 500cc., O.H.V., Matchless | 76/011 | 1" | 140 | 6/4 | 3 | 64/069 | Twin Banjos at 90° |
| P. & M. | | | | | | | |
| 250cc., O.H.V., D.D. | 74/027 | 3/32" | 80 | 4/5 | 3 | 22/079 | Fl./Ch. at 15° |
| 250cc., O.H.V., Special | 5/015 | 7/8" | 130 | 5/3 | 2 | H64/077 | Needle Jet -1075 |
| 350cc., O.H.V., Special | 6/150 | 1" | 140 | 6/4 | 4 | H64/077 | |
| 350cc., O.H.V., D.D. | 75/158 | 7/8" | 110 | 5/4 | 3 | 64/079 | Fl./Ch. at 15° |
| 500cc., O.H.V., and 600cc. | 76/024 | 1 1/16" | 170 | 6/5 | 3 | 64/079 | |
| 500cc., O.H.V., Model 100 | 89/014 | 1 1/8" | 220 | 29/4 | 3 | 64/079 | |
| ROYAL ENFIELD | | | | | | | |
| 8 h.p., S.V., Twin K | 75/014 | 7/8" | 120 | 5/4 | 3 | 64/078 | |
| 150cc., 2-stroke, Model X and Z | 93/031 | 3/32" | 40 | 2 | P25cc | Included | 53/074 Jet |
| 150cc., Model T | 143/001 | 3/32" | 50 | 3 std. | P15 | Included | Fl./Ch. at 20° |
| 225cc., 2-stroke, A | 47/127 | 3/32" | 70 | 47/4 | P30cc | 62/099 | |
| 250cc., S. and S2., O.H.V. | 74/024 | 3/32" | 75 | 4/4 | 2 | 22/079 | Fl./Ch. cranked at 20° M/c. Union Nut 4/227 |

| FIRM AND MODELS | Carbu- retter Type | Inter- nal Bore | Jet Size | Throttlc Valve | N'dle Posi- tion | Float Chamber Type | Special Details |
|---|--------------------------|-----------------------|-------------|-------------------|------------------------|--------------------------|---|
| ROYAL ENFIELD—contd. | | | | | | | |
| 250cc., S.V., B | 47/017 | $\frac{31}{32}$ " | 85 | 47/2 | P20 | 62/099 | M/c. Union Nut 47/065 |
| 350cc., S.V., C | 74/027 | $\frac{31}{32}$ " | 80 | 4/5 | 1 | 62/099 | ·106" Needle Jet 4/033 Union Nut 4/138 Needle M/c. Union Nut 6/033 |
| 350cc., O.H.V., G | 76/110 | $\frac{11}{16}$ " | 150 | 6/4 | 3 | 64/079 | |
| 350cc., O.H.V., G, Magdyno | 6/135 | $\frac{11}{16}$ " | 170 | 6/3 | 3 | H64/077 | |
| 500cc., L.O. | 89/116 | $1\frac{1}{8}$ " | 180 | 29/4 | 3 | H64/077 | |
| 500cc., O.H.V., LO.2 | 6/157 | $1\frac{1}{16}$ " | 150 | 6/4 | 3 | H64/077 | |
| 500cc., O.H.V., J | 76/110 | $\frac{11}{16}$ " | 140 | 6/4 | 3 | 64/079 | M/c. Union Nut 6/033 |
| 500cc., O.H.V., J, Magdyno | 6/135 | $\frac{11}{16}$ " | 140 | 6/4 | 3 | H64/077 | |
| 500cc., 4-valve, JF | 6/130 | $1\frac{1}{16}$ " | 160 | 6/4 | 3 | 64/069 | |
| 500cc., 4-valve, JF | 29/117 | $1\frac{1}{16}$ " | 200 | 29/4 | 2 | 64/079 | M/c. Union Nut 29/072 |
| 500cc., S.V., H | 75/145 | $\frac{7}{8}$ " | 120 | 5/5 | 3 | 64/079 | |
| RUDGE WHITWORTH | | | | | | | |
| 250cc., O.H.V., Standard | 75/151 | $\frac{7}{8}$ " | 120 | 5/3 | 2 | H64/077 | M/c. Union Nut 4/227 |
| 250cc., Replica | 6/140 | $\frac{11}{16}$ " | 130 | 6/4 | 3 | H64/077 | M/c. Union Nut 6/210 |
| 500cc., O.H.V., Standard | 76/113 | 1" | 150 | 6/4 | 2 | 64/079 | PJ 36cc. |
| 500cc., O.H.V., Ulster | 29/146 | $1\frac{3}{32}$ " | 150 | 29/5 | 3 | 64/079 | ·109" Needle Jet Pilot Outlet ·025" dia. |
| SCOTT. | | | | | | | |
| 300cc., 2-stroke, Barford | 5/012/S | $\frac{7}{8}$ " | 90 | 5/5 | 3 | 64/099 | |
| 500cc., 2-stroke, Super | 6/125 | $1\frac{1}{16}$ " | 170 | 6/3 | 3 | 14/099 | |
| 500cc., 2-stroke, Flying Squirrel | 6/151 | $1\frac{1}{16}$ " | 170 | 6/3 | 4 | 14/092 | |
| STEVENS | | | | | | | |
| 350/250cc., O.H.V. | 5/143 | $\frac{7}{8}$ " | 120 | 5/4 | 3 | 14/079 | Fl./Ch. bent at 15°, fitted on Right Hand side |
| 250cc. | 15TT34 | $\frac{11}{16}$ " | 210 | 5 | 4 | 14/202 | Ditto |
| 350cc., O.H.V. | 5/143 | $\frac{7}{8}$ " | 120 | 5/4 | 3 | 14/079 | Ditto |
| 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 |
| 500cc. | 10TT34 | $1\frac{1}{8}$ " | 400 | 6 | 4 | 14/068P | Ditto Needle Jet ·109" |
| SUNBEAM | | | | | | | |
| 250cc., Model 22 and 22 Semi-Sports | 75/014 | $\frac{7}{8}$ " | 110 | 5/3 | 4 | 64/089 | |
| 350cc., Model 21 and 21 Semi-Sports | 76/004 | $\frac{11}{16}$ " | 140 | 6/4 | 3 | 64/089 | |
| 500cc., S.V., Model 19 | 76/011 | 1" | 150 | 6/4 | 2 | 64/089 | |
| 500cc., O.H.V., Model 17 | 89/001 | $1\frac{3}{32}$ " | 170 | 29/4 | 3 | 64/089 | |
| Model 17, Sports | 89/014 | $1\frac{1}{8}$ " | 200 | 29/4 | 3 | 64/089 | |
| TRIUMPH | | | | | | | |
| 250cc., O.H.V., Model 2/5, Dwg. A.29 | 75/145 | $\frac{7}{8}$ " | 110 | 5/4 | 3 | 64/079 | Fl./Ch. at 7° M/c. Union Nut 4/033 Needle Jet ·1075" |
| 250cc., O.H.V., Model L2/1, Dwg. D.13 | 75/174 | $\frac{11}{16}$ " | 100 | 5/4 | 3 | 64/079 | Fl./Ch. at 7° |
| 250cc., O.H.V., Model 2/1, Dwg. A.29 | 75/145 | $\frac{7}{8}$ " | 110 | 5/2 | 2 | 64/079 | Fl./Ch. at 7° |
| 350cc., S.V., Model 3/1, Dwg. A.30 | 75/145 | $\frac{7}{8}$ " | 120 | 5/4 | 3 | 64/079 | M/c. Union Nut 4/033 |
| 350cc., O.H.V., Model 3/2, Dwg. D.37 | 76/112 | 1" | 150 | 6/3 | 2 | 64/079 | Fl./Ch. at 7° ·1075 Needle Jet |
| 500cc., O.H.V., Model 5/2, Dwg. A.26 | 89/014 | $1\frac{1}{8}$ " | 200 | 29/3 | 3 | 64/079 | Fl./Ch. at 7° |
| 500cc., O.H.V., Model 5/5, Dwg. A.27 | 89/014 | $1\frac{1}{8}$ " | 200 | 29/3 | 1 | 64/079 | Fl./Ch. at 7° |
| 500cc., O.H.V., Model 5/10, Dwg. D.2, Racing | 10TT34 | $1\frac{1}{16}$ " | 400 | 5 | 4 | 14/064 | ·109 Needle Jet, Fl./Ch. at 10° |
| 550cc., S.V. Model 5/1, Dwg. D.40 | 76/130 | $1\frac{1}{16}$ " | 170 | 6/4 | 1 | 64/078 | |
| 650cc., Twin, Model 6/1, Dwg. A.24 | 75/014 | $\frac{7}{8}$ " | 120 | 5/3 | 3 | 64/079 | Fl./Ch. at 7° |
| VELOCETTE | | | | | | | |
| 250cc., 2-stroke, GTP | 4/127 | $\frac{31}{32}$ " | 65 | 4/5 | 3 | 62/099 | Jet Block 15/201. 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, KTS | 76/014 | 1" | 150 | 6/3 | 3 | 64/079 | Fl./Ch. at 15° |
| 350cc., KTT | 10TT34 | $1\frac{1}{16}$ " | 300 | 5 | 5 | 14/064 | ·109" Needle Jet |
| 500cc., O.H.V., Model NSF | 76/024 | $1\frac{1}{16}$ " | 180 | 6/4 | 3 | 64/079 | Fl./Ch. at 7° |
| VILLIERS | | | | | | | |
| 147cc., 2-stroke | 53/001A | $\frac{5}{8}$ " | 35cc. | 3 | P20cc. | Included | V.53/073 |
| 196cc., 2-stroke | 75/012 | $\frac{7}{8}$ " | 110 | 5/5 | 3 | 64/079 or 64/099 | |
| 196cc., 2-stroke, SS | 76/001 | $\frac{11}{16}$ " | 130 | 6/5 | 3 | 64/079 or 64/099 | |
| 247cc., 2-stroke | 75/012 | $\frac{7}{8}$ " | 110 | 5/5 | 3 | 64/079 or 64/099 | |
| VINCENT H.R.D. | | | | | | | |
| 500cc., O.H.V., Standard Sports (Own) | 89/011 | $1\frac{1}{8}$ " | 180 | 29/3 | 3 | 14/069 | Banjo 14/043 Fl./Ch. at 15° |
| 500cc., O.H.V., Super Sports (Own) | 10TT34 | $1\frac{1}{8}$ " | 340 | 5 | 4 | 14/064 | Ditto ·109 Needle Jet |
| 500cc., O.H.V., Standard Sports | 76/022 | $1\frac{1}{16}$ " | 170 | 6/4 | 3 | 14/069 | Banjo 14/043 Fl./Ch. at 15° |
| 600cc., O.H.V., JAP | 76/022 | $1\frac{1}{16}$ " | 170 | 6/4 | 3 | H14/067 | Banjo 14/110 |
| ZENITH MOTORS | | | | | | | |
| 250cc., O.H.V., JAP | 4/126 | $\frac{31}{32}$ " | 90 | 4/5 | 3 | 22/077H | |
| 350 and 500cc., O.H.V., JAP | 76/142 | 1" | 160 | 6/4 | 3 | 64/077H | |
| 1100cc., S.V., Twin, JAP | 89/011 | $1\frac{1}{8}$ " | 200 | 29/4 | 3 | 64/078 | |
| 500cc., O.H.V., Sports, JAP | 89/116 | $1\frac{1}{8}$ " | 200 | 29/4 | 3 | 64/077H | |

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W. 1m./8/37.