

# Amal Settings Lists for 1933-34-35 Carburettors

Description of Machines		Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Posi- tion	Float Chamber Type	Special Details
<b>MATCHLESS</b>								
1933-4-5	247 S.V., F.7	74/014	1 1/8"	70	4/4	3	62,099	
1933	250 O.H.V., D2	75/014	1 1/8"	110	5/4	2	62,099	
1934-5	250, 34/D2, 34/F, 35/F, 35, 12	75/154	1 1/8"	120	5/3	2	H22,097	
1933-4-5	347 O.H.V., D.3 and D.6	75/014	1 1/8"	110	5/4	3	62,099	
<b>MATCHLESS—contd.</b>								
1933-4	350 S.V., D.	74/024	1 1/8"	80	4/5	3	62,099	
1935	350 O.H.V., 35/16	75/154	1 1/8"	120	5/4	3	H22,077	
1935	350 O.H.V., 35/G3	6/150	1 1/8"	150	6/4	3	H22,077	
1933-4-5	400 S.V., Twin, A.2	74/014	1 1/8"	55	4/4	3	62,079	
1933-4-5	500 S.V., D.5	76/004	1 1/8"	130	6/4	3	62,099	
1933-4-5	500 O.H.V., C.S.	76/024	1 1/8"	150	6/4	3	64,099	
1933	500 O.H.V., D.8	6/157	1 1/8"	160	6/4	3	64,077	
1934	500 O.H.V., D.8	29/005	1 1/8"	180	29/4	3	H64,077	
1935	500 O.H.V., D.8 and 8	89/148	1 1/8"	180	29/4	3	H64,077	
1935	500 S.V., 35/4	6/165	1 1/8"	130	6/4	3	14,098	F/C bent at 20° Opp. to standard
1933-4-5	586 S.V., Model C	76/014	1"	150	6/5	3	64,099	
1933-4-5	592 O.H.V., 4 cylinder, B	74/004	1 1/8"	65	4/4	2	64,099	.020 Pilot outlet
1933	900 S.V., Twin	76/012	1"	110	6/4	3	64,098	
1934	1000 S.V., 34/X2, 34/X4	76/012	1"	140	6/3	2	64,078	
<b>A.J.S.</b>								
1933-4	250 O.H.V., 33, 12 and 34/12	75,014	1"	100	5/4	2	22,079	
1933-4-5	350 S.V., 33, 5, 34, 5, 35/5	5,148	1 1/8"	100	5/4	4	64,069	6 #33 Special Union Nut
1933-4	350 O.H.V., 33, 6, 34, 6, 33/B6 & 34/B6	76,014	1"	150	6/4	2	64,079	
1933-4-5	350 O.H.V., Competition	6,139	1"	160	6/4	2	14,069 at 15°	Needle Jet -109
1933-4-5	350 O.H.V., Racing	15TT32	1 1/8"	52	4	4	14,064 at 15°	
1933-4-5	500 S.V., 33, 9, 34, 9, 35/9	76,004	1 1/8"	140	6/4	3	64,078	
1933-4	500 O.H.V., 33, 8, 34, 8, 33/B8, 34/B8	89,004	1 1/8"	180	26/4	2	64,078	
1935	500 O.H.V., 35, 18	89,148	1 1/8"	180	26/4	2	H64,077	
1933	500 O.H.V., Competition	6,025	1"	200	6/5	2	14,069 at 8°	
1934-5	500 O.H.V., Competition	6,164	1"	160	6/5	2	H14,067	
1933	500 O.H.V., Racing	10TT32	1 1/8"	56	4	3	14,064 at 8°	Needle Jet -109°
1934-5	500 O.H.V., Racing	10TT32	1 1/8"	56	4	3	14,064	Needle Jet -109°
1933-4	1000 S.V., Twin	76,012	1"	140	6/5	3	64,078	
1935	1000 S.V., Twin, 35/X4 and 35/2	76,012	1"	140	6/5	3	64,078	

## KEY TO RECOMMENDATIONS

### MOTOR OILS.

Arranged in order of viscosity (or body).

- F. CASTROL "F." Specially recommended for Ford (Model T) and some other cars which require a thin oil.
- CW. CASTROL "CW." Practically carbonless—an oil of very high grade suiting most American cars.
- AA. CASTROL "AA." A similar oil to "CW," but heavier bodied.
- XI. CASTROL "XI." A very high-grade lubricant of exceptional heat-resisting properties. Medium-bodied.
- C. CASTROL "C." Suits the majority of Motor-cycles and Cars requiring a heavy oil.
- XXI. CASTROL "XXI." Possesses all the characteristics of Castrol XI, but is of heavier body. Specially recommended for sports and high-compression engines.
- R. CASTROL "R" Racing. The one oil for all Aero and Racing Engines. Used by all leading Racing men.
- GP. CASTROL GRAND PRIX. For engines requiring a very heavy-bodied oil.

### GEAR OILS.

- ST. SWANSHOT "ST." This remarkable modern Gear Oil remains fluid even at 10° below freezing point. Ideal for chassis lubrication, many central and one-shot oiling systems, and for oil-tight gearboxes and rear axles in Winter.
- S. SPECIAL GEAR OIL "S." A clear-coloured, viscous Gear Oil of the highest quality.
- D. GEAR OIL "D." A dark-coloured pure Gear Oil, for use where a clear oil is not required.
- No. 1. GEAR OIL No. 1. Similar to "D," but not so heavy-bodied.
- J. DISC CLUTCH "J." Leaves just sufficient film between the metal discs. An admirable oil for fierce clutches.

### GREASES.

- LC. CASTROLLEASE LIGHT. A semi-liquid Grease for Motor-cycle gearboxes. Specially prepared for Sturmev Archer Gears.
- MC. CASTROLLEASE MEDIUM. A heavier grade for hubs, chassis lubrication by grease gun or cup, spring gaiters, and gearboxes which require a grease. Recommended and used by Burman and Sons, Ltd.
- HC. CASTROLLEASE HEAVY. A heavier grade for chassis lubrication.
- XHC. CASTROLLEASE EXTRA HEAVY. A still heavier grade for chassis lubrication. Specially suitable for tropical climates.
- G. CASTROLLEASE GRAPHITED. A Graphited Grease for transmission chains, overhead valve rocker bearings, valve cap threads, road springs, etc. Recommended by Messrs. Hants Renold, Ltd., and The Coventry Chain Co., Ltd.