LIST No. 416R

1938 SETTINGS LIST (AMAL CARBURETTERS)

FIRM AND MODELS	Carburetter Type	Internal Bore	Jet Size	Throttle Valve	N'dle Position	Float Chamber Type	Special Details
AERO ENGINES.							
150cc., CA.18878	53/021A	31/32"	50	3 Std.	P15	Included	
350cc., Twin, CA6400	74/007	31/32"	60	4/4	3	62/079	
350cc., S.V., CA11385	74/007	31/32"	60	4/4	3	62/079	
350cc., O.H.V., CA13678	4/017	29/32"	75	4/3	2	62/099	
500cc., O.H.V., CA13679	74/027	31/32"	80	4/3	2	14/099	
500cc. and 600cc., S.V., C11379	74/027	31/32"	80	4/4	2	64/099	·025 Pilot Outlet
500cc. and 600cc., C18544	74/027	31/32"	80	4/4	3	64/099	·025 Pilot Outlet
A.J.S.							
250cc., O.H.V., 38/12, 22 and 22T	75/014	7/8"	120	5/3	2	62/079	Fl./Ch. at 15°
350cc., 38/16, 26 and 26T	76/014	1"	150	6/4	3	62/079	Fl./Ch. at 15°
500cc., O.H.V., 38/8, 18, 18T	89/004	1 3/32"	180	29/4	3	14/079	Fl./Ch. at 3°
500cc., 38/9	76/001	15/16"	150	6/4	3	64/078	·040 Pilot Outlet
1000cc., S.V., 38/2 and 38/2A Home	76/012	1"	130	6/4	2	64/078	
1000cc., S.V., 38/2A Export	6/168	1"	140	6/3	2	64/078	
ARIEL.							
250cc., L.G. and L.F.	75/014	7/8"	110	5/3	3	64/089	Needle Jet ·107 Fl./Ch. at 14°
250cc., L.H., Red Hunter	75/014	7/8"	110	5/3	3	64/089	Needle Jet ·107 Fl./Ch. at 14°
350cc., O.H.V., N.G.	75/014	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°
500cc., O.H.V., V.G.	76/024	1 1/16"	170	6/4	3	64/089	Fl./Ch. at 14°
500cc., D.P., V.H., Red Hunter	89/014	1 1/8"	200	29/3	3	64/089	Fl./Ch. at 14°
500cc., S.P.	89/014	1 1/8"	200	29/3	3	64/089	Fl./Ch. at 14°
500cc., O.H.V., Red Hunter	10TT36	1 1/8"	280	4	4	14/064	Fl./Ch. at 14° Needle Jet ·107
600cc., S.V., V.B.	76/112	1"	160	6/4	3	14/088	Fl./Ch. at 14°
600cc., S.V., Truck	75/145.LS	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. side
1100cc., S.V., 11/50	6/200	1 1/16"	160	6/5	4	Bottom Feed 14/531	
1100cc., Twin, 11/50	89/011	1 1/8"	160	29/4	3	64/078	
B.S.A.							
250cc., S.V., C.10	74/024/S	29/32"	80	4/5	3	62/079	
250cc., S.V., B.20	74/165/S	29/32"	80	4/5	3	62/079	
250cc., S.V., G.P.O.	74/165	29/32"	30	4/4	1	62/079	
250cc., O.H.V., B.21	74/165	29/32"	80	4/4	2	64/079	Fl./Ch. at 7°
250cc., O.H.V., B.22	75/145	7/8"	120	5/4	3	64/079	Fl./Ch. at 7°
350cc., S.V., B.23	75/145	7/8"	110	5/4	3	62/079	
350cc., O.H.V., M.19	76/014	1"	150	6/4	2	64/078	
350cc., O.H.V., B.24	76/187	1"	160	6/4	3	64/077H	6/210 Union Nut
348cc., O.H.V., B.25	76/187	1"	160	6/4	3	64/077H	6/210 Union Nut
348cc., O.H.V., B.26	76/187	1"	160	6/4	3	64/077H	6/210 Union Nut
496cc., O.H.V., M.22	76/024	1 1/16"	150	6/4	3	64/078	·025 Pilot Outlet
496cc., O.H.V.	89/014	1 1/8"	200	29/4	3	64/078	·025 Pilot Outlet
500cc., S.V., M.20	76/014	1"	170	6/4	3	64/078	
500cc., M.24	10TT36	1 3/32"	350	6	4	14/064	Fl./Ch. at 7°
596cc., S.V., M.21	76/024	1 1/16"	160	6/4	2	64/078	
748cc., O.H.V., Twin, Y.13	76/001	15/16"	140	6/3	3	64/078	
986cc., S.V., Twin, G.14	76/001	15/16"	160	6/3	1	64/078	
CALTHORPE.							
250cc., O.H.V.	75/176	7/8"	110	5/3	3	64/077H	
350cc., O.H.V.	6/178	15/16"	130	6/3	3	64/077H	
500cc., O.H.V.	6/197	1 1/16"	150	6/4	2	64/077H	
COTTON.							
250cc., O.H.V., JAP	74/022	29/32"	90	4/4	3	64/079	
350cc., O.H.V., Blackburne	75/012	7/8"	110	5/4	3	64/079	
350cc., O.H.V., JAP	75/011	7/8"	110	5/4	3	64/079	
500cc., O.H.V., Blackburne	76/022	1 1/16"	180	6/4	3	64/079	
500cc., O.H.V., Blackburne	76/024	1 1/16"	160	6/4	3	64/079	
500cc., O.H.V., JAP	76/011	1"	150	6/4	3	64/079	
600cc., O.H.V., JAP	76/011	1"	150	6/4	3	64/079	

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FIRM AND MODELS	Carburetter Type	Internal Bore	Jet Size	Throttle Valve	N'dle Position	Float Chamber Type	Special Details
COVENTRY EAGLE.							
250cc., Std., Villiers	5/117	7/8"	110	5/5	3	14/097H	
250cc., Flat Top Piston, Villiers	6/125	1 1/16"	130	6/3	3	64/098	Fl./Ch. on R.H. side
250cc., O.H.V., Blackburne	4/130	23/32"	90	4/5	4	62/099	
250cc., Matchless	75/154	7/8"	120	5/3	2	22/077H	
CYC-AUTO.							
98cc.	159/001B	·425"	—	159/063	3	Included	Needle Jet ·1065, 159/064 Needle 159/065
EXCELSIOR.							
250cc., H.11	76/110	15/16"	130	6/4	3	14/069	·107 Needle Jet Fl./Ch. at 20°
250cc., H.8	75/145	7/8"	120	5/4	3	64/069	·107 Needle Jet Fl./Ch. at 15°
250cc., H.R.11	15TT36	1"	260	5	5	14/220	·109 Needle Jet
250cc., H.R.11	15TT37RN	15/16"	300	5	4	14/220	·109 Needle Jet
350cc., H.12	76/112	1"	150	6/4	3	14/069	·107 Needle Jet Fl./Ch. at 20°
350cc., H.9	76/110	15/16"	130	6/4	3	64/069	Fl./Ch. at 15°
350cc., H.R.12	10TT36	1 1/16"	390	4	4	14/220	·109 Needle Jet
500cc., H.14	89/014	1 1/8"	170	29/4	3	64/069	Fl./Ch. at 15° Union Nut 29/072
500cc., O.H.V., H.10	76/110	15/16"	150	6/4	3	14/069	Fl./Ch. at 15°
500cc., O.H.C., H.15	10TT36	1 1/8"	360	6	4	14/064	·109 Needle Jet Fl./Ch. at 15°
FRANCIS & BARNETT.							
250cc., O.H.V	75/145	7/8"	120	5/3	3	64/079	Fl./Ch. at 15° ·107 Needle Jet
250cc., Villiers, Model 45	6/125	1 1/16"	130	6/3	2	64/077H	Fl./Ch. on R.H. side
250cc., Villiers, Model 47	6/125	1 1/16"	140	6/3	2	64/099	·107 Needle Jet
J.A.P.							
175cc., S.V., Standard	74/001	21/32"	60	4/5	3	62/079	
250cc., S.V. Standard	74/012	11/16"	70	4/5	3	62/079	
250cc., O.H.V., Standard and Sports	74/022	25/32"	85	4/5	3	62/079	
300cc., S.V., Standard	74/011	11/16"	70	4/5	3	62/079	
350cc., S.V., Standard and Sports	74/022	25/32"	80	4/5	3	62/079	
350cc., O.H.V., Standard and Sports	75/011	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 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 1/8"	800	12	—	14/060	Fl./Ch. at 12° opposite to standard
550cc., S.V.	76/001	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	7/8"	110	5/4	3	64/078	
LEVIS.							
247cc., 2-stroke	47/017	23/32"	55	47/3	·25	62/099	
250cc., O.H.V., B. Special	74/024	21/32"	80	4/4	3	62/069	
350cc., A. Special	76/187	1"	1 0	6/4	3	·4/0 7H	
350cc., O.H.V., S.P.3	6/140	15/16"	130	6/4	3	64/067H	
500cc., S.P.5.	6/150	1"	150	6/3	3	64/077H	
500cc., O.H.V., D. Special	89/024	1 5/32"	200	29/4	3	64/069	
600cc., O.H.V., Levis	89/024	1 5/32"	210	29/4	3	64/069	
MATCHLESS.							
250cc., S.V., G.7	74/011	23/32"	55	4/4	3	62/099	
250cc., G2M and G2MC	75/154	7/8"	120	5/3	2	22/077H	
250cc., O.H.V., G.2	75/014	7/8"	120	5/3	2	62/079	Fl./Ch. at 15°
350cc., O.H.V., G.3. and G.3.C	76/014	1"	150	6/4	3	62/079	Fl./Ch. at 15°
500cc., O.H.V., G.8 and G8C, G9 and G9C	89/004	1 5/32"	180	29/4	3	14/079	Fl./Ch. at 3°
MONTGOMERY.							
250cc., and 350cc., O.H.V., JAP	74/022	25/32"	90	4/5	3	22/077H	
500cc., O.H.V., D.P., JAP	76/011	1"	150	6/5	3	64/077H	

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FIRM AND MODELS	Carburetter Type	Internal Bore	Jet Size	Throttle Valve	N'dle Position	Float Chamber Type	Special Details
MORGAN.							
1000cc., O.H.V., 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	
NEW IMPERIAL.							
150cc., M.23	103/001	5/8"	45	5	P20	Included	Throttle valve less Step
250cc., O.H.V., M.90	5/147	11/16"	110	5/3	3	64/077H	Union Nut 4/227
350cc., O.H.V., M.100	6/147	1"	150	6/4	3	64/077H	
500cc., O.H.V., M.110	6/157	1 1/16"	170	6/4	3	64/077H	
NORTON.							
A.A. Machine	75/012	7/8"	110	5/5	3	64/069	
350cc., Models 50 and 55	76/012	1"	170	6/4	3	64/069	
350cc.	10TT36	1 3/32"	350	6	4	14/064	Fl./Ch. at 15° ·109 Needle Jet
350cc.	10TT37RN	1 3/32"	460	6	1	15/1526	Fl./Ch. at 15° ·109 Needle Jet
490cc., Model 20	76/022	1 1/16"	200	6/4	3	64/069	Union Nut 6/033
490cc., S.V., Model 16H	76/011	1"	170	6/4	3	64/069	Union Nut 6/033
500cc.	10TT36	1 3/32"	460	7	2	14/064	Fl./Ch. at 15° ·109 Needle Jet
500cc.	10TT37RN	1 3/32"	560	6	3	15/1526	Fl./Ch. at 15° ·109 Needle Jet
500cc. and 600cc., Models 18, 19 and S.2	76/022	1 1/16"	160	6/4	3	64/069	Union Nut 6/033
633cc., Big. 4	76/011	1"	170	6/4	3	64/069	Union Nut 6/033
O.E.C.							
350cc., Matchless	75/154	7/8"	120	5/4	3	22/077H	
500cc., Matchless	89/148	1 3/32"	180	29/4	3	64/077H	
500cc., O.H.V., JAP	89/116	1 1/8"	200	29/4	3	64/077H	
O.K. SUPREME.							
250cc., S.V., Model S.V.	74/012	23/32"	80	4/4	3	62/079	
250cc., O.H.V., Model G	74/022	25/32"	90	4/5	3	62/079	
250cc., O.H.V., Model G.D.L.	74/022	25/32"	90	4/5	3	62/079	
250cc., High Camshaft Model A.C.	5/118	7/8"	120	5/4	3	64/077H	·107 Needle Jet
350cc., Model G.H.	76/001	15/16"	130	6/4	3	64/077H	
350cc., High Camshaft	6/140	15/16"	140	6/4	3	64/077H	
500cc., O.H.V.	6/157	1 1/16"	160	6/3	2	64/077H	
500cc., O.H.V., Model L	76/011	1"	150	6/3	2	64/077H	
PHELON AND MOORE.							
250cc., Model 20	74/027	25/32"	80	4/5	3	62/079	Fl./Ch. at 15°
350cc., Models 30 and 85	75/158	7/8"	110	5/4	3	64/079	Fl./Ch. at 15°
500cc., Model 95	89/116	1 1/8"	220	29/4	3	64/077H	
500cc., O.H.V., Model 90	76/024	1 1/16"	170	6/5	3	64/079	·035 Pilot Outlet
600cc., O.H.V., Model 100	89/014	1 1/8"	220	29/4	3	64/079	
ROYAL ENFIELD.							
225cc., 2-stroke, Model A	47/127	27/32"	70	47/4	P30	62/079	Zundapp Valves Main Jet 3/16" long
250cc., S.V., Model B	74/012	23/32"	75	4/5	3	62/099	
250cc., O.H.V., Models S and S2	74/022	25/32"	75	4/4	2	62/079	·025 Pilot Outlet
250cc., O.H.V., Bullet	75/012	7/8"	120	5/4	3	64/079	4/033 Union Nut
350cc., S.V., Model C.1	74/022	25/32"	85	4/5	3	62/099	
350cc., S.V., Model C	74/022	25/32"	85	4/5	3	62/099	
350cc., O.H.V., Models G, G1 and L	76/110	15/16"	150	6/4	3	64/079	6/033 Union Nut
350cc., O.H.V., Models G2 and GT	6/135	15/16"	170	6/3	3	64/077H	·107 Needle Jet
350cc., O.H.V., Bullet	76/011	1"	170	6/4	3	64/079	
350cc., O.H.V., Model B.C.O.	74/165	27/32"	85	4/4	2	62/079	
500cc., S.V., Model H	5/145	7/8"	140	5/5	4	64/079	
500cc., O.H.V., Model J	76/110	15/16"	140	6/4	3	64/079	6/033 Union Nut
500cc., O.H.V., Models J2 and JT	6/135	15/16"	140	6/4	3	64/077H	
500cc., O.H.V., Model J2	76/130	1 1/16"	170	6/4	1	64/079	
500cc., O.H.V., Model J.F.	29/117	1 1/8"	200	29/4	2	64/079	29/072 Union Nut
1200cc., Twin, Models K and KX	76/004	15/16"	140	6/4	3	64/078	

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FIRM AND MODELS	Carburetter Type	Internal Bore	Jet Size	Throttle Valve	N'dle Position	Float Chamber Type	Special Details
RUDGE WHITWORTH.							
250cc., Rapid, Standard	75/151	7/8"	120	5/3	2	64/077H	·025 Pilot Outlet 4/227 Union Nut
250cc., Sports	75/151	7/8"	120	5/3	2	64/077H	·025 Pilot Outlet 4/227 Union Nut
250cc., Replica Sports	6/140	11/16"	130	6/4	3	64/077H	6/210 Union Nut
500cc., Standard and Special	76/113	1"	150	6/4	2	64/079	·025 Pilot Outlet
500cc., Ulster	29/146	1 3/32"	160	29/5	3	64/079	·040 Pilot Outlet 29/072 Union Nut ·109 Needle Jet
SCOTT.							
Flying Squirrel	6/151	1 1/16"	170	6/3	4	14/092	
SUNBEAM.							
250cc., O.H.V., Models 23 and 23S	75/014	7/8"	110	5/3	4	64/079	Fl./Ch. at 14°
350cc., O.H.V., Models 24 and 24S	76/004	11/16"	140	6/4	3	64/079	Fl./Ch. at 14°
500cc.	29/120	1 1/8"	200	29/4	3	14/079	Fl./Ch. on R.H. side, cranked at 15°
500cc., S.V., Model 29	76/024	1 1/16"	170	6/3	3	64/089	
500cc., O.H.V., Models 25 and 26	29/137	1 3/16"	220	29/4	3	64/079	Fl./Ch. at 15°
500cc., O.H.V., Model 27	29/137	1 3/16"	220	29/4	3	64/079	Fl./Ch. at 15°
500cc. and 600cc., S.V., Model 30	76/024	1 1/16"	160	6/4	3	64/089	
600cc., O.H.V., Model 28	29/137	1 3/16"	220	29/4	3	64/079	Fl./Ch. at 15°
TRIUMPH.							
250cc., Models T70 and 2H	75/145	7/8"	120	5/4	3	64/079	Fl./Ch. at 7° 4/033 Union Nut
350cc., S.V., Model 3S	75/145	7/8"	120	5/4	3	64/079	4/033 Union Nut
350cc., Model 3H	76/014	1"	150	6/3	2	64/079	Flo./Ch. at 15°
350cc., Model T.80	76/014	1"	160	6/4	3	64/079	Fl./Ch. at 15° ·107 Needle Jet
500cc., O.H.V., Models 90 and 5H	89/116	1 1/8"	200	29/3	1	64/077	
500cc., Twin	76/132	11/16"	140	6/3	3	64/079	Fl./Ch. on R.H. side, cranked at 7°
597cc., S.V., Model 6S	76/130	1 1/16"	170	6/5	3	64/079	
VELOCE.							
250cc., 2-stroke, G.T.P.	4/127	23/32"	70	4/5	3	62/099	Jet Block 15/201 Throttle Valve 4/236 No Pilot Outlet
250cc., O.H.V., M.O.V.	75/014	7/8"	120	5/3	3	64/079	Fl./Ch. at 15°
350cc., O.H.C., K.S.S. and K.T.S.	76/014	1"	150	6/3	3	64/079	·037 Pilot Outlet Fl./Ch. at 15°
350cc., O.H.V., M.A.C.	76/004	11/16"	130	6/3	3	64/079	Fl./Ch. at 15°
500cc., O.H.V., N.S.F. and M.S.S.	76/024	1 1/16"	180	6/4	3	64/079	Fl./Ch. at 7°
VILLIERS.							
147cc.	53/001	5/8"	35	3	P20	Included	
147cc.	74/022	23/32"	80	4/5	3	62/099	
172cc.	75/012	7/8"	90	5/4	3	64/099	
196cc.	47/128/S	23/32"	65	47/2	P25	62/099	
196cc.	75/012	7/8"	90	5/4	3	64/099	
247cc.	75/012	7/8"	110	5/5	3	64/099	
350cc.	76/001	11/16"	130	6/5	3	64/079	
VINCENT H.R.D.							
500cc., O.H.V., Standard Sports	76/022	1 1/16"	170	6/4	3	14/069	Fl./Ch. at 15°
500cc., O.H.V., Super Sports	10TT36	1 1/8"	340	5	4	14/064	Fl./Ch. at 15° ·109 Needle Jet
500cc., O.H.V., Standard Sports	89/011	1 1/8"	180	29/3	3	14/069	Fl./Ch. at 15°
1000cc., Big Twin	6/301	1 1/16"	180	6/4	3	14/067H	
(Twin Carburetters)	76/022	1 1/16"	170	6/4	3	64/069	Fl./Ch. at 15° and fitted on R.H. side
ZENITH.							
250cc., O.H.V., JAP	4/126	23/32"	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	89/116	1 1/8"	200	29/4	3	64/077H	·109 Needle Jet
1100cc., S.V., Twin, JAP	89/011	1 1/8"	200	29/4	3	64/078	

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