

# 1939 SETTINGS LIST (Amal Carburettors)

LIST No. A418.

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Pos- ition	Float Chamber Type	Special Details
<b>A.J.S.</b>							
250cc., O.H.V., 39/12, 22 and 22T ..	75/014	$\frac{7}{8}$ "	120	5/3	2	64/079	Fl./Ch. at 15°
350cc., 7R. ....	10RN1	$1\frac{1}{16}$ "	320	5	4	14/538	·109 Needle Jet
350cc., O.H.V., 39/16, 26 and 26T ..	76/014	1"	150	6/4	3	64/079	Fl./Ch. at 15°
500cc., 39/9 ..	76/001	$\frac{15}{16}$ "	150	6/4	3	64/078	·040 Pilot Outlet
500cc., O.H.V., 39/8, 18 and 18T ..	89/004	$1\frac{3}{32}$ "	180	29/4	3	14/079	Fl./Ch. at 3°
1000cc., S.V., 39/2 and 2A, Home ..	76/012	1"	130	6/4	2	64/078	
1000cc., S.V., 39/2A, Export ..	6/068	1"	140	6/3	2	64/078	
<b>ARIEL.</b>							
250cc., L.G. and L.F. ....	75/014	$\frac{7}{8}$ "	110	5/3	3	64/089	Fl./Ch. at 14° Needle Jet ·1075
250cc., L.H., Red Hunter ..	75/014	$\frac{7}{8}$ "	110	5/3	3	64/089	Fl./Ch. at 14° Needle Jet ·1075
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., Red Hunter ..	76/014	1"	150	6/4	3	64/089	Fl./Ch. at 14° Needle Jet ·1075
350cc., O.H.V., N.H., Red Hunter ..	15TT38	1"	260	4	4	14/064	Fl./Ch. at 14° ·107 Needle Jet
500cc., S.V., V.A. ....	76/112	1"	140	6/4	3	14/088	Fl./Ch. at 14°
500cc., O.H.V., V.G. ....	76/024	$1\frac{1}{16}$ "	170	6/4	3	64/089	Fl./Ch. at 14°
500cc., O.H.V., V.H., Red Hunter ..	89/014	$1\frac{1}{8}$ "	200	29/3	3	64/089	Fl./Ch. at 14°
500cc., O.H.V., Red Hunter ..	10TT38	$1\frac{1}{8}$ "	320	4	4	14/064	Fl./Ch. at 14° ·109 Needle Jet
600cc., S.V., V.B. ....	76/112	1"	160	6/4	3	14/088	Fl./Ch. at 14°
<b>BROUGH SUPERIOR.</b>							
996cc., Twin, S.S.80 ..	6/145	1"	160	6/3	3	64/078	Fl./Ch. on R.H. side ·1055 Needle Jet
1100cc., Twin, 11/50 ..	89/011	$1\frac{1}{8}$ "	160	29/3	3	14/076	
<b>B.S.A.</b>							
<b>Home Models</b>							
250cc., B.21 ..	75/145	$\frac{7}{8}$ "	120	5/4	3	264/079	Fl./Ch. at 7°
250cc., S.V., C.10 ..	74/024/X	$\frac{25}{32}$ "	80	4/5	3	262/079	
250cc., O.H.V., C.11 ..	74/024/X	$\frac{25}{32}$ "	80	4/4	3	264/079	Fl./Ch. at 7°
350cc., S.V., B.23 ..	75/145	$\frac{7}{8}$ "	130	5/4	3	262/079	
350cc., O.H.V., B.26 ..	76/014	1"	160	6/4	3	264/500	Fl./Ch. at 7° and 3°
350cc., O.H.V., Silver Star, B.24 ..	76/014	1"	160	6/4	3	264/500	Fl./Ch. at 7° and 3°
348cc., O.H.V., Competition, B.25 ..	76/014	1"	160	6/4	3	264/500	Fl./Ch. at 7° and 3°
496cc., O.H.V., M.22 ..	76/024	$1\frac{1}{16}$ "	150	6/4	3	264/078	·025 Pilot Outlet Fl./Ch. at 7°
496cc., O.H.V., Empire Star, M.23 ..	89/014	$1\frac{1}{8}$ "	200	29/3	3	264/078	·025 Pilot Outlet Fl./Ch. at 7°
500cc., Gold Star ..	10TT38	$1\frac{5}{32}$ "	350	6	4	14/064	·109 Needle Jet Fl./Ch. at 7°
500cc., S.V., M.20 ..	76/014	1"	170	6/4	3	264/078	
500cc., S.V. (W.D.), M.20 ..	276/014R	1"	170	6/4	3	264/078	
596cc., S.V., M.21 ..	76/024	$1\frac{1}{16}$ "	160	6/4	2	264/078	
986cc., S.V., Twin, G.14 ..	76/001	$\frac{15}{16}$ "	160	6/3	1	264/078	
<b>Export Models.</b>							
250cc., B.21 ..	275/145R	$\frac{7}{8}$ "	120	5/4	3	264/079	Fl./Ch. at 7°
250cc., S.V., C.10 ..	274/024XR	$\frac{25}{32}$ "	80	4/5	3	262/079	
250cc., O.H.V., C.11 ..	274/024XR	$\frac{25}{32}$ "	80	4/4	3	264/079	Fl./Ch. at 7°
350cc., S.V., B.23 ..	275/145R	$\frac{7}{8}$ "	130	5/4	3	262/079	
350cc., O.H.V., B.26 ..	276/014R	1"	160	6/4	3	264/500	Fl./Ch. at 7° and 3°
350cc., O.H.V., Silver Star, B.24 ..	276/014R	1"	160	6/4	3	264/500	Fl./Ch. at 7° and 3°
348cc., O.H.V., Competition, B.25 ..	276/014R	1"	160	6/4	3	264/500	Fl./Ch. at 7° and 3°
496cc., O.H.V., M.22 ..	276/024R	$1\frac{1}{16}$ "	150	6/4	3	264/078	·025 Pilot Outlet Fl./Ch. at 7°
496cc., O.H.V., Empire Star, M.23 ..	289/014R	$1\frac{1}{8}$ "	200	29/3	3	264/078	·025 Pilot Outlet Fl./Ch. at 7°
500cc., S.V., M.20 ..	276/014R	1"	170	6/4	3	264/078	
596cc., S.V., M.21 ..	276/024R	$1\frac{1}{16}$ "	160	6/4	2	264/078	
986cc., S.V., Twin ..	206/163R	$\frac{15}{16}$ "	160	6/3	3	264/078	
986cc., S.V., Twin ..	276/001R	$\frac{15}{16}$ "	160	6/3	1	264/078	
<b>COTTON</b>							
250cc., O.H.V., J.A.P. ....	74/022	$\frac{25}{32}$ "	90	4/4	3	64/079	
350cc., O.H.V., J.A.P. ....	75/011	$\frac{7}{8}$ "	110	5/4	3	64/079	
350cc., O.H.V., Blackburne ..	75/012	$\frac{7}{8}$ "	110	5/4	3	64/079	



FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Posi- tion	Float Chamber Type	Special Details
<b>COTTON—cont'd.</b>							
500cc., O.H.V., J.A.P. .. .. .	76/011	1"	150	6/4	3	64/079	
500cc., O.H.V., New J.A.P. .. .. .	89/116	1 1/8"	200	29/3	2	64/077H	
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	
600cc., O.H.V., J.A.P. .. .. .	76/011	1"	150	6/4	3	64/079	
<b>COVENTRY EAGLE.</b>							
250cc., Matchless .. .. .	75/014	7/8"	120	5/3	2	64/089	Fl./Ch. at 14°
350cc., Matchless .. .. .	76/014	1"	150	6/4	3	64/089	Fl./Ch. at 15°
500cc., Matchless .. .. .	89/004	1 3/32"	180	29/4	3	14/089	Fl./Ch. at 3°
<b>CYC-AUTO.</b>							
98cc. .. .. .	159/001B	.425"	—	159/063	3	Included	Needle Jet ·1065. 159/064 Needle 159/065
<b>EXCELSIOR.</b>							
250cc., J.8 .. .. .	75/145	7/8"	120	5/4	3	64/069	Needle Jet ·1075 Fl./Ch. at 15°
250cc., Manxman, J.11 .. .. .	75/145	7/8"	120	5/4	4	14/069	Needle Jet ·1075 Fl./Ch. at 20°
250cc., O.H.V., J.11.S .. .. .	15TT38	1"	260	5	5	14/064	Needle Jet ·109 Fl./Ch. at 20°
350cc., J.9 .. .. .	76/110	15/16"	130	6/4	3	64/069	Fl./Ch. at 15°
350cc., Manxman, J.12 .. .. .	76/112	1"	150	6/4	3	14/069	Needle Jet ·1075 Fl./Ch. at 20°
350cc., J.12.S .. .. .	10TT38	1 1/16"	390	4	4	14/064	Needle Jet ·109 Fl./Ch. at 20°
500cc., Manxman, J.14 .. .. .	29/117	1 1/8"	170	29/4	3	64/069	Fl./Ch. at 15°
500cc., O.H.C., J.15 .. .. .	10TT38	1 1/8"	360	6	4	14/064	Needle Jet ·109 Fl./Ch. at 15°
<b>FRANCIS &amp; BARNETT.</b>							
250cc., Villiers, Model 47 .. .. .	6/125	1 1/16"	140	6/3	2	264/099	Fl./Ch. on R.H. side ·107 Needle Jet
250cc., Villiers, Model 45 .. .. .	6/125	1 1/16"	130	6/3	2	264/077H	
<b>H.E.C. POWER.</b>							
80cc., 2-stroke cycle .. .. .	259/001B	.425"	4/042 (50cc)	159/063	2	Included	Needle 259/070 Needle Jet 259/069 (·1075)
<b>J.A.P.</b>							
175cc., S.V., Standard .. .. .	74/001	21/32"	60	4/5	3	62/079	
250cc., S.V., Standard .. .. .	74/012	23/32"	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	23/32"	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
500cc., 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	
<b>LEVIS.</b>							
250cc., O.H.V., Special B. .. .. .	74/024	25/32"	80	4/4	3	62/079	
350cc., Special A .. .. .	76/187	1"	150	6/4	3	64/077H	
350cc., S.V. .. .. .	4/131	25/32"	90	4/5	3	62/079	Fl./Ch. on R.H. side
500cc., O.H.V., Special D .. .. .	89/024	1 5/32"	200	29/4	3	64/079	
600cc., O.H.V. .. .. .	89/024	1 5/32"	210	29/4	3	64/079	
<b>MATCHLESS.</b>							
250cc., S.V., G.7 .. .. .	74/011	23/32"	55	4/4	3	62/099	
250cc., G.2.M. and G.2.M.C. .. .. .	75/154	7/8"	120	5/3	2	64/077H	
250cc., O.H.V., G.2 .. .. .	75/014	7/8"	120	5/3	2	64/079	Fl./Ch. at 15°
350cc., O.H.V., G.3 and G.3.C. .. .. .	76/014	1"	150	6/4	3	64/079	Fl./Ch. at 15°
500cc., G.5 .. .. .	76/001	15/16"	130	6/4	3	64/078	
500cc., O.H.V., G.8 & G.8.C, G.9 & G.9.C .. .. .	89/004	1 3/32"	180	29/4	3	14/079	Fl./Ch. at 3°



FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Pos- ition	Float Chamber Type	Special Details
<b>MONTGOMERY.</b>							
250cc., and 350 cc., O.H.V., J.A.P.	74/022	$\frac{25}{32}$ "	90	4/5	3	22/077H	
250cc., High Camshaft, J.A.P.	5/154	$\frac{7}{8}$ "	120	5/4	3	64/077H	Needle Jet .107
350cc., High Camshaft, J.A.P.	6/140	$\frac{15}{16}$ "	140	6/4	3	64/077H	
500cc., High Camshaft, J.A.P.	29/118	$1\frac{1}{8}$ "	200	29/3	3	64/077H	Needle Jet, .10.5
500cc., O.H.V., J.A.P.	76/011	1"	150	6/5	3	64/077H	
<b>MORGAN.</b>							
1000cc., O.H.V., Matchless	76/022	$1\frac{1}{16}$ "	180	6/4	3	64/079	
1000cc., O.H.V., Matchless	89/011	$1\frac{1}{8}$ "	200	29/4	3	64/079 or 14/076 (Twin)	
<b>NEW IMPERIAL.</b>							
150cc., M.23	103/001	$\frac{5}{8}$ "	45cc.	5	p2 <sup>cc</sup>	Included	Throttle valve, less step
250cc., 36.L	5/101	$\frac{13}{16}$ "	100	5/4	3	22/077H	.035 Pilot Outlet
250cc., O.H.V., S.P., 90 and 36	5/147	$\frac{13}{16}$ "	110	5/3	3	64/077H	Mix. Ch. Union Nut 4/2 7
250cc., O.H.V., 50	5/161	$\frac{13}{16}$ "	110	5/3	3	264/077H	Mix. Ch. Union Nut 4/2 7
350cc., O.H.V., 60	6/150	1"	150	6/4	3	264/077H	
350cc., O.H.V., S.P.100	6/147	1"	150	6/4	3	64/077H	
500cc., O.H.V., S.P.110	6/157	$1\frac{1}{16}$ "	170	6/3	2	64/077H	
<b>NORTON.</b>							
350cc., Models 50 and 55	76/012	1"	170	6/4	3	64/069	
350cc.	10TT38	$1\frac{3}{32}$ "	350	6	4	14/064	.109 Needle Jet Fl./Ch. at 15°
350cc.	10TTRN1	$1\frac{3}{32}$ "	500	6	5	14/532	Fl./Ch. at 15° Needle Jet .109
490cc., Model 20	76/022	$1\frac{1}{16}$ "	200	6/4	3	64/069	Mix. Ch. Union Nut 6/033 .025" dia. pilot outlet
490cc., S.V., Model 16H	76/011	1"	160	6/5	3	64/069	Mix. Ch. Union Nut 6/033
War Office, Model 16H	276/011	1"	170	6/4	3	64/069	Mix. Ch. Union Nut 6/033
500cc.	10TT38	$1\frac{5}{32}$ "	460	7	2	14/064	Fl./Ch. at 15°
500cc.	10TTRN1	$1\frac{5}{32}$ "	600	6	4	14/532	Fl./Ch. at 15° Needle Jet .109
500cc. and 600cc., Models 18, 19 and E.S.2	76/022	$1\frac{1}{16}$ "	160	6/4	3	64/069	Mix. Ch. Union Nut 6/033
633cc., Model Big 4	76/011	1"	160	6/5	3	64/069	Mix. Ch. Union Nut 6/033
<b>O.E.C.</b>							
350cc., O.H.V., Matchless	76/014	1"	150	6/4	3	64/079	Fl./Ch. at 15°
500cc., O.H.V., Matchless	89/004	$1\frac{3}{32}$ "	180	29/4	3	14/079	Fl./Ch. at 3°
<b>O.K. SUPREME.</b>							
250cc., S.V., J.A.P., Model S.V.	74/012	$\frac{23}{32}$ "	80	4/4	3	62/079	
250cc., O.H.V., J.A.P., Model G	74/022	$\frac{25}{32}$ "	90	4/5	3	62/079	
250cc., O.H.V., J.A.P., De Luxe	74/022	$\frac{25}{32}$ "	90	4/5	3	62/079	
350cc., O.H.V., A.J.S., De Luxe	76/014	1"	150	6/4	3	64/079	Fl./Ch. at 15°
350cc., O.H.V., S.P., A.J.S., De Luxe	76/014	1"	150	6/4	3	64/069	Fl./Ch. at 15°
350cc., O.H.C., Model W.S.	6/150	1"	160	6/4	3	64/077H	
500cc., S.V., A.J.S.	76/001	$\frac{15}{16}$ "	150	6/4	3	64/078	.040 Pilot Outlet
500cc., O.H.V., Model L	6/157	$1\frac{1}{16}$ "	160	6/3	2	64/077H	
500cc., O.H.V., Standard A.J.S.	76/024	$1\frac{1}{16}$ "	160	6/4	3	214/069	Fl./Ch. at 3°
500cc., O.H.V., De Luxe, A.J.S.	89/004	$1\frac{3}{32}$ "	180	29/4	3	64/069	
500cc., O.H.V., High Camshaft, J.A.P.	6/167	$1\frac{1}{16}$ "	170	6/3	2	64/077H	
<b>PHELON &amp; MOORE.</b>							
250cc., Model 20	74/027	$\frac{25}{32}$ "	80	4/5	3	62/079	Fl./Ch. at 15°
350cc., O.H.V., Models 30 and 85	75/158	$\frac{7}{8}$ "	110	5/4	3	64/079	Fl./Ch. at 15°
500cc., Model 95	89/014	$1\frac{1}{8}$ "	200	29/4	3	64/079	Fl./Ch. at 15°
500cc., O.H.V., Model 90	76/024	$1\frac{1}{16}$ "	170	6/5	3	64/079	.035 Pilot Outlet
600cc., O.H.V., Model 100	89/014	$1\frac{1}{8}$ "	220	29/4	3	64/079	
<b>ROYAL ENFIELD.</b>							
150cc., O.H.V., Model T.	143/001	$\frac{5}{8}$ "	50	3 std.	p15	Included	Main jet shortened by $\frac{1}{32}$ " from shoulder to top.
225cc., 2-stroke, Model A	47/022	$\frac{25}{32}$ "	70	47/4	p30	62/079	Zundapp Valves Main Jet $\frac{9}{16}$ " long
250cc., S.V., Model D	74/012	$\frac{23}{32}$ "	75	4/5	3	62/099	
250cc., O.H.V., Models S, S.2 and S.F.	74/022	$\frac{25}{32}$ "	75	4/4	2	62/079	
350cc., S.V., Model C	74/022	$\frac{25}{32}$ "	85	4/5	3	62/099	
350cc., S.V., Model D.C.	74/022	$\frac{25}{32}$ "	85	4/5	3	62/099	
350cc., O.H.V., Model G	76/112	1"	140	6/4	3	64/069	
350cc., O.H.V., Models B.C.O., C.O. & C.M.	74/165	$\frac{25}{32}$ "	85	4/4	2	62/079	
500cc., O.H.V., Model J	6/135	$\frac{15}{16}$ "	140	6/4	3	64/077H	
500cc., O.H.V., Model J2	76/130	$1\frac{1}{16}$ "	150	6/4	2	64/069	



FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dlc Pos- ition	Float Chamber Type	Special Details
<b>ROYAL ENFIELD—cont'd.</b>							
500cc., Trials .. .. .	76/110	$\frac{15}{16}$ "	140	6/3	3	64/069	
500cc., Trials .. .. .	6/135	$\frac{15}{16}$ "	140	6/3	3	64/067H	Mix. Ch. Union Nut 6/201
570cc., S.V., Model L .. .. .	76/110	$\frac{15}{16}$ "	150	6/4	3	64/079	
1200cc., Twin, Models K and KX .. .. .	76/004	$\frac{15}{16}$ "	140	6/4	3	64/078	
<b>RUDGE WHITWORTH.</b>							
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
500cc., O.H.V., Ulster .. .. .	29/146	$1\frac{3}{32}$ "	160	29/5	3	64/079	{ -109 Needle Jet -040 Pilot Outlet Mix. Ch. Un. Nut 29/072
<b>SCOTT.</b>							
300cc., 2-stroke, Barford .. .. .	75/012/S	$\frac{7}{8}$ "	90	5/5	3	64/099	
596cc., Racing .. .. .	29/005	$1\frac{3}{32}$ "	200	29/3	3	14/095 or 14/092	
Flying Squirrel .. .. .	6/151	$1\frac{1}{16}$ "	170	6/3	4	14/092	
<b>SUNBEAM.</b>							
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	$\frac{15}{16}$ "	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°
<b>TRIUMPH.</b>							
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 T80 .. .. .	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	$\frac{15}{16}$ "	140	6/3	3	64/079	{ Fl./Ch. on R.H. side at 7° opp. to standard -1075 Needle Jet
500cc., Twin, Model Tiger 100 .. .. .	76/117	1"	160	6/3	3	14/069	-107 Needle Jet Fl./Ch. at 7° opp. to std.
597cc., S.V., Model 6S .. .. .	76/130	$1\frac{1}{16}$ "	170	6/5	3	64/079	
<b>VELOCE.</b>							
250cc., 2-Stroke, G.T.P. .. .. .	4/127	$\frac{25}{32}$ "	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	$\frac{15}{16}$ "	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°
<b>VILLIERS.</b>							
147cc. .. .. .	53/001	$\frac{5}{8}$ "	35	3	P20	Included	
147cc. .. .. .	74/022	$\frac{25}{32}$ "	80	4/5	3	62/099	
172cc. .. .. .	75/012	$\frac{25}{32}$ "	90	5/4	3	64/099	
196cc. .. .. .	47/128/S	$\frac{25}{32}$ "	65	47/2	P25	62/099	
196cc. .. .. .	75/012	$\frac{25}{32}$ "	90	5/4	3	64/099	
247cc. .. .. .	75/012	$\frac{25}{32}$ "	110	5/5	3	64/099	
350cc. .. .. .	76/001	$\frac{15}{16}$ "	130	6/5	3	64/079	
<b>VINCENT H.R.D.</b>							
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	$1\frac{1}{8}$ "	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
<b>ZENITH.</b>							
250cc., O.H.V., J.A.P. .. .. .	4/126	$\frac{25}{32}$ "	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	$\frac{25}{32}$ "	80	4/4	3	62/079	