

# 1936 SETTINGS LIST (AMAL CARBURETTERS). LIST No. 394/36

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	Needle Pos- ition	Float Chamber Type	Special Details
<b>AERO ENGINES—(see Douglas).</b>							
<b>A.J.W. M. Co.</b>							
500, O.H.V., JAP .. .. .	76/011	1"	140	6/4	3	64/067	Banjo 14/043
<b>ARIEL.</b>							
250cc., O.H.V., L.H., Red Hunter .. .. .	75/014	3/8"	110	5/3	3	64/089	Fl./Ch. at 14° -1075" Needle jet.
250cc., L.G. .. .. .	74/024	3/8"	85	4/3	3	22/089	Fl./Ch. at 14°
350cc., S.V. .. .. .	75/004	1/2"	95	5/5	2	22/098	
350cc., O.H.V., Standard, N.G. .. .. .	75/014	1/2"	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° -1075 Needle Jet.
500cc., O.H.V., V.H., Red Hunter, Double Port .. .. .	89/014	1 1/8"	200	29/3	3	64/089	Fl./Ch. at 14° Standard Needle Jet
500cc., Red Hunter, Single Port .. .. .	89/014	1 1/8"	200	29/3	3	64/089	Fl./Ch. at 14° Standard Needle Jet
500cc./800cc., 4 cylinder .. .. .	74/007	3/8"	90	4/4	2	64/079	-106" Needle Jet
500cc., O.H.V., V.G. .. .. .	76/024	1 1/8"	170	6/4	3	64/089	Fl./Ch. at 14°
557cc., S.V., V.B. .. .. .	76/112	1"	160	6/4	3	14/088	Fl./Ch. at 14° 6/033 Union Nut <sup>1</sup>
600cc., S.V., Truck .. .. .	75/145/LS	7/8"	110	5/4	3	14/069	
<b>A.J.S.</b>							
250cc., 36/12-22 .. .. .	75/154	7/8"	120	5/3	2	H22/097	
350cc., S.V., 36/5 .. .. .	5/148	1 1/8"	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 1/8"	270	4	4	14/064	Horizontal connection -109 Needle Jet
350cc., O.H.V., 36/16-26 .. .. .	75/154	7/8"	120	5/4	3	H22/077	
500cc., S.V., 36/4 and 36/14 .. .. .	6/165	1 1/8"	130	6/4	3	14/098	Fl./Ch. at 20° opposite to standard
500cc., S.V., 36/9 .. .. .	76/004	1 1/8"	140	6/4	3	64/078	
500cc., Competition .. .. .	6/164	1 1/8"	160	6/5	2	H64/067	
500cc., Racing .. .. .	10TT32	1 5/8"	310	4	3	H14/067	-109 Needle Jet
<b>B.S.A.</b>							
150cc., O.H.V., X.O. .. .. .	93/001	5/8"	45	3	20P	Included	Flat bottom valve
249cc., S.V., G.P.O. .. .. .	74/012	3/8"	30	4/4	1	62/099	
250cc., S.V., B/1 .. .. .	74/012	3/8"	70	4/4	2	62/099	
250cc., O.H.V., B/2 .. .. .	74/012	3/8"	75	4/4	2	62/079	-106" Needle Jet
249cc., O.H.V., Light De-Luxe, B.18 .. .. .	74/012	3/8"	75	4/4	2	62/079	-106" Needle Jet
249cc., O.H.V., De-Luxe, B/3 .. .. .	75/002	1/2"	110	5/3	3	64/079	
350cc., O.H.V., De-Luxe, R/4 .. .. .	76/001	1/2"	140	6/4	2	64/079	
350cc., O.H.V., Blue Star, R.20 .. .. .	76/004P	1/2"	150	6/4	2	64/079P	
350cc., O.H.V. Standard, Single Port, R36-17 .. .. .	76/004	1/2"	140	6/4	2	64/079	
348cc., O.H.V., Empire Star, R.5 .. .. .	76/004P	1/2"	150	6/4	2	64/079P	
348cc., O.H.V., De-Luxe Competition, R.19 .. .. .	76/001	1/2"	140	6/4	2	64/079	
498cc., O.H.V., Twin, J.12 .. .. .	4/130	3/8"	80	4/4	2	64/078	With 2 wire guard
499cc., S.V., Standard, W/6 .. .. .	76/112	1"	140	6/4	1	64/079	
499cc., O.H.V., Standard, Q.7 .. .. .	76/024	1 1/8"	170	6/4	2	64/079	
496cc., O.H.V., Empire Star, Q.8 .. .. .	76/024P	1 1/8"	190	6/4	3	64/079P	
595cc., S.V., M.10 .. .. .	76/110	1 1/8"	130	6/4	2	64/079	
750cc., O.H.V., Twin, Y13 .. .. .	76/001	1/2"	140	6/3	3	64/078	
986cc., S.V., Twin, G/14 .. .. .	76/001	1/2"	160	6/3	1	64/078	
<b>BROUGH SUPERIOR.</b>							
680cc., O.H.V. .. .. .	75/012	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 1/8"	140	6/3	3	64/077	
1100cc., S.V., 11/50 .. .. .	29/011	1 1/8"	160	29/4	3	64/078	
<b>BURNEY &amp; BLACKBURNE.</b>							
150cc., O.H.V. .. .. .	4/004	3/8"	60	4/5	3	14/079	Fl./Ch. at 38°
175cc., S.V. .. .. .	74/002	3/8"	60	4/5	3	62/079	
175cc., O.H.V. .. .. .	74/004	3/8"	60	4/5	3	62/079	
200cc., S.V. .. .. .	74/012	3/8"	70	4/5	3	62/079	
200cc., O.H.V. .. .. .	74/012	3/8"	70	4/5	3	62/079	
250cc., S.V. .. .. .	4/120	3/8"	70	4/5	3	62/079	
250cc., O.H.V. .. .. .	74/014	3/8"	70	4/5	3	62/079	
300cc., S.V. .. .. .	4/120	3/8"	70	4/5	3	62/079	
350cc., S.V. .. .. .	4/130	3/8"	80	4/5	3	62/079	
350cc., O.H.V. .. .. .	75/014	3/8"	110	5/4	3	64/079	
500cc., O.H.V. .. .. .	76/024	1 1/8"	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 1/8"	160	6/4	3	64/079	
<b>CALTHORPE.</b>							
250cc., O.H.V. .. .. .	75/154	7/8"	110	5/3	3	64/077	
350cc., O.H.V. .. .. .	6/140	1 1/8"	130	6/4	3	64/077	
500cc., O.H.V. .. .. .	6/157	1 1/8"	150	6/4	2	64/077	
<b>COTTON</b>							
150cc., O.H.V., JAP .. .. .	74/002	3/8"	70	4/4	3	62/079	
250cc., O.H.V., JAP .. .. .	74/022	3/8"	90	4/4	3	64/079	
250cc., O.H.V., Blackburne .. .. .	4/120	3/8"	70	4/3	3	62/079	
350cc., O.H.V., Blackburne .. .. .	75/012	3/8"	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
<b>COTTON—contd.</b>							
350cc., O.H.V., JAP .. .. .	75/011	7/8"	110	5/4	3	64/079	
500cc., O.H.V., JAP .. .. .	70/011	1"	150	6/4	3	64/079	
500cc., O.H.V., Blackburne .. .. .	76/022	1 1/8"	180	6/4	3	64/079	
500cc., O.H.V., Blackburne .. .. .	76/024	1 1/8"	160	6/4	3	64/079	
<b>COVENTRY EAGLE</b>							
250cc., Standard Villiers .. .. .	5/117	7/8"	110	5/5	3	14/097	
250cc., O.H.V., Blackburne .. .. .	4/130	3/8"	90	4/5	4	62/099	
250cc., Flat Top Piston, Villiers .. .. .	6/125	1 1/8"	130	6/3	3	64/098	On Right Hand side
<b>CROFTS</b>							
300cc., 3-wheeler, 2-stroke .. .. .	47/124/LS	3/8"	70	47/2	P30	62/099	
475cc., 3-wheeler, 4-stroke .. .. .	5/117/LS	7/8"	120	5/4	3	64/079	
600cc., S.V., W.C., JAP, 3-wheeler .. .. .	5/117/LS	7/8"	120	5/5	3	64/079	-1055 Needle Jet
750cc., W.C. JAP .. .. .	4/022/LS	3/8"	90	4/4	3	14/078	
<b>DOUGLAS</b>							
250cc. .. .. .	74/007	3/8"	60	4/3	3	62/079	
350cc., S.V., Twin .. .. .	74/007	3/8"	60	4/4	3	62/079	
350cc., O.H.V., Twin .. .. .	74/017	3/8"	75	4/3	2	62/099	
600/500cc., S.V., Twin .. .. .	74/027	3/8"	80	4/4	3	62/079	-025 dia. Pilot Outlet
500cc., O.H.V., Twin .. .. .	74/027	3/8"	80	4/3	2	64/099	
<b>CYC-AUTO</b>							
98cc. .. .. .	159/001B	.425	-	159/054	1	Included	-1075 Needle Jet
<b>DUNELT</b>							
250cc., S.V., JAP .. .. .	74/022	3/8"	90	4/4	3	H22/077	
250cc., O.H.V., JAP, Model T .. .. .	4/143	3/8"	90	4/4	3	H22/077	
493cc., O.H.V., Model V4 .. .. .	76/011	1"	140	6/4	3	H64/077	
<b>EXCELSIOR</b>							
250cc., E.11 .. .. .	76/109	1/8"	130	6/4	3	14/069	Fl./Ch. at 20° -1075 Needle Jet
250cc., F.8 .. .. .	75/145	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 1/8"	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	1/8"	130	6/4	3	14/069	Fl./Ch. at 15°
500cc., O.H.V., F.10 .. .. .	6/110	1/8"	150	6/4	3	14/069	Fl./Ch. at 15°
500cc., F.14 .. .. .	89/014	1 1/8"	170	29/4	3	14/069	Fl./Ch. at 15°
<b>FRANCIS &amp; BARNETT</b>							
250cc., O.H.V. .. .. .	75/145	7/8"	120	5/3	3	64/079	Fl./Ch. at 15° Needle Jet -1075
250cc. (Flat top Piston), Villiers .. .. .	6/125	1 1/8"	130	6/3	2	H64/077	
<b>HAYWARD</b>							
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	3/8"	35	4	P20	Included	Valve 53/073
<b>J.A.P.</b>							
175cc., S.V., Standard .. .. .	74/001	3/8"	60	4/5	3	62/079	
250cc., S.V., Standard .. .. .	74/012	3/8"	70	4/5	3	62/079	
250cc., O.H.V., Standard and Sports .. .. .	74/022	3/8"	85	4/5	4	62/079	
300cc., S.V., Standard .. .. .	74/011	3/8"	70	4/5	3	62/079	
350cc., S.V., Standard and Sports .. .. .	74/022	3/8"	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	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 1/8"	800	12	-	14/060	With single banjo f/chr. at 12°, opp. to std.
550cc., S.V. .. .. .	76/001	1 1/8"	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>J.M.B.</b>							
J.M.B., Car .. .. .	75/012	7/8"	110	5/4	3	64/079	
J.M.B., Car, Gazelle .. .. .	75/012	7/8"	110	5/5	3	H64/077	-1075 Needle Jet
<b>LEVIS</b>							
250cc., O.H.V., Model B .. .. .	74/024	3/8"	80	4/4	3	62/079	
250cc., O.H.V., B. Special .. .. .	75/014	3/8"	110	5/4	3	64/079	
250cc., O.H.V., Light .. .. .	4/143	3/8"	80	4/4	3	22/077	
250cc., 2-stroke .. .. .	48/014	7/8"	70	48/6	P35	64/099	Main Jet 1/8" long
350cc., O.H.V., Model A .. .. .	6/150	1"	150	6/4	3	H64/077	
350cc., O.H.V., Light .. .. .	6/140	1/8"	130	6/4	3	64/077	
500cc., O.H.V., Model D, Special .. .. .	89/024	1 1/2"	200	29/4	3	64/079	
500cc., O.H.V., D, Standard .. .. .	6/150	1"	150	6/3	3	64/077	
<b>MATCHLESS</b>							
247cc., S.V., 36/F7 .. .. .	74/014	3/8"	70	4/4	3	62/099	
250cc., 36/G2 .. .. .	75/154	3/8"	120	5/3	2	H22/977	
400cc., S.V., Twin, 36/A .. .. .	74/014	3/8"	55	4/4	3	62/079	
500cc., S.V., 36/D5 .. .. .	76/004	1 1/8"	130	6/4	3	62/099	

FIRM AND MODELS	Carburettor Type	Internal Bore	Jet Size	Throttle Valve	Needle Position	Float Chamber Type	Special Details
<b>MATCHLESS—contd.</b>							
500cc., O.H.V., 36/G8, G9, 36/8 and 36/18	89/148	1 3/8"	180	29/4	3	H64/077	
500cc., 4-cylinder .. .. .	74/001	3/8"	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	
<b>MONTGOMERY</b>							
250 and 350cc., O.H.V., S.P., JAP ..	74/022	3/8"	90	4/5	3	H22/077	
350cc., O.H.V., DP., Standard, JAP ..	75/011	3/8"	110	5/5	3	H64/077	
500cc., JAP, S.P. .. .. .	6/157	1 1/8"	180	6/4	3	64/077H	
500 & 600cc., O.H.V., Standard D.P., JAP	76/011	1"	150	6/5	3	64/077H	
<b>MORGAN</b>							
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 1/8"	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	
<b>NORTON</b>							
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 1/8"	260	4	4	14/064	Bent at 15° ·1075 Needle Jet
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 1/8"	160	6/4	3	64/069	Union Nut 6/033
490cc., O.H.V., M.20 .. .. .	76/022	1 1/8"	200	6/4	3	64/069	Union Nut 6/033 ·025" dia. Pilot Outlet
490cc., O.H.V., CS.1 .. .. .	89/001	1 3/32"	180	29/4	3	64/069	
500cc. .. .. .	10TT35	1 3/32"	460	7	2	14/064	Bent at 15° ·109 Needle Jet
500cc., O.H.C., Model 30, International ..	10TT34	1 3/32"	310	5	3	14/064	·109 Needle Jet Fl./Ch. bent at 15°
633cc., S.V., Big Four .. .. .	76/011	1"	170	6/4	3	64/069	Union Nut 6/033
<b>NEW IMPERIAL</b>							
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 1/8"	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 1/8"	170	10	-	14/064	Bent at 15°
250cc., T.T. .. .. .	15TT35	1"	260	6	4	15/1526	Bent at 15°
(R.R.50)							
350cc., O.H.V., Model 40 and 46 .. .. .	75/012	7/8"	110	5/3	3	H64/077	
350cc., Model 60 .. .. .	57/004	1 1/8"	220	12	-	14/064	Bent at 15°
350cc., G.P., Model 60 .. .. .	10TT34	1 1/8"	350	6	4	14/064	Needle Jet ·109 Bent at 15°
350cc., Grand Prix .. .. .	6/162	1 1/8"	160	6/3	3	H64/077	
500cc., S.V., Model 80 .. .. .	6/140	1 1/8"	130	6/4	3	H64/077	
500cc., O.H.V., Model 70 and 76 .. .. .	6/157	1 1/8"	160	6/4	3	H64/077	
<b>O.K. SUPREME</b>							
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 1/8"	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	
<b>O.E.C.</b>							
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	3/32"	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°
<b>P. &amp; M.</b>							
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 1/8"	170	6/5	3	64/079	
500cc., O.H.V., Model 100 .. .. .	89/014	1 1/8"	220	29/4	3	64/079	
<b>ROYAL ENFIELD.</b>							
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	5/8"	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	Carburettor Type	Internal Bore	Jet Size	Throttle Valve	N <sup>o</sup> of Position	Float Chamber Type	Special Details
<b>ROYAL ENFIELD—contd.</b>							
250cc., S.V., B	47/017	$\frac{33}{16}$ "	85	47/2	P290	62/099	M/c. Union Nut 47/065
350cc., S.V., C	74/027	$\frac{33}{16}$ "	80	4/5	1	62/099	·106" Needle Jet 4/003 Union Nut 4/138 Needle
350cc., O.H.V., G	76/110	$\frac{11}{16}$ "	150	6/4	3	64/079	M/c. Union Nut 6/033
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., L.O.2	6/157	$1\frac{1}{8}$ "	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	
<b>RUDGE WHITWORTH</b>							
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	$1\frac{1}{8}$ "	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.
<b>SCOTT</b>							
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	
<b>STEVENS</b>							
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"
<b>SUNBEAM</b>							
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	$1\frac{1}{8}$ "	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	
<b>TRIUMPH</b>							
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 1.2/1, 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° M/c. Union Nut 4/033
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	$1\frac{1}{8}$ "	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	$1\frac{3}{16}$ "	400	5	4	14/064	Fl./Ch. at 7°
550cc., S.V., Model 5/1, Dwg. D.40	76/130	$1\frac{1}{16}$ "	170	6/4	1	64/078	·109 Needle Jet, Fl./Ch. at 10°
650cc., Twin, Model 6/1, Dwg. A.24	75/014	$\frac{7}{8}$ "	120	5/3	3	64/079	Fl./Ch. at 7°
<b>VELOCETTE</b>							
250cc., 2-stroke, GTP	4/127	$\frac{33}{16}$ "	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	$1\frac{1}{8}$ "	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°
<b>VILLIERS</b>							
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	
<b>VINCENT H.R.D.</b>							
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
<b>ZENITH MOTORS</b>							
250cc., O.H.V., JAP	4/126	$\frac{33}{16}$ "	90	4/5	3	22/077H	
350 and 500cc., O.H.V., JAP	76/142	$1\frac{1}{8}$ "	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	