

# 1937 SETTINGS LIST (AMAL CARBURETTERS).

LIST No. 407.

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Posi- tion	Float Chamber Type	Special Details
<b>AERO ENGINES.</b>							
350cc., S.V., CA.11385 .. .. .	74/007	$\frac{31}{32}$ "	60	4/4	3	62/079	
350cc., O.H.V., CA.13678 .. .. .	4/017	$\frac{31}{32}$ "	75	4/3	2	62/099	
500cc., O.H.V., CA.13679 .. .. .	74/027	$\frac{31}{32}$ "	80	4/3	2	14/099	
500cc. and 600cc., S.V., C.11379 .. .. .	74/027	$\frac{31}{32}$ "	80	4/4	3	64/099	-025 Pilot Outlet
500cc. and 600cc., C.18544 .. .. .	74/027	$\frac{31}{32}$ "	80	4/4	3	64/099	-025 Pilot Outlet
<b>A.J.S.</b>							
250cc., O.H.V., 37/12-22-22T .. .. .	75/014	$\frac{7}{8}$ "	120	5/3	2	62/079	Fl./Ch. at 15°
350cc., 37/16-26-26T .. .. .	76/014	1"	150	6/4	3	62/079	Fl./Ch. at 15°
350cc., Racing, 37/7R .. .. .	10TT36	1 $\frac{1}{16}$ "	360	5	4	14/064	-109 Needle Jet Fl./Ch. at 18°
500cc., 37/9 .. .. .	76/001	$\frac{11}{16}$ "	150	6/4	3	64/078	-040 Pilot Outlet
500cc., O.H.V., 37/8-18-18T .. .. .	89/004	1 $\frac{1}{32}$ "	180	29/4	3	14/079	Fl./Ch. at 3°
1000cc., S.V., 37/2 and 2A "Home" .. .. .	76/012	1"	140	6/3	2	64/078	
1000cc., S.V., 37/2A Export .. .. .	6/168	1"	140	6/3	2	64/078	
<b>ARIEL.</b>							
250cc., L.F. and L.G. .. .. .	75/014	$\frac{7}{8}$ "	110	5/3	3	64/089	Fl./Ch. at 14° -107 Needle Jet
250cc., L.H. Red Hunter .. .. .	75/014	$\frac{7}{8}$ "	110	5/3	3	64/089	Fl./Ch. at 14° -107 Needle Jet
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. .. .. .	76/014	1"	150	6/4	3	64/089	Fl./Ch. at 14° -107 Needle Jet
500cc., O.H.V., VG. .. .. .	76/024	1 $\frac{1}{16}$ "	170	6/4	3	64/089	Fl./Ch. at 14°
500cc., Red Hunter, VH. .. .. .	89/014	1 $\frac{1}{8}$ "	200	29/3	3	64/089	Fl./Ch. at 14° 29/078 Union Nut
500cc., Red Hunter .. .. .	10TT34	1 $\frac{1}{8}$ "	280	4	4	14/064	Fl./Ch. at 14° -107 Needle Jet
557cc., S.V., VB. .. .. .	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	
<b>BROUGH SUPERIOR.</b>							
996cc., Twin, S.S. 80 .. .. .	6/145	1"	150	6/3	3	64/078	Needle Jet -105 Fl./Ch. on R.H.
1100cc., S.V., 11/50 .. .. .	6/200	1 $\frac{1}{16}$ "	150	6/4	3	Bottom Feed	
1100cc., Twin, 11/50 .. .. .	89/011	1 $\frac{1}{8}$ "	160	29/4	3	64/078	
<b>B.S.A.</b>							
250cc., S.V., B20 .. .. .	74/165/S	$\frac{31}{32}$ "	80	4/5	3	62/079	
250cc., S.V., G.P.O. .. .. .	74/165/S	$\frac{31}{32}$ "	30	4/4	1	62/079	
250cc., O.H.V., B21 .. .. .	74/165	$\frac{31}{32}$ "	80	4/4	2	64/079	Fl./Ch. at 7°
250cc., O.H.V., Empire Star, B22 .. .. .	75/145	$\frac{7}{8}$ "	120	5/4	3	64/079	Fl./Ch. at 7°
350cc., S.V., B23 .. .. .	74/165	$\frac{31}{32}$ "	80	4/5	1	62/079	
350cc., O.H.V., M19 .. .. .	76/014	1"	150	6/4	2	64/079	Fl./Ch. at 7°
348cc., O.H.V., Sports, B26 .. .. .	76/187	1"	160	6/4	3	64/077H	Union Nut 6/210
348cc., O.H.V., Competition, B25 .. .. .	76/187	1"	160	6/4	3	64/077H	Union Nut 6/210
350cc., O.H.V., Empire Star, B24 .. .. .	76/187	1"	160	6/4	3	64/077H	Union Nut 6/210
500cc., S.V., M20 .. .. .	76/112	1"	170	6/4	3	64/079	
496cc., O.H.V., M22 .. .. .	76/024	1 $\frac{1}{16}$ "	150	6/4	3	64/079	-025 Pilot Outlet Fl./Ch. at 7°
496cc., O.H.V., Empire Star, M23 .. .. .	89/014	1 $\frac{1}{8}$ "	200	29/4	2	64/079	Fl./Ch. at 7° 29/078 Union Nut -025 Pilot Outlet
596cc., S.V., M21 .. .. .	76/130	1 $\frac{1}{16}$ "	160	6/4	2	64/079	
748cc., O.H.V., Twin, Y13 .. .. .	76/001	$\frac{11}{16}$ "	140	6/3	3	64/078	
986cc., S.V., Twin, G14 .. .. .	76/001	$\frac{11}{16}$ "	160	6/3	1	64/078	
<b>CALTHORPE.</b>							
250cc., O.H.V. .. .. .	75/176	$\frac{7}{8}$ "	110	5/3	3	64/077H	
350cc., O.H.V. .. .. .	6/178	1 $\frac{1}{16}$ "	130	6/4	3	64/077H	
500cc., O.H.V. .. .. .	6/197	1 $\frac{1}{16}$ "	150	6/4	2	64/077H	
<b>COTTON.</b>							
250cc., O.H.V., Jap .. .. .	74/022	$\frac{31}{32}$ "	90	4/4	3	64/079	
350cc., O.H.V., Jap .. .. .	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	
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	
600cc., O.H.V., Jap .. .. .	76/011	1"	150	6/4	3	64/079	

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FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Pos- ition	Float Chamber Type	Special Details
<b>COVENTRY EAGLE.</b>							
250cc., Standard Villiers .. ..	5/117	7/8"	110	5/5	3	14/097H	
250cc., Flat Top Piston, Villiers .. ..	6/125	1 1/8"	130	6/3	3	64/098	Fl./Ch. on R.H. side
250cc., O.H.V., Blackburne .. ..	4/130	1 1/8"	90	4/5	4	62/099	
<b>CYC-AUTO.</b>							
98cc. .. ..	159/001B	.425"	—	159/003	3	Included	Needle Jet .1065 159/064 Needle 159/065
<b>EXCELSIOR.</b>							
250cc., GR.11 .. ..	15TT35	1"	250	5	5	14/064	Fl./Ch. at 20° -109 Needle Jet
250cc., G.8 .. ..	75/145	7/8"	120	5/4	3	64/060	Fl./Ch. at 15°
250cc., G.11 .. ..	76/110	1 1/8"	130	6/4	3	14/069	Fl./Ch. at 20° -107 Needle Jet
350cc., G.9 .. ..	76/110	1 1/8"	130	6/4	3	64/069	Fl./Ch. at 15°
350cc., G.12 .. ..	76/112	1"	150	6/4	3	14/069	Fl./Ch. at 20°
350cc., GR.12 .. ..	10TT35	1 1/8"	310	4	4	14/064	Fl./Ch. at 20° -109 Needle Jet
500cc., G.14 .. ..	89/014	1 1/4"	170	29/4	3	64/069	Fl./Ch. at 15° 29/072 Union Nut
500cc., O.H.C., G.15 .. ..	10TT36	1 1/8"	360	6	4	14/064	Fl./Ch. at 15° -109 Needle Jet
<b>FRANCIS &amp; BARNETT.</b>							
250cc., O.H.V. .. ..	75/145	7/8"	120	5/3	3	64/079	Fl./Ch. at 15° -107 Needle Jet
250cc., Flat Top Piston, Villiers .. ..	6/125	1 1/8"	130	6/3	2	64/077H	
<b>J.A.P.</b>							
175cc., S.V. Standard .. ..	74/001	1 1/8"	60	4/5	3	62/079	
250cc., S.V., Standard .. ..	74/012	1 1/8"	70	4/5	3	62/079	
250cc., O.H.V., Standard and Sports .. ..	74/022	1 1/8"	85	4/5	4	62/079	
300cc., S.V. Standard .. ..	74/011	1 1/8"	70	4/5	3	62/079	
350cc., S.V., Standard and Sports .. ..	74/022	1 1/8"	80	4/5	3	62/079	
350cc., O.H.V., Standard and Sports .. ..	75/011	1 1/8"	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 1/4"	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 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>LEVIS.</b>							
247cc., 2-stroke Standard .. ..	47/014	3/8"	55	47/3	P20	62/099	Main Jet 3/8" from shoulder to top
247cc., 2-stroke, Light .. ..	47/017	3/8"	55	47/3	P25	62/099	
250cc., O.H.V., Model B .. ..	74/024	1 1/8"	80	4/4	3	62/079	
350cc., O.H.V., Model A .. ..	6/150	1"	150	6/4	3	64/077H	
350cc., O.H.V., Light .. ..	6/140	1 1/8"	130	6/4	3	64/077H	
500cc., O.H.V., Model D, Standard & Light .. ..	6/150	1"	150	6/3	3	64/077H	
500cc., O.H.V., Model D Special .. ..	89/024	1 1/8"	200	29/4	3	64/079	
600cc., O.H.V. .. ..	89/024	1 1/2"	210	29/4	3	64/079	
<b>MATCHLESS.</b>							
250cc., G2M and G2MC .. ..	75/154	7/8"	120	5/3	2	22/077H	
250cc., S.V., G7 .. ..	74/011	3/8"	55	4/4	3	62/099	
250cc., O.H.V., G2 .. ..	75/014	7/8"	120	5/3	2	62/079	Fl./Ch. at 15°
350cc., O.H.V., G3 and G3C .. ..	76/014	1"	150	6/4	3	62/079	Fl./Ch. at 15°
500cc., G5 .. ..	76/001	1 1/8"	130	6/4	3	64/078	-040 Pilot Outlet
500cc., S.V., D5 .. ..	76/004	1 1/8"	130	6/4	3	62/099	-040 Pilot Outlet
500cc., O.H.V., G8, G9, G8C, and G9C .. ..	89/004	1 1/2"	180	29/4	3	14/079	Fl./Ch. at 3°
<b>MONTGOMERY.</b>							
250cc. and 350cc., O.H.V., Jap .. ..	74/022	3/8"	90	4/5	3	22/077H	
500cc., O.H.V., D.P., Jap .. ..	76/011	1"	150	6/5	3	14/077H	
<b>MORGAN.</b>							
990cc., S.V., Matchless .. ..	76/012	1"	140	6/3	2	64/099	Needle Jet .105
1000cc., O.H.V., 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	

FIRM AND MODELS	Carbu- retter Type	Internal Bore	Jet Size	Throttle Valve	N'dle Pos- ition	Float Chamber Type	Special Details
<b>SUNBEAM.</b>							
250cc., O.H.V., 23 and 23S .. ..	75/014	7/8"	110	5/3	4	64/079	Fl./Ch. at 14°
350cc., O.H.V., 24 and 24S .. ..	76/004	1 1/8"	140	6/4	3	64/079	Fl./Ch. at 14°
500cc. and 600cc., S.V., 29 and 30 .. ..	89/004	1 1/2"	170	29/4	4	64/089	
500cc., O.H.V., 25 and 26 .. ..	29/035	1 1/8"	220	29/4	3	64/079	Fl./Ch. at 15°
500cc., O.H.V., 27 and 28 .. ..	29/035	1 1/8"	220	29/4	3	64/079	Fl./Ch. at 15°
<b>TRIUMPH.</b>							
250cc., T70 and 2H .. ..	75/145	7/8"	110	5/2	2	64/079	Fl./Ch. at 7° Union Nut 4/033
350cc., T80 and 3H .. ..	76/014	1"	150	6/3	2	64/079	Fl./Ch. at 15°
350cc., S.V., 3S .. ..	75/145	7/8"	120	5/4	3	64/079	Union Nut 4/033
500cc., O.H.V., 90 and 5H .. ..	89/116	1 1/8"	200	29/3	1	64/077H	Union Nut 29/078
550cc., S.V., 6S .. ..	76/130	1 1/8"	170	6/5	3	64/079	
<b>VELOCETTE.</b>							
250cc., 2-stroke, GTP .. ..	4/127	3/8"	65	4/5	3	62/099	{ Jet Block 15/201 Thr. Valve 4/236 No Pilot Outlet
250cc., O.H.V., MOV .. ..	75/014	7/8"	120	5/3	3	14/079	Fl./Ch. at 15°
350cc., O.H.V., MAC .. ..	76/004	1 1/8"	130	6/3	3	14/079	Fl./Ch. at 15°
350cc., O.H.C., KSS and KTS .. ..	76/014	1"	150	6/3	3	64/079	Fl./Ch. at 15°
350cc., KTT .. ..	10TT36	1 1/8"	410	6	2	15/1526	.037 Pilot Outlet
500cc., O.H.V., NSF and MSS .. ..	76/024	1 1/8"	180	6/4	3	64/079	Fl./Ch. at 15° Needle Jet .109
<b>VILLIERS.</b>							
147cc. .. ..	53/001	5/8"	35	3	P20	Included	
147cc. .. ..	74/022	3/8"	80	4/5	3	62/099	
172cc. .. ..	75/012	7/8"	90	5/4	3	64/099	
196cc. .. ..	47/128/S	3/8"	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	1 1/8"	130	6/5	3	64/079	
<b>VINCENT H.R.D.</b>							
500cc., O.H.V., Standard Sports .. ..	76/022	1 1/8"	170	6/4	3	14/060	Fl./Ch. at 15° Banjo 14/043
500cc., O.H.V., Standard Sports .. ..	89/011	1 1/8"	180	29/3	3	14/060	Ditto
500cc., O.H.V., Super Sports .. ..	10TT34	1 1/8"	340	5	4	14/064	Ditto
<b>ZENITH.</b>							
250cc., O.H.V., Jap .. ..	4/126	3/8"	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 .. ..	29/118	1 1/8"	200	29/4	3	64/077H	
1100cc., S.V., Twin Jap .. ..	89/011	1 1/8"	200	29/4	3	64/078	

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