HOW TO GET CORRECT CARBURATION.

C. BINKS (1920) LTD.
ECCLES. MANCHESTER.

BINKS' "STOCKISTS"

LONDON.
H. Taylor & Co., Ltd.,
49/53, Sussex Place,
S. Kensington, S.W.7.

Longman Bros.,
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Ealing, N.5.

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BELFAST.
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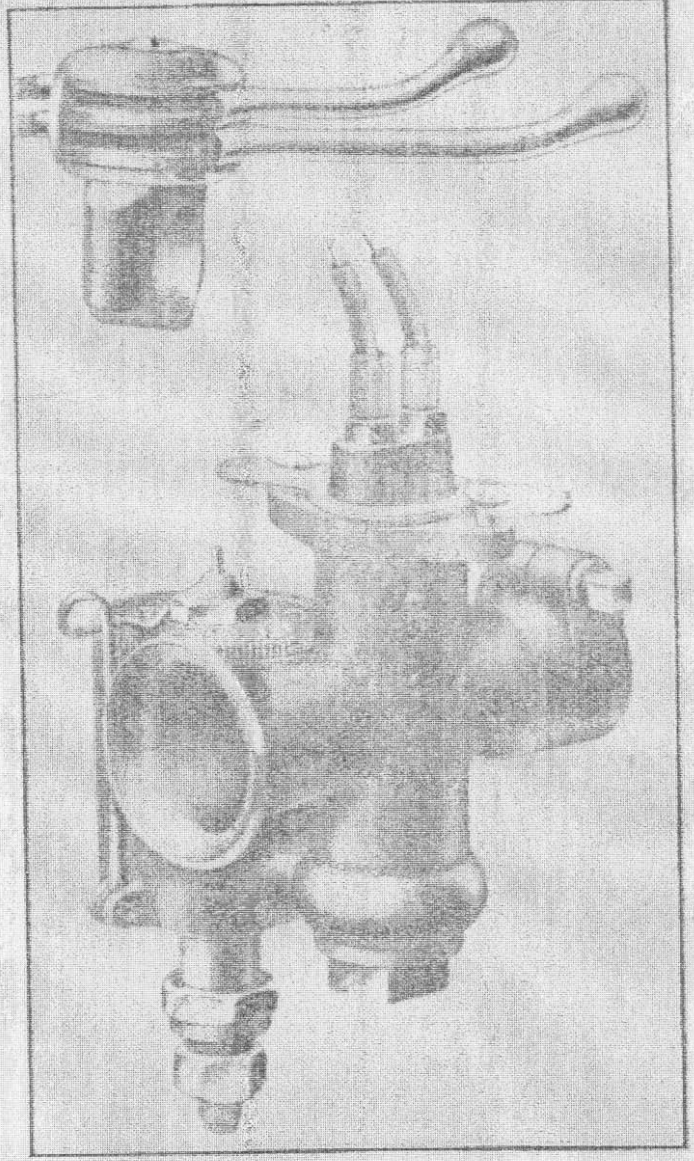
CAT. NO. 60. JAN., 1927.

THE 2 JET **BINKS** 2 CONTROL Carburettor Instructions



Patented

C. BINKS (1920) Ltd., ECCLES MANCHESTER. ENGLAND.

'Phone Eccles 203. 'Grams: "Carbureted Eccles."

INDEX.

C. BINKS (1920) LTD., Eccles, Manchester.

From page 15.

2 STROKE ENGINE OWNERS.

4-stroking on 2-strokes is always due to either too big a jet or excess of oil—if only at small throttle openings the **pilot jet only** is probably too big.

To start a 2-stroke from cold it is necessary to flood. If the engine does not start quickly the sparking plug may get oiled up and make starting impossible. If the engine does not start after the sixth kick remove the plug and clean it.

Starting from warm. If difficulty is experienced after flooding it may be that the engine is glutted. Remedy: Remove the sparking plug, kick the engine over several times with the throttle wide open to scavenge the cylinder, then replace and start in the normal way.

USING

CARBURETTORS.

Motor-Cyclists—*whether Touring for pleasure —entering Competitions—or driving on business,* are sportsmen, and they will unite with us in the feeling of pride that their carburettor, the "Binks"

HAS PLAYED ITS PART

in the following classical events—

1925 T.T. Mr. Howard Davies	WINNER H.R.D. 500cc.	
1926 AMATEUR T.T.	FIRST A.J.S.	SECOND. H.R.D.
1926 T.T. Mr. J. H. Simpson on his A.J.S. makes	FASTEST LAP 3rd year in succession.	
1926 T.T. Mr. P. Ghersi on his Guzzi makes	RECORD LAP in 250cc. class.	
1926 FRENCH GRAND PRIX	FIRST in 250cc. class Crabtree JAP.	
1926 BELGIAN GRAND PRIX	FIRST 500cc. class A.J.S. 350cc. class	
1926 ITALY Cercutito Dellario	FIRST Guzzi	SECOND Sunbeam
1926 AUSTRIAN T.T.	FIRST Ardie-Jap.	
1926 JAPANESE T.T.	FIRST H.R.D.-Jap.	
1926 AUSTRALIAN T.T.	FIRST A.J.S.	

GOLD MEDALIST IN

A.C.U. 6 Days' Trials—RELIANCE—and Other Trials.

PRINCIPLE ON WHICH THE "BINKS 2 JET" GIVES: Easy Starting, Good Tickover Idle, Acceleration, Power and Economy.

It is simple.

There are no variable needles or jets.

A correct size of carburettor gives perfect results by setting two jets. Those two jets are named :—

The **Pilot** jet (short and nearer the engine) works alone at first and gives easy starting and slow running. Its function is also to lead on to

The **Main** jet (longer and near the air intake) which is set for giving power and acceleration.

The **Jets** project into the air way underneath the throttle, the outlet of the main jet being more above the petrol level than the pilot jet outlet.

By the operation of the throttle a practically automatic range of mixture is obtained and the air lever operating a plunger over the main jet is set to modify the mixture if the engine is cold.

The **Pilot Jet** is situated underneath the throttle so that as the throttle is closing the area in which the jet is placed is reduced, causing a ribbon of air to pass across the jet underneath the throttle at a high velocity ensuring perfect atomisation. The more the throttle is opened the bigger the area in which the pilot jet finds itself, consequently the suction is lessened because the throttle has receded from the jet plate.

The air proceeding to the pilot jet goes through the main inlet or choke tube past the main jet, but at small throttle openings the velocity of air round the main jet is so low that the jet will make no delivery. However, as the throttle is opened wider the suction is increased and the **main jet** comes into operation automatically and the two jets work together, but the pilot jet to a much lesser extent.

A see-saw action takes place on the two jets because the opening of the throttle increases the suction on the main and lessens it on the pilot jet, and vice versa the shutting of the throttle maintains a high suction of air across the pilot jet whilst the suction lessens and ultimately dies away altogether from the main jet.

The essential thing in carburation is to get good atomisation which is the first step in breaking up liquid fuel in the finest particles to be carburetted. The BINKS does this.

The Controls on the handlebar can be either by a comfortable design of levers with large upturned knobs over which the fingers can be hooked (see front page) or by Twist Grip (see page 9) to the throttle and lever for the air. The control cables are extra strong and of the best make and have nipples properly attached and soldered at the ends.

The Body of the Carburettor is in good gun metal which will withstand years of wear. In many cases it is made to screw direct into the cylinder (viz., A.J.S. New Hudson, etc.) and so entirely obviate the possibility of air leaks due to the instrument not fitting properly onto the inlet pipe. In most cases the "intake funnel" is part of the body casting and cannot get lost; it is of efficient design and polished inside.

The Jets. There are two distinct jets 2B.A. thread. The sizing orifice is at the bottom of the jet submerged in the fuel; this system prevents spilling and is difficult to obstruct. The jets are all calibrated and are marked with a number according to the quantity of fuel they will pass under a given head or pressure. Th bigger the number the bigger the jet. Note, however, for example, that a No. 12 is not twice as big as a No. 6.

The Float Chamber may have either top or bottom feed and is of ample proportions to keep the petrol level steady under vibration—and so prevents waste. The lid is screwed in and is locked by a spring from the outside so that its loss is scarcely possible. The needle protrudes through the lid enabling the owner to see if there is if there is petrol in the chamber by the needle being visible. To flood the carburettor press the needle down with the finger.

Filtering is exceptionally good as there are two filters, one at the petrol pipe inlet to the float chamber to prevent flooding due to impurities lodging on the needle seat, and the other right underneath the jets themselves. Experience over many years proves that a choked jet is the rarest occurrence.

Locking of the Adjusting Screw Plate at the Top of the Mixing Chamber. This may be either by two screws—a hexagon nut—or by a flat spring which when depressed will disengage with the conical rivet heads and so swing round to take out the throttle.

Tuning up "Binks" 2 Jet is only a matter of Jet Setting.

when the Engine is Warm.

PILOT JET (short) WORKS ALONE at Small Throttle Openings for: Starting, Tickover Idle—Slow Pulling.

When the throttle is less than 1/5 open the main jet does not work, so the pilot jet can be set to give perfect slow running without regard to the setting of the main jet for power.

THE MAIN JET (long) comes into operation automatically as the throttle is opened and both jets work together for: Acceleration—Power and Speed.

As the main jet does not come into operation until the throttle is opened 1/5 it can be set for power without in any way interfering with slow running or starting.

With a warm engine and with the air lever 2/3 open—

(1) Fit the **Smallest pilot jet** that will give good starting and steady tick-over.

(2) Fit the **smallest main jet** that will allow the throttle to be opened with good acceleration and without spitting back in the carburettor.

Suitable choke sizes are given on page 7 and the jets that should first be tried when using petrol—

Too rich a mixture causes—eight stroking—lumpy running, and black smoke.

Too weak a mixture causes—spitting in carburettor and bad slow running.

To Cure Richness or Weakness First Decide Whether it is the Pilot or the Main Jet to be Altered.

To get at the jets undo the float chamber holding screw V. A key is provided for removing the jets, when replacing only screw the jets in firmly but finger tight.

JET AND CHOKE SIZES FOR TOURING ON PETROL OR PETROL-BENZOL FOR 2 JET—BINKS—2 LEVER CARBURETTORS.

First See Which Shaped Throttle You Have.

		1924/6 D Shaped Throttle				1927 C Shaped Throttle			Model and spares ref'ce.
	4 STROKES	Choke size inches.	JETS: pilot	main	Choke size inches.	JETS— pilot	main	ref'ce.	
SINGLES	175cc. SV	1/4	0	5	3/8	1	5		H
	OHV	1/4	0	6	1/4	1/8	2 7		H
	250cc. SV	3/8	0	5	3/8	1 1/8	2	7	H
	OHV	1/8	1	6	3/8	1/4	2	8	J
	350cc. SV	1/2	1	6	3/8	1/4	3	7	J
	OHV	1	2	8	3/8	5/8	4	9	K
	500cc. SV	1	1	8	3/8	1/8	4	12	K
	OHV	1 1/8	2	11	3/8	1	4	13	L
	600cc. SV	1	2	8	3/8	1/8	4	12	K
TWINS	350cc. SV	1/4	1	5	3/8	1/4	3	6	H
	OHV	1/4	2	6	3/8	1/4	3	7	J
	500cc. SV	1/4	1	7	3/8	1/4	3	7	H
	OHV	1/8	2	7	3/8	1/4	3	8	J
	600/700 SV	1/2	2	7	3/8	1/4	3	7	J
	OHV	1/8	2	6	3/8	1/8	3	11	K
	700/800 SV	1/8	2	6	3/8	1/4	3	8	J
	OHV	1	1	8	3/8	1/4	3	11	K
	800/900 SV	1	1	8	3/8	1/4	4	12	K
	OHV	1	2	9	3/8	1	4	13	L
	980/1200 SV	1	1	8	3/8	1 1/8	4	13	L
	OHV	1 1/8	3	11	3/8	1 1/8	4	14	L
	2 STROKES.								
SINGLES	Scott 11in. pipe	1	1	8	3/8	1/4	2	9	K
	Scott 11in. pipe	1 1/8	2	11	3/8	1 1/8	3	12	L
	175 Villiers	1/4	2	8	3/8	1/4	2	8	K
	150 Villiers	1/4	1	6	3/8	1/4	2	7	J
	250 Villiers	1/4	1	6	3/8	1/4	2	7	J
	350 Villiers	1	2	8	3/8	1/4	3	9	K
	500 Dunelt	1 1/8	3	10	3/8	1 1/8	2 recom. 3 jets.	6 10	L3

TRY one size smaller and larger if necessary.

For Discol pilot one size and main jet six sizes bigger approximately.

INSTRUCTIONS FOR STARTING AND DRIVING.

(1) Read pages 5 and 6 and verify jet sizes to be approximately those given on page 7.

(2) Verify that there is a spark at the plug points—and that the petrol tap is on, then:—

if the engine is cold—

(3) Close the air lever.

(4) Flood the carburettor by pressing the needle down with the finger.

(5) Open the throttle about ¼ so that as the engine is turned over you can hear the hiss of the air rushing under the throttle. If you have TWIST GRIP control **beware** of opening the throttle too much.

(6) Advance the ignition as far as you can without getting a back-fire.

(7) Then start up.

(8) When the engine has run for a half a minute open the air lever ¼ open and mount the machine and drive away.

(9) **The Air Lever** should always be ¼ open except when driving fast, when it may be opened wide. Do not close the air lever for driving in traffic more than ¼ open because if the jets are correctly set the carburettor will be automatic. The air lever may be closed a little for hard pulling on hills but usually the same effect can be obtained by closing the throttle slightly.

NOTES.

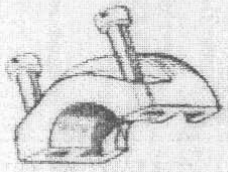
To get a good tickover retard the ignition.

Do not flood the carburettor for starting when the engine is hot, only just tip the float needle with the finger if you find it necessary.

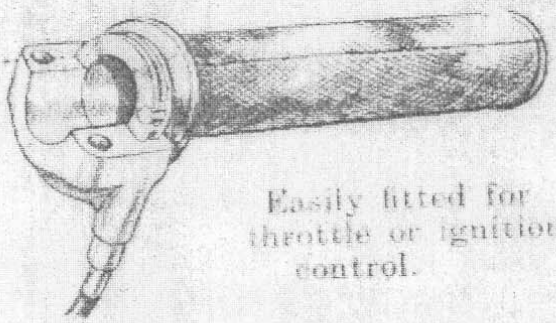
Twin cylinder machine owners should make sure that both cylinders are firing. Try running the engine on each cylinder separately by shorting one plug at a time with a wooden handled tool.

Sparking plugs. Use a suitable plug; for touring the points should project slightly into the cylinder and have a gap of .018in. to .028 in.—the wider the better between these limits.

One Grip "BINKS" Twist Grip.



Price 12/6 separately.
Price 10/- extra on list price if purchased with Carburettor.



1in. & 1¼in. dia.

Easily fitted for throttle or ignition control.

LONG RUBBER GRIP—SMALL IN DIAMETER—

ADVANTAGES. Steering and control is effected by grasping the grip and the fingers are not made cold or sore by working a lever. This grip controls the whole movement of the throttle within the movement of the wrist so that two actions of the wrist are not necessary to either open up or close down.

SIMPLICITY. The twist grip works the cable like a control lever but around the handlebar instead of on top of it. The cable is interchangeable with a control lever. The rotor that pulls the cable is of large dia. so all sharp bends are eliminated.

CONSTRUCTION. There are no slides to cause stiffness or to wear and cause backlash. The rubber grip covers a tube that turns on the handlebar and on an extension of this the cable rotor is fixed covered by the housing which is clamped to the bar.

FRICTION. The tube in the rubber grip fits easily on the bar, which should be covered with grease. The inner prongs of an X cut in the tube are bent down slightly and so cause a sufficient friction to prevent the grip from shutting off. Greater friction can be obtained by knocking the prongs down further with a hammer through the rubber.

HOW TO ORDER. STATE (1) Maximum length of straight on the end of the bar. (2) Dia. of bar. (3) Do you use inverted levers? (4) Do you want dummy grip for left-hand bar (2/- extra)?

1924/1926 Design 2 Jet Binks with D shaped Throttle.

Showing TOP FEED float chamber. BOTTOM FEED is also supplied as on page 11.

All float complete chambers TF and BF are interchangeable if the throttle chamber is the same dia. inside.

MA—Throttle wire.

*XA—Throttle air spring, 9d.

A—Carburetter body, 20 -.

VA—Throttle 2/6.

B—Pinch Bolt, 6d.

Y—Jet Seat, 1/6.

AB—Pilot Jet, shown working at low engine speeds under a high velocity of air, say at 10 to 15 m.p.h., 1 -.

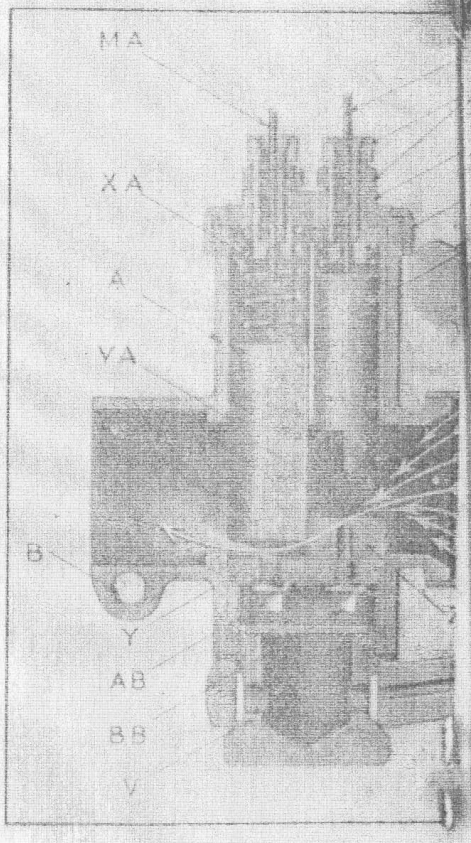
BB—Main Jet, 1 - inactive but ready to work if the throttle is opened further.

*V—Float chamber holding screw, containing main filter, 2/6.

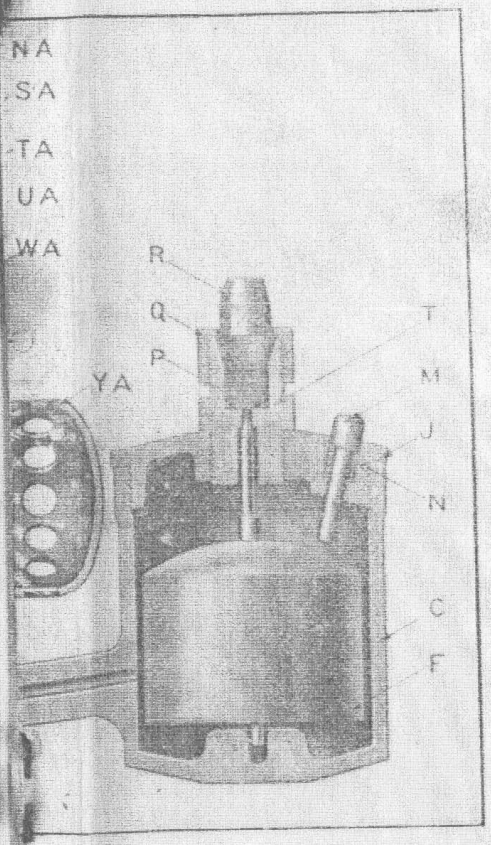
NA—Air Plunger wire.

*SA—Adjusting screw and lock nut, 1/- each.

*TA—Adjusting screw plate, 1/6.



Section showing action on pilot jet at small throttle opening, main jet inoperative.



TA—Lock ring to hold TA 1 -.

WA—Air Plunger, 2/6.

YA—Blow bar cap, 1/6.

Z—Choke tube around main jet, the area of which is regulated by plunger WA, 2/6.

R—Petrol pipe nipple, 6d.

*Q—Nut for above, 6d.

P—Fine filter, 1 -.

T—Float needle seat, 1/6.

M—Tickler to raise Petrol Level for starting from cold.

J—Float chamber lid.

C—Float chamber (swivelling).

F—Float with stainless steel needle fixed, 5 -.

N—Tickler spring.

Spares Prices—see also Page 18.

*Means give diameter when ordering.

1927 Design 2 Jet "Binks" with C shaped Throttle.

IN THE MARKING OF ALL THESE CARBURETTORS THESE LETTERS L. K. J. or H APPEAR.

JB—Air valve.

FB—Adjusting screw plate lock spring.

EB—Conical-headed pegs for above.

DB—Adjusting screw plate with throttle guide and air valve extension.

NA—Air valve wire.

MA—Throttle wire.

SA—Adjusting screw for cable.

SC—Lock nut for ditto.

XA—Throttle spring.

A—Carburettor body.

B—Pinch bolt.

Y—Jet seat.

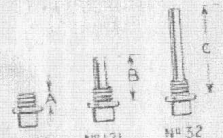
KB—Throttle, C shaped.

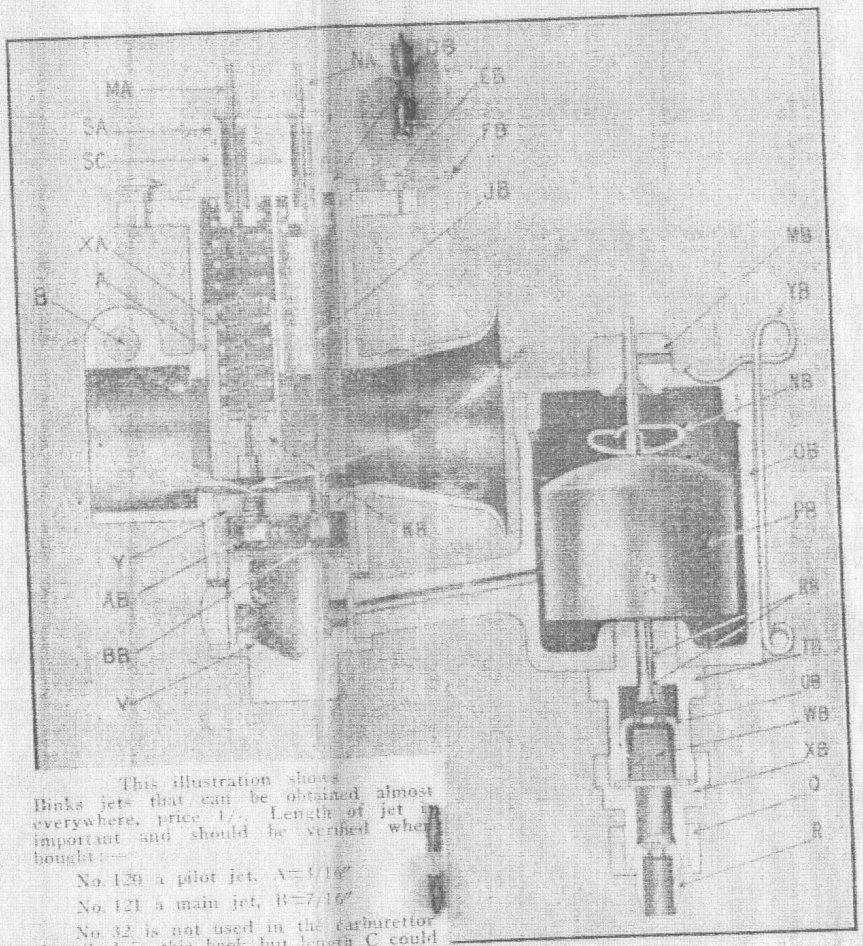
AB—Pilot jet.

BB—Main jet.

V—Float chamber holding screw and filter.

BINKS JETS
½ full size.





This illustration shews Binks jets that can be obtained almost everywhere, price 1/-. Length of jet is important and should be verified when bought:—

No. 120 a pilot jet, A=1/16"

No. 121 a main jet, B=7/16"

No. 32 is not used in the carburettor described in this book but length C could be cut down to lengths A or B and be satisfactorily used.

This illustration shews bottom feed float chamber with large filter. It might, however, have a filtering arrangement as shewn on page 12 or 13 with either top or bottom feed.

This carburettor may be supplied with lock ring screwed (see UA on page 12) in stead of spring FB.

MB—Float chamber lid.

YB—Lid lock spring.

NB—Float Bow.

OB—Float chamber.

PB—Float.

RB—Float needle.

TB—Needle valve seat.

UB—Large filter protector.

WB—Filter.

XB—Filter Union.

Q—Petrol pipe nut.

R—Petrol pipe nipple

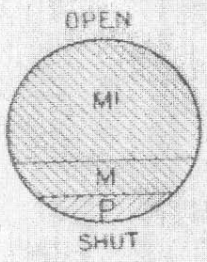
See page 17.

Carburettor section showing pilot jet only in action. As when Running Slowly.

HOW TO TRACE FAULTS.

In case of difficulty write to our works—
BINKS—ECCLES, MANCHESTER.

(a)



This diagram indicates the opening of the Carburettor.
The horizontal lines represent the throttle at different openings.
At opening **P** the pilot jet works alone.
At opening **M** the pilot jet works actively and the main jet begins to work.
At opening **MI** the pilot jet works less actively and the main jet fully.

(b) **FLOODING** is nearly always due to impurities in petrol getting on to the needle valve seat. See that there is a filter in the petrol pipe union, and in good order.
See that needle clip has not come out of the groove in the needle.
Rattle the float to see if float is petrol-logged.
See that the needle is not bent.
Never grind a needle into its seat with emery:—rub it in firmly with the finger and thumb.

(c) **Engine Will Not Start** even with air lever closed.
Verify jets correct size (see page 7) and that they are screwed in firmly.
" petrol supply—ware air locks, choked tap or pipe or filter.
" Spark at plug ware oil and internal cracks in the insulator.
The best gap at the points is .025 to .028 in. fairly wide for good slow running but some magnetos will not fire across it so try narrower gap.
" **IS throttle open too wide?**—don't open more than **P** in sketch.

If engine is cold—
if the engine is not glutted, flood a little more.

If engine is hot—
engine is glutted probably—open up air and throttle—kick over several times and start again. See page 6.

(d) **BAD SLOW RUNNING.**

Engine fades away—pilot jet too small?—plug gap too wide?—air leaks in the fitting of carburettor to inlet pipe?—inlet valve slack?—throttle slide worn?

REMEDY—Replace worn parts.

Engine eight strokes with trace of black smoke in exhaust—pilot jet too large?—carburettor flooding?

(e) **LACK OF POWER.**

If better with air partially closed or last bit of throttle opening useless **main jet too small.**

Verify ample flow of petrol.

no partial obstruction in float chamber or main jet.

(f) **Engine spits back into carburettor when the throttle is opened.**

Note if this appears when the throttle is in position M (see sketch A).

(1) General remedy is to close the air valve slightly, but it should not have to be closed more than half way.

(2) If the above conditions are correct and spitting still obtains at one particular throttle opening "M" (see sketch A) it may indicate **a weak phase** in the mixture. If the engine runs slowly on the pilot jet and also gives good power on the main jet, this particular weak spot can be absolutely eliminated by fitting a **special main jet perforated by side holes,** the effective area of which is less than the main sizing hole of the jet. This particular weakness of mixture is caused by the main jet coming into operation too late. An alternative remedy is to shorten the main jet by 1/16in., but it is better to fit a main jet with side holes which allow a small supply of petrol to add to the mixture before the main jet comes fully into operation. These jets, known as "S.H. Jets," can be obtained from our works at the cost of 1/6d. each. State size wanted.

(g) **Overheating** is usually caused by a weak mixture, so close down the air valve a little when pulling hard, or fit a bigger main jet.

It may be caused by too rich a mixture or retarded ignition, but this would show itself first by the blueing of the exhaust pipe.

(h) **Heavy Petrol Consumption.**

Verify that the carburettor does not flood.

Verify that the jets are as small as can be used and are screwed in firmly.

Verify that the air lever does not shut off by itself.

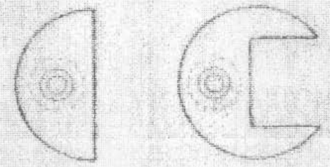
(i) **TWO-STROKE NOTES—See page 2.**

HOW TO ORDER SPARE PARTS.

In 1927 we mark each carburettor on the engine connection end with an "Interchangeable Spare Parts Reference" letters.

Refce. D Throttle Dia.

G 1 3-16
F ....1in.
E ....in.



C Throttle Dia. Refce.

1 3-16 L
1in. ....K
in. ....J
in. ....H

L K J H when followed by S mean that the adjusting screw plate DB (pages 12, 13) is held by a screwed ring.

Following letters mean—B bottom feed, T top feed.

In any Carburettors marked KB on different machines, the parts will interchange because the throttles are 1in. dia. with bottom feed float chambers. Also KSB would interchange except locking arrangement for the adj. screw plate.

KT would interchange complete float chambers with FT or both could be converted to bottom feed by exchange of float chambers with KB.

Any parts with the same number (pages 17, 18, 19) are interchangeable.

When ordering a part specify by Name with above References (see illustrations and pages 17, 18, 19) —OR—specify the part by description and give the dia. of the throttle and its shape (C or D) and quote any reference No. on the carburettor.

BINKS 2 JET — **JETS** illustration refce. BB part No. 121, AB ,, 120.

Don't use the long jet No. 32, see foot not page 10.

HOW TO ORDER OVERHAULS. Carburettors can be overhauled at our works at a cost of 10/- each, or when repolishing and replating is necessary 17/6d. In addition, any new parts used are charged at undermentioned prices. Postage and Packing in a box (carefully done) 1/6d. extra.

PAYMENT. To avoid expenses in booking we respectfully ask you to send cash with order, or in the case of a repair to the Carburettor to send cash as soon as you get your invoice, so that the Carburettor can be sent off without delay. Postage free for all spares over 1/6d., otherwise please send 2d.

URGENCY. Telegraph or 'phone name and address—give part No. and we will endeavour to despatch by next post C.O.D.

C. BINKS (1920) LTD. ECCLES, MANCHESTER.
'Phone 208 Eccles. T'graph.: "Carbureted, Eccles."

Carburettor Spares Prices.

CARBURETTORS WITH C SHAPED THROTTLES.

COMPONENTS. MARKED	H throttle ⅝in.	J throttle ⅞in.	K throttle 1in.	L throttle 1 3-16in.	Refce. See pages 10 & 11	Price.
BODY	532	192	149	119	Y	1/6
Jet Seat	514	513	512	511	KB	2/6
Throttle	517	516	515	171	FB	2/6
Air Slide	510	509	508	507	DB	1/6
Top Plate	—	187	144	116		1/-
Holding Attachment for Top Plate: Hex. Nut		527	526	—	FB	9d.
Flat Spring		329	528	—	EB	3d.ea.
Rivets for				—		3d.ea.
3BA Screws	166	—				
Adjusting Screws	145	145	145	49	SA	1/-
Locknuts for do.	146	146	146	50	SC	6d.
Throttle & Air Slide Springs	520	530	530	170	XA	9d.
Pinchbolts	201	21	21	21	B	6d.
Pilot Jet	120	120	120	120	AB	1/-ea.
Main Jet	121	121	121	121	BB	1/-
Blowback Cup	133	11	—	—		1/6
Intake Gauze	539	173	338	—		6d.
Intake Gauze Ring	538	174	337	—	EB	1/6
Jet Key	202	202	202	202		1/-
Float Chamber hold'g screw	533	437	437	435	V	2/6
Washers for do.	535	106	162	130		6d.ea.
Float Chamber c/plete BF	530	413	418	423		15/-
Float Chamber only BF	537	436	395	394	OB	5/-
Float Chamber c/plete TF	528	200	308	206		15/-
Float Chamber only TF	536	199	185	133	C	5/-

BOTTOM FEED.

	Float Chamber Lid	396	MB	1/-
	Lid Spring	389	YB	6d.
	Rivet	391		3d.
	Needle Valve	39	RB	2/6
	Float and Bow	40	PB	1/6
	Bow only	42	NB	6d.
	Nut	36	O	6d.
	Nipple	37		1/6
See Float'g pages 12 & 13	Needle Valve Seat	35		1/-
	Cross Filter	35		
	Needle Valve Seat	374	TB	1/6
See [illegible] pages 10 & 11	Filter Union	395	XB	1/-
	Filter	376	WB	1/-
	Protector for Filter	519	UB	6d.
		380		1/6
	Horizontal Petrol Pipe fitting	178	not shown	1/-
	Needle Valve Seat for horiz'l fitting	381	"	6d.
	Blind Nut for above	377	"	3d.
	2 Washers for above			

Carburettor Spares Prices.

"D" SHAPED THROTTLES.

COMPONENTS.	throttle ⅜in.	throttle ½in.	throttle 1 1/16in.	See pages 12 & 13	Price
BODY					20/-
Jet Seat	192	140	119	Y	1/6
Choke	193	183	173	Z	2/6
Throttle	190	179	169	VA	2/6
Air Slide	193	181	171	WA	2/6
Top Plate	186	178	168	TA	1/6
Hex. Nut for Top Plate	187	144	116	UA	1/-
Adjusting Screws	145	145	49	SA	1/-
Locknuts for do.	146	146	50	SA	6d.
Throttle & Air Slide Springs	191	180	170	XA	9d.
Pinch bolt	201	21	21	B	6d.
Pilot Jet	120	120	120	AB	1/-ea.
Main Jet	121	121	121	BB	1/-
Blowback Cap	433	433	1	VA	1/6
Intake Gauze	559	559	175	—	6d.
Intake Gauze Ring	558	558	116	—	1/6
Jet Key	202	202	202	—	1/-
Float Chamber holding screw	487	457	435	V	2/6
Washers for do.	196	162	130	—	6d.ea.
Float Chamber complete BF	423	418	423	—	15/-
Float Chamber only BF	426	395	394	OB	5/-
Float Chamber complete TF	210	208	206	—	15/-
Float Chamber only TF	199	165	133	C	5/-

TOP FEED.

See Illustn. page 12 & 13

Lid Complete	205			5/-
Tickler Plunger	96	M		6d.
,, Spring	98	N		3d.
,, Split Pin	97	—		2d.
Float and Needle	93	E		5/-
Lid without Fittings	95	F		2/6
Nut for petrol pipe	36	Q		6d.
Nipple for do.	37	R		6d.
Loose Filter	35	P		1/-
Needle Valve Seat	94	T		1/6

Illustration not given.

Horizontal petrol pipe fitting	380	—	1/6
Needle Valve Seat for above	382	—	1/6
Blind nut for above	381	—	6d.
2 Washers do.	377	—	3d.ea.

CONTROL LEVER SPARES AND PRICES.

COMPONENT.			
Double Levers, Complete, 1in. Bar	203	...	10/-
Double Levers, Complete ⅞in. Bar	253	...	10/-
Base for 1in. Bar	135	...	3/6
Base for ⅞in. Bar	167	...	3/6
Clamp for 1in. Bar	112	...	1/-
Clamp for ⅞in. Bar	113	...	1/-
Clamp Screws Round Head	114	...	3d. ea.
Clamp Screws Square Head	367	...	5d. ea.
Air Lever (Top)	136	...	3/6
Throttle Lever (Bottom)	137	...	3/6
Friction Plate	138	...	4d. ea.
Compression Screw	139	...	6d. ea.
Compression Spring	140	...	6d. ea.
Top Plate	141	...	1/-
Outer Cover End	14	...	3d. ea.
Wire Nipple for Lever	104	...	4d.
Wire Nipple for throttle	82	...	3d.
Outer Cable	—	...	10d. a ft.
Inner Wire and Throttle Nipple	—	...	1/6
Clamp for 1in. Bar with Cable Groove...	556	...	1/-
3ft. 6in. Inner and Outer Cable complete with adjusting screw	—	...	4/6

"ONE GRIP" TWIST GRIP SPARES AND PRICES

COMPONENT.			
Twist Grip, Complete, 1in. R.H. (State o/a Length)			12/6
Twist Grip, Complete, 1in. L.H. (State o/a Length)			
Twist Grip, Complete, ⅞in. R.H. (State o/a Length)			
Twist Grip, Complete, ⅞in. L.H. (State o/a Length)			
Body, Top Half, 1in.	A477	...	3/-
Body, Top Half, ⅞in.	A476	...	3/-
Body, Bottom Half, 1in. R.H.	B477	...	3/-
Body, Bottom Half, 1in. L.H.	B484	...	3/-
Body, Bottom Half, ⅞in. R.H.	B476	...	3/-
Body, Bottom Half, ⅞in. L.H.	B483	...	3/-
Rotar and Tube, 1in. State o/a length	479	...	3/6
Rotar and Tube, ⅞in. ,, ,, ,,	478	...	3/6
Wire Nipple	104	...	4d.
Clamp Screws	114	...	3d.
Cable Socket	550	...	6d.
Rubber (state length and size of bar)	—	...	2/-

HOW TO OBTAIN A BINKS TWO JET SEMI-AUTOMATIC CARBURETTOR.

When ordering your new machine definitely request your agent to specify this Carburettor. It is fitted as standard to the famous A.J.S., H.R.D. McEvoy, Chater-Lea, Brough Superior, N.U.T., LeVack New Hudson Machines, and as an alternative standard to many other makes. Most manufacturers will supply without extra charge, but if some should ask you to pay a few shillings extra it is well worth while to have the instrument because of its flexibility.

INSIST ON OBTAINING THE "BINKS."

Retail Prices of Carburettors with Lever Control based on dia: of the throttle.

To select a Carburettor see page 7.

	£ s. d.
H models for 175 & 250cc. SV Singles & Douglas	2 17 0
J ,, for 350 cc. SV & 250cc. OHV Single and 680cc. Twins	2 19 0
K ,, for 500cc. SV and 350cc. OHV Singles and 750cc. Twins	3 1 0
L ,, for 500 OHV Singles and big Twins	3 3 0

Scott Model K. Villiers 147 & 247cc. Model J.
,, Model L. ,, 175 & 350cc. ,, K
Dunelt 250cc. model K. Dunelt 500cc. model L

TWIST GRIP 10 - Extra.

plus 1/6 postage and packing.

If you order a Carburettor independently of your machine, either through your agent or from us, please specify—

(1) Exact size of stump Carburettor is to fit on to.
(2) Name, power and year of machine.
(3) Top or bottom feed to float chamber.
(4) Dia. of handlebar and length of cable.
(5) Is Twist Grip Wanted.

Carburettors can be easily fitted and tuned by Owner or by us or Our Service Dealers.

C. BINKS, (1920) LTD., ECCLES, MANCHESTER.