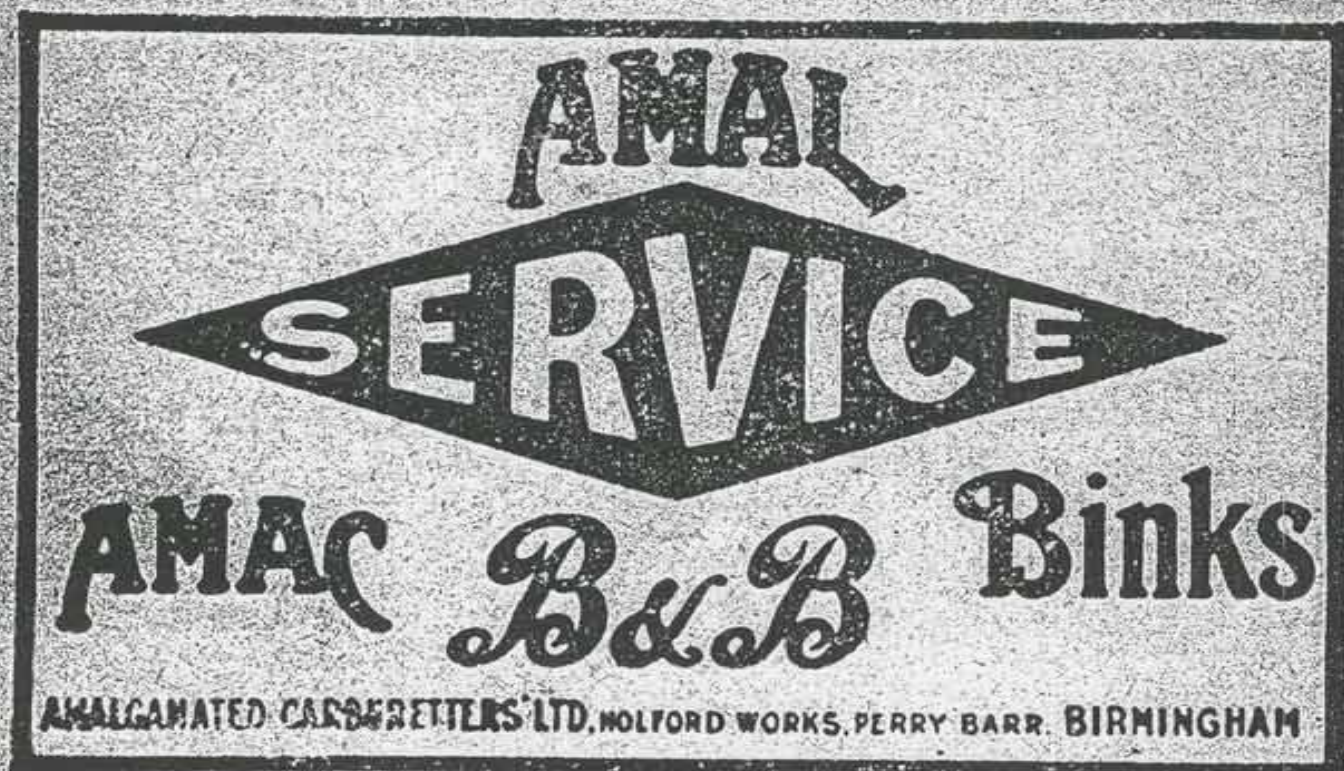


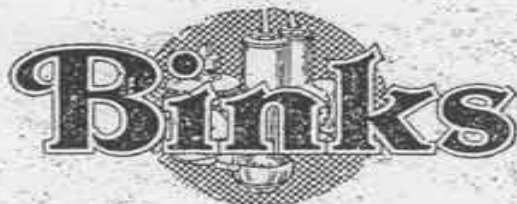
CARBURETTERS

**CATALOGUE and
HINTS AND TIPS**

LIST No. 67



*This Sign indicates
an A M A L Service
——— Stockist. ——*



CARBURETTERS.

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Telephones - BIRMINGHAM EAST 1371-2-3-4
Telegrams AMALCARB, PHONE, BIRMINGHAM.
Codes: ABC (5th & 6th Editions) Western Union & Bentleys

NOW MANUFACTURED BY

AMAL

Binks AMAC B & B

Amalgamated Carburetters Ltd.
Holford Works, Perry Barr, :: Birmingham.

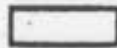


INTRODUCTION.

ALTHOUGH the famous Binks Motor-Cycle Carburetter is now an Amal product manufactured by Amalgamated Carburetters Ltd., its unique design, which has been responsible for a remarkable list of Competition Successes has not been altered in any way except that the Amal controls are now fitted.

The main feature is exceptional simplicity and therefore reliability. In spite of this and the fact that all tuning is carried out by the setting of two jets only, perfect results can be obtained.

Binks Carburetters can be supplied with either single or double lever controls or with Amal Twist Grip controls (see separate leaflet) and with either top or bottom feed float chambers.

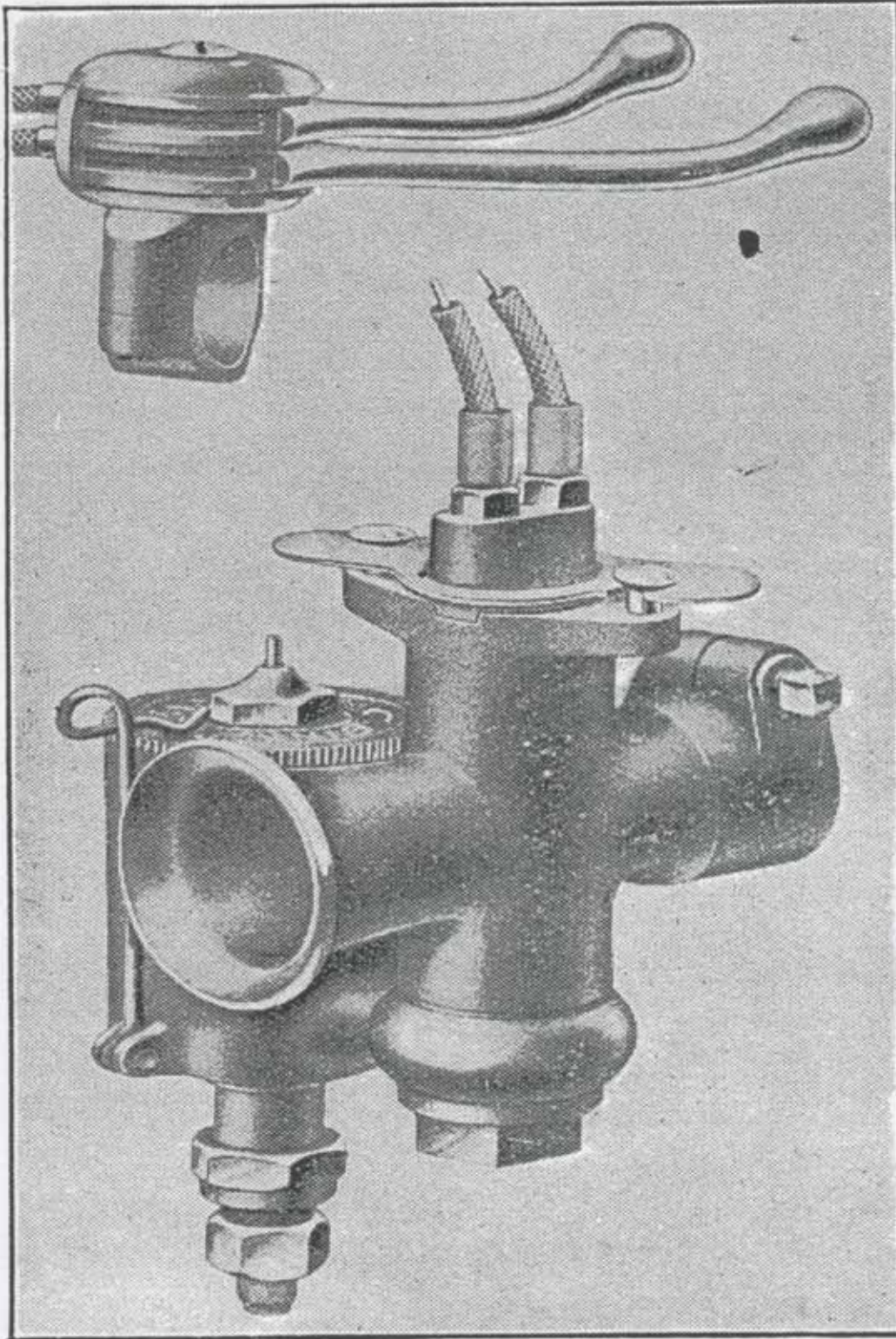


Terms of Business—Trade References or Cash with order. All Goods F.O.R. Birmingham only.

Catalogue of Car Carburetters on application.

AMAL
Binks

CARBURETTER

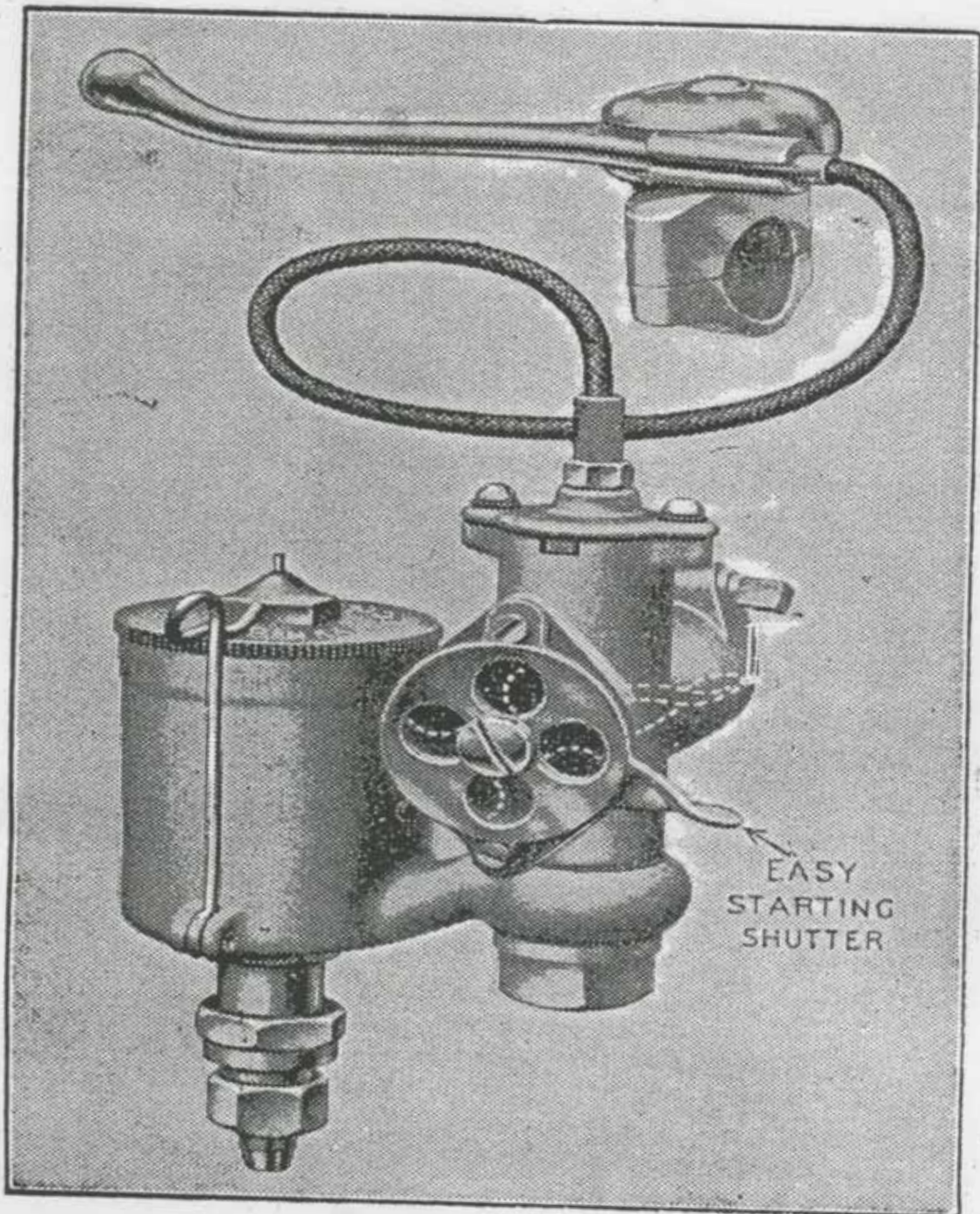


2 Jet Double Lever Models.
LB, KB, JB, HB.

AMAL

Binks

CARBURETTOR



2 Jet Single Lever Model
LAB, KAB, JAB, HAB.



Prices of Standard Binks 2-jet Carburetters.

Model	Cubic Capacity per Cylinder	PRICE, with Controls	
		Double Lever	Single Lever
H	175 c.c. to 250 c.c.	£2 17 0	£2 0 0
J	350 cc. SV & 250 cc. OHV	2 19 0	2 2 0
K	500 cc. SV & 350 cc. OHV	3 1 0	2 5 0
L	500 cc. OHV	3 3 0	2 7 0

Extra for Racing Amal Twist Grip Control
for throttle and single lever for air ... 11/-

Extra for Standard Amal Twist Grip Control
for throttle and single lever for air ... 9/-

Extra for Double Float Chamber ... 12/6

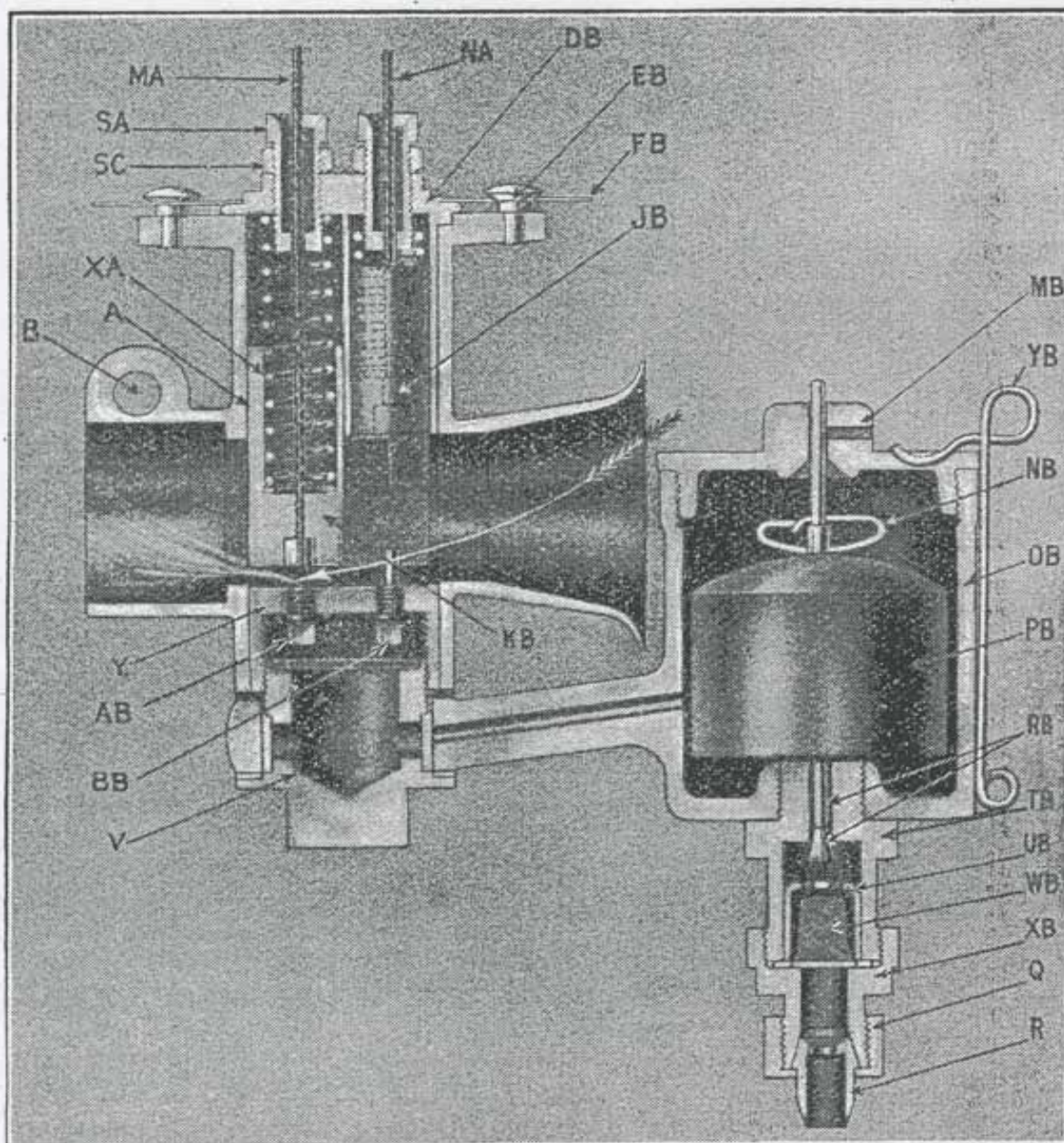
When ordering please specify :

1. Outside diameter of induction pipe.
2. Name, date and power of machine.
3. Diameter of handlebar and length of cable.
4. Top or bottom feed float chamber.
5. If twist control is required.
6. Required for Touring, Fast Touring, Road Racing, Track Racing.

Catalogue of Amal Controls (lever and twist grips)
will be sent free on application.

Binks 2-jet Carburetter with C Shaped Throttle.

1927-28 Model.



- | | |
|-----------------------------------------------------------------------|-------------------------------------------|
| JB—Air valve | AB—Pilot Jet |
| FB—Adjusting screw plate lock spring | BB—Main Jet |
| EB—Conical-headed pegs for above | V—Float chamber holding screw and filter. |
| DB—Adjusting screw plate with throttle guide and air valve extension. | MB—Float chamber lid |
| NA—Air valve wire | YB—Lid lock spring |
| MA—Throttle wire | NB—Float bow |
| SA—Adjusting screw for cable | OB—Float chamber |
| SC—Lock nut for ditto | PB—Float |
| XA—Throttle spring | RB—Float needle |
| A—Carburetter body | TB—Needle valve seat |
| B—Pinch Bolt | UB—Large filter protector |
| Y—Jet seat | WB—Filter |
| KB—Throttle, C shaped | XB—Filter union |
| | Q—Petrol pipe nut |
| | R—Petrol pipe nipple |



DESCRIPTION OF
BINKS 2 - JET CARBURETTER
1927 - 28 Model.

The BINKS 2-Jet Carburetter has been designed to give Easy Starting, Good Tickover, Acceleration, Power and Economy, and its main features responsible for these results are as follows :—

It is simple.

There are no variable needles or jets.

A correct size of carburetter gives perfect results by setting two jets. These 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.



Description of Carburetter—continued.

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. These are of the latest Amal single or double lever type with independent friction adjustment for each lever. Twist grip control can also be supplied when required, and we shall be pleased to send along our latest list describing the new range of Amal lever and twist grip controls.

The Body of the Carburetter is in brass and in many cases 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 on to the inlet pipe. The intake funnel is of efficient design and polished inside.

AMAL

Description of Carburetter—continued.

The Jets. There are two distinct jets 2 B 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. The 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 prevent 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 petrol in the chamber by the needle being visible. To flood the carburetter 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.



CARBURETTER TUNING.

General.—When setting a modern carburetter there are three main factors to be determined and these should be arrived at in the following order.

- (1) Choke size.
- (2) Pilot jet size.
- (3) Main jet size.

Choke Size. The choke is the bore of the body or mixing chamber on the engine side and this diameter should be the smallest one which enables the maximum power to be obtained. If full particulars of the engine are given when the carburetter is ordered, the carburetter will of course be supplied with the correct sized choke, but in any case the most suitable size can be found at once without experiment by referring to the table of choke and jet sizes given in this booklet.

Pilot Jet. This affects slow running and slow pulling only and the smallest size which gives the best tickover, when the engine is running in neutral, is correct. We would emphasise however, that the pilot setting and throttle position are dependent one upon the other—one cannot be reset in the slow running position without affecting the other.

Main Jet. This has practically no effect at small throttle openings and its size should be determined by the machine's performance at full throttle. The rider should select the smallest size main jet which gives the maximum power.

Rich Mixture. This can be detected by eight-stroking—thumpy running, and black smoke from exhaust.

Weak Mixture. Spitting in carburetter and bad slow running.

To cure richness or weakness it must first be decided at what speed the trouble occurs. If at high speeds the main jet should be altered, while the pilot jet should be changed to correct the mixture at very low speeds.



SPECIAL TUNING HINTS CONCERNING BINKS TWO-JET CARBURETTER.

The Pilot Jet (Short) works alone at small throttle openings.

The Main Jet (Long) comes into operation automatically as the throttle is opened and both jets work together for acceleration and speed.

When the jet sizes are being determined the engine should be warm and the air lever $\frac{2}{3}$ open. A key is provided for the removal of the jets and when replacing only screw in the jets firmly but finger tight.

Weak Spot. If a weak spot is experienced when opening up slowly the following method should be adopted to remedy the trouble :—

- (a) Increase pilot jet by one size.
- (b) Increase main jet by one size.
- (c) Shorten main jet at top by filing off $1/16$ in.

STARTING UP.

- 1—Close air lever.
- 2—On single lever models close strangler.
- 3—Flood carburetter by pressing needle down with finger.
- 4—Open throttle about $\frac{1}{8}$ so that as engine is turned over you can hear the hiss of the air rushing under the throttle.
- 5—Advance the ignition as far as you can without getting a back fire.
- 6—Start up.
- 7—When engine has warmed up the machine should be driven with air lever about $\frac{2}{3}$ open and on single lever models the strangler should be opened.

Note. Flooding the carburetter is not necessary for starting up when the engine is warm.



JET AND CHOKE SIZES

for Touring on Petrol or Petrol-Benzol for
2 Jet Binks 2 Lever Carburetters.

First See which Shaped Throttle You Have.

		1924/6 D Shaped Throttle			1927 C Shaped Throetlt			Model		
		4	—JETS—		Choke	—JETS—		and		
		STROKES	size	pilot	size	pilot	main	spares		
			ins.		ins.			ref'ce.		
SINGLES	175 cc.	SV.....	$\frac{11}{16}$	0	5	...	$\frac{5}{8}$	1	5	H
		OHV.....	$\frac{3}{4}$	0	6	...	$\frac{11}{16}$	2	7	H
	250 cc.	SV.....	$\frac{3}{4}$	0	5	...	$\frac{11}{16}$	2	7	H
		OHV.....	$\frac{11}{16}$	1	6	...	$\frac{3}{4}$	2	8	J
	350 cc.	SV.....	$\frac{11}{16}$	1	6	...	$\frac{3}{4}$	3	7	J
		OHV.....	1	2	8	...	$\frac{7}{8}$	4	9	K
500 cc.	SV.....	1	1	8	...	$\frac{11}{16}$	4	12	K	
	OHV.....	$1\frac{1}{16}$	2	11	...	1	4	13	L	
610 cc.	SV.....	1	2	8	...	$\frac{11}{16}$	4	12	K	
TWINS	350 cc.	SV.....	$\frac{11}{16}$	1	5	...	$\frac{11}{16}$	3	6	H
		OHV.....	$\frac{3}{4}$	2	6	...	$\frac{3}{4}$	3	7	J
	500 cc.	SV.....	$\frac{11}{16}$	1	7	...	$\frac{11}{16}$	3	7	H
		OHV.....	$\frac{7}{8}$	2	7	...	$\frac{3}{4}$	3	8	J
	610/700	SV.....	$\frac{11}{16}$	2	7	...	$\frac{11}{16}$	3	7	J
		OHV.....	$\frac{7}{8}$	2	6	...	$\frac{7}{8}$	3	11	K
	700/800	SV.....	$\frac{11}{16}$	2	6	...	$\frac{11}{16}$	3	8	J
		OHV.....	1	1	8	...	$\frac{7}{8}$	3	11	K
	800/900	SV.....	1	1	8	...	$\frac{11}{16}$	4	12	K
		OHV.....	1	2	9	...	1	4	13	L
980/1200	SV.....	1	1	8	...	$1\frac{1}{16}$	4	13	L	
	OHV.....	$1\frac{1}{16}$	3	11	...	$1\frac{1}{16}$	4	14	L	
2 STROKES,										
Scott $1\frac{1}{2}$ in. pipe		1	1	8	...	$\frac{11}{16}$	2	9	K	
Scott $1\frac{1}{4}$ in. pipe		$1\frac{1}{16}$	2	11	...	$1\frac{1}{16}$	3	12	L	
SINGLES	175 Villiers	...	1	2	8	...	$\frac{7}{8}$	2	8	K
	150 "	.....	$\frac{11}{16}$	1	6	...	$\frac{3}{4}$	2	7	J
	250 "	.....	$\frac{11}{16}$	1	6	...	$\frac{3}{4}$	2	7	J
	350 "	.....	1	2	8	...	$\frac{7}{8}$	3	9	K
	500 Dunelt.....	$1\frac{1}{16}$	3	3	10	...	$1\frac{1}{16}$	2	6	10	L3

recom, 2 jets

Try one size smaller and larger if necessary.
For Discol pilot one size and main jet six sizes bigger
approximately



HOW TO TRACE FAULTS.

Engine Stops.—This may be caused by an empty petrol tank, broken control cable, choked jet, choked petrol pipe or filter, water in petrol.

Very Poor Pulling.—May be due to weak mixture caused by partially choked jet, too small a main jet, or constriction of fuel at some point.

Heavy Thumpy Running is caused often by too rich a mixture—see if float chamber is flooding owing to a worn or bent needle.

Knocking is generally caused by too weak a mixture.

Eight Stroking.—Always caused by too rich a mixture.

Flooding.—Dirt on needle seating, worn or bent needle, leaking float.

Blowback from carburetter air intake. Sometimes due to weak mixture, but also caused by incorrect valve timing or sticking valve inlet.

Bad Slow Running.—Look first for air leaks then afterwards the pilot jet setting should be corrected if necessary. Other possible causes of erratic slow running are worn throttle valve or inlet valve guide.

Overheating.—If due to carburetter, the mixture is too weak and a larger main jet should be fitted.



HOW TO ORDER SPARE PARTS.

Since 1927 we have marked each carburetter on the engine connection end with "Interchangeable Spare Parts Reference" letters.

1924--1926			1927--1928	
D Throttle			C Throttle	
Ref.	Dia.		Dia.	Ref
G . . .	1 3/16		1 3/16	.. L
F.....	1 in.		1 in.....	K
E.....	7/8 in.	7/8 in.....	J	
		7/8 in.....	H	

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

In any Carburetters marked KB on different machines, the parts will interchange because the throttles are 1 in. diam. with bottom feed float chambers, and so with other Reference Letters.

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 are interchangeable.

When ordering a part specify by Name with above References (see illustrations and Spares List)—OR—specify the part by description and give the diam. of the throttle and its shape (C or D) and quote any Reference No. on the carburetter.

BINKS } 2 JET }	Jets illustration refce.	{ BB part No. 121 { AB " 120
----------------------------	--------------------------	-----------------------------------------

Don't use the long jet No. 32, see footnote page 16.



HOW TO ORDER OVERHAULS.

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

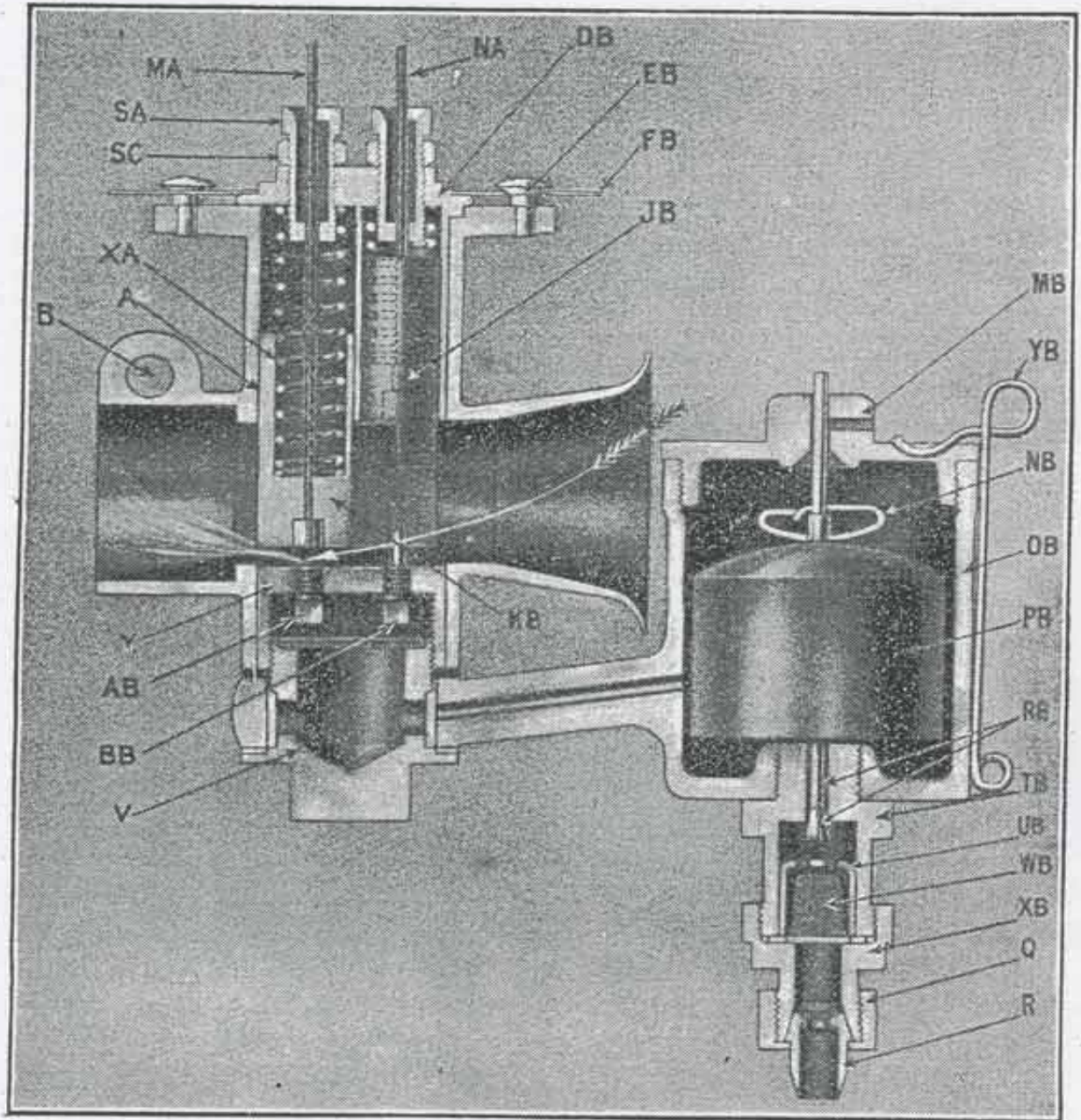
URGENCY.

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

Amalgamated Carburettors Ltd.,
Holford Works, Perry Barr, Birmingham.

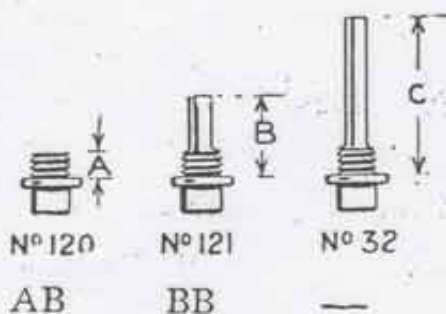
AMAL

BINKS CARBURETTER SPARE PARTS.



BINKS JETS

$\frac{1}{2}$ full size.



This illustration shows 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, $A = 3/16''$

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.



CARBURETTER SPARES PRICES

Carburetters with C Shaped Throttles.

COMPONENTS	Marked				Refce	Price	
	H	J	K	L			
	throt. $\frac{3}{4}$ in.	throt. $\frac{7}{8}$ in.	throt. 1in.	throt. $1\frac{3}{16}$	see page 16		
BODY ...	...	...	...	...	...	20/-
Jet Seat ...	532	19	149	119	Y	1/6	
Throttle ...	514	513	512	511	KB	2/6	
Air Slide ...	517	516	515	171	JB	2/6	
Top Plate ...	510	509	508	507	DB	1/6	
Holding Attachment	Hex. Nut	—	187	144	116		1/-
for	Flat Spring	—	527	586	—	FB	9d
	Rivets for	—	528	5	—	EB	3d. ea.
Top Plate	3 BA Screws	366	—	—	—		3d. "
Adjusting Screws	145	145	145	49	SA	1/-
Locknuts for do.	146	146	146	50	SC	6d.
Throttle & Air Slide Springs	529	530	530	170	XA	9d. ea.	
Pinchbolts ...	201	21	21	21	B	6d.	
Pilot Jet ...	120	120	120	120	AB	1/-	
Main Jet ...	121	121	121	121	BB	1/-	
Blowback Cap ...	433	1	—	—		1/6	
Intake Gauze ...	559	175	338	—		6d.	
Intake Gauze Ring ...	558	116	337	—	EB	1/6	
Jet Key ...	202	202	202	202		1/-	
Float Chamber hole'g Screw	533	487	457	435	V	2/6	
Washers for do. ...	535	196	162	130		6d. ea.	
Float Chamber c'plete, BF	539	413	418	43		15/-	
Float Chamber only BF	537	426	395	394	OB	5/-	
Float Chamber c'plete, TF	538	210	208	06		15/-	
Float Chamber only TF	536	199	165	133	C	5/-	
Shutter holding screws to body	584	584	584	—		6d.	
Shutter back plate ...	429	431	482	—		1/-	
Shutter Plate with lever	424	481	149	—		1/-	
Shutter plate screw ...	489	489	489	—		3d.	
Shutter Nut ...	490	490	490	—		3d.	



Carburettor Spares Prices—continued.

Components		Price			
FLOAT CHAMBER					
BOTTOM FEED	Float Chamber Lid ...	396	MB	4/-	
	Lid Spring ...	389	YB	6d.	
	" Rivet ...	391	—	3d.	
	Needle Valve ...	39	RB	2/6	
	Float and Bow ...	40	PB	3/6	
	Bow only ...	42	NB	6d.	
	Nut ...	36	Q	6d.	
	Nipple ...	37	R	6d.	
	{ Needle Valve Seat ...	34	—	1/6	
	{ Loose Filter ...	35	—	1/-	
	{ Needle Valve Seat ...	374	TB	1/6	
	{ Filter Union ...	375	XB	1/-	
	{ Filter ...	376	WB	1/-	
	{ Protector for Filter ...	519	UB	6d.	
	Horizontal Petrol Pipe Fitting	380	—	1/6	
Needle Valve Seat for horiz'tl fitting	379	not shown	1/6		
Blind Nut for above ...	381	"	6d.		
2 Washers for above ...	377	"	3d. ea.		
TOP FEED	Lid complete ...	205	—	5/-	
	Tickler Plunger ...	96	M	6d.	
	Tickler Spring ...	98	N	3d.	
	Tickler Split Pin ...	97	—	2d.	
	Float and Needle ...	93	E	5/-	
	Petrol Pipe Nut ...	36	Q	6d.	
	Petrol Pipe Nipple ...	37	R	6d.	
	Needle Valve Seat ...	94	T	1/6	
	Loose Filter ...	35	P	1/-	
	Needle Valve Seat for Horizontal Petrol Pipe Connection ...	382	—	1/6	
	Horizontal Petrol Pipe Fitting ...	380	—	1/6	
	Blind Nut for above ...	381	—	6d.	
	Blind Nut Washers ...	377	—	3d. ea.	
	Double Float Chamber complete	J B627	K B624	L B625	27/6



AMAL CONTROL SPARES LIST.

All BINKS Carburettors are now fitted with Amal Controls made by Amalgamated Carburettors Ltd. These are listed separately, but the following Spares List is for the convenience of customers.

Amal Control Levers, Spares List.

Types AID, AOD, AIS, AOS.

M—Type of control. I—Opening inwards. D—Double lever.

S—Single lever. C—Opening outwards.

NUMBER.

PART	AID.	AOD.	AIS.	AOS.	PRICE
Control body	12/001	12/002	12/003	12/004	1 10
Control lever (long)	12/013	12/012	—	—	2 6
Control lever (short)	12/014	12/015	12/014	12/015	2 6
Handlebar clip 1"	12/018	12/018	12/018	12/018	6
Handlebar clip $\frac{7}{8}$ "	12/019	12/019	12/019	12/019	6
Handlebar clip screw	12/022	12/022	12/022	12/022	3
Handlebar clip screw nut	12/023	12/023	12/023	12/023	3
Handlebar clip rivet	12/024	12/024	12/024	12/024	2
Cable ferrules	12/025	12/025	12/025	12/025	2
Division plate	12/026	12/026	—	—	5
Adjusting nut	12/027	12/027	—	—	6
Locking washer	12/028	12/028	—	—	3
Control bolt]	12/029	12/029	12/029	12/029	3
Control cap	12/030	12/030	12/031	12/031	5
Spring washers ea.	12/032	12/032	12/033	12/033	2
Cable nipple	12/034	12/034	12/034	12/034	2



AMAL TWIST GRIP PARTS. (1928 Standard Models)
STRAIGHT PULL TYPE.

PART	NUMBER	PRICE
Inner sleeve and rear clip (long 11/001 & 010) (short 11/002 & 010) ...		3 3
Outer sleeve complete (long 11/004 & 003) (short 11/005)		3 3
Slide strip, key & nipple carrier	11/006-7-8 ...	1 9
Rear clip	11/009 ...	1 9
Cable stop	11/011 ...	9
Spring	11/012 ..	4
Pin for Rear clip	11/013 ..	3
Pin for Front clip	11/014 ...	3
Rubber grip (6½" long 11/015) (5" short 11/016) ...		1 6
Cable nipple	11/017	2
Liner for Twist Grip (7/8" bar only) (long 11/018) (short 11/019)		1 6
Dummy grip 7/8" (6½in. long 11/030) (5in. short 11/031)		1 6
Dummy grip 1" (6½in. long 11/033) (5in. short 11/034)		1 6
Dummy grip end cap 1in. grip	11/032 ...	4
Dummy grip end cap 7/8in. gri	11/035 ..	4
Dummy grip end cap closed end	11/036	4



BINKS TWIST GRIP PARTS. (Racing Type,
Quick Action).

PART	NUMBER	PRICE
Inner sleeve & rotor (long)	16/001-3	3 6
Inner sleeve & rotor (short)	16/002-3	3 6
Grip ... (long 16/004) (short 16/005)		2 0
Body (top half) R.H. ...	16/006	3 0
Body (bottom half) R.H. ...	16/007	3 0
Friction Spring ...	16/008	6
Screw for friction spring ...	16/009	4
Lock Nut for ditto ...	16/010	2
Cable stop ...	16/011	4
Screw for body (2) ...	16/012	3
Liner for long twist grip ...	16/013	1 6
Liner for short twist grip ...	16/014	1 6
End cap (1" bar) ...	16/015	4
End cap ($\frac{7}{8}$ " bar) ...	16/016	4
End cap with closed end ...	16/017	4



ORDER FORM.

AMALGAMATED CARBURETTERS LIMITED,
Holford Works, Perry Barr, Birmingham.

No. of Carburetters required

Make

Machine

Date of Manufacture

Make of Engine.....

No. of Cylinders.....

Bore.....Stroke.....Capacity.....

Revolutions

Carburetter fastening

Diameter of inlet pipe outside inside

CONTROLS.

Direction of opening for levers

Size of Handlebar

Length of Cable

Twist Grip (Right or Left hand).....

Length of Cable.....

Name

Address

.....

AMAL

AMAL SELF-CLEANING
AIR FILTER.

Simple.

Prolongs
Engine
Life



Effective.

Reduces
Oil
Waste.

The Amal Air Filter is made to fit any machine. If it will not screw direct on your carburetter owing to frame design, etc., an Elbow Adaptor can be supplied.

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List No: 202.*

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FOR EASE OF
CONTROL

Fit an Amal Touring Twist Grip.



or for Fast Touring or Racing
Machines use a Binks Racing (Quick
Action) Twist Grip.



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and interest is established,
and the foundation of
true Service laid.