

1936 SETTINGS LIST (AMAL CARBURETTERS).

LIST No
394/36.

FIRM AND MODELS	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttl Valve	N ^o of Pos- ition	Float Chamber Type	Special Details
AERO ENGINES—(see Douglas).							
A.J.W. M. Co.							
500, O.H.V., JAP	76/011	1"	140	6/4	3	64/067	Banjo 14/043
ARIEL.							
250cc., O.H.V., L.H., Red Hunter ..	75/014	$\frac{7}{8}$ "	110	5/3	3	64/089	Fl./ch. at 14° -1075° Needle jet.
250cc., L.G.	74/024	$\frac{31}{32}$ "	85	4/3	3	22/089	Fl./ch. at 14°
350cc., S.V.	75/004	$\frac{11}{16}$ "	95	5/5	2	22/098	
350cc., O.H.V., Standard, 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° -1075° Needle Jet.
500cc., O.H.V., V.H., Red Hunter, Double Port	89/014	$1\frac{1}{8}$ "	200	29/3	3	64/089	Fl./Ch. at 14°
500cc., Red Hunter, Single Port	89/014	$1\frac{1}{8}$ "	200	29/3	3	64/089	Standard Needle Jet
500cc./600cc., 4 cylinder	74/007	$\frac{11}{16}$ "	90	4/4	2	64/079	Standard Needle Jet
500cc., O.H.V., V.G.	76/024	$1\frac{1}{16}$ "	170	6/4	3	64/089	-106° Needle Jet
557cc., S.V., V.B.	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	6/033 Union Nut
A.J.S.							
250cc., 36/12-22	75/154	$\frac{7}{8}$ "	120	5/3	2	H22/097	
350cc., S.V., 36/5	5/148	$\frac{11}{16}$ "	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	$1\frac{1}{16}$ "	270	4	4	14/064	Horizontal connection
350cc., O.H.V., 36/16-26	75/154	$\frac{7}{8}$ "	120	5/4	3	H22/077	-109 Needle Jet
500cc., S.V., 36/4 and 36/14	6/165	$\frac{11}{16}$ "	130	6/4	3	14/098	Fl./Ch. at 20° opposite to Standard
500cc., S.V., 36/9	76/004	$\frac{11}{16}$ "	140	6/4	3	64/078	
500cc., Competition	6/164	$1\frac{1}{16}$ "	160	6/5	2	H64/067	
500cc., Racing	10TT32	$1\frac{1}{8}$ "	310	4	3	H14/067	-109 Needle Jet
B.S.A.							
150cc., O.H.V., X.O.	93/001	$\frac{3}{8}$ "	45	3	20p	Included	Flat bottom valve
249cc., S.V., G.P.O.	74/012	$\frac{11}{16}$ "	30	4/4	1	62/099	
250cc., S.V., B/1	74/012	$\frac{11}{16}$ "	70	4/4	2	62/099	
250cc., O.H.V., B/2	74/012	$\frac{11}{16}$ "	75	4/4	2	62/079	-106° Needle Jet
249cc., O.H.V., Light De-Luxe, B/18 ..	74/012	$\frac{11}{16}$ "	75	4/4	2	62/079	-106° Needle Jet
249cc., O.H.V., De-Luxe, B/3	75/002	$\frac{11}{16}$ "	110	5/3	3	64/079	
350cc., O.H.V., De-Luxe, R/4	76/001	$\frac{11}{16}$ "	140	6/4	2	64/079	
350cc., O.H.V., Blue Star, R/20	76/004P	$\frac{11}{16}$ "	150	6/4	2	64/079P	
350cc., O.H.V., Standard, Single Port, R36-17	76/004	$\frac{11}{16}$ "	140	6/4	2	64/079	
348cc., O.H.V., Empire Star, R/5	76/004P	$\frac{11}{16}$ "	150	6/4	2	64/079P	
348cc., O.H.V., De-Luxe Competition, R/19	76/001	$\frac{11}{16}$ "	140	6/4	2	64/079	
498cc., O.H.V., Twin, J/12	4/130	$\frac{11}{16}$ "	80	4/4	2	64/078	
499cc., S.V., Standard, W/6	76/112	1"	150	6/4	1	64/079	With 2 wire guard
499cc., O.H.V., Standard, Q/7	76/024	$1\frac{1}{16}$ "	170	6/4	2	64/079	
496cc., O.H.V., Empire Star, Q/8	76/024P	$1\frac{1}{16}$ "	190	6/4	3	64/079P	
595cc., S.V., M/10	76/110	$\frac{11}{16}$ "	130	6/4	2	64/079	
750cc., O.H.V., Twin, Y/13	76/001	$\frac{11}{16}$ "	140	6/3	3	64/078	
986cc., S.V., Twin, G/14	76/001	$\frac{11}{16}$ "	160	6/3	1	64/078	
BROUGH SUPERIOR.							
680cc., O.H.V.	75/012	$\frac{7}{8}$ "	110	5/4	2	64/079	
996cc., Twin, S.S.80	6/145	1"	140	6/3	3	64/078	On R.H. side
1003cc., S.S.100	6/157	$1\frac{1}{16}$ "	140	6/3	3	64/077	
1100cc., S.V., 11/50	29/011	$1\frac{1}{8}$ "	160	29/4	3	64/078	
BURNEY & BLACKBURNE.							
150cc., O.H.V.	4/004	$\frac{11}{16}$ "	60	4/5	3	14/079	Fl./Ch. at 38°
175cc., S.V.	74/002	$\frac{11}{16}$ "	60	4/5	3	62/079	
175cc., O.H.V.	74/004	$\frac{11}{16}$ "	60	4/5	3	62/079	
200cc., S.V.	74/012	$\frac{11}{16}$ "	70	4/5	3	62/079	
200cc., O.H.V.	74/012	$\frac{11}{16}$ "	70	4/5	3	62/079	
250cc., S.V.	4/120	$\frac{11}{16}$ "	70	4/5	3	62/079	
250cc., O.H.V.	74/014	$\frac{11}{16}$ "	70	4/5	3	62/079	
300cc., S.V.	4/120	$\frac{11}{16}$ "	70	4/5	3	62/079	
350cc., S.V.	4/130	$\frac{11}{16}$ "	80	4/5	3	62/079	
350cc., O.H.V.	75/014	$\frac{11}{16}$ "	110	5/4	3	64/079	
500cc., O.H.V.	76/024	$1\frac{1}{16}$ "	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	$1\frac{1}{16}$ "	160	6/4	3	64/079	
CALTHORPE							
250cc., O.H.V.	75/154	$\frac{7}{8}$ "	110	5/3	3	64/077	
350cc., O.H.V.	6/140	$\frac{11}{16}$ "	130	6/4	3	64/077	
500cc., O.H.V.	6/157	$1\frac{1}{16}$ "	150	6/4	2	64/077	
COTTON							
150cc., O.H.V., JAP	74/002	$\frac{11}{16}$ "	70	4/4	3	62/079	
250cc., O.H.V., JAP	74/022	$\frac{11}{16}$ "	90	4/4	3	64/079	
250cc., O.H.V., Blackburne	4/120	$\frac{11}{16}$ "	70	4/3	3	62/079	
350cc., O.H.V., Blackburne	75/012	$\frac{7}{8}$ "	110	5/4	3	64/079	