

	Carbu- retter Type	Inter- nal Bore	Jet Size	Throttle Valve	N'dle Posi- tion	Float Chamber Type	Special Details
COTTON—contd.							
350cc., O.H.V., JAP	75/011	$\frac{7}{8}$ "	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	
COVENTRY EAGLE							
250cc., Standard Villiers	5/117	$\frac{7}{8}$ "	110	5/5	3	14/097	
250cc., O.H.V., Blackburne	4/130	$\frac{33}{32}$ "	90	4/5	4	62/099	
250cc., Flat Top Piston, Villiers	6/125	$1\frac{1}{16}$ "	130	6/3	3	64/098	On Right Hand side
GROFFS.							
300cc., 3-wheeler, 2-stroke	47/124/LS	$\frac{33}{32}$ "	70	47/2	P30	62/099	
475cc., 3-wheeler, 4-stroke	5/117/LS	$\frac{33}{32}$ "	120	5/4	3	64/079	
600cc., S.V., W.C., JAP, 3-wheeler	5/117/LS	$\frac{33}{32}$ "	120	5/5	3	64/079	-1055 Needle Jet
750cc., W.C., JAP	4/022/LS	$\frac{33}{32}$ "	90	4/4	3	14/078	
DOUGLAS.							
250cc.	74/007	$\frac{31}{32}$ "	60	4/3	3	62/079	
350cc., S.V., Twin	74/007	$\frac{31}{32}$ "	60	4/4	3	62/079	
350cc., O.H.V., Twin	74/017	$\frac{33}{32}$ "	75	4/3	2	62/099	
600/500cc., S.V., Twin	74/027	$\frac{33}{32}$ "	80	4/4	3	62/079	-025 dia. Pilot Outlet
500cc., O.H.V., Twin	74/027	$\frac{33}{32}$ "	80	4/3	2	64/099	
GYG-AUTO.							
98cc.	159/001B	.425		159/054	1	Included	-1075 Needle Jet
DUNELT							
250cc., S.V., JAP	74/022	$\frac{25}{32}$ "	90	4/4	3	H22/077	
250cc., O.H.V., JAP., Model T	4/143	$\frac{33}{32}$ "	90	4/4	3	H22/077	
493cc., O.H.V., Model V4	76/011	1"	140	6/4	3	H64/077	
EXCELSIOR							
250cc., E.11	76/109	$\frac{11}{16}$ "	130	6/4	3	14/069	F./Ch. at 20° -1075 Needle Jet
250cc., F.8	75/145	$\frac{7}{8}$ "	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	$1\frac{1}{16}$ "	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	$\frac{11}{16}$ "	130	6/4	3	14/069	Fl./Ch. at 15°
500cc., O.H.V., F.10	6/110	$\frac{11}{16}$ "	150	6/4	3	14/069	Fl./Ch. at 15°
500cc., F.14	89/014	$\frac{11}{16}$ "	170	29/4	3	14/069	Fl./Ch. at 15°
FRANCIS & BARNETT							
250cc., O.H.V.	75/145	$\frac{7}{8}$ "	120	5/3	3	64/079	Fl./Ch. at 15° Needle Jet -1075
250cc. (Flat top Piston), Villiers	6/125	$1\frac{1}{16}$ "	130	6/3	2	H64/077	
HAYWARD							
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	$\frac{5}{8}$ "	35	4	P20	Included	Valve 53/073
J.A.P.							
175cc., S.V., Standard	74/001	$\frac{31}{32}$ "	60	4/5	3	62/079	
250cc., S.V., Standard	74/012	$\frac{33}{32}$ "	70	4/5	3	62/079	
250cc., O.H.V., Standard and Sports	74/022	$\frac{33}{32}$ "	85	4/5	4	62/079	
300cc., S.V., Standard	74/011	$\frac{33}{32}$ "	70	4/5	3	62/079	
350cc., S.V., Standard and Sports	74/022	$\frac{33}{32}$ "	80	4/5	3	62/079	
350cc., O.H.V., Standard and Sports	75/011	$\frac{7}{8}$ "	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	$1\frac{1}{8}$ "	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	$1\frac{1}{8}$ "	800	12	-	14/060	With single banjo f/chr. at 12°, opp. to std.
550cc., S.V.	76/001	$\frac{11}{16}$ "	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	$\frac{7}{8}$ "	110	5/4	3	64/078	
J.M.B.							
J.M.B., Car	75/012	$\frac{7}{8}$ "	110	5/4	3	64/079	
J.M.B., Car, Gazelle	75/012	$\frac{7}{8}$ "	110	5/5	3	H64/077	-1075 Needle Jet
LEVIS.							
250cc., O.H.V., Model B	74/024	$\frac{33}{32}$ "	80	4/4	3	62/079	
250cc., O.H.V., B. Special	75/014	$\frac{7}{8}$ "	110	5/4	3	64/079	
250cc., O.H.V., Light	4/143	$\frac{33}{32}$ "	80	4/4	3	22/077	
250cc., 2-stroke	48/014	$\frac{7}{8}$ "	70	48/6	P35	64/099	Main Jet $\frac{11}{16}$ " long
350cc., O.H.V., Model A	6/150	1"	150	6/4	3	H64/077	
350cc., O.H.V., Light	6/140	$\frac{11}{16}$ "	130	6/4	3	64/077	
500cc., O.H.V., Model D, Special	89/024	$1\frac{1}{8}$ "	200	29/4	3	64/079	
500cc., O.H.V., D, Standard	6/150	1"	150	6/3	3	64/077	
MATCHLESS							
247cc., S.V., 36/F7	74/014	$\frac{33}{32}$ "	70	4/4	3	62/099	
250cc., 36/G2	75/154	$\frac{7}{8}$ "	120	5/3	2	H22/077	
400cc., S.V., Twin, 36/A	74/014	$\frac{33}{32}$ "	55	4/4	3	62/079	
500cc., S.V., 36/D5	76/004	$\frac{11}{16}$ "	130	6/4	3	62/099	