

Amal Carburettor Type Number and Use

Prepared by Dennis Wright scorpion@cdi.com.au

Data solely from Amal Publications: List No. 601/3 (Issue No. 2) & List No. 601/4 (Issue No. 4)

Type	Use	Bore	Pilot	Cutaway	Main	Needle	
						Jet	Position
375/1							
375/2	BSA 250cc 1955-56; C10L sv	25/32"	25	3.5	120	0.105	2
375/3							
375/4	BSA 250cc 1955; C11G	25/32"	25	3.5	140	0.105	3
	BSA 250cc 1955; C11G with air filter	25/32"	25	3.5	100	0.105	3
	BSA 250cc 1956-57; C12	25/32"	25	3.5	140	0.105	3
375/5	Ariel 197cc 1955-58; LH Colt	13/16"	25	3.5	110	0.106	2
375/6	Excelsior 250cc 1955-60; 2 str TT3 and TT4	25/32"	30	3	100	0.105	2
	Excelsior 250cc 1955-60; 2 str STT4 Talisman Twin	25/32"	30	3	100	0.105	2
	Excelsior 250cc 1955-58; STT6	25/32"	30	3	100	0.105	2
375/7	Douglas 350cc 1955-59; Twin Dragonfly	15/16"	30	3.5	130	0.106	3
375/8	Anzani 242cc 1955-56; Twin 2 stroke	25/32"	25	3	130	0.106	2
	Greeves 242cc 1956-58; 25D Fleetwing	25/32"	25	3	130	0.106	2
	Norman 242cc 1955-58 Twin Anzani 2 Str	25/32"	25	3	130	0.106	2
	Tandon 242cc 1955-56;Twin	25/32"	25	3	130	0.106	2
375/9	Excelsior 150cc 1955-56; Courier 2 str	7/8"	30	3.5	140	0.105	2
375/10	Indian 250cc 1956-57; Fire Arrow	25/32"	25	4	120	0.105	3
	Royal Enfield 250cc 1955-62; Clipper, Series 1	25/32"	25	4	120	0.105	3
375/11	Panther (P&M) 250cc 1955-61; 65 Model	25/32"	30	4	120	0.105	3
375/12							
375/13							
375/14							
375/15	Motobecane 150cc 1956-57; Twin	7/8"	25	3.5	120	0.105	3
375/16	Royal Enfield 250cc 1955-61; Mod C6 Crusader	7/8"	25	3.5	120	0.105	3
	Royal Enfield 250cc 1955-63; Clipper, Series 2	7/8"	25	3.5	120	0.105	3
375/17	Radior 175cc 1956-58	13/16"	25	3.5	120	0.105	3
375/18							
375/19							
375/20	Excelsior 250cc 1956-58; Twin Sports STT5 & 6	7/8"	30	4	150	0.105	2
	Excelsior 328cc 1957-58; Berkeley Twin 2 Str	7/8"	30	4	150	0.105	2
375/21							
375/22							
375/23	Triumph 350cc 1958; T21 Twin	13/16"	25	3.5	110	0.105	3
375/24	Indian 250cc 1957-58; Enduro Indian & Hounds Fire Arrow	7/8"	25	3	130	0.105	3
375/25	BSA 250cc 1957-58; C11, C12	25/32"	25	3.5	140	0.105	3
375/26	Royal Enfield 250cc 1957-58; Pacific Crusader (Export)	23/32"	25	4	80	0.105	3
375/27							
375/28							
375/29							
375/30	BSA 250cc 1957; C10L sv	25/32"	25	3.5	120	0.105	2
375/31	BSA 175cc 1957-65; D7 Bantam Super	7/8"	25	3.5	140	0.105	2
375/32	Triumph 350cc 1957-61; T21	25/32"	25	3.5	100	0.105	3
375/33	Ariel 247cc 1958-65; Twin 2 str "Leader"	7/8"	30	3.5	170	0.105	3
	Ariel 247cc 1962-65; Twin 2 str "Arrow"	7/8"	30	3.5	170	0.105	3
375/34	BSA 250cc 1959-61; C15 Trials and Std	7/8"	25	4	140	0.105	3
	BSA 250cc 1962-66; C15 Star (Home)	7/8"	25	4	140	0.105	4
375/35	Triumph 500cc 1959-65; 5TA	7/8"	25	3	160	0.105	3
375/36	Norton 250cc 1958-63; Jubilee Twin De-Luxe	25/32"	25	3.5	130	0.1065	3
375/37	Francis Barnett 150cc 1958-61; 15T 2 Str & Plover 86	13/16"	25	3.5	110	0.105	2
	Francis Barnett 150cc 1963-66; Fulmar 88, 90 & Plover 95	13/16"	25	3.5	110	0.105	2
	James 150cc 1958-61; 15T 2 str	13/16"	25	3.5	110	0.105	2
	James 150cc 1964-66; Scooter SCI & Cadet	13/16"	25	3.5	110	0.105	2
375/38							
375/39	BSA 175cc 1959; D7 Pastoral	7/8"	25	3	150	0.106	3
375/40	BSA 175cc 1960-63; D7 Pastoral	7/8"	25	3	150	0.106	3
375/41	Excelsior 250cc 1959-60; Frisky car	25/32"	30	3.5	120	0.105	3
375/42	James 150cc 1960-61; 15H	13/16"	25	3.5	110	0.105	2
375/43	Norton 250cc 1958-66; Jubilee Twin Standard	25/32"	25	3.5	130	0.1065	3

Type	Use	Bore	Pilot	Cutaway	Main	Jet	Position
375/44	Triumph 200cc 1960-61; T20T Std Cub	25/32"	25	3.5	100	0.105	3
	Triumph 200cc 1963-66; T20 Trials & WD	25/32"	25	3.5	100	0.105	3
375/45							
375/46							
375/47	Norton 350cc 1961-63; Navigator Twin De-Luxe	7/8"	25	3.5	170	0.105	4
375/48	Norton 350cc 1962-65; Navigator Twin Standard	7/8"	25	3.5	170	0.105	4
375/49	Francis Barnett 150cc 1962; 2 Str 15T	13/16"	25	3.5	110	0.105	2
375/50	BSA 175cc 1962-65; D7 Pastoral (TOO)	7/8"	25	3.5	140	0.105	2
375/51	BSA 175cc 1962-65; C15 Police Trials Pastoral	7/8"	25	4	140	0.105	4
375/52							
375/53							
375/54	Norton 350cc 1963-65; 384EEBB, ESB & ES400	7/8"	25	3	190	0.105	4
375/55							
375/56	BSA 175cc 1963-65; D7 (USA)	7/8"	25	3.5	110	0.105	2
375/57	Ariel 200cc 1964-65; Arrow	13/16"	30	3.5	120	0.104	3
375/58	Royal Enfield 250cc 1964-66; Clipper & Olympic	7/8"	25	3.5	95	0.105	3
375/59							
375/60	BSA 175cc 1966; D7 De-Luxe and Silver Bantam	7/8"	25	3.5	100	0.105	2
375/61							
375/62	Triumph 350cc 1962-66; T21 & 3TA	25/32"	25	3.5	100	0.106	3

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Type	Use	Bore	Pilot	Cutaway	Needle		
					Main	Jet	Position
376/1	BSA 650cc 1955-57; A10 Golden Flash Twin (Spring Frame)	1 1/16"	25	3.5	240	0.106	3
376/2	BSA 350cc 1955-56; B31 (Home)	1"	30	3.5	260	0.106	2
376/3	BSA 350cc 1955-60; B31 (for Air Filter) (Export)	1"	30	3.5	200	0.106	2
376/4	BSA 500cc 1955-56; A7	15/16"	25	3.5	210	0.106	2
376/5	AJS 347cc 1955-61; 16M, 16MS, 16MCS	1 1/16"	30	3.5	210	0.106	3
	Matchless 347cc 1955-61; G3L, G3LS, G3LC Single	1 1/16"	30	3.5	210	0.106	3
376/6	AJS 498cc 1955-58; 20 Twin	1"	30	4	220	0.106	3
	Matchless 498cc 1955-58 G9 Twin	1"	30	4	220	0.106	3
376/7	Ariel 497cc 1955-58; KH Fieldmaster Twin	1"	30	3.5	200	0.106	3
376/8	Ariel 350cc 1955-58; NH Hunter, 1957-58 HT3 "R" Hunter Trials	1"	25	3.5	200	0.106	3
376/9	BSA 500cc 1955-57; B33 (for Air Filter) (Export)	1 1/16"	25	3.5	210	0.106	3
376/10	BSA 500cc 1955-57; B33 and M33 (Home)	1 1/16"	25	3.5	260	0.106	3
376/11	Ariel 497cc 1955-59 VH Hunter	1 1/16"	30	3.5	200	0.106	3
376/12	Ariel 646cc 1955-59 FH Huntmaster Twin	1 1/16"	25	3.5	240	0.106	3
376/13	Ariel 598 cc 1955-58 VB	1"	30	5	220	0.106	2
376/14							
376/15	BSA 500cc 1955-56; A7 Shooting Star (Home and Export)	1"	30	3.5	270	0.106	3
376/16	BSA 500cc 1955; A7 Shooting Star (Export)	1"	30	3.5	270	0.106	3
376/17	Norton 500cc 1955-63; ES2, 19R	1 1/16"	30	4	270	0.106	3
	Norton 596cc 1956-58; 19S	1 1/16"	30	4	270	0.106	3
376/18	Norton 500cc 1955-56; Dominator 88 Deluxe Twin	1"	30	3.5	240	0.106	2
376/19	Norton 500cc 1955-56; Dominator Std Twin	1"	30	3.5	240	0.106	2
376/20							
376/21	BSA 500cc 1955-56; M20 (Home and Export)	1"	30	5	240	0.106	3
376/22							
376/23	BSA 600cc 1955-56 M21 (Home and Export)	1 1/16"	30	5	250	0.106	2
376/24							
376/25	Triumph 498cc 1955-60; 5T Speed Twin	15/16"	30	3.5	200	0.106	4
376/26							
376/27							
376/28							
376/29	Royal Enfield 350cc 1957-61; Clipper	1"	30	4	180	0.106	3
	Royal Enfield 350cc 1955-57; G2 Bullet	1"	30	4	180	0.106	3
376/30	Panther 600cc 1955-56; Mod 100	1 1/16"	30	3.5	250	0.106	2
376/31	Vincent 998cc 1955; Black Knight & Rapide	1 1/16"	30	4	240	0.106	2
376/32							
376/33	AJS 347cc 1955-56; 16M, 16MS, 16MC, 16MCS	1 1/16"	30	3.5	200	0.106	3
	Matchless 347cc 1955-56; G3L, G3LS, G3LC	1 1/16"	30	3.5	200	0.106	3
376/34	AJS 498cc 1955-56; 20 Twin	1"	30	4	230	0.106	3
	Matchless 498cc 1955; G9 Twin with Air Filter	1"	30	4	230	0.106	3
376/35	Triumph 498cc 1955-61; TR5, T100	15/16"	25	3.5	220	0.106	4
376/36	Indian 500cc 1956-57; Twin Tomahawk	15/16"	25	3.5	230	0.106	2
	Royal Enfield 500cc 1955-58; Twin	15/16"	25	3.5	230	0.106	2
376/37	Panther 350cc 1955-66; Mod 75	1"	30	4	180	0.106	2
376/38	Anzani 325cc 1956 Twin 2Str Car	1"	25	3.5	260	0.106	2
	Greeves 325cc 1955-57; 32D Fleetmaster	1"	25	3.5	260	0.106	2
	Tandon 322cc 1955-56; Viscount	1"	25	3.5	260	0.106	2
376/39							
376/40	Triumph 650cc 1955-61; Tiger 110, TR6	1 1/16"	25	3.5	250	0.106	3
	Triumph 650cc 1962-63; TR6 S/S	1 1/16"	25	3.5	250	0.106	3
376/41	Indian 692cc 1956-60; Twin Trailblazer	1 1/16"	30	3.5	240	0.106	3
	Royal Enfield 692cc 1957-63; Constellation & Super Meteor Twin	1 1/16"	30	3.5	240	0.106	3
376/42	Triumph 650cc 1955-60; TR6 and 6T (Export)	1 1/16"	25	3.5	270	0.106	4
376/43	BSA 350cc 1955-57 B32 Comp Scrambler	1 1/16"	25	4	260	0.106	3
376/44							
376/45							
376/46							
376/47							

Type	Use	Bore	Pilot	Cutaway	Main	Jet	Position
376/48	Velocette 349cc 1955-60; MAC	15/16"	25	3.5	200	0.1055	3
376/49	Velocette 499cc 1955-66; MSS Endurance	1 1/16"	25	3.5	240	0.1055	3
376/50	Norton 596cc 1955; 19R Twin (Export)	1 1/16"	25	3	250	0.106	3
376/51	Norton 350cc 1956; Mod 50	1"	30	3.5	210	0.106	2
376/52							
376/53							
376/54							
376/55	Matchless 347cc 1955-57; Scrambler G3LC	1 1/16"	30	3	240	0.106	3
376/56							
376/57	Anzani 325cc 1956 Twin 2Str Car, 1957 Unitwin	1"	25	3.5	260	0.106	2
	Greeves 325cc 1955-57; 32D Fleetmaster	1"	25	3.5	260	0.106	2
376/58	AJS 600cc 1955-57; 30 Twin	1"	30	4	260	0.106	3
	Matchless 600cc 1956-57; G11 Twin	1"	30	4	260	0.106	3
376/59T	AJS 350cc 1956-63; Trials 16MC, 16C	1 1/16"	30	3	210	0.107T	3
	Matchless 350cc 1956-61; Trials G3LC	1 1/16"	30	3	210	0.107T	3
	Matchless 348cc 1962-63; G3C	1 1/16"	30	3	210	0.107T	3
376/60							
376/61	Velocette 349cc 1956-66; Viper	1 1/16"	30	3.5	270	0.106	3
376/62							
376/63							
376/64T	Ariel 497cc 1956-58; HT5 "R" Hunter Trials	1 1/16"	30	3	200	0.106T	3
376/65							
376/66	Norton 500cc 1956-63; Dominator 88 Std and Deluxe Twin	1"	30	3.5	240	0.106	2
376/67	Norton 596cc 1956-62; 77, 99	1 1/16"	25	3	250	0.106	3
376/68	Norton 350cc 1957-63; Mod 50	1"	30	3.5	210	0.106	2
376/69							
376/70							
376/71							
376/72							
376/73							
376/74							
376/75							
376/76	James 197cc 1957; Competition 2 stroke	15/16"	20	3.5	180	0.105	2
376/77	Triumph 500cc 1957-60; T100 (Export)	1"	25	3.5	200	0.106	3
376/78	AJS 600cc 1957-58; 30 Twin, 30CS	1 1/16"	30	3.5	280	0.106	3
	Matchless 600cc 1958; G11, G11CS, Mod 30	1 1/16"	30	3.5	280	0.106	3
376/79	Excelsior 328cc 1959-60; Berkeley Car	1"	25	4	230	0.106	2
376/80	BSA 650cc 1957-59; A10 Twin Gold Flash	1 1/16"	25	3.5	240	0.106	3
376/81	BSA 350cc 1958-59; B31 (Home)	1"	30	3.5	260	0.106	2
376/82	BSA 350cc 1957-59; B31 (Export)	1"	30	3.5	200	0.106	2
376/83	BSA 500cc 1957-59; A7 Twin	15/16"	25	3.5	210	0.106	2
376/84	BSA 500cc 1957-59; B33 (Export)	1 1/16"	25	3.5	210	0.106	3
376/85	BSA 500cc 1957-60; B33 and M33 (Home)	1 1/16"	25	3.5	260	0.106	3
376/86	BSA 500cc 1957-59; A7 Shooting Star (Home and Export)	1"	30	3.5	270	0.106	3
376/87	BSA 500cc 1957-59; M20 (Home and Export)	1"	30	5	240	0.106	3
376/88	BSA 600cc 1957-61; M21 (Home and Export)	1 1/16"	30	5	250	0.106	2
376/89	BSA 650cc 1957-58; American Scrambler Twin	1 1/16"	25	3.5	400	0.106	4
376/90	Excelsior 328cc 1957-58; Opperman Unicar Twin 2 stroke	1"	25	3.5	260	0.106	2
376/91	Excelsior 328cc 1957-58; Coronet Twin 2 stroke	1"	25	4	230	0.106	2
376/92	Indian 500cc 1958-60; Twin Tomahawk	1 1/16"	30	3.5	250	0.106	3
	Royal Enfield 500cc 1957-63; Meteor Minor Twin	1 1/16"	30	3.5	250	0.106	2
376/93	Excelsior 328cc 1957-58; Berkeley Twin 2 stroke	1"	25	4	230	0.106	2
376/94	Excelsior 328cc 1958; Super Talisman Twin 2 stroke	1"	25	4	230	0.106	2
376/95	AJS 600cc 1957-59; Twin LH	1 1/16"	25	3.5	220	0.106	3
	Matchless 600cc 1957-59; Twin LH	1 1/16"	25	3.5	220	0.106	3
376/96	AJS 600cc 1957-59; Twin RH (Chopped)	1 1/16"	25	3.5	220	0.106	3
	Matchless 600cc 1957-59; Twin RH (Chopped)	1 1/16"	25	3.5	220	0.106	3
376/97	BSA 650cc 1957-59; Twin Super Road Rocket	1 1/16"	25	3.5	250	0.106	4
376/98	Invacar 197cc 1958-60; Hawkstone Special Scrambler	1 1/16"	25	3	280	0.106	3
376/99	AJS 250cc 1959-61; No 14	1 1/16"	25	3.5	180	0.106	3
	Matchless 250cc 1958-61; G2	1 1/16"	25	3.5	180	0.106	3

Type	Use	Bore	Pilot	Cutaway	Main	Jet	Position
376/200	Excelsior 328cc 1957-60 Berkeley 3 cylinder	1"	25	4	200	0.106	3
376/201							
376/202							
376/203							
376/204	Triumph 650cc 1959; Bonneville 120 (Chopped)	1 1/16"	25	3.5	240	0.106	2
376/205							
376/206	Christorforides 350cc 1959; Twin 2 stroke	1 1/16"	20	3.5	180	0.106	3
376/207	Christorforides 350cc 1959; Twin 2 stroke	1 1/16"	20	3.5	180	0.106	3
376/208	Francis-Barnett 250cc 1958-61; Trials 2-stroke	1"	25	3.5	190	0.1055	3
	James 250cc 1958-59; Trials 2 stroke	1"	25	3.5	190	0.1055	3
376/209	AJS 500cc 1959-61; Twin	1"	30	4	220	0.106	3
	Matchless 500cc 1959-61; Twin	1"	30	4	220	0.106	3
376/210	Triumph 650cc 1959; 6T Thunderbird (Home)	1 1/16"	25	3.5	270	0.106	4
376/211	BSA 500cc 1959-60; B33 Single (Export)	1 1/16"	25	3.5	210	0.106	3
376/212	BSA 500cc 1959-61 A7 Twin	15/16"	25	3.5	210	0.106	2
376/213	BSA 500cc 1959-61; Shooting Star Single (Export)	1"	30	3.5	270	0.106	3
376/214	BSA 650cc 1959; A10 Twin	1 1/16"	25	3.5	240	0.106	3
376/215	Royal Enfield 350cc 1958-62; Bullet	1 1/16"	30	4	170	0.106	3
376/216	Royal Enfield 250cc 1958-63; Crusader Sports	15/16"	25	3.5	150	0.106	3
376/217	Triumph 200cc 1959-60; T20S Cub Scrambler (Chopped)	15/16"	20	3	140	0.106	3
376/218							
376/219	Norton 500cc 1959-60; Dominator 88 Twin	1"	30	3.5	240	0.106	2
376/220	Norton 596cc 1959-60; Mod 77 and 99 Twin	1 1/16"	25	3	250	0.106	3
	Norton 600cc 1962; Mod 99 Sports	1 1/16"	25	3	250	0.106	3
376/221							
376/222	BSA 250cc 1959-60; C15 Comp Scrambler	15/16"	25	3	180	0.106	2
376/223	Christorforides 350cc 1959; Twin 2 stroke	1 1/16"	20	3.5	-	0.106	3
376/224	Christorforides 350cc 1959; Twin 2 stroke	1 1/16"	20	3.5	-	0.106	3
376/225							
376/226	Excelsior 150cc 1959-60; 2 stroke Single	1"	25	4	180	0.106	3
376/227	Excelsior 150cc 1959; 2 stroke Single	1"	25	4	180	0.106	3
376/228	Anzani 242cc 1959 Competition "A"	1"	25	3.5	300	0.109	3
376/229	Royal Enfield 700cc 1959-60; Berkeley Twin	1 1/16"	30	3.5	240	0.106	3
376/230							
376/231	Francis-Barnett 197cc 1960-66; Falcon 87 2-stroke	1"	30	3.5	180	0.106	2
	James 197cc 1960-61; Model 20T 2 stroke	1"	30	3.5	180	0.106	2
	James 200cc 1964-66; Captain L20, L20S	1"	30	3.5	180	0.106	2
376/232							
376/233	Triumph 650cc 1959; Bonneville 120 (Chopped)	1 1/16"	25	3.5	240	0.106	2
376/234	Christorforides 350cc 1960; H3/M	1 1/16"	20	4.5	170	0.106	2
376/235	Christorforides 350cc 1960; H3/M	1 1/16"	20	4.5	170	0.106	2
376/236	Speedwell 1959-60;	1 1/16"	15	2	320	0.106	3
376/237	Speedwell 1959-60;	1 1/16"	15	2	320	0.106	3
376/238	BSA 500cc 1960-61; A7 Twin	15/16"	25	3.5	210	0.106	2
376/239	BSA 500cc 1960-61; A7 Shooting Star (Home and Export)	1"	30	3.5	270	0.106	3
376/240	BSA 500cc 1960; B33 (Export)	1 1/16"	25	3.5	210	0.106	3
376/241	BSA 500cc 1960; B33 and M33 (Home)	1 1/16"	25	3.5	260	0.106	3
376/242	Royal Enfield 700cc 1959-61; Constellation	1 1/16"	25	4	320	0.106	3
376/243	Royal Enfield 700cc 1959-61; Constellation (Chopped)	1 1/16"	25	4	320	0.106	3
376/244	Triumph 650cc 1960; Tiger 110	1 1/16"	25	3.5	250	0.106	4
376/245	Triumph 650cc 1959-60; 6T Thunderbird (Export)	1 1/16"	25	3.5	270	0.106	4
376/246	Triumph 650cc 1959-60; 6T Thunderbird (Home)	1 1/16"	25	3.5	270	0.106	4
376/247	Norton 500cc 1960-62; Dominator 88 Twin	1"	30	3.5	240	0.106	2
376/248	Norton 596cc 1960-62; Mod 77 and 99 Twin	1 1/16"	25	3	250	0.106	3
376/249	Norton 500cc 1960; ES2 (Export)	1 1/16"	30	3.5	270	0.106	3
376/250	AJS 250cc 1959-61; Scrambler	1 1/16"	25	3	180	0.106	4
376/251	BSA 600cc 1960; M21 AA	1 1/16"	30	5	250	0.106	2
376/252	Royal Enfield 350cc 1960-61; G2 Bullit	1"	30	4	180	0.106	3
376/253	BSA 350cc 1960-62 B40	1 1/16"	20	3	190	0.106	3
376/254							

Type	Use	Bore	Pilot	Cutaway	Main	Jet	Position
376/255	Triumph 650cc 1960-61; Tiger 110	1 1/16"	25	3.5	250	0.106	4
376/256	Triumph 650cc 1960-61; 6T Thunderbird	1 1/16"	25	3.5	270	0.106	4
376/257	Triumph 650cc 1960-61; Bonneville 120	1 1/16"	25	3.5	240	0.106	2
376/258	BSA 250cc 1960-63; C15 Scrambler and Starfire	1 1/16"	25	3.5	240	0.106	2
376/259	Veloce 250cc 1964-65; Viceroy Scooter	1 1/16"	20	3	210	0.105	3
376/260	Triumph 650cc 1960-61; 6T Thunderbird	1 1/16"	25	3.5	270	0.106	4
376/261							
376/262							
376/263	Christorforides 350cc 1960; H3/M Twin 2 star	1 1/16"	20	4.5	220	0.106	2
376/264	Christorforides 350cc 1960; H3/M Twin 2 star	1 1/16"	20	4.5	220	0.106	2
376/265							
376/266	Speedwell 1960;	15/16"	10	3	270	0.106	3
376/267	Speedwell 1960;	15/16"	10	3	270	0.106	3
376/268							
376/269							
376/270	BSA 250cc 1961-65; C15 Star (USA)	1"	25	3.5	180	0.106	3
376/271							
376/272	Triumph 200cc 1961; T20S/S, T20S/H & T20SL Scrambler	15/16"	20	3	140	0.106	3
	Triumph 200cc 1962-66; T20S & T20SL Scrambler	15/16"	20	2.5	140	0.106	3
376/273	Triumph 500cc 1961; TR5A/R/C Competition Twin	1"	25	3.5	190	0.106	3
	Triumph 500cc 1962-66; T100 S/S, S/R, S/C, C/R, 5TA	1"	25	3.5	190	0.106	3
376/274	Norton 650cc 1965-66; Mod 99 (USA)	1 1/16"	25	3.5	250	0.106	3
376/275	Norton 650cc 1965-66; Mod 99 (USA) (Chopped)	1 1/16"	25	3.5	250	0.106	3
376/276							
376/277	Ariel 247cc 1962-65; Golden Arrow & Super Sports	1 1/16"	30	3.5	230	0.105	3
376/278							
376/279							
376/280	BSA 350cc 1962-66 B40 (Home)	1 1/16"	20	3	190	0.105	3
376/281	BSA 250cc 1962-66; C15 Sports Star (Home)	1"	25	4	200	0.106	2
376/282	BSA 500cc 1962-65; A50 (Home)	1"	25	3.5	250	0.106	3
376/283	Royal Enfield 250cc 1963; Continental & CrusaderSuper 5	1 1/16"	25	3.5	180	0.106	4
376/284	BSA 500cc 1962-65; A50 (USA)	1"	25	3.5	260	0.106	3
376/285	Triumph 650cc 1962; 6T Thunderbird	1 1/16"	25	4	220	0.106	4
376/286	Triumph 650cc 1962-63; T120 Bonneville	1 1/16"	25	3.5	240	0.106	2
376/287	Triumph 650cc 1962-63; T120 Bonneville (Chopped????)	1 1/16"	25	3.5	240	0.106	2
376/288	Norton 497cc 1963-66; Model 88 SS	1 1/16"	25	3.5	250	0.106	3
	Norton 650cc 1963-64; Dominator Sports	1 1/16"	25	3.5	250	0.106	3
376/289	Norton 497cc 1963-66; Model 88 SS (Chopped)	1 1/16"	25	3.5	250	0.106	3
	Norton 650cc 1963-64; Dominator Sports (Chopped)	1 1/16"	25	3.5	250	0.106	3
376/290	BSA 250cc 1962-65; C15 Sports Star (USA)	1 1/16"	25	3.5	210	0.106	2
376/291							
376/292							
376/293	DOT 250cc 1962; Trials	1 1/16"	20	3.5	400	0.106	3
376/294	Norton 750cc 1962-66; Atlas Std	1 1/16"	20	3.5	400	0.106	4
376/295	BSA 250cc 1962-63; C15 Scrambler (Home)	1 1/16"	25	3.5	240	0.106	2
376/296	Villiers 197cc 1962; 9E Super Sports	1 1/16"	30	3	290		4
376/297	Royal Enfield 250cc 1962; Crusader	1 1/16"	25	3.5	320	0.106	3
	Royal Enfield 350cc 1963; Bullet	1 1/16"	25	3.5	220	0.106	3
376/298							
376/299							
376/300	Triumph 350cc 1963-66; Tiger90	15/16"	20	3	180	0.106	3
376/301							
376/302	Triumph 650cc 1963 T120R Johnson Motors	1 1/16"	25	3.5	240	0.106	2
376/303	Triumph 650cc 1963-66; 6T Thunderbird	1 1/16"	25	4	220	0.106	4
376/304	BSA 250cc 1963-65; C15 Scrambler	1 1/16"	25	3.5	190	0.106	2
376/305							
376/306							
376/307							
376/308	Royal Enfield 350cc 1963; Crusader Export	1 1/16"	25	3.5	180	0.106	3
376/309	Triumph 650cc 1964-66; 6T Thunderbird (USA)	1 1/16"	25	4	270	0.106	4
376/310	BSA 500cc 1964-65; A50 Cyclone (USA)	1 1/16"	25	3.5	170	0.106	2

Type	Use	Bore	Pilot	Cutaway	Main	Jet	Position
376/311	Royal Enfield 250cc 1964-65; Continental	1 1/16"	25	3.5	170	0.106	4
376/312	Royal Enfield 350cc 1964-66; Bullet	1 1/16"	25	3.5	160	0.106	3
376/313	Royal Enfield 250cc 1964-66; Crusader Sports	15/16"	25	3.5	130	0.106	3
376/314	Triumph 200cc 1965-66; T20SM	15/16"	15	3.5	140	0.105	3
376/315	Royal Enfield 250cc 1965; Continental GT	1 1/16"	25	3.5	180	0.106	4
376/316	BSA 500cc 1964-65; A50 Cyclone	1 1/16"	25	3.5	170	0.106	2
376/317	Norton 650cc 1965-66; Sports Special	1 1/16"	25	3.5	270	0.106	3
376/318	Norton 650cc 1965-66; Sports Special (Chopped)	1 1/16"	25	3.5	270	0.106	3
376/319	BSA 500cc 1966; A50 Royal Star (USA)	1"	25	3.5	260	0.106	3
376/320	Royal Enfield 250cc 1965; Continental GT (USA)	1 1/16"	25	3.5	150	0.106	3
376/321	BSA 500cc 1966; A50 Royal Star	1"	25	3.5	260	0.106	3
376/322	Greeves 250cc 1966; Trials TGS	1 1/16"	25	3	190	0.105T	3

Carburettors with a "T" after the Type number are fitted with needle jets less bleed holes.

Amal Carburettor Type Number and Use

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Data solely from Amal Publications: List No. 601/3 (Issue No. 2) & List No. 601/4 (Issue No. 4)

Type	Use	Bore	Pilot	Cutaway	Needle		
					Main	Jet	Position
389/1	AJS 498cc 1955-59; 18, 18S, 18C	1 5/32"	30	3.5	260	0.106	3
	Matchless 498cc 1955-59; G80, G80S Single	1 5/32"	30	3.5	260	0.106	3
389/2							
389/3							
389/4							
389/5							
389/6							
389/7	AJS 498cc 1955-56; 18, 18S, 18C, 18CS	1 5/32"	30	3.5	250	0.106	3
	Matchless 498cc 1955-56; G80, G80s with air filter	1 5/32"	30	3.5	250	0.106	3
389/8	BSA 500cc 1955-58; B34 Competition	1 1/8"	25	3	240	0.106	2
389/9	Indian 500cc 1956-60; Woodsman 500	1 1/8"	30	3.5	200	0.106	2
	Royal Enfield 500cc 1955-60; JS Bullet	1 1/8"	30	3.5	200	0.106	2
389/10	Vincent 998cc 1955; Black Prince & Black Shadow	1 1/8"	30	4	280	0.106	3
389/11	Ariel 497cc 1956-58; HS "R" Hunter Scrambles	1 3/16"	30	3.5	380	0.106	3
389/12	AJS 498cc 1958-61; Scrambler 18CS Single	1 3/16"	30	3	440	0.106	3
	AJS 498cc 1966; Model 18CS Single	1 3/16"	30	3	440	0.106	3
	Matchless 498cc 1955-61; G80C, G80CS	1 3/16"	30	3	440	0.106	3
	Matchless 500cc 1965-66; G80CS	1 3/16"	30	3	440	0.106	3
389/13	BSA 500cc 1956-63; B34 Comp Gold Star Scrambler	1 5/32"	25	3	320	0.106	2
389/14							
389/15	Velocette 499cc 1956-66; Venom	1 3/16"	30	3.5	330	0.106	4
389/16	Indian 692cc 1958-60; Trailblazer Twin	1 1/8"	30	3.5	270	0.106	2
	Royal Enfield 700cc 1957-61; Super Meteor Twin	1 1/8"	30	3.5	270	0.106	2
389/17	Francis Barnett 250cc 1957; 2 stroke Cruiser 80	1 1/8"	30	3	420	0.105	2
	James 250cc 1957-58; 2 stroke Commodore	1 1/8"	30	3	420	0.105	2
389/18	AJS 347cc 1957-59; 16MCS Scrambler	1 1/8"	30	280	3	0.106	3
	Matchless 347cc 1958-59; G3LC Scrambler	1 1/8"	30	280	3	0.106	3
389/19							
389/20	Indian 500cc 1957-58; Indian Woodsman Std	1 3/16"	30	4.5	220	0.106	3
389/21	Panther (P&M) 600cc 1957-66; 100 Springer, Rigid Std & DeLuxe	1 1/8"	30	3.5	280	0.106	2
389/22	AJS 650cc 1957-59; G12 Twin	1 1/8"	30	3	400	0.106	3
389/23	DKW 900cc 1956-57; 3 - cylinder	1 3/16"	30	3	400	0.106	3
389/24	Elva Engineering 1959	1 1/8"	30	3	270	0.106	3
389/25	Elva Engineering 1959	1 1/8"	30	3	270	0.106	3
389/26							
389/27	Francis Barnett 249cc 1958-63; 2 stroke Cruiser 80	1 1/8"	30	3.5	320	0.105	2
	James 250cc 1957-61; 2 stroke Commodore	1 1/8"	30	3.5	320	0.105	2
389/28	Francis Barnett 249cc 1958-59; Scrambler 82 & 25S	1 1/8"	30	4	290	0.105	2
389/29	AJS 650cc 1959; G12 Twin	1 1/8"	30	3	400	0.106	3
	Matchless 650cc 1959; G12 Twin	1 1/8"	30	3	400	0.106	3
389/30	Greeves 197cc 1958-60; Scrambler (Vale-Onslow)	1 3/16"	30	3	440	0.106	3
389/31	BSA 650cc 1959-60; Road Rocket Twin (Export)	1 1/8"	30	3.5	290	0.106	3
389/32	Dot 197cc 1960; Scrambler	1 3/16"	30	3	390	0.106	3
389/33	Panther (P&M) 600cc 1958-61; M100 American & M120	1 5/32"	30	3	280	0.106	4
	Panther (P&M) 600cc 1962-63; Model 120	1 5/32"	30	4	280	0.106	2
389/34	Royal Enfield 500cc 1959-62; Bullet	1 3/16"	30	3.5	230	0.106	3
389/35	BSA 500cc 1959-60; Gold Star Scrambler (Export)	1 5/32"	25	3	320	0.106	2
389/36	BSA 650cc 1958-59; Road Rocket Twin (Home)	1 1/8"	30	3.5	290	0.106	3
389/37	BSA 650cc 1958-59; Road Rocket Twin (Home) less air filter	1 1/8"	30	3.5	400	0.106	3
389/38	Francis Barnett 249cc 1959; 2 stroke Cruiser 80	1 1/8"	30	3.5	320	0.105	2
	James 250cc 1959; Commodore	1 1/8"	30	3.5	320	0.105	2
389/39	Villiers 1959-60	1 3/16"	30	3	560	0.109	5
	Villiers 247cc 1962-64; 33A, 34A, 36A	1 3/16"	25	3.5	370	0.109	3
389/40							
389/41	Royal Enfield 700cc 1959-62; Constellation	1 3/16"	30	3.5	300	0.106	2
389/42	AJS 350cc 1960-61; Lightweight	1 1/8"	25	3.5	220	0.106	3
389/43	Speedwell 1959	1 1/8"	15	3	550	0.106	3
389/44	Speedwell 1959	1 1/8"	15	3	550	0.106	3

Type	Use	Bore	Pilot	Cutaway	Main	Jet	Position
389/45	BSA 650cc 1960-61; A10 Gold Flash Twin	1 1/8"	30	3.5	250	0.106	3
389/46	BSA 650cc 1960-63; A10 Super Road Rocket	1 5/32"	25	3	420	0.106	2
389/47	BSA 650cc 1959-63; Road Rocket & Spitfire (Export)	1 5/32"	25	3	290	0.106	2
389/48	BSA 650cc 1960-61; A10 Gold Flash (Export)	1 1/8"	30	3.5	250	0.106	3
389/49	Matchless 650cc 1960-61; G12CS, G12CSR, 31CS, 31CSR	1 1/8"	20	4	450	0.106	4
389/50	AJS 650cc 1960-61; Model 31	1 1/8"	20	4	390	0.106	4
	Matchless 650cc 1960-61; G12, G12DL, 31, 31DL Touring Model	1 1/8"	20	4	390	0.106	4
389/51	Triumph 650cc 1960; Bonneville 120	1 3/16"	30	3	310	0.106	3
389/52	AJS 498cc 1960-61; 18, 18S, 18C	1 5/32"	25	3.5	300	0.106	3
	Matchless 500cc 1962-63; G80	1 5/32"	25	3.5	300	0.106	3
389/53	Villiers 250cc 1960	1 3/16"	30	3	480	0.106	4
	Greeves 246cc 1963; Motocross 24 MD	1 3/16"	25	3.5	370	0.109	3
389/54	Villiers 1960	1 3/16"	30	3	560	0.106	5
	Cotton 1966; Cobra Scrambler and Conquest Tourer	1 3/16"	20	3.5	370	0.109	3
	Francis Barnett 250cc 1966; Scrambler 94	1 3/16"	20	3.5	370	0.109	3
	James 250cc 1966; Cotswold M25S	1 3/16"	20	3.5	370	0.109	3
	Villiers 247cc 1964-66; Starmaker Scrambler	1 3/16"	20	3.5	370	0.109	3
389/55	Royal Enfield 700cc 1960-61; Constellation	1 3/16"	30	3.5	380	0.106	3
389/56	Royal Enfield 700cc 1960-61; Constellation (Chopped)	1 3/16"	30	3.5	380	0.106	3
389/57	Royal Enfield 350cc 1960-61; Bullet (American)	1 3/16"	30	4	260	0.106	3
389/58							
389/59	Invacar 197cc 1960; Hawkstone Special Scrambler	1 3/16"	30	3	440	0.106	3
389/60							
389/61	BSA 500cc 1963; B34 Scrambler (USA)	1 3/16"	30	4	320	0.106	4
389/62							
389/63	Villiers 197cc 1962-63; 9E Super Sports	1 1/8"	30	3	290	0.106	4
389/64							
389/65	Greeves 246cc 1963-65; Motocross 24 MDS	1 3/16"	25	3.5	380	0.109	4
	Greeves 246cc 1964; Motocross 24 MA	1 3/16"	25	3.5	380	0.109	4
	Greeves 246cc 1963; Trials 24 INT	1 3/16"	25	3.5	380	0.109	4
389/66							
389/67	BSA 650cc 1962-65; A65 (Home)	1 1/8"	25	3.5	300	0.106	3
389/68	AJS 348cc 1962-63; Model 8 & 16	1 1/8"	25	3.5	230	0.106	3
	Matchless 348cc 1962-63; G5, G3, G3S	1 1/8"	25	3.5	230	0.106	3
389/69							
389/70	BSA 650cc 1962-63; A65 (USA)	1 1/8"	25	3	310	0.107	2
389/71	Norton 647cc 1962-63; Dominator Standard	1 1/8"	25	3	320	0.106	2
389/72	Norton 647cc 1962; Dominator Deluxe	1 1/8"	25	3	320	0.106	2
389/73	AJS 646cc 1962-65; Twin Speed Kit & Model 31CSR	1 1/8"	25	3	280	0.106	4
	Matchless 646cc 1962-66; Twin Speed kit & G12CSR (USA)	1 1/8"	25	3	280	0.106	4
389/74	AJS 646cc 1962-65; Twin Speed Kit & Model 31CSR (*26)	1 1/8"	25	3	280	0.106	4
	Matchless 646cc 1962-66; Twin Speed kit & G12CSR (USA) (*26)	1 1/8"	25	3	280	0.106	4
389/75							
389/76	DOT 250cc 1962-65; Scrambler	1 3/16"	20	3	490	0.109	1
389/77	Matchless 750cc 1962; G15 Twin	1 1/8"	20	4	410	0.106	4
389/78	BSA 350cc 1962-63; B40 (USA)	1 1/8"	30	3.5	160	0.106	3
389/79							
389/80	BSA 650cc 1962-63; A10 Gold Star (Home)	1 5/32"	25	3	420	0.106	2
389/81	BSA 650cc 1962; A10 Gold Star (USA)	1 3/16"	30	4	440	0.107	2
389/82	AJS 248cc 1962-66; Model 14CSR	1 1/8"	20	3	200	0.106	3
	Matchless 248cc 1962-66; G2, G2S, G2CSR	1 1/8"	20	3	200	0.106	3
389/83	BSA 350cc 1962-65; B40, SS90	1 1/8"	30	3.5	200	0.106	3
389/84							
389/85	Royal Enfield 750cc 1963; Interceptor	1 3/16"	25	3.5	380	0.106	3
389/86	Royal Enfield 750cc 1963; Interceptor (Chopped)	1 3/16"	25	3.5	380	0.106	3
389/87	AJS 750cc 1965; Model 33 & 33P	1 1/8"	20	3	420	0.106	3
	Matchless 750cc 1964-65; G15 P	1 1/8"	20	3	420	0.106	3
	Matchless 750cc 1965; G15	1 1/8"	20	3	350	0.106	3
	Norton 750cc 1963-64; Atlas Sports	1 1/8"	20	3	420	0.106	3
389/88	AJS 750cc 1965; Model 33 & 33P (Chopped)	1 1/8"	20	3	420	0.106	3
	Matchless 750cc 1964-65; G15 P	1 1/8"	20	3	420	0.106	3

Type	Use	Bore	Pilot	Cutaway	Main	Jet	Position
	Matchless 750cc 1965; G15	1 1/8"	20	3	350	0.106	3
	Norton 750cc 1963-64; Atlas Sports	1 1/8"	20	3	420	0.106	3
389/89	Greeves 250cc 1963; Motocross Special ME (*26)	1 1/8"	30	3	290	0.106	5
	Villiers 197cc 1962-63; 9E Super Sports (pair)	1 1/8"	30	3	290	0.106	5
389/90	Greeves 250cc 1963; Motocross Special ME	1 1/8"	30	3	210	0.106	3
	Villiers 197cc 1962-63; 9E Super Sports (pair)	1 1/8"	30	3	210	0.106	3
389/91	AJS 646cc 1962-66; Model 31	1 1/8"	20	4	390	0.106	4
	Matchless 646cc 1962-66; G12	1 1/8"	20	4	390	0.106	4
389/92	AJS 646cc 1962-66; Model 31CSR	1 1/8"	20	4	450	0.106	4
	Matchless 646cc 1962-66; G12CSR	1 1/8"	20	4	450	0.106	4
389/93	Matchless 750cc 1963; G15 Twin	1 1/8"	20	4	410	0.106	4
389/94	BSA 650cc 1963; A10 Super Rocket Gold Star	1 5/32"	25	3	310	0.106	2
389/95	Triumph 650cc 1963-66; T120C Johnson Bros	1 3/16"	25	4	330	0.106	2
	Triumph 650cc 1965-66; T120 TT Triumph Corp	1 3/16"	25	4	330	0.106	2
389/96							
389/97	Triumph 650cc 1964-66; Police Model TR6	1 1/8"	25	3.5	310	0.106T	1
389/98	Villiers 247cc 1963-65; Starmaker	1 1/8"	-	3	430	0.106	3
389/99	Villiers 247cc 1963-66; Starmaker	1 1/8"	30	3	460	0.106	5
389/200	DOT 250cc 1965-66; Trials	1 3/16"	15	4.5	360	0.109	3
389/201	BSA 650cc 1963-65; A65 Rocket (Home)	1 1/8"	25	3.5	300	0.106	3
389/202	BSA 650cc 1963-65; A65 Rocket (USA)	1 1/8"	25	3.5	310	0.106	3
389/203	Triumph 650cc 1964-66; T120R (USA)	1 1/8"	20	3	260	0.106	3
389/204							
389/205	Royal Enfield 750cc 1964-66; Interceptor	1 3/16"	25	3.5	380	0.106	3
689/205	Royal Enfield 750cc 1964-66; Interceptor	1 3/16"	25	3.5	380	0.106	3
389/206	BSA 650cc 1964-65; A65 Rocket Gold Star	1 1/8"	25	3.5	220	0.106	3
	BSA 650cc 1965; A65L Lightning	1 1/8"	25	3.5	220	0.106	3
389/207	Cotton 1963-65; Cougar Scrambler	1 3/16"	30	3	480	0.106	3
389/208	AJS 348cc 1964-66; Model 16	1 1/8"	25	3	260	0.106	3
	Matchless 350cc 1964-66; G3	1 1/8"	25	3	260	0.106	3
	Norton 348cc 1966; Model 50 Mk II	1 1/8"	25	3	260	0.106	3
389/209	AJS 500cc 1964-66; Model 18	1 1/8"	25	3.5	290	0.106	3
	Matchless 500cc 1964-66; G80	1 1/8"	25	3.5	290	0.106	3
	Norton 490cc 1966; ES2 Mk II	1 1/8"	25	3.5	290	0.106	3
389/210	Matchless 750cc 1964-65; G15 CS (USA)	1 1/8"	20	3	380	0.106	3
	Norton 750cc 1964; N15CS	1 1/8"	20	3	380	0.106	3
389/211	Matchless 750cc 1964-65; G15 CS (USA) (Chopped)	1 1/8"	20	3	380	0.106	3
	Norton 750cc 1964; N15CS	1 1/8"	20	3	380	0.106	3
389/212	Greeves 200cc 1963-65; Scrambler 20 MDS	1 3/16"	25	3	460	0.109	3
389/213	Triumph 650cc 1964-66; Metropolitan Police Mk III	1 3/16"	25	3.5	320	0.106T	2
389/214	Greeves 246cc 1964-65; Scrambler 24 MX1, MX2, 24 INT	1 3/16"	25	3.5	350	0.106T	2
	Greeves 250cc 1966; 24 MX3 Challenger	1 3/16"	25	3.5	350	0.106T	2
389/215							
389/216	Triumph 650cc 1967; T120R (Chopped)	1 1/8"					
389/217	Royal Enfield 250cc 1965-66; GT Model	1 1/8"	30	3.5	260	0.106	3
389/218	Norton 750cc 1965; Atlas	1 1/8"	20	3	350	0.106	3
389/219	Norton 750cc 1965; Atlas (Chopped)	1 1/8"	20	3	350	0.106	3
389/220							
389/221	BSA 441cc 1965-66; B44 Victor Grand Prix	1 5/32"	25	3.5	260	0.106	3
389/222	AJS 750cc 1965; Model 33CSR	1 1/8"	20	3	360	0.106	3
	Matchless 750cc 1965; G15CSR	1 1/8"	20	3	360	0.106	3
389/223	AJS 750cc 1965; Model 33CSR (Chopped)	1 1/8"	20	3	360	0.106	3
	Matchless 750cc 1965; G15CSR	1 1/8"	20	3	360	0.106	3
389/224	Dot 250cc 1965-66; Scrambler	1 3/16"	15	4.5	480	0.106	3
389/225	Royal Enfield 750cc 1965-66; Interceptor	1 3/16"	30	3	400	0.109	3
389/226	Royal Enfield 750cc 1965; Interceptor (police)	1 3/16"	25	3.5	360	0.106	3
389/227	BSA 500cc 1966; A50 Wasp	1 1/8"	25	3.5	200	0.106	2
689/227	BSA 500cc 1966; A50 Wasp	1 1/8"	25	3.5	200	0.106	2
389/228	BSA 650cc 1966; A65 Lightning & Hornet	1 5/32"	25	3	270	0.106	3
689/228	BSA 650cc 1966; A65 Lightning & Hornet	1 5/32"	25	3	270	0.106	3

Type	Use	Bore	Pilot	Cutaway	Main	Jet	Position
389/229	BSA 650cc 1966; A65 Lightning & Hornet	1 5/32"	25	3	270	0.106	4
689/229	BSA 650cc 1966; A65 Lightning & Hornet	1 5/32"	25	3	270	0.106	4
389/230	BSA 500cc 1966; A50 Wasp (USA)	1 1/8"	25	3.5	190	0.106	2
689/230	BSA 500cc 1966; A50 Wasp (USA)	1 1/8"	25	3.5	190	0.106	2
389/231							
389/232							
389/233	BSA 650cc 1966; A65 Thunderbolt	1 1/8"	25	3.5	300	0.106	3
389/234	BSA 650cc 1966; A65 Thunderbolt (USA)	1 1/8"	25	3.5	310	0.106	3
389/235	BSA 441cc 1966; B44 Victor Enduro	1 5/32"	25	3.5	330	0.106	3
389/236	Norton 750cc 1966; Atlas (Export)	1 1/8"	20	3	350	0.106	3
689/236	Norton 750cc 1966; Atlas (Export)	1 1/8"	20	3	350	0.106	3
389/237	AJS 750cc 1966; Model 33CS	1 1/8"	20	3	380	0.106	3
	Matchless 750cc 1966; G15CS	1 1/8"	20	3	380	0.106	3
	Norton 750cc 1966; N15CS	1 1/8"	20	3	380	0.106	3
689/237	AJS 750cc 1966; Model 33CS	1 1/8"	20	3	380	0.106	3
	Matchless 750cc 1966; G15CS	1 1/8"	20	3	380	0.106	3
	Norton 750cc 1966; N15CS	1 1/8"	20	3	380	0.106	3
389/238							
389/239							
389/240							
389/241	Matchless 750cc 1966; G15P	1 1/8"	20	3	420	0.106	3
	Norton 750cc 1966; Atlas	1 1/8"	20	3	420	0.106	3
689/241	Matchless 750cc 1966; G15P	1 1/8"	20	3	420	0.106	3
	Norton 750cc 1966; Atlas	1 1/8"	20	3	420	0.106	3
389/242	AJS 750cc 1966; Model 33CSR	1 1/8"	20	3	360	0.106	3
	Matchless 750cc 1966; G15CSR	1 1/8"	20	3	360	0.106	3
689/242	AJS 750cc 1966; Model 33CSR	1 1/8"	20	3	360	0.106	3
	Matchless 750cc 1966; G15CSR	1 1/8"	20	3	360	0.106	3
	Norton 750cc 1966; Atlas	1 1/8"	20	3	420	0.106	3

689/xxx Indicates RH carburettor (Floatbowl mounted on opposite side)

Carburettors with a "T" after the Type number are fitted with needle jets less bleed holes.