

[Amal 375 Monobloc](#)[Amal 376 Monobloc](#)[Amal 389 Monobloc](#)

Transcribed by Dennis Wright - scorpion at cdi.com.au.

A note on Amal part numbers: There is some overlap between the part numbers for Amal carburettors and Amal carburettor parts. For example, Amal part number 389/063 is a 389 (Monobloc) carb for "Villiers 197cc 1962-63; 9E Super Sports". It's also the part number for a Monobloc needle. 928/076 is "obviously" the part number for a 28mm Concentric carb, but it's also the part number for a velocity stack for a Concentric.

Amal 375, 376, and 389 Monobloc carbs should have a date code as well as the part number stamped on the flange. The date code will be something like "11 65", meaning November of 1965.

There are not many foreign (non-British) bikes represented in this list. I suspect that German, American, Italian, etc. applications are covered elsewhere.

<i>Amal 375</i>							
Type	Use	Bore	Pilot	Cutaway	Main	Needle Jet	Position
375/001							
375/002	BSA 250cc 1955-56; C10L sv	25/32"	25	3.5	120	0.11	2
375/003							
375/004	BSA 250cc 1955; C11G	25/32"	25	3.5	140	0.11	3
	BSA 250cc 1955; C11G with air filter	25/32"	25	3.5	100	0.11	3
	BSA 250cc 1956-57; C12	25/32"	25	3.5	140	0.11	3
375/005	Ariel 197cc 1955-58; LH Colt	13/16"	25	3.5	110	0.11	2
375/006	Excelsior 250cc 1955-60; 2 str TT3 and TT4	25/32"	30	3	100	0.11	2
	Excelsior 250cc 1955-60; 2 str STT4 Talisman Twin	25/32"	30	3	100	0.11	2
	Excelsior 250cc 1955-58; STT6	25/32"	30	3	100	0.11	2
375/007	Douglas 350cc 1955-59; Twin Dragonfly	15/16"	30	3.5	130	0.11	3
375/008	Anzani 242cc 1955-56; Twin 2 stroke	25/32"	25	3	130	0.11	2
	Greeves 242cc 1956-58; 25D Fleetwing	25/32"	25	3	130	0.11	2
	Norman 242cc 1955-58 Twin Anzani 2 Str	25/32"	25	3	130	0.11	2
	Tandon 242cc 1955-56;Twin	25/32"	25	3	130	0.11	2
375/009	Excelsior 150cc 1955-56; Courier 2 str	7/8"	30	3.5	140	0.11	2
375/010	Indian 250cc 1956-57; Fire Arrow	25/32"	25	4	120	0.11	3
	Royal Enfield 250cc 1955-62; Clipper, Series 1	25/32"	25	4	120	0.11	3
375/011	Panther (P&M) 250cc 1955-61; 65 Model	25/32"	30	4	120	0.11	3
375/012							
375/013							
375/014							
375/015	Motobecane 150cc 1956-57; Twin	7/8"	25	3.5	120	0.11	3
375/016	Royal Enfield 250cc 1955-61; Mod C6 Crusader	7/8"	25	3.5	120	0.11	3
	Royal Enfield 250cc 1955-63; Clipper, Series 2	7/8"	25	3.5	120	0.11	3

375/017	Radior 175cc 1956-58	13/16"	25	3.5	120	0.11	3
375/018							
375/019							
375/020	Excelsior 250cc 1956-58; Twin Sports STT5 & 6	7/8"	30	4	150	0.11	2
	Excelsior 328cc 1957-58; Berkeley Twin 2 Str	7/8"	30	4	150	0.11	2
375/021							
375/022							
375/023	Triumph 350cc 1958; T21 Twin	13/16"	25	3.5	110	0.11	3
375/024	Indian 250cc 1957-58; Enduro Indian & Hounds Fire Arrow	7/8"	25	3	130	0.11	3
375/025	BSA 250cc 1957-58; C11, C12	25/32"	25	3.5	140	0.11	3
375/026	Royal Enfield 250cc 1957-58; Pacific Crusader (Export)	23/32"	25	4	80	0.11	3
375/027							
375/028							
375/029							
375/030	BSA 250cc 1957; C10L sv	25/32"	25	3.5	120	0.11	2
375/031	BSA 175cc 1957-65; D7 Bantam Super	7/8"	25	3.5	140	0.11	2
375/032	Triumph 350cc 1957-61; T21	25/32"	25	3.5	100	0.11	3
375/033	Ariel 247cc 1958-65; Twin 2 str "Leader"	7/8"	30	3.5	170	0.11	3
	Ariel 247cc 1962-65; Twin 2 str "Arrow"	7/8"	30	3.5	170	0.11	3
375/034	BSA 250cc 1959-61; C15 Trials and Std	7/8"	25	4	140	0.11	3
	BSA 250cc 1962-66; C15 Star (Home)	7/8"	25	4	140	0.11	4
375/035	Triumph 500cc 1959-65; 5TA	7/8"	25	3	160	0.11	3
375/036	Norton 250cc 1958-63; Jubilee Twin De-Luxe	25/32"	25	3.5	130	0.11	3
375/037	Francis Barnett 150cc 1958-61; 15T 2 Str & Plover 86	13/16"	25	3.5	110	0.11	2
	Francis Barnett 150cc 1963-66; Fulmar 88, 90 & Plover 95	13/16"	25	3.5	110	0.11	2
	James 150cc 1958-61; 15T 2 str	13/16"	25	3.5	110	0.11	2
	James 150cc 1964-66; Scooter SCI & Cadet	13/16"	25	3.5	110	0.11	2
375/038							
375/039	BSA 175cc 1959; D7 Pastoral	7/8"	25	3	150	0.11	3
375/040	BSA 175cc 1960-63; D7 Pastoral	7/8"	25	3	150	0.11	3
375/041	Excelsior 250cc 1959-60; Frisky car	25/32"	30	3.5	120	0.11	3
375/042	James 150cc 1960-61; 15H	13/16"	25	3.5	110	0.11	2
375/043	Norton 250cc 1958-66; Jubilee Twin Standard	25/32"	25	3.5	130	0.11	3
375/044	Triumph 200cc 1960-61; T20T Std Cub	25/32"	25	3.5	100	0.11	3
	Triumph 200cc 1963-66; T20 Trials & WD	25/32"	25	3.5	100	0.11	3
375/045							
375/046							
375/047	Norton 350cc 1961-63; Navigator Twin De-Luxe	7/8"	25	3.5	170	0.11	4
375/048	Norton 350cc 1962-65; Navigator Twin Standard	7/8"	25	3.5	170	0.11	4
375/049	Francis Barnett 150cc 1962; 2 Str 15T	13/16"	25	3.5	110	0.11	2
375/050	BSA 175cc 1962-65; D7 Pastoral (TOO)	7/8"	25	3.5	140	0.11	2
375/051	BSA 175cc 1962-65; C15 Police Trials Pastoral	7/8"	25	4	140	0.11	4

375/052							
375/053							
375/054	Norton 350cc 1963-65; 384EEBB, ESB & ES400	7/8"	25	3	190	0.11	4
375/055							
375/056	BSA 175cc 1963-65; D7 (USA)	7/8"	25	3.5	110	0.11	2
375/057	Ariel 200cc 1964-65; Arrow	13/16"	30	3.5	120	0.1	3
375/058	Royal Enfield 250cc 1964-66; Clipper & Olympic	7/8"	25	3.5	95	0.11	3
375/059							
375/060	BSA 175cc 1966; D7 De-Luxe and Silver Bantam	7/8"	25	3.5	100	0.11	2
375/061							
375/062	Triumph 350cc 1962-66; T21 & 3TA	25/32"	25	3.5	100	0.11	3

Amal 376

Type	Use	Bore	Pilot	Cutaway	Main	Needle Jet	Position
376/001	BSA 650cc 1955-57: A10 Golden Flash Twin (Spring Frame)	1 1/16"	25	3.5	240	0.11	3
376/002	BSA 350cc 1955-56; B31(Home)	1"	30	3.5	260	0.11	2
376/003	BSA 350cc 1955-60; B31(for Air Filter) (Export)	1"	30	3.5	200	0.11	2
376/004	BSA 500cc 1955-56; A7	15/16"	25	3.5	210	0.11	2
376/005	AJS 347cc 1955-61; 16M, 16MS, 16MCS	1 1/16"	30	3.5	210	0.11	3
	Matchless 347cc 1955-61; G3L, G3LS, G3LC Single	1 1/16"	30	3.5	210	0.11	3
376/006	AJS 498cc 1955-58; 20 Twin	1"	30	4	220	0.11	3
	Matchless 498cc 1955-58 G9 Twin	1"	30	4	220	0.11	3
376/007	Ariel 497cc 1955-58; KH Fieldmaster Twin	1"	30	3.5	200	0.11	3
376/008	Ariel 350cc 1955-58; NH Hunter, 1957-58 HT3 "R" Hunter Trials	1"	25	3.5	200	0.11	3
376/009	BSA 500cc 1955-57; B33 (for Air Filter) (Export)	1 1/16"	25	3.5	210	0.11	3
376/010	BSA 500cc 1955-57; B33 and M33 (Home)	1 1/16"	25	3.5	260	0.11	3
376/011	Ariel 497cc 1955-59 VH Hunter	1 1/16"	30	3.5	200	0.11	3
376/012	Ariel 646cc 1955-59 FH Huntmaster Twin	1 1/16"	25	3.5	240	0.11	3
376/013	Ariel 598 cc 1955-58 VB	1"	30	5	220	0.11	2
376/014							
376/015	BSA 500cc 1955-56; A7 Shooting Star (Home and Export)	1"	30	3.5	270	0.11	3
376/016	BSA 500cc 1955; A7 Shooting Star (Export)	1"	30	3.5	270	0.11	3
376/017	Norton 500cc 1955-63; ES2, 19R	1 1/16"	30	4	270	0.11	3
	Norton 596cc 1956-58; 19S	1 1/16"	30	4	270	0.11	3

376/018	Norton 500cc 1955-56; Dominator 88 Deluxe Twin	1"	30	3.5	240	0.11	2
376/019	Norton 500cc 1955-56; Dominator Std Twin	1"	30	3.5	240	0.11	2
376/020							
376/021	BSA 500cc 1955-56; M20 (Home and Export)	1"	30	5	240	0.11	3
376/022							
376/023	BSA 600cc 1955-56 M21 (Home and Export)	1 1/16"	30	5	250	0.11	2
376/024							
376/025	Triumph 498cc 1955-60; 5T Speed Twin	15/16"	30	3.5	200	0.11	4
376/026							
376/027							
376/028							
376/029	Royal Enfield 350cc 1957-61; Clipper	1"	30	4	180	0.11	3
	Royal Enfield 350cc 1955-57; G2 Bullet	1"	30	4	180	0.11	3
376/030	Panther 600cc 1955-56; Mod 100	1 1/16"	30	3.5	250	0.11	2
376/031	Vincent 998cc 1955; Black Knight & Rapide	1 1/16"	30	4	240	0.11	2
376/032							
376/033	AJS 347cc 1955-56; 16M, 16MS, 16MC, 16MCS	1 1/16"	30	3.5	200	0.11	3
	Matchless 347cc 1955-56; G3L, G3LS, G3LC	1 1/16"	30	3.5	200	0.11	3
376/034	AJS 498cc 1955-56; 20 Twin	1"	30	4	230	0.11	3
	Matchless 498cc 1955; G9 Twin with Air Filter	1"	30	4	230	0.11	3
376/035	Triumph 498cc 1955-61; TR5, T100	15/16"	25	3.5	220	0.11	4
376/036	Indian 500cc 1956-57; Twin Tomahawk	15/16"	25	3.5	230	0.11	2
	Royal Enfield 500cc 1955-58; Twin	15/16"	25	3.5	230	0.11	2
376/037	Panther 350cc 1955-66; Mod 75	1"	30	4	180	0.11	2
376/038	Anzani 325cc 1956 Twin 2Str Car	1"	25	3.5	260	0.11	2
	Greeves 325cc 1955-57; 32D Fleetmaster	1"	25	3.5	260	0.11	2
	Tandon 322cc 1955-56; Viscount	1"	25	3.5	260	0.11	2
376/039							
376/040	Triumph 650cc 1955-61; Tiger 110	1 1/16"	25	3.5	250	0.11	3
	Triumph 650cc 1962-63; TR6 S/S	1 1/16"	25	3.5	250	0.11	3
376/041	Indian 692cc 1956-60; Twin Trailblazer	1 1/16"	30	3.5	240	0.11	3
	Royal Enfield 692cc 1957-63; Constellation & Super Meteor Twin	1 1/16"	30	3.5	240	0.11	3
376/042	Triumph 650cc 1955-60; TR6 and 6T (Export)	1 1/16"	25	3.5	270	0.11	4
376/043	BSA 350cc 1955-57 B32 Comp Scrambler	1 1/16"	25	4	260	0.11	3
376/044							
376/045							

376/046							
376/047							
376/048	Velocette 349cc 1955-60; MAC	15/16"	25	3.5	200	0.11	3
376/049	Velocette 499cc 1955-66; MSS Endurance	1 1/16"	25	3.5	240	0.11	3
376/050	Norton 596cc 1955; 19R Twin (Export)	1 1/16"	25	3	250	0.11	3
376/051	Norton 350cc 1956; Mod 50	1"	30	3.5	210	0.11	2
376/052							
376/053							
376/054							
376/055	Matchless 347cc 1955-57; Scrambler G3LC	1 1/16"	30	3	240	0.11	3
376/056							
376/057	Anzani 325cc 1956 Twin 2Str Car, 1957 Unitwin	1"	25	3.5	260	0.11	2
	Greeves 325cc 1955-57; 32D Fleetmaster	1"	25	3.5	260	0.11	2
376/058	AJS 600cc 1955-57; 30 Twin	1"	30	4	260	0.11	3
	Matchless 600cc 1956-57; G11 Twin	1"	30	4	260	0.11	3
376/059T	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
376/060							
376/061	Velocette 349cc 1956-66; Viper	1 1/16"	30	3.5	270	0.11	3
376/062							
376/063							
376/064T	Ariel 497cc 1956-58; HT5 "R" Hunter Trials	1 1/16"	30	3	200	0.106T	3
376/065							
376/066	Norton 500cc 1956-63; Dominator 88 Std and Deluxe Twin	1"	30	3.5	240	0.11	2
376/067	Norton 596cc 1956-62; 77, 99	1 1/16"	25	3	250	0.11	3
376/068	Norton 350cc 1957-63; Mod 50	1"	30	3.5	210	0.11	2
376/069							
376/070							
376/071							
376/072							
376/073							
376/074							
376/075							
376/076	James 197cc 1957; Competition 2 stroke	15/16"	20	3.5	180	0.11	2
376/077	Triumph 500cc 1957-60; T100 (Export)	1"	25	3.5	200	0.11	3
376/078	AJS 600cc 1957-58; 30 Twin, 30CS	1 1/16"	30	3.5	280	0.11	3

	Matchless 600cc 1958; G11, G11CS, Mod 30	1 1/16"	30	3.5	280	0.11	3
376/079	Excelsior 328cc 1959-60; Berkeley Car	1"	25	4	230	0.11	2
376/080	BSA 650cc 1957-59; A10 Twin Gold Flash	1 1/16"	25	3.5	240	0.11	3
376/081	BSA 350cc 1958-59; B31 (Home)	1"	30	3.5	260	0.11	2
376/082	BSA 350cc 1957-59; B31 (Export)	1"	30	3.5	200	0.11	2
376/083	BSA 500cc 1957-59; A7 Twin	15/16"	25	3.5	210	0.11	2
376/084	BSA 500cc 1957-59; B33 (Export)	1 1/16"	25	3.5	210	0.11	3
376/085	BSA 500cc 1957-60; B33 and M33 (Home)	1 1/16"	25	3.5	260	0.11	3
376/086	BSA 500cc 1957-59; A7 Shooting Star (Home and Export)	1"	30	3.5	270	0.11	3
376/087	BSA 500cc 1957-59; M20 (Home and Export)	1"	30	5	240	0.11	3
376/088	BSA 600cc 1957-61; M21 (Home and Export)	1 1/16"	30	5	250	0.11	2
376/089	BSA 650cc 1957-58; American Scrambler Twin	1 1/16"	25	3.5	400	0.11	4
376/090	Excelsior 328cc 1957-58; Opperman Unicar Twin 2 stroke	1"	25	3.5	260	0.11	2
376/091	Excelsior 328cc 1957-58; Coronet Twin 2 stroke	1"	25	4	230	0.11	2
376/092	Indian 500cc 1958-60; Twin Tomahawk	1 1/16"	30	3.5	250	0.11	3
	Royal Enfield 500cc 1957-63; Meteor Minor Twin	1 1/16"	30	3.5	250	0.11	2
376/093	Excelsior 328cc 1957-58; Berkeley Twin 2 stroke	1"	25	4	230	0.11	2
376/094	Excelsior 328cc 1958; Super Talisman Twin 2 stroke	1"	25	4	230	0.11	2
376/095	AJS 600cc 1957-59; Twin LH	1 1/16"	25	3.5	220	0.11	3
	Matchless 600cc 1957-59; Twin LH	1 1/16"	25	3.5	220	0.11	3
376/096	AJS 600cc 1957-59; Twin RH	1 1/16"	25	3.5	220	0.11	3
	Matchless 600cc 1957-59; Twin RH	1 1/16"	25	3.5	220	0.11	3
376/097	BSA 650cc 1957-59; Twin Super Road Rocket	1 1/16"	25	3.5	250	0.11	4
376/098	Invacar 197cc 1958-60; Hawkstone Special Scrambler	1 1/16"	25	3	280	0.11	3
376/099	AJS 250cc 1959-61; No 14	1 1/16"	25	3.5	180	0.11	3
	Matchless 250cc 1958-61; G2	1 1/16"	25	3.5	180	0.11	3
376/200	Excelsior 328cc 1957-60 Berkeley 3 cylinder	1"	25	4	200	0.11	3
376/201							
376/202							

376/203							
376/204	Triumph 650cc 1959; Bonneville 120 (Chopped)	1 1/16"	25	3.5	240	0.11	2
376/205							
376/206	Christorforides 350cc 1959; Twin 2 stroke	1 1/16"	20	3.5	180	0.11	3
376/207	Christorforides 350cc 1959; Twin 2 stroke	1 1/16"	20	3.5	180	0.11	3
376/208	Francis-Barnett 250cc 1958-61; Trials 2-stroke	1"	25	3.5	190	0.11	3
	James 250cc 1958-59; Trials 2 stroke	1"	25	3.5	190	0.11	3
376/209	AJS 500cc 1959-61; Twin	1"	30	4	220	0.11	3
	Matchless 500cc 1959-61; Twin	1"	30	4	220	0.11	3
376/210	Triumph 650cc 1959; 6T Thunderbird (Home)	1 1/16"	25	3.5	270	0.11	4
376/211	BSA 500cc 1959-60; B33 Single (Export)	1 1/16"	25	3.5	210	0.11	3
376/212	BSA 500cc 1959-61 A7 Twin	15/16"	25	3.5	210	0.11	2
376/213	BSA 500cc 1959-61; Shooting Star Single (Export)	1"	30	3.5	270	0.11	3
376/214	BSA 650cc 1959; A10 Twin	1 1/16"	25	3.5	240	0.11	3
376/215	Royal Enfield 350cc 1958-62; Bullet	1 1/16"	30	4	170	0.11	3
376/216	Royal Enfield 250cc 1958-63; Crusader Sports	15/16"	25	3.5	150	0.11	3
376/217	Triumph 200cc 1959-60; T20S Cub Scrambler	15/16"	20	3	140	0.11	3
376/218							
376/219	Norton 500cc 1959-60; Dominator 88 Twin	1"	30	3.5	240	0.11	2
376/220	Norton 596cc 1959-60; Mod 77 and 99 Twin	1 1/16"	25	3	250	0.11	3
	Norton 600cc 1962; Mod 99 Sports	1 1/16"	25	3	250	0.11	3
376/221							
376/222	BSA 250cc 1959-60; C15 Comp Scrambler	15/16"	25	3	180	0.11	2
376/223	Christorforides 350cc 1959; Twin 2 stroke	1 1/16"	20	3.5	-	0.11	3
376/224	Christorforides 350cc 1959; Twin 2 stroke	1 1/16"	20	3.5	-	0.11	3
376/225							
376/226	Excelsior 150cc 1959-60; 2 stroke Single	1"	25	4	180	0.11	3
376/227	Excelsior 150cc 1959; 2 stroke Single	1"	25	4	180	0.11	3
376/228	Anzani 242cc 1959 Competition "A"	1"	25	3.5	300	0.11	3
376/229	Royal Enfield 700cc 1959-60; Berkeley Twin	1 1/16"	30	3.5	240	0.11	3
376/230							
376/231	Francis-Barnett 197cc 1960-66; Falcon 87 2-stroke	1"	30	3.5	180	0.11	2
	James 197cc 1960-61; Model 20T 2 stroke	1"	30	3.5	180	0.11	2
	James 200cc 1964-66; Captain L20, L20S	1"	30	3.5	180	0.11	2

376/232							
376/233	Triumph 650cc 1959; Bonneville 120	1 1/16"	25	3.5	240	0.11	2
376/234	Christorforides 350cc 1960; H3/M	1 1/16"	20	4.5	170	0.11	2
376/235	Christorforides 350cc 1960; H3/M	1 1/16"	20	4.5	170	0.11	2
376/236	Speedwell 1959-60;	1 1/16"	15	2	320	0.11	3
376/237	Speedwell 1959-60;	1 1/16"	15	2	320	0.11	3
376/238	BSA 500cc 1960-61; A7 Twin	15/16"	25	3.5	210	0.11	2
376/239	BSA 500cc 1960-61; A7 Shooting Star (Home and Export)	1"	30	3.5	270	0.11	3
376/240	BSA 500cc 1960; B33 (Export)	1 1/16"	25	3.5	210	0.11	3
376/241	BSA 500cc 1960; B33 and M33 (Home)	1 1/16"	25	3.5	260	0.11	3
376/242	Royal Enfield 700cc 1959-61; Constellation	1 1/16"	25	4	320	0.11	3
376/243	Royal Enfield 700cc 1959-61; Constellation (Chopped)	1 1/16"	25	4	320	0.11	3
376/244	Triumph 650cc 1960; Tiger 110	1 1/16"	25	3.5	250	0.11	4
376/245	Triumph 650cc 1959-60; 6T Thunderbird (Export)	1 1/16"	25	3.5	270	0.11	4
376/246	Triumph 650cc 1959-60; 6T Thunderbird (Home)	1 1/16"	25	3.5	270	0.11	4
376/247	Norton 500cc 1960-62; Dominator 88 Twin	1"	30	3.5	240	0.11	2
376/248	Norton 596cc 1960-62; Mod 77 and 99 Twin	1 1/16"	25	3	250	0.11	3
376/249	Norton 500cc 1960; ES2 (Export)	1 1/16"	30	3.5	270	0.11	3
376/250	AJS 250cc 1959-61; Scrambler	1 1/16"	25	3	180	0.11	4
376/251	BSA 600cc 1960; M21 AA	1 1/16"	30	5	250	0.11	2
376/252	Royal Enfield 350cc 1960-61; G2 Bullit	1"	30	4	180	0.11	3
376/253	BSA 350cc 1960-62 B40	1 1/16"	20	3	190	0.11	3
376/254							
376/255	Triumph 650cc 1960-61; Tiger 110	1 1/16"	25	3.5	250	0.11	4
376/256	Triumph 650cc 1960-61; 6T Thunderbird	1 1/16"	25	3.5	270	0.11	4
376/257	Triumph 650cc 1960-61; Bonneville 120	1 1/16"	25	3.5	240	0.11	2
376/258	BSA 250cc 1960-63; C15 Scrambler and Starfire	1 1/16"	25	3.5	240	0.11	2
376/259	Veloce 250cc 1964-65; Viceroy Scooter	1	20	3	210	0.11	3

		1/16"					
376/260	Triumph 650cc 1960-61; 6T Thunderbird	1/16"	25	3.5	270	0.11	4
376/261							
376/262							
376/263	Christorforides 350cc 1960; H3/M Twin 2 star	1/16"	20	4.5	220	0.11	2
376/264	Christorforides 350cc 1960; H3/M Twin 2 star	1/16"	20	4.5	220	0.11	2
376/265							
376/266	Speedwell 1960;	15/16"	10	3	270	0.11	3
376/267	Speedwell 1960;	15/16"	10	3	270	0.11	3
376/268							
376/269							
376/270	BSA 250cc 1961-65; C15 Star (USA)	1"	25	3.5	180	0.11	3
376/271							
376/272	Triumph 200cc 1961; T20S/S, T20S/H & T20SL Scrambler	15/16"	20	3	140	0.11	3
	Triumph 200cc 1962-66; T20S & T20SL Scrambler	15/16"	20	2.5	140	0.11	3
376/273	Triumph 500cc 1961; TR5A/R/C Competition Twin	1"	25	3.5	190	0.11	3
	Triumph 500cc 1962-66; T100 S/S, S/R, S/C, C/R, 5TA	1"	25	3.5	190	0.11	3
376/274	Norton 650cc 1965-66; Mod 99 (USA)	1/16"	25	3.5	250	0.11	3
376/275	Norton 650cc 1965-66; Mod 99 (USA)	1/16"	25	3.5	250	0.11	3
376/276							
376/277	Ariel 247cc 1962-65; Golden Arrow & Super Sports	1/16"	30	3.5	230	0.11	3
376/278							
376/279							
376/280	BSA 350cc 1962-66 B40 (Home)	1/16"	20	3	190	0.11	3
376/281	BSA 250cc 1962-66; C15 Sports Star (Home)	1"	25	4	200	0.11	2
376/282	BSA 500cc 1962-65; A50 (Home)	1"	25	3.5	250	0.11	3
376/283	Royal Enfield 250cc 1963; Continental & Crusader Super 5	1/16"	25	3.5	180	0.11	4
376/284	BSA 500cc 1962-65; A50 (USA)	1"	25	3.5	260	0.11	3
376/285	Triumph 650cc 1962; 6T Thunderbird	1/16"	25	4	220	0.11	4
376/286	Triumph 650cc 1962-63; T120 Bonneville	1/16"	25	3.5	240	0.11	2
376/287	Triumph 650cc 1962-63; T120 Bonneville	1/16"	25	3.5	240	0.11	2
376/288	Norton 497cc 1963-66; Model 88 SS	1/16"	25	3.5	250	0.11	3
	Norton 650cc 1963-64; Dominator Sports	1	25	3.5	250	0.11	3

		1/16"					
376/289	Norton 497cc 1963-66; Model 88 SS	1/16"	25	3.5	250	0.11	3
	Norton 650cc 1963-64; Dominator Sports	1/16"	25	3.5	250	0.11	3
376/290	BSA 250cc 1962-65; C15 Sports Star (USA)	1/16"	25	3.5	210	0.11	2
376/291							
376/292							
376/293	DOT 250cc 1962; Trials	1/16"	20	3.5	400	0.11	3
376/294	Norton 750cc 1962-66; Atlas Std	1/16"	20	3.5	400	0.11	4
376/295	BSA 250cc 1962-63; C15 Scrambler (Home)	1/16"	25	3.5	240	0.11	2
376/296	Villiers 197cc 1962; 9E Super Sports	1/16"	30	3	290		4
376/297	Royal Enfield 250cc 1962; Crusader	1/16"	25	3.5	320	0.11	3
	Royal Enfield 350cc 1963; Bullet	1/16"	25	3.5	220	0.11	3
376/298							
376/299							
376/300	Triumph 350cc 1963-66; Tiger90	15/16"	20	3	180	0.11	3
376/301							
376/302	Triumph 650cc 1963 T120R Johnson Motors	1/16"	25	3.5	240	0.11	2
376/303	Triumph 650cc 1963-66; 6T Thunderbird	1/16"	25	4	220	0.11	4
376/304	BSA 250cc 1963-65; C15 Scrambler	1/16"	25	3.5	190	0.11	2
376/305							
376/306							
376/307							
376/308	Royal Enfield 350cc 1963; Crusader Export	1/16"	25	3.5	180	0.11	3
376/309	Triumph 650cc 1964-66; 6T Thunderbird (USA)	1/16"	25	4	270	0.11	4
376/310	BSA 500cc 1964-65; A50 Cyclone (USA)	1/16"	25	3.5	170	0.11	2
376/311	Royal Enfield 250cc 1964-65; Continental	1/16"	25	3.5	170	0.11	4
376/312	Royal Enfield 350cc 1964-66; Bullet	1/16"	25	3.5	160	0.11	3
376/313	Royal Enfield 250cc 1964-66; Crusader Sports	15/16"	25	3.5	130	0.11	3
376/314	Triumph 200cc 1965-66; T20SM	15/16"	15	3.5	140	0.11	3
376/315	Royal Enfield 250cc 1965; Continental GT	1/16"	25	3.5	180	0.11	4
376/316	BSA 500cc 1964-65; A50 Cyclone	1	25	3.5	170	0.11	2

		1/16"					
376/317	Norton 650cc 1965-66; Sports Special	1/16"	25	3.5	270	0.11	3
376/318	Norton 650cc 1965-66; Sports Special	1/16"	25	3.5	270	0.11	3
376/319	BSA 500cc 1966; A50 Royal Star (USA)	1"	25	3.5	260	0.11	3
376/320	Royal Enfield 250cc 1965; Continental GT (USA)	1/16"	25	3.5	150	0.11	3
376/321	BSA 500cc 1966; A50 Royal Star	1"	25	3.5	260	0.11	3
376/322	Greeves 250cc 1966; Trials TGS	1/16"	25	3	190	0.105T	3

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Type	Use	Bore	Pilot	Cutaway	Main	Needle Jet	Position
389/001	AJS 498cc 1955-59; 18, 18S, 18C	1 5/32"	30	3.5	260	0.11	3
	Matchless 498cc 1955-59; G80, G80S Single.	1 5/32"	30	3.5	260	0.11	3
389/002							
389/003							
389/004							
389/005							
389/006							
389/007	AJS 498cc 1955-56; 18, 18S, 18C, 18CS	1 5/32"	30	3.5	250	0.11	3
	Matchless 498cc 1955-56; G80, G80s with air filter	1 5/32"	30	3.5	250	0.11	3
389/008	BSA 500cc 1955-58; B34 Competition	1 1/8"	25	3	240	0.11	2
389/009	Indian 500cc 1956-60; Woodsman 500	1 1/8"	30	3.5	200	0.11	2
	Royal Enfield 500cc 1955-60; JS Bullet	1 1/8"	30	3.5	200	0.11	2
389/010	Vincent 998cc 1955; Black Prince & Black Shadow	1 1/8"	30	4	280	0.11	3
389/011	Ariel 497cc 1956-58; HS "R" Hunter Scrambles	1 3/16"	30	3.5	380	0.11	3
389/012	AJS 498cc 1958-61; Scrambler 18CS Single	1 3/16"	30	3	440	0.11	3
	AJS 498cc 1966; Model 18CS Single	1 3/16"	30	3	440	0.11	3
	Matchless 498cc 1955-61; G80C, G80CS	1 3/16"	30	3	440	0.11	3
	Matchless 500cc 1965-66; G80CS	1 3/16"	30	3	440	0.11	3
389/013	BSA 500cc 1956-63; B34 Comp Gold Star Scrambler	1 5/32"	25	3	320	0.11	2
389/014							
389/015	Velocette 499cc 1956-66; Venom	1 3/16"	30	3.5	330	0.11	4

389/016	Indian 692cc 1958-60; Trailblazer Twin	1 1/8"	30	3.5	270	0.11	2
	Royal Enfield 700cc 1957-61; Super Meteor Twin	1 1/8"	30	3.5	270	0.11	2
389/017	Francis Barnett 250cc 1957; 2 stroke Cruiser 80	1 1/8"	30	3	420	0.11	2
	James 250cc 1957-58; 2 stroke Commodore	1 1/8"	30	3	420	0.11	2
389/018	AJS 347cc 1957-59; 16MCS Scrambler	1 1/8"	30	280	3	0.11	3
	Matchless 347cc 1958-59; G3LC Scrambler	1 1/8"	30	280	3	0.11	3
389/019							
389/020	Indian 500cc 1957-58; Indian Woodsman Std	1 3/16"	30	4.5	220	0.11	3
389/021	Panther (P&M) 600cc 1957-66; 100 Springer, Rigid Std & DeLuxe	1 1/8"	30	3.5	280	0.11	2
389/022	AJS 650cc 1957-59; G12 Twin	1 1/8"	30	3	400	0.11	3
389/023	DKW 900cc 1956-57; 3 - cylinder	1 3/16"	30	3	400	0.11	3
389/024	Elva Engineering 1959	1 1/8"	30	3	270	0.11	3
389/025	Elva Engineering 1959	1 1/8"	30	3	270	0.11	3
389/026							
389/027	Francis Barnett 249cc 1958-63; 2 stroke Cruiser 80	1 1/8"	30	3.5	320	0.11	2
	James 250cc 1957-61; 2 stroke Commodore	1 1/8"	30	3.5	320	0.11	2
389/028	Francis Barnett 249cc 1958-59; Scrambler 82 & 25S	1 1/8"	30	4	290	0.11	2
389/029	AJS 650cc 1959; G12 Twin	1 1/8"	30	3	400	0.11	3
	Matchless 650cc 1959; G12 Twin	1 1/8"	30	3	400	0.11	3
389/030	Greeves 197cc 1958-60; Scrambler (Vale-Onslow)	1 3/16"	30	3	440	0.11	3
389/031	BSA 650cc 1959-60; Road Rocket Twin (Export)	1 1/8"	30	3.5	290	0.11	3
389/032	Dot 197cc 1960; Scrambler	1 3/16"	30	3	390	0.11	3
389/033	Panther (P&M) 600cc 1958-61; M100 American & M120	1 5/32"	30	3	280	0.11	4
	Panther (P&M) 600cc 1962-63; Model 120	1 5/32"	30	4	280	0.11	2
389/034	Royal Enfield 500cc 1959-62; Bullet	1 3/16"	30	3.5	230	0.11	3
389/035	BSA 500cc 1959-60; Gold Star Scrambler (Export)	1 5/32"	25	3	320	0.11	2
389/036	BSA 650cc 1958-59; Road Rocket Twin (Home)	1 1/8"	30	3.5	290	0.11	3
389/037	BSA 650cc 1958-59; Road Rocket Twin (Home) less air filter	1 1/8"	30	3.5	400	0.11	3
389/038	Francis Barnett 249cc 1959; 2 stroke Cruiser 80	1 1/8"	30	3.5	320	0.11	2
	James 250cc 1959; Commodore	1 1/8"	30	3.5	320	0.11	2
389/039	Villiers 1959-60	1 3/16"	30	3	560	0.11	5
	Villiers 247cc 1962-64; 33A, 34A, 36A	1 3/16"	25	3.5	370	0.11	3
389/040							
389/041	Royal Enfield 700cc 1959-62; Constellation	1 3/16"	30	3.5	300	0.11	2

389/042	AJS 350cc 1960-61; Lightweight	1 1/8"	25	3.5	220	0.11	3
389/043	Speedwell 1959	1 1/8"	15	3	550	0.11	3
389/044	Speedwell 1959	1 1/8"	15	3	550	0.11	3
389/045	BSA 650cc 1960-61; A10 Gold Flash Twin	1 1/8"	30	3.5	250	0.11	3
389/046	BSA 650cc 1960-63; A10 Super Road Rocket	1 5/32"	25	3	420	0.11	2
389/047	BSA 650cc 1959-63; Road Rocket & Spitfire (Export)	1 5/32"	25	3	290	0.11	2
389/048	BSA 650cc 1960-61; A10 Gold Flash (Export)	1 1/8"	30	3.5	250	0.11	3
389/049	Matchless 650cc 1960-61; G12CS, G12CSR, 31CS, 31CSR	1 1/8"	20	4	450	0.11	4
389/050	AJS 650cc 1960-61; Model 31	1 1/8"	20	4	390	0.11	4
	Matchless 650cc 1960-61; G12, G12DL, 31, 31DL Touring Model	1 1/8"	20	4	390	0.11	4
389/051	Triumph 650cc 1960; Bonneville 120	1 3/16"	30	3	310	0.11	3
389/052	AJS 498cc 1960-61; 18, 18S, 18C	1 5/32"	25	3.5	300	0.11	3
	Matchless 500cc 1962-63; G80	1 5/32"	25	3.5	300	0.11	3
389/053	Villiers 250cc 1960	1 3/16"	30	3	480	0.11	4
	Greeves 246cc 1963; Motocross 24 MD	1 3/16"	25	3.5	370	0.11	3
389/054	Villiers 1960	1 3/16"	30	3	560	0.11	5
	Cotton 1966; Cobra Scrambler and Conquest Tourer	1 3/16"	20	3.5	370	0.11	3
	Francis Barnett 250cc 1966; Scrambler 94	1 3/16"	20	3.5	370	0.11	3
	James 250cc 1966; Cotswold M25S	1 3/16"	20	3.5	370	0.11	3
	Villiers 247cc 1964-66; Starmaker Scrambler	1 3/16"	20	3.5	370	0.11	3
389/055	Royal Enfield 700cc 1960-61; Constellation	1 3/16"	30	3.5	380	0.11	3
389/056	Royal Enfield 700cc 1960-61; Constellation (Chopped)	1 3/16"	30	3.5	380	0.11	3
389/057	Royal Enfield 350cc 1960-61; Bullet (American)	1 3/16"	30	4	260	0.11	3
389/058							
389/059	Invacar 197cc 1960; Hawkstone Special Scrambler	1 3/16"	30	3	440	0.11	3
389/060							
389/061	BSA 500cc 1963; B34 Scrambler (USA)	1 3/16"	30	4	320	0.11	4
389/062							
389/063	Villiers 197cc 1962-63; 9E Super Sports	1 1/8"	30	3	290	0.11	4
389/064							

389/065	Greeves 246cc 1963-65; Motocross 24 MDS	1 3/16"	25	3.5	380	0.11	4
	Greeves 246cc 1964; Motocross 24 MA	1 3/16"	25	3.5	380	0.11	4
	Greeves 246cc 1963; Trials 24 INT	1 3/16"	25	3.5	380	0.11	4
389/066							
389/067	BSA 650cc 1962-65; A65 (Home)	1 1/8"	25	3.5	300	0.11	3
389/068	AJS 348cc 1962-63; Model 8 & 16	1 1/8"	25	3.5	230	0.11	3
	Matchless 348cc 1962-63; G5, G3, G3S	1 1/8"	25	3.5	230	0.11	3
389/069							
389/070	BSA 650cc 1962-63; A65 (USA)	1 1/8"	25	3	310	0.11	2
389/071	Norton 647cc 1962-63; Dominator Standard	1 1/8"	25	3	320	0.11	2
389/072	Norton 647cc 1962; Dominator Deluxe	1 1/8"	25	3	320	0.11	2
389/073	AJS 646cc 1962-65; Twin Speed Kit & Model 31CSR	1 1/8"	25	3	280	0.11	4
	Matchless 646cc 1962-66; Twin Speed kit & G12CSR (USA)	1 1/8"	25	3	280	0.11	4
389/074	AJS 646cc 1962-65; Twin Speed Kit & Model 31CSR	1 1/8"	25	3	280	0.11	4
	Matchless 646cc 1962-66; Twin Speed kit & G12CSR (USA)	1 1/8"	25	3	280	0.11	4
389/075							
389/076	DOT 250cc 1962-65; Scrambler	1 3/16"	20	3	490	0.11	1
389/077	Matchless 750cc 1962; G15 Twin	1 1/8"	20	4	410	0.11	4
389/078	BSA 350cc 1962-63; B40 (USA)	1 1/8"	30	3.5	160	0.11	3
389/079							
389/080	BSA 650cc 1962-63; A10 Gold Star (Home)	1 5/32"	25	3	420	0.11	2
389/081	BSA 650cc 1962; A10 Gold Star (USA)	1 3/16"	30	4	440	0.11	2
389/082	AJS 248cc 1962-66; Model 14CSR	1 1/8"	20	3	200	0.11	3
	Matchless 248cc 1962-66; G2, G2S, G2CSR	1 1/8"	20	3	200	0.11	3
389/083	BSA 350cc 1962-65; B40, SS90	1 1/8"	30	3.5	200	0.11	3
389/084							
389/085	Royal Enfield 750cc 1963; Interceptor	1 3/16"	25	3.5	380	0.11	3
389/086	Royal Enfield 750cc 1963; Interceptor	1 3/16"	25	3.5	380	0.11	3
389/087	AJS 750cc 1965; Model 33 & 33P	1 1/8"	20	3	420	0.11	3
	Matchless 750cc 1964-65; G15 P	1 1/8"	20	3	420	0.11	3
	Matchless 750cc 1965; G15	1 1/8"	20	3	350	0.11	3
	Norton 750cc 1963-64; Atlas Sports	1 1/8"	20	3	420	0.11	3
389/088	AJS 750cc 1965; Model 33 & 33P	1 1/8"	20	3	420	0.11	3
	Matchless 750cc 1964-65; G15 P	1 1/8"	20	3	420	0.11	3
	Matchless 750cc 1965; G15	1 1/8"	20	3	350	0.11	3
	Norton 750cc 1963-64; Atlas Sports	1 1/8"	20	3	420	0.11	3

389/089	Greeves 250cc 1963; Motocross Special ME	1 1/8"	30	3	290	0.11	5
	Villiers 197cc 1962-63; 9E Super Sports (pair)	1 1/8"	30	3	290	0.11	5
389/090	Greeves 250cc 1963; Motocross Special ME	1 1/8"	30	3	210	0.11	3
	Villiers 197cc 1962-63; 9E Super Sports (pair)	1 1/8"	30	3	210	0.11	3
389/091	AJS 646cc 1962-66; Model 31	1 1/8"	20	4	390	0.11	4
	Matchless 646cc 1962-66; G12	1 1/8"	20	4	390	0.11	4
389/092	AJS 646cc 1962-66; Model 31CSR	1 1/8"	20	4	450	0.11	4
	Matchless 646cc 1962-66; G12CSR	1 1/8"	20	4	450	0.11	4
389/093	Matchless 750cc 1963; G15 Twin	1 1/8"	20	4	410	0.11	4
389/094	BSA 650cc 1963; A10 Super Rocket Gold Star	1 5/32"	25	3	310	0.11	2
389/095	Triumph 650cc 1963-66; T120C Johnson Bros	1 3/16"	25	4	330	0.11	2
	Triumph 650cc 1965-66; T120 TT Triumph Corp	1 3/16"	25	4	330	0.11	2
389/096							
389/097	Triumph 650cc 1964-66; Police Model TR6	1 1/8"	25	3.5	310	0.106T	1
389/098	Villiers 247cc 1963-65; Starmaker	1 1/8"	-	3	430	0.11	3
389/099	Villiers 247cc 1963-66; Starmaker	1 1/8"	30	3	460	0.11	5
389/200	DOT 250cc 1965-66; Trials	1 3/16"	15	4.5	360	0.11	3
389/201	BSA 650cc 1963-65; A65 Rocket (Home)	1 1/8"	25	3.5	300	0.11	3
389/202	BSA 650cc 1963-65; A65 Rocket (USA)	1 1/8"	25	3.5	310	0.11	3
389/203	Triumph 650cc 1964-66; T120R (USA)	1 1/8"	20	3	260	0.11	3
389/204							
389/205	Royal Enfield 750cc 1964-66; Interceptor	1 3/16"	25	3.5	380	0.11	3
689/205	Royal Enfield 750cc 1964-66; Interceptor	1 3/16"	25	3.5	380	0.11	3
389/206	BSA 650cc 1964-65; A65 Rocket Gold Star	1 1/8"	25	3.5	220	0.11	3
	BSA 650cc 1965; A65L Lightning	1 1/8"	25	3.5	220	0.11	3
389/207	Cotton 1963-65; Cougar Scrambler	1 3/16"	30	3	480	0.11	3
389/208	AJS 348cc 1964-66; Model 16	1 1/8"	25	3	260	0.11	3
	Matchless 350cc 1964-66; G3	1 1/8"	25	3	260	0.11	3
	Norton 348cc 1966; Model 50 Mk II	1 1/8"	25	3	260	0.11	3
389/209	AJS 500cc 1964-66; Model 18	1 1/8"	25	3.5	290	0.11	3
	Matchless 500cc 1964-66; G80	1 1/8"	25	3.5	290	0.11	3
	Norton 490cc 1966; ES2 Mk II	1 1/8"	25	3.5	290	0.11	3
389/210	Matchless 750cc 1964-65; G15 CS (USA)	1 1/8"	20	3	380	0.11	3
	Norton 750cc 1964; N15CS	1 1/8"	20	3	380	0.11	3
389/211	Matchless 750cc 1964-65; G15 CS (USA)	1 1/8"	20	3	380	0.11	3
	Norton 750cc 1964; N15CS	1 1/8"	20	3	380	0.11	3
389/212	Greeves 200cc 1963-65; Scrambler 20 MDS	1 3/16"	25	3	460	0.11	3
389/213	Triumph 650cc 1964-66; Metropolitan Police Mk	1	25	3.5	320	0.106T	2

	III	3/16"					
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							
389/217	Royal Enfield 250cc 1965-66; GT Model	1 1/8"	30	3.5	260	0.11	3
389/218	Norton 750cc 1965; Atlas	1 1/8"	20	3	350	0.11	3
389/219	Norton 750cc 1965; Atlas	1 1/8"	20	3	350	0.11	3
389/220							
389/221	BSA 441cc 1965-66; B44 Victor Grand Prix	1 5/32"	25	3.5	260	0.11	3
389/222	AJS 750cc 1965; Model 33CSR	1 1/8"	20	3	360	0.11	3
	Matchless 750cc 1965; G15CSR	1 1/8"	20	3	360	0.11	3
389/223	AJS 750cc 1965; Model 33CSR	1 1/8"	20	3	360	0.11	3
	Matchless 750cc 1965; G15CSR	1 1/8"	20	3	360	0.11	3
389/224	Dot 250cc 1965-66; Scrambler	1 3/16"	15	4.5	480	0.11	3
389/225	Royal Enfield 750cc 1965-66; Interceptor	1 3/16"	30	3	400	0.11	3
389/226	Royal Enfield 750cc 1965; Interceptor (police)	1 3/16"	25	3.5	360	0.11	3
389/227	BSA 500cc 1966; A50 Wasp	1 1/8"	25	3.5	200	0.11	2
689/227	BSA 500cc 1966; A50 Wasp	1 1/8"	25	3.5	200	0.11	2
389/228	BSA 650cc 1966; A65 Lightning & Hornet	1 5/32"	25	3	270	0.11	3
689/228	BSA 650cc 1966; A65 Lightning & Hornet	1 5/32"	25	3	270	0.11	3
389/229	BSA 650cc 1966; A65 Lightning & Hornet	1 5/32"	25	3	270	0.11	4
689/229	BSA 650cc 1966; A65 Lightning & Hornet	1 5/32"	25	3	270	0.11	4
389/230	BSA 500cc 1966; A50 Wasp (USA)	1 1/8"	25	3.5	190	0.11	2
689/230	BSA 500cc 1966; A50 Wasp (USA)	1 1/8"	25	3.5	190	0.11	2
389/231							
389/232							
389/233	BSA 650cc 1966; A65 Thunderbolt	1 1/8"	25	3.5	300	0.11	3
389/234	BSA 650cc 1966; A65 Thunderbolt (USA)	1 1/8"	25	3.5	310	0.11	3
389/235	BSA 441cc 1966; B44 Victor Enduro	1 5/32"	25	3.5	330	0.11	3
389/236	Norton 750cc 1966; Atlas (Export)	1 1/8"	20	3	350	0.11	3
689/236	Norton 750cc 1966; Atlas (Export)	1 1/8"	20	3	350	0.11	3
389/237	AJS 750cc 1966; Model 33CS	1 1/8"	20	3	380	0.11	3
	Matchless 750cc 1966; G15CS	1 1/8"	20	3	380	0.11	3
	Norton 750cc 1966; N15CS	1 1/8"	20	3	380	0.11	3
689/237	AJS 750cc 1966; Model 33CS	1 1/8"	20	3	380	0.11	3
	Matchless 750cc 1966; G15CS	1 1/8"	20	3	380	0.11	3

	Norton 750cc 1966; N15CS	1 1/8"	20	3	380	0.11	3
389/238							
389/239							
389/240							
389/241	Matchless 750cc 1966; G15P	1 1/8"	20	3	420	0.11	3
	Norton 750cc 1966; Atlas	1 1/8"	20	3	420	0.11	3
689/241	Matchless 750cc 1966; G15P	1 1/8"	20	3	420	0.11	3
	Norton 750cc 1966; Atlas	1 1/8"	20	3	420	0.11	3
389/242	AJS 750cc 1966; Model 33CSR	1 1/8"	20	3	360	0.11	3
	Matchless 750cc 1966; G15CSR	1 1/8"	20	3	360	0.11	3
689/242	AJS 750cc 1966; Model 33CSR	1 1/8"	20	3	360	0.11	3
	Matchless 750cc 1966; G15CSR	1 1/8"	20	3	360	0.11	3
	Norton 750cc 1966; Atlas	1 1/8"	20	3	420	0.11	3
689/xxx	Indicates RH carburettor (Floatbowl mounted on opposite side)						