

## Chapter 2: Carburetors and Fuel Systems Components



### Carburetors

The majority of the bikes owned by our customers use either concentric MK1 or Monobloc Amal carburetors. These both give good service and we keep complete carbs and a full range of spare parts in stock. Following the negotiation of new terms with AMAL we have been able to reduce the price of many of the parts. We only carry genuine AMAL spares and do not stock Indian or Oriental reproduction items.

Amal are now manufacturing several other carbs again. While we don't always carry them in stock we will be pleased to order them in for you, set up to your specific requirements.

When ordering carbs please provide make, model and year of the machine and whether or not you require the choke mechanism to be installed.

CARBURETORS AVAILABLE TO SPECIAL ORDER: CALL FOR CURRENT PRICES

 <p>76 Pre-Monobloc 15/16", 1", 1 1/16" Part no. <b>99-76</b></p> <p>89 Pre-Monobloc Part no. <b>99-89A</b></p> <p>276 Pre-Monobloc 15/16", 1", 1 1/16" Part no. <b>99-276</b></p> <p>289 Pre-Monobloc 1 1/8", 1 3/32", 1 5/32" Part no. <b>99-289</b></p>	 <p>MK2 Smoothbore 36, 38, 40 mm Part no. <b>99-MK2S</b></p> <p>MK2 Concentric 22mm-40mm Part no. <b>99-MK2C</b></p>	 <p>GP 1 3/8" or 1 1/2" Part no. <b>99-GP</b></p>	 <p>TT 1 1/16, 1 5/32, 1 3/16, 1 3/32 Part no. <b>99-TT</b></p>
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#### AMAL MK1 Concentric Carbs (Supplied with "Stay up" Floats and Lightweight Float Needles)

Before detailing the parts we stock, we are going to discuss some of the most common problems experienced with these instruments. We firmly believe that they give good service. While they do not seem to wear quite as well as some Japanese carbs, over very large mileages, we notice that several customers who have switched to the Japanese instruments have since switched back to AMALS. Problems seem to almost invariably fall into three basic areas.

### 1. Needle Jet

This jet, through which the delivery of the gas is controlled by the tapered needle, has the greatest effect on the running of the machine. It is made of relatively soft brass and has a steel needle sliding up and down inside it all the time the machine is being ridden. We recommend it be changed every 10,000 miles - or more frequently if rich running/plug fouling is experienced. The needle will last a very long time unless it has been damaged through misuse, or as so often happens the wrong ones have been installed. Four stroke needle jets can easily be identified they have two little holes in the sides. Two stroke jets are shorter and don't have the holes. The main jet is not likely to give any trouble - it only really operates at wider throttle openings when it takes over progressively from the needle jet

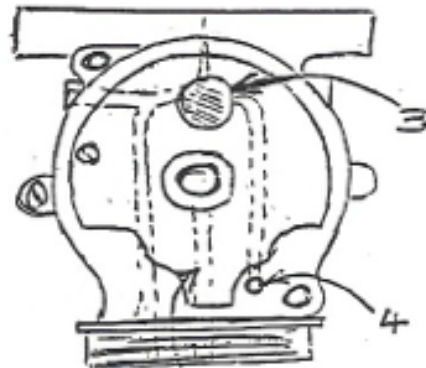
### 2. Slide/Body Wear After a Big Mileage

Wear here causes lean running, poor starting, backfiring etc. If the slide tends to stick when the throttle is opened, it is most likely because the body has been distorted through over tightening of the flange nuts. To solve the problem you can either replace the carburetor or get the body bored and have a brass sleeve fitted to the slide

### 3. Pilot Jet/Idle Circuit

This seems to be the most misunderstood component. It only works when the throttle is closed or very slightly opened. It is very important for starting and tick-over. The screw on the side only adjusts the idle mixture. The first concentrics fitted in 1967 had the pilot jet screwed into the bottom of the body. From 1968 onwards the jet (position No. 3 on the following sketch) was pressed into the body close to the ventura for four stroke applications. A screwed in pilot jet is only required for two stroke application, however the hole is threaded on all bodies - this leads to a lot of confusion. The most common problem is the passage between no.3 and no.4 gets blocked and can be very difficult to clean out. The usual signs of this are poor idling and the need to flood the carb to get the machine started.

**Altitude** – 5% reduction in jet sizes recommended for each 3000 feet above sea level.



## Tuning Brochures

We can supply photocopies of original AMAL tuning brochures. Order **AMAL2** for monobloc or **AMAL1** for Concentric MK1.

## 600/900 Series Concentric

Normally supplied with air valve which is operated by cable from handlebar position. If air valve is not required it can be omitted and the mixing chamber top sealed by a plug.

*Part no. 4/137A*

## Complete Amal Concentric MK1 Carbs

We can supply these carbs the way we get them from AMAL, set up to suit most 4 stroke applications, to the specifications detailed below or to your specific requirements.

No two machines are exactly the same and atmospheric conditions vary widely according to location so some degree of fine tuning is always required.

*Please note that specifications listed for 1968 machines in the parts books will not work as several improvements were made for the 1969 season and therefore 1969 or later specs should be used.*

**\* Will set to suit your machine or to your specifications at no extra charge.  
Please state when ordering whether or not you require the choke(s) fitting.**



### Generic Specifications

Description	Part No.
26mm R/H	<b>626/300</b>
26mm L/H	<b>626/301</b>
28mm R/H	<b>928/300</b>
30mm R/H	<b>930/300</b>
30mm L/H	<b>930/301</b>
32mm R/H	<b>932/300</b>
32mm L/H	<b>932/301</b>

### Special Applications

The following carbs are normally in stock and are set up and jetted ready for the machines specified

#### For Norton 850 Commando (32mm)

R/H L/H  
Part no. 932/35 Part no. 932/36

#### FOR BSA & Triumph Triples (27mm)

R/H x 2 L/H x 1  
Part no. 626/66 Part no. 626/67

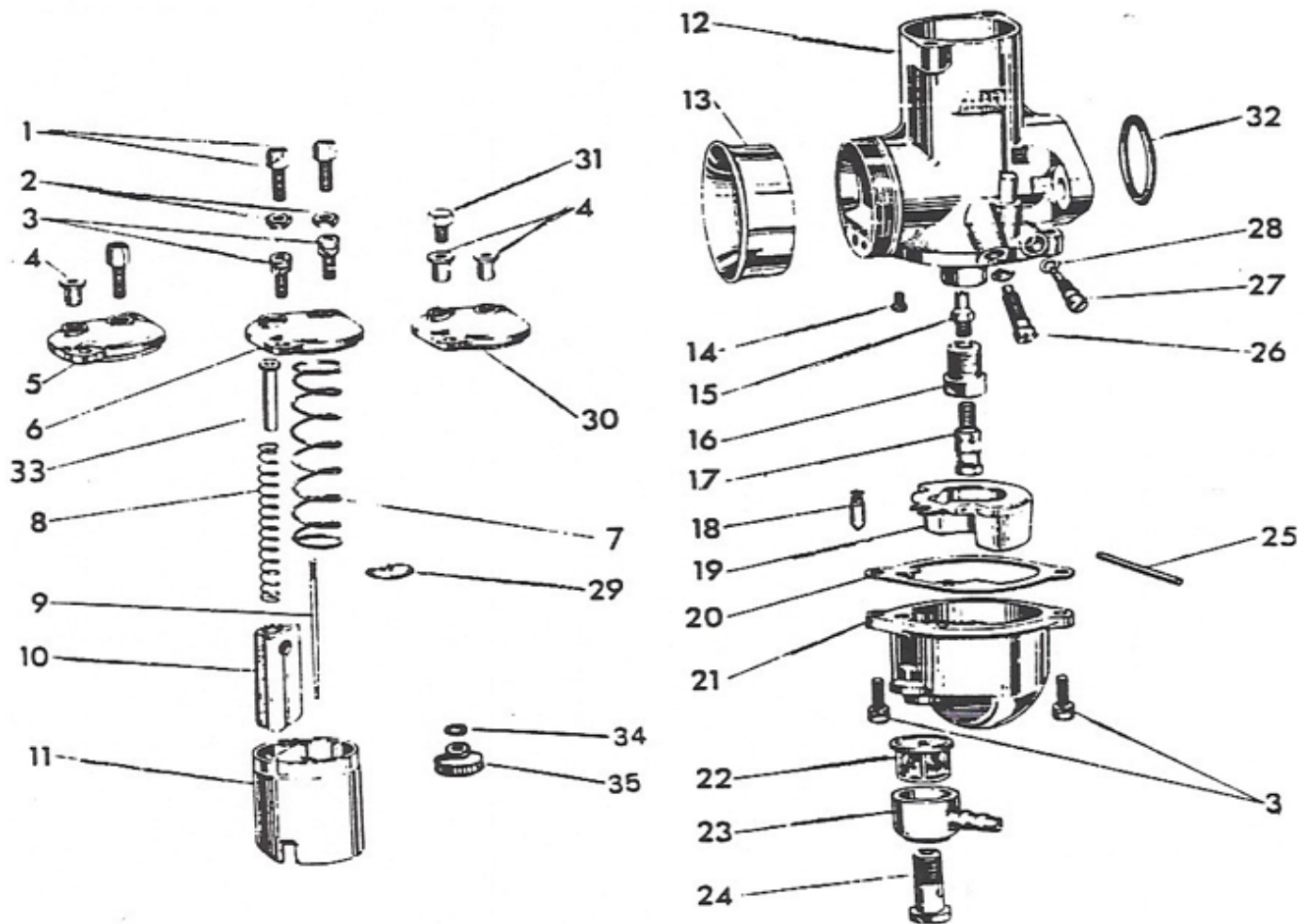
### Set Up Specifications

The following chart sets out the specifications we normally use for setting up carbs for particular machines. Some models came with the choke (air) valve in them and for some it was blanked off. We can set them up either way if you so instruct.

Make/ Model	Carb	Slide	Main Jet	Needle Jet	Choke Installed
<b>BSA</b>					
B25	28mm	3	170	.106	NO
B44	30mm	3.5	240	.106	NO
A50	26mm	3.5	200	.106	YES
A65T	28mm	3.5	230	.106	YES
A65L & A65F	30mm (twin)	3	180	.106	YES

Make/ Model	Carb	Slide	Main Jet	Needle Jet	Choke Installed
<b>Norton</b>					
750 Commando	30mm (twin)	3	220	.106	YES
850 Commando *Uses special longer needle with cut away spray tube	32mm (twin)	3.5	260	.106	YES

Make/ Model	Carb	Slide	Main Jet	Needle Jet	Choke Installed
<b>Triumph</b>					
TW25W	28mm	3	170	.106	NO
T100S & T100C	26mm	4	180	.106	YES
T100R	26mm (twin)	3	160	.106	YES
TR6	30mm	3.5	230	.106	YES
T120 (1967-74)	30mm (twin)	3	190	.106	NO
TR7	30mm	3	280	.106	YES
T140	30mm (twin)	3	210	.106	YES



## Key to Concentric Service Parts Illustration

No.	Component	600 Series	900 Series
1.	Cable adjuster	4/035	4/035
2.	Cable adjuster lock nut	5/077	5/077
3.	Float bowl/mixing chamber screw (price each)	622/086	622/086
	Allen screws (set of 4) - Nickel plated	SHC21	SHC21
	-Stainless Steel	SHC21S/S	SHC21S/S
6.	Mixing chamber top (std) other types available	622/064	928/064
7.	Throttle slide spring	622/131	622/131
8.	Choke valve spring	622/129	622/129
9.	Throttle needle-std 4 cycle	622/124	622/124
9.	Throttle needle-use with cut-away spray tube (850 Commando)		928/104
10.	Choke valve	622/062	928/062
11.	Throttle slide (Specify size required 2.5,3.0,3.5 or 4) Body-no longer available seperately	622/060	928/060
13.	Velocity stack standard	376/066	
13.	Velocity stack (Polished aluminum)	376/066A	928/066A
13.	Velocity Stack (Chrome)		928/066S
14.	Pilot jets (specify size required 20, 25 or 30)	124/026	124/026
15.	Needle jet (four cycle) (Specify size required 105,106 or 107)	622/122	622/122
16.	Jet holder	622/128	622/128
17.	Main jet (also fits monobloc) (Specify size required)	376/100	376/100
18.	Float needle (Viton tip)	622/197	622/197
18.	Lightweight alloy needle (preferred for concentric carbs)	622/197AL	622/197AL
19.	Float	622/069	622/069
19.	Stay up float - adjustable height "stay up" float for concentric MK1 & MK2 carbs. Material originally designed by SU for military applications, resistant to all modern fuels. Supplied with gaskets for MK1 & MK2 carbs.	RKC/550	RKC/550
20.	Gasket	622/073	622/073
22.	Filter	376/093	376/093
23.	Banjo, double 150 degree 5/16" (Other banjos avail. see page 27)	376/139	376/139
24.	Banjo bolt	622/078	622/078
24.	Not Illustrated- washer for banjo bolt (Use only with metal banjo)	13/163	13/163
25.	Float spindle	622/071	622/071
26.	Throttle stop adjusting screw	622/077	622/077
26.	Extended type	622/169	622/169
27.	Pilot air adjusting screw	622/076	622/076
27.	Extended type	622/168	622/168
28.	"O" ring	622/082	622/082
29.	Needle clip (These are manufactured with a split in them, a lot of people order new ones because they think theirs' are broken)	622/067	622/067
31.	Plug mixing chamber top	4/137A	4/137A

No.	Component	600 Series	900 Series
32.	"O" ring for flange	622/101	622/101
32.	Thicker "O" ring for later T140/TR7 (refer to parts book)		70-9711
33.	Choke Valve Guide	622/134	928/103
34.	Drain plug washer	622/151	622/151
35.	Drain plug (plated brass)	622/155	622/155
36.	Hex type plug with washer	622/147B	622/147B

## Amal Premier Type MK1 Concentric Carbs

The following chart sets out the specifications we normally use for setting up carbs for particular machines. Some models came with the choke (air) valve in them and for some it was blanked off. We can set them up either way if you so instruct.

### Slides Available

600 Series	900 Series	Pilot jets available for fine tuning (Fit with O Ring 622/082)
622/060/2.5HA	928/060/2.5HA	622/502/15
622/060/3HA	928/060/3HA	622/502/17
622/060/3.5HA	928/060/3.5HA	622/502/19
622/060/4HA		622/502/21
		622/502/23



### Alloy Tickler Conversion Kit

For all concentric MK1 carbs, specially shrouded Tickler designed for better protection from water and dirt and is easier to operate.

Part no. **622/172**



### Main Jet Key

Also allows quick change of main jet without removing float bowl where drain type fitted.

Part no. **622/104**



### Metering Replacement Kit for MK1 Concentrics

Offered by AMAL containing perfectly matched throttle needle, needle jet and jet holder. Replaces worn components which can cause poor throttle response and rough idling

Part no. **622/235**



### Extended adjusting screws for easy operation by hand (include o rings)

Pilot adjuster screws

Part no. **622/168**

Throttle adjuster screws

Part no. **622/169**



## Carb Gasket Sets (Made in England)

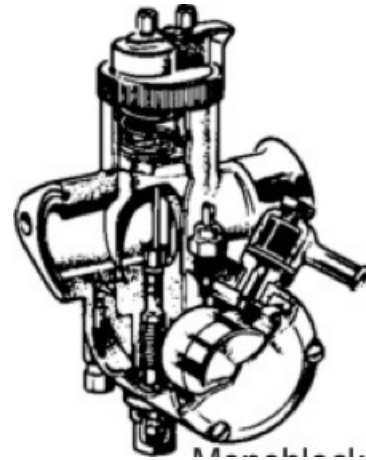
Packaged sets of gaskets, washers and "O" rings as required.

Carb	Part no.
Pre Monobloc	<b>276/289</b>
375 Monobloc	<b>CGS375</b>
376 Monobloc	<b>CGS376</b>
389 Monobloc	<b>AMAL389</b>
Concentric MK1	<b>CGS900</b>
Genuine AMAL Concentric MK1 Set	<b>CGS900G</b>
Concentric MK2	<b>2622/124</b>
Monobloc carb to manifold "O" ring	<b>244/1048</b>
JRC32/34mm Kit	<b>SUND2011</b>

## Monobloc Carbs

We are pleased to offer these carburetors, which are now being made again by AMAL.

The following represents the range we are currently stocking. These carbs, as with the Concentrics above, are jetted approximately correct for most four cycle applications. We will, however, be pleased to jet them to suit your particular machine or to your specifications at no extra charge should you so request.

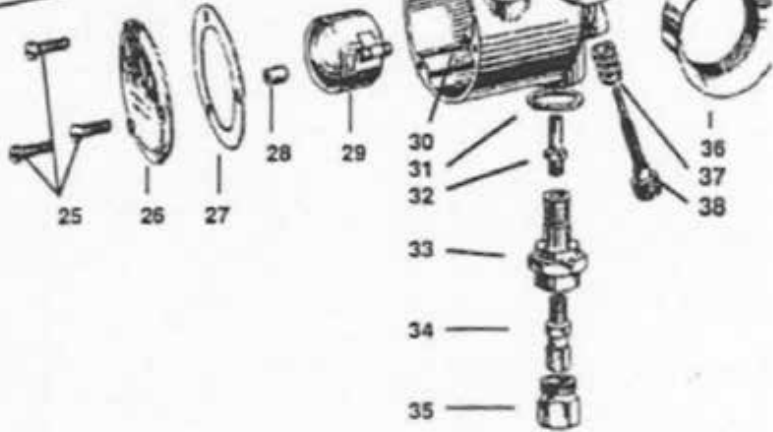
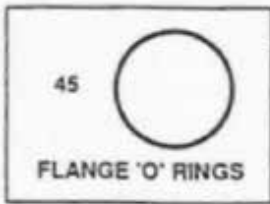
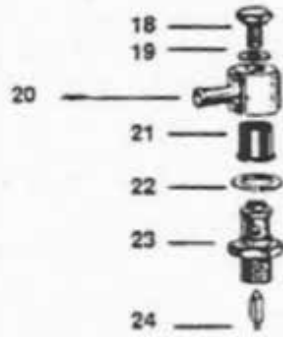
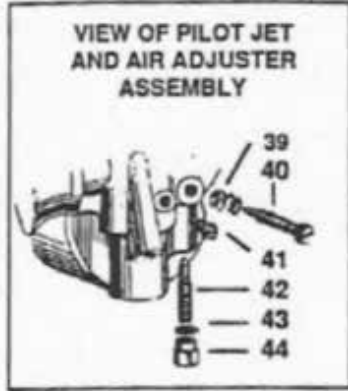


### 376 Series

Size	Part no.
15/16"	<b>376/15</b>
1"	<b>376/16</b>
1 1/16"	<b>376/17</b>

### 389 Series

Size	Part no.
1 1/8"	<b>389/18</b>
1 5/32"	<b>389/18.5</b>
1 3/16"	<b>389/19</b>



**Key to Amal Limited Illustration (Pg 32)**

<b>No.</b>	<b>Component</b>	<b>376 Series</b>	<b>389 Series</b>
1.	Cable adjuster	4/035	4/035
2.	Screw for Cap Spring	4/241	4/241
3.	Spring for Cap	4/235	4/235
4.	Chamber Cap	376/065	389/065
5.	Chamber Top	376/064	389/064
6.	Air Valve Guide	6/047	29/057
7.	Jet Needle	376/063	389/063
8.	Throttle Valve Spring	376/061	389/061
9.	Air Valve Spring	4/046	4/046
10.	Air Valve	376/062	389/062
11.	Clip	4/230	4/230
12.	Throttle Valve (specify size required 3,3.5, or 4 other sizes available to special order)	376/060	389/060
13.	Jet Block-Special Order Only		
14,15 &17	Tickler Kit	RKC/515	RKC/515
16.	Washer for Jet Block "only available in appropriate gasket sets"		
18.	Banjo Bolt	376/091	376/091
19.	Banjo Bolt Washer	376/092	376/092
20.	Banjo's - See following Section		
21.	Filter	376/093	376/093
22.	Banjo Washer - included as part of filter 376/093		
23.	Float Needle & Seating Kit	RKC/511	RKC/511
24.	Float Needle	622/197	622/197
25.	Screw Set (3)	RKC/516	RKC/516
26.	Side Cover	376/077	376/077
27.	Gasket	376/078	376/078
28, 29, 30	Float Kit	RKC/391	RKC/391
31.	Washer	376/074	376/074
32.	Needle Jet (specify size required 105,106, 107)	376/072	376/072
33	Jet Holder	376/073	376/073
34.	Main Jet (specify size)	376/100	376/100
35.	Cover Nut	376/075	376/075
36.	Air tube Polished Aluminum	376/066A	389/066A
37, 38	Throttle Screw & Spring	RKC/514	RKC/514
39, 40	Air Screw & Spring	RKC/513	RKC/513
41.	Jet Block Peg	376/070	376/070
42.	Pilot Jet (specify size 15,20,25,30)	376/076	376/076
43.	Washer	116/162	116/162
44.	Cover Nut	376/095	376/095
45.	O Ring	244/1048	244/1048

## Monobloc Extended Float Chamber Kits



Part no. **RKC/700**

## Monobloc Stay Up Float Kits



Part no. **RKC/391**

## Chrome Drip Tray A10 BSA Etc.



Suit other models - avoids  
gas dripping on magneto.  
Part no. **67-0120**

## Mikuni Carb Kits

These carbs seem to offer longer life than the original AMAL instruments and are relatively easy to set up. Kits include manifolds, hardware to set up on machine and a selection of jets for fine tuning. Triumph kits include air cleaner assemblies, special K & N assemblies are listed below for Norton Kits.



We have a special range of cables made by Doherty (Clarks) in England for these kits - see below. We can also supply MIKUNI jets and other parts.

We can also supply, at very competitive prices, complete Mikuni carbs and kits for most makes, we can arrange to have them jetted for specific applications if required.

### Single Carb Kits

For 750cc Commando use 34mm kit

For 850cc Commando use 36mm kit

(34mm kit will work on 850 Commando and give good flexibility but top end performance will not be as good as with the 36mm kit)

Kit	Part No.
34mm Norton Single Carb Kit	<b>001-252</b>
36mm Norton Single Carb Kit	<b>001-253</b>
32mm Triumph TR6/TR7 Single Carb Kit	<b>001-294</b>

### Twin Carb Kits

Kit	Part No.
32mm Triumph T120 Kit	<b>001-276</b>
32mm Triumph T140 Kit	<b>001-291</b>

### Special Washable K & N Air Filter Assemblies For Norton Single Carb Kits:

Kit	Part No.
For 34mm Kit	<b>RU650</b>
For 36mm Kit	<b>RU850</b>

## Cables For Mikuni Kits

Specially made for us by DOHERTY (Clarks) in England

Single Carb Kits	European Bars	US Bars
34mm Commando Kit	<b>MIK34/36 (36")</b>	<b>MIK34/39 (39")</b>
34mm MK3 Commando	<b>14/104MIK34</b>	<b>14/104MIK34</b>
36mm Commando Kit	<b>MIK36/36 (36")</b>	<b>MIK36/39 (39")</b>
36mm MK3 Commando	<b>14/104/MIK36</b>	<b>14/104/MIK36</b>
32mm Triumph Kit	<b>MIK32/40 (40")</b>	<b>MIK32/43 (43")</b>

## For Twin Carb Kit - Single Cable Twist Grip

Single Carb Kits	European Bars	US Bars
32mm Triumph Kit	<b>96</b>	<b>496</b>

Use cable listed between single pull twist grip and junction box  
For cable between junction box and carbs use **MIK32/18 (18")**

## Twin Twist Grip Cables

For UK bars (43" cable)	<b>MIK/T43</b>
For USA bars (49" cable)	<b>MIK/T49</b>

## Cable Operated Chokes

Carb conversion kit	<b>002-351</b>
Cable (32") for low bars	<b>WRML001</b>
Cable (39") for US export bars	<b>WRML002</b>

## Sudco Mikuni Tuning Manual

Very detailed 93 page manual covering construction and tuning of VM, Smooth bore and flat slide Mikuni carbs. Includes details of all parts with part numbers.  
*Part no. 89-SUDCO2*

## JRC Flatslide Carburetors For British Bikes

Developed for better starting, engine performance and throttle control. Over 1,500 sold to date. Full range of inexpensive KEHIN type main and pilot jets available. 26 & 30mm carbs use regular AC900 Air Filter assembly with clip 60-0177/8.



Application	Part No.
26mm Flange Mount Carburetor - 2" centres, fits left or right	<b>JRC-26</b>
30mm Flange Mount Carburetor - 2" centres, fits left or right	<b>JRC-30</b>
32mm Spigot Mount Carburetor - Same as Mikuni 40mm inlet stub LH	<b>JRC-32</b>
32mm Spigot Mount Carburetor - Same as Mikuni 40mm inlet stub RH	<b>JRC-32R</b>

26 & 30mm types fasten to the motor in the same way as regular AMAL carbs. The 32mm version connects to either a spigot using a parallel AMAL adaptor or a flanged rubber adaptor on a twin carb inlet manifold.

## Parallel Adaptor

Also suits AMAL MK2 concentrics 32– 34mm  
Part no. **2928/123**

Clips for same  
Part no. **2928/146**

## Flanged Adaptor

Best quality (with clips) for 32mm JRC & 32 - 34mm Mikuni  
Part no. **651-10**

Economy Version  
Part no. **14-715R**

## Alloy Manifolds

Very good quality - for Norton twin motors.

For Atlas, G/N15 & P11  
Part no. **06-9960**

For Commando  
Part no. **06-9961**



## Suggested Jetting For JRC Carbs

Make/Model of Machine	Carb Size	Needle	Main Jet	Pilot Jet
<b>BSA</b>				
A50	26mm	Std	125	30
A65 Single Carb	30mm	Std (3)	125 (1)	35
A65 Twin Carb	30mm	Std	130	35
A75 3 Carbs	26mm	Std	110 (2)	30
<b>Norton</b>				
750 Twin	30mm	Std	135	35
750 Single	32mm	Std	145	42
850 Twin	32mm	Std	150	42
<b>Triumph</b>				
T100 Single Carb	26mm	Std (4)	115	30
T100 Twin Carbs	26mm	Std (4)	110	30
TR6 Single Carb	30mm	Std (3)	125 (1)	35
TR7 Single Carb	30mm	Std (3)	125 (1)	35
T120 Twin Carbs	30mm	Std	130	35
T140 Twin Carbs	30mm	Std	130	35

## Gasket Sets and O Rings for JRC Carbs

For 26 & 30mm Carbs  
Part no. **P01B**

For 32mm Cards  
Part no. **P01C**

## JRC Jet Comparison Chart

### Main Jets

Amal Size	Part No.
170	95551-130/125
180	95551-130/128
190	95551-130/130
200	95551-130/132
210	95551-130/135
220	95551-130/138
230	95551-130/140
240	95551-130/142
250	95551-130/145
260	95551-130/148
270	95551-130/150

### Pilot Jets

Amal Size	Part No.
20	N424-21/30
25	N424-21/35
30	N424-21/40



### Throttle Cables for JRC Carbs

 Length of outer cover quoted

For 26 & 30mm Carbs	For 32mm Carbs
M42/35 (38")	MIK34/36 (36")
M47/35 (43")	MIK34/39 (39")
M47/30D/6 (49")	

### New Solex Rebuild Parts

(Triumph TRW)

Check Original TRW parts book for details.

Screw	1129
Spring	4384
Bleed, Main Jet	51612/190
Washer	9193
Washer	971
Spring	51762
Neoprene Ring	53364
Washer	2261
Washer	9574
Banjo Bolt	4122
Washer	9573

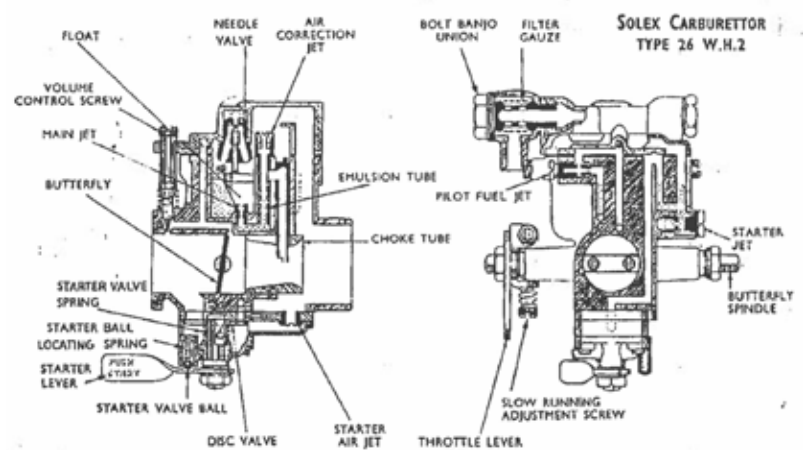


Fig. 12. SOLEX CARBURETTOR.

## Sundry Carb/Gas Line Fittings Gas Tap Spigots & Nuts

For most Norton & Triumph models and post 1970 BSA's (1/2" OD threads)

1/4" Spigot  
Part no. 1719



5/16" Spigot  
Part no. ABF253



Nut for 1/4" & 5/16" Spigots  
Part no. 82-3337

For most pre 1971 BSA's (7/16" OD Threads) except banjo type taps. Lock Nuts for regular 1/4" Gas Taps

Spigot for 1/4" gas line  
Part no. 1717

Nut  
Part no. 1519

Lock Nut for regular 1/4" Gas Taps  
Part no. 83-0006

## Elbow Type Gas Line Fittings

Part no. 73051



For use where there is limited clearance under the tap

## Gas line "T" Junction

Regular 1/4" Size  
Part no. 73057



## Threaded Gas Tap Adaptors

To fit 1/4 BSP taps to 3/8 BSP (BSA) tanks

Part no. 20-3002

Adaptor with filter, used on several BSA models

Part no. 27-8443

1/8 BSP/1/4 used on several Matchless & AJS models

Part no. 02-1387

## Fuel Line Filter

For 1/4" ID gas line

Part no. 20-0008



## Gas Line Assemblies

Made up as original with banjo's to fit carbs and nuts/spigots to fit gas taps.

### Norton Commando (Genuine)

1968-74 Models

Part no. 06-1440

1975 Models

Part no. 06-5192

\*Will fit earlier bikes



### Triumph

T100 Daytona 1968-74

Part no. 82-9272

T100S 1968-70

Part no. 82-9268

(Single Tap, 1 Carb)

T100C 1968-72



T120 1968-70

Part no. 82-8133

TR6 68-70

Part no. 82-9271

T120/T140 1971-78

Part no. 83-3927

TR6/TR7 & A65 71-72

Part no. 83-3507



## Gas lines

Not returnable for credit or refund once cut to length.

### Clear Plastic

1/4" ID

Part no. C299

5/16" ID

Part no. C286

### Reinforced (Braided) Clear Plastic

1/4" ID

Part no. 99-291404

5/16" ID

Part no. 99-291405

### Black Gas Line

1/4" ID

Part no. 99-291406

5/16" ID

Part no. ABF331

## Braided Steel Gas Lines

Available in various lengths and bores. Comprised of rubber hose covered with braided steel. Complete with rubber end caps and clips. Choice of plated aluminized braided steel or stainless steel.

### Aluminized

6mm (1/4") bore

3"

Part no. LMA330

6"

Part no. LMA331

12"

Part no. LMA332

18"

Part no. LMA333

## Braided Steel Gas Lines Aluminized (Cont.)

**8mm (5/16") bore**  
3"

Part no. **LMA340**

6"  
Part no. **LMA341**

12"  
Part no. **LMA342**

18"  
Part no. **LMA343**

## Braided Stainless Steel Gas Lines

**8mm (5/16") bore**  
3"

Part no. **LMA334**

18"  
Part no. **LMA337**

## Stainless Steel Line Sold in Bulk

1/4" bore  
Part no. **LMA366**

5/16" bore  
Part no. **LMA367**

Rubber end fittings for 1/4" & 5/16" lines  
Part no. **LMA338**

Clips for 1/4" & 5/16" lines  
Part no. **PPC15**

## Gas & Oil Line Ferrules

For 1/4" Gas Line  
Part no. **73021**

For 5/16" Gas Line  
Part no. **O9**

For 1/2" ID Oil line (Matchless)  
Part no. **6703K25**



## Ferrule Crimping Tools

For 1/4"  
Part no. **97-017**

For 5/16"  
Part no. **97-01715**

For 1/2"  
Part no. **97-01712**



## Gasline Hose Clips

7/16" ID Clip suits 1/4" ID gas & oil lines  
Part no. **L18D**

1/2" ID Clip suits 5/16" ID gas & oil lines"  
Part no. **L18B**



5/8" ID Clip suits 3/8" ID  
Part no. **L18C**

## Gasline Banjos for Concentric and Monobloc Carb

Single 1/4"  
Part no. **73031**



Double 50 degrees 5/16"  
Part no. **24A**

Double 180 degrees 1/4"  
Part no. **376/419**

Double 150 degrees  
Part no. **376/139**

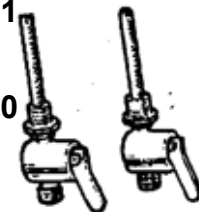
## Gas Taps

Please note our gas taps are British made, unless otherwise stated. Lock nut feature ensures proper positioning. Taps with brass internals were originally designed to be used with gas which contained lead and sulfur, both of which have since been removed. To keep these taps working smoothly (and to substantially extend the life of inlet valves) it is recommended that small amount of proprietary upper cylinder lubricant be used. Even an ounce of 2 stroke pre-mix in every tank of gas seems to do the trick.

**1/4" X 1/4" with flat bar and brass, not plastic internals.**

Main Tap (with tube)  
Part no. **83-2801**

Reserve Tap  
Part no: **83-2800**



Taiwanese reproduction taps  
Part no: **83-2801E**  
Part no: **83-2800E**

**As 83-2800/1 but with Position Indicator.**

As fitted to 1974 onwards Triumph and Norton models

Main Tap (with tube)  
Part no. **60-4511**

Reserve Tap  
Part no: **60-4512**

## BAP Taps 1/4 BSP

Modern design – will fit most Norton and Triumph models. Our best selling taps! As used on 1979 onwards Triumphs. Have sold several hundreds of these taps with no complaints.

Main Tap (with tube)  
Part no. **60-7266**

Reserve Tap  
Part no: **60-7267**



## USA made Top Quality Gas Taps

Billet alloy body, brass ball valve, 2 viton seals, replaceable filters, tested to 35 psi, 1/4 x 1/4 BSP for most British bikes apart from pre 71 BSA



## USA made Top Quality Gas Taps (Cont.)

**1/4 BSP TO tank 1/4 OD spigot to gas line**

Main  
Part no. **064ESL**

Reserve  
Part no. **064-RESL**

**1/4 BSP to tank, 1/4 BSP male threaded adaptor to gas line**

Main  
Part no. **065ESL**

Reserve  
Part no. **065-RESL**

## AJS & Matchless Gas Taps

**1/8 X 1/4 Fit most models up to 1950's. UK made.**  
Part no. **01-7050**

Taiwanese copy  
Part no. **01-7050E**



## Pre 1962 Triumph Type

Made in England.

**1/4" x 1/4"**  
Part no. **82-3057**

Taiwanese copy  
Part no. **82-3057E**



## Pre 1971 BSA A50/65 & B44VS

**3/8" x 7/16" with back entry**  
Part no. **68-8024**



## BSA Type for Banjo Fitting

Part no. **42-8075**



## B25/44 Type Tap (Not B44VS)

Part no. **65-8171**



## Chrome Push-Pull Tap

Similar in appearance to those fitted to many machines, including late AMC models.

Standard 1/4" pipe thread  
Part no. **73066**



Economy version (made in India)  
Part no. **73066E**

## Quality UK Made Brass Tap

**1/8" BSP to tank 1/4" BSP to gas line.**  
Part no. **PT003**



## Gas Tap Parts:

### Replacement Plunger for BSA Taps

Standard Pull on  
Part no. **73102**



Pull on/turn to lock  
Part no. **73104**

### Plunger Conversion Kit - BSA Tap

Compatible with all modern fuels. Special kit made in the USA to convert original plungers to improved type with viton seals for long reliable service.



Part no. **73105**

Replacement "O" Rings (2 required)  
Part no. **73105A**

### Gas Tap Screw

For BSA plunger type taps  
Part no. **0733**

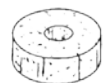
### Seals for Monza Caps

2" Cap  
Part no. **0184B**

2 1/2" Cap  
Part no. **0184C**

### Corks for Older Type Taps

Flat Type  
Part no. **93-00546**



Tubular Type  
Part no. **93-03207**



## Gas Tap to Tank Sealing Washers

Dowty type tap washers for regular 1/4 BSP (1/2" OD) taps fitted to many bikes.  
Part no. **70-7351W**



For Larger BSA A50/65 taps (3/8" pipe thread) use fibre washer  
Part no. **24-8504**

## Gas Tanks:

The tanks we presently carry are listed below, however we are working on expanding the range.

Most enthusiasts will be aware of the problems caused by additives in North American gas rotting right through British fiberglass tanks. The situation most often brought to our attention is that with Norton Commando's.

## Lyta Replica 13/4 Gallon Alloy Tank

For Norton P11 & N15CS, Matchless G15CS, G80CS & G85CS. Aluminum in primer. Copy of tanks used as original equipment on many factory competition bikes  
Part no. **LYTA1P**

## Norton/Matchless P11

Bare Steel replica of original tank fitted to G/N15CS, P11A, Ranger and G80CS for 1966-68 models.  
Part no. **03-3061**



## Steel Norton Commando Tanks

Very good quality bare steel Roadster tank made by EMGO.  
Part no. **SPE054**



## Steel Triumph T120 US Export 1966-70 Tanks

2.5 Imperial gallons  
Made in Taiwan  
Part no. **82-6728**



## Genuine Norvil Production Racer Alloy Tank

Part no. **06-3710A**

## Gas Tank Badges:

**AJS 1956-60**  
Part no. **02-2362**



**BSA A10 etc.**  
Red/ Silver 3 3/16"  
Part no. **65-8220**



Mounting Clips with Screws  
Part no. **93-10653**

**BSA A65 etc**  
Red/Gold Plastic (Pea shaped, single screw)  
Part no. **40-8122/3**



Backing Rubber (for plastic badges only)  
Part no. **40-8124**

Metal badges (1968 on need painting to suit individual model, 2 screw type)  
Part no. **82-9695/6**



Metal badges (for 1971-72 models)  
Part no. **60-2568**

## Gas Tank Badges (Cont.):

### Matchless

Large Chrome "M" Badges (to 1952)

Part no. **28892**

Round Plastic 1961

Part no. **02-7026**

1965-1968 Made Exclusively for Walridge Red/Gold

Part no. **04-8499**



Backing Rubber (for 04-8499)

Part no. **04-8500**

Screws (for 04-8499)

Part no. **40-8016**

### Norton

Round badge fitted to various models including N15CS and P11.

Part no. **25217**



1968 Commando tank and tail piece badges – excellent quality

Part no. **06-0499**



## Triumph

1966-68 "Fish Eye" Style

Right Hand

Part no. **82-6888**

Left Hand

Part no. **82-6887**

For a pair order

Part no. **82-6887/8**



1969 Onwards

Right Hand

Part no. **82-9700**

Left Hand

Part no. **82-9701**



Quality Oriental Reproduction

Part no. **82-9700/1E**

## Gas Tank Mounting Parts:

### BSA

For Oil-in-frame Models see Triumph below Grommet- with BSA logo for centre of tank.

For Most Pre 1971 Models with Steel Tank

Part no. **42-8010**

For Fiberglass Tank (B25/44 etc)

Part no. **40-8107**



## Norton

Rubber strap to retain rear of tank to frame on Norton/ Matchless G/N15, P11 and Commando models to 1972.

Part no. **06-0498**

## Norton/Matchless G/N15 + P11

Front mounts:

Special Bolt (x2)

Part no. **02-7161**

Long Rubber(x2)

Part no. **02-1174**

Short Rubber(x4)

Part no. **01-4996**

Washers (x2)

Part no. **01-4999**

Nuts(x2)

Part no. **01-6845**

Commando - Support pad under tank

Part no. **06-2567**

## Triumph

### T100/T120 Etc. (Pre oil-in-frame)

Front Mounts (2 ea required):

Bolt (1966-68)

Part no. **82-1808**

Stud (1969 on)

Part no. **21-1883**

Nut (1969 on)

Part no. **99-815**

Cups (1966 on)

Part no. **82-3814**



Rubber (1966 on)  
Part no. 82-5228

Rubber (1966 on)  
Part no. 82-5229

### Rear Mounts 1967 on:

Bolt  
Part no. 82-7388

Cup  
Part no. 82-3814

Rubber  
Part no. 82-5336

Rubber  
Part no. 82-0967

Complete Kit 69-70 650's and  
69-74 500's  
Part no. 26787

### Tank Parcel Rack

2 Bar  
Part no. 82-3917

3 Bar  
Part no. 82-2933

Chrome Screws  
Part no. 82-2936



### Central Styling Strip

T100 1968-74  
Part no. 83-0007

T120/TR6  
Part no. 83-0031

Rear Retaining Hook with nut  
(T100/120/TR6)  
Part no. 83-0008

## BSA A50/65 (2 Gallon export tank) up to 1970 & Triumph 1971-2 oil-in-frame twins

Front Strip  
Part no. 83-3134

Rear Strip  
Part no. 83-3135

Beading Holder  
Part no. 83-3318



### Parts for Oil-in-frame BSA & Triumph:

**Single Cylinder Machines**  
Central Compression Bung  
Part no. 82-9064

**Twins**  
Big "U" Shaped Support Rubber  
Part no. 83-4932

Frame Headstock Rubbers  
(Control side to side movement)  
Part no. 83-4931



Top Central Grommet (T120/TR6)  
Part no. 83-3068

83-3068 with Triumph Logo  
Part no. 83-3068A

**T140/TR7**  
Central Mounting Grommet  
Part no. 83-4934

Central Badge Grommet  
Part no. 97-5061

Plastic Badge  
Part no. 83-4776

## Knee Grips

We find modern contact adhesive is the best way to install knee grips (other than the types which fit over metal plates)

### Matchless/AJS

**Heavyweight singles & Twins 1938-56**

Matchless  
Part no. 01-0906/7

AJS  
Part no. 01-1005/6



G15MK2&CSR  
Part no. 04-2889/90



### Norton

Atlas  
Part no. 22721/2



### Triumph

1938-66 Type  
(fit over metal plates)

**Import**  
Part no. 82-1605/6  
**Top Quality made in UK**  
Part no. 82-1605/6UK



Pre-Unit screw on type  
**Import**

Part no. 82-2551/2  
**Top Quality made in UK**  
Part no. 82-2551/2UK

T100/T120/TR6 1963-67  
Part no. 82-5401/2

T120/TR6 (1968-70) & T100  
(1968-74)

Part no. **82-8192/3**

Genuine T120/TR6 (1968-70)  
& T100 (1968-74)

Part no. **82-8192/3G**



## Gas Tank Caps

Standard Domed Bayonet  
Type used on most popular  
British machines  
Part no. **83-3875**



Flat Type Used on Many Early  
Bikes

Part no. **29-7898**

Standard Bayonet Type with  
Retaining Chain  
Part no. **82-3658**



Spare Cork Washer  
For Above Caps  
Part no. **82-4048**

Norton Commando Flip-up  
Type also used on many BSA  
B25, B44, A50 & A65 Models  
Part no. **06-0681G**

Norton flip up type with lock  
Part no. **06-0681L**

Economy Type  
Part no. **06-0681E**

Seal for Cap  
Part no. **06-0681S**



## Monza Gas & Oil Tank Caps

2"  
Part no. **72033**

2 1/2"  
Part no. **72034**



## 2 1/2" Hinged Caps

Three Finger Type used on several  
BSA & Matchless  
Part no. **93-04987**

Two Pin Type used on several  
BSA Norton & Matchless models,  
including G80CS, N15CS & P11  
Part no. **68-8083**

## Air filters

Note- Air filters for Mikuni carbs  
listed in Carb section of Catalogue

**Alloy bellmouth (velocity stack)  
with mesh screen (too wide to  
fit Norton & Royal Enfield twins)**

376 Monobloc & 622/624/626  
Concentric  
Part no. **L295**

389 Monobloc  
Part no. **L296**



928/930/932 Concentric  
Part no. **L297**

The following round chrome air  
filter assemblies (include filter  
elements) are made by the  
original Copper and Asbestos  
(now Copper and Automotive)  
factory which supplied BSA &  
Triumph. We also offer cheaper  
reproductions – identified by "E"  
at the end of the part numbers.

The off-set type is generally  
used for single carb machines,  
because of a lack of room  
between the back of the  
carb and the frame, however  
it is necessary to refer to  
the original parts book for  
a particular machine to be  
absolutely sure as to correct  
fitment.



## Round Type

Offset for 376/600 carb  
Part no. **AC376**

Central for 376/600 carb  
Part no. **AC376/C**  
or **AC376/CE**

Offset for 389/689 carb  
Part no. **AC900**

Central for 389/689 carb  
Part no. **AC389/C**

Offset for 389/900 carb  
Part no. **AC900**  
or **AC900E**

Central for 900 carb\*  
Part no. **AC900/C**  
or **AC900/CE**

**Note AC900/C is by far the  
most popular, fitting all  
1968-70 T120 machines**

## K&N (Washable) Offset Filter Assembly

For 900 series  
Part no. **RC-0330**

### Adaptor Rings

376/600  
Part no. 70-4576

900  
Part no. 71-1860

389  
Part no. 82-5958

### Clips for Offset Carbs

To hold filter assembly to back of carb  
Part no. 60-0177/8

### Special Walridge Purchase

Clip/Bolt & Nut Assembly to hold chrome ring on round filter  
Part no. CAW202

Back plates with "Bulge" as fitted to 1968-70 T120 etc.  
Part no. AFP1

### Copper & Asbestos Washer Co Decal

Original Type for back of filter  
Part no. 44-00215

Your restoration won't be complete without it!

### T150/A75 Date Box

Filter Assembly  
Part no. 60-2567



### T150 Breather Hose - Air Filter to Crankcase

Part no. 82-9563



### Norton Commando Air Filter Parts

Mild Steel items finished in primer

Twin carb models  
Part no. 06-0902

Back plate  
Part no. 06-2799

Perforated Surround  
Part no. 06-0816

Perforated Surround in Stainless Steel  
Part no. 06-0816S/S



### Norton, Matchless, P11/P11A & Ranger

Aluminum (as original)  
Part no. 03-3258A

Steel  
Part no. 03-3258

Stainless Steel  
Part no. 03-3258S/S



### Round "Pancake" Type Filter for Mikuni Carb

For Mikuni 32mm and JRC 30 & 32mm Carbs.  
Part no. 005-111



### Norton Atlas & All Norton/Matchless G15/N15 Series

Mild Steel

Mounting O Ring for 25403 Series Filter Assembly (2 required)  
Part no. 06-0449

389L/H with 689 "chopped off" no float chamber R/H (1964-66)  
Part no. 25403/1  
Stainless Steel  
Part no. 25403/1S/S

389 "Handed" R/H & L/H (both carbs have float chambers) 1966-67  
Part no. 25403/2  
Stainless Steel  
Part no. 25403/2S/S

900 Series Concentric 1967-68  
Part no. 25403/3  
Stainless Steel  
Part no. 25403/3S/S

### Replacement Air Filter Elements

Norton Atlas, Matchless G15/N15  
Part no. 06-9650

P11  
Part no. 03-3188A

P11 (K&N type)  
Part no. 03-3188

Commando 1963-74  
Part no. 06-0673

K&N Element original shape  
Part no. 06-0673/A

Complete K&N Commando Air box  
Part no. 06-0673/B

Complete K&N Atlas etc Air Box  
Part no. 06-0673/C

**Commando MK3**  
Part no. **06-4536**

**MK3 Air Box Seal**  
Part no. **06-4174**

**BSA/Triumph**  
Paper Type for round filters  
(oriental reproduction)  
Part no. **82-5694E**



**Cloth/Gauze for round filters**  
longer life (made in England  
by original manufacturer)  
Part no. **82-6866**

**Special K & N Washable**  
Element (for round filters)  
Part no. **82-6866K**

**Rectangular filter for 1971-73**  
Twins  
Part no. **60-3072**



**Rectangular filters for 1974**  
onwards Twins  
Part no. **60-4265**

\* For 1974 onwards twins the  
earlier filter 60-3072 is less  
restrictive and will improve  
performance of the machine  
however, slightly richer jetting  
may be required.

**T150/A75 Triples**  
Part no. **70-9138**



**T160**  
Part no. **83-5092**

## Adaptor Rings for Back of Carbs

For Norton Commando  
(1968-74)

**Genuine**  
Part no. **03-3027**



**Stainless**  
Part no. **03-3027S/S**

## T150/A75 Manifold to Head Rubbers

Part no. **70-9060**

## Air Cleaner Connector Hoses

**BSA A65 1971-72**  
Right hand  
Part no. **83-2624**

Left hand  
Part no. **83-2623**

**Matchless**  
G80CS 1964-68  
Part no. **02-9493**

**Norton**  
Commando (1968-74) Repr  
Part no. **06-2537E**

**Genuine Norton**  
Part no. **06-2537G**



**Triumph**  
TRW  
Part no. **82-3114**

**Pre-Unit T110 etc. Oil-in-frame**  
Twins  
Part no. **82-4672**

**TR6 (1971-73)**  
Part no. **83-2625**

**T120/140 (1971-76)**  
Part no. **83-2626**

**T140 (1977-78)**  
Part no. **71-7019**

**TR7**  
Part no. **83-5161**

## Manifold Alloy Spacer for Norton Atlas, P11, & Matchless G/N15



Walridge Exclusive! ½" Thick  
(early Atlas were 1" but ½"  
work fine). Yes they fit with  
three studs and one allen  
screw as original!

**Spacer**  
Part no. **03-0561**

**Unions**  
Part no. **23873**

**Washers**  
Part no. **00-0203**

**Studs**  
Part no. **57-0323A**

**Nuts**  
Part no. **70-1310**

**Allen Screw**  
Part no. **03-0343**

**Washer (4)**  
Part no. **06-7622**

## Triumph Stainless Parts Carb and Manifold Fixing Nuts & Washers

**Carb Retaining Lock Nuts –**  
Most 1970 onwards  
Triumphs  
Part no. **14-1201S/S**

**TR6/TR7RV (69 on)**  
Manifold to Head Nuts  
Part no. **21-1877S/S**

**Washers for Above**  
Part no. **60-4248S/S**