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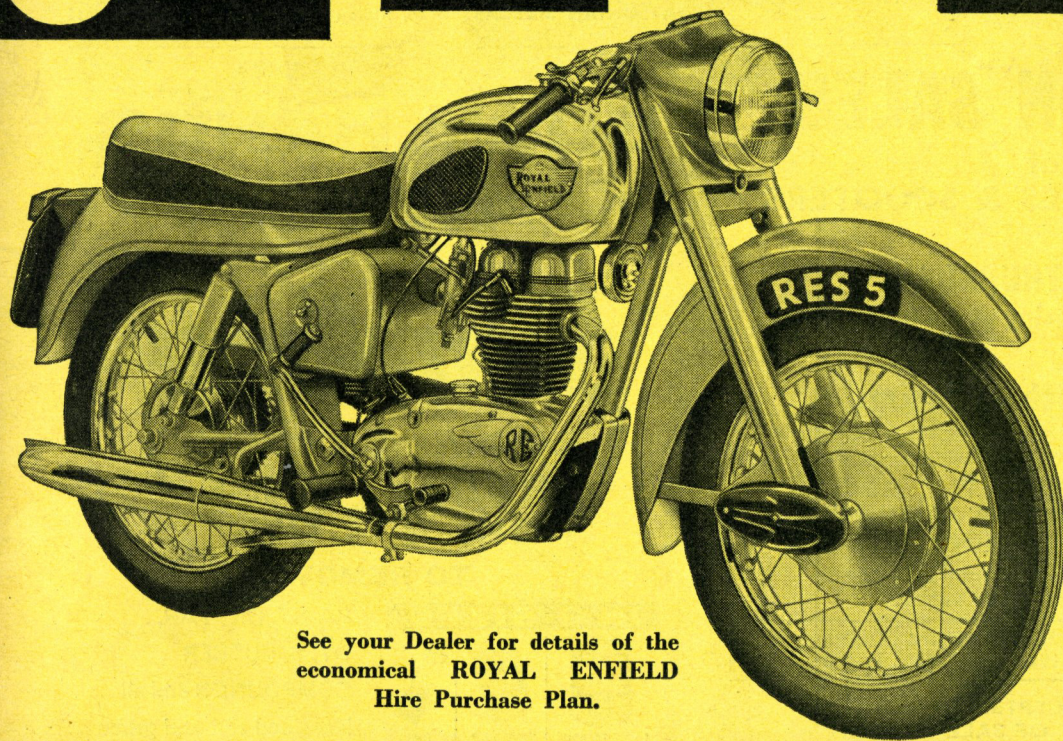
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AMAL PRODUCE NEW LIGHTWEIGHT CARB

Two- and four-stroke versions

A NEW lightweight carburetter is added to the comprehensive range of Amal, Ltd., for 1962. Known as the Type 32, it is offered in two forms—one for four-strokes and the other for two-strokes.

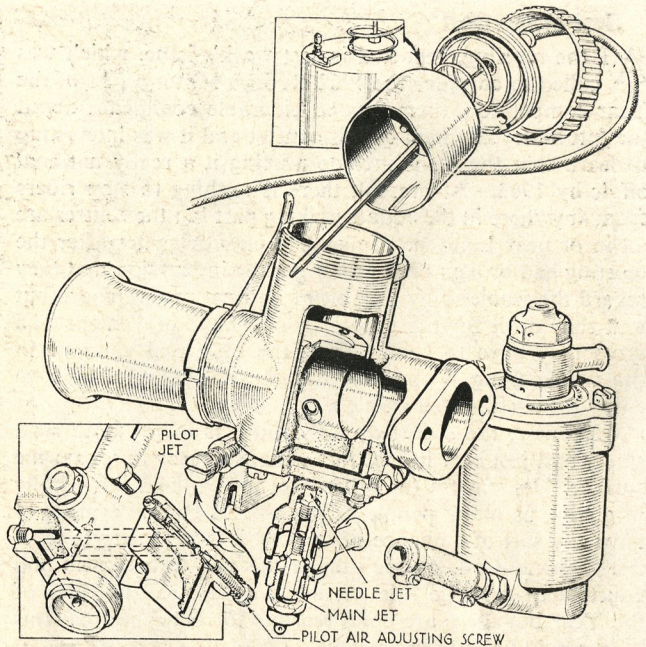
Designed primarily for the 1962 Triumph "Tiger Cub," the Type 32 breaks away from established "Monobloc" practice in having a separate float chamber secured by two screws to the base of the die-cast body and mixing chamber with an intervening gasket. The hinged float is of "Spansil"—a cellular foam plastic of Italian origin—and is shown as "A" in the exploded drawing of the basic carburetter.

A "Monobloc"-type float needle controls the head of fuel to the needle jet, "B." The inset sketch, "C," shows the alternative type of needle jet used when the carburetter is fitted to a two-stroke. The four-stroke jet is longer, with a primary air admission hole below the actual needle metering point; thus fuel and air are mixed before coming under the control of the needle-jet orifice.

The inset sketch, "D," illustrates the complete spray tube and needle-jet assembly used for two-strokes. This arrangement elevates the fuel outlet level in the bore to that of the four-stroke job, at the same time providing emulsification particularly suited to two-stroke requirements.

The cut-away impression of the two-stroke "32" shows the location of the conventional throttle slide and associated parts.

The Type GP/2 racing carburetter now in production for a wide range of racers.



At "E" is shown the horizontally disposed main jet, which is submerged when the fuel level rises to flow over the float-chamber weir; "F" is a sludge trap designed to collect foreign matter below weir level.

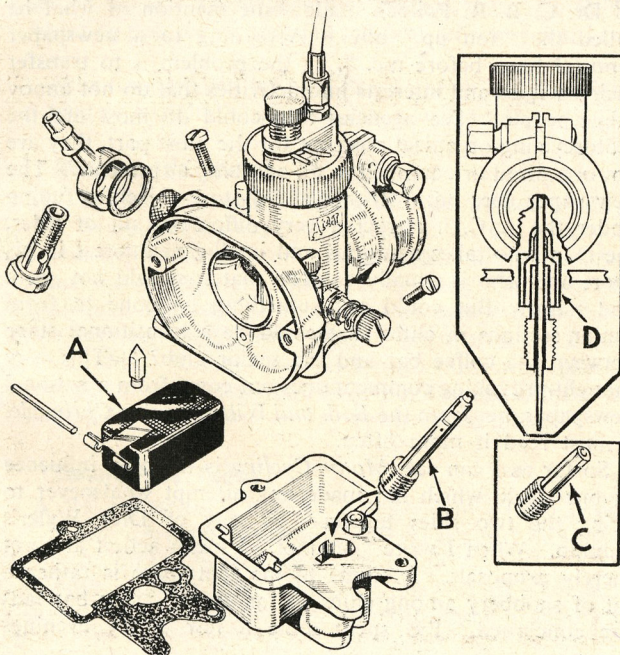
The current range of standard "Monobloc" carburetters goes forward without change. Existing Amal accessories, including control levers, cables and cable lubricator sets, are also continued. The light-alloy Type 509 racing levers, with self-locking finger-tip adjustment, introduced for the 1961 T.T., go into full-scale production. Intended for general competition use, these levers, which are ball-ended, are at present available for 7/8-in.-diameter handlebars only.

Developed last spring specifically for "Manx" Nortons, the Type GP/2 racing carburetter now goes into production as an

instrument suitable for a wide range of racers. The design embodies pilot air and fuel controls within a sub-mixing chamber formed in a die-cast body and located on the atmosphere side, instead of on the flange side as previously. This arrangement removes an inherent limitation on down-draught angle, obviating the risk of flooding if the angle is acute.

First-stage fuel-flow is to the jet well at the base of the mixing chamber and then to the pilot jet which, being interchangeable, makes the GP/2 adaptable to varying conditions. Although the pilot air aperture is relatively large, the intake volume, determined by a needle-type screw, can be finely controlled for best pilot performance, combined with clean opening-up to the throttle-slide and needle-jet phases. There is provision for an air slide if required, but none is supplied as standard.

Amal, Ltd., Holdford Road, Witton, Birmingham, 8.



(Left) Exploded view of the Type 32 in four-stroke form. The inset "C" shows the alternative type of needle jet when the carburetter is used on a two-stroke engine, while inset "D" indicates the complete spray tube and needle-jet assembly, when the unit is used in this latter form.

(Right) The new Type 32 carburetter assembled in two-stroke form. "E" is the main jet and "F" the sludge trap.

