

CARBURETTOR SETTINGS – B.S.A.

MODEL	YEARS	CARB. TYPE	BORE	MAIN JET	SLIDE CUTAWAY	NEEDLE POSITION	NEEDLE JET	PILOT JET
A7	1946-53	276	15/16	140	3	3	.107	
A7	1954	276	15/16	140	4	4	.107	
A7	1955-62	376	15/16	210	3.5	2	.106	25
A7 ST twin carb.	1949-50	275	7/8	110	4	3	.107	
A7 ST	1951-53	276	1	160	4	3	.107	
A7 ST/SS	1954	276	1	170	4	3	.107	
A7 SS	1955-62	376	1	270	3.5	3	.106	30
A10	1950-53	276	1 1/16	170	4	2	.108	
A10	1954	276	1 1/16	170	4	2	.107	
A10 Plun	1955-57	276	1 1/16	170	4	2	.107	
A10 S'arm	1955-59	376	1 1/16	240	3.5	3	.106	25
A10	1960-62	389	1 1/8	250	3.5	3	.106	
A10 Super Flash	1953-54	10TT9	1 1/16	360	6	4	.109	
A10 Road Rocket	1954-57	10TT9	1 1/16	340	6	4	.109	
A50	1962-65	376	1	250	3.5	3	.106	25
A50	1966-67	376	1	260	3.5	3	.106	25
A50	1968-70	626	26	200	3.5	2	.106	25
A50 (USA)	1963-64	376	1	260	3.5	3	.106	25
A50 (USA)	1963-67	376	1	260	3.5	3	.106	25
A50 C (West coast man)	1965	376	1 1/16	180	3.5	3	.106	25
A50 C (East coast)	1965	376	1 1/16	170	3.5	2	.106	25
A50 W (not USA)	1966	389	1 1/8	200	3.5	2	.106	25
		689	1 1/8	200	3.5	2	.106	25
A50 W (USA)	1966-67	389	1 1/8	190	3.5	2	.106	25
		689	1 1/8	190	3.5	2	.106	25
A65	1962-65	389	1 1/8	300	3.5	2	.106	25
A65 (USA)	1963-64	389	1 1/8	310	3	2	.107	25
A65 F	1968	930 pr	30	190	2.5	2	.106	20
A65 F	1969	930 pr	30	190	2.5	3	.106	25
A65 F	1970	930 pr	30	180	3	1	.106	30
A65 F	1971	930 pr	30	230	3	1	.106	30
A65 H	1966-67	389	1 5/32	270	3	3	.106	25
		689	1 5/32	270	3	3	.106	25
A65 L/R	1964-65	389	1 1/8	220	3.5	3	.106	25
A65 L	1966-67	389	1 5/32	270	3	3	.106	25
		689	1 5/32	270	3	3	.106	25
A65 L	1968-69	930 pr	30	190	2.5	2	.106	20
A65 L	1970	930 pr	30	180	3	1	.106	30
A65 L	1971-72	930 pr	30	220	3	1	.105	30
A65 R	1964-65	389	1 1/16	300	3.5	3	.106	25
A65 S II	1966	GP2	1 5/32	250	5	3	.109	25
A65 S III, IV	1967-68	932 pr	32	190	3	2	.107	20
A65 S/H	1964-65	389	1 1/8	220	3.5	3	.106	25
A65 T/R	1964	389	1 1/8	310	3.5	3	.106	25
A65 T	1966-67	389	1 1/8	300	3.5	3	.106	25
A65 T (USA)	1966-67	389	1 1/8	310	3.5	3	.106	25
A65 T	1968-72	928	28	230	3.5	1	.106	20
A70 L	1972	930 pr	30	250	3	1	.106	Bush
A75R	1969-70	626	26	150	3	2	.106	Bush
A75R/ Hurricane	1971-73	626	26	150	3.5	2	.106	Bush

MODEL	YEARS	CARB. TYPE	BORE	MAIN JET	SLIDE CUTAWAY	NEEDLE POSITION	NEEDLE JET	PILOT JET
B20	1937-38	74	25/32	80	5	3		
B21	1937-38	74	25/32	80	4	2		
B21	1939	75	7/8	120	4	3		
B22	1937-38	75	7/8	120	4	3		
B23	1937	74	25/32	80	5	1		
B23	1938	75	7/8	110	4	3		
B23	1939	75	7/8	130	4	3		
B24/5/6	1937-39	76	1	160	4	3		
B31/32	1946-54	276	1	150	4	3	std	
B31	1955-60	376	1	260	3.5	2	.106	30
B32	1955-57	376	1 1/16	260	4	3	.106	25
B33/34	1949-54	289	1 1/8	200	4	3	std	
B33	1955-60	376	1 1/16	260	3.5	3	.106	25
B34	1955-58	389	1 1/8	240	3	2	.106	25
For GS models with TT carbs etc see Bacon.								
B25	1968	928	28	220	3	2	.107	25
B25 USA	1968	928	28	190	3	2	.107	25
B25	1969-70	928	28	260	3	2	.106	25
B25 1967-70 parts books list 2 stroke needles and needle jets but this is assumed to be an error and 4 stroke ones should be used.								
B25	1971	928	28	200	3.5	1	.106	Bush
B40	1961-65	376	1 1/16	190	3	3	.105	20
B40 USA	1962-63	389	1 1/8	160	3.5	3	.106	30
B40 SS90	1962-65	389	1 1/8	200	3.5	3	.106	30
B40E	1965	376	1 1/16	190	3	3	.105	20
B40 Rough Rider	1969	626	26	130	3	2	.106	20
B40 Military	1969	626	26	130	3	2	.106	20
B44GP	1965-66	389	1 5/32	310	3.5	3	.106	25
B44VE	1966	389	1 5/32	330	3.5	3	.106	25
B44GP	1967	389	1 5/32	260	3.5	3	.106	25
B44VE/VS	1967-68	930	30	220	3	2	.107	25
B44VR/SS	1967-68	930	30	230	3	2	.107	25
B44VS/SS	1969-70	930	30	240	3.5	1	.106	Bush
B50SS/T	1971-72	930	30	200	3.5	1	.106	Bush
B50MX	1971-72	932	32	250	3	2	.106	Bush
B50MX	1973	932	32	180/250	3.5	1	.106	Bush
C10	1938-39	74	25/32	80	5	3		
C10/L	1946-54	274	25/32	90	4	2	.105	
C10L	1955-57	375	25/32	120	3.5	2	.105	25
C11	1939	74	25/32	80	4	3		
C11/G	1946-54	274	25/32	80	4	3	std	
C11G	1955	375	25/32	140	3.5	3	.105	25
C12	1940	276	1	150	4	2	std	
C12	1956-58	375	25/32	140	3.5	3	.105	25
C15/T/T Catalina/T Pastoral/Police	1959-67	375	7/8	140	4	3	.1055	25
C15 Star (USA)	1961-65	376	1	180	3.5	3	.1065	25
C15S	1959-60	376	15/16	180	3	2	.106	25
C15S	1960-63	376	1 1/16	240	3.5	2	.106	25
C15S	1964-65	376	1 1/16	190	3.5	2	.106	25
C15 SS80	1961	376	1	180	3.5	2	.106	25
C15 SS80/Sportsman	1962-65	376	1	200	4	2	.106	25
C15SS USA	1962-65	376	1 1/16	210	3.5	2	.106	25
C25	1967	928	28	220	3	2	.107	25
C25 1967-70 parts books list 2 stroke needles and needle jets but this is assumed to be an error and 4 stroke ones should be used.								

MODEL	YEARS	CARB. TYPE	BORE	MAIN JET	SLIDE CUTAWAY	NEEDLE POSITION	NEEDLE JET	PILOT JET
D1	1949	261	5/8	70	5	2	.106	---
D1 Std, Comp	1949-50	261	5/8	75	5	2	.106	---
D1 Std, Comp	1951-63	361	5/8	75	5	2	.106	---
D1 GPO	1962-63	363	.475	55	3	3	.103	15
D3 Std, Comp	1954-57	523	11/16	90	5	2	.1075	---
D5, 7, 7 de luxe	1958-66	375	7/8	140	3.5	4	.1055	25
D7 Pastoral	1959-63	375	7/8	150	3	3	.106	25
D7 Pastoral	1962-66	375	7/8	140	3.5	2	.105	?
D7 GPO	1967	32	11/16	85	2	3	.104	15
D10 Silver, Supreme	1967	376	1	180	3.5	2	.1055	25
D10 All	1967	626	26	150	3	2	.105	25
D14/4, S, B	1968	626	26	160	3	3	.105	25
D175	1969-71	626	26	180	3.5	2	.105	Bush
G14	1938	76		160	3	1		
M19	1937-38	76	1	150	4	2		
M20	1937-39	76		170	4	3		
M20	1940-54	276	1	170	4	2	std	
M20	1955-59	376	1	240	5	3	.106	30
M21	1937-39	76	1 1/16	170	4	2		
M21	1946-54	276	1 1/16	160	4	2	std	
M21 (inc 1961 AA)	1955-61	376	1 1/16	250	5	2	.106	30
M21 AA	1946-60	276	1 1/16	160	4	2	std	
M22	1937-39	76	1 1/16	150	4	3		
M23	1937-38	89	1 1/8	200	4	2		
M23	1939	89	1 1/8	200	3	3		
M24	1938-39	10TT36	1 5/32	370	5	4		
M33	1949-54	289	1 1/8	200	4	3	std	
M33	1955-60	376	1 1/16	260	3.5	3	.106	25
Y13	1938	76		140	3	3		