

Issues With the “New Amals”

Amals are great carbs. They are simple and really perform well. However, their choice of materials leads to rapid slide wear and a pre-disposition to body warping. All of which can kill a carburetor. So after 30 or 40 years of mistreatment it may become necessary to replace the complete carburetor.

Restorers of Brit bikes are lucky that the British are once more producing Amal carbs. You can now buy a new Amal Concentric or Monobloc right off the shelf to replace that worn out original, and hopefully make your fully restored machine run like a brand new bike again. Well, almost!

It seems that the “new Amals” are exact copies of the old ones, but the quality leaves something to be desired. There have been numerous reports of workmanship issues with the new Concentrics. If you buy one you would do well to inspect it before installation.

On one recent occasion I was working on a BSA triple. The owner had purchased 3 new “926 Concentrics” to complete his restoration. I decided to inspect the carbs before mounting since it’s so very hard to do afterward on a 3 cylinder. I was glad I did, because, right out of the box, only 1 of the 3 carbs was fit for service.

The first carb looked like the factory had used LocTite to insert the brass float seat into the float bowl. They had used an excessive amount, and the excess had bridged the entire orifice in the float needle seat. In other words, there was no way for fuel to enter the float bowl because the fuel entry hole was completely blocked. The problem was easy to solve and only needed an undersized drill bit to force it out. However, there was no way that carburetor was going to work correctly until that small step was taken.

The second carb was in good shape. The third carb had a poorly formed plastic float body. The arm that supports the float needle was bent down about 30 degrees instead of being parallel with the top of the float. It looked like the float was not given time to cool as it came out of the mold and the part simply slumped over. The cure for this was to install another float. With the support tab being bent down at that extreme angle, too little fuel would have ever entered the float bowl.

I have since seen this identical mal-formed plastic float on yet another 930 Concentric. So of the 6 “new Amals” I’ve installed, 3 of them had problems right out of the box. Bottom line, you should inspect your “new Amal” before you bolt it on.

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