

## Special Amal Part Numbers

Here's some special Amal part numbers you need to know about. These parts don't appear in the standard Amal parts books, so this list is compiled to help you locate the parts you need. Most of these parts fit the Series 600 and 900 Mk I Concentric, but not all. Next time you want to update your carburetor, try some of these.

### **622/169      Extended Idle Screw**

This extended "throttle stop screw" replaces the short, stock 622/077 screw (which requires a screwdriver to adjust) with one that protrudes from the carb body just far enough to let you manually adjust the idle speed any time simply by reaching down and twisting its protruding tip. This is extremely handy if you ride a lot in the cooler months when the idle might need to be sped up a bit just after cranking. The matching extended pilot screw (622/168) is not recommended due to its proximity to the idle speed screw.

### **622/172      Extended Tickle Buttons**

These are the longer "tickle buttons", like those used on the later model Norton. This is a complete kit that lets you add the larger button to your older Mk I Concentric bodies. These longer buttons are helpful if you wear gloves since they have a larger "head". They are also very helpful if you don't want your hands or gloves to smell of fuel, since the top of the button does not get flooded with fuel during the "tickle" process.

### **622/197      Viton-tipped Float Needle**

A more accurate float level can be gained by replacing the stock white nylon float needle (622/279) with the viton-tipped brass unit. Not only does the soft "rubber" tip make a better seal and help prevent float bowl flooding when the fuel taps are left ON, but the sculpted sides of the brass unit allows fuel to enter the bowl much faster, thereby maintaining a more constant float level. This part works on either Concentric or Monobloc carburetors.

### **622/235      Jet Update Kit**

If you own a Concentric carburetor with any of these conditions, then the correct thing to do is to fit your carburetor with the complete Concentric Jet Update Kit:

- Has the older screw-in type pilot jet in the float bowl
- Needs new carb needles or needle jet simply due to general age and wear
- Runs inexplicably rich, even though all the parts are "correct"
- Your jet holder is not necked-down on the bottom
- Your bike was made in 1968 or 1969

### **376-190      Choke Blanking Screw**

If you remove your chokes because you live in a area warm enough to never need the "air slides", then the cable entry holes need to be blocked off. If you own a BSA, Norton or similar British bike with the threaded choke cable entrance, then the best way to do this is by adding the Amal blanking screw found on the earlier Monobloc. In this way no damage is done to the carb body and if the chokes are ever needed again, they can be added right back without delay. Some shops may stock this part as Amal PN 4/137A.