



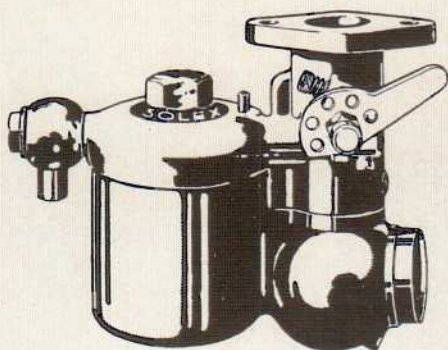
SOLEX

SOLEX

CARBURETTOR

"M" TYPE

CATALOGUE



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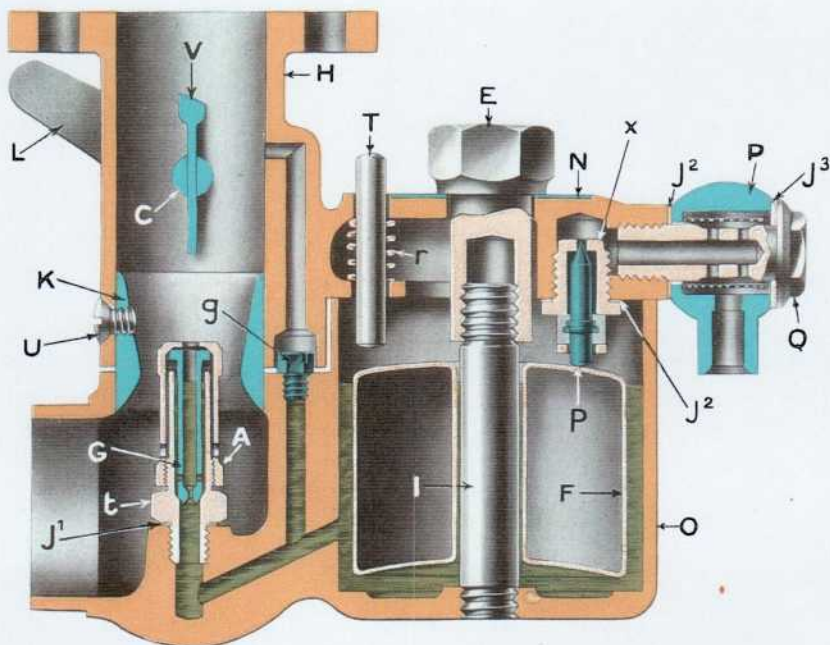
SOLEXCARB,

LONDON

SOLEX CARBURETTOR

TYPE MV

SECTIONAL DIAGRAM OF VERTICAL CARBURETTOR

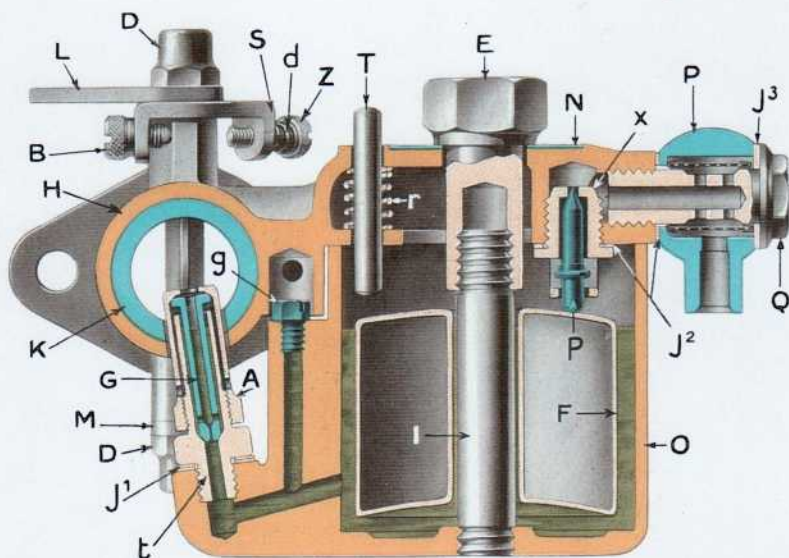


G, MAIN JET. g, AUXILIARY JET. A, MAIN JET CAP. F, FLOAT.
 K, CHOKE TUBE. t, MAIN JET CARRIER. C, THROTTLE SPINDLE.
 U, CHOKE TUBE FIXING SCREW. j¹ MAIN JET CARRIER WASHER.
 j² NEEDLE VALVE AND PETROL UNION WASHER. V, THROTTLE.
 j³ LARGE SWIVELLING UNION WASHER. L, THROTTLE LEVER.
 Q, FILTER UNION ASSEMBLING NUT. X, NEEDLE VALVE SEATING.
 P, SWIVELLING FILTER UNION. H, BODY OF THE CARBURETTOR.
 O, FLOAT CHAMBER OF THE CARBURETTOR. E, DISMOUNTING NUT.
 p, NEEDLE. T, TICKLER. r, TICKLER SPRING. I, CENTRAL PILLAR.
 N, NAME PLATE.

SOLEX CARBURETTOR

TYPE MH

SECTIONAL DIAGRAM OF HORIZONTAL CARBURETTOR

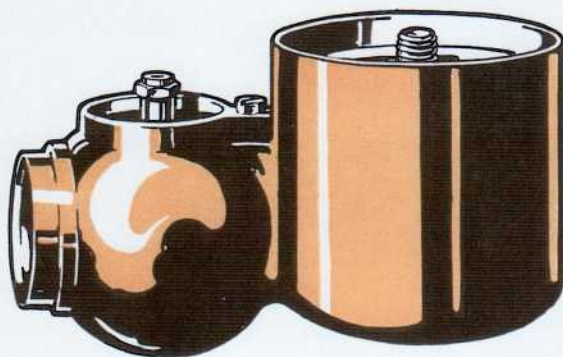
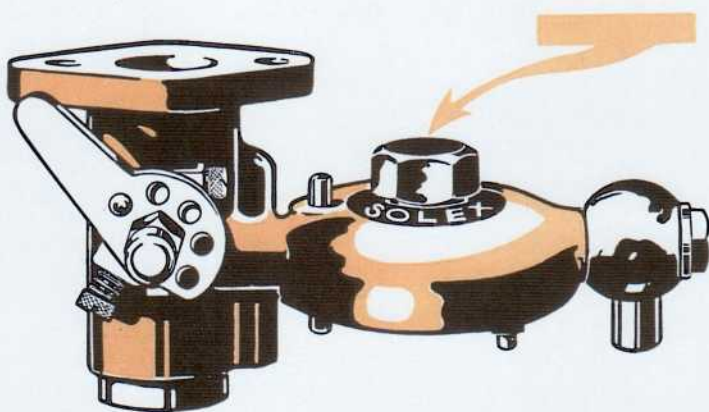


G, MAIN JET. g, AUXILIARY JET. A, MAIN JET CAP. F, FLOAT.
K, CHOKE TUBE. M, THROTTLE SPINDLE DISTANCE WASHER.
t, MAIN JET CARRIER. Z, SLOW RUNNING ADJUSTMENT SCREW.
j¹ MAIN JET CARRIER WASHER. D, THROTTLE SPINDLE END NUT.
j² NEEDLE VALVE AND PETROL UNION WASHER. p, NEEDLE.
j³ LARGE SWIVELLING UNION WASHER. L, THROTTLE LEVER.
Q, FILTER UNION ASSEMBLING NUT. P, SWIVELLING FILTER UNION.
B, THROTTLE OPENING LIMIT SCREW. X, NEEDLE VALVE SEATING.
H, BODY OF THE CARBURETTOR. S, THROTTLE ABUTMENT PLATE.
O, FLOAT CHAMBER OF THE CARBURETTOR. I, CENTRAL PILLAR.
E, DISMOUNTING NUT. — T, TICKLER. — r, TICKLER SPRING.
N, NAME PLATE.

To dismount
the

SOLEX

unscrew this nut



and you have instantly in your hand
the float chamber and float
with the two jets.

*The "SOLEX" is the most simple
and practical Carburettor obtainable.*

SOLEX

CARBURETTOR

"M" TYPE

The M type SOLEX Carburettor is broadly speaking, identical with the earlier types. It only differs in certain points of detail which are the fruits of the experience of many years on the subject of carburation.

One can have some idea of the complexity of the problem to be solved, by a simple enumeration of the qualities demanded in the modern Carburettor.

These are, as regards the part which concerns carburation : ease of starting, extreme slow running, absence of flat spot, maximum power, minimum consumption, and silence.

As regards the constructional part : ease of adjustment, absence of moving parts, with the exception of the throttle and float, general simplicity, minimum number of parts, all of these being thoroughly accessible and rigorously interchangeable.

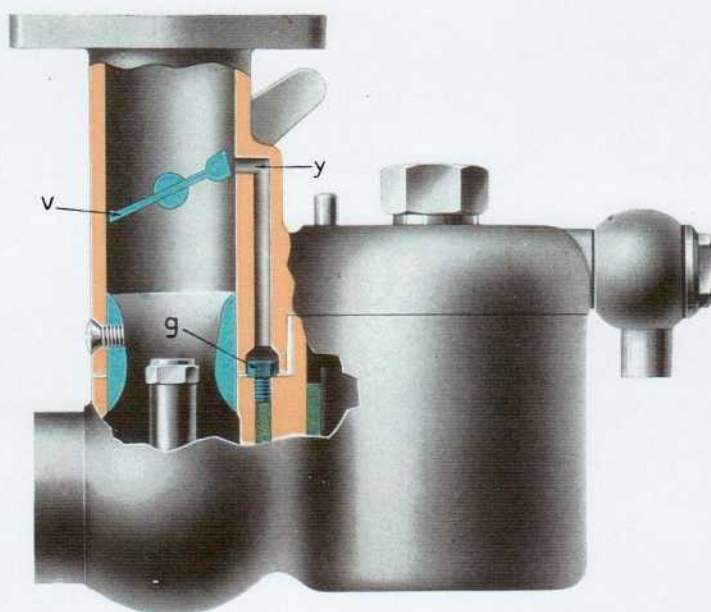


Fig. 1

It is easy to conceive of the Carburettor which has attained part of these qualities at the expense of other parts.

To obtain maximum power for instance at the expense of pick-up is relatively easy.

On the other hand, to obtain a perfect acceleration to the detriment of petrol economy does not constitute a great difficulty, but when one wishes to incorporate all of these qualities in the same instrument, the real nature of the problem becomes evident.

We would remark that more than one hundred patents have been taken out in all countries to protect the details of construction, and our trade mark SOLEX is registered in all civilized countries.

CONCERNING THE CARBURATION

In order to understand the functioning of the Carburettor it is well to follow the different phases from the moment of starting until the car is proceeding at its normal speed.

STARTING

We have given great attention to this point which is frequently the cause of considerable trouble.

The general use of electrical self-starters has made perfection in this respect more necessary in order to save the batteries. In the M type SOLEX the starting is assured by a special slow running jet placed between the float chamber and the throttle chamber in a position indicated in Fig. 1.

The inspiration of the engine is then exercised upon the jet "g" via the canal "y".

To effect an easy start even when the engine is quite cold it is only necessary to operate the air strangler with which the carburettor is provided. This is described on page 19.

SLOW RUNNING

When the throttle is in the position shown on Fig. 1, the engine is solely fed by the slow running jet "g".

The regulation of the minimum speed is effected by the adjustment of the screw "Z" which limits the closing of the throttle. One will therefore notice that the minimum opening is determined with great precision and without the possibility of variation owing to play.

Another very rigid screw similarly limits the maximum opening point of the throttle when the accelerator pedal is fully depressed.

NORMAL RUNNING

The passage of the mixture is regulated by a special throttle "V" covered by quite a number of patents. The complete

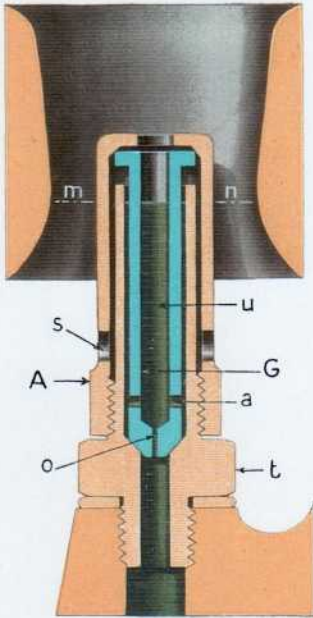


Fig. 2

main jet is mounted, as shown in Fig. 2, in the waist of the choke tube which is an interchangeable member and can be varied in size to suit the requirements of the engine.

The jet is held in place by a cap "A" which screws on to the lower part of the jet carrier "t". The changing of this jet is therefore very easy and can be conducted without breaking any petrol joint, without losing any petrol, and without the use of a special key.

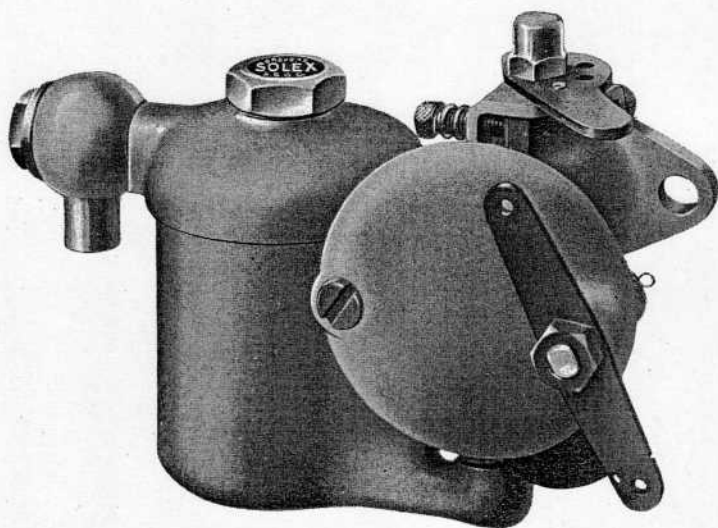
The auxiliary jet having very little effect at open throttle

positions can be regulated for slow running without any regard to its effect upon the main jet's performance, which can be adjusted afterwards.

AUTOMATISM

Let us suppose that the throttle is fully opened. It now stands to reason that considerable variations in the engine speed will be produced by alterations in the load to which the engine is subjected.

If the amount of petrol is regulated for an engine speed of 2000 r.p.m., it will then follow that at 4000 r.p.m. the mixture will be very rich unless means are adopted to correct same.



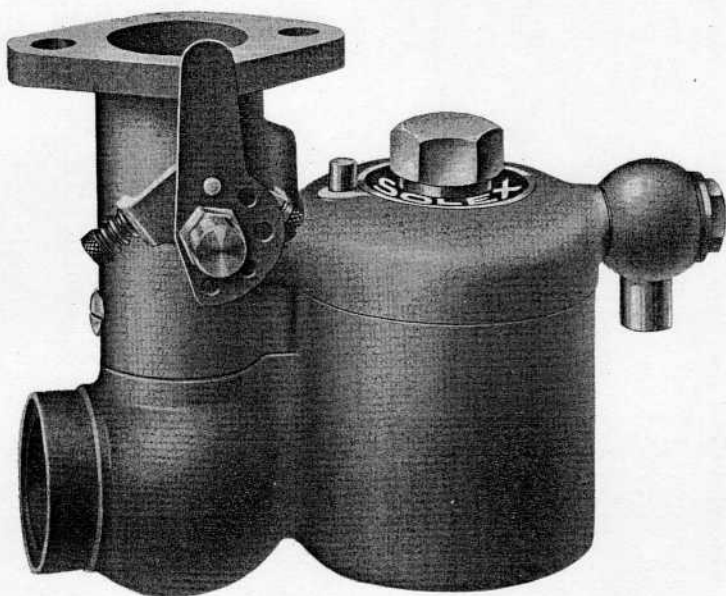
General view of MH Type.

In the SOLEX the section of the air supply is constant, and there is no additional valve provided together with attendant complications, which make for uncertain adjustment.

The mixture correction in the SOLEX is obtained by the employment of a submerged jet, of which the characteristic consists in that the calibrated orifice is submerged below the normal petrol level. Two passages of air accurately calibrated and termed "diffuser holes" assure that the central channel of this jet will be denuded of surplus petrol directly the depression in the choke tube attains a figure equivalent to the head of petrol in the float chamber, that is to say at the lowest ordinary speeds at which the motor will run.

It is then easy to understand that the output of this jet is the combined result of variable engine suction and the height of the petrol column in the jet.

The diameter of these holes is very accurately calibrated, so as to produce a perfect correction curve.



General view of MV Type.

If this diameter were nil, the suction of the engine would have the effect simply of increasing the outflow of petrol from the jet directly with the speed of the engine.

If, on the other hand, the diameter were in great excess, the output from the jet would function only while the charge of petrol above the same was unexhausted, after which it would remain, constant regardless of the engine speed.

It will be noted that this device contains the smallest possible number of calibrated diffuser holes, and we would particularly impress that these should in no circumstances be reamed.

CONSUMPTION

One can easily conceive that it is a simple matter to adjust a carburettor to give the utmost economy for a given engine speed, but it is much more difficult to conceive of one that will give maximum economy at all engine speeds.

In the majority of Carburettors having multiple jets there is a flat spot between the slow running and main jets, causing, of course, a stagger during the acceleration of the engine. The way in which this is easily overcome is by augmenting the size of one or both jets, and thus obtaining good results at the expense of economy.

In a correctly adjusted SOLEX the flat spot is non-existent owing to the throttle being specially designed and therefore one can regulate the carburettor to the maximum degree of economy without any fear of this trouble intruding.

It is in fact this perfection of automatism wherein lies the extreme economy of the SOLEX Carburettor.

EASE OF FITTING

In order to comply with requirements, our Carburettors are made in the following types :

1. The Carburettor with the *vertical* take-off Type MV.
2. The Carburettor with the *horizontal* take-off Type MH.

The type MV is suitable for an engine having an external induction pipe, to which it can be easily attached.

The controlling lever can be placed at either side of the throttle, or, in the case of the horizontal types, either above or below the butterfly.

The MH Type SOLEX is more particularly suitable for monobloc engines, it is mounted directly on to the block, thus disposing of induction pipes and heating appliances, owing to the fact that it obtains all the necessary heat by means of direct conduction.

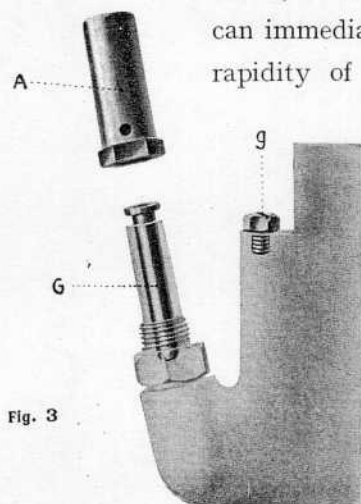
It is advantageous to have this carburettor mounted on the side of the engine opposite to the valves, for the direction of the induction pipe which passes between the centre of cylinders is functionally favourable to carburation.

When employing a horizontal type of carburettor, it is well to assure yourself that the petrol tank is placed sufficiently high to provide a correct supply of petrol at all times, unless an intermediate tank is provided and operated by induction suction.

It is always well in designing a motor to place the induction port as low as possible.

ACCESSIBILITY

All our efforts have been concentrated upon the greatest possible accessibility of design, so that all parts of the carburettor, even when mounted on the engine, can immediately be got at, for, in our opinion, rapidity of adjustment is one of the most essential factors.



When the large screw "E" is loosened with this, the float chamber together with its float and two jets can immediately be withdrawn without any other operation.

The body of the Carburettor itself remains fixed to the cylinder block, and it is not necessary to interfere with either the controls or petrol pipe.

The principal jet "G" is removed by unscrewing the cap "A" which holds it down. The slow running jet "g" is also removable by means of a simple spanner.

We would draw special attention to the fact that all these operations can be conducted without losing a drop of petrol, or breaking any joint either in the fuel or air system.

The needle valve is placed at the top of the Carburettor for reasons of accessibility, and it is thus quite accessible, instead of being — as in most cases — inconveniently placed at the bottom of the float chamber.

It is these combined conditions of easy and rapid assemblage and perfect functioning, which go to make the modern Carburettor.

ADJUSTMENT

The adjustment of the SOLEX consists solely in determining the size of the choke tube “ K ” and the two jets “ Gg ”.

The choke tube “ K ” controls the passage of the air round the jet “ G ”, and is selected at the commencement in accordance with the usual data, such as bore, stroke, number of cylinders and speed of the engine.

The adjustment proper then consists solely in the choice of the jets “ Gg ” (Fig. 3), an operation which is conducted with the greatest ease, on account of the great facility of access to the jets, and again owing to the fact that the slow running adjustment has very little action upon the main setting.

These two jets “ Gg ” are very simple members, of small size and insignificant cost.

A clearly worded instruction booklet indicating the probable adjustment for various kinds of motors, and the remedies for carburation troubles, is issued and can be obtained free of charge on application.

WHEN ORDERING

The MV and MH type Carburettors are made in five different sizes, the numbers indicating the diameter in millimetres of their off-takes.

A horizontal or vertical carburettor is selected according to the general arrangement of the engine. Horizontals are generally more suitable to motors of the monobloc type with a single induction port. It must be particularly noted, however, when fitting these, that there is sufficient head of petrol to supply the carburettor for all conditions of driving.

The most suitable sizes of carburettors are indicated in the subjoined table, which assumes a maximum speed of 2000 r.p.m.

CARBURETTORS TYPE MV.

BORE OF THE ENGINE.	65 $\frac{m}{m}$ and under.	From 65 to 75 $\frac{m}{m}$	From 75 to 85 $\frac{m}{m}$	From 85 to 100 $\frac{m}{m}$	100 $\frac{m}{m}$ and over.
CORRESPONDING CARBURETTORS.	26	30	35	40	46

CARBURETTORS TYPE MH.

BORE OF THE ENGINE.	68 $\frac{m}{m}$ and under.	From 68 to 78 $\frac{m}{m}$	From 75 to 85 $\frac{m}{m}$	From 85 to 100 $\frac{m}{m}$	100 $\frac{m}{m}$ and over.
CORRESPONDING CARBURETTORS.	26	30	35	40	46

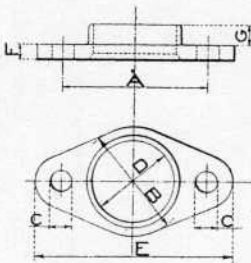
For comparatively old and slow speed engines it is generally practicable to use a carburettor one size smaller than indicated in the table.

Also, for lorry engines a carburettor of one or even two sizes smaller than above can frequently be taken.

For very high speed or super-charged engines a carburettor one or even two sizes bigger than the above may be necessary, according to the peak speed of the engine.

In doubtful cases we suggest that our customers consult us before ordering the carburettor and give the following particulars :

1. Bore and stroke of the engine.
2. Number of cylinders.
3. Revolutions per minute.
4. The make and year of the engine.
5. Inside diameter of the induction pipe.
6. Fuel to be used. i. e. petrol or benzol.
7. State whether the fuel supply is by pressure or gravity.

COUNTERFLANGES OF CARBURETTORS.								
	Carburettor	A	B	C	D	E	F	G
	26	48	38	8,5	29	64	7	7
	30	53	44	8,5	33	73	7	8
	35	65	50	10,5	38	89	7	9
	40	72	60	10,5	43	93	8	8
	46	78	62	10,5	49	102	9	10

Each carburettor is delivered complete with 2 jets.

To facilitate adjustment, however, we deliver and invoice at their respective prices, 2 additional choke tubes and 4 additional jets, an air strangler, and for vertical carburettors a counterflange and its bolts (See above diagram).

Those which are not required can be returned to us in the course of the month following delivery, and the price of same will be refunded in full, if in good condition.

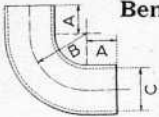
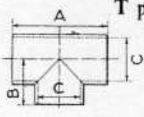

ACCESSORIES AND SPARE PARTS

MACHINED PIPES

In order to facilitate the mounting of the carburettor we stock a series of copper pipes of special sizes and diameters, a list of which will be supplied on request.

SPECIAL PARTS FOR INLET PIPES

For the more compact types of induction pipes we supply a series of parts to facilitate mounting.

PARTS FOR INDUCTION SYSTEMS.								
 Bend				 T piece			 Tube	
Diameter of Carburettor	A	B	C	A	B	C	A	B
26	20	35	29	60	30	29	29	26
30	20	40	33	70	36	33	33	30
35	20	40	38	80	40	38	38	35
40	22	45	43	86	43	43	43	40
All measurements are in millimetres.								

For each type of carburettor we supply a counterflange, a tee piece, a bend and a length of copper pipe. The first two mentioned in bronze are specially machined to be an exact fit for the corresponding length of pipe, so that solder will effect a permanent attachment.

Copper pipes are delivered in two lengths only : 12" and 20".

When ordering it is sufficient to indicate the name of the part and the diameter of the carburettor.

Example : 1 tee piece for 35 m/m carburettor.

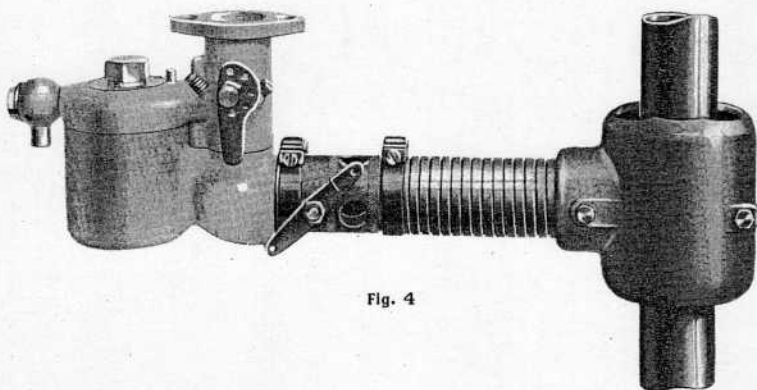


Fig. 4

HEATING

In cases where heating must be accomplished by means of an exhaust muff and hot air pipe we supply a series of muffs in four different sizes to suit various diameters of exhaust pipes.

The attachment to the carburettor can be made either by means of a direct adapting piece or a bend according to the general "lay-out" of the motor.

PETROL UNIONS AND FILTER

The Solex Carburettor is supplied with a special filter incorporated in the petrol union (Fig. 5). The swivelling union is drilled to take a 5/16" petrol pipe and we can supply on request a copper tube for this purpose.

The filter is situated on the upper part of the carburettor and is therefore always accessible, the gauze being readily dismountable for purposes of cleaning.

To adapt a filter to a carburettor already provided with an ordinary swivelling union we supply a type of filter described as "The indirect filter" which is mounted without the use of solder as per (Fig. 6).

In order to assure an adequate fuel supply it is advisable to give a minimum inclination of 10 degrees to the supply pipe between the tank and the carburettor.

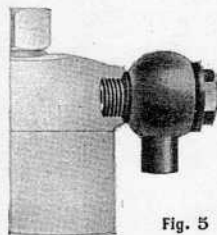


Fig. 5

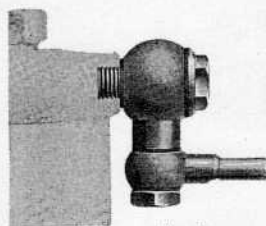


Fig. 6

COUNTERFLANGE WITH BUTTERFLY THROTTLE

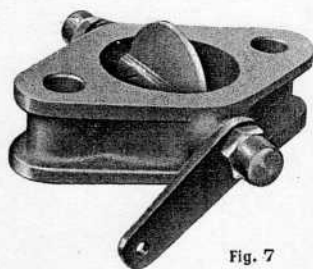


Fig. 7

For those engines which are governed it is preferable that the governor acts upon the special throttle instead of on the ordinary one which is controlled by the accelerator.

For this purpose we can supply a special flange incorporating a butterfly throttle that can be mounted between the carburettor and the induction pipe (fig.7).

This device is made for all types from 26 m/m to 46 m/m inclusive, the external dimensions being indicated in the subjoined table.

BUTTERFLY THROTTLE FLANGES

Carburettor	A	B	C	D	E	F	R
26	26	48	8,5	38	42	31	8
30	32	53	8,5	44	45,5	34,5	10
35	37	65	10,5	53	45,5	34,5	12
40	43	72	10,5	62	50	39	11
46	49	78	10,5	62	54	43	12

EASY STARTING DEVICE



Fig. 8

To ensure of easy starting we make a special strangler device which enables the air to be temporarily cut off by means of a shutter. The MH type takes the form of a special bell incorporating a shutter (Fig. 8).

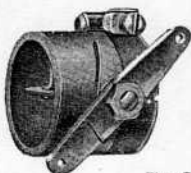


Fig. 9

The MV however, is made in two shapes: the short type (Fig. 9) which does not provide for heating, and the long type (Fig. 10) which carries in addition a hot air register.

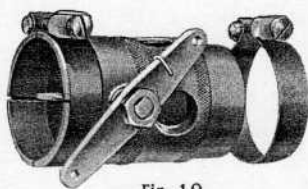


Fig. 10

These two types are fixed directly on the air intake by means of a clip joint. It will be noted that the MV type shutters can also be mounted on the MH carburettors in cases where additional heat is necessary beyond that obtained directly by conduction.

CONTROL OF THE AIR SHUTTER

To facilitate control we supply a nickel plated knob which is mounted on the instrument board of the car and acts upon the lever by means of a steel cable, the end of which is provided with a stop ring to limit its travel.

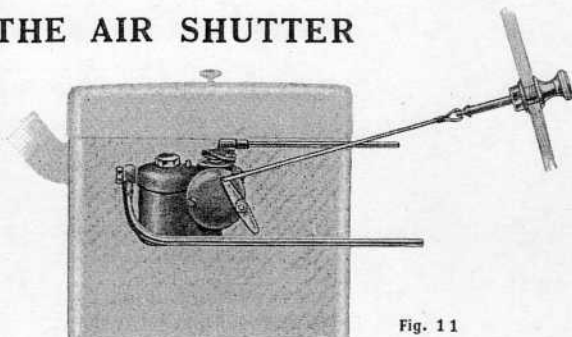


Fig. 11

SPARE PARTS

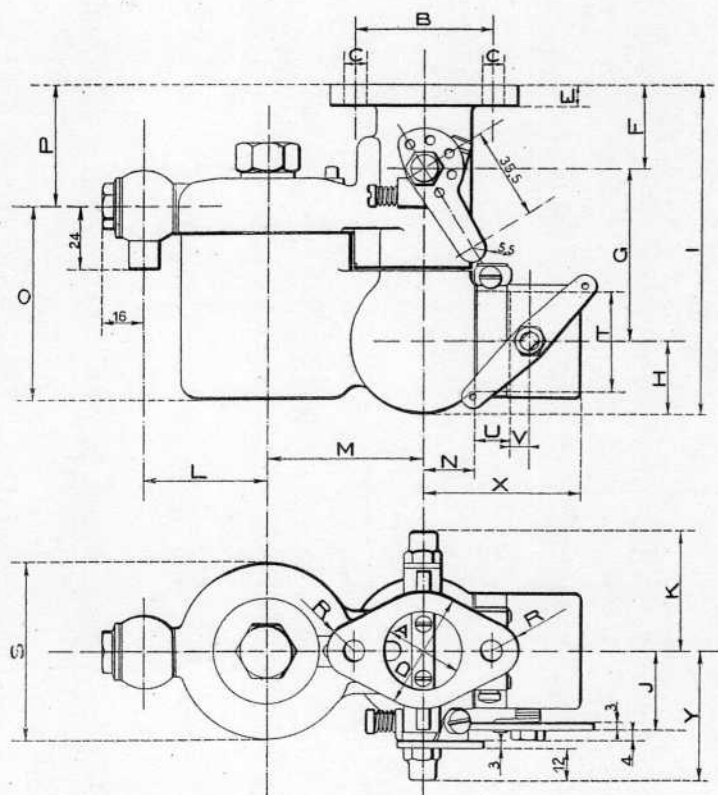
One of the characteristics of the spare parts of the SOLEX is rigorous interchangeability.

When ordering spare parts it is desirable that they are described exactly by their catalogue names, not forgetting also to specify the type and number of the carburettor, both of which will be found stamped on the outside of the float chamber, immediately under the petrol union.

SOLEX CARBURETTOR

TYPE MV

EXTERNAL DIMENSIONS

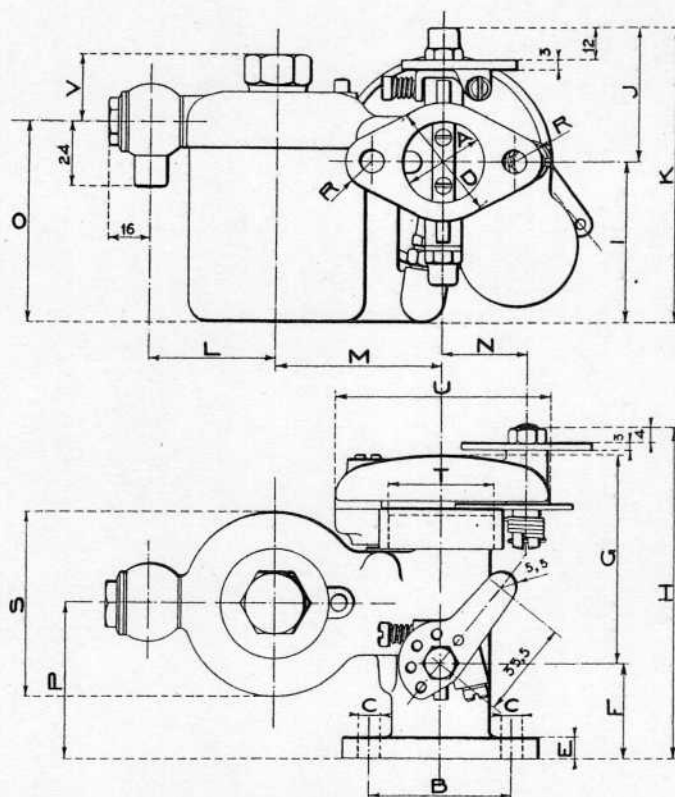


A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T	U	V	X	Y
26	48	8,5	38	6,5	28	58	24	110	29	42	43,5	54	17,5	69	38	8	58	35	12	8,5	59,5	46
30	53	8,5	44	8	35	66	27,5	128,5	31,5	45,5	47	60	20	73,5	49,5	10	68	40	12	8,5	60	49,5
35	65	10,5	53	9	37	72,5	30,5	140	34,5	45,5	50	66	24	80,5	52	12	74	46	12	8,5	67	49,5
40	72	10,5	62	10	39	80	34,5	153,5	37,5	50	50	68	26	80,5	57,5	11	74	52	12	8,5	72	54
46	78	10,5	62	11	41	105	37	183	44,5	54	50	76	32	80,5	73,5	12	74	66	14	6,5	84,5	58

SOLEX CARBURETTOR

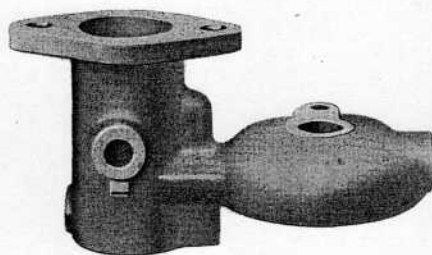
TYPE MH

EXTERNAL DIMENSIONS



A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T	U	V
26	48	8,5	38	6,5	32	59	99,5	55	46	101	43,5	51	24,5	69	45	8	58	—	66	19
30	53	8,5	44	8	35	76,5	120	59	49,5	108,5	47	62	31,5	73,5	57	10	68	40	79	25
35	65	10,5	53	9	37	80,5	125,5	63	49,5	112,5	50	66	35	80,5	57,5	12	74	46	86	25
40	72	10,5	62	10	39	84	131	63	54	117	50	69	38	80,5	62	11	74	52	92	25
46	78	10,5	62	11	41	104	154,5	64,5	58	122,5	50	69	47	80,5	65	12	74	66	120	25

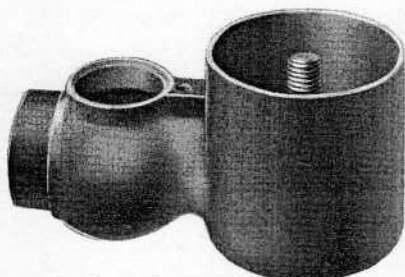
VERTICAL CARBURETTORS (M.V.)



Body of the Carburettor



Choke Tube

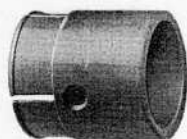


Float Chamber



Main jet cap

AIR STRANGLERS FOR VERTICAL CARBURETTORS



Body of air strangler
(without register)



Ditto with register



Air regulating sleeve



Attachment clip
for air strangler



Plain roller for clip



Screwed ditto



Screw
for clip



Attachment clip for
hot air pipe



Air shutter
spindle nut



Air shutter spindle

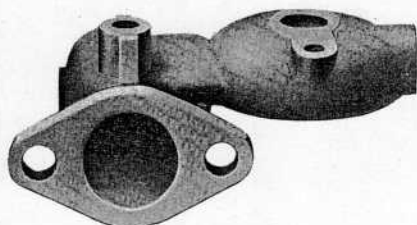


Air shutter

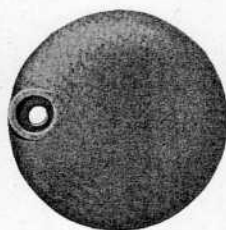


Air shutter
pull-off spring

HORIZONTAL CARBURETTORS (M.H.)



Body of Carburettor



Air bell without strangler attachment



Float Chamber



Air bell fixing screw



Main jet cap



Choke tube

The carburettor illustrated (M.H.G.) has a left hand float chamber when viewing same mounted in position. Carburettors from 26 to 30% can be supplied with the float chamber either on the right or left, but from 35% and upwards only right hand when viewed in position.

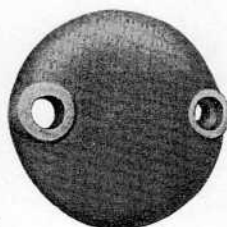
HORIZONTAL TYPE AIR STRANGLERS



Attachment clip fixing screw



Supporting collar for air bell
(for carburettors from 30% and upwards)



Strangler air bell less shutter



Shutter for same



Split pin for shutter spindle



Pull off spring for shutter



Spindle for shutter



Bush for shutter spindle



Nut for shutter spindle

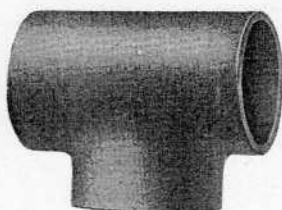
VARIOUS ACCESSORIES



Counter flange



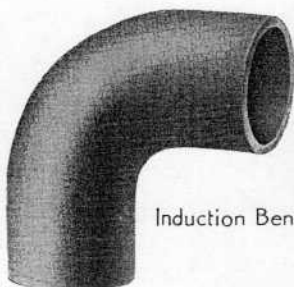
Copper tube
in 12' and 20' lengths



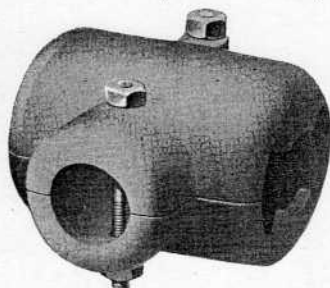
T piece



Flange washer



Induction Bend



Complete hot air muff



Hot air bend



Screw for hot
air bend



Liner for hot
air pipe



Flexible hot air pipe



Ball joint complete



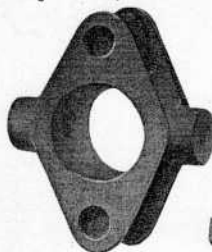
Nut and bolt for
cable fixing clip



Cable
fixing clip



Strangler operator complete



Governor flange



Governor
throttle spindle
end nut



Autovac
suction pipe
union



Autovac
suction pipe
nipple



Autovac
suction pipe
nut



Governor throttle spindle



Governor
throttle
vane



Governor
throttle lever
normal

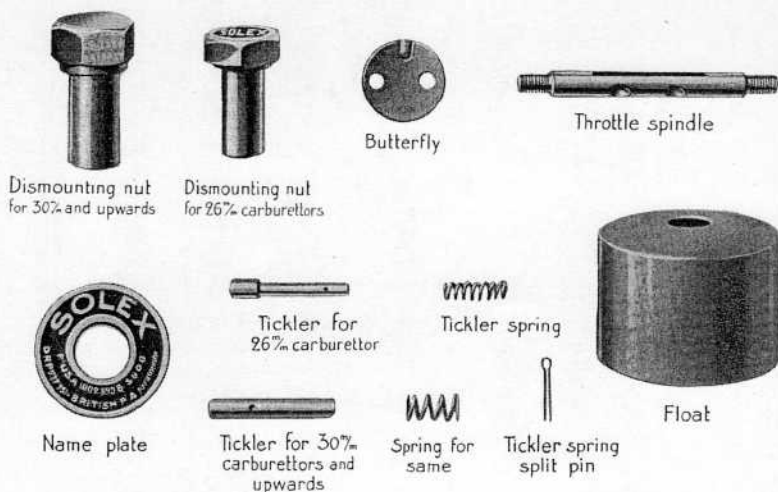


Ditto at
90 degrees
to normal

PARTS COMMON TO ALL CARBURETTORS



PARTS COMMON TO SEVERAL CARBURETTORS



"M" TYPE "SOLEX" CARBURETTOR

PRICES OF CARBURETTORS & SPARE PARTS

	SIZE OF CARBURETTORS				
	26	30	35	40	46
Complete Carburettor Horizontal or Vertical with filter and strangler..	£5.10.0	£6.10.0	£7.10.0	£8.15.0	£11.15.0
VERTICAL CARBURETTORS TYPE MV:					
Body of Carburettor complete.....	£3. 5.6	£3.19.0	£4. 8.0	£4.19.6	£6. 1.0
Throttle chamber with Float chamber top	£2. 5.0	£2.17.6	£3. 6.0	£3.16.0	£4.16.0
Float chamber with central stem less jet stand and jets.....	£1.10.0	£1.16.0	£2. 2.0	£2. 6.0	£3. 2.0
Choke Tube.....	4.6	5.6	7.6	9.0	10.6
Main Jet Cap.....	2.6	2.6	2.6	2.6	2.6
<i>Air Stranglers, Vertical Type:</i>					
Body of Air Strangler without register	9.0	9.6	10.6	18.0	£1. 0.0
Body of Air Strangler with register.	13.0	14.0	14.6	£1. 5.6	£1. 7.0
Air Register.....	4.0	4.0	4.0	8.0	8.0
Attachment Clip for air strangler or hot air pipe.....	1.0	1.0	1.0	1.0	1.0
Plain Roller or Screwed Roller for clip	1.0	1.0	1.0	1.0	1.0
Screw for Clip.....	1.0	1.0	1.0	1.0	1.0
Attachment Clip complete with screw and rollers.....	4.0	4.0	4.0	5.0	5.0
Air Shutter spindle nut.....	6	6	6	6	6
Air Shutter.....	2.0	2.0	2.0	2.6	2.6
Air Shutter spindle.....	3.0	3.0	3.0	3.0	3.0
Air Shutter pull off spring.....	1.0	1.0	1.0	1.0	1.0
Air Strangler complete with one attach- ment clip.....	18.6	19.6	£1. 0.0	£1.17.6	£2. 5.0
Air Strangler complete with Register and two attachment clips.....	£1. 2.6	£1. 3.6	£1. 4.0	£2. 1.6	£2. 9.0
HORIZONTAL CARBURETTORS TYPE MH:					
Body of Carburettor complete.....	£3. 4.0	£4. 0.0	£4. 9.6	£5. 0.6	£6. 1.0
Throttle chamber with Float chamber top	£2. 2.6	£2.18.6	£3. 7.6	£3.17.0	£4.16.0
Float chamber with central stem less jet stand and jets.....	£1. 5.0	£1.10.0	£1.14.0	£1.16.0	£2.10.0
Air Bell without strangler attachment	10.6	13.6	17.6	£1. 0.0	£1.15.0
Air Bell fixing screw.....	6	6	6	6	6
Choke Tube.....	4.6	5.6	7.6	9.0	10.6
Main Jet Cap.....	2.6	2.6	2.6	2.6	2.6
<i>Horizontal Type Air Stranglers:</i>					
Supporting collar for Air Bell.....		15.0	17.6	16.0	£1. 1.0
Attachment clip fixing screw.....		1.3	1.3	1.3	1.3
Strangler Air Bell less Shutter.....	10.0	11.0	14.0	16.0	£1. 7.0
Strangler Air Bell Shutter.....	1.6	1.9	2.0	2.6	
Split pin for Shutter spindle.....	3	3	3	3	
Pull-off spring for Shutter spindle.	1.0	1.0	1.0	1.0	1.0
Spindle for Shutter.....	3.0	3.0	3.6	4.0	5.0
Bush for Shutter spindle.....	1.0	1.0	1.0	1.0	
Nut for Shutter spindle.....	6	6	6	6	
Air Strangler complete.....	18.6	19.6	£1. 0.0	£1.17.6	£2. 5.0
Parts common to various Carburetors:					
Butterfly.....	5.6	6.0	6.0	7.0	8.0
Throttle Spindle.....	5.6	6.0	6.6	7.0	7.6
Butterfly Throttle complete with all parts.....	12.0	13.0	13.6	15.0	16.6

The 26 MH Carburettor (Horizontal type) is never delivered without air strangler.

"M" TYPE "SOLEX" CARBURETTOR

PRICES OF CARBURETTORS & SPARE PARTS

VARIOUS ACCESSORIES	SIZE OF CARBURETTORS				
	26	30	35	40	46
Counterflange with washer and two bolts	6.0	6.0	6.6	7.6	8.6
Flange bolt	6	6	9	9	9
Flange washer	1.0	1.0	1.6	1.6	1.6
Copper tube length 12"	7.0	7.6	12.6	14.0	
Copper tube length 20"	13.6	14.6	£1. 0.0	£1. 2.0	
"T" piece	7.6	8.6	12.6	14.0	
Induction Bend	7.6	8.6	12.6	15.0	
Hot Air Bend with screw	9.0	10.6	12.0	13.0	16.6
Screw for Hot Air Bend	1.0	1.0	1.0	1.0	1.0
Liner for Hot Air Pipe	2.9	3.0	3.6	4.0	4.6
Hot Air Bend with screw and liner	12.9	14.6	16.6	18.0	£1. 2.0
Flexible Hot Air Pipe, per foot	2.6	2.6	3.0	3.0	3.6
Ball Joint	2.6	2.6	2.6	2.6	2.6
Cable fixing clip	1.0	1.0	1.0	1.0	1.0
Strangler operator complete	7.6	7.6	7.6	7.6	7.6
Autovac Union complete with nipple & nut	2.0	2.0	2.0	2.0	2.0
Governor flange complete with lever, two washers & two bolts	£1. 12.0	£1. 15.0	£1. 17.6	£2. 2.6	
Bolt for above	9	1.0	1.0	1.6	
Body of Governor flange	15.0	16.0	18.0	£1. 2.6	
Governor throttle spindle	8.0	9.0	9.6	10.6	
Governor throttle spindle end nut	1.6	1.6	1.6	1.6	
Governor throttle vane	5.0	6.0	6.6	7.0	
Governor throttle lever, normal or at 90 degrees	1.6	1.6	1.6	1.6	
Complete Hot Air Muffs	No 1 Diameter of Exhaust Pipe 22 to 28 $\frac{31}{32}$ "	No 2 Diameter of Exhaust Pipe 26 to 40 $\frac{31}{32}$ "	No 3 Diameter of Exhaust Pipe 38 to 48 $\frac{31}{32}$ "	No 4 Diameter of Exhaust Pipe 46 to 58 $\frac{31}{32}$ "	
	6.0	8.0	10.0	12.0	

PARTS COMMON TO ALL CARBURETTORS

Main Jet "G"	2.0	Throttle spindle end nut	1.0
Auxiliary Jet "g"	1.6	Throttle spindle distance washer	3
Main Jet Carrier	4.6	Butterfly fixing screw	6
Main Jet Carrier washer	3	Choke Tube retaining screw	6
Jet Stand with cap and washer	7.3	Strangler operating lever	1.3
Needle Valve complete with washer	5.3	Petrol supply union complete with filter comprising the five parts below	8.3
Needle Valve seating washer	3	Swivelling Filter union nut	2.6
Slow running adjustment screw	11	Large Filter washer	3
Spring for above	9	Filter Gauze	1.3
Abutment Plate	2.6	Swivelling Filter union	4.0
Throttle Lever	1.3	Small Filter washer	3
Throttle opening limit screw with spring washer	1.7		

PARTS COMMON TO VARIOUS CARBURETTORS

Dismounting nut for 26 $\frac{31}{32}$ "	6.0	Float 33 grammes for 26 $\frac{31}{32}$ "	5.0
Dismounting nut for 30, 35, 40, 46 $\frac{31}{32}$ "	6.0	Float 42 or 47 grammes for 30 $\frac{31}{32}$ "	5.0
Name plate for 30, 35, 40 & 46 $\frac{31}{32}$ "	6	Float 64 to 70 grammes for 35, 40 or 46 $\frac{31}{32}$ "	6.0
Tickler with split pin & spring 26 $\frac{31}{32}$ "	6	Copper Tube 6x8 $\frac{31}{32}$ " for petrol supply per ft.	1.6
Tickler with split pin for 30, 35, 40 & 46 $\frac{31}{32}$ "	6	Cable for strangler control per yard	6

SPECIAL "SOLEX" FOR "FORD" CARS

For spare part prices, see separate list, which we will be pleased to supply on request.

