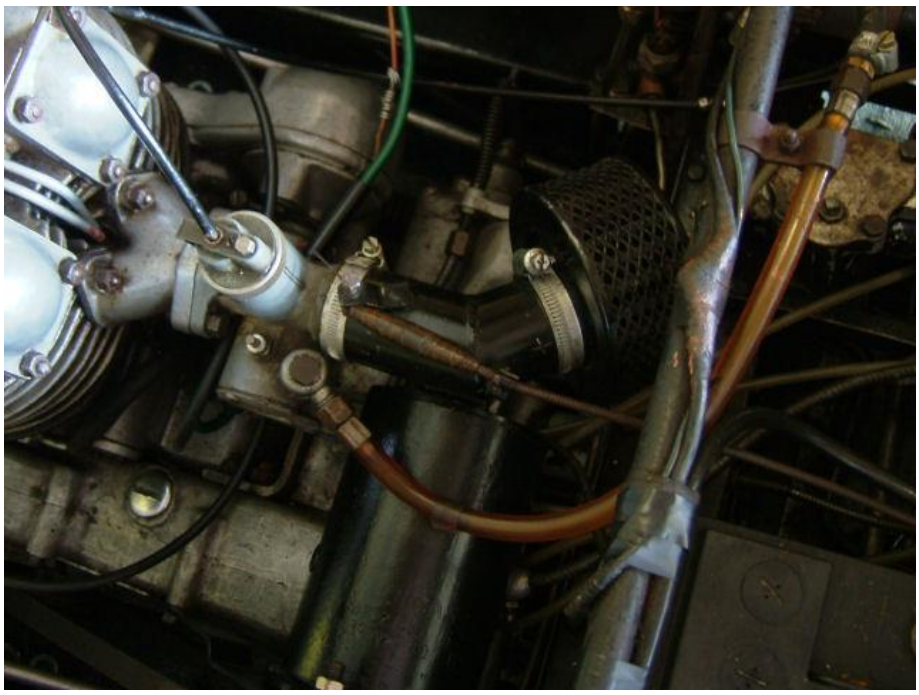
Pull on Choke

This my own solutions, a short manifold with a butterfly valve choke



Berkeley Cars manufactured it own Air Intake “Choke” system

Photos are supposedly from an original B95 car



Amal Monoblock with Air filter manifold and Choke on original B95 car



Butterfly valve inside and lever and cable connection on the outside

MY CARBURETOR "PULL ON" CHOKE



The choke knob is between Ammeter and Fuel Gauge

Carburettor

I did every thing to the old Carburettor but nothing I did made the engine run better.

After Investing in a Brand New 24mm Carburettor from the manufacturer, Burlen Fuel

The engine ran so much better.

It was as though it was a new car.

Amal listed for Berkeley 700 cc cars

TT10TT9 1 3/16 Inch B105. Expensive and can now be purchased new.

Was later replaced with Monoblock type.

376/229 1 1/16 Inch Monoblock for the B95

This is the 24mm Carburettor I purchased new.

That said Amal for Royal Enfield bikes offered the 376 in twin carb form with a chopped float bowl on one side.

The bigger Amal 389 1 1/8 inch Monoblock

The even bigger Amal 389 a 1 3/16 inch Monoblock. All fit and often they find there way back onto cars.

BERKELEY B95 B105 EXHAUST SYSTEM

So few cars were made and as the exhaust can and will go rusty and get replaced its hard to know just now what it was like and how it was fitted.

We do know the front end was similar to that of the Constellation Super and Meteor 700 cc twin motor cycles. In most cases a Siamese two into one arrangement with it's down pipe that passed under the engine on the oil filler side.

That is apart from perhaps ten or so that were supplied late on or about the time of factory the closure , from Mantels Garage that had the Siamese two into one arrangement passing under the Clutch Case side .

The reason for this now perhaps is lost in time.

The rear section of the punt floor had a cut out to allow the rear silencer to partly fit up inside.

A dish shaped GRP infill panel is riveted on the floor over the hole to keep water out.

This was on the right hand side in all cases apart from the few cars that Mantels sold.

The GRP Dish shaped infill in the rear end allowed the Oval silencer to sit up into the floor .This allowed the long exhaust pipe from the engine, running front to back, to be almost touching the floor, maximising the ground clearance and it was completely unsupported from the rear all the way up to the Siamese down pipe.

The engine is sat on three rubber mounts, there fore nothing more is required at that end, and it all vibrates together.