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**Support Bulletin Board:** [www.ginettaheritage.co.uk/phpbb/](http://www.ginettaheritage.co.uk/phpbb/)

## G15/Imp Carburetor Jetting

Carburetor	CC	Cam	Setting Needle/Spring
Single 125 CD	875	Std	6K/neutral
Single and Twin 125 CD	875	Sport	6K/Blue
Twin 125 CD	875	Std	6L/Blue
Twin 125 CD	998	Sport	6S/Blue
Twin 125 CD	998	R17	6F/Red
Twin 150 CD	998	Sport	6F/Blue
Twin 150 CD	998	R17	6F/Red
Twin 1 1/4 SU	875	Sport	No 1/Red
Twin 1 1/2 SU	998	Sport	No 7/Red
28/36 (Southern Carbs)	875	Sport	Primary: Choke 21, main 110/115, air 220, idle 45, pump 50 Secondary: Choke 23, main 120, air 200, idle 55
28//36	875	Sport	Primary: Choke 21, main 105, air 220, idle 50, Pump 50 Secondary: Choke 22, main 110, air 220, idle 55
28/36	875	Sport	Primary: choke 21, Aux vent 4.5, Main 105, Air 220, Em. tube F30, Pump jet 45 Secondary: choke 22, Aux vent 4.5, Main 105, Air 220, Em tube F30, Pump jet 50 Needle 150
28/36	875	Sport	Primary: choke 22, main 107, Air 200, idle 45, tube F30 Secondary: choke 24, main 110, air 230, idle 50, tube F30
28/36 Bill Rosten	998	R17	Primary: choke 22, aux. vent, main 110, Air 220, Em tube F30, idle 45 Secondary: choke 23, main 125, air 230, idle 50, F30 em tube, pump 55, return 50

<b>Twin 40 Settings</b>									
<b>User</b>	<b>CC</b>	<b>cam</b>	<b>Main</b>	<b>Air</b>	<b>Tube</b>	<b>Choke</b>	<b>Pump</b>	<b>Idle</b>	<b>Return</b>
Dawson	998	R17R20	115	160	F15	30	35	45F9	55
Dawson	998	R23	130	180	F16	32	40	45F9	55
Carter	?	?	110	180	F16	29	40	45F9	50
Carter	?	?	125/130	185/190	F16	32	30/35	45F9	45/50
M.A.S.	?	?	110/115	180	F16	29	35	45F9	40
James	930	R17	105	180	F16	28	35	45F9	45
Mine	1040	R20	127	170	A04	30.5	45	0.53	?
LN	998	RP3	130	200	7772.6	32	33	50	
LN	998	R22	135	185	7772.6	32	33	50	
Aart VS 91 octane NGK 8 projected nose	875 or 1040	Sport	102/110	200	7772.6	30		50	
Roy	998	R21	110		F16	30	35	45F9	
Roy II	998	R22	135	165		30	35	45F9	
Vince Wells	1120	R23	125	190	F16	32	40	50F2	
Larton	998	R23	120	250					
Banham	998	R17	135	150	F16				
Richardson	875	BP285	105	170	F16	28	35	45F11	100F5
Martin	998	R17	115	180	F16	30	35	45F9	
Sambrook	998	R22	115	160	F15	30	35	45F9	

- ☞ Bigger air = weaker
- ☞ Bigger bleed controls duration of pump as well as stroke of piston
- ☞ F11 early Lotus tube used with 220 AC
- ☞ F15 seems richer than F16
- ☞ Main jet affects richness across the range
- ☞ Air corrector trims the top of the curve
- ☞ A flat spot up to even 3000 rpm can be remedied by the idle jet especially when using big chokes