

BING CONSTANT DEPRESSION CARBURETOR

CD a/k/a CV

MODEL	CARB#	TYPE	SLIDE	MAIN	NEEDLE	JET	ATOM-	IDLE	THROTTLE		FLOAT	CLIP	IDLE MIX	START VALVE	
				JET	JET	NEEDLE	IZER	JET	VALVE	SHAFT	BOWL	POS.	SETTING	RIGHT	LEFT
	64/32/1&2	64	950	140	2.73	241	590	45	850	433	60	3	1.5	831	832
R75/5	64/32/3&4	64	950	140	2.73	241	590	45	850	433	60	3	1.5	831	832
R75/5	64/32/9&10	64	951	135	2.70	241	590	45	850	433	60	3	0.75	831	832
R90/6	64/32/11&12	64	952	150	2.68	241	591	45	850	433	60	2	1	831	832
R75/6	64/32/13&14	64	952	145	2.66	241	591	50	850	433	60	3	0.5	831	832
R100/7	64/32/19&20	64	952	150	2.68	241	591	50	850	433	70	3	1	831	832
R45N	64/26/201&202	64-2	911-72	118	2.66	241	624	45	850	433	60	2	0.5	831	832
R45S	64/28/201&202	64-2	911-26	123	2.66	241	623	45	850	433	60	2	0.5	831	832
R80	64/32/201&202	64-2	911-24	145	2.66	241	591	50	850	433	60	3	0.5	831	832
R65US	64/32/203&204	64-2	911-24	140	2.66	241	591	45	851	433	60	2	0.5	831	832
R100/7	64/32/219&220	64-2	911-64	150	2.68	241	591	50	850	433	70	3	1	831	832
R80US	64/32/221&222	64-2	911-24	145	2.66	241	591	45	850	433	70	2	0.5	831	832
R100/7	64/32/223&224	64-2	911-64	145	2.66	241	591	45	850	433	70	2	0.5	831	832
R65US	64/32/2030 & 40	64-2	911-24	140	2.66	241	591	45	850	433	60	3	0.5	831	832
R90/6	64/32/211&212	64-2	911-64	150	2.68	241	591	45	850	433	60	2	1	831	832
R45N	64/26/301&302	64-3	906-2	118	2.66	241	624	45	850	433	60	2	0.5	Assembly Only	
R45N	64/26/303&304	64-3	906-2	98	2.66	241	624	45	850	433	60	2	0.5	861	860
R80GS	64/26/315&316	64-3	907-6	105	2.64	241	624	40	851	433	66	2	0.5	861	860
R65	64/26/317&318	64-3	907-6	102	2.64	241	624	45	850	433	66	2	0.5	861	860
R45	64/28/301&302	64-3	906-1	123	2.66	241	591	45	850	433	60	2	0.5	923	924
R45S	64/28/303&304	64-3	906-3	105	2.66	241	591	45	850	433	60	2	0.5	861	860
R80	64/32/301&302	64-3	906-1	145	2.66	241	591	50	850	433	60	3	0.5	923	924
R65US	64/32/303&304	64-3	906-3	145	2.66	241	591	45	851	433	60	3	0.5	861	860
R80	64/32/305&306	64-3	906-1	145	2.64	241	591	45	850	433	60	4	0.5	861	860
R65	64/32/307&308	64-3	906-1	145	2.64	241	591	45	850	433	60	4	0.5	861	860
R90/6	64/32/311&312	64-3	907-3	150	2.68	251	591	45	850	433	66	2	1	861	860
R75/6	64/32/313&314	64-3	906-3	145	2.66	241	591	50	850	433	66	3	0.5	861	860
R80/7	64/32/321&322	64-3	906-3	150	2.66	241	591	45	851	433	60	3	0.5	861	860
R80	64/32/323&324	64-3	906-1	150	2.66	241	591	40	851	433	60	3	0.5	861	860
R65	64/32/325&326	64-3	906-1	145	2.66	241	591	40	851	433	60	3	0.5	861	860
R65LS	64/32/335&336	64-3	907-1	138	2.64	251	591	45	851	433	66	3	0.5	861	860
R65	64/32/347&348	64-3	907-1	138	2.64	251	591	45	850	433	66	3	0.5	861	860
R80	64/32/349&350	64-3	907-3	135	2.68	251	591	45	850	433	66	3	0.5	861	860
R80ST	64/32/351&352	64-3	907-3	135	2.66	251	591	45	851	433	66	3	0.5	861	860
R80	64/32/353&354	64-3	907-3	135	2.68	251	591	45	850	433	66	3	0.5	861	860
R80GS/R100GS	64/32/357&358	64-3	907-3	135	2.66	251	591	45	851	433	66	3	0.5	861	860
R65RT	64/32/359&360	64-3	907-1	130	2.66	251	591	45	850	433	66	3	0.5	861	860
RG5RT	64/32/361&362	64-3	907-1	130	2.66	251	591	40	851	433	66	3	0.5	861	860
	64/32/363&364	64-3	907-3	135	2.66	251	591	45	851	433	66	3	0.5	861	832
	64/32/367&368	64-3	907-3	135	2.68	251	591	45	850	433	66	3	0.5	861	832
	64/32/369&370	64-3	907-3	135	2.66	251	591	45	851	433	66	3	0.5	861	832
R65	64/32/3030 & 40	64-3	906-1	140	2.66	241	591	45	850	433	60	3	0.5	923	924
R100S	94/40/103&104	94	910	170	2.66	341	591	45	856	434	80	3	1.25	923	924
R100RS	94/40/105&106	94	910	170	2.68	341	591	45	856	434	80	2	1.25	923	924
R100S,R100RT	94/40/107&108	94	910	160	2.64	341	591	45	856	434	80	2	1.25	861	860
R100US	94/40/109&110	94	910	165	2.66	341	591	45	856	434	80	2	1.25	861	860
R100S	94/40/11&112	94	910	160	2.66	341	591	45	856	434	80	3	1.25	861	860
R100US,RS	94/40/113&114	94	910	160	2.66	341	591	45	856	434	80	2	1.25	861	860
R100	94/40/123&124	94	913	160	2.66	371	591	45	856	434	80	2	1.25	831	832
R100	94/40/125&126	94	912	150	2.66	341	591	45	856	434	80	3	1.25	831	832

NOTE: Some of the late model R100 Carbs were jetted lean to conform with emission standards.

A very lean condition will be indicated by a ping at highway speeds which can cause damage to pistons and valves.