

1922

AJS

Motor Cycles

1922 IMPROVEMENTS.

7 h.p. Model.

Many refinements have been effected on the machine, amongst which are the following:-- Shock Absorber to Engine Shaft; larger diameter Exhaust Pipes, with externally threaded unions for the locking nuts, making removal much easier; and improved Front Mudguarding.

On the Sidecar, attention will be directed to the re-designed chassis, the robust construction and mechanical excellence of which will be evident upon inspection. We are also marketing a two-seater Sidecar body, which is illustrated in this list, and as a means of conveying two passengers has, under exhaustive tests, proved to be ideal. We are, for this season, fitting the Lucas "Magdyno" for Electric Lighting.

As in previous years, we have no hesitation in claiming the 1922 A.J.S. 7 h.p. Combination to be the Best of its class, and no pains have been spared on our part to substantiate this statement.

2½ h.p. Model.

The 1922 2½ h.p. machine has been entirely re-designed and embodies the very latest practice in efficiency, from recent experience, gained by us on road and track.

The New Model still retains those features which made the previous Lightweight A.J.S. so popular. It will therefore make a strong appeal to the rider who requires a handy, comfortable, go-anywhere machine, capable of hard work, high speed and unfailing service.

TWO SPORTING MODELS.

In addition to the Standard Touring Model we have introduced Two Special 2½ h.p. Machines, viz., a Standard Sporting Model and a Stripped Sporting Model. In the case of the Standard Sporting Model the general equipment is similar to the Standard Touring Machine, but "T.T." Pattern Handlebars are substituted in place of the Touring Type and Footrests in lieu of Footboards, together with Long Exhaust Pipe and Expansion Chamber in lieu of the standard Silencer and Tail Pipe.

The Stripped Sporting Model conforms more closely to "Tourist Trophy" Specification, having no Side Valences to Front Mudguards, no Kick-Starter, and lighter Chain Guards.

The build of the 1922 2½ h.p. A.J.S. is most attractive. It is "Racy" in appearance, and the saddle position being exceptionally low, affords comfort and stability at speed.

These Models have not been built to a price or a weight, but to an Ideal, and the result will, we feel sure, add to the already high reputation of the A.J.S. productions.

A J STEVENS & CO. (1914) LTD.
WOLVERHAMPTON,
March, 1922

FOREWORD.

THE superiority of design and construction of the A.J.S. Motor Cycle is admitted by all. This was abundantly proved by our Successes in the Tourist Trophy Races, the great Reliability Trials, Competitions, Speed Events, and Brooklands Meetings during last season. It is impossible, in this brief introduction, to give a complete list of the many Successes, but a few of outstanding merit are detailed on page 20.

OUR T.T. SUCCESSES.

The wonderful performance of the $2\frac{3}{4}$ h.p. A.J.S. in the 1921 Tourist Trophy Races in the Isle of Man stamped this machine as the most remarkable Motor Cycle of the year. Not only did the $2\frac{3}{4}$ h.p. A.J.S. win the Junior Race for the third time in succession, but it succeeded also in winning the Senior Race from the pick of the World's finest $3\frac{1}{2}$ h.p. Motor Cycles. Thus, two records were broken by the A.J.S.

The honour of Winning both Events in the same Year, by the same firm, fell to the A.J.S., and this dual Success stands as an achievement unlikely to be repeated for many years to come.

Such a performance proved indisputably that our claims to super-efficiency and reliability were justified.

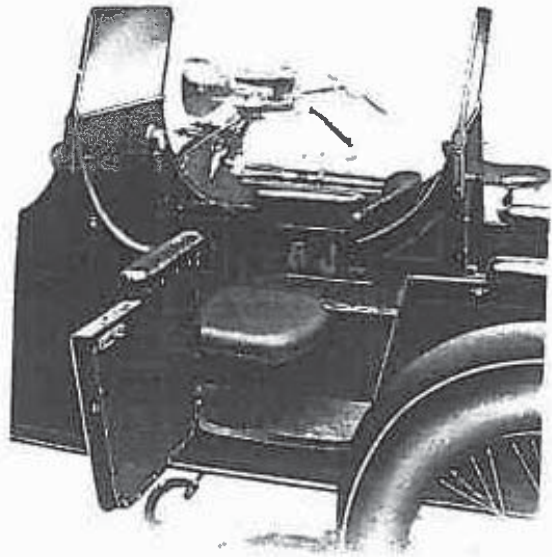
EFFECTS OF TRIALS AND COMPETITIONS ON DESIGN.

Our policy in entering the Tourist Trophy Races, Reliability Trials, Speed Events, etc., is partly to show the World the capabilities of our designers, engineers and workpeople, but mainly that our Experimental Department can obtain the knowledge gained from such events, which enables us to give to the public Motor Cycles as nearly perfect in design, material, and construction as is possible. As proof of our statement we cite the following examples:—

One of our brand new 1922 $2\frac{3}{4}$ h.p. Standard Sporting Models was taken to Brooklands on October 28th, 1921. Fully equipped and in every way standard, as supplied to the public, it was officially timed to lap the Brooklands Track at 62.47 m.p.h.

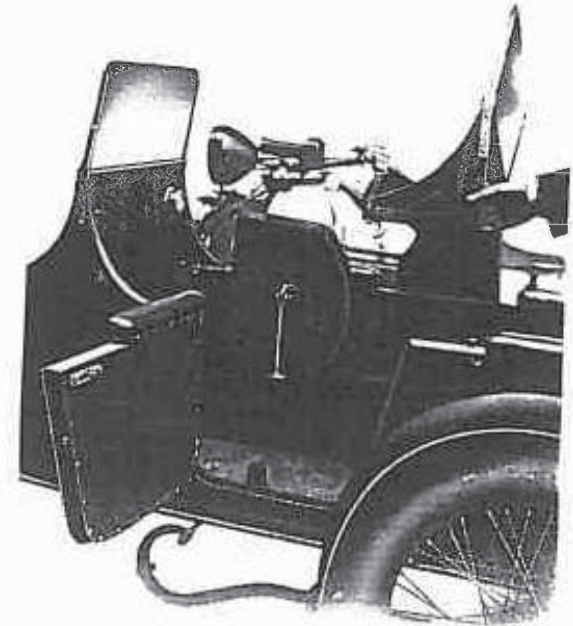
In the A.C.U. Trial for Stock Machines two A.J.S. 7 h.p. Outfits were awarded two special Certificates of Merit for their performances. This is conclusive evidence as to the effect of Trials and Competitions on standard production, at least as far as A.J.S. machines are concerned.

The A.J.S. Double-Seater Sidecar.

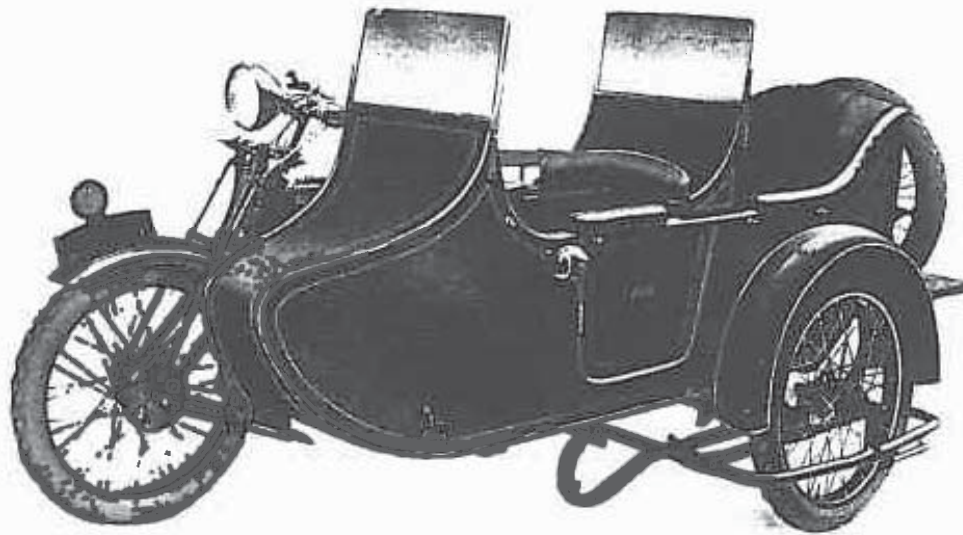


Showing extra Seat in position

In response to repeated enquiries and requests for a sidecar to carry two persons, we have decided to market a special body capable of accommodating two passengers. This is illustrated herewith. In general appearance it bears a strong resemblance to our single-seater, and it will be readily agreed that the fitting of the extra seat has been effected without sacrifice of appearance. The extra seat is placed in front and is a permanent fitting being hinged to the right hand side of the body so that it can be folded back when entrance is being made. When seated the passenger has



Showing Seat folded back and the dash raised



Double Seated Sidecar

ample room, and the back rest is formed by the front portion of the dash of the rear seat which is shaped and padded. It makes an ideal seat and is very comfortable. A glass screen is fitted in front in the ordinary way. Access to either front or rear is gained via a single door by lifting up the dash of the rear seat as depicted in one of the illustrations.

The double-seater body has been extensively tested and we can confidently recommend it.

The body is shown on our 1922 chassis but can also be fitted quite easily to our earlier type of chassis, the only alteration being that a full four-leaf spring is employed in lieu of the three-leaf spring used on the single-seater.

The overall length is 6ft. 6in.

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A.J.S. 7 h.p. Passenger Machine. Three-Speed Countershaft Gear.

MODEL D. SPECIFICATION

MOTOR CYCLE.

ENGINE. Twin Cylinder (74 x 93 m.m. Bore and Stroke, 799'958 c.c. capacity). Cylinders set at 50°. Fitted with Detachable Heads Roller Bearings to Big Ends of Connecting Rods Shock Absorber to Engine Shaft Large interchangeable mechanically operated Valves. Adjustable Valve Tappets Large efficient Silencer.

CARBURETTER. A.M.A.C. Multiple Jet.

FRAME. Scientifically constructed of straight tubing throughout

TANK. Saddle pattern. Supported from below on brazed on brackets. The upper surface is not traversed by the top tube, so can easily be cleaned. The rear end is dropped to permit of a low saddle position. Fitted with Large Fillers for Petrol and Oil - and Petrol Injectors to Cylinders Capacity - Petrol, 24 gallons, oil, 1 quart.

LUBRICATION Best & Lloyd, Semi automatic Hand Pump

IGNITION. Thomson Bennett Magneto, Model A.C.V., enclosed type. Mounted in front of Engine. Driven by chain Handlebar control Vernier Timing Adjustment.

CHAINS "Hans Renold" extra strong Motor Cycle Chain $\frac{1}{2}$ in pitch x $\frac{3}{4}$ in wide.

CHAIN CASES Weatherproof, entirely enclosing chains. Inspection can be effected through lift up doors on front and rear portions of case. The Back Wheel, Clutch parts, Kick Starter, and front and rear chain can be removed without dismantling the chain case.

STANDS Fitted to both wheels. The Rear Stand is our patent design, which does away with the fatiguing process of lifting the dead weight of the machine on to the stand. This is done by a Lever which renders the jacking up of the motor cycle a matter of perfect ease

CARRIER Steel tube, oxy-acetylene welded. Fitted with Pannier Bag with steel outer cases.

TOOLS. A Tool Roll with full kit of best quality Tools is provided.

FORKS. "Brampton" Patent "Biflex," built to our special instructions. This Fork absorbs both vertical and horizontal shocks, and all links are adjustable for side-play.

SIDECAR.

BODY. Constructed of steel panelling. Beautifully upholstered. Seat and back fitted with springs. The standard equipment includes Storm-Proof Apron, Wind Screen, Sidecar Stand and Lamp Bracket. Ample room under seat for spare tin of petrol and oil

CHASSIS. Special underslung type, the design of which enables a very spacious body to be fitted. Ground clearance, full 6 in

WHEEL. Instantly detachable and interchangeable with wheels of Motor Cycle.

WHEELS AJS Patent. Both wheels are interchangeable and can be detached instantly. To take out the rear wheel it is not necessary to disturb the chain case, chain sprocket or mudguard. Wheels are fitted with flat base rims

SADDLE. The new Brooks B 600 laminated leaf spring, anti vibratory Large l'an Seat

BRAKES. Back and Front internal expanding pattern. Extremely powerful and smooth acting. Back operated by Foot Pedal on left hand side of machine. Front by Pedal on right hand side.

FOOT BOARDS Protected design, with deep Rubber Tread and Heel Rest, made entirely of rubber. They are placed so that the feet assume a natural and comfortable position

GEAR BOX Our renowned Three-speed Bottom Bracket Gear. Ball Bearings throughout. Operation by our Patent Gate Change speed Lever. Gear Ratios, 5, 9, 16 to 1.

STARTING. Improved design "Kick-down" Starter, entirely enclosed mechanism. The Engine can be easily started without leaving the saddle and with back wheel on the ground

CLUTCH. Patent Multiple Plate. With Cork Insets. Hand controlled by Lever on left Handlebar. THE CORRECT POSITION.

MUDGUARDS The Front Mudguard is of special design, giving perfect protection in the worst weather. Back guard is 7 in wide.

TYRES Back and Front fitted with 700 x 80 m.m. Heavy Non-Skid Dunlop Tyres.

FINISH. Finest Black Enamel, four coats, on special Rust Preventative process, including the Handle-bars. Only a few special parts are heavily Nickel Plated, the greater part of machine being enamelled to save cleaning. Tank Black, artistically lined in gold

MEASUREMENTS- WHEELBASE, 4 ft. 9in. WEIGHT, approx. 336 lbs. GROUND CLEARANCE 6 in.

REGISTRATION PLATES. Fitted ready for painting.

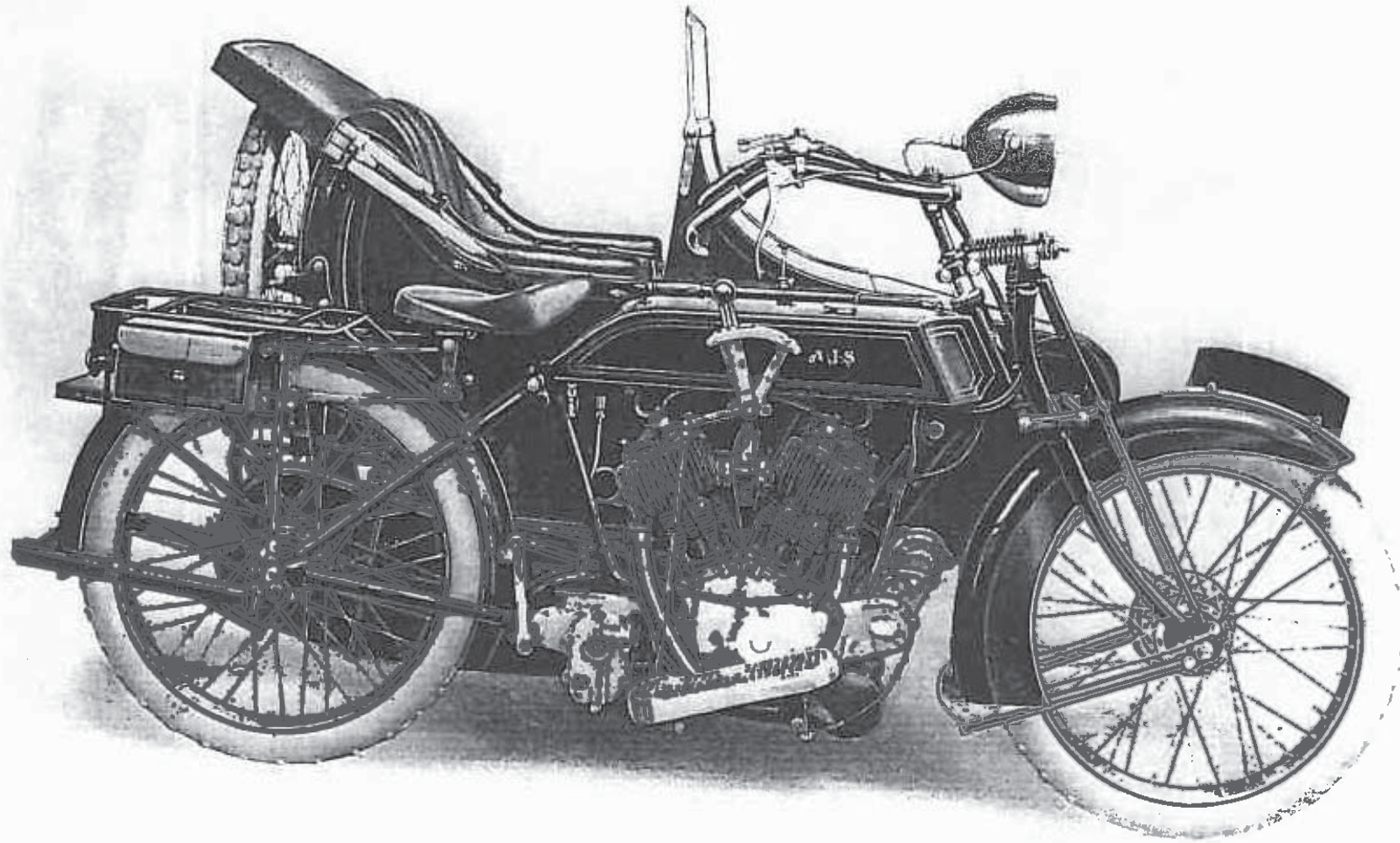
TYRE. 700 x 80 m.m. Heavy "Dunlop" Non-Skid.

MUDGUARD. 5 in. wide and fitted with Side-Shield, completely protecting the passenger against mud and dust.

LUGGAGE CARRIER. Strongly made of metal. Very spacious, and is integral with the body. The luggage carrier is insulated from road shocks exactly the same as passenger.

COLOUR. Our standard colour is Black, from which no deviation can be made.

(We reserve the right to modify or deviate from the above Specification given without notice.)



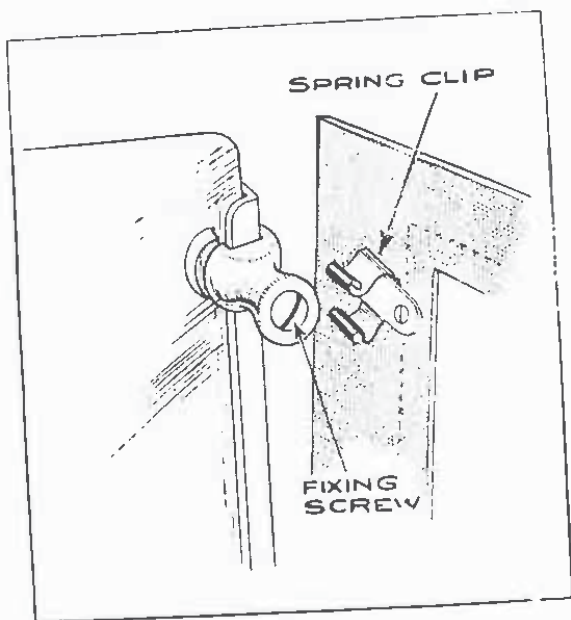
MODEL "D" A.J.S. 7 h.p. Passenger Combination
Fitted with "Lucas" Electric Lighting Set, and Hood.

The A.J.S. Side Screen.

The Side Screen is a very necessary fitment to a Sidecar outfit, when the driver of which is at all considerate of his passenger's comfort

It completely wards off the strong current of air or draught, which ordinarily is diverted into the Sidecar by the machine and the driver.

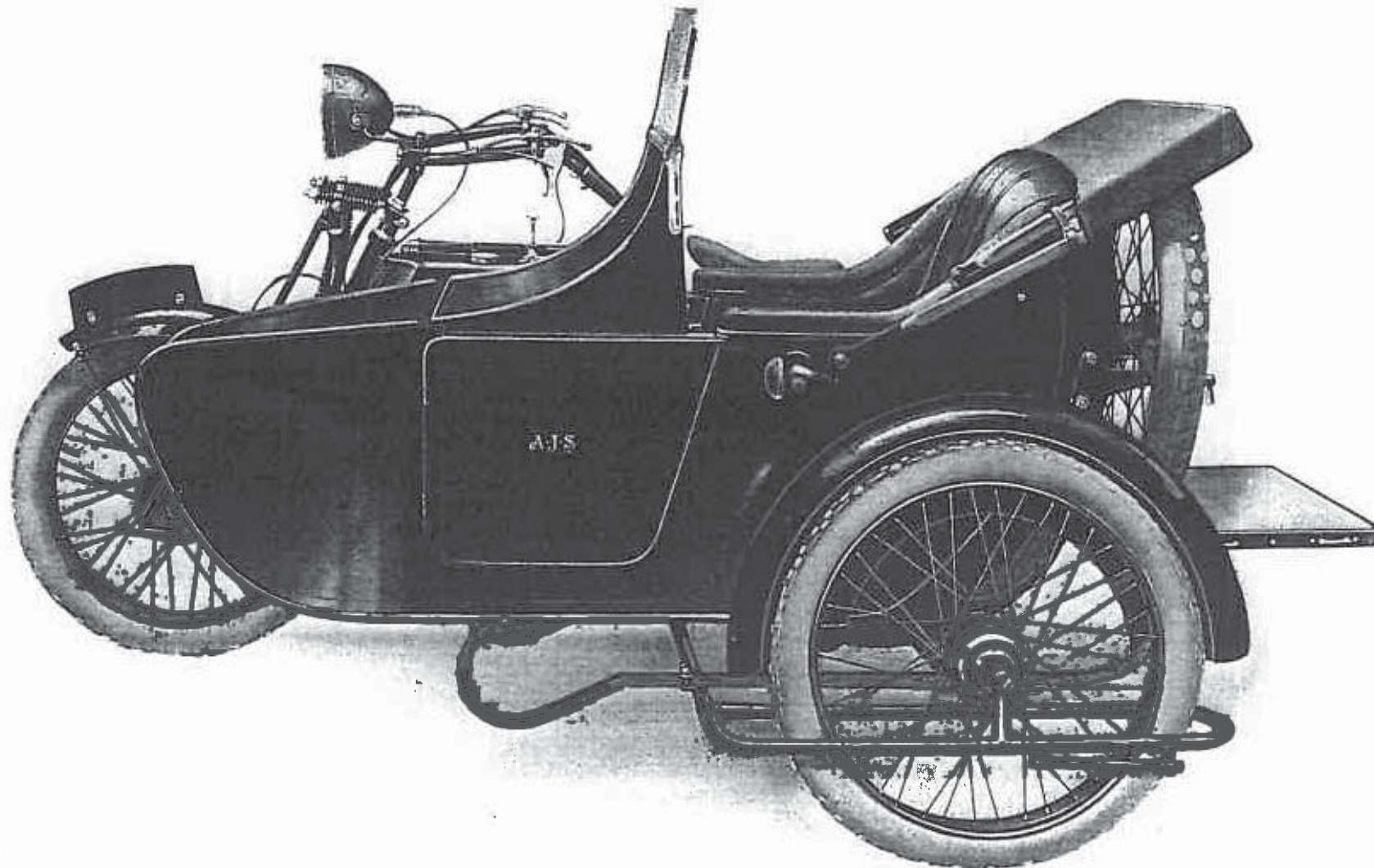
The accompanying illustrations show the position in which the side screen is fitted to the sidecar body and the method of fixing to the glass windscreen



The side screen is very durable and of really neat appearance, the framework surrounding the celluloid screen being constructed of spring steel strips covered with black "Levine" leather.

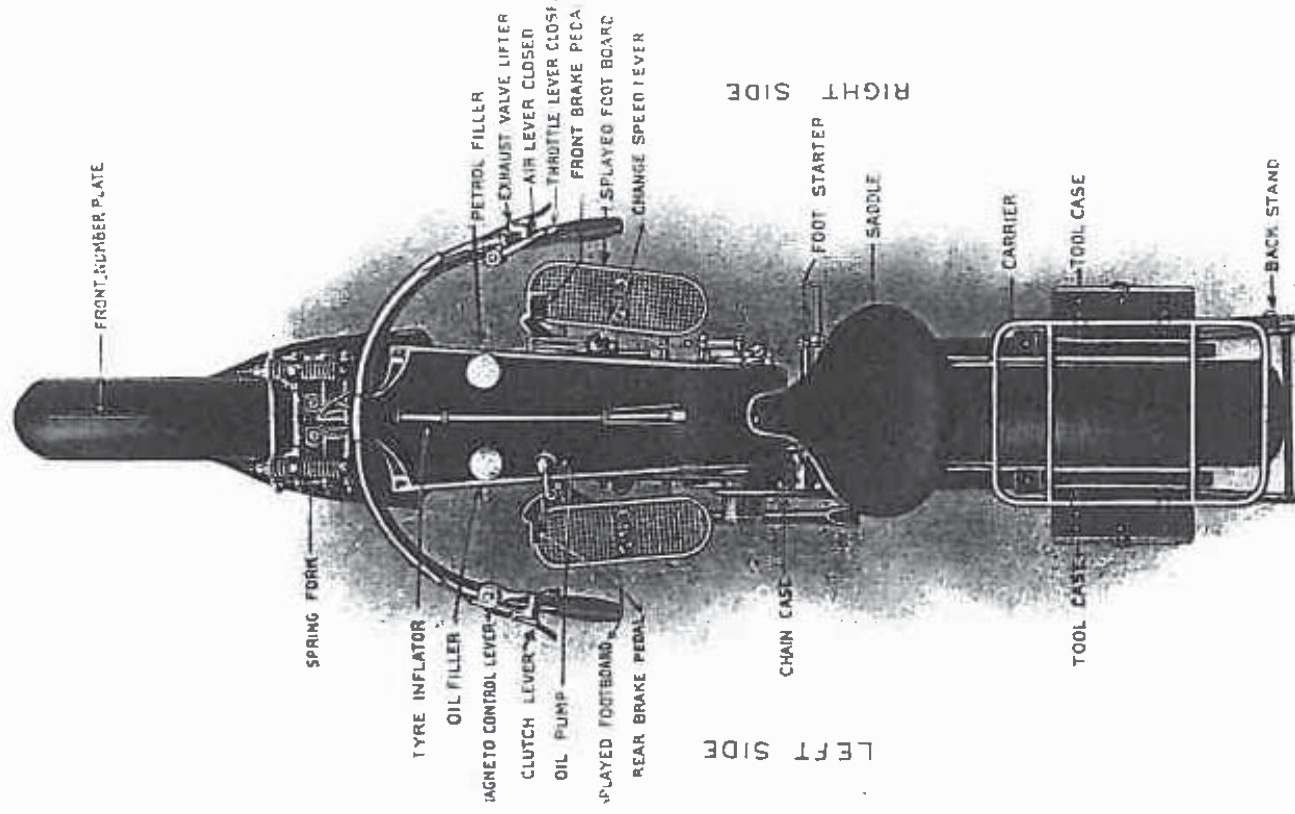
It is easily detached: the passenger simply raises the dash and the spring clip automatically releases itself.

The screen is supplied complete with all necessary brackets, fittings and screws, together with an illustrated instruction booklet detailing the method of fitting.

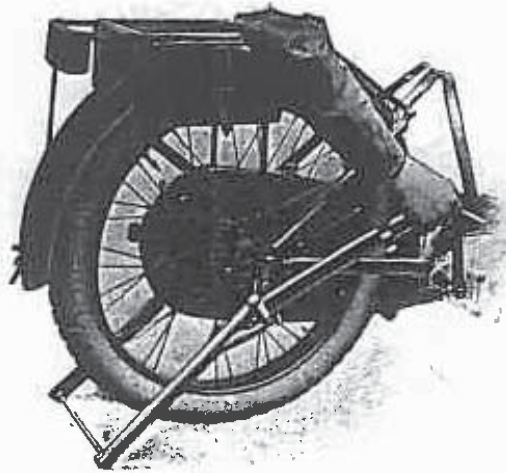


MODEL "D" A.J.S. 7 h.p. Passenger Combination
Fitted with "Lucas" Electric Lighting Set, and Hood.

PLAN VIEW.



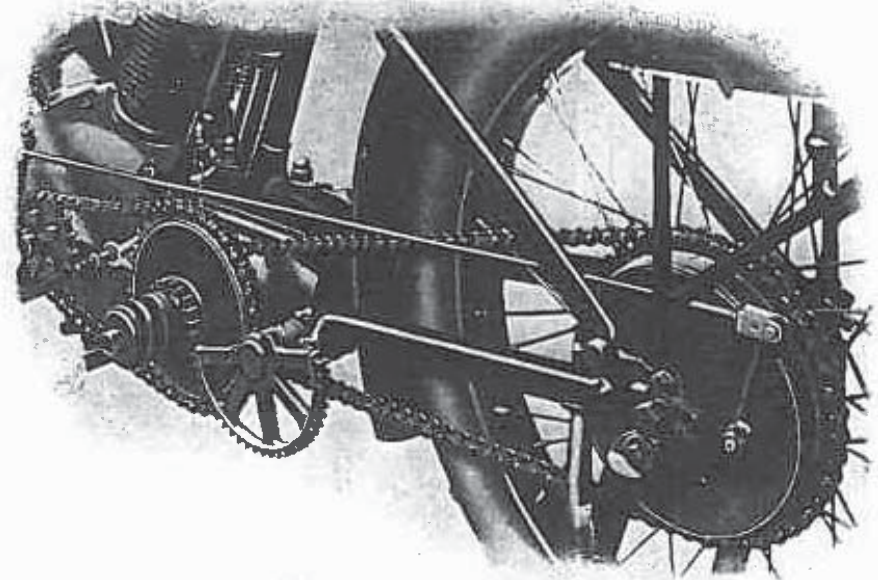
7 h.p. A.J.S.



A.J.S. Patent Rear Stand, showing how Lever is brought into action.

Rear Stand.

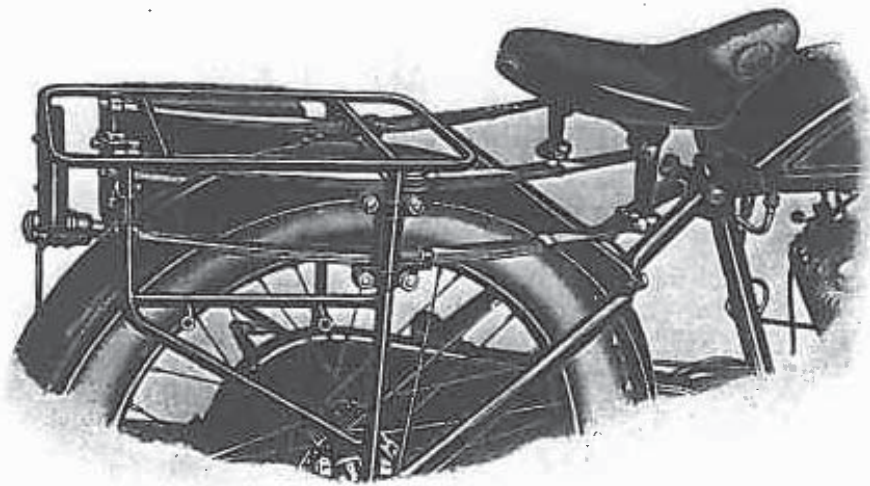
An important feature, and one that will be appreciated by all riders, is our "Protected" Design of Rear Stand. This Stand entirely abolishes the old fatiguing procedure necessary to jack-up the machine. No herculean efforts are now required to haul up the dead weight of the motor cycle, the action being easily performed with the aid of a neat Lever, which is part of the Stand. The Lever is hinged, and when not in use is folded back parallel with the Stand.



A.J.S. Transmission. Chaincases removed. This view also shows the large diameter Brake Drum.

Transmission.

All Chain Transmission throughout, the chains being entirely enclosed in weather-proof cases. Hans Renold chains are employed. The transmission can be inspected without disturbing the chain cases or any mechanism.



The Brooks Cantilever Saddle.

In this view the tool cases have been removed to show method of attaching springs to carrier.

The Brooks Cantilever Saddle.

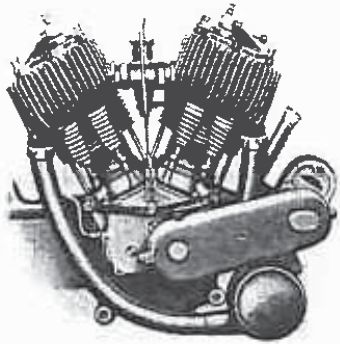
This fitment is undoubtedly the most luxurious saddle on the market. As will be seen from the illustration the saddle springs consist of two sets of leaf springs, suitably anchored to the stays of the carrier. The springs are compensating and are pivoted in the centre. Micrometer adjustment is provided for regulating the spring tension to suit any rider's weight. The seat is beautifully shaped and padded, and the angle or tilt can be altered to suit individual rider's tastes. As a complete insulation against shock, this saddle cannot be excelled, as it is sensitive to the slightest road inequalities.

Outstanding Features of the 7 h.p. A.J.S.

ENGINE.

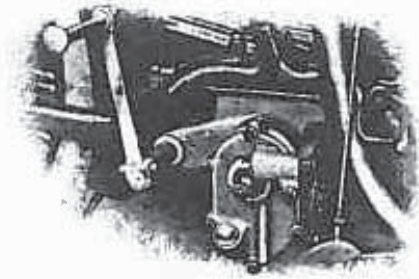
This is the celebrated Twin Cylinder A. J. S. Engine, manufactured throughout in our own works. It is fitted with detachable heads, Roller Bearings to big end of Connecting Rods, Large diam. Valves, Adjustable Tappets, special A.J.S. method of holding Cylinders to Crank Case by means of Bridge Pieces and holding down bolts; Shock absorber fitted to Engine shaft sprocket; Large efficient Silencer, etc. Scrupulous care is exercised in the manufacture of all working parts, and especially the Timing gear and Tappet operation, giving the utmost

silence. It is noted for Flexibility, Power and Absence of Vibration



The Three-Speed Countershaft Gear.

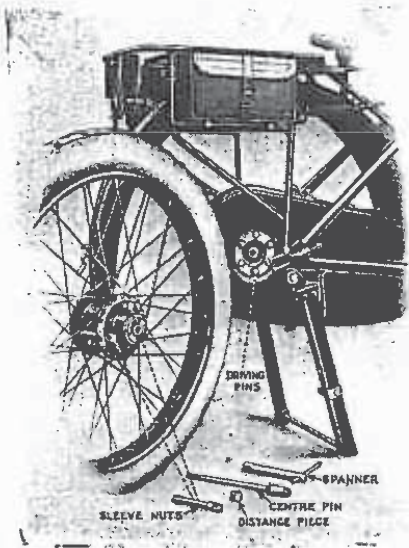
Our own manufacture, constructed on Car principles and with the greatest accuracy. Top and bottom gears are engaged by dogs and the middle gear by sliding pinion. Shafts and gears are robust and will withstand any strain. Fitted with ball bearings throughout. The clutch is hand controlled from the left handlebar. It is of the multiple plate type, the design of which is simplicity itself and the wearing qualities unequalled. The operation of the 3-speed gear is by our Patent Gate change. The Gear Box is fitted with Kick-start in entirely enclosed mechanism.



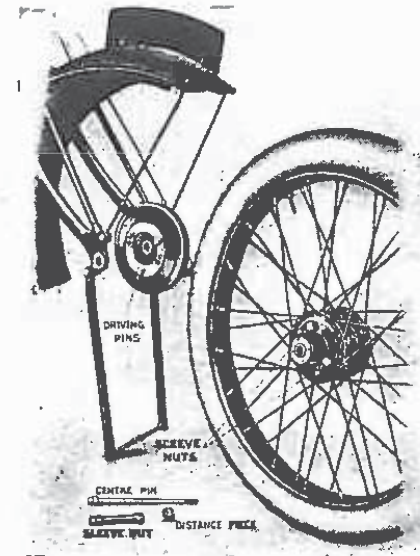
A J S Gear Box in position.

The A.J.S. Quick Detachable and Interchangeable Wheels.

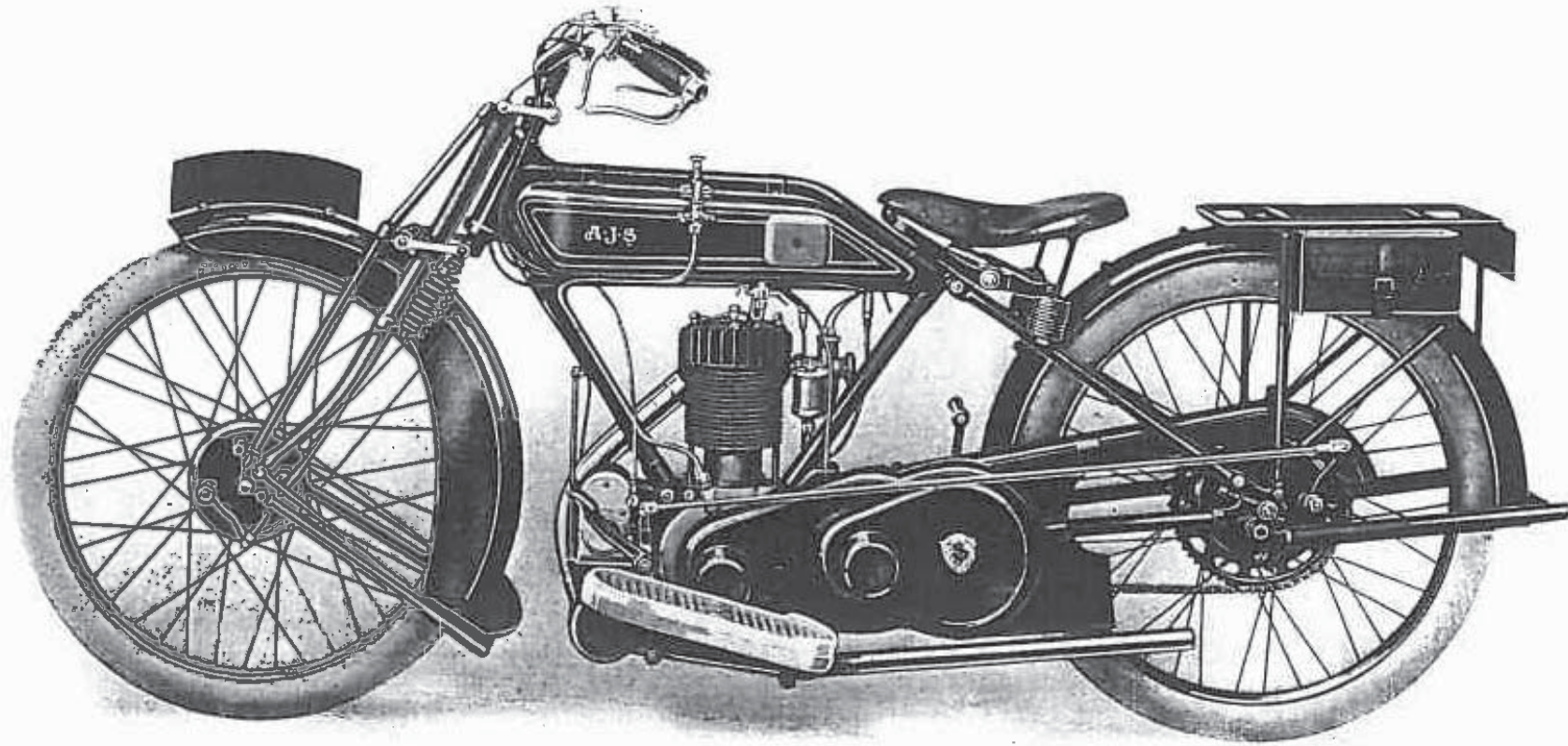
One of the greatest boons incorporated upon the A.J.S. is our Patent Quick Detachable and Interchangeable Wheel System. This provides for instant replacement and interchangeability with any wheel on the outfit, an advantage which will be fully appreciated by every rider. Our system is superior altogether to any other form of detachable wheel, inasmuch as there is no "Dog Drive" with ultimate "Back Lash" after wear; and NO friction or strain. The A.J.S. Detachable Wheel is held in place by three sleeve bolts and a centre pin, and when locked up is absolutely rigid and solid with the driving sprocket. The whole of the transmission, brake shoes, etc., is left in place when the wheel is withdrawn, and in the case of the front wheel, if fitted with our speedometer drive, this fitment is likewise left untouched when this wheel is removed.



Back Detachable Wheel Removed.



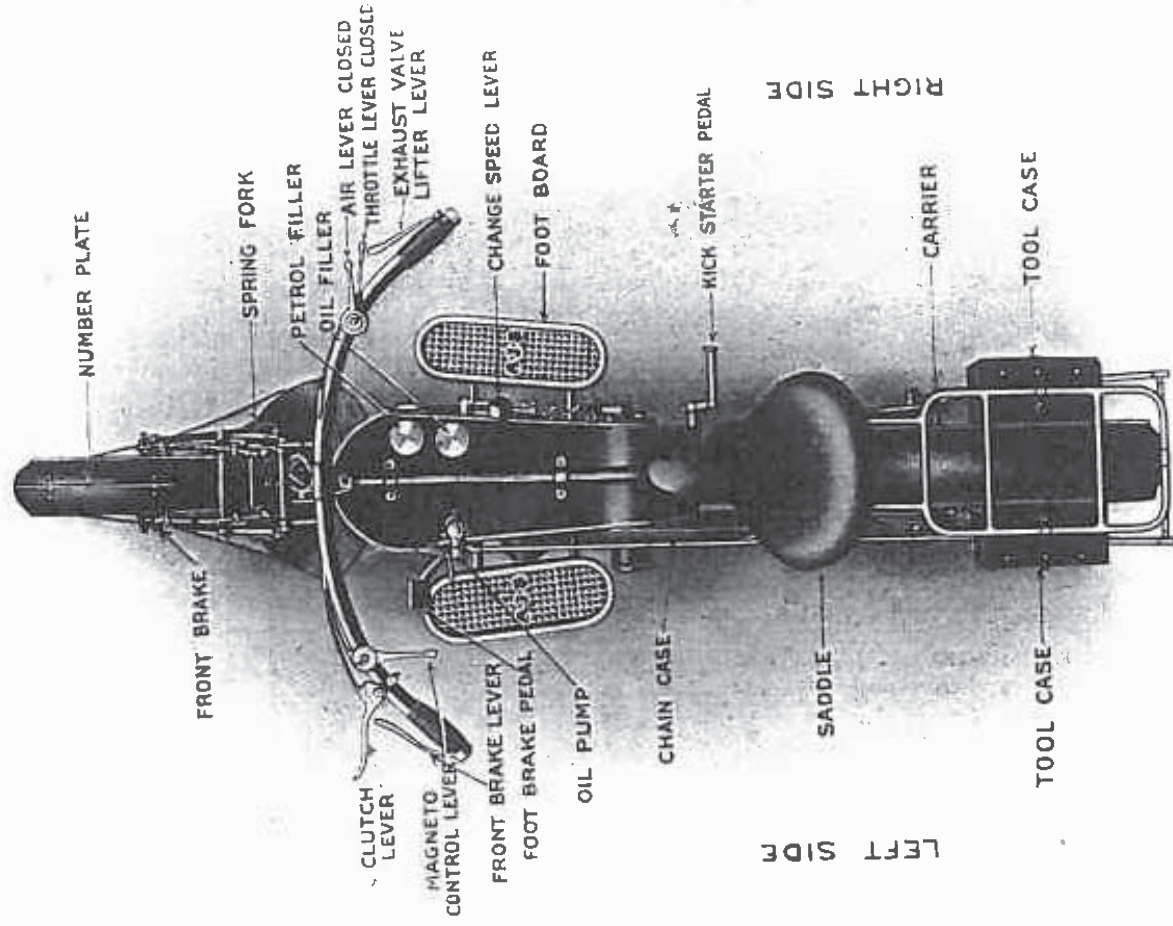
Showing Front Wheel detached and its interchangeability with Rear Wheel.



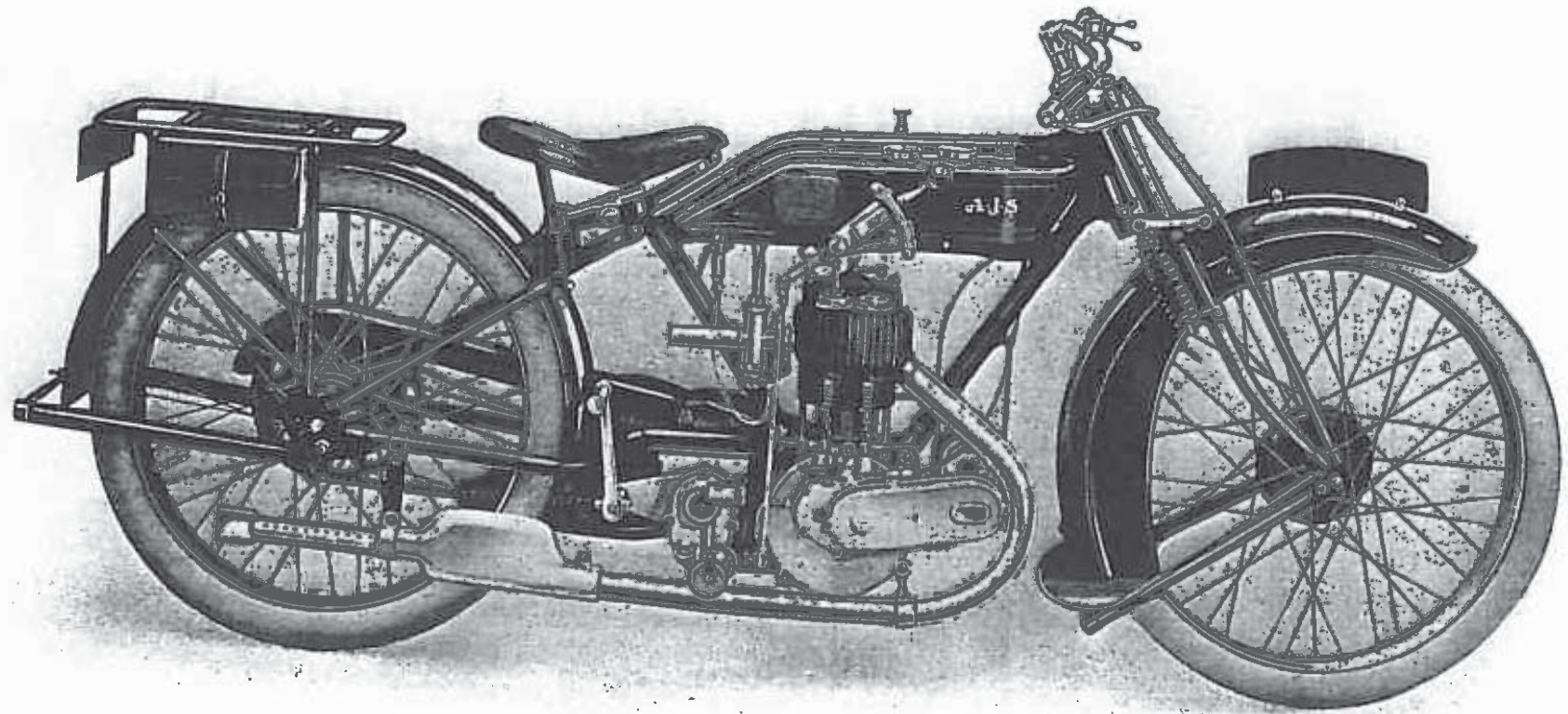
The A.J.S. 2 $\frac{3}{4}$ h.p. Three-Speed Touring Model B.

Fitted with All-Chain Drive. -Hand-Controlled Clutch. Kick-Starter. Quick Detachable Rear Wheel.
Internal Expanding Front and Rear Brakes.

PLAN VIEW.



2 $\frac{3}{4}$ h.p. A.J.S.
STANDARD TOURING MODEL.



The A.J.S. 2 $\frac{3}{4}$ h.p. Three-Speed Standard Sporting Model B1.

Fitted with All-Chain Drive.—Hand-Controlled Clutch.—Kick-Starter.—Quick Detachable Rear Wheel.
Internal Expanding Front and Rear Brakes.

One of these Models, absolutely Standard in every respect, and fully equipped, was officially timed by the A.C.U. timekeeper on October 28th, 1921, and lapped Brooklands at a speed of 62.47 miles per hour (flying start) and 61 miles per hour (standing start).

A.J.S. 2 $\frac{3}{4}$ h.p. Three-Speed Standard Touring Model B.

SPECIFICATION.

ENGINE. Single Cylinder (74 x 81 m.m. Bore and Stroke, 349 c.c. capacity), fitted with Detachable Head. Roller Bearing to Big End of Connecting Rod. Large Mechanically Operated Valves. Adjustable Valve Tappets. Efficient Cooling.

CARBURETTER.—A.M.A.C. Two-lever.

FRAME. Scientifically Constructed. Lightness with Strength.

TANK.—Improved Design. 1 $\frac{1}{2}$ gallons Petrol. 1 quart Oil.

LUBRICATION.—Semi-Automatic Hand Pump.

IGNITION.—“Lucas” Magneto. Handlebar Controlled

CHAINS.—“Hans Renold” $\frac{1}{8}$ in. Pitch x $\frac{3}{16}$ in. wide. A Shock Absorber is fitted to the Engine Shaft.

CHAIN GUARDS.—Semi-enclosed Type, giving easy access to the Transmission.

GEAR BOX. Countershaft Three-Speed Gear, fitted throughout with Ball Bearings, Operated by our Patent Gate Change Lever. Ratios 5.5, 9.3 and 14 to 1.

CLUTCH.—Hand-Controlled, Multiple Plate, with Cork Inserts

WHEELS.—Rear A.J.S. Patent Quick Detachable.

TYRES.—26 x 2 $\frac{1}{4}$ in. Dunlop Heavy Rubber Studded.

MUDGUARDS.—Special Design, affording excellent protection

BRAKES. Front and Rear Internal Expanding Type. Rear Brake operated by Pedal on left hand side of the machine. Front by Lever on Handlebar. Both are extremely powerful and smooth acting.

FORKS.—“Druid.”

HANDLE BARS.—Touring Pattern.

FOOT BOARDS.—“Protected” Design of Solid Rubber.

STANDS.—Strong “Kick-up” Type fitted to Front and Rear Wheels.

CARRIER.—Built of Steel Tubing, with Welded Flush Joints

TOOL CASES.—Two Pannier Bags, with Full Kit of Tools.

STARTING.—Improved Design Kick-Starter, gives very easy starting.

FINISH.—Finest Black Enamel, Four Coats on our Special Rust Preventative Process, including the Handlebars, only a few parts are Nickel-plated.

MEASUREMENTS. Wheel Base 4 feet 5 $\frac{1}{2}$ inches. Height of Saddle 28 inches. Ground Clearance 5 inches.

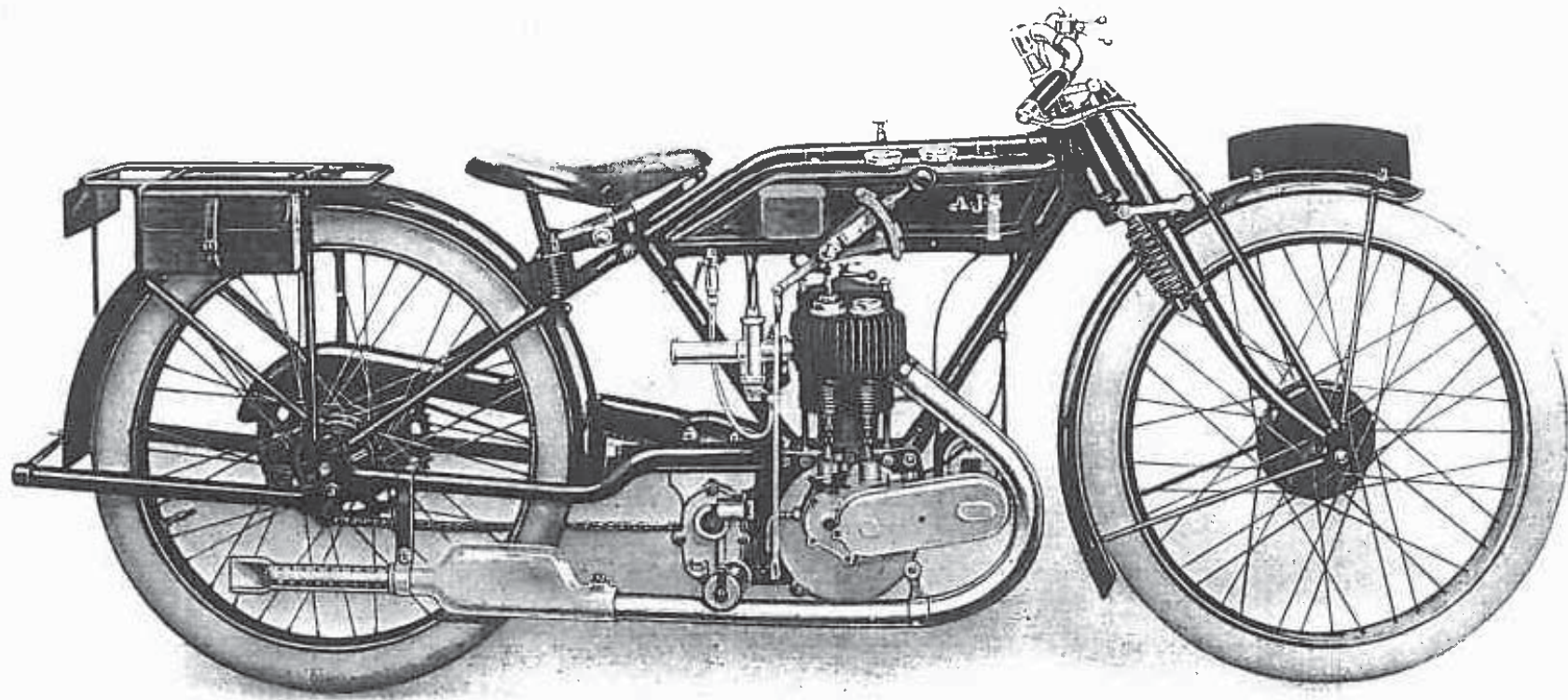
SADDLE.—Brooks' B 150 Special.

NOTE.—THE BROOKS CANTILEVER SADDLE CAN BE FITTED TO THE ABOVE MODEL. (See Price List.)

A J.S. 2 $\frac{3}{4}$ h.p. Three-Speed Standard Sporting Model B1.

SPECIFICATION.

- ENGINE.**—Single Cylinder (74 x 81 m.m. Bore and Stroke, 349 c.c. capacity), fitted with Detachable Head. Roller Bearing to Big End of Connecting Rod. Large Mechanically Operated Valves. Adjustable Valve Tappets. Efficient Cooling. Fitted with large diameter Exhaust Pipe, carried to the rear, with detachable Expansion Chamber. All reciprocating parts are lightened.
- CARBURETTER.** - A.M.A.C. Two-lever.
- FRAME.**—Scientifically Constructed. Lightness with Strength.
- TANK.**—Improved Design. 1 $\frac{1}{2}$ gallons Petrol. 1 Quart Oil.
- LUBRICATION.**—Semi-Automatic Hand Pump.
- IGNITION.**—"Lucas" Magneto. Handlebar Controlled.
- CHAINS.**—"Hans Renold" $\frac{1}{2}$ in. Pitch x $\frac{5}{16}$ in. wide. A Shock Absorber is fitted to the Engine Shaft.
- CHAIN GUARDS.**—Semi-enclosed Type, giving easy access to the Transmission.
- GEAR BOX.**—Countershaft Three-Speed Gear, fitted throughout with Ball Bearings, Operated by our Patent Gate Change Lever. Ratios 5:5, 9:3, and 14 to 1.
- CLUTCH.**—Hand-Controlled, Multiple Plate, with Cork Inserts.
- WHEELS.**—Rear A.J.S. Patent Quick Detachable.
- TYRES.** 26 x 2 $\frac{1}{4}$ in. Dunlop Heavy Rubber Studded.
- MUDGUARDS.**—Special Design, affording excellent protection, with minimum of wind resistance.
- BRAKES.**—Front and Rear Internal Expanding Type, Rear Brake operated by Pedal on left hand side of machine, Front by Lever on Handlebar. Both are extremely powerful and smooth acting.
- FORKS.** - "Druid."
- HANDLEBARS.**—"T.T." Racing Type.
- FOOT RESTS.**—Fitted instead of Footboards.
- STANDS.**—Strong "Kick-up" type fitted to Front and Rear Wheels.
- CARRIER.**—Built of Steel Tubing, with Welded Flush Joints.
- TOOL CASES.**—Two Pannier Bags, with Full Kit of Tools.
- STARTING.**—Improved Design Kick-starter, gives very easy starting.
- FINISH.**—Finest Black Enamel, Four Coats on our Special Rust Preventative Process, including the Handlebars, only a few parts are Nickel-plated.
- MEASUREMENTS.**—Wheel Base 4 feet 5 $\frac{1}{2}$ inches. Height of Saddle from ground 28 inches. Ground Clearance 5 inches.
- SADDLE.** Brooks' B 150 Special.



The A.J.S. 2 $\frac{3}{4}$ h.p. Three-Speed Stripped Sporting Model B2.

Specification as B1, with the undermentioned modifications:—

CHAINGUARD. The top half only of the chain is covered by a guard, providing easy access to the sprockets and transmission.

MUDGUARDS. Straight guards are fitted without side valances.

STANDS. Rear wheel only. "Kick-up" type.

STARTING. No Kickstarter is fitted.

This Model is Specially Timed and Tuned for Hill Climbs and Speed Events, and as a Fast Lightweight Solo Mount it is without a rival.

The A.J.S. Light-weight Sidecar.

Although the 2½ h.p. A.J.S. is designed primarily for Solo work, the power developed makes it possible to take a light Sidecar and passenger with perfect ease, therefore to meet the wishes of the public, we have introduced the A.J.S. light-weight Sidecar.

As will be seen from the illustration showing one of these Sidecars attached to our 2½ h.p. model, the appearance is most handsome and whilst it is "racy" it is not one of the ultra-sporting types. It is designed and built with due allowance for the passenger's comfort, and the accommodation is all that can be desired. It is well upholstered and sprung and the body work is constructed on identical lines to our 7 h.p. Sidecar, being of steel panelling. The minimum of weight has been procured, without sacrificing strength in any way.

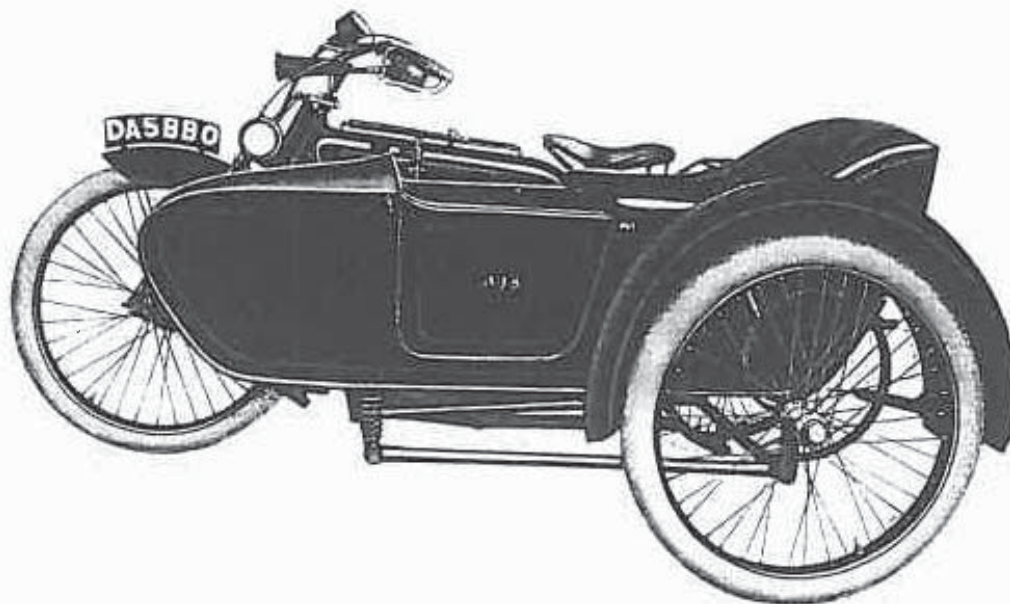
DIMENSIONS, &c.

Length of Body only, 5 ft. 4 in.
Width of Body only, 1 ft. 8½ in.

Length of Seat - 19 in.
Width of Seat - 15 in.

Weight of Body and Chassis complete, 107 lbs.

--- The outfit will go into a 6 ft. x 5 ft. space. ---



The A.J.S. Light-weight Sidecar.

Portable Spares for A.J.S. Machines

The following lists of spare parts for the 7 h.p. and 2½ h.p. models have been carefully prepared by us. The spare parts selected are those which are most likely to be of use to the tourist, or to the owner who desires to save the time lost in ordering and awaiting delivery either from our Agents or from our Spares Dept.

7 h.p.	
PINS WITH NUTS & WASHERS--	
¾" x 1/16"	4
¾" x 1/8"	2
¾" x 3/16"	2
¾" x 1/4"	2
¾" x 3/8"	2
¾" x 1/2"	2
WASHERS—	
Valve Cap ..	4
Cyl. Head ..	2
.. Foot ..	2
Compression Tap ...	4
COTTER PINS—	
½" x 1/16" split ..	2
1 ¼" x 3/32" ..	2
Valve ..	2
CHAIN PARTS—	
Spring Link ...	1
Cranked Link Piece ...	1
VALVE COMPLETE ..	1
SPARKING PLUG ..	1
PISTON RINGS ..	4

2½ h.p.	
PINS WITH NUTS & WASHERS--	
¾" x 1/16"	4
¾" x 1/8"	2
¾" x 3/16"	2
¾" x 1/4"	2
¾" x 3/8"	2
¾" x 1/2"	2
WASHERS—	
Valve Cap ..	4
Cyl. Head ..	2
.. Foot ..	2
Compression Tap ..	4
COTTER PINS—	
½" x 1/16" split ..	2
Valve ..	1
CHAIN PARTS—	
Spring Link ..	1
Cranked Link Piece ..	1
VALVE COMPLETE ..	1
SPARKING PLUG ..	1
PISTON RINGS ...	2

List Price
(Postage extra)

£1 3 0

£0 18 6

These spare parts are very neatly packed in a compact box measuring 5½" x 4½" x 2". and we should strongly recommend that A.J.S. riders acquire a set for emergency purposes.

Terms of Business

PAYMENT

One-third Cash with order and balance against invoice when machine is ready for delivery. We accept orders only on the condition that the prices in this list are subject to alteration without notice, and goods will be invoiced at the prices ruling at time of delivery.

CARRIAGE

Delivery free to any railway station in the United Kingdom per goods train. Crates are charged extra at cost price and not returnable.

RAILWAY TRANSIT

All goods are sent per Goods Train except when otherwise ordered and are signed for by the Railway Company as being in good condition. All Machines should, on arrival, be carefully examined, and if damaged, signed for as such, and an immediate claim made on the carriers. *The sale of all A.J.S. Motor Cycles, Side Cars, parts thereof and accessories for same, is upon the terms that delivery is effected when the goods are handed to the Carriers, addressed as per consignee's instructions.*

The "A.J.S." Guarantee

Every care is taken in the manufacture of A.J.S. Motor Cycles; if, however, any part or parts shall be or become defective through faulty workmanship or material at any time within six months from the date of purchase, we hereby undertake to exchange or repair such part or parts subject to and in accordance with the following conditions:—

In the case of machines which have been used for "hiring out" purposes, or from which our trade mark or manufacturing number has been removed, no guarantee of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned, that all precautions that are usual and reasonable have been taken by us to secure excellence of materials and workmanship, and damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective, and any work involved in the replacement of such part or parts will be charged for.

We undertake, subject to the conditions mentioned, to make good at any time within six months any defects in these respects. As motor cycles are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others the following acts:

- I. The attaching of a sidecar to the motor cycle in such a manner as to cause damage, or calculated to render the latter unsafe when ridden.
- II. The use of a motor cycle, or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.

Any motor cycle sent to us to be plated, enamelled, or repaired, whether the repairs are required for the purpose of making good the defect before referred to or otherwise, will be repaired upon the following conditions, *i.e.* we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, such guarantee to extend and be in force for six months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of any common law or statute warranty and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

Conditions of Guarantee

If a defective part should be found in our motor cycles, or in any part replaced, it must be sent to us carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge, under our guarantee, and he must also furnish us at the same time with the number of the signed Guarantee (see below), the number of the machine, the name of the agent from whom he purchased, and the date of the purchase, or the date when the alleged defective part was replaced, as the case may be.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders, and this guarantee, and any implied guarantee shall not be enforceable.

WE GUARANTEE ONLY THOSE MACHINES WHICH ARE BOUGHT EITHER FROM US OR FROM ONE OF OUR DULY AUTHORISED AGENTS, AND UNDER NO OTHER CONDITIONS

We do not guarantee the specialities of other firms, such as magnetos, carburetters, tyres, saddles, chains, lamps, tools, etc., or of any component part supplied to the order of the purchaser differing from our standard specification supplied with our motor cycles, or otherwise.

We give the above guarantee with our Motor Cycles instead of the guarantee implied by Statute, or otherwise, as to the quality and fitness of such machines for the purpose of motor cycling; any such implied guarantee being in all cases excluded.

A postcard is enclosed with each new A.J.S. Motor Cycle, which when duly filled in and returned to us, entitles the purchaser to a signed Guarantee for six months, and an Instruction Booklet. Unless the purchaser is in possession of a numbered and signed Guarantee we do not undertake repairs or supply replacements under our Guarantee

The Term "Agent"

is used in a complimentary sense only and those firms whom we style our agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account other than the sale of goods which they may purchase from us; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.

A. J. STEVENS & CO (1914) LTD.

7 H.P. MODEL.

Birmingham M.C.C. Victory Cup Trial (March 19th)
 Two Gold Medals and one Silver Medal.

M.C.C. London-Lands End Reliability Trial (March 25th). Premier Award (The Captain's Cup) for Best Performance. Also two Gold Medals.

Glasgow Western M.C.C. Two-days' Trial (March 25th and 26th). Awarded Trophy, three Gold Medals and one Silver Medal.

Western Centre A.C.U. Two-days' Reliability Trial (April 8th and 9th). Gold Medal.

A.C.U. Reliability Trial (April 27th) Stock Machine Class. Two A.J.S. Sidecar Combinations entered. Awarded Two Special Certificates of Merit - the Highest possible Awards.

North Eastern Centre A.C.U. Reliability Trial (April 30th). Three Gold Medals.

M.C.C. London-Edinburgh Reliability Trial (May 13th and 14th). Two Gold Medals.

Birmingham M.C.C. Birmingham-Lands End Trial (May 14th). Sangster Cup and two Gold Medals.

Falkirk and District M.C.C. The 7 h.p. A.J.S. was the only Sidecar Combination to gain a Gold Medal out of 19 starters

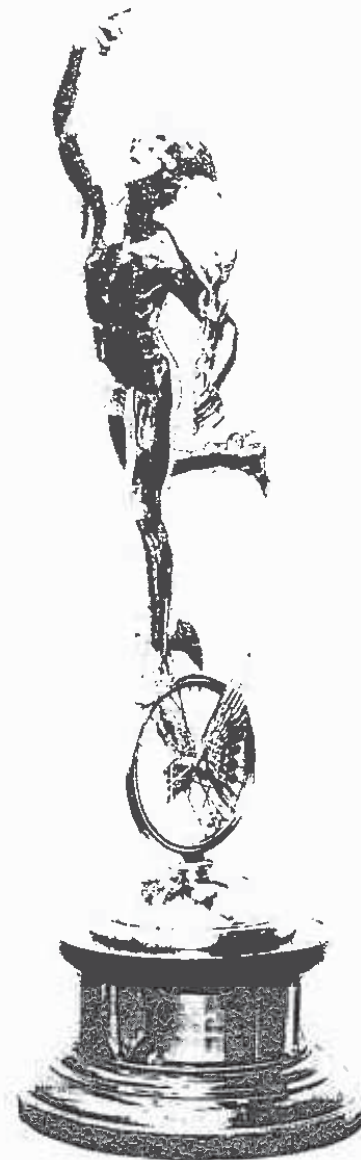
Glasgow M.C.C. Twelve Hours' Reliability Trials (June 11th). Gold Medal.

Ilkley M.C.C. One-day Reliability Trial (July 16th). Gained Ilkley Trophy, Gold Medal and First Class Certificate for Best Performance of any competing machine.

North Wales M.C.C. Reliability Trial (Aug. 6th). Gold Medal.

Swiss International SIX Days' Reliability Trials (Aug. 1st-6th). Gold Medal.

A.C.U. English Six Days' Reliability Trials (Aug. 29th -Sept. 3rd). Highest Awards. The 1000 c.c. Team Prize and Three Gold Medals.



THE TOURIST TROPHY
 Junior Race won by the
 2½ h.p. A.J.S. three times in
 succession - 1914, 1920, 1921
 Senior Race, 1921, won by
 the 2½ h.p. A.J.S.

2 3/4 H.P. MODEL.

Winner of the 1921 Tourist Trophy Races
 (I.O.M., 14th-16th June).

The 2 3/4 h.p. A.I.S. secures the double event.

JUNIOR RACE.

Third Successive Victory.
 1st, 2nd, 3rd, 4th, 6th & 8th
 positions. 5 Gold Medals.
Fastest times ever accomplished.
 Winner: E. WILLIAMS.
 Average speed 52 m.p.h.
 Record Lap by H. R. Davies
 at 55.15 m.p.h.

SENIOR RACE.

First, in record time,
 and Fourteenth.
 Two 2 3/4 h.p. A.J.S. started,
 two finished. 2 Gold Medals.
 Winner: H. R. DAVIES.
 Average speed 54.49 m.p.h.
 No involuntary stops whatever

FourWorld's Long Distance Records(in Class B 350 c.c.)
 established by H. R. DAVIES at Brooklands (May 24th).
50 Miles. One Hour. 100 Miles and Two Hours.

5 Miles Record established by H. R. DAVIES at
 Brooklands (July 27th). Speed 74 1/2 m.p.h.

10 Miles Record established by H. R. DAVIES at
 Brooklands (October 28th). Speed 72 m.p.h.

5 Miles Scratch Race (350 c.c.), Brooklands M.C.R.C.
 Meeting (July 27th), H. R. DAVIES 1st.

Arbuthnot Cup, Brooklands M.C.R.C. Meeting (July 9th).
 Won by MAJOR S. R. AXFORD.

Championship of Ireland, Speed Trials (July 15th).
 Won by HERBERT CHAMBERS.

Scottish Light-weight Championship, Speed Trials
 (July 9th). Won by A. L. DOWNIE.

Welsh Speed Championship (Aug. 25th). Won by
 H. R. DAVIES.

Fifteen Firsts and Five Seconds, Glasgow Western
 M.C.C. Hill Climb (Aug. 6th).

Swiss International Six Days' Reliability Trials
 (Aug. 1st-6th). ERIC WILLIAMS (winner of the 1921
 Junior T.T.) completed the Trials *without loss of marks*,
 and was awarded a Special Gold Medal. The Am-
 bassador's Prize and the Special Prize for the
 best performance of any foreign visitor. 1st in
 the Speed Trials and 1st in the Hill Climb.

N.B.—The machine used in this event was a Standard
 Touring Model, exactly as supplied to the public.

A.C.U. English Six Days' Reliability Trials (Aug. 29th
 -Sept. 3rd). Highest Awards. The 350 c.c. Team
 Prize and Three Gold Medals

PRICES.

Standard 7 h.p. Combination, complete with Wind Screen, Stormproof Apron and Tools	£175	0	0
„ 7 h.p. Motor Cycle only	£134	10	0
„ Sidecar, Fitted with Wind Screen and Stormproof Apron	£ 40	10	0
Two-Seater Sidecar, fitted with Two Screens, and Two Aprons,	£ 50	10	0

EXTRAS.

Spare Wheel and Tyre	£ 8	0	0	Lucas Acetylene Sidecar Lamp and Generator, No. 354	£ 1	5	0
Hood for Single Seater Sidecar	£ 4	0	0	Lucas Acetylene Rear Lamp and Generator, No. 344	£ 0	14	0
Hood Side Curtains	£ 1	10	0	Lucas Electric Horn	£ 2	7	6
Hood for Two Seater Sidecar	£ 5	15	0	Lucas Bulb Horn, No. 60	£ 1	1	0
Hood Cover	£ 1	0	0	„ „ No. 63	£ 0	12	6
Celluloid Side Screen	£ 2	5	0	License Holder	£ 0	2	6
Lucas "Magdyno" Electric Lighting Set, complete with Accumulator, Head, Side and Tail Lamps and Switch Box	£20	0	0	Cowey Speedometer, with Trip	£ 6	0	0
Lucas Acetylene Head Lamp and Generator, No. 462	£ 4	5	0	Smith Speedometer, with Trip	£ 5	5	0
Lucas Acetylene Head Lamp and Generator, No. 341	£ 3	3	0	The Bonniksen Isochronous Speedometer, with Trip	£ 5	5	0
				The Bonniksen Isochronous Speedometer, less Trip	£ 4	15	0

The above prices for Extras apply only when fitted by us to new Machines prior to Delivery.

2 $\frac{3}{4}$ h.p. Three-Speed Standard Touring Model B.	£85	0	0
NOTE.—The Brooks Cantilever Saddle can be fitted to the above Model at an extra cost of £4.			
2 $\frac{3}{4}$ h.p. Three-Speed Standard Sporting Model B.1.	£85	0	0
2 $\frac{3}{4}$ h.p. Three-Speed Stripped Sporting Model B.2.	£85	0	0
Light-weight Sidecar, complete with Stormproof Apron	£25	0	0

Owing to the present unsettled conditions it must be distinctly understood that the above Prices are subject to alteration without notice, and goods will be invoiced at Prices ruling at time of delivery. (We reserve the right to deviate from the above Specifications without notice).