

1934

BIG PORTS

TWO PORTS

TROPHY MODELS

SIDE VALVES

BIG TWINS

AJS

MOTORCYCLES

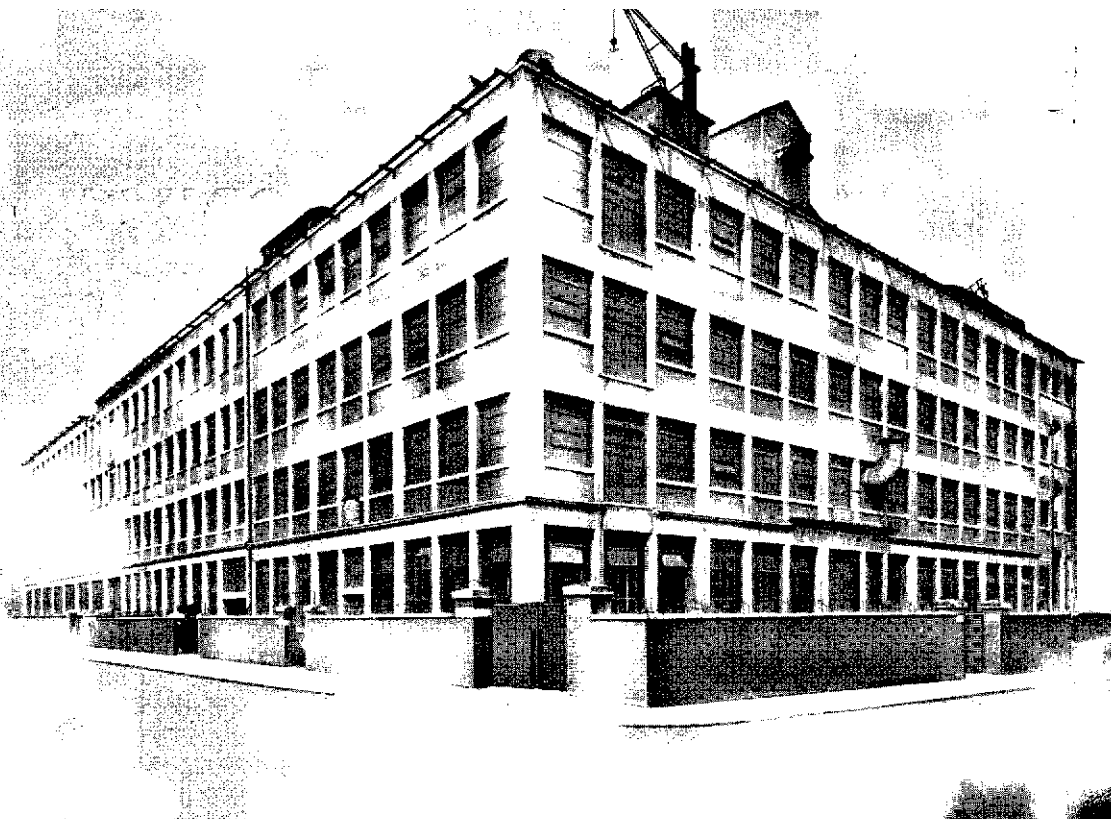
A.J.S.

MOTOR CYCLES

PROPRIETORS: MATCHLESS MOTOR CYCLES (COLLIERS) LTD.

- TELEPHONE : WOOLWICH 1010
- CABLES : "ICANHOPIT - LONDON "
- CODES :
A.B.C. 5th EDITION
A.B.C. 6th EDITION
BENTLEYS
- TELEGRAMS :
"ICANHOPIT - WOL - LONDON "

A.J.S. MOTOR CYCLES
PLUMSTEAD ROAD
LONDON, S.E.18



THE HOME OF THE A · J · S

We offer an invitation to everyone who is interested in motor cycles to visit the Home of the A.J.S. This creates an opportunity for intending purchasers of A.J.S. machines to see how they are manufactured, and to inspect the models in which they are interested.

Should a visit to the factory be impossible, just write and ask us for the name and address of the nearest A.J.S. Dealer. He will be pleased to give any information in connection with our machines or the purchase of them.



INTRODUCTION

In the following pages will be found full specifications and illustrations of the complete A.J.S. Range for the 1934 Season, comprising no less than ten distinct models, fitted with engines ranging in size from 2.48 h.p. to 9.9 h.p. There are machines with Side Valve engines, machines with Overhead Valve engines, and the famous "TROPHY" Models with Overhead Camshaft engines, while the biggest machine of all is the famous Big Twin, used by Police Authorities and Governments throughout the world for the most strenuous duty.

The utility rider, the sportsman, the racing man, the fast tourist, all these different types of motor cyclists are catered for by a suitable A.J.S. Model. Thus any motor cyclists can choose from this catalogue a machine suitable for his particular requirements, confident that whatever the model may be it will give him unrivalled service and many thousands of miles of pleasant and troublefree riding.

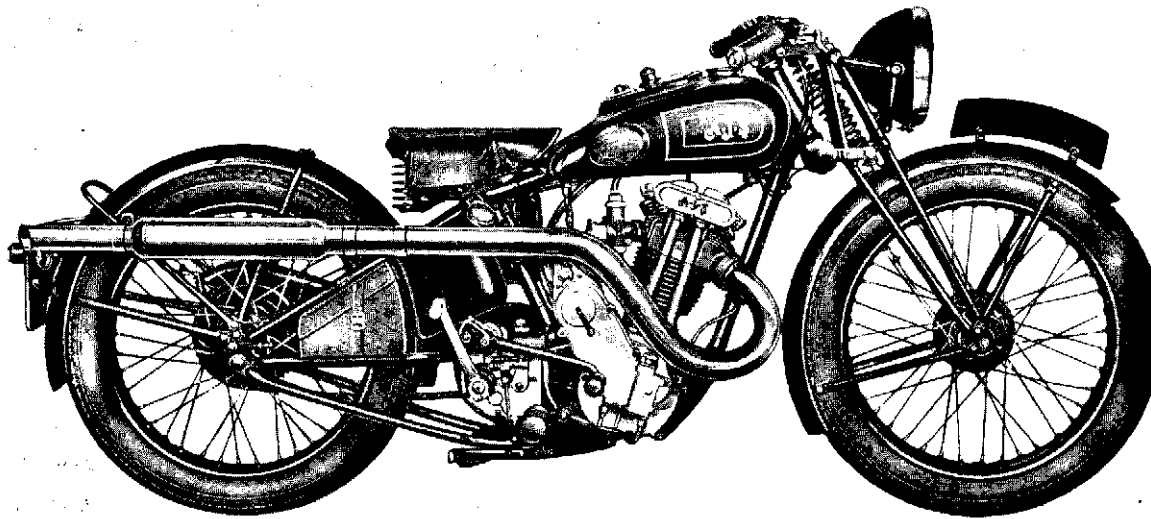
"Perfection in detail is the A.J.S. aim" was the remark made by the Editor of "The Motor Cycle" when publishing the first description of the 1934 A.J.S. Models. No more accurate statement could be made, for the A.J.S. engineers with a lifetime's experience of motor cycle design, have packed in these 1934 Models every lesson which has been learned by trials, by research, by experiment, during their long experience. To read the specifications will give some idea of what is meant by "Perfection in detail" but it cannot show the wonderful detail finish which has been for many years an outstanding A.J.S. characteristic.

There are A.J.S. Dealers in every country throughout the world, where the use of a motor cycle is possible. The services of these A.J.S. enthusiasts are at the disposal of all interested in high-grade motor cycles, for the old slogan "Where there's a road there's an A.J.S." was never more true than it is to-day.

A.J.S. motor cycles are built to a standard of quality and not to a price. They may cost a little more than some others, but they are worth it.

PERFECTION IN DETAIL IS THE A.J.S. AIM





MODEL 34.12. 2.48 H.P. "BIG PORT" O.H.V.

SPECIFICATION

ENGINE—Of "A.J.S." design and manufacture. Single-cylinder, overhead valves. Bore 65 m.m. Stroke 75 m.m. Capacity 248 c.c. Adjustable mechanical lubrication by gear-driven pump made integral with the magneto chain cover. Compression ratio 6.5 to 1. Single-port down draught detachable cylinder head of efficient design, duplex valve springs, Duralumin rocker arms, tappet tubes and small end bush. Aluminium alloy piston with four rings, fully floating gudgeon pin, roller bearing big end, single row ball bearings to timing-side mainshaft and double row ball bearings to driving side mainshaft. Totally enclosed exhaust valve lifter mechanism and tappet adjustment. Inspection disc on magneto chain cover for inspecting chain tension. Vernier setting device for ignition timing.

GEAR BOX—Four-speed gear made to "A.J.S." design. Ratios 5.8, 7.73, 11.36 and 17.22 to 1. Enclosed foot starter mechanism. Hand or foot operated gear-change optional.

CLUTCH—Simple single plate clutch with hand control of light tension. Push rod and control cable adjuster provided.

FRAME—Stiffened Frame with torque stays from engine plates to rear axle.

TYRES—26 in. x 3.25 in. Studded Cord Tyres.

WHEEL HUBS—Adjustable taper roller bearings to both wheels.

CARBURETTOR—"Amal" needle type with throttle stop and twist grip control.

HANDLEBARS—Adjustable semi-sports pattern with controls made integral. Black enamel finish and chromium plated levers.

FRONT FORKS—Centre barrel spring type with adjustable spindles and hand adjustable shock absorber. Hand adjusted multi-plate steering damper.

FOOTRESTS—Adjustable wide range position with thick rubber covering.

SADDLE—"Lycett" flexible top, adjustable in all directions.

BRAKES—Internal expanding front and rear, both 5½ in. diameter, fitted with hand adjusters, dust and water excluders. Powerful and progressive in action.

TRANSMISSION—"Renold" chain, size ¼ in. x .305 in. Primary drive running in oil bath. Efficient shock absorber fitted to engine shaft, lubricated by oil bath. Rear chain adequately protected by top half chain cover.

MUDGUARDS—Dome section. Rear, with hinged back portion to facilitate wheel removal.

STAND—Easily operated centre stand.

EQUIPMENT—Complete kit of tools including grease-gun and tyre inflator.

PETROL TANK—Finish: Usual "A.J.S." black and gold. Capacity 1½ gallons. Provision in top for flush fitting instrument panel, quick-action filler cap.

OIL TANK—Capacity 3½ pints. Quick-action filler cap.

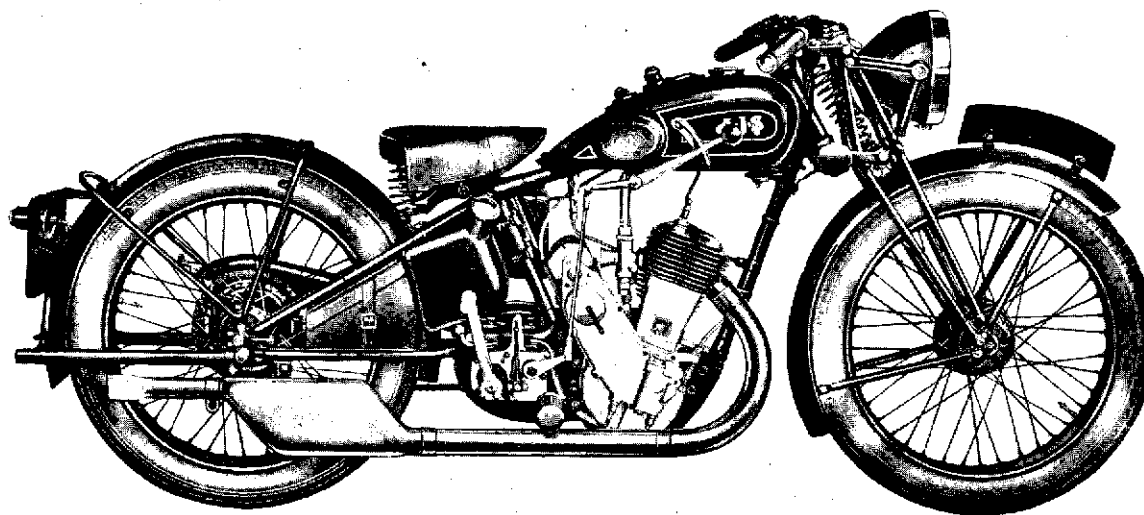
EXHAUST SYSTEM—As illustrated, or the normal down-swept exhaust system with standard pattern silencer optional.

PRICE

To Standard Specification

£42 - 10 - 0

When ordering it is essential to state type of exhaust system and whether hand or foot gear change is required.

A.J.S.

MODEL 34-5. 3.49 H.P. SIDE VALVE SPORTS

SPECIFICATION.

ENGINE Of "A.J.S." design and manufacture. Single-cylinder. Side by side valves. Bore 74 m.m. Stroke 81 m.m. Capacity 349 c.c. Adjustable mechanical lubrication by gear-driven pump made integral with Magneto chain cover, aluminium alloy piston with four rings and fully floating gudgeon pin, roller bearing big end, single row ball bearing timing-side, double row ball bearing driving side mainshaft. Enclosed tappet and valve gear and exhaust valve lifter mechanism. Inspection disc on magneto cover for inspecting chain tension. Vernier setting device for ignition timing.

GEAR BOX—Three-speed gear box made to "A.J.S." design. Ratios 5.8, 9 and 16 to 1. Enclosed foot starter mechanism.

CLUTCH—Single-plate clutch with hand control of light tension. Push rod and control cable adjusters provided.

TYRES 25 in. x 3 in. Studded Cord Tyres.

WHEEL HUBS—Adjustable taper roller bearings to both wheels.

CARBURETTOR—"Amal" Needle-type with throttle stop and twist grip control.

HANDLEBARS Adjustable semi-sports pattern with integral controls. Black enamel finish with chromium plated levers.

FRONT FORKS—Centre barrel spring type with adjustable spindles and hand adjusted shock absorber. Hand adjusted multi-plate steering damper.

FOOTRESTS—Adjustable to wide range position, with thick rubber pads.

SADDLE—"Lycett" flexible top adjustable in all directions.

BRAKES—Internal expanding front and rear, both 5½ in. diameter. Hand adjustable and progressive in action.

TRANSMISSION—"Renold" Chain, size ½ in. x .305 in. Primary drive running in oil bath. Efficient shock absorber fitted to engine shaft, lubricated by oil bath. Rear chain adequately protected by top half chain cover.

STAND—Clip-up Rear Stand.

EQUIPMENT—Complete kit of tools, including grease-gun and tyre inflator.

PETROL TANK—Usual "A.J.S." black and gold finish. Capacity 1½ gallons. Provision for flush fitting instrument panel, quick action filler cap.

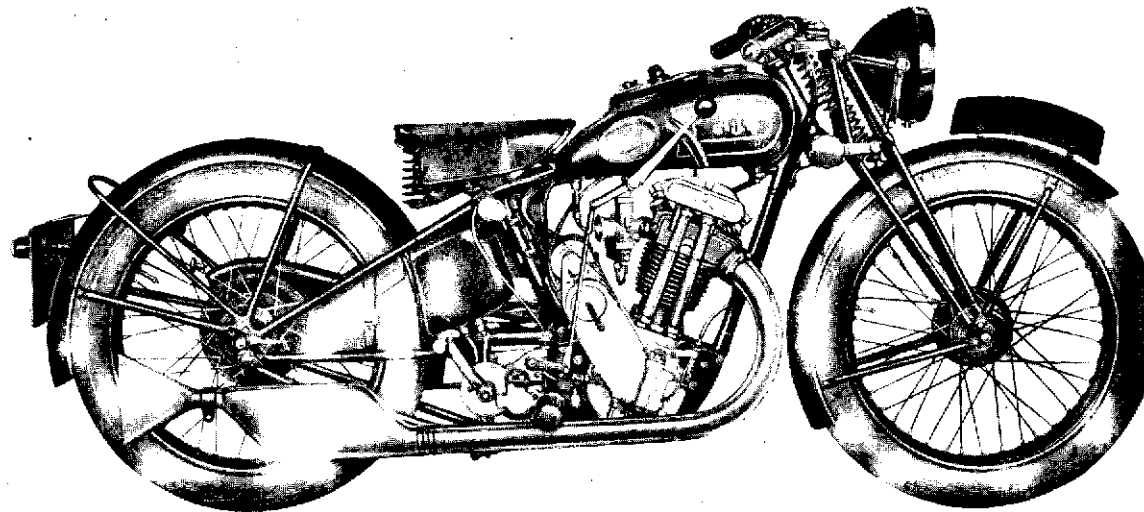
OIL TANK—Capacity 3¼ pints. Quick-action filler cap.

PRICE

To Standard Specification

£40 - 10 - 0

A.J.S.



MODEL 34-B6. 3.49 H.P. "BIG PORT" O.H.V.

SPECIFICATION.

ENGINE—Of "A.J.S." design and manufacture. Single-cylinder with overhead valves. Bore 74 m.m. Stroke 81 m.m. Capacity 349 c.c. Adjustable mechanical lubrication by gear-driven pump made integral with magneto chain cover. Compression ratio 6 to 1. Single-port detachable cylinder head of efficient design, duplex valve springs. Duralumin rocker arms, tappet tubes and small end bush, aluminium alloy piston with fully floating gudgeon pin and three rings. Roller bearing big end, single row ball bearing timing side mainshaft, double row ball bearing driving-side mainshaft. Totally enclosed exhaust valve lifter mechanism and tappet adjustment. Inspection disc on magneto chain cover for inspecting chain tension. Vernier setting device for ignition timing.

GEAR BOX—Four-Speed gear box made to "A.J.S." design. Ratios 5.25, 6.95, 8.15, 15.85. Enclosed foot-starter mechanism. Hand or foot control optional.

CLUTCH—Multi-plate clutch with hand control of light tension, push rod and control cable adjuster provided.

FRAME—Strengthened frame with torque stays from engine plates to rear axle.

TYRES—26 in. x 3.25 in. Studded Cord Tyres.

WHEEL HUBS—Adjustable taper roller bearings to both wheels.

CARBURETTOR—"Amal" Needle-type with throttle stop and twist grip control.

HANDLEBARS—Adjustable semi-sports pattern with integral controls. Finish: black enamel with chromium plated levers.

FRONT FORKS—Centre barrel spring type with adjustable spindles and hand adjustable shock absorber. Hand adjusted multi-plate steering damper.

FOOTRESTS—Adjustable with wide range positions, thick rubber pads.

SADDLE—"Lycett" flexible top, adjustable in all directions.

BRAKES—Internal expanding front and rear, both 5½ in. diameter and fitted with hand adjusters. Powerful and progressive in action.

TRANSMISSION—"Renold" Chain, front ¾ in. x .265 in., rear 1 in. x .305 in. Primary chain running in oil bath. Efficient shock absorber fitted to engine shaft, lubricated by oil bath. Rear chain adequately protected by top half chain cover.

MUDGUARDS—Dome section—Rear with hinged back portion to facilitate wheel removal.

STAND—Easily operated centre stand.

EXHAUST SYSTEM—As illustrated, or up-turned exhaust pipe with round type silencer optional.

EQUIPMENT—Complete set of tools, including grease-gun and tyre inflator.

PETROL TANK—Usual "A.J.S." black and gold finish, capacity 17 gallons. With provision for fitting flush instrument panel.

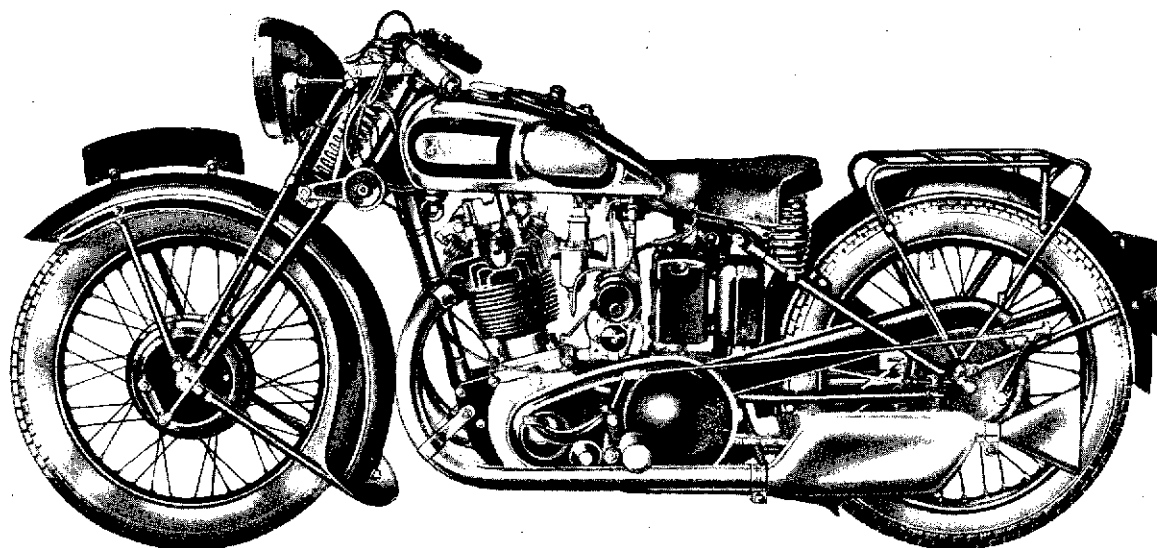
OIL TANK—Capacity 8½ pints, with quick-action filler cap.

PRICE

To Standard Specification

£43 - 5 - 0

When ordering it is essential to state type of exhaust system and whether hand or foot gear change is required.

A.J.S.

MODEL 34-6. 3.49 H.P. TWO PORT DE LUXE O.H.V.

SPECIFICATION.

ENGINE—Of "A.J.S." design and manufacture. Inclined single-cylinder with overhead valves. Bore 74 m.m. Stroke 81 m.m. Capacity 349 c.c. Adjustable mechanical lubrication by gear driven pump made integral with magneto chain cover. Compression ratio 6 to 1. Two-port detachable cylinder head, duplex valve springs, Duralumin rocker arms, tappet tubes and small end bush. Aluminium alloy piston with fully floating gudgeon pin and four rings, roller bearing to big end, single row ball bearing to timing-side mainshaft, and double row ball bearing to driving-side mainshaft. Totally enclosed rocker gear, tappet tubes and exhaust valve lifter mechanism. Inspection disc in magneto chain cover for inspecting chain tension. Vernier setting device for ignition timing.

GEAR BOX—Four-speed gear made to "A.J.S." design, with totally enclosed foot starter mechanism and speedometer drive. Ratios: Top 5.8, 7.0, 12.6 and 17.4 to 1 bottom. Hand or foot control optional.

CLUTCH—Multi-plate clutch, push rod and cable adjuster provided.

FRAME—Semi-cradle with duplex chain stays and torque tubes, sidocar lugs made integral.

FRONT FORKS—Centre barrel spring type, large smooth-action, adjustable spindles and hand adjustable shock absorber. Hand adjusted multi-plate steering damper.

HANDLEBARS—Adjustable "Clean" type with integral controls, including twist grip and steering damper control knob.

EXHAUST SYSTEM—As illustrated or with upswept exhaust pipes and round type silencers.

WHEELS—Rear wheel "A.J.S." patent, quickly detachable, with locking device on sleeve bolts. Adjustable taper roller bearings to both wheel hubs.

TYRES—26 in. x 3.25 in. Studded Cord.

MUDGUARDS—Rear hinged for quick wheel removal. Front fully valanced.

CARBURETTOR—"Amal" needle-type with throttle stop and pilot jet.

FOOTRESTS—Footrest arms adjustable to wide range position, rubber covered and of sturdy design.

BRAKES—Front 7 in. diameter, drum of iron alloy with cooling fins. Rear 7 in. diameter. Both internal expanding, with dust and water excluders and finger adjustment.

TRANSMISSION—"Renold" Chain, primary $\frac{1}{2}$ in. x .305 in. running in oil bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain "Renold" $\frac{1}{2}$ in. x .305 in. fitted with efficient top half chain cover.

SADDLE—"Lyett" soft top with three-point suspension, adjustable backwards and forwards.

STANDS—Central spring-up. Front tubular steel bolted to front mudguard.

PETROL TANK—Chromium plated, and black finish, with provision for flush fitting Instrument Panel. Capacity 2 $\frac{1}{2}$ gallons. Quick-action filler cap.

OIL TANK—Capacity 4 $\frac{1}{2}$ pints. Quick-action filler cap.

REAR CARRIER—Detachable made of welded steel tubing.

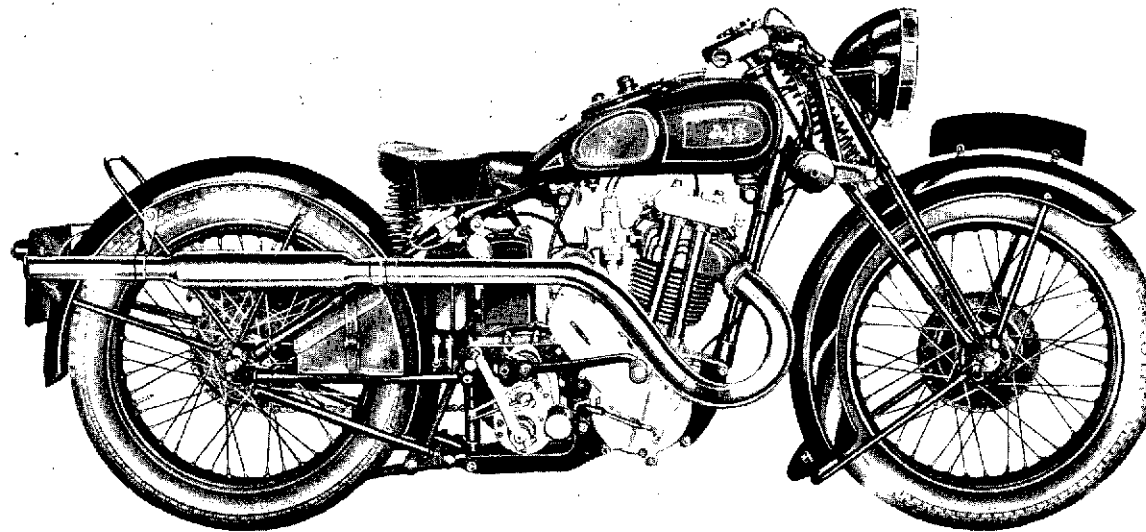
PRICE

To Standard Specification

£50 - 0 - 0

When ordering it is essential to state type of exhaust system and whether hand or foot gear change is required.

A.J.S.



MODEL 34-B8. 4.98 H.P. "BIG PORT" O.H.V.

SPECIFICATION.

ENGINE—Of "A.J.S." design and manufacture. Inclined single-cylinder with overhead valves. Bore 84 m.m. Stroke 90 m.m. Capacity 498 c.c. Adjustable mechanical lubrication by gear driven pump made integral with magneto chain cover. Compression ratio 6 to 1. Single-port detachable cylinder head with duplex valve springs. Duralumin rocker arms, tappet tubes and small end bush. Aluminium alloy piston with fully floating gudgeon pin and three rings. Roller bearing big end, single row ball bearing to timing-side mainshaft and double row ball bearing to driving-side mainshaft. Totally enclosed rocker gear, tappet tubes and exhaust valve lifter mechanism. Inspection disc on magneto chain cover for inspecting chain tension. Vernier setting device for ignition timing.

GEAR BOX—Four speed gear made to "A.J.S." design. Ratios 4.88, 5.90, 8.63, 14.49. Hand or foot control optional.

CLUTCH Multi-plate clutch, push rod and cable adjuster provided

FRAME—Semi-cradle with duplex chain stays and torque tubes, sidcar lugs made integral.

FRONT FORKS—Centre Barrel spring type, large smooth action, adjustable spindles, and hand adjustable shock absorber. With hand adjusted multi-plate steering damper.

HANDLEBARS—Adjustable "Clean" type with integral controls, including twist grip and steering damper control knob.

EXHAUST SYSTEM—As illustrated or with normal down swept exhaust pipe and standard type silencer with fish tail.

WHEELS—Rear Wheel—"A.J.S." patent, quickly detachable with locking device on sleeve bolts. Adjustable taper roller bearings to both wheel hubs.

TYRES—26 in. x 3.25 in. Studded Cord.

MUDGUARDS—Rear hinged for quick wheel removal. Front fully valanced.

CARBURETTOR—"Amal" needle type with throttle stop and pilot jet.

FOOTRESTS—Footrest arms adjustable to wide range position, rubber covered and of sturdy design.

BRAKES—Both 7 in. diameter. Brake drums of iron alloy, front with cooling fins. Both fitted with dust and water excluders and finger adjustment.

TRANSMISSION—"Renold" Chain, primary $\frac{1}{2}$ in. x .305 in. running in oil bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear Chain "Renold" $\frac{3}{8}$ in. x $\frac{3}{8}$ in. fitted with efficient top half chain cover.

SADDLE—"Lycett" soft top with three-point suspension, adjustable backwards and forwards.

STANDS—Centre spring-up. Front—tubular steel bolted to front mudguard.

PETROL TANK—Finish: Usual black and gold design, with provision for flush fitting Instrument Panel. Quick-action filler cap. Capacity 2 $\frac{1}{2}$ gallons.

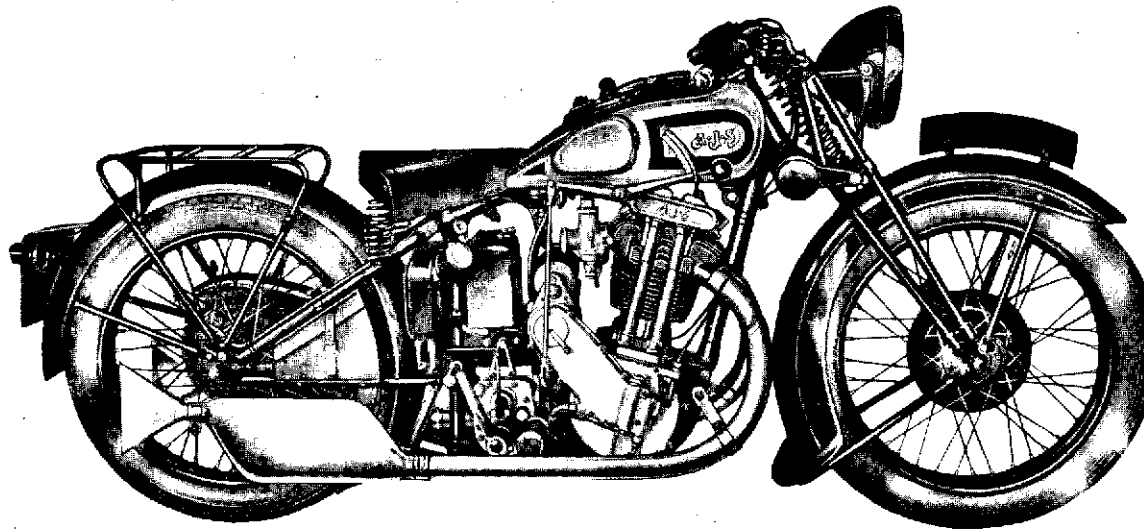
OIL TANK—Capacity 4 $\frac{1}{2}$ pints. Quick-action filler cap.

PRICE

To Standard Specification

£49 - 15 - 0

When ordering it is essential to state type of exhaust system and whether hand or foot gear change is required.

A.J.S.

MODEL 34-8. 4.98 H.P. TWO PORT DE LUXE O.H.V.

SPECIFICATION.

ENGINE—Of "A.J.S." design and manufacture. Inclined single-cylinder with overhead valves. Bore 84 m.m. Stroke 90 m.m. Capacity 498 c.c. Adjustable mechanical lubrication by gear driven pump made integral with magneto chain cover. Compression ratio 5.7 to 1. Two-port detachable cylinder head, Duplex valve springs. Duralumin rocker arms, tappet tubes and small end bush. Aluminium alloy piston with fully floating gudgeon pin and four rings. Roller bearing big end; single row ball bearing to timing-side mainshaft and double row ball bearing to driving-side mainshaft. Totally enclosed rocker gear, tappet tubes and exhaust valve lifter mechanism. Inspection disc on magneto chain cover for inspecting chain tension. Vernier setting device for ignition timing.

GEAR BOX—Four-speed gear made to "A.J.S." design, with totally enclosed foot starter mechanism and speedometer drive. Ratios: Top 4.81, 5.8, 10.4 and 14.4 to 1 bottom. Hand or foot control optional.

CLUTCH—Multi-plate clutch push rod and cable adjuster provided.

FRAME—Semi-cradle with duplex chain stays and torque tubes, sidcar lugs made integral.

FRONT FORKS—Centre barrel spring type, large smooth action adjustable spindles and hand adjustable shock absorber. With hand adjusted multi-plate steering damper.

HANDLEBARS—Adjustable "Clean" type with integral controls, including twist grip and steering damper control knob.

EXHAUST SYSTEM—As illustrated or with upswept exhaust pipes and round type silencers.

WHEELS—Rear Wheel "A.J.S." patent, quickly detachable, with locking device on sleeve bolts. Adjustable taper roller bearings to both wheel hubs.

TYRES—26 in. x 3.25 in. Studded Cord.

MUDGUARDS—Rear hinged for quick wheel removal. Front fully valanced.

CARBURETTOR—"Amal" needle-type with throttle stop and pilot jet.

FOOTRESTS—Footrest arms adjustable to wide range position, rubber covered and of sturdy design.

BRAKES—Both 7 in. diameter, brake drum of iron alloy, front with cooling fins. Both fitted with dust and water excluders and finger adjustment.

TRANSMISSION—"Renold" Chain, primary $\frac{1}{2}$ in. x .305 in. running in oil bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain "Renold" $\frac{1}{2}$ in. x $\frac{1}{2}$ in. fitted with efficient top half chain cover.

SADDLE—"Lycett" soft top with three-point suspension, adjustable backwards and forwards.

STANDS—Central spring-up. Front tubular steel bolted to front mudguard.

PETROL TANK—Chromium plated and black finish with provision for fitting of flush instrument panel. Capacity 2 $\frac{1}{2}$ gallons. Quick-action filler cap.

OIL TANK—Capacity 4 $\frac{1}{2}$ pints. Quick action filler cap.

REAR CARRIER—Detachable, made of welded steel tubing.

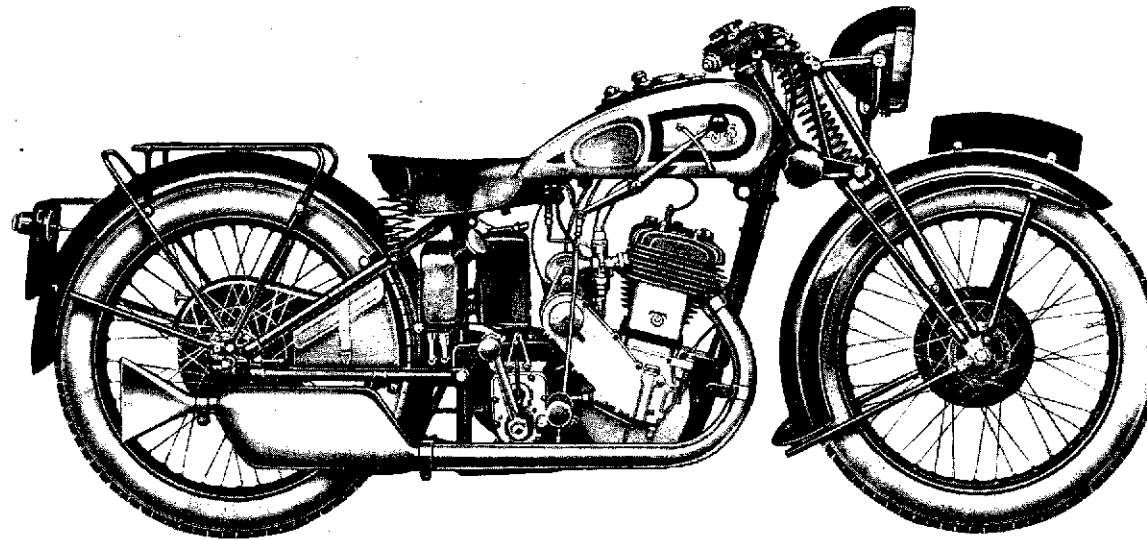
PRICE

To Standard Specification

£55 - 0 - 0

When ordering is essential to state type of exhaust system and whether hand or foot gear change is required.

A.J.S.



MODEL 34-9. 4.98 H.P. SIDE VALVE DE LUXE

SPECIFICATION.

ENGINE—Of "A.J.S." design and manufacture. Inclined single-cylinder, Side-by-Side valves. Bore 84 m.m. Stroke 90 m.m. Capacity 498 c.c. Adjustable mechanical lubrication by gear driven pump made integral with the magneto chain cover. Detachable aluminium alloy cylinder head, which, when removed leaves the valves "in-situ." Enclosed tappets, valve gear and exhaust valve lifter mechanism. Aluminium alloy piston with fully floating gudgeon pin and four rings. Roller bearing big end, single row ball bearing to timing side mainshaft and double row ball bearing to driving side mainshaft. Inspection disc on magneto chain cover for inspecting chain tension. Vernier setting device for ignition timing.

GEAR BOX—Three-speed constant mesh gear box made to "A.J.S." design. Ratios, top 4.81, second 7.06, bottom 12.85 to 1.

CLUTCH—Multi-plate clutch, push rod and cable adjuster provided.

FRAME—Semi-cradle with duplex chain stays and torque tubes, sidecar lugs made integral.

FRONT FORKS—Centre barrel spring type, large smooth-action, adjustable spindles and hand adjustable shock absorbers. With hand adjusted multi-plate steering damper.

HANDLEBARS—Adjustable "Clean" type with integral controls, including twist grip and steering damper control knobs.

WHEELS—Rear wheel "A.J.S." patent, quickly detachable, with locking device on sleeve bolts. Adjustable taper roller bearings to both wheel hubs.

TYRES—26 in. x 3.25 in. Studded Cord.

MUDGUARDS—Rear hinged for quick wheel removal. Front fully valanced.

CARBURETTOR—"Amal" needle type with throttle stop and pilot jet.

FOOTRESTS—Footrest arms adjustable to wide range position, rubber covered and of sturdy design.

BRAKES—Both 7 in. diameter, brake drums of iron alloy, front with cooling fins. Both fitted with dust and water excluders and finger adjustment.

TRANSMISSION—"Renold" Chain, primary $\frac{1}{2}$ in. x .305 in. running in oil bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain "Renold" $\frac{3}{8}$ in. x $\frac{1}{4}$ in. fitted with top half chain cover.

SADDLE—"Lycett" soft top with three-point suspension, adjustable backwards and forwards.

STANDS—Central spring-up. Front tubular steel bolted to front mudguard.

PETROL TANK—Chromium plated and black finish, with provision for fitting of flush fitting Instrument Panel. Capacity $2\frac{1}{2}$ gallons. Quick-action filler cap.

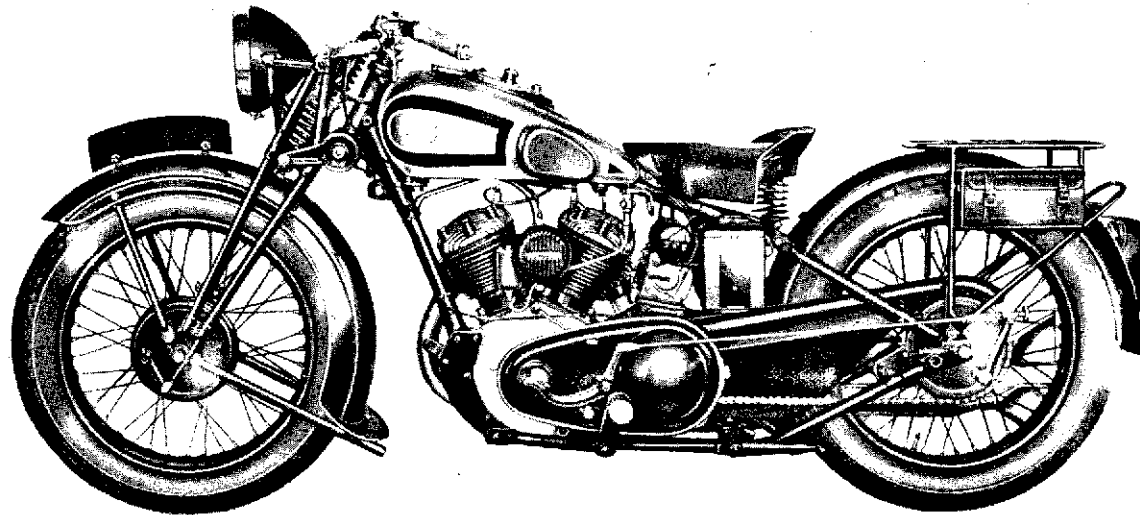
OIL TANK—Capacity $4\frac{1}{2}$ pints, quick action filler cap.

REAR CARRIER—Detachable, made of welded steel tubing.

PRICE

To Standard Specification

£49 - 10 - 0

A.J.S.

ENGLISH MODEL 34-2. 9.9 H.P. S.V. TWIN

SPECIFICATION.

ENGINE—High efficiency 50-degree twin cylinder 9.9 h.p. Bore 85.5 m.m. Stroke 85.5 m.m. Capacity 990 c.c. with detachable cylinder heads, which, when removed leave the valves "in situ". Anti-slap light weight "Lo-ox" alloy pistons, roller bearing big ends and driving-side mainshaft bearing. Tappets, and valve gear totally enclosed and lubricated, timing gears submerged in oil.

LUBRICATION—Thoroughly tested dry-sump system, incorporating pressure fabric type oil filter, ensuring the removal of all impurities from the oil in circulation.

GEAR BOX—Four-speed pivot-mounted Sturmey-Archer made to "A.J.S." design, conveniently placed gear change quadrant on petrol tank.

CLUTCH—Multi-plate with ferodo and cork inserts. Push rod and cable adjuster provided, hand control with light tension.

FRAME—Cradle-type with low saddle position and sidecar lugs made integral.

SPRING FORKS—Centre barrel spring type with long movement and adjustable spindles, hand adjustable shock absorber.

BRAKES—Internal expanding front and rear. Front 7 in. diameter with iron alloy drum possessing cooling fins. Rear 7½ in. diameter. Both are fitted with dust and water excluders and finger adjustment. Front, hand operated. Rear, foot operated.

CARBURETTOR—"Amal" needle-type with pilot jet and throttle stop, large "Amal" air filter.

REAR CARRIER—Welded tubular steel with quickly detachable top. Two pannier bags provided.

TANKS—Chromium plated petrol tank with usual "A.J.S." black and gold design. Flush fitting instrument panel mounted on top of the tank, containing switches, ammeter and provision for watch. A separate oil tank with accessible filler cap, is mounted under the saddle. Capacity approximately 5 pints.

TRANSMISSION—Front chain size ¼ in. x .305 in. running in oil bath. Efficient shock absorber mounted on engine shaft lubricated by oil bath. Rear chain size ½ in. x ⅜ in. with top and back chain cover.

WHEELS—Well known patent "A.J.S." quickly detachable and interchangeable wheels front and rear, special locking device for sleeve bolts. Extra heavy 19 in. x 3 in. 1½ gauge rims, with 6-9 gauge, butted spokes, giving enormous strength.

TYRES—Heavy duty 27 in. x 4 in. Cord Tyres.

MUDGUARDS—Deeply valanced front mudguard, wide section giving ample tyre clearance. Rear mudguard detachable for easy wheel removal.

HANDLEBARS—Semi-sports clean type, black enamel with chromium plated levers.

SADDLE—Comfortable pan seat with three-points suspension hinged at the front.

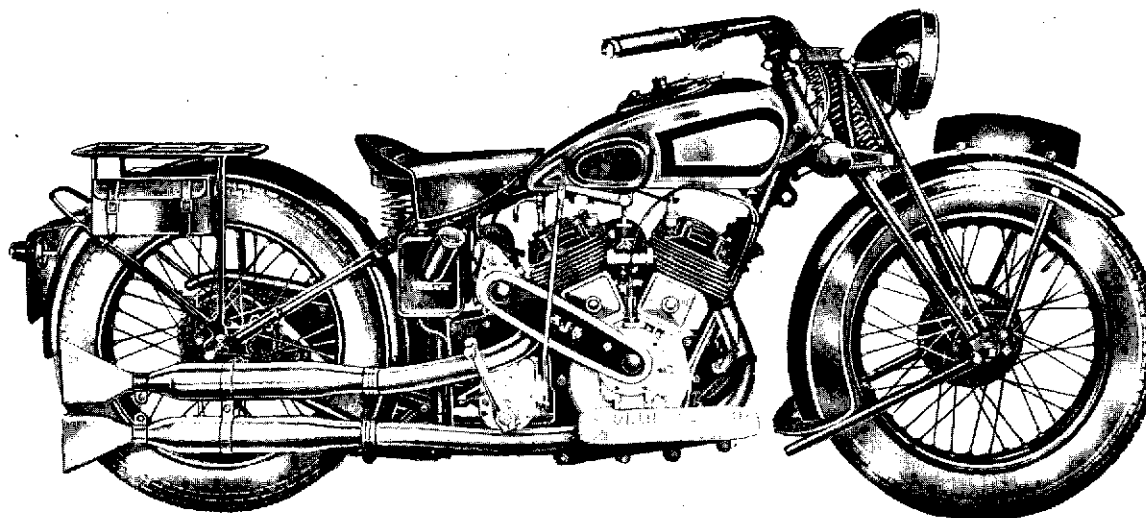
STEERING DAMPER—Control knob conveniently situated on steering head. Duplex plates with large frictional surfaces and rigid anchorage eliminating back lash.

PRICE

To Standard Specification

£65 - 0 - 0

A.J.S.



EXPORT MODEL 34-2. 9.9 H.P. S.V. TWIN

SPECIFICATION.

ENGINE—High efficiency 50-degree twin cylinder 9.9 h.p. Bore 85.5 m.m. Stroke 85.5 m.m. Capacity 990 c.c. with detachable cylinder heads, which, when removed leave the valves "in situ". Anti-slap light weight "Lo-ex" alloy piston, roller bearing big ends and driving side mainshaft bearing. Tappets, and valve gear totally enclosed and lubricated timing gears submerged in oil.

LUBRICATION—Thoroughly tested dry-sump system, incorporating pressure fabric oil filter, ensuring the removal of all impurities from the oil in circulation.

GEAR BOX—Four speed pivot-mounted Sturmey Archer made to "A.J.S." design, gear quadrant in convenient position on left side of petrol tank.

CLUTCH—Multi plate clutch with ferodo and cork inserts, push rod and cable adjuster provided. Foot control by pedal on left side of machine.

FRAME—Cradle type with low saddle position and sidcar lugs made integral.

SPRING FORKS—Centre barrel spring type with long movement and adjustable spindles, hand adjustable shock absorber.

BRAKES—Internal expanding front and rear. Front 7 in. diameter with iron alloy drum possessing cooling fins. Rear 7½ in. diameter. Both are fitted with dust and water excluders and finger adjustment. Front brake hand operated, rear, foot operated, with ratchet locking device on pedal.

CARBURETTOR "Amal" needle type with pilot jet and throttle stop, large "Amal" air filter.

REAR CARRIER—Welded tubular steel with quickly detachable top. Two pannier bags provided.

TANKS—Chromium plated petrol tank with usual "A.J.S." black and gold design. Flush fitting instrument panel mounted on top of the tank, containing switches, ammeter and provision for watch. A separate oil tank with accessible filler cap is mounted under the saddle. Capacity approximately 5 pints.

TRANSMISSION—Front chain ½ in. × 305 in. running in oil bath. Efficient shock absorber mounted on engine shaft lubricated by oil bath. Rear chain ½ in. × ½ in. with top and back chain cover.

WHEELS—Well known "A.J.S." patent quickly detachable and interchangeable wheels front and rear, special locking device for sleeve bolts. Extra heavy 19 in. × 3in. 14-gauge rims with 6.9 gauge, butted spokes, giving enormous strength.

TYRES—Heavy duty 27 in. × 4 in. Cord Tyres.

MUDGUARDS—Deeply valanced front mudguard, wide section giving ample tyre clearance. Rear mudguard detachable for easy wheel removal.

HANDLEBARS—Long comfortable touring handlebars with twist grip control.

FOOTBOARDS Thick rubber-covered footboards with control pedals conveniently placed.

SADDLE—Comfortable pan seat with three-points suspension hinged at the front.

STEERING DAMPER—Control knob conveniently situated on steering head. Duplex plates with large frictional surfaces and rigid anchorage eliminating back lash.

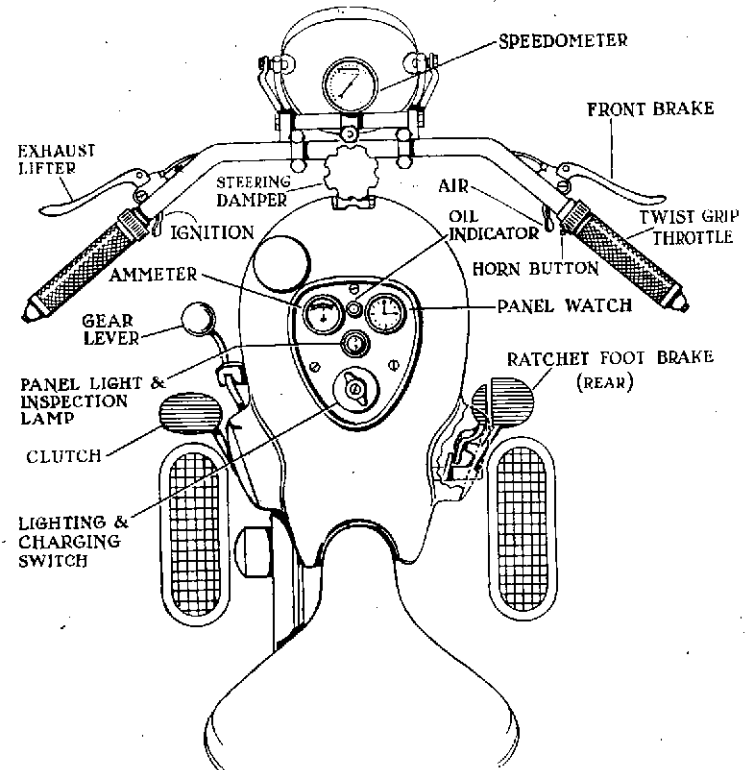
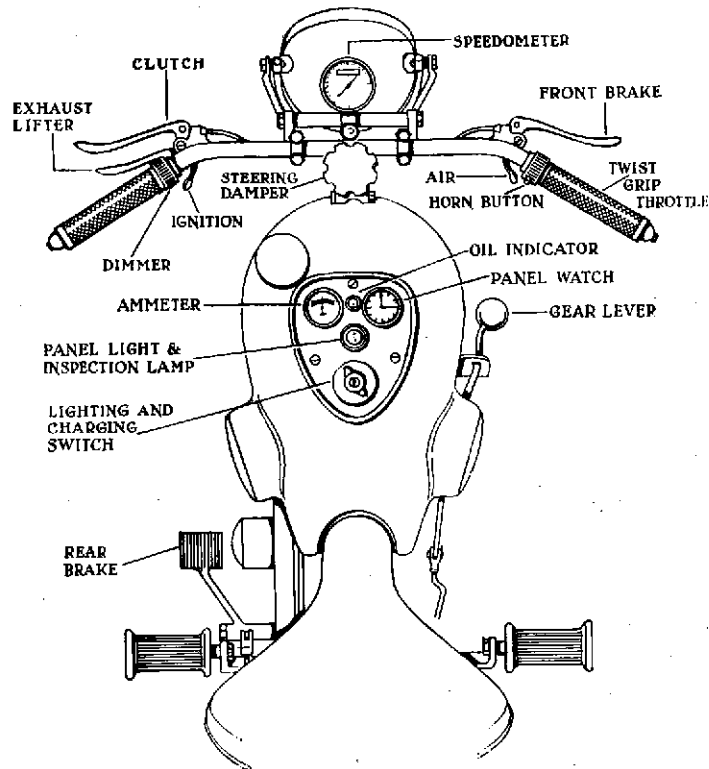
PRICE
To Standard Specification

£65 - 0 - 0

ENGLISH

34-2 BIG TWIN CONTROL LAY-OUT

EXPORT



CONTROL LAY-OUT. The illustration on the left shows the English Control Lay-out on the Model 34/2.

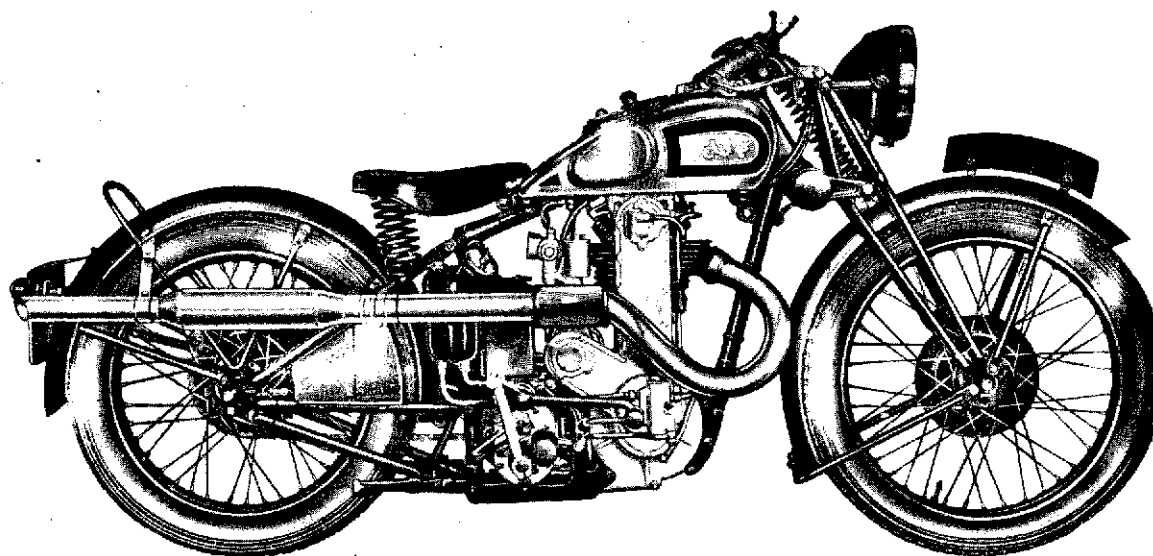
The position of the Controls is in accordance with the usual practice in this country, namely: Twist Grip Front Brake, Air Control Levers and horn button on the right handle Bar. Clutch, exhaust valve lifter ignition lever and dipping and dimming device on the left handle bar. The gear lever is situated on the right hand side of the Petrol Tank and the rear brake pedal on the left hand side of the machine. Other Controls such as Steering Damper, Shock absorber lighting switches, etc., are the same on both the English and Export Models.

Turning to the Export Model illustrated on the right, it will be seen that long touring handle bars are employed with the twist grip, front brake, air control lever and horn button situated on the right handle bar. On the left handle bar will be found the ex-

haust lifter, ignition control lever and dipping and dimming device. The gear change lever is placed on the left hand side of the petrol tank. The clutch is foot controlled by a pedal situated in front of the left footboard and the rear brake is controlled by a foot pedal in front of the right footboard. There is a ratchet locking device on the rear brake pedal.

Intending customers have the option of purchasing either the English or Export Model for use in England or abroad. The Export Model is really the result of continued pressure from overseas riders, to supply a machine suitable for their requirements, and it would appear that the 34/2 Export A.J.S. Machine is admirably suited.

There is another difference between these two machines, namely that footrests are fitted on the English Model and rubber covered footboards on the Export Model.



MODEL 34-7. 3.46 H.P. CAMSHAFT "TROPHY"

SPECIFICATION.

ENGINE—Of "A.J.S." design and manufacture, Single-cylinder vertical. Bore 70 m.m. Stroke 90 m.m. Capacity 346 c.c. Detachable cylinder head with down-draught inlet port and single-exhaust port. Accessible camshaft drive gear for dismantling, specially designed aluminium alloy piston with fully floating gudgeon pin and three narrow rings. Connecting rod, O.H.C. Rockers, etc., machined from special steel. Roller bearing big end and ball bearings to both driving-side and timing side mainshafts. The Camshaft is driven by roller chain with patented tensioning device and re-action damper—interior surfaces of the engine are specially finished and highly polished. Piston bodies of various compression ratios for use with straight petrol, petrol benzol and alcohol are available. The compression ratio of the standard Competition engine is 6 to 1, and Racing engine 7.5 to 1. A spare piston having a ratio of 11 to 1 is available. Vernier setting device for ignition timing.

GEAR BOX—Four-speed. Foot operated gear change with positive stop. Foot lever conveniently situated on offside of machine. Competition Ratios: Top 5.37, third 6.49, second 9.50, bottom 15.95. Racing—close ratios: top 5.7, third 6.49, second 7.84, bottom 13.8.

CLUTCH—Multi-plate clutch with both push rod and cable adjustment. Extremely light clutch lever tension.

WHEELS—Both front and rear wheels fitted with taper roller bearings rear wheel specially reinforced with 14 gauge rim and 6-9 gauge butted spokes. The rear wheel is of the quickly detachable type.

TYRES—26 in. x 3.25 in. Cord Tyres on Competition Model. 27 in. x 3 in. Cord Tyres on Racing Model.

MUDGUARDS—On the Competition Model unvalanced mudguards are fitted and on the Racing Models narrow type mudguards are fitted.

BRAKES—Front and rear internal expanding, both finger adjusted. Rear brake, 7½ in. diameter, operated by foot pedal on left side of machine. Front brake 7 in. diameter, with iron alloy drum ribbed outside.

HANDLEBARS—Latest type with adjustable bolt-on controls.

FORKS—"A.J.S." design with centre barrel spring and fitted with hand adjusted shock absorber, which allows smooth and long fork movement. With hand adjusted multi-plate steering damper.

STANDS—Centre spring-up stand which requires the minimum amount of effort to operate. Sturdy front stand bolted into position on front mudguard.

SADDLE—Soft top with 3 point suspension, hinged at the front and adjustable forward and backward.

For details of the following equipment see opposite page:—Frame, Tanks, Carburettor, Lubrication, Ignition, Chains, Exhaust System, Tool Box and Tools.

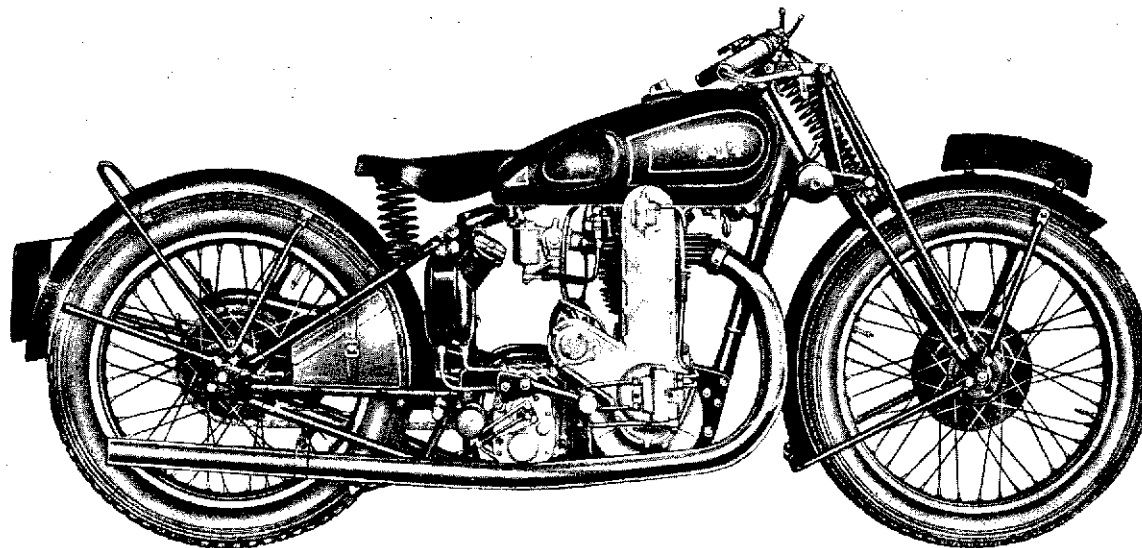
PRICE
To Standard Specification

RACING MODEL

£70 - 0 - 0

COMPETITION MODEL

£65 - 0 - 0

A.J.S

MODEL 34-10. 4.95 H.P. CAMSHAFT "TROPHY"

SPECIFICATION.

ENGINE—Of "A.J.S." design and manufacture, Single-cylinder vertical. Bore 79 m.m. Stroke 101 m.m. Capacity 495 c.c. Detachable cylinder head with down-draught inlet port and single-exhaust port. Accessible camshaft drive gear for dismantling, specially designed aluminium alloy piston with fully floating gudgeon pin and three narrow rings. Connecting rod, O.H.C. rockers, etc., machined from special steel. Roller bearing big end, and ball bearings to both driving-side and timing-side mainshafts. The camshaft is driven by roller chain with patented tensioning device and re-action damper—interior surfaces of the engine are specially finished and highly polished. Piston bodies of various compression ratios for use with straight petrol, petrol benzol and Discol fuels are available. The compression ratio of the standard Competition engine is 6 to 1, and Racing engine 7.5 to 1, and a spare piston having a ratio of 11 to 1 is available. Vernier setting device for ignition timing.

GEAR BOX—Four speed. Foot operated gear change with positive stop. Foot lever conveniently situated on offside of machine. Competition Ratios: Top 4.70, third 5.68, second 8.32, bottom 13.95. Racing—Close ratios: top 4.7, third 5.68, second 6.86, bottom 12.08.

TOOL BOX AND EQUIPMENT—Metal covered, lined tool box carried between rear chain stays, comprehensive set of tools.

EXHAUST SYSTEM—Upswept with round type silencer on Competition Model. Straight-through on Racing Model.

CARBURETTOR—"Amal" large bore needle-type Carburettor with throttle stop and quick action twist grip fitted to Competition Model. "Amal" Racing Carburettor fitted to Racing Model.

FRAME—Semi-duplex type with triple rear fork members ensuring absolute rigidity at high speeds.

PETROL TANK—Capacity approximately two gallons in Competition Model, 3½ gallons on Racing Model. Competition finished in the usual "A.J.S." style with black and gold panels on chromium. Racing: Black and gold finish.

OIL TANK—Capacity 5 pints. It is situated behind the saddle down tube and is fitted with a quick-action hinged filler cap.

LUBRICATION—Dry sump system is employed and a fabric filter is included in this, ensuring the removal of all impurities from the oil in circulation. Separate feeds are also taken to the cylinder base, valve guides and rocker box, which has its own scavenging pump.

IGNITION—Lucas racing magneto or racing magdyno with detachable dynamo portion, usual handlebar ignition lever control.

CHAINS—"Renold" front ½ in. × .305 in. running in oil bath. Rear chain size ½ in. × ½ in. with ordinary top half chain cover for accessibility.

For details of the following equipment see opposite page:—Clutch, Wheels, Tyres, Mudguards, Brakes, Handlebars, Forks, Stands and Saddle.

PRICE
To Standard Specification

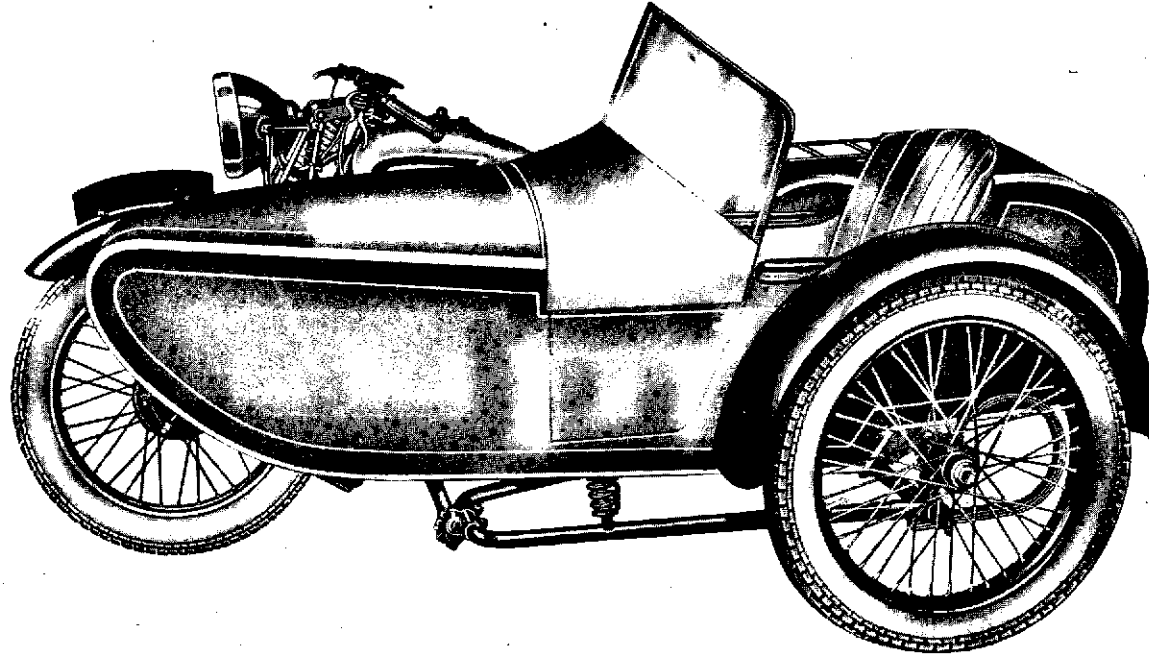
RACING MODEL

£75 - 0 - 0

COMPETITION MODEL

£70 - 0 - 0

A.J.S



MODEL "A" SPORTS DE LUXE SIDECAR

SPECIFICATION.

Suitable for fitting to 500 c.c. and 990 c.c. Machines.

BODY—Metal panel finished with black enamel and lined with gold. Chromium plated beading. A wide door is provided and a locker is situated behind the rear seat squab. Interior upholstery and trimming is carried out in good quality leather cloth, red and green colours are optional. The body is well sprung and upholstered—has a bucket shaped back rest and pneumatic cushion.

SCREEN—A new type "V" screen is fitted with chromium plated framing for the celluloid. The frame is hinged at the front and can be moved out of the way quite easily. The body can be fitted to two different chassis, one with a normal stub axle wheel as illustrated. As an alternative, this body can be mounted on the "A.J.S." wheel frame chassis with quickly detachable and interchangeable wheel.

This chassis is particularly recommended when the Sidecar is fitted to a 34/2 Model.

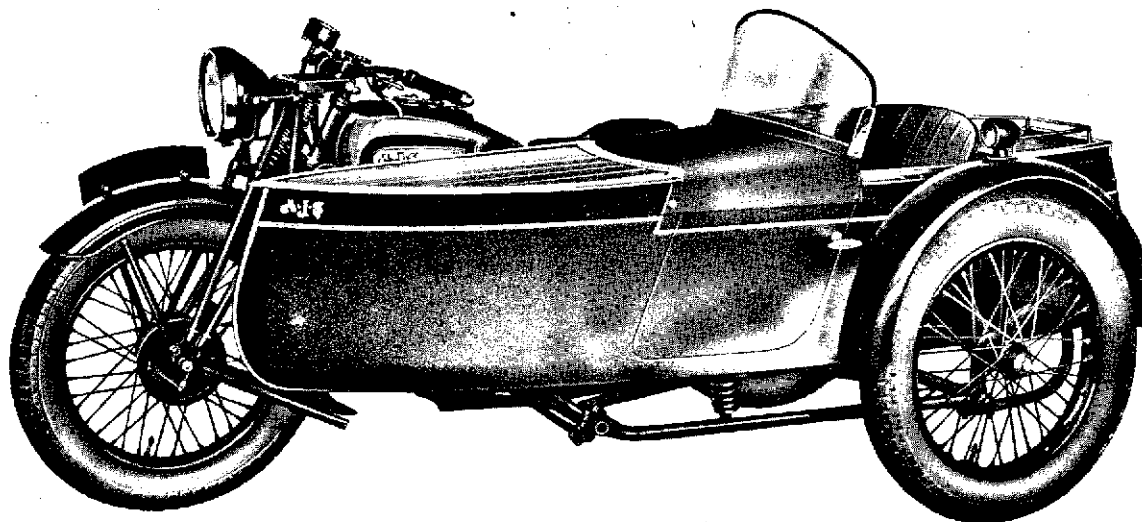
PRICE—On stub axle Chassis, including Electric Sidecar Lamp

£18 - 10 - 0

Or, on Wheel Frame Chassis

£20 - 0 - 0

A.J.S.



MODEL "B" LAUNCH SIDECAR

SPECIFICATION.

Suitable for fitting to 500 c.c. and 990 c.c. Machines.

BODY—Metal panel with black enamel finish and gold lining, rigid chromium plated deck edges. Wide door, bucket-shaped back rest and pneumatic cushion. The rear deck is actually a locker lid, there is ample locker space underneath this, and the lid is provided with a lock. The body is well sprung and upholstered and trimmed in good quality leather cloth. Red or green interior finish is optional.

SCREEN—Substantial celluloid is used, reinforced at the edges and held in position with stout peg-in pillars. A durable twill apron is provided.

CHASSIS—This body can be fitted to the stub axle chassis illustrated which has four-point connections. As an alternative it can be fitted to the "A.J.S." wheel frame chassis possessing a quickly detachable and interchangeable wheel.

The latter chassis is particularly recommended when this Sidecar is fitted to the 34/2 Model.

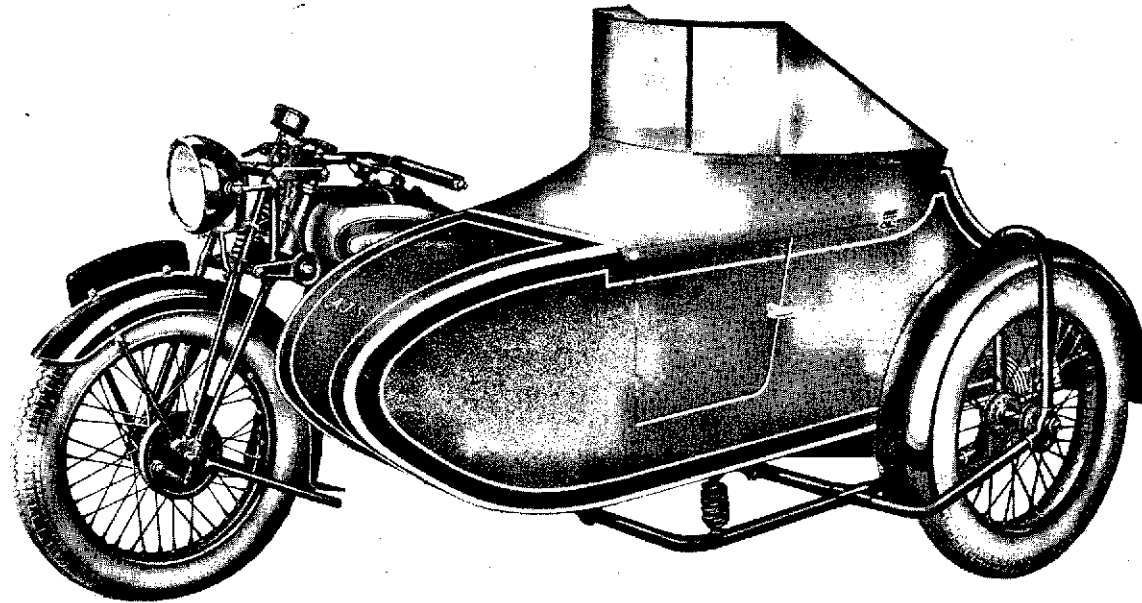
PRICE as illustrated, including Electric Sidecar Lamp

£17 - 10 - 0

Or, on Wheel Frame Chassis with detachable wheel

£19 - 0 - 0

A.J.S.



MODEL "C" OCCASIONAL TWO-SEATER SIDECAR

SPECIFICATION.

For 990 c.c. Model only.

BODY—Metal panel with black enamel finish and gold lining. A wide door is provided for convenient entrance and exit. Interior width of the body across the seat is approximately 19 in. The seat and back squab is extremely well sprung. A foot well is provided to give increased leg room in the occasional seat at the rear, it is large enough to accommodate a normal adult comfortably. A deep touring type wind screen is fitted to give ample protection from the elements.

The body is upholstered in good quality leather cloth black or green colour is optional.

CHASSIS—This body is supplied on the special chassis with interchangeable wheel. Provision is made on the chassis for carrying a spare wheel, a special arm is provided for this purpose. To facilitate wheel removal a sidecar wheel stand is provided. The chassis has four-point connection and is very sturdily built.

PRICE—

Including Sidecar Lamp

£25 - 0 - 0

Spare Wheel complete with 27 in. x 4 in. tyre mounted on chassis, if sidecar is ordered with machine, **£6 - 6 - 0**

EQUIPMENT

It is absolutely necessary when ordering to state definitely, whether up-turned exhaust pipe and/or foot operated gear change is required. Both these items are optional on all O.H.V. Models, although in some instances the illustrations show either equipment. This is not standardised.

	£ s. d.		£ s. d.
Lucas Magdymo Electric Lighting, together with flush fitting Instrument Panel containing Ammeter, main switches and removable Inspection Light, together with provision for fitting an 8-Day Clock	5 17 6	27 in. x 4 in. Tyres on models 34/6, 34/B8, 34/8 and 34/9	1 0 0
Smith's Gear-box-driven Speedometer, mounted over Front Forks :		Lucas Electric Horn	0 15 0
Trip	2 5 0	Chromium Plated and Panel Tank on Models 34/12, 34/5, 14/B6 and 34/B8	1 0 0
Non-Trip	2 0 0	Detachable Luggage Carrier on Models 34/12, 34/5, 34/B6 and 34/B8	0 12 6
Smith's 100 m.p.h. Speedometer and Revolution Counter Combination set on Models 34/7 and 34/10	5 0 0	Polished out Cylinder Head, Ports, etc., on O.H.V. Models	1 0 0
Four-Speed Gear Box in lieu of three-speed on Models 34/5 and 34/9	1 0 0	Smith's 8-Day Clock in Instrument Panel	1 10 0
26 in. x 3.50 in. Tyres on Models 34/6, 34/7, 34/B8, 34/8, 34/9 and 34/10	0 12 0		

All prices and specifications are subject to alterations without notice.

GUARANTEE

We do not appoint agents for the sale on our behalf of our Motor Cycles and other goods, but we assign to Motor Cycle Dealers areas in which we supply to such Dealers exclusively for the re-sale in such areas. No such dealer is authorised to transact any business, give any warranty, make any representation, or incur any liability on our behalf.

WE give the following guarantee with our motor cycles, motor cycle combinations, and sidecars, which is given in place of any implied conditions, warranties, or liabilities whatsoever, statutory, or otherwise, all such implied conditions, warranties, and liabilities being in all cases excluded, any statement, description, conditions or representation contained in any catalogue, advertisement leaflet, or other publication shall not be construed as enlarging, varying, or over-riding this guarantee. In the case of machines which have been used for "hiring out" purposes or racing, or from which the trade mark, name, 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 below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination or sidecar which may have proved defective. We do not undertake to replace or re-fix, or bear the cost of re-fixing, such new part in the motor cycle, motor cycle combinations, or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motor cycles, motor cycle combinations, and sidecars 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 :

1. 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.
2. 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.

3. The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied or approved by the manufacturers, or to a motor cycle which is not designed for such use.

Any motor cycle or motor cycle combination or sidecar sent to us to be plated, enamelled, or repaired, 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 materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute, warranty, or condition, 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, motor cycle combinations, or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us **carriage paid**, and accompanied by an intimation from the Owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of purchase, or the date when the alleged defective part was exchanged, as the case may be.

Failing compliance with the above, such articles will lie here at the risk of the owner, and this guarantee and any implied guarantee, warranty, or condition shall be not enforced.

We do not guarantee specialities, such as tyres, saddles, chains, lamps, etc., or any component parts, supplied to the order of the Purchaser differing from our standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

— A·J·S USEFUL INFORMATION. —

ITEM. 1934 MODELS.		MODELS.									
		34/12	34/5	34/B6	34/6	34/B8	34/8	34/9	COMPTN 34/7	COMPTN 34/10	HOME 34/2
MEASUREMENTS	LENGTH.	6-7'	6-7'	6-7'	6-10'	6-10'	6-10'	6-10'	6-10'	6-10'	7-4'
	WIDTH.	30½"	30½"	30½"	30½"	30½"	30½"	30½"	30½"	30½"	30½"
	WHEELBASE.	52"	52"	52"	56¼"	56¼"	56¼"	56½"	54"	54"	60"
	GROUND CLEARANCE.	5¼"	5¼"	5¼"	5½"	5½"	5½"	5½"	4½"	4½"	5"
	SADDLE HEIGHT.	28"	28"	28"	29"	29"	29"	29"	29"	29"	28"
FUEL	PETROL CONSUMPTION.	100-110.	90-95.	80-85.	75-80.	70-75.	70-75.	75-80.	70.	65.	60-65.
	OIL CONSUMPTION.	1200-1300.	1200-1300.	1100-1200.	1000-1100.	1000-1100.	1000-1100.	1000-1100.	1000	1000.	1100.
TRANSMISSION	FRONT CHAIN SIZE.	½x305.	½x305.	¾x265.	½x305.	½x305.	½x305.	½x305.	½x305.	½x305.	½x305.
	FRONT CHAIN LINKS.	66.	64.	77.	67.	67.	67.	67.	68.	69.	70.
	REAR CHAIN SIZE.	½x305.	½x305.	½x305.	½x305.	⅝x⅜.	⅝x⅜.	⅝x⅜.	⅝x⅜.	⅝x⅜.	⅝x⅜.
	REAR CHAIN LINKS.	112.	114.	113.	124.	99.	99.	99.	98.	98.	105.
	MAG. CHAIN SIZE.	½x125.	½x125.	½x125.	½x125.	½x125.	½x125.	½x125.	⅜x230.	⅜x230.	½x187.
	MAG. CHAIN LINKS.	34.	34.	34.	38.	38.	38.	38.	51.	51.	58.
GEARS.	GEAR RATIO TOP.	9-8	9-8	5-25.	① 5-8	① 4-88.	① 4-81.	① 4-81.	5-37	4-7	① 4-53.
	GEAR RATIO THIRD.	7-75.	9-0.	6-95.	7-0.	5-9	5-8	7-0	6-49.	5-68	5-48.
	GEAR RATIO SECOND.	11-36	16-0	8-15.	12-6	8-63	10-4	12-85	9-5	8-32	8-01
	GEAR RATIO BOTTOM.	17-22	-	15-85.	17-4	14-49	14-4	-	15-95.	13-95	13-45.
TYRES.	TYRE SIZES.	26x3-25.	25x3	26x3-25.	③ 26x3-25.	③ 26x3-25.	③ 26x3-25.	③ 26x3-25.	② 26x3-25.	② 26x3-25.	27x4-0
	PRESSURE FRONT.	15-16	15-16.	15-16	15-16	15-16	15-16	15-16	15-16	15-16	15-16.
	PRESSURE REAR.	22-24	22-24	22-24	18-20	18-20	18-20	18-20	18-20	18-20	20-22
SPEED IN MILES PER HOUR.		60-65	60.	68-70.	65-68	75-80	73-75	65.	⑤ 75-80	⑤ 80-85	75-80
TOTAL WEIGHT IN POUNDS.		④ 250	④ 235	④ 258	④ 320.	④ 325	④ 335	④ 320	④ 330	④ 345	④ 415
ENGINE.	BORE IN MILLIMETRES.	65.	74	74	74	84	84	84	70	79	85
	STROKE IN MILLIMETRES.	75.	81.	81	81.	90	90	90	90	101	85
	CUBIC CAPACITY.	248	349	349.	349	498	498	498	346	495	990
	BRAKE HORSE POWER.	12	11-2	16.	16.	19-6	19	14	18 STD. 24 RCG	24 STD. 32 RCG	26
	COMPRESSION RATIO.	6-5-1.	4-3-1.	6-0-1.	6-0-1.	6-0-1.	5-7-1.	4-9-1.	6-0-1	6-0-1	4-8-1.

④ WITH ELECTRIC LIGHTING SOLO

① 5/CAR. GEARS. 34/6. 6-41. 7-77. 13-9. 19-23.
34/8. 5-53. 6-7. 12-0. 16-5.
34/8. 5-53. 6-7. 12-0. 16-5.
34/9. 5-53. 8-12. 14-7
34/2 5-0. 6-05. 8-85. 14-85.

② RACING MODELS. 27x3 RIBBED FRONT } EXTRA 34/7. 85 MPH. 90-95 WITH "DISCOL."
26x3-25 STUDDED REAR } 34/10. 90 MPH. 95-100 WITH "DISCOL."

③ 26x3-50 TYRES. OPTIONAL EXTRA.

HIRE PURCHASE SCHEME

(Available only to Residents in Great Britain and Northern Ireland).

For the convenience of prospective purchasers who do not wish to pay the whole cost of their machine at once, preferring, rather to pay for the machine as they use it, we have arranged a special Hire Purchase Scheme in conjunction with The Service Investment Society Ltd., 289, High Holborn, London, W.C.1.

The Schedule below shows the standard terms for 1934 models, which terms include the cost of a Comprehensive Insurance Policy for twelve months, with a recognised Tariff Company. If special equipment, other than Electric Lighting is required, we shall be pleased to quote exact terms on receipt of a postcard, giving full Specification.

MODEL	Agreements for			12 months	18 months
	C.C.	Retail List Price	Deposit	monthly payments (Including Insurance)	monthly payments (Including 12 months Insurance)
34/12 " Big Port " O.H.V.	248	£ 48 s. 7 d. 6	£ 13 s. 7 d. 6	£ 3 s. 12 d. 0	£ 2 s. 9 d. 10
34/5 Side Valve	349	46 7 6	12 17 0	3 9 5	2 8 0
34/B6 " Big Port " O.H.V.	349	49 2 6	13 10 6	3 13 1	2 10 7
34/6 Two Port De Luxe O.H.V.	349	55 17 6	15 4 6	4 2 2	2 16 10
34/7 Camshaft (Competition)	346	70 17 6	18 19 6	5 2 5	3 10 10
34/7 Camshaft (Racing)	346	75 17 6	20 4 6	5 9 2	3 15 6
34/B8 " Big Port " O.H.V.	498	55 12 6	15 15 6	4 5 3	2 18 11
34/8 " Two Port " De Luxe O.H.V.	498	60 17 6	17 2 0	4 12 4	3 3 10
34/9 Side Valve De Luxe	498	55 7 6	15 14 6	4 4 11	2 18 9
34/10 Camshaft (Competition)	495	75 17 6	20 17 0	5 12 7	3 17 10
34/10 Camshaft (Racing)	495	80 17 6	22 2 0	5 19 4	4 2 6
34/2 Big Twin, Side Valve (Home)	990	70 17 6	19 12 0	5 5 10	3 13 2
34/2 Big Twin, Side Valve (Export)	990	70 17 6	19 12 0	5 5 10	3 13 2

London Postal Area, Glasgow Area and Ireland, extra insurance. Not exceeding 350 c.c. £1 5 0 over 350 c.c. £1 17 6 must be added to deposit.

The above prices include Lucas Magdyno Lighting with Flush Fitting Instrument Panel containing Switches and Inspection Lights

APPLICATION FORM

This Form should be completed in detail and returned to the officially appointed dealer of A.J.S. who is supplying the Motor Cycle.

Dealers Name..... Phone No.

Address

Name of Hirer (in full)..... Date of Birth.....

Private Address.....

Householder or Lodger..... How Long there

Employers Name..... Occupation

Business Address..... How Long Employed there

If not Householder give Name of Guarantor
who must be a Householder.....

Guarantors Address..... How Long there

Guarantors Employers Name..... Occupation

Business Address..... How Long Employed there

Dealers Remarks.....

A.J.S.	MOTOR CYCLE MODEL	H.P.	£	:	:
	Accessories		£	:	:
	Insurance		£	:	:
	Hire Charges.....		£	:	:
	Deposit		£	:	:
	12/18 Monthly Instalments of £.....		£	:	:

INSTRUCTIONS TO DEALER. This Form when completed in detail should be forwarded to :

THE SERVICE INVESTMENT SOCIETY LTD.

'Phone : HOLB. 5948/9

289, HIGH HOLBORN W.C.1

'Grams : "Servesiety, Holb. London."

OUTSTANDING FEATURES

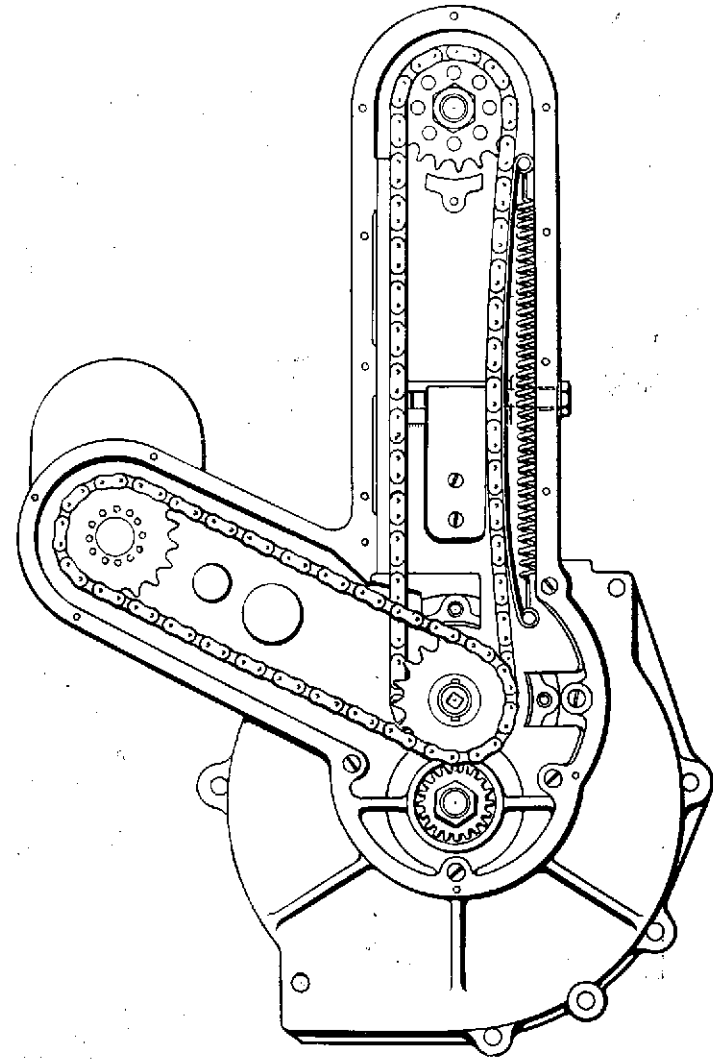
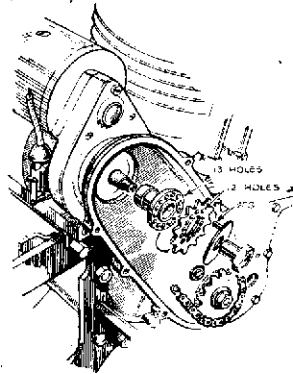
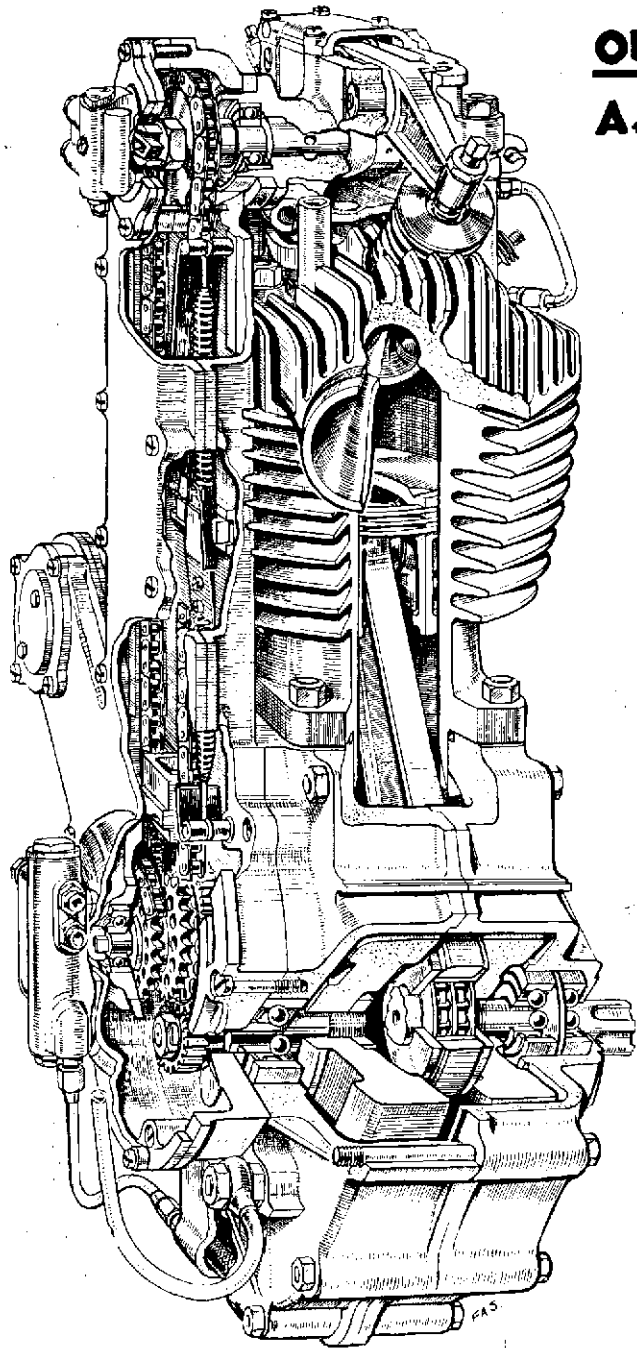
A.J.S. CHAIN DRIVEN CAMSHAFT ENGINE

**AS FITTED TO
TROPHY MODELS**

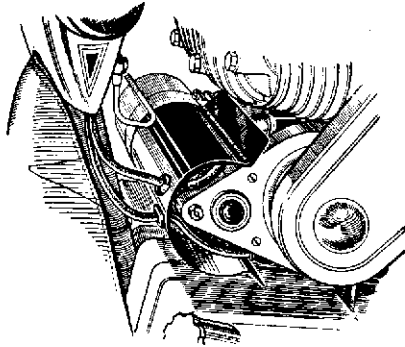
THE ILLUSTRATION ON
THE RIGHT SHOWS
CLEARLY THE PERFECT
AND YET SIMPLE CAM-
SHAFT CHAIN DRIVE.

NOTE THE DETAILED
PERFECTION IN THE
SECTIONAL DRAWING
ON THE LEFT.

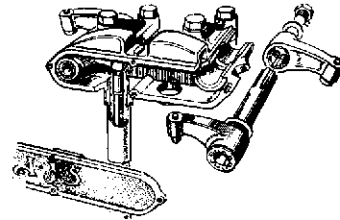
VERNIER TIMING USED
ON ALL SINGLE
CYLINDER MODELS.



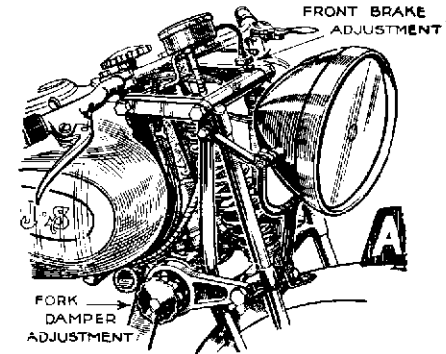
EXAMPLES OF A.J.S. "PERFECTION IN DETAIL"



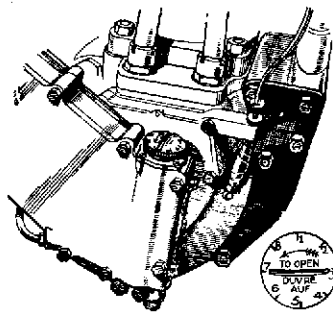
On the Big Twin Models the magneto is protected by the efficient shield shown above, which ensures reliable ignition even in tropical downpours.



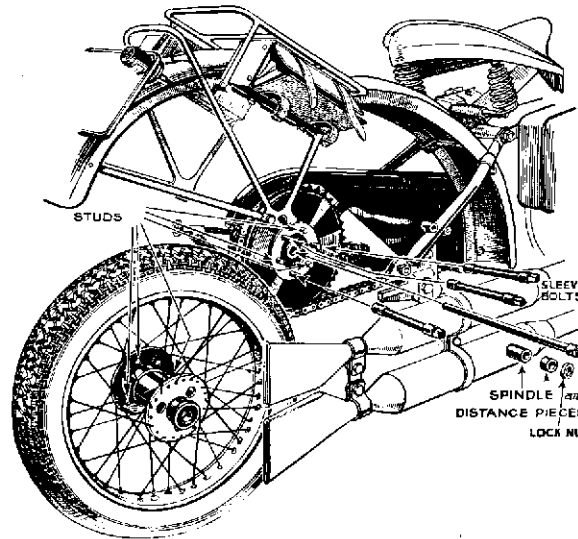
This sketch shows the design of the overhead rocker gear on all the O.H.V. Models. The rockers are duralumin forgings, attached by splines to the hollow alloy steel rocker spindles. Observe the ample diameter of the bronze bushes for the spindles and the neat manner in which the ball-ended duralumin push rods are enclosed.



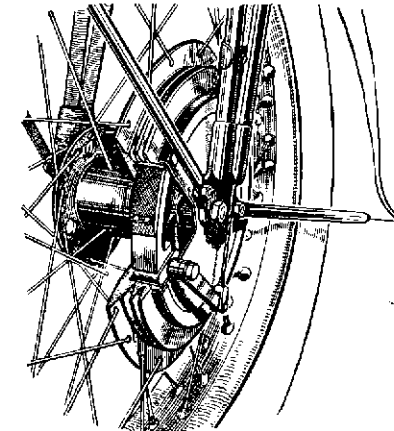
A well-known feature of "A.J.S." Motor Cycles is the exceptionally sturdy front fork assembly shown above. Note the accessible finger adjustment for the front brake, the convenient shock absorber adjusting knob, and the stiff headlamp mounting.



This view shows the simple adjustment for the oil pump provided in the single cylinder models. Also visible are the finger adjustment for the exhaust-valve lifter cable and the very strong front engine mounting.



The arrangement of the "A.J.S." quickly detachable wheel is clearly shown above, the wheel being removable without disturbing the chain or brake. This design is used for front and rear wheels of the Big Twin Models, the wheels being interchangeable, and for the rear wheel only of Models 34/6, 34/7, 34/B8, 34/8, 34/9 and 34/10.



This cutaway view of the highly efficient front brake used on all Models except 34/12, 34/5 and 34/B6, shows the alloy drum with its cooling fins, which serve also to stiffen the drum to prevent distortion, the aluminum alloy brake shoes, and the neat manner in which the operating cable is concealed by passing through the front fork tube, whence it emerges at the finger adjuster shown in the top illustration.

MOTOR**A.J.S.****CYCLES****MODELS AND PRICES:**

Page	Model	Description	Price
4	Model 34-12	2-48 H.P. O.H.V. " Big Port " 4-Speed Gearbox	£42 10 0
5	Model 34-5	3-49 H.P. Side Valve, 3-Speed Gearbox	£40 10 0
6	Model 34-B6	3-49 H.P. O.H.V. " Big Port " 4-Speed Gearbox	£43 5 0
7	Model 34-6	3-49 H.P. O.H.V. Two Port de luxe, 4-Speed Gearbox	£50 0 0
14	Model 34-7	3-46 H.P. O.H.C. " Trophy " 4-Speed Gearbox (Competition)	£65 0 0
14	Model 34-7	" " " " " " " (Racing)	£70 0 0
8	Model 34-B8	4-98 H.P. O.H.V. " Big Port " 4-Speed Gearbox	£49 15 0
9	Model 34-8	4-98 H.P. O.H.V. Two Port, 4-Speed Gearbox	£55 0 0
10	Model 34-9	4-98 H.P. Side Valve, 3-Speed Gearbox	£49 10 0
15	Model 34-10	4-95 H.P. O.H.C. " Trophy " 4-Speed Gearbox (Competition)	£70 0 0
15	Model 34-10	" " " " " " " (Racing)	£75 0 0
11	Model 34-2	Home 9-90 H.P. Side Valve Twin, 4-Speed Gearbox	£65 0 0
12	Model 34-2	Export " " " " " " "	£65 0 0

For Prices of Electric Lighting and other equipment see page 19

A.J.S.