

MOTORCYCLES

1934



INTRODUCTORY

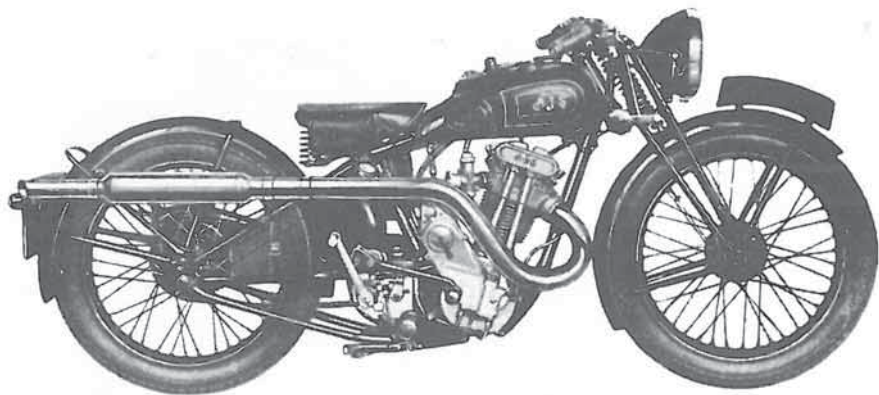
THE 1934 Programme includes every type of Machine from a 248 c.c. O.H.V. MODEL for solo use, up to a 990 c.c. BIG TWIN for heavy and prolonged sidecar use.

Perusal of the specification of all Models shows the equipment to be complete in every detail ; and in some instances a choice of two specifications is offered at no extra charge.

The Trophy Models are of particular interest as they cover two different fields of sport, Racing and Competition. They represent the successful development of a chain driven O.H.C. Model over a number of years, and have now reached a state of perfection and reliability so essential to racing and competition men.

The superb "A.J.S." finish and quality is maintained, while all the features of design, which made the 1933 Models so outstanding, are retained with the addition of many worth while improvements, which make "A.J.S." more than ever the machines for discriminating riders.

All machines are sold subject to limited guarantee printed inside rear cover.



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 to 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 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.

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.

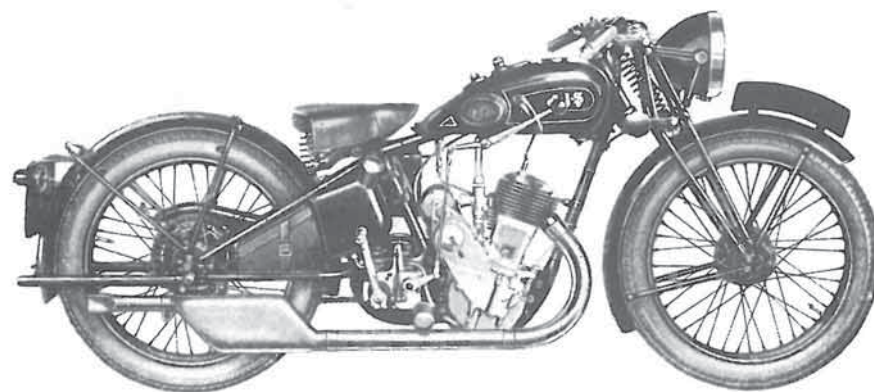
PETROL TANK—Finish: Usual "A.J.S." black and gold. Capacity 1¾ gallons. Provision in top for flush fitting instrument panel, quick action filler cap.

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



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.

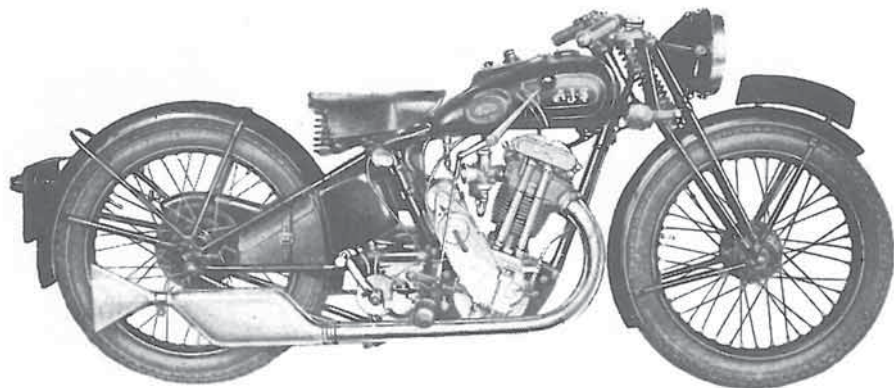
EQUIPMENT—Complete kit of tools, including grease-gun and tyre inflator.

PETROL TANK—Usual "A.J.S." black and gold finish. Capacity 1¾ gallons. Provision for flush fitting instrument panel, quick action filler cap.

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

Price to Standard Specification

£40.10.0



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 four 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 ⅞ in. x .265 in., rear ½ 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.

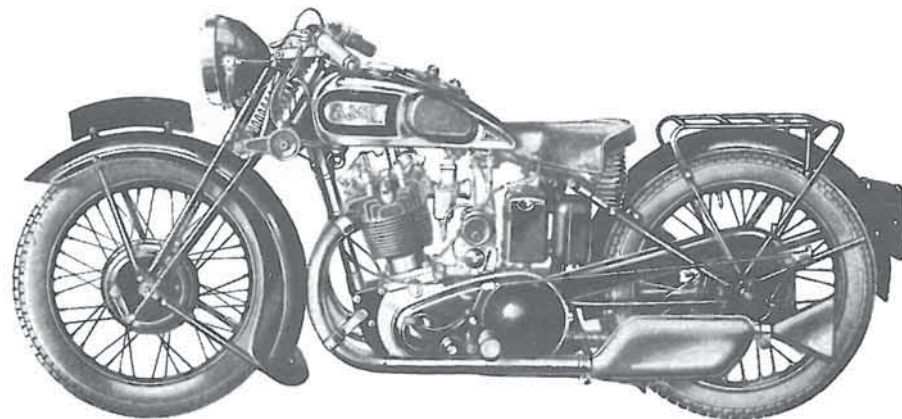
EQUIPMENT—Complete set of tools, including grease-gun and tyre inflator.

PETROL TANK—Usual "A.J.S." black and gold finish, capacity 1½ gallons. With provision for fitting flush instrument panel.

OIL TANK—Capacity 3½ pints, with quick action filler cap.

Price to Standard Specification

£43.5.0



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 ratios 6 to 1. Two-port detachable cylinder head, duplex valve springs, Duralumin rocker arms, todpet 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, sidecar 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 ½ in. x .305 in. running in oil bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain "Renold" ½ in. x .305 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.

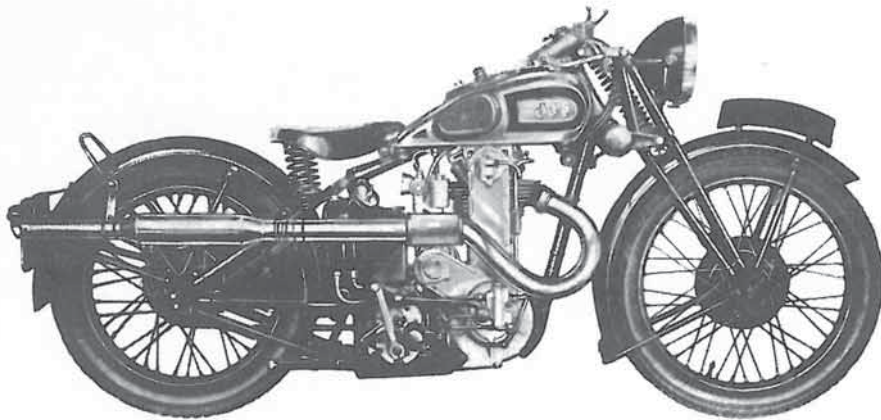
PETROL TANK—Chromium plated and black finish, with provision for flush fitting Instrument Panel. Capacity 2½ gallons. Quick-action filler cap.

OIL TANK—Capacity 4½ pints. Quick-action filler cap.

REAR CARRIER—Detachable made of welded steel tubing.

Price to Standard Specification

£50.0.0



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.

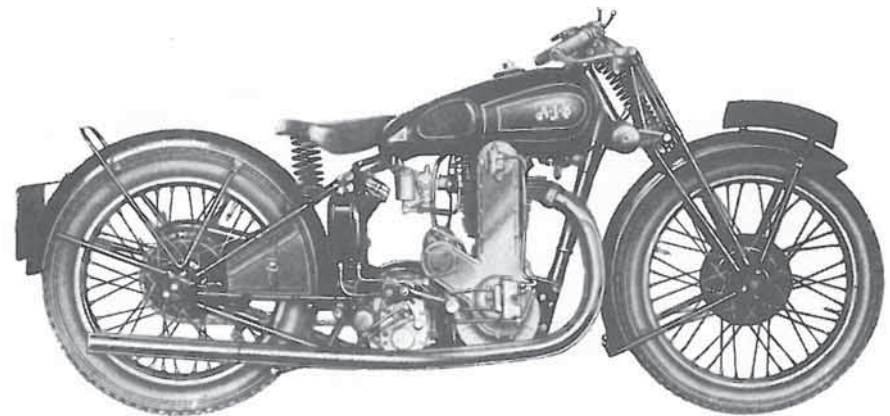
STANDS—Centre spring-up stand which requires the minimum amount of effort to operate. Sturdy front stand bolted in position on front mudguard.

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

PRICE to Standard Specification:

Racing Model £70.0.0

Competition Model £65.0.0



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.

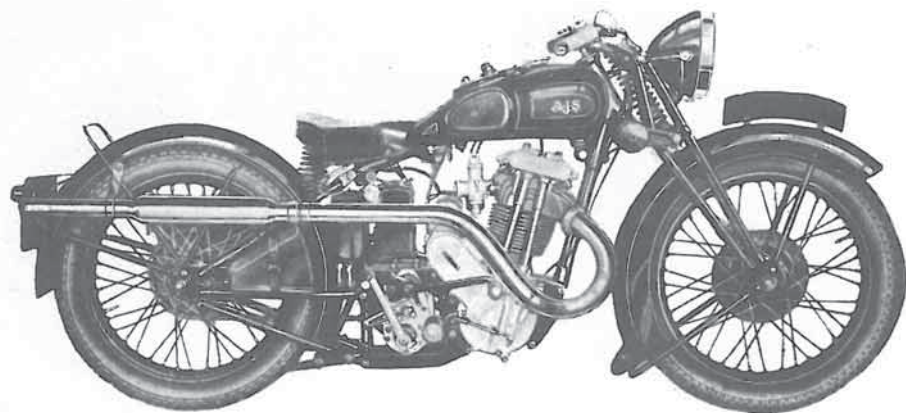
IGNITION—Lucas racing magneto or racing magdyno with detachable dynamo portion, usual handlebar ignition lever control.

CHAINS—"Renold" front ½ in. x .305 in. running in oil bath. Rear chain size ½ in. x ⅝ in., with ordinary top half chain cover for accessibility.

PRICE to Standard Specification:

Racing Model £75.0.0

Competition Model £70.0.0



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 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. 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, sidecar 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" $\frac{1}{2}$ 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.

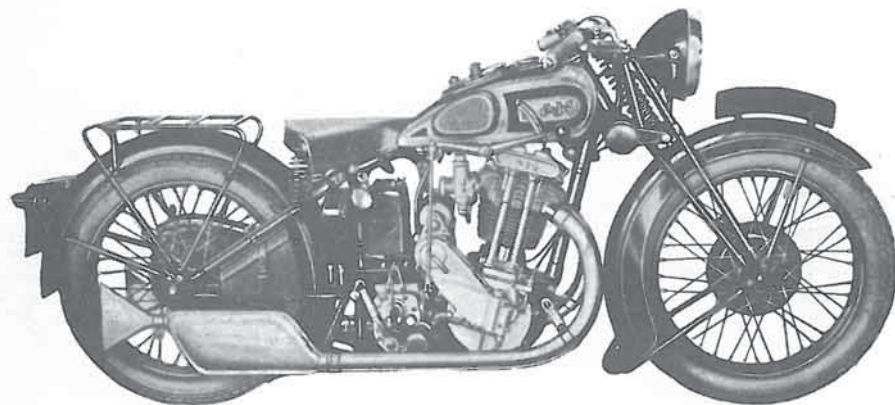
STANDS—Centre spring-up. Front—tubular steel bolted to front mudguard.

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



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, sidecar 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 mudguards.

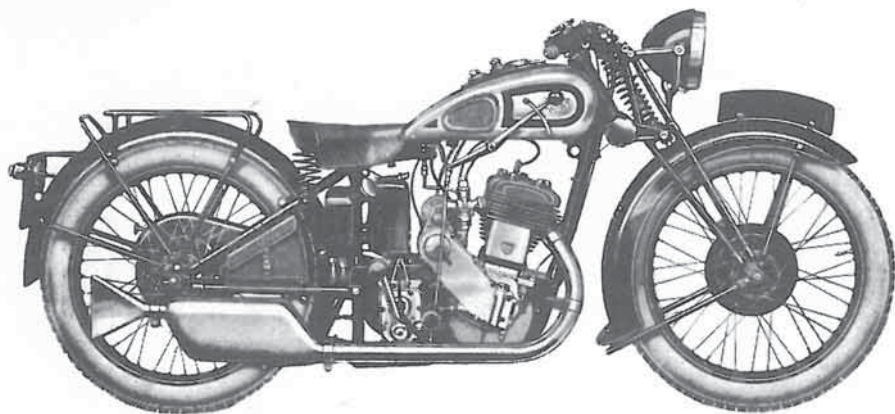
PETROL TANK—Chromium plated and black finish with provision for fitting of flush instrument panel. Capacity 2 $\frac{1}{2}$ gallons. Quick-action filler cap.

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



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 knob.

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 side 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" $\frac{1}{2}$ in. x $\frac{1}{2}$ 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.

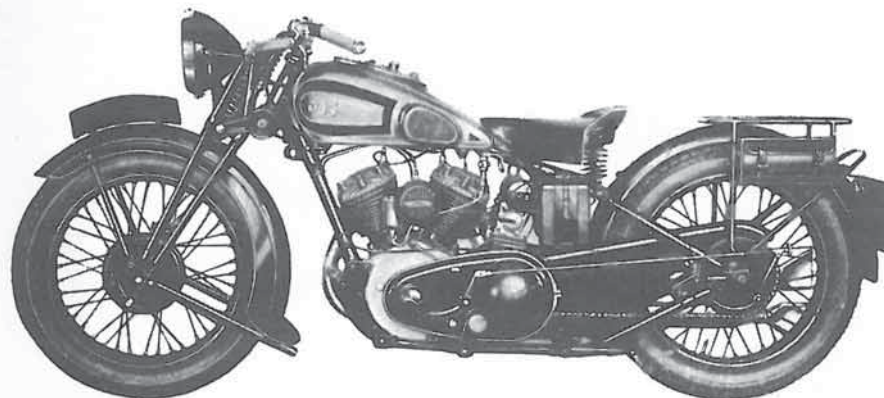
PETROL TANK—Chromium plated and black finish, with provision for fitting of flush fitting Instrument Panel. Capacity 2 $\frac{1}{2}$ gallons. Quick-action filler cap.

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



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-ex" 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 7 $\frac{1}{2}$ 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 $\frac{1}{2}$ in. x .305 in. running in oil bath. Efficient shock absorber mounted on engine shaft lubricated by oil bath. Rear chain size $\frac{1}{2}$ in. x $\frac{1}{2}$ 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. 14 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.

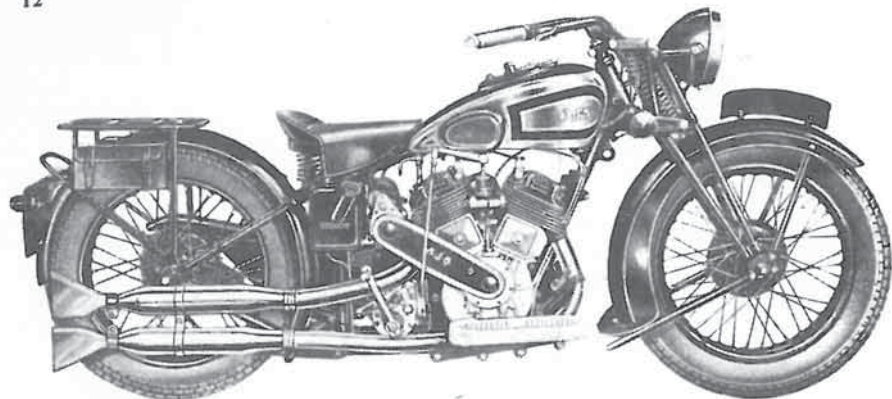
HANDLEBARS—Semi-sports clean type, black enamel with chromium plated levers.

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



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 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 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. x .305 in. running in oil bath. Efficient shock absorber mounted on engine shaft lubricated by oil bath. Rear chain ¾ in. x 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. x 3 in. 14-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—Long comfortable touring handlebars with twist grip control.

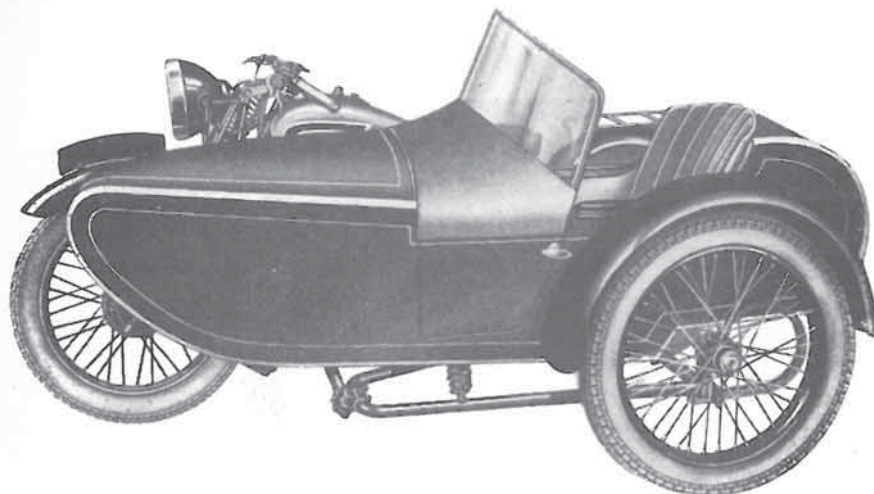
FOOTBOARDS—Thick rubber-covered footboards with control pedals conveniently placed.

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



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.

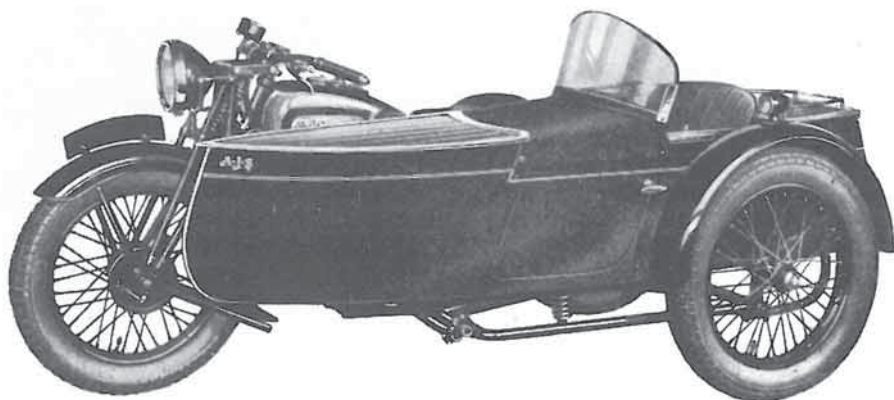
This chassis is particularly recommended when the Sidecar is fitted to a 33/2 Model.

PRICE—On stub axle Chassis, including
Electric Sidecar Lamp

£18.10.0

Or, on Wheel Frame Chassis

£20.0.0



MODEL B LAUNCH SIDECAR

SPECIFICATION.

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

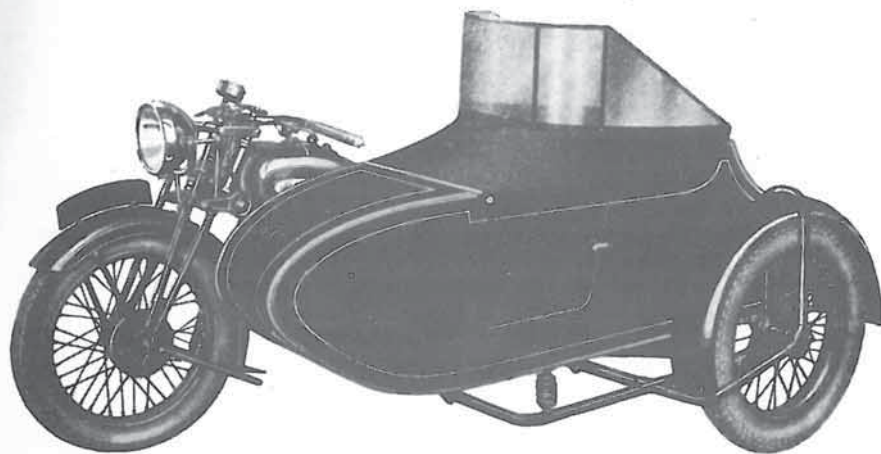
BODY—Metal panel with black enamel finish and gold lining, rigid chromium plated deck edges. Wide door, bucket-shaped back rest and pneumatic cushion. The rear deck is actually a locker lid, there is ample locker space underneath this, and the lid is provided with a lock. The body is well sprung and 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 33/2 Model.

PRICE as illustrated, including Electric Sidecar Lamp	£17.10.0.
Or, on Wheel Frame Chassis with detachable wheel	£19.0.0.



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.
Lucas Magdyno 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
Smith's Gear-box-driven Speedometer, mounted over Front Forks:			
Trip	2	5	0
Non-Trip	2	0	0
Smith's 100 m.p.h. Speedometer and Revolution Counter Combination set on Models 34/7 and 34/10	5	0	0
Four-Speed Gear Box in lieu of three-speed on Models 34/5 and 34/9	1	0	0
26in. x 3.50 in. Tyres on Models 34/6, 34/7, 34/B8, 34/8, 34/9 and 34/10	0	12	0
27 in. x 4 in. Tyres on Models 34/6, 34/B8, 34/8 and 34/9 ...	1	0	0
Lucas Electric Horn	0	15	0
Chromium Plated and Panel Tank on Models 34/12, 34/5, 34/B6 and 34/B8	1	0	0
Detachable Luggage Carrier on Models 34/12, 34/5, 34/B6 and 34/B8	0	12	6
Polished out Cylinder Head, Ports, etc., on O.H.V. Models ...	0	15	0
Smith's 8-Day Clock in Instrument Panel	1	10	0

All prices and specifications are subject to alteration without notice.