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The

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LIST OF OPTIONAL EQUIPMENT

Detachable Luggage Carrier.
80 m.p.h. Speedometer.

Mudguard type Pillion Seat with Pillion Footrests.
Luggage Carrier with Pannier Equipment. Army type. Including Fixing Frames, etc.

NOTICE

We do not appoint agents for the sale on our behalf of our Motorcycles or other goods, but we assign to Motorcycle Dealers areas in which we supply to such Dealers exclusively for 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.

GUARANTEE

We give the following guarantee with our motorcycles, motorcycle 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, condition or representation contained in any catalogue, advertisement leaflet or other publication shall not be construed as enlarging, varying or overriding this guarantee. In the case of machines (a) which have been used for "hiring-out" purposes or (b) any motorcycle and/or sidecar used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (c) machines from which the trade mark, name or manufacturing number has been removed, no guarantee, condition or warranty 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 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 motorcycle, motorcycle combination or sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing, such new part in the motorcycle, motorcycle combination 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 motorcycles, motorcycle 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 a motorcycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a motorcycle or of a motorcycle 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 motorcycle by any form of attachment not provided, supplied or approved by us or to a motorcycle which is not designed for such use.

Any motorcycle, motorcycle 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.

FIRST POST WAR



A FEW PRE - WAR SUCCESSES

- SENIOR T.T. 1939 Two Entries — Two Replicas (First Class).
- NORTH WEST "200" 1938 Won "350" Class, and made Fastest Lap "350" Class.
- INTERNATIONAL SIX DAYS' TRIAL 1938 G. E. Rowley. 350 A.J.S. Member of Winning International Trophy Team.
- MITCHEL MEMORIAL TRIAL Won Mitchel Memorial Solo Trophy and Replica.
- BEMROSE TROPHY TRIAL Won Committee Cup.
- COLMORE CUP TRIAL Best "350" Performance of the Day.
- RELIANCE CUP TRIAL Won the Ward Cup.
- WYE VALLEY TROPHY Won Naylor Trophy.

WINNERS OF SIX T.T. RACES.

NINE TIMES A.J.S. (AND MR. G. E. ROWLEY) MEMBERS OF BRITISH INTERNATIONAL SIX DAYS' TROPHY TEAM.

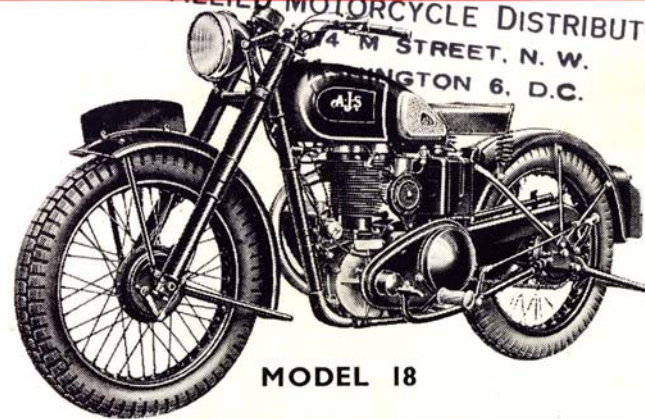
CONDITIONS OF GUARANTEE

If a defective part should be found in our motorcycles, motorcycle 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 the purchase or the date when the alleged defective part was exchanged as the case may be.

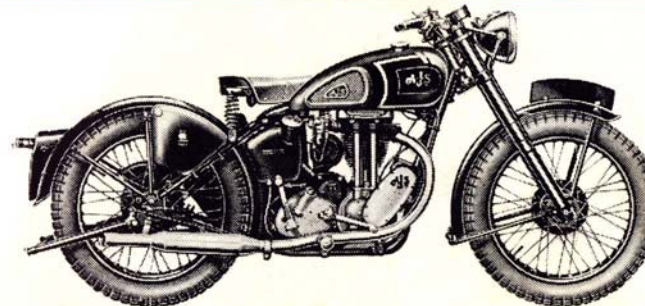
Failing compliance with the above, such articles will lie here AT THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

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

DISTRIBUTED BY
ALLIED MOTORCYCLE DISTRIBUTORS
104 M STREET, N. W.
WASHINGTON 6, D.C.



MODEL 18



MODEL 16M

C.P. 9586/3/46/10/T

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

(Proprietors: Associated Motor Cycles Ltd.)

The



MODEL 16M

PRICES

including electric lighting and
electric horn :

“350” MODEL 16M

“500” MODEL 18.

Models
16M & 18



FIRST POST WAR

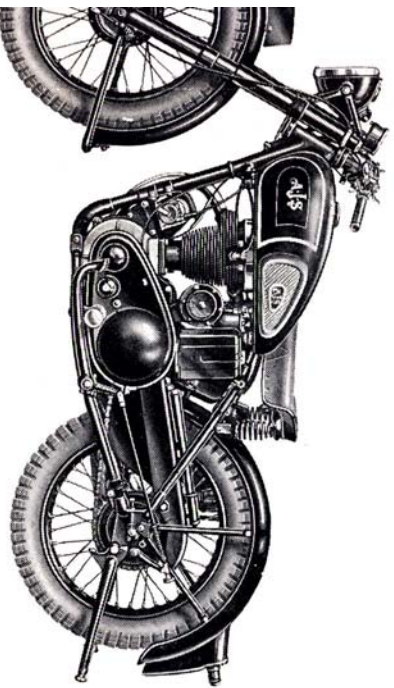
A.J.S.

EVER since their first introduction in 1909, A.J.S. motorcycles have been acknowledged leaders in design. The process of steady evolution based on scientific engineering knowledge, backed by a policy of rigorous test before each new design goes into production, which has always been followed by A.J.S. designers and production engineers, has ensured for A.J.S. models a continuing reputation for technical leadership coupled with outstanding reliability.

These qualities have never been more outstanding than in the two models which we now offer as our first contribution to the post-war motorcycling world. These two machines are sports-type motorcycles of the highest class, offering to the keen rider a combination of brilliant performance, superb steering and road-holding, utter reliability and of course, the beautiful finish for which A.J.S. have always been famous.

The Teledraulic (telescopic-hydraulic) front forks with which they are fitted are acknowledged to be the greatest improvement in motorcycle design for a decade. Scores of thousands of motorcyclists in the British and Dominion Armed Forces who have ridden Teledraulic equipped machines testify to the fact that they provide standards of comfort, road-holding and steering beyond all competition. In addition they have the great advantage of requiring neither maintenance nor adjustment, for all working parts are continuously lubricated by the oil which supplies the hydraulic damping.

We regret that we cannot yet offer the wide and comprehensive range of models which we listed in pre-war years, but we go into production with these two models, secure in the knowledge that they will enhance the great A.J.S. reputation throughout the world.



MODEL 18

SPECIFICATION

“350” MODEL 16M

“500” MODEL 18

ENGINE.—A.J.S. engines are designed and built throughout in the “A.J.S.” Factory. They are of the high-efficiency, overhead-valve type with single-port cylinder heads. The overhead-valve rocker gear is totally enclosed and flood-lubricated by an oil supply from the main engine oil pump. Rocker box cover plate provided, which is readily detached to allow access to the valve clearance adjustment. Other features of these engines include “Lo-ex” alloy pistons, multiple-row roller big-end bearings with Duralmin cages, exceptionally stiff crankshaft assembly with shouldered two-piece crank-pin consisting of a case hardened outer sleeve to resist wear and a toughened alloy steel centre to give maximum strength, double camshaft timing gear flood-lubricated.
16M — Bore 69 mm. Stroke 66 mm. Capacity 347 c.c.
18 — Bore 82.5 mm. Stroke 93 mm. Capacity 498 c.c.

LUBRICATION.—Full dry sump system: oil pressure fed to all working parts, including cylinder wall, big-end bearing, mainshaft bearing and camshaft bearings by Duplex horizontal reciprocating rotary plunger pump. Surplus oil sucked from crankcase sump and returned to oil tank through fabric filter which entirely removes all impurities.

CARBURETTER.—“Amal” semi-automatic, with twist grip throttle control. **GEAR-BOX.**—Fitted with heavyweight pivot mounted 4-speed gear-box. Both models fitted with handlebar control clutch, enclosed kick-starter, and enclosed positive stop foot gear-change.

TRANSMISSION.—Front chain enclosed in oil-bath chaincase. Rear chain protected by nickel guard. Cam type shock absorber on engine shaft, lubricated via oil duct in chaincase.

STANDS.—Easy-life spring-up rear stand. Tubular front stand. Toe-operated prop-stand on left-hand side of machine.

TANKS.—Petrol capacity, 3 gallons. Separate oil tank, capacity 3 pints.

FRAME.—Duplex cradle design with single straight front down tube. Forged rear fork-ends, self-centring head bearings. Pillion footrest lugs integral.

HANDLEBARS.—Semi-sports type adjustable for angle.

FORKS.—Famous A.J.S. Patent Teledraulic Forks. Telescopic in action and hydraulically damped.

The Teledraulic Fork is recognised by all who have tried it to be the most outstanding improvement in motor cycle design for many years. It gives enormously increased comfort with perfect road-holding and steering and allows of much greater speed with complete safety on bad roads or on cross-country sections. No maintenance is needed, for there is nothing to need adjustment, and all working parts are automatically lubricated by the oil which provides the hydraulic damping.

BRAKES.—Large diameter internal expanding brakes with high-friction linings on both wheels. Finger adjustment to both brakes.

SADDLE.—Spring seat type.

TYRES.—26 by 3.25 in. Cord.

LUGGAGE CARRIER.—Detachable luggage carrier can be supplied at extra.

ELECTRICAL EQUIPMENT.—Dynamo rigidly mounted on engine plates and driven by roller chain enclosed in main oil-bath chaincase, with special provision for lubrication; dipping switch on handlebar. Large battery carried on special platform beneath saddle. Electric horn mounted at rear of engine.

Ignition by separate magneto carried at the front of the engine and driven by roller chain enclosed in cast-aluminium chaincase.

Both models fitted with constant voltage control for the dynamo. **EQUIPMENT.**—Full kit of tools, grease-gun and tyre inflator.