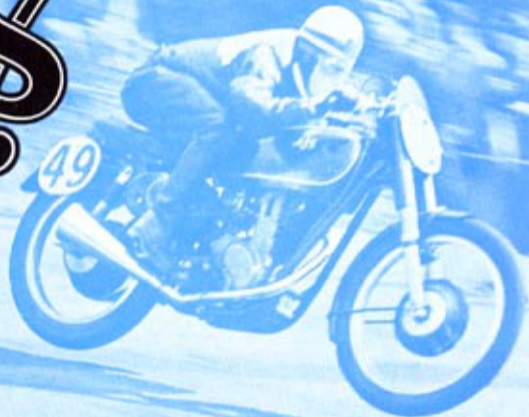


AJ's



The Race-bred Motor Cycle

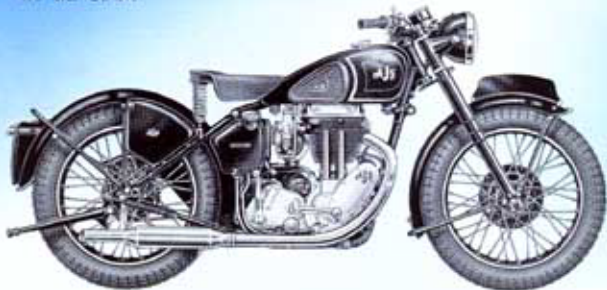
Model 16M
347 c.c. O.H.V.



A "350" THAT WILL PROVE TO BE EVEN MORE
OUTSTANDING THAN ITS FAMOUS PREDECESSORS

Model 18

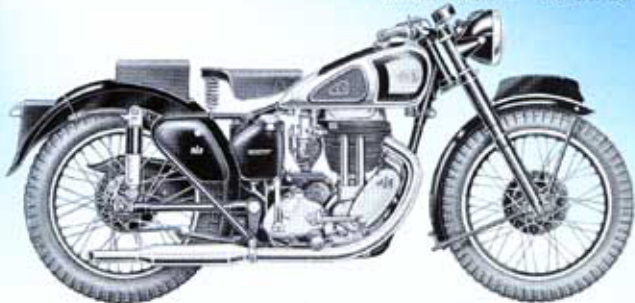
492 c.c. O.H.V.



JUSTIFIABLY POPULAR THROUGHOUT THE WORLD FOR A
BRILLIANT PERFORMANCE COUPLED WITH COMPLETE RELIABILITY.

Models 16MS & 18S

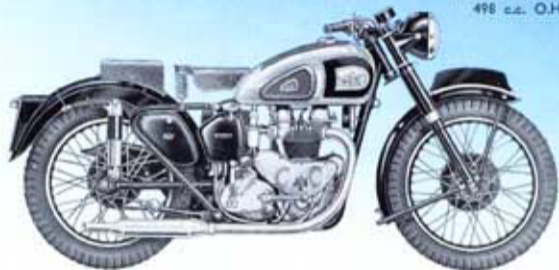
347 c.c. O.H.V. - 498 c.c. O.H.V.



The Spring Frame version of the famous single cylinder models has been introduced to meet the need of motorcyclists in countries where the road conditions are much below the standard enjoyed in Great Britain.

The general specification is identical to the Models 16M and 18 except that the Frame is as fitted to the 300 c.c. Spring Twin.

The **SPRINGTWIN**
VERTICAL TWIN
498 c.c. O.H.V.



AJS

A LUXURY MOTORCYCLE THAT PROVIDES A PERFORMANCE
IN KEEPING WITH ITS OUTSTANDING SPECIFICATION

Model 7R

348 c.c. O.H.C.



"Without doubt the thing that really impressed me was the way it did some otherwise the most difficult handling of the best 7R that's ever been built. Whenever you can show and tell me how to do it, I'll be glad to see the next such motorcycle ever. The reason is, unless they come through a hard or long day of tough work, you can't be anything but a good or bad rider. It's not a matter of being a lot of things or less in that regard."

"Representative of the B.S.F.
[Motor Cycle]"

SPECIFICATION

348 c.c. 34 mm bore x 51 mm stroke. Chain drive overhead camshaft engine. Light alloy cylinder head with integral aircooler for valve gear, operated by single camshaft and double overlapping piston valve springs. Two gear oil pumps with pressure feed to all essential points without external pipes, oil circulation 20 gallons per hour at 3000 r.p.m.; gear-driven timing magnets; 17. Amp carburettor with return fuel chamber; Magnesium alloy chaincase, timing case, hubcap box and chain hub; forged alloy foot riders; hydraulic front and rear suspension; light alloy mudguards, oil and fuel tanks; welded steel duplex cradle frame; L.A. or U.S.

rear wheel free; double leading shoe brakes; Shimano gear selector.

Compression ratio 8:1; Weight 200 lbs. Wheelbase 54". Gear box ratios—1.76, 1.26 and 1.03. Drive top gear. 21" x 1.25" front and 20" x 1.25" rear Dunlop road racing tires. Fuel capacity 6.5 galls. Oil capacity 1 quart. Forks to provide compression ratios of 21, and 16:1 can be selected for 20:1 gear ratios and shock free operation.

All engines are bench tested and the Model 7R is supplied ready for racing in International Competition under F.I.C.M. regulations.



"The new, more speed and low fuel the better it is" says it all in "The motorcycle of choice" says Master Black, who has won more than before, and when he had just the "Custom Shop" and a host of "chassis" installed against his own chassis and light during 1944 "Sports" system.
 (More Copies)

Models 16C and 18C

347 cc. O.H.V. - 498 cc. O.H.V.



COMPETITION MODELS

Produced in limited quantities as a variant of the standard Models 16M and 18, the Competition Models deviate in the following major respects. High ground clearance, wide ratio gear box, Light Alloy mudguards, lightweight number plates, strong saddle springs, folding kickstarters. Also steel rear spindle, duplicated cables, footrest mounted inside frame cradle. 21" x 3.00" front tyre, 19" x 4.00" rear. Security belts.

GEAR RATIOS

350 c.c.	6.5	8.4	13.7	22.8
500 c.c.	8.8	7.8	12.2	18.5

Optional Equipment—Standard type gearbox, electric lighting, standard rear wheel, racing magnets.



Individual Model Specifications

Spring Twin: O.H.V. vertical twin, bore 66 mm., stroke 72.8 mm., 498 capacity. Separate L. A. cylinder heads, Duralumin push rods, three bearing crankshaft. Gear driven 45 watt generator, gear driven Lucas magneto, 5 gallon tank chromed with black panel. Full rear springing of swinging arm type with Teledraulic oil damped spring units. Pillion and footrests optional extra.

Model 16M: 347 cc. O.H.V. model with rigid frame, rear stand.

Model 18: 498 cc. O.H.V. model with rigid frame, rear stand.

Model 16MS: 347 cc. O.H.V. with rear springing of swinging arm type with Teledraulic oil damped spring units. Pillion and foot rests optional extra.

Model 18S: 498 cc. model with sprung frame. Same specifications as 16MS.

Model 7R: 348 cc. O.H.C. single, specially designed for racing. 74 mm. bore x 81 mm. stroke, chain driven camshaft, Duplex hairpin valve springs, light alloy metals throughout engine, wheels, fenders and tanks. Teledraulic front and rear suspension, extended saddle. T.T. Amal carburetor, 21" x 3" front tire, 20" x 3.25" rear, rev. counter.

Model 16MC: 347 cc. O.H.V. short wheelbase competition model. Light alloy cylinder and head, wide ratio gear box, upswept exhaust, undershield, 3 gallon tank, racing magneto, light alloy mudguards. No lighting system.

Also available with standard gearing, electric lighting, 4 gallon tank, and standard rear wheel.

Model 18C: 498 cc. O.H.V. competition model with same specifications as Model 16MC.

PRICE LIST

All prices F.O.B. Springfield, Massachusetts. Transportation and taxes extra. Subject to change without notice where necessary.

<u>MODEL</u>	<u>PRICE</u>	<u>MODEL</u>	<u>PRICE</u>
20 Spring Twin	\$ 755.00	18S	\$ 640.00
16M	540.00	7R	1,115.00
18	575.00	16MC	615.00
16MS	605.00	18C	650.00