



Introduces

**AN ENTIRELY NEW
VERTICAL TWIN**

&

**SPRING FRAME
MODELS**

1949

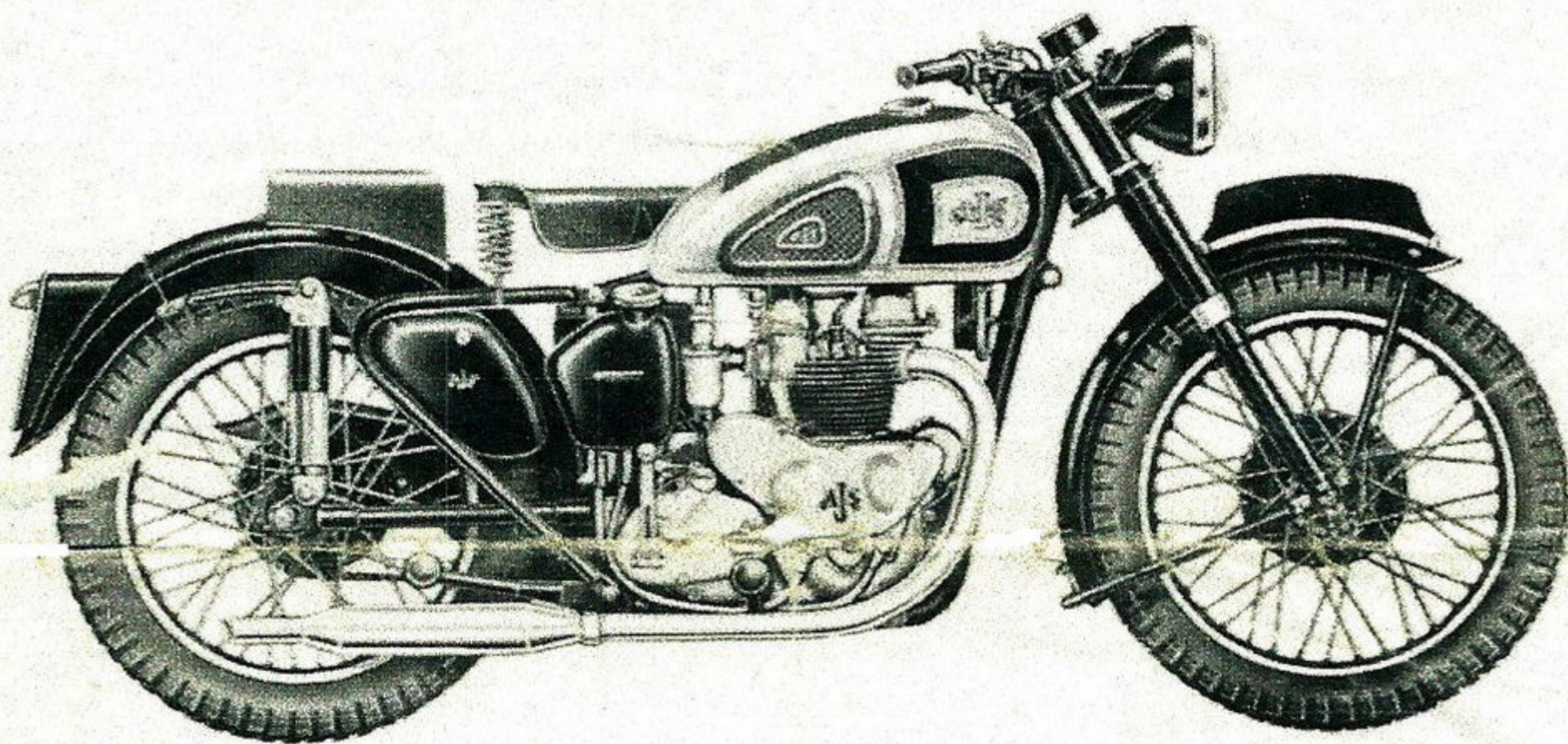
The

AJS

500 c.c. O.H.V.

"SPRINGTWIN"

VERTICAL TWIN



SPECIFICATION

ENGINE. High efficiency vertical twin with robust three-bearing crankshaft, separate deeply spigoted cylinders, and heavily finned Light Alloy cylinder heads. Stellite tipped valves, eccentric rocker spindle adjustment, forged Light Alloy connecting rods, wire-wound pistons, shrunk-in valve seats, crankshaft supported on roller outer races, Vander-vell centre, main and big end bearings. Bore 66 m.m. Stroke 72.8 m.m. Capacity 498 c.c. O.H.V.

LUBRICATION. Full dry sump with separate oil tank. Circulation 26 gallons per hour by twin-gear pumps. Pressure lubrication to all moving parts without external pipes.

GEAR BOX. Pivot mounted heavyweight 4 speed with adjustable positive stop foot gear-change lever. Multi-plate five-stud clutch, enclosed operation and handlebar control.

CARBURETTOR. Semi-automatic Amal with separate air lever and twist grip throttle control.

TANKS. Four-gallon fuel tank and $\frac{1}{2}$ -gallon oil tank of pressed steel welded construction. Quick-action filler caps, twin petrol taps with reserve position and detachable fabric oil filter.

MUDGUARDS. Valanced rear guard hinged to permit easy wheel removal. Deep section front.

TRANSMISSION. $\frac{1}{2}$ " x $\frac{5}{16}$ " primary chain operating in oil bath case with cam type lubricated shock absorber.

$\frac{5}{8}$ " x $\frac{3}{8}$ " rear chain protected by deep section guard of efficient design.

FORKS. Patented Teledraulic. Telescopic hydraulically damped with three rate springs and integral headlamp brackets.

SADDLE. Spring top Lycett with semi-roll back.

HANDLEBARS. Fully adjustable semi-sports with all controls mounted on straight portion.

BRAKES. Large diameter internal expanding, cast aluminium shoes with special independent spring

SPECIFICATION

ENGINE 350 c.c. 69 m.m. Bore x 93 m.m. Stroke
500 c.c. 82.5 m.m. Bore x 93 m.m. Stroke
Exceptionally rigid crankshaft assembly with triple row caged roller big end bearing twin drive side main bearing ball races. Duralumin little end bearing, heavily finned cylinder and single port cylinder head, hairpin valve springs, chrome-plated Stellite tipped valve stems, wire-wound pistons, cam type spring-loaded engine shaft shock absorber. Large capacity plunger oil pump providing lubrication to all moving parts.

LUBRICATION Dry sump with separate oil tank and detachable fabric filter.

CARBURETTOR Semi-automatic Amal with twist grip throttle control.

IGNITION AND LIGHTING Lucas Magneto and Dynamo with separate chain drive. Large diameter headlamp with ammeter and integral switch. Automatic voltage control, high frequency horn, car type rear light.

FRAME AND FORKS Teledraulic oil-damped front and rear suspension. Heavy gauge Duplex cradle design, forged fork ends, rubber-bushed spring units, integral chamber for lubrication of

spring frame pivot bearing. 3" frame movement provided at rear spindle. Forged steel centre, prop and tubular front stands, twin tool boxes.

GEAR BOX Heavyweight 4-speed with enclosed operating mechanism and foot-operated positive stop gear change.

TANKS 3-gallon Saddle type petrol tank and $\frac{1}{2}$ -gallon oil tank, both of welded construction.

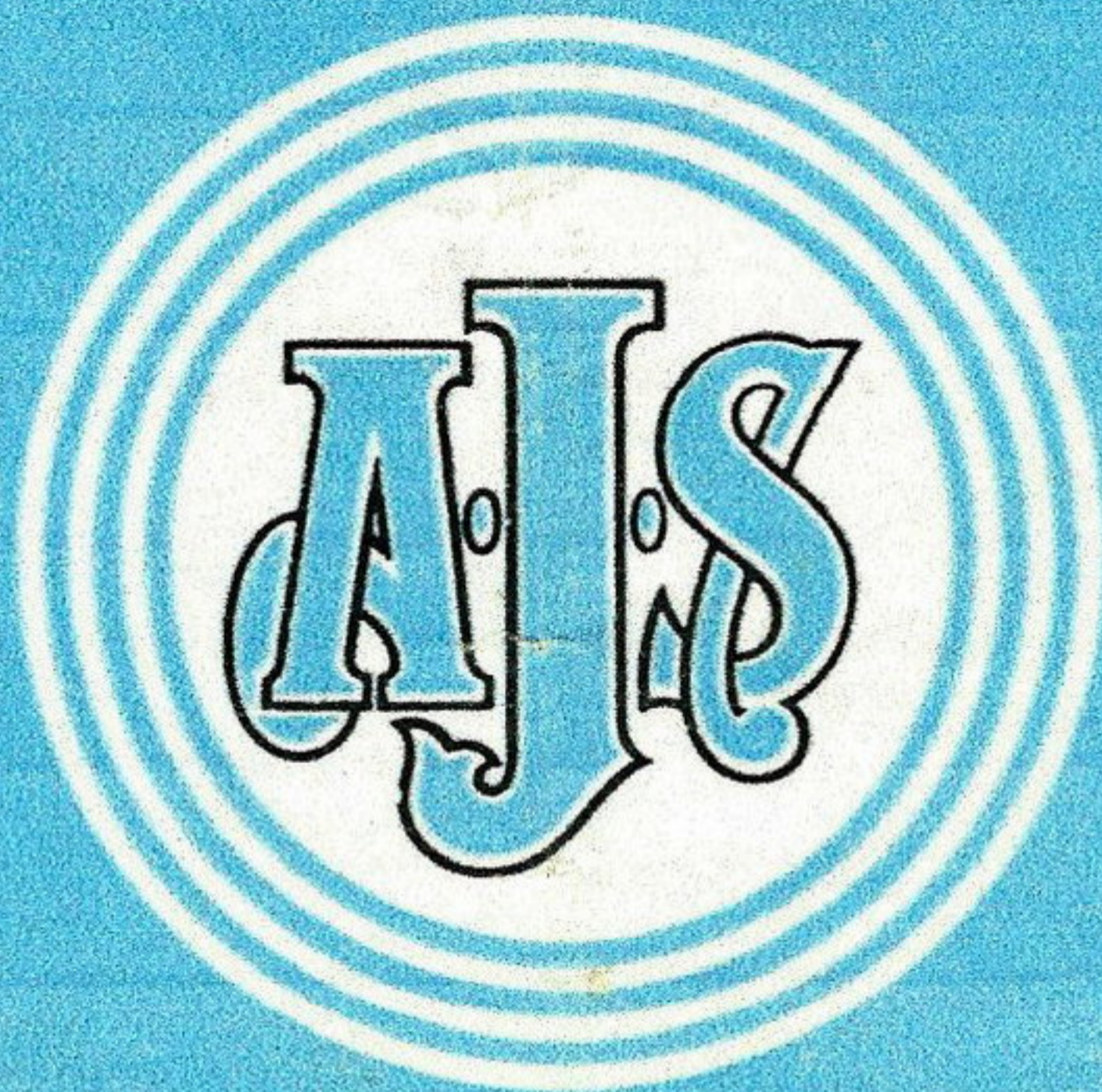
BRAKES AND WHEELS Internal expanding brakes of large diameter with finger adjustment and cast Chromidium drums, taper roller bearing adjustable wheel bearings, 19" x 3.25" tyres on Model 16 MS and 19" x 3.25" front and 19" x 3.50" rear on Model 18 S.

SEAT Large spring top with three point fully adjustable mounting.

FINISH Three thicknesses best quality black stoved-enamel and all bright parts heavily chromium plated.

EQUIPMENT Complete kit of tools, grease gun, tyre pump and Instruction Manual.

**WINNERS OF 6
ISLE OF MAN
T.T.
RACES**



**10 TIMES MEMBER
OF BRITISH TEAM
INTERNATIONAL
6 DAYS TRIAL**

1947

1948

WINNERS OF SCOTTISH 6 DAYS TRIAL

A.J.S. MOTOR CYCLES

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