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**AJS**

1962

# WINNERS OF THE SCOTTISH 6 DAYS TRIAL

\* 1947

\* 1948

\* 1949

\* 1953

\* 1956

\* 1958

\* 1960

\* 1961



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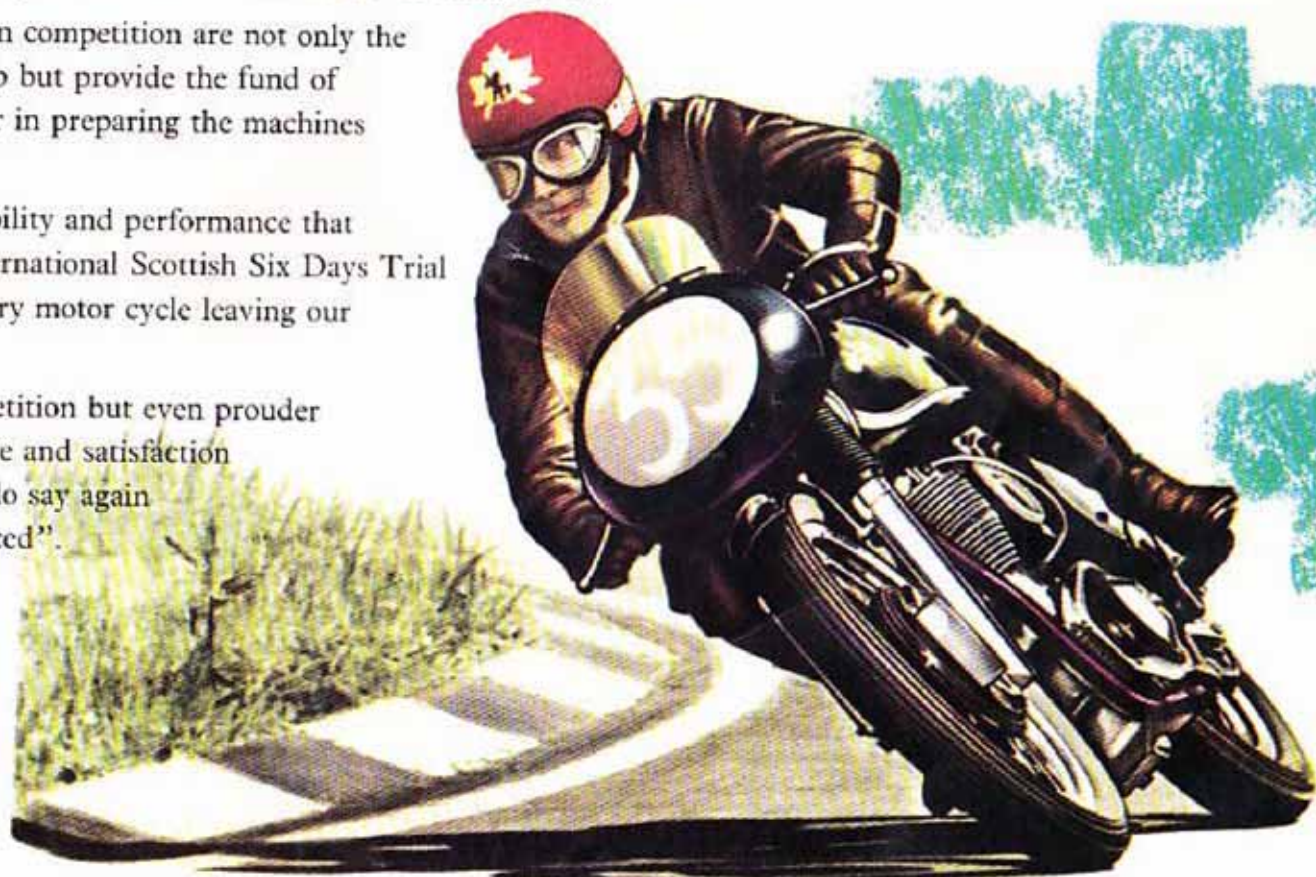
# *for Quality and Performance*

To introduce the 1962 range of A.J.S. motor cycles we could state very simply "these are the best we have ever produced", but to the reader unfamiliar with our past products we feel this would be unfair to us.

Successes of A.J.S. motor cycles in open competition are not only the proof of sound design and workmanship but provide the fund of experience to which our Designers refer in preparing the machines we offer to you.

The manoeuvrability, suspension, reliability and performance that enabled an A.J.S. to win the tough International Scottish Six Days Trial again in 1961 are inbuilt features of every motor cycle leaving our production line.

We are proud of our successes in competition but even prouder of our products and the record of service and satisfaction they have built over the years, and we do say again "these are the best we have ever produced".

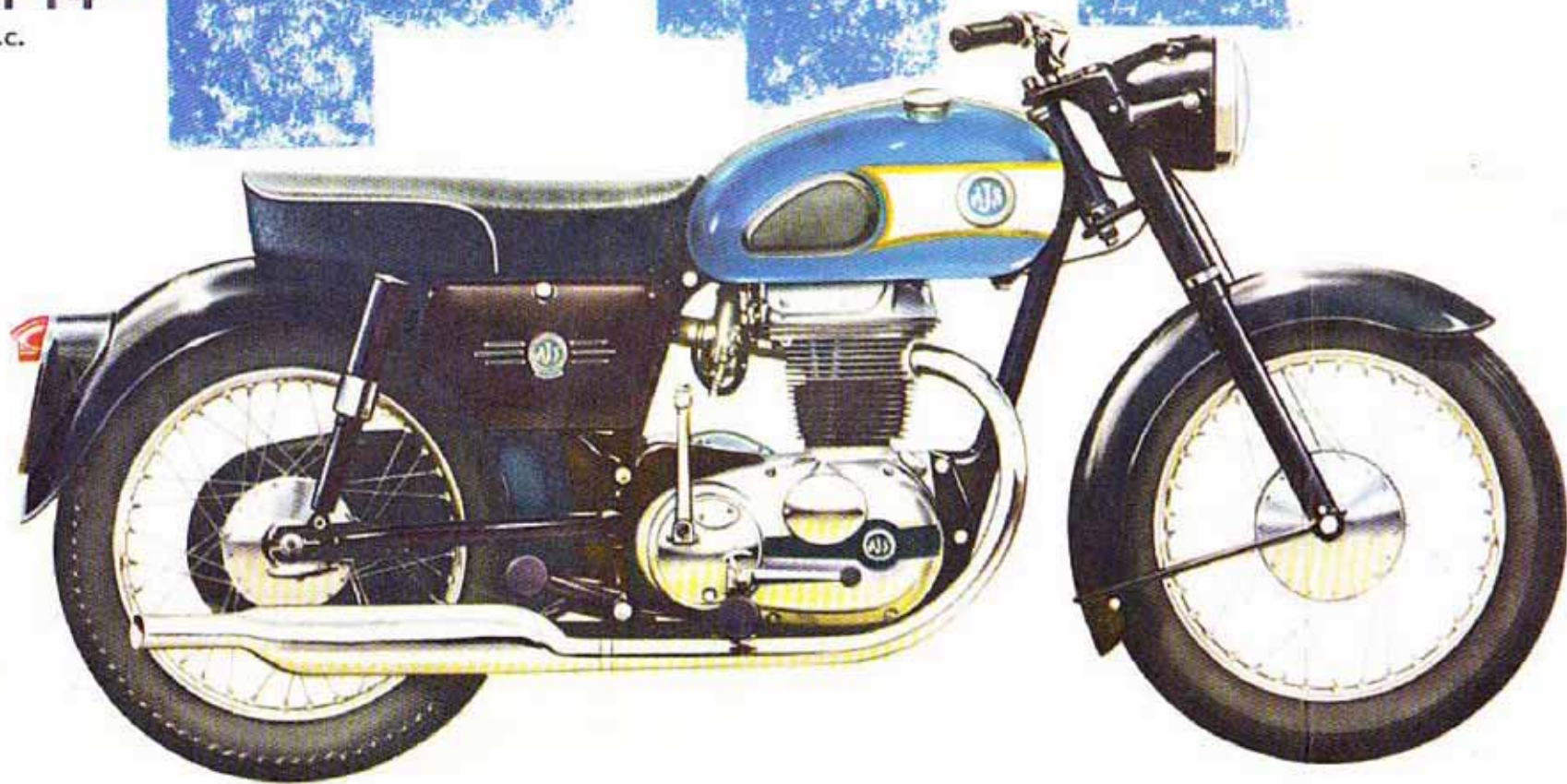




# Sapphire

Economical in the extreme but providing a quite outstanding performance. The handsome styling and immaculate finish combined with ease of handling, promote a pride of ownership in this sturdy lightweight.

**Model 14**  
250 c.c.





# *Sapphire* SPORTS

With new exhaust system, fully adjustable handlebars and a vigorous performance backed by its race bred tradition, this light and lively Sports 250 couples a stimulating ride with an appearance as modern as tomorrow.

**Model 14S**  
250 c.c.



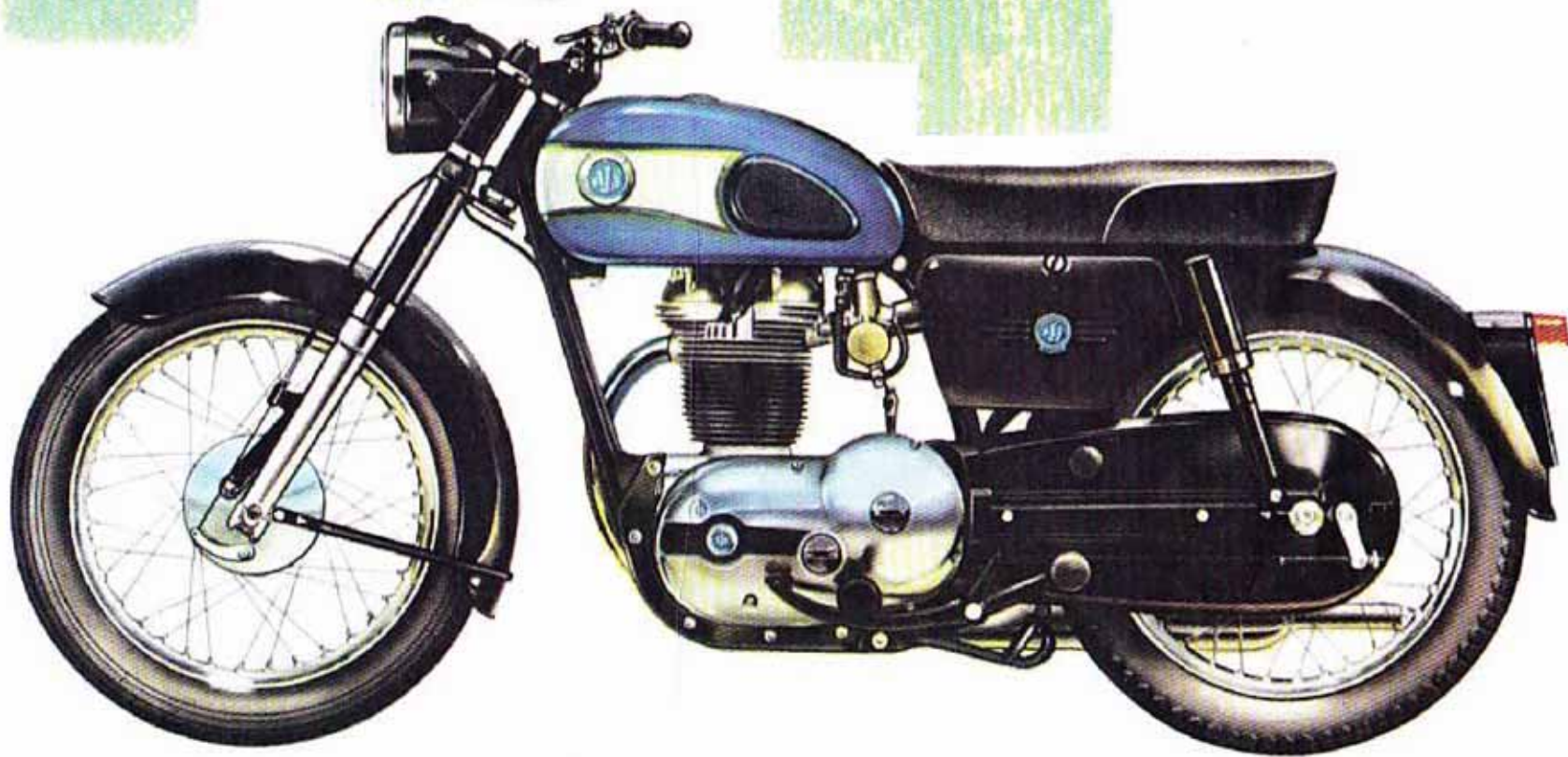


# Senator

The light 350 is such a reassuring motor cycle to own—high in performance but low in initial and running cost. Its clean design and up-to-the-minute specification mark this as an outstandingly modern motorcycle.

## Model 8

350 c.c.



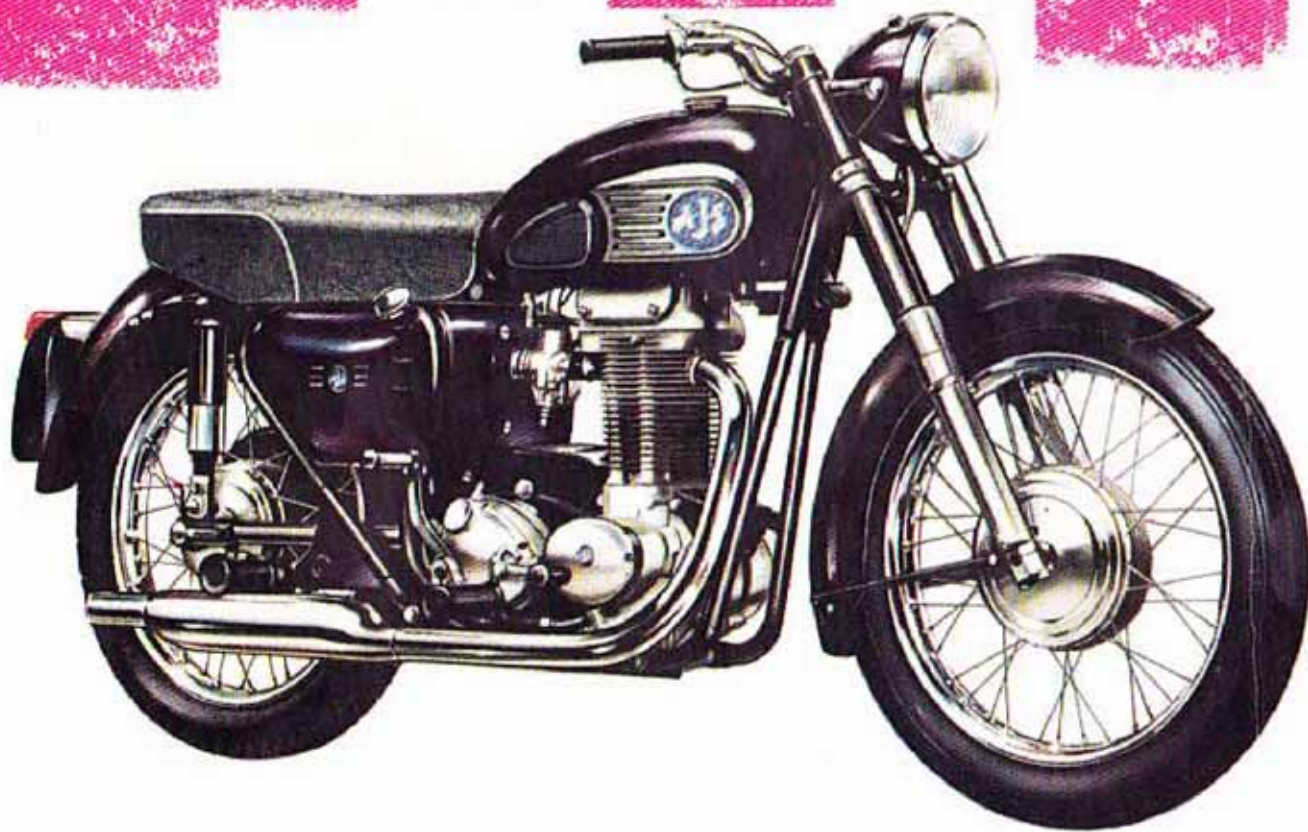


# *Sceptre*

Recognised the world over for its unfailing reliability, the Model 16 for 1962 is further improved by a sparkling new engine, retaining all its characteristics of economy and service but now producing a surge of power that is wholly delightful.

**Model 16**

350 c.c.



MODEL	14	14S	14CS	8	16	16S	18	
<b>ENGINE</b>	248c.c. O.H.V. Singles			348c.c. O.H.V. Single	348c.c. O.H.V. Single		498c.c. O.H.V. S	
Bore and Stroke	70 mm. x 65 mm.			72 mm. x 85.5 mm.	74 mm. x 81 mm.		82.5 mm. x 93	
Cylinder head and valves	Die-cast light alloy head with cast-in valve seats. Chromium plated, stellite tipped valves, and Duplex hairpin valve springs							Die-cast light alloy head with cast-in valve seats. Chrome plated, stellite tipped
Valve adjustment	Screwed hardened steel pushrod end cups							Screwed hardened steel
Rockers	Built-up steel, housed in detachable light alloy rocker box							Built-up steel. Housed in detach
Cams	Single gear-driven camshaft with two cams							Single cams on gear-drive
Cam followers	Forged steel lever type operating Hyduminium pushrods							Hardened steel mushroom type opera
Cylinder barrel	Close grain cast iron with integral pushrod tunnels							Close grain cast iron with integral pushrod tunnels (16 & 16S). Separate chrome plated top
Piston	Light alloy with 3 rings: 2 compression (top ring chrome plated) 1 oil control							Light alloy with three rings: 2 compression (top
Compression ratio	7.8 : 1	7.8 : 1	10.5 : 1	7.0 : 1	8.5 : 1	8.5 : 1	7.3 : 1	
Connecting rod	Forged steel with pressed-in hardened liner							Forged steel with pressed-in
Big-end bearing	Double row, Duralumin caged, rollers							Triple row, Duralumin caged
Crankpin	Two piece, 85 ton alloy steel centre pin with hardened steel sleeves							Two piece, 85 ton alloy steel centre pin
Crankshaft	Built-up, with crankpin and individually balanced flywheels							Built-up with crankpin and individ
Mainbearings	One roller, one caged ball journal drive side, plain bronze oil distributor timing side							Two caged ball journals drive side, plain bronze oil distribut
Oil pump	Rotary reciprocating Duplex plunger. Pressure feed to all moving parts							Rotary reciprocating Duplex plunger. Pr
<b>CARBURETTOR</b> —Amal	1-1/2" Monobloc 376/99			1 1/2" Monobloc 389/18	1 1/2" Monobloc 389/42	1 1/2" Monobloc 389/68	1 1/2" Monobloc 389/68	
<b>IGNITION</b>	Wipac 06500 coil with independent direct start switch			Wipac 05413 coil	Wipac 06500 coil, with independent direct start switch	Lucas MA6 coil with independent direct start switch	1 1/2" Monobloc	
Spark plug, K/LG	Long reach							
<b>EXHAUST SYSTEM</b>	FE8D 1 1/2" dia. pipe, cylindrical silencer			FE22D 1 1/2" diameter open pipe	FE8D 1 1/2" dia. pipe, cylindrical silencer	FE8D 1 1/2" dia. (16) 1 1/2" dia. (18) single pipe, heavy duty silencer	FE8D 1 1/2" dia. (16) 1 1/2" dia. (18) single pipe, heavy duty silencer	
<b>ELECTRICAL</b>	Wipac 5114 Alternator			*Wipac 5114 Alternator	Wipac 5114 Alternator	Lucas RM15 Alternator	Lucas RM15 Alternator	
Battery	12 amp/hr. Exide 3ETS			12 amp/hr. Varley MCS/9	12 amp/hr. Exide 3ETS	11 amp/hr. Lucas PU27E/11	11 amp/hr. Lucas PU27E/11	
Headlight	6" dia. 30w.-24w. double fil. bulb			*6" dia. Q.D. Double fil. bulb	6" dia. Q.D. Double fil. bulb	7" diameter 30w. and 24w. double filament bulb	7" diameter 30w. and 24w. double filament bulb	
Rear and Stoplights	Separate bulbs 3w.-18w.			*Separate bulbs 3w.-18w.	Separate bulbs 3w.-18w.	Double filament 3w. and 18w. bulb	Double filament 3w. and 18w. bulb	
Pilot and speedo lights	3w.			3w.	3w.	3w. and 1.8w.	3w. and 1.8w.	
<b>FRAME</b>	Single main and front tubes. Pressed steel underchannel.							Single top tube, twin tube cradle
Construction	Brazed and bolted. Malleable lugs							Brazed and bolted. Malleable lugs
Seats and lugs	Centre Stand							Centre stand, prop stand, sidocar lugs
Rear suspension	Two piece swinging arm. Oil damped adjustable spring units							As for twin cylinder models
Wheelbase	53"	53"	53.75"	53.75"	53.75"	55.25"	55.25"	
Ground clearance	5.5"	5.5"	7.25"	7.25"	6"	5.5"	5.5"	
<b>FORKS</b>	Oil damped telescopic							Teledraulic 2-way oil damped. Self lubricating. Light alloy sliders
<b>TRANSMISSION</b>	Adjustable A.J.S. four speed gear box							Pivot mounted A.J.S. heavy duty
Internal ratios	2.92, 1.85, 1.30, 1.00	2.92, 1.85, 1.30, 1.00	2.42, 1.85, 1.30, 1.00	2.92, 1.85, 1.30, 1.00	2.92, 1.85, 1.30, 1.00	2.56, 1.70, 1.22, 1.00	2.56, 1.70, 1.22, 1.00	
Gear change	Enclosed positive stop, foot operated. Adjustable lever							Enclosed positive stop, foot opera
Kickstarter	Folding							One piece
Clutch	Wet multi-plate incorporating rubber vane type shock absorber							Wet multi-plate incorporating rubber
Primary chain	.375" x .225" in alloy oil bath			5" x .205" in alloy oil bath	.375" x .225" Duplex in alloy oil bath	5" x .305" in light alloy oil bath	5" x .305" in light alloy oil bath	
Rear chain	.5" x .305" Enclosed			5" x .305" Chainguard	5" x .305" Enclosed	.625" x .380" Deep section steel chainguard	.625" x .380" Deep section steel chainguard	
Overall ratios	20.12, 12.75, 8.95, 6.29	21.62, 16.55, 11.63, 8.91	21.62, 16.55, 11.63, 8.91	18.66, 11.92, 8.30, 6.29	18.66, 11.92, 8.30, 6.29	14.85, 9.85, 7.08, 5.80	14.85, 9.85, 7.08, 5.80	
<b>WHEELS</b>	3.25" x 17"			(F) 3.00" x 19" (R) 3.50" x 19"	3.25" x 19"	3.25" x 19"	3.25" x 19"	
Tyres—Dunlop	(F) Ribbed (R) Studded			Knobbles	(F) Ribbed (R) Studded	Front ribbed — Rear studded	Front ribbed — Rear studded	
Hubs	Full width. Ball journal bearings							Full width light alloy. Taper roller bearings. Straight spokes
<b>Brakes</b>	5" x 1"							7" x .875"
<b>MUDGUARDS</b>	As Models 16/18							One piece steel of deep catenary section
<b>TWINSEAT</b>	Deep 2-level foam rubber							Vynide covered 2 level foam rubber
Seat height	29"							31"
<b>PETROL TANK</b>	3.25 gal. (14.75 litres) pressed steel			2.75 gal. (12.4 litres) pressed steel	3.25 gal. (14.75 litres) pressed steel	Fully rubber-mounted, 4.25 gallon (19.3 litres) pressed steel		
<b>OIL TANK</b>	2.8 qt. (11.4 litres) light alloy casting bolted to crankcase							4 qt. (15.1 litres) pressed steel
<b>WEIGHT</b>	325-lbs.			321-lbs.	340-lbs.	382-lbs.	394-lbs.	
<b>FINISH</b>	Model 14 & 8: Black, with blue and white tank. Model 14S: Black, with blue and white tank, and blue accessory covers, chromed mudguards and chainguard. Model 14CS: Black, with gold lined blue tank. All models have 3D tank badge, chromed rims, exhaust system, etc.							Models 16 & 18: Black, including tank, with large chromed motif. Model 16S: Black, with h and toolboxes, chromed mudguards and chainguard. All models have chromed rims, exhaust system and polished alloy engine parts.
<b>EQUIPMENT</b>	Speedometer, pillion footrests, stoplight, coolant, pump, instruction book, etc.	Speedometer, pillion footrests, stoplight, pump, instruction book, etc.	Toolkit, pump, instruction book, etc.	Speedometer, pillion footrests, stoplight, pump, instruction book, etc.	Speedometer, pillion footrests, stoplight, toolkit, pump, instruction book, etc.	Speedometer, pillion footrests, stoplight, toolkit, pump, instruction book, etc.		
<b>OPTIONAL</b>	Standard handlebars			Road gears and tyres	Sidecar gears and suspension. Low compression piston.			
<b>OPTIONAL EXTRAS</b>	Entire machine in blue, except white mudguards on Model 14, and chrome mudguards and chainguards on Model 14S			Speedometer, Q.D. Lighting set, silencer, registration plates, etc.	As Model 14			
<b>ACCESSORIES</b>	Air cleaner, safety bars, luggage carrier, panniers, side-stand, etc.			As Model 14			Air cleaner, safety bars, steering lock, steering damper, luggage carrier, panniers, etc.	
				* Lighting extra				



# IFICATION

1B	16C	18CS	21	31CSR	7B
O.H.V. Single 347c.c. 69 mm. x 93 mm. Five tipped valves with Duplex fairpin springs	O.H.V. Singles 497c.c. 86 mm. x 85.5 mm	646c.c. O.H.V. Twins 72 mm. x 79.3 mm. Separate die-cast light alloy heads with cast-in valve seats, chrome plated stainless tipped valves with double helical springs			349c.c. O.H.V. Single 75.5 mm. x 78 mm. Die-cast light alloy head with pressed-in valve seats. Sodium cooled exhaust valve
Steel pushrod end caps Detachable light alloy rocker box Gear-driven cam wheels Type operating Aluminium pushrods Plated tunnels on 10-1 Compression (top ring chrome plated) 1 oil control 6.5:1	Light alloy with iron liner 6.5:1	Eccentric rocker spindles One-piece steel stampings. Detachable light alloy rocker covers Separate gear-driven inlet and exhaust camshafts Hardened alloy iron levers operating Aluminium pushrods Separate barrels of close grain iron with integral pushrod tunnels Light alloy with three rings 2 compression (top ring chrome plated), 1 oil control 7.5:1			Eccentric rocker spindles KE.805 alloy steel stampings Two on single chain-driven camshaft Rollers on needle roller bearings Light alloy with iron liner Light alloy with two rings 12:1 Forged KE.805 Alloy steel Single row caged 1" x 1" rollers 85 ton steel centre pin with hardened sleeve Built up with steel disc flywheels Caged double rollers (DS) Twin journal rollers (TS)
Cast-in hardened liner Alumina caged rollers Cast centre pin with hardened steel sleeve and individually balanced flywheels of distribution timing side	Twin ball (DS) plain and roller (TS)	Two piece forged light alloy Vandervell three layer. Medium flashed lead bronze Integral with crankshaft Statically and dynamically balanced. Three bearing one piece alloy iron Two large diameter roller. Plain oil-distributor centre bearing			Twin gear pumps 1 1/2" Grand Prix TSGP Rotating magnet Lucas 2MTT magneto
Pressure feed to all moving parts 1 1/2" Monobloc 389/18 Manually controlled waterproof Lucas NCL magneto	1 1/2" Grand Prix TSGP Manually controlled waterproof Lucas NCL magneto	Pressure feed to all moving parts 1 1/2" Monobloc 389/18 Lucas MA6 coil with independent direct start switch, Gear-driven distributor			Pressure feed to all moving parts 1 1/2" Monobloc 389/22 Manually controlled Lucas K2F Magneto
1 1/2" dia. pipe, upswept silencer Lucas E3N 6v. dynamo 11 amp/hr. Lucas PU27E/11 Q.D. 7" diameter 30w. and 24w. double filament bulb Double filament 3w. and 18w. bulb 3w. and 18w.	FE220 1 1/2" diameter open pipe Lucas RM15 Alternator 11 amp/hr. Lucas PU27E/11 Q.D. 7" diameter 30w. and 24w. double filament bulb Double filament 3w. and 18w. bulb 3w. and 18w.	FEBO 1 1/2" diameter separate pipes, AJS cylindrical silencers Lucas RM15 Alternator 11 amp/hr. Lucas PU27E/11 7" diameter, 30w. and 24w. double filament bulb Double filament 3w. and 18w. bulb 3w. and 18w.			FE220 1 1/2" diameter slanted pipes, AJS cylindrical silencer Lucas RM15 Alternator 11 amp/hr. Lucas PU27E/11 7" diameter, 30w. and 24w. double filament bulb Double filament 3w. and 18w. bulb 3w. and 18w.
Single tubes. Duplex cradle Welded Centre and prop stand Swinging arm. Special spring units 53.75" 10"	Twin tube cradle Welded Centre and prop stand	Robust swinging arm, self lubricating pivot bush, adjustable oil-damped spring units 55.25" 55.25" 5.5"			Twin tube cradle. 531 tubing Welded Swinging arm. Special spring units 55" 55" 6.75"
Teledraulic oil-damped gear box 3.24, 2.44, 1.56, 1.00	"Works" type Teledraulic	As heavyweight singles Prest mounted A.J.S. heavy duty four speed gear box 2.56, 1.70, 1.22, 1.00 Enclosed positive stop, foot operated. Adjustable lever			Special racing Teledraulic A.J.S. racing four speed gear box 1.7B, 1.31, 1.10, 1.00 Positive stop, reversed foot operation
Adjustable lever	Folding	One piece Wet multi-plate incorporating rubber vane type shock absorber			Folding
5" x .305" in oil bath .625" x .380". Deep section steel chainguard 21.00, 15.80, 10.10, 6.48 (F) 2.75" x 21" (R) 4.00" x 19" Trials Universals Special lightweight. Taper rollers	As for 16/18 14.85, 9.85, 7.08, 5.80 (F) 3.00" x 21" (R) 4.00" x 19" Knobbles As for 16/18	As for 16/18 12.23, 8.13, 5.83, 4.78 Front 3.25" x 19" Rear 3.50" x 19" Front Ribbed Rear Studded Full width light alloy. Taper roller. Straight spokes			Dry multi-plate Lubricated. 5" x .305" Alloy gear .625" x .225" 8.62, 6.45, 5.30, 4.85 (F) 3.00" x 19" Alloy (R) 3.50" x 19" Alloy Racing ribbed and studded Magnesium alloy castings. Ball and rollers
5.5" x .75"	7" x .875"	7" x .875"			(F) 3.25" x 1.75" (R) 3.25" x 1.25" (F) Light alloy (R) Integral with seat Foam rubber on glass fibre base
Dunlop competition saddle 32.5" "Works" type 2 gal. (9 litres) light alloy 2.75 pt. (1.4 litres) pressed steel 306-lbs. As Model 16, but with "A.J.S." tank transfer and an enamelled chaincase. Speedometer, toolkit, pump, instruction book, etc.	Long competition type 32.5" 2 gal. (9 litres) pressed steel 4.5 pt. (2.5 litres) pressed steel 336-lbs. As Model 18 but with "A.J.S." transfer on tank. Air cleaner, toolkit, pump, instruction book, etc.	One piece steel of deep catenary section Black Vinyl cover with white piping, two level moulded foam rubber on steel base 4 pt. (2.25 litres) pressed steel 403-lbs. As Models 16 and 18 Speedometer, pillion footrests, stoplight, toolkit, pump, instruction book			Polished light alloy Long competition type 31" Fully rubber-mounted 4.25 gallon (19.3 litres) pressed steel 4.5 pt. (2.5 litres) pressed steel 388-lbs. Black: Blue tanks and toolbox. Usual parts chromed or polished alloy. Rev. counter, steering damper, racing number plates
Standard tyres, wheels, cam, H.C. Piston, Blue tank	Standard tyres, wheels, tank, engine sprocket, suspension, Blue tank	Sidescar gears and suspension, high or low compression pistons As Models 16 and 18. Slanted pipes. Magneto ignition.			Standard handlebars sidescar gears and suspension Q.D. rear wheel, 2 gallon Competition tank, rev. counter, Magneto ignition. Air cleaner, safety bars, steering lock, steering dampers.
Q.D. Lighting system	Q.D. lighting, Q.O. rear wheel, reg. plates, silencer, pillion footrests, stoplight, rev. counter Steering damper	Air cleaner, safety bars, steering lock, steering damper, luggage carrier, panniers, etc.			Alternative sprockets, etc.
* Lighting extra					



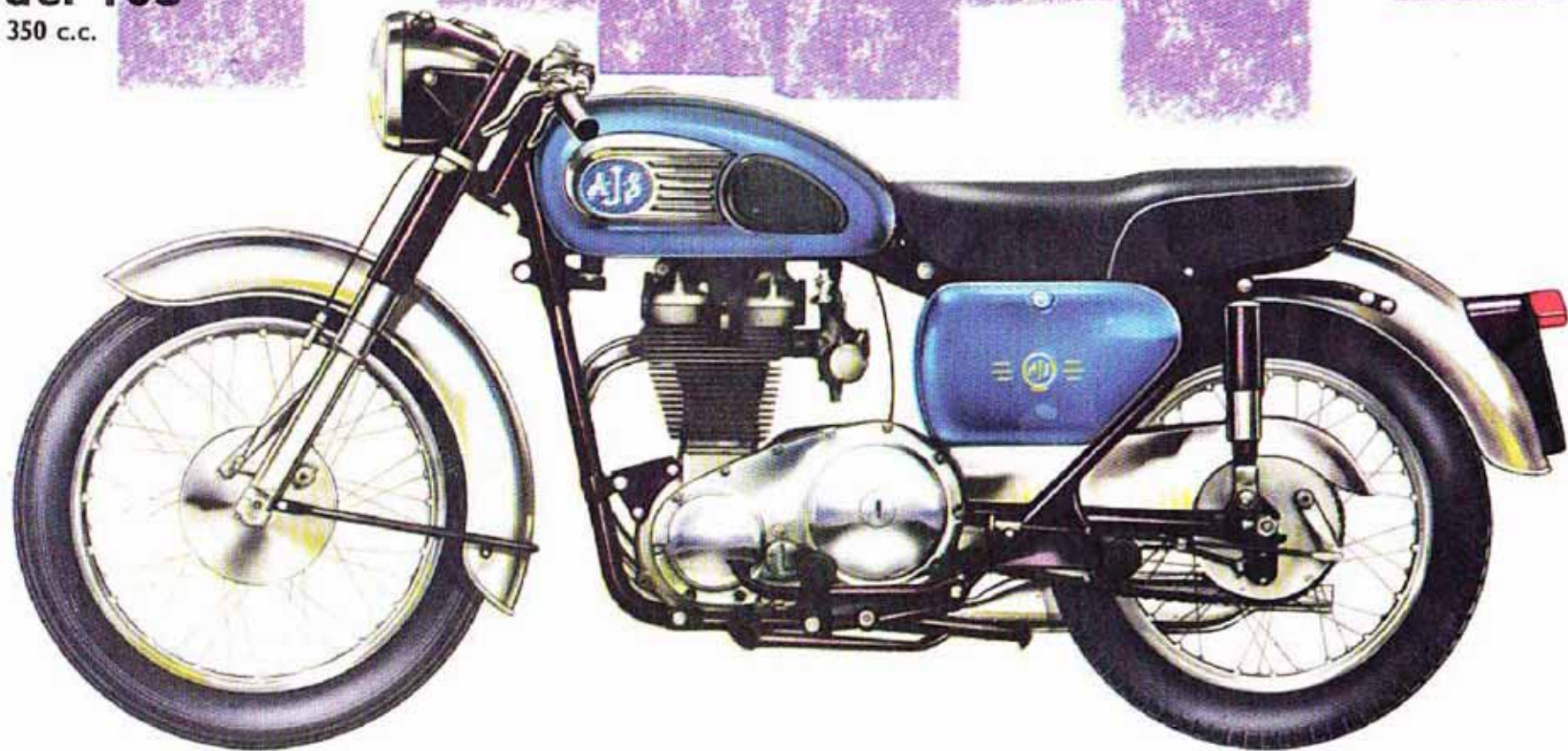
# Sceptre

## SPORTS

Smooth, fast and beautifully finished, the new Sceptre Sports makes even the daily ride to work a source of pleasure. First class brakes and roadholding, together with its zestful new engine make this the most coveted 350 on the road.

### Model 16S

350 c.c.



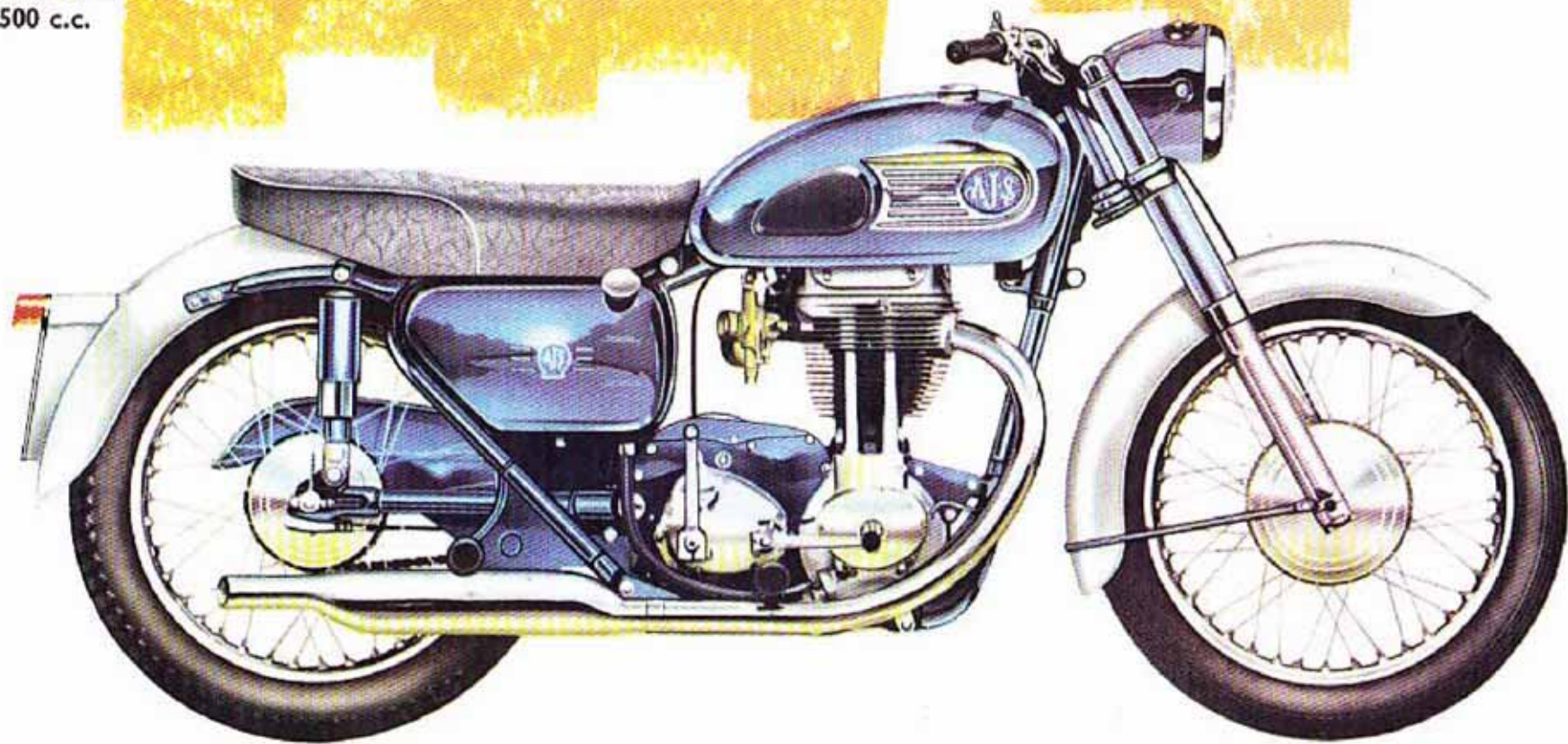


# Statesman

The appeal of this large capacity single is evident by the demand that exists from Ghana to Glasgow for the model 18's solid dependability, stamina, ease of handling and economy in operation.

**Model 18**

500 c.c.



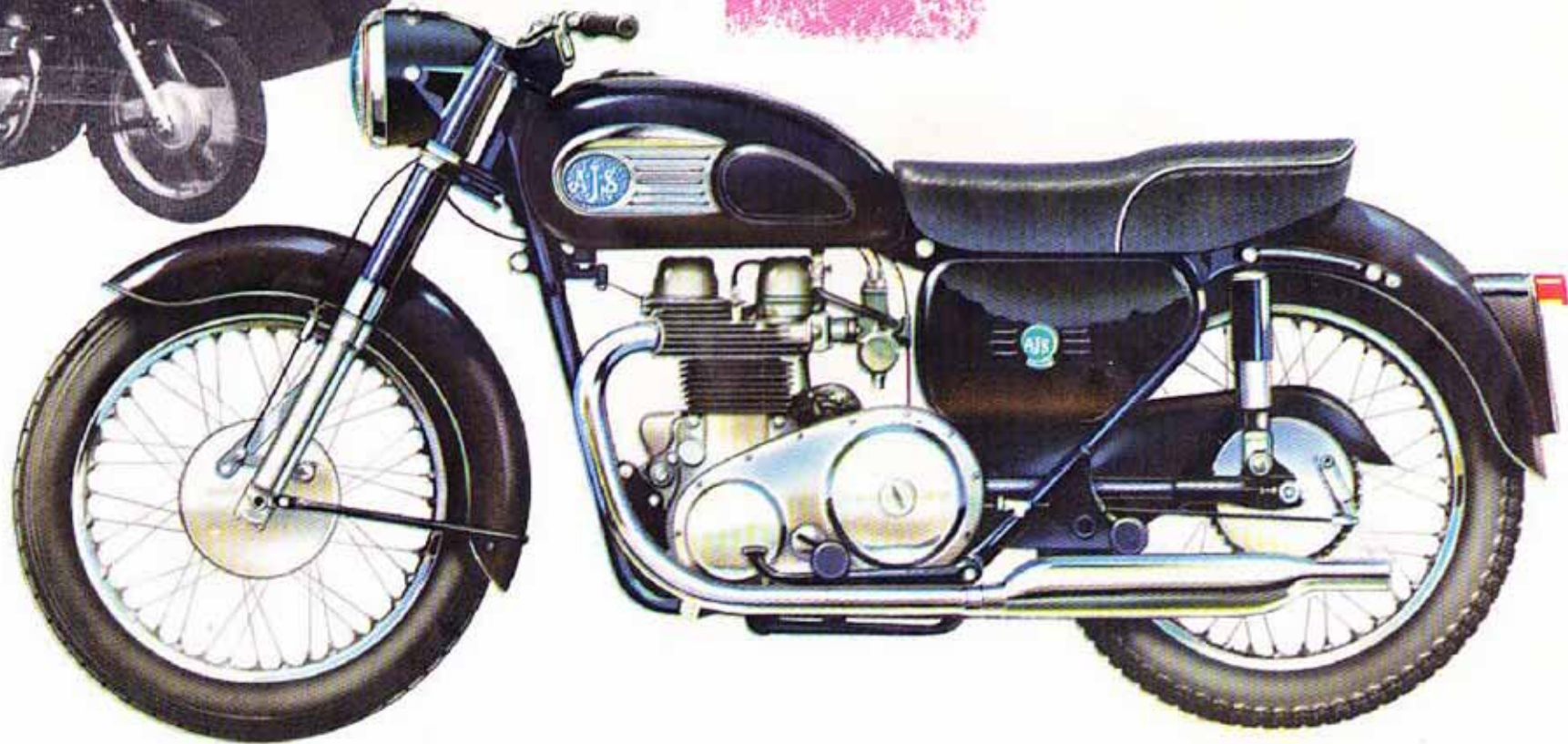


## Model 31

650 c.c.

# Swift

Tractable, silent, powerful — for solo or sidecar, for town or country, the superbly finished Swift is an exhilarating possession. Mechanically unsurpassed, it is indeed a high grade motor cycle of which we are very proud.



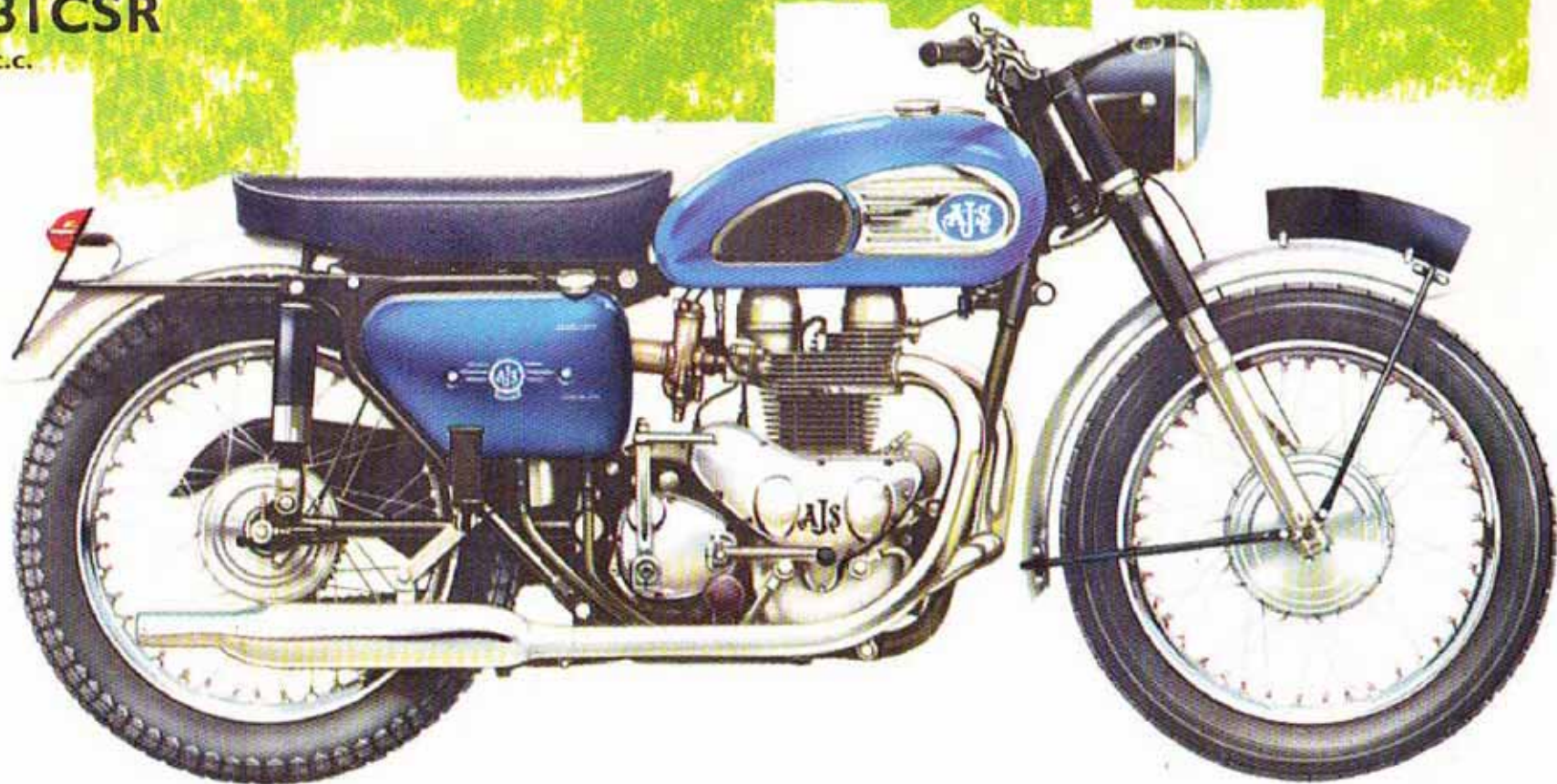


# *Hurricane*

Renowned high performance coupled with ride-to-work docility make the Hurricane a delightful dual personality machine. Designed primarily for the man who rides fast and far it is the most popular of all fast 650's.

**Model 31CSR**

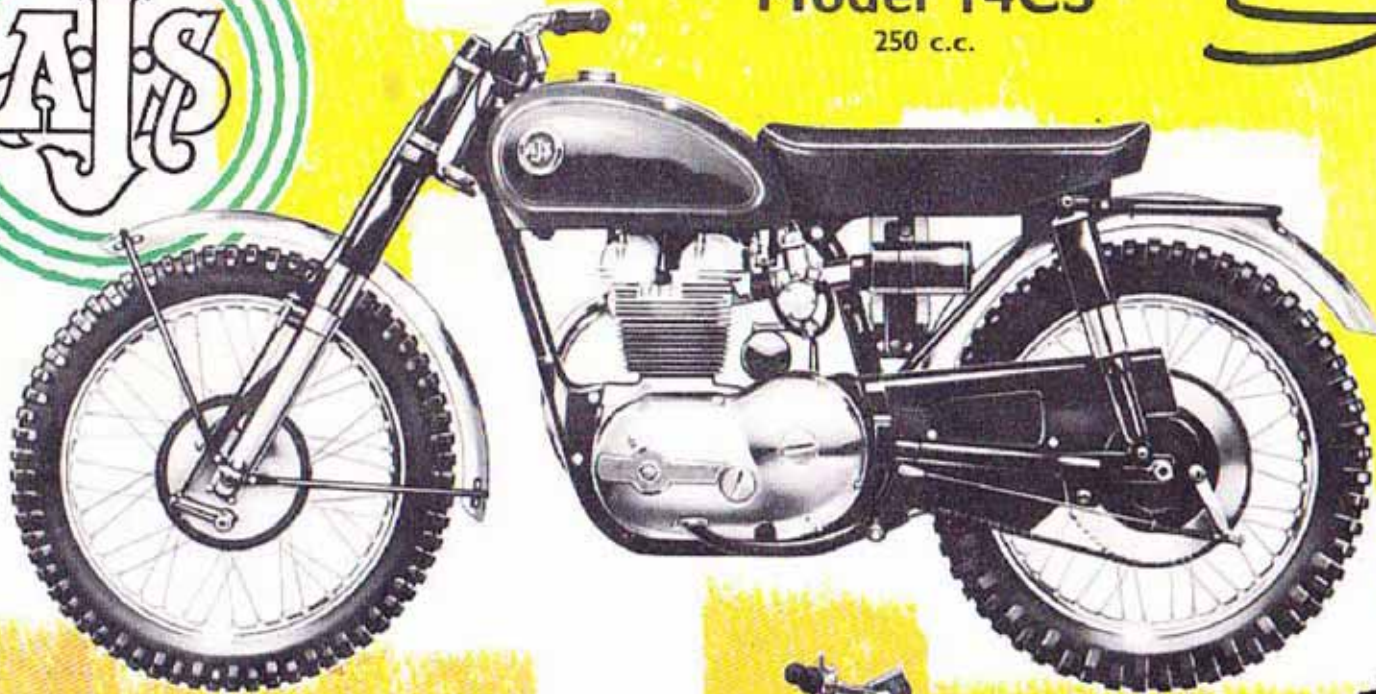
650 c.c.





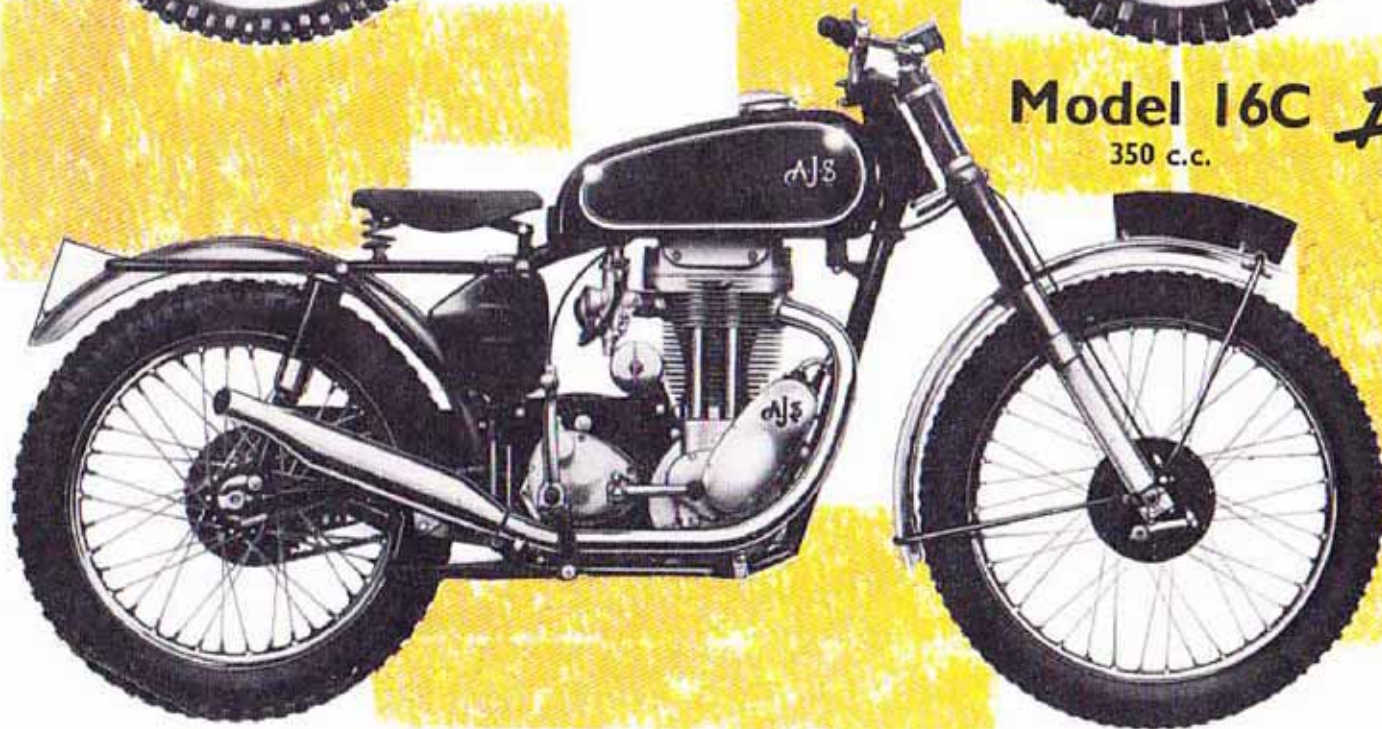
## Model 14CS

250 c.c.



# Scorpion

Soundly engineered in every detail and with the abnormal mechanical demands of the Scrambles rider in mind, the Scorpion has proved a worthy addition to the ranks of successful A.J.S. competition machines.



## Model 16C

350 c.c.

# Experts

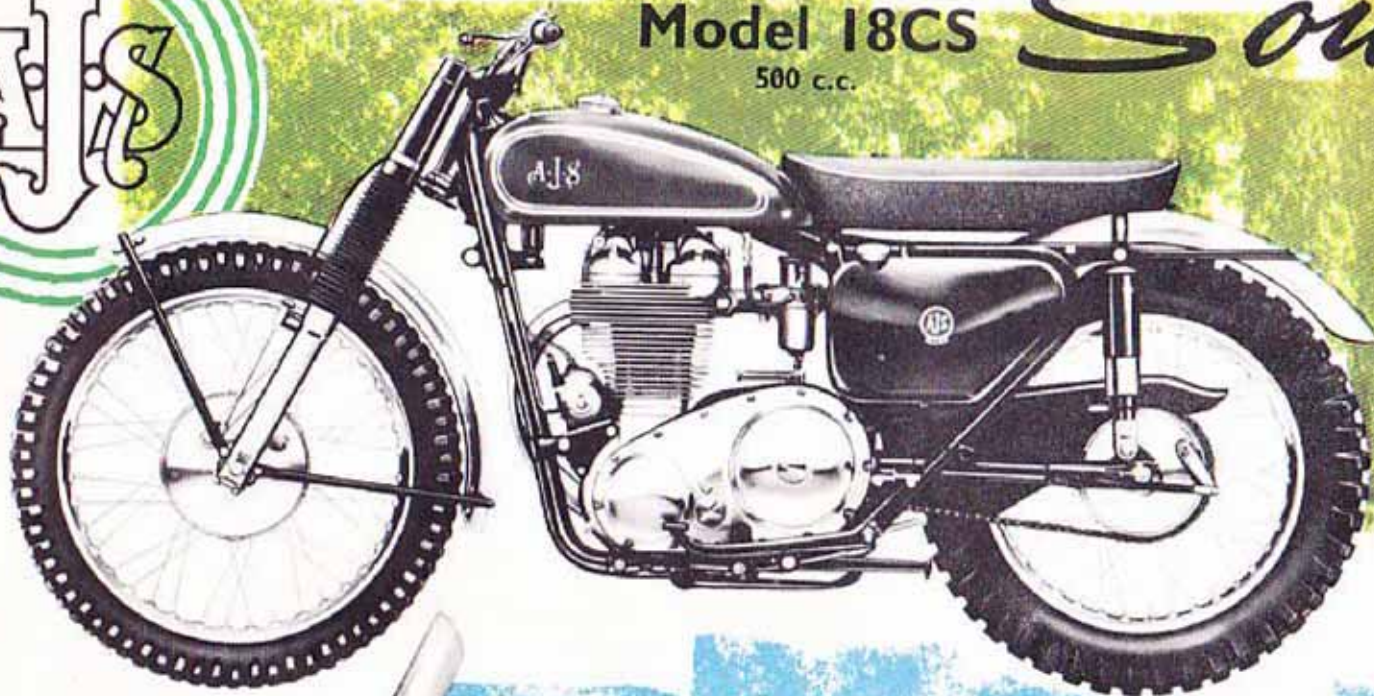
To win outright the International Scottish Six Days Trial in 1961 is proof enough of the capabilities of the Model 16C, but for A.J.S. machines to have achieved this performance 8 times in 15 years is indeed an unparalleled proof of quality and reliability.



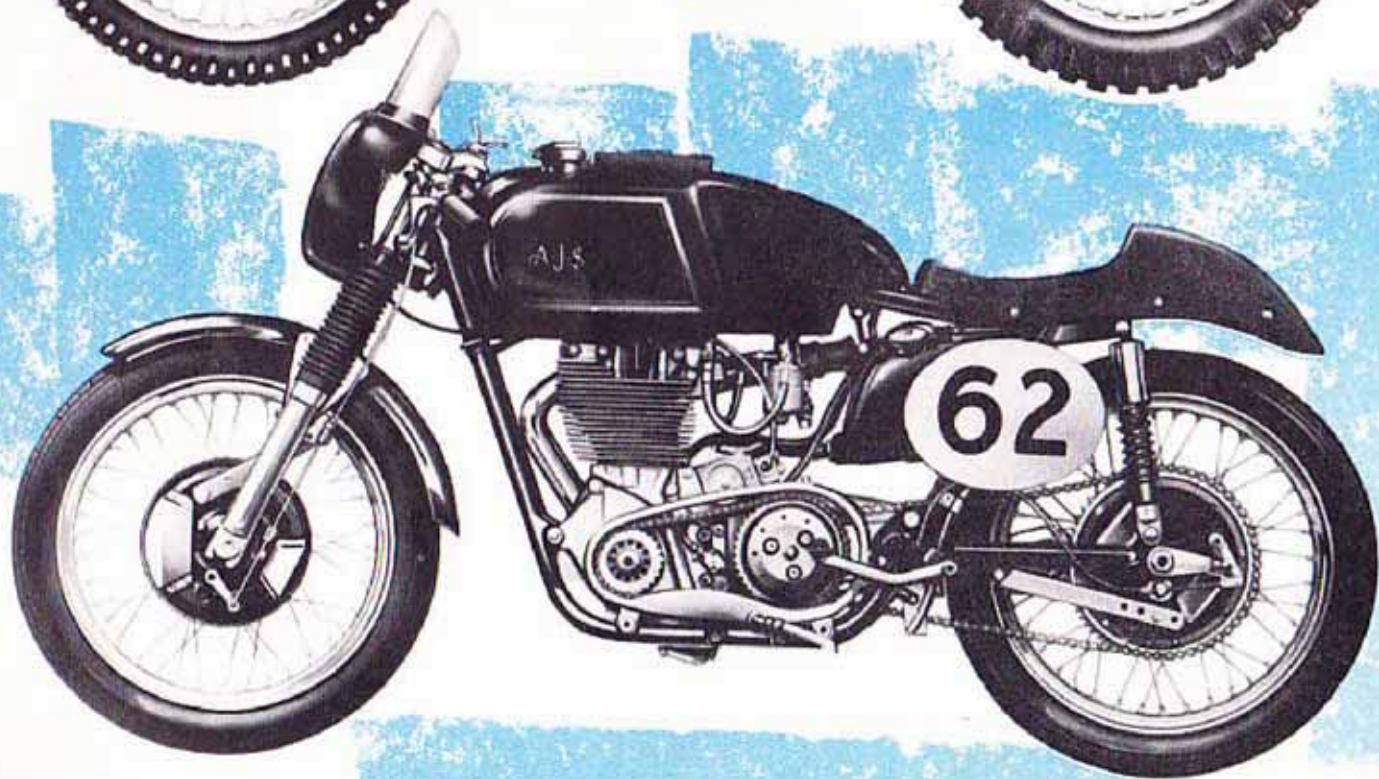
## Model 18CS

500 c.c.

# Southerner



Designed specifically for high speed cross country riding, the 18CS is again improved for 1962. "Works type" front forks set a new and superlative standard in front suspension whilst the 40 B.H.P. racing engine provides the powerhouse essential for this type of competition.



## Model 7R

350 c.c.

Known and respected wherever a racing circuit exists, the 7R goes from strength to strength. Produced in limited numbers by the Works Racing Department it is supplied fully bench tested and absolutely ready to race.

# Guarantee

1. In this Guarantee the word "machine" refers to the motor cycle, scooter, motor cycle combination or sidecar as the case may be purchased by the purchaser.

2. In order to obtain the benefit of this Guarantee, the purchaser must correctly complete the registration form provided with each new A.J.S. motor cycle and return it to us within fourteen days of the purchase.

3. We will supply, free of charge, a new part in exchange for, or, if we consider repair sufficient, will repair free of charge any part proved within six months of the date of purchase of any new machine, or within three months of its renewal or repair in the case of a part already renewed or repaired, to be defective by reason of our faulty workmanship or materials. We do not undertake to bear the cost of fitting such new or repaired part or accessory.

4. Any part considered to be defective must be sent to our Works, carriage paid, accompanied by the following information:—

- (a) Name of purchaser and his address
- (b) Date of purchase of machine
- (c) Name of dealer from where the purchase was made
- (d) Engine and Frame numbers of machine

5. This Guarantee shall not extend to defects or damage appearing after misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts and in particular:—

- (a) Hiring out
- (b) Racing and Competitions
- (c) Adaptation or alteration of any part or parts after leaving our Works
- (d) The attaching of a sidecar in a manner not approved by us or to any unsuitable motor cycle

6. Our liability and that of our dealer who sells the machine, shall be limited to that set out in paragraph 3, and no other claims including claims for consequential damage or injury to person or property, shall be admissible.

All other conditions and warranties statutory or otherwise and whether expressed or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.

This Guarantee shall not extend to machines whose trade mark, name or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us, or to tyres, saddles, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

## THE A-J-S FREE SERVICE SCHEME

It is strongly recommended that owners of new A.J.S. motorcycles should avail themselves of the free Service Scheme operated by all home Dealers, full details of which are given on the card supplied with each machine.

## NOTICE

All prices and specifications are subject to alteration without notice and all motorcycles and equipment are sold subject to the limited guarantee printed herein.

## A·J·S MOTOR CYCLES

(Proprietors: Associated Motor Cycles Ltd.)

PLUMSTEAD ROAD · LONDON S.E.18 · ENGLAND

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