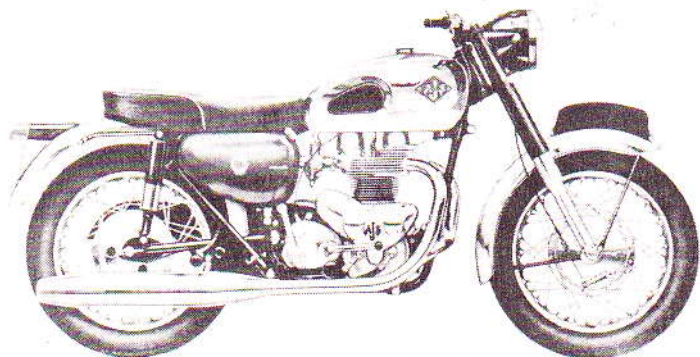


MODEL 31 CSR 650cc



This is the machine you **must** try—faultlessly engineered to the very last bolt . . . safe handling . . . exceptional road-holding . . . and with power to spare.

ENGINE. 750cc o.h.v. vertical twin (73mm bore x 89mm stroke): alloy cylinder head: parallel induction tracts with large diameter inlet valves: forged steel rockers: alloy pushrods: iron alloy tappets: single high performance camshaft: built up forged steel crankshaft with large diameter central iron flywheel: plain big-end bearings: two piece connecting rods: alloy pistons: cast iron cylinder: gear type oil pump: carburetion by twin Amal Monoblocs: ignition by Magneto with automatic advance and retard.

FORKS. "Roadholder" forks with built-in thief proof lock: two way oil damping: large diameter heat treated tubular steel stanchions: alloy sliders with chromed steel extensions.

COLOURS. All black and chrome.

Speed . . . Safety . . . Handling Ease . . . A.M.C.'s winning formula—translated here into this exceptional twin. Stepped-up speed which does not effect the low down flexibility of the motor when fitted with the optional extra speed kit.

Safety—summed-up by top-rate roadholding and braking, goes hand in hand with steering light enough to ensure complete handling ease.

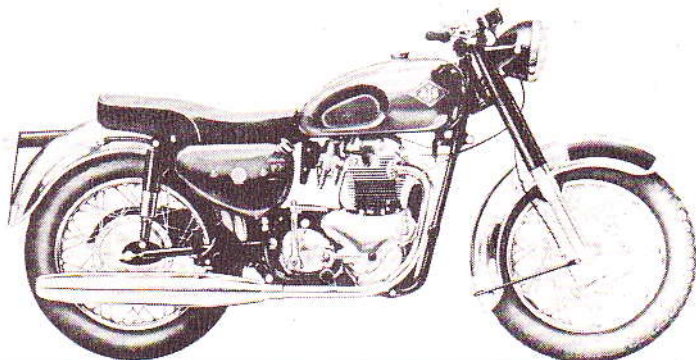
Specification is similar in many respects to the standard 650cc twin, but, with the following alterations.

ENGINE. Highly tuned with 8.5:1 compression ratio, Magneto ignition.

MUDGUARDS. Chrome plated steel blades.

COLOUR FINISH. Black frame, fork covers etc., with blue and chrome petrol tank and blue oil tank and toolbox.

MODEL 33 750cc



A super sports machine of very high performance designed to meet the special needs of the British enthusiast.

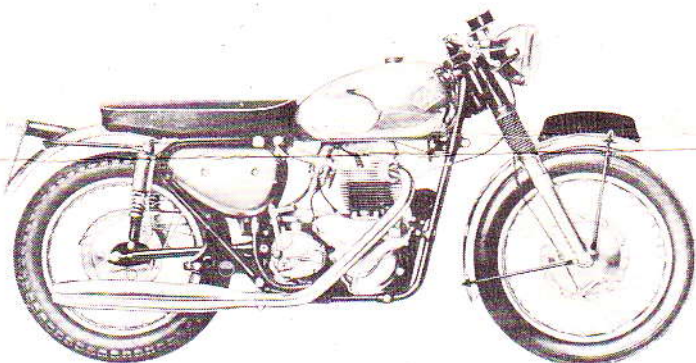
ENGINE. Magneto Ignition with auto advance unit.

FRAME. Duplex type bolted and brazed construction, using malleable lugs where necessary for strength.

SUSPENSION. Teledraulic front fork. Light alloy fork sliders. Swinging arm rear suspension supported by two plain bearings, lubricated from a built-in reservoir of 1½ ounces capacity.

FINISH. Red oil tank, toolbox, red and chrome tank, chrome chainguard, suspension unit covers and springs. Polished alloy mudguards. Chrome plated headlamp and speedo/rev. counter plate. Frame parts black enamel.

MODEL 33 CSR 750cc

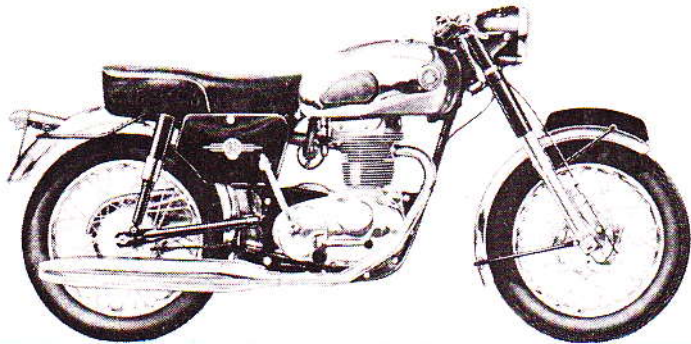


MODEL:	14 CSR	MODEL 16	MODEL 18	MODEL 31	MODEL 33CSR	MODEL 33	MODEL 31 CSR
Engine	OH.V 248	OH.V 348	OH.V 498	OH.V 646	OH.V	OH.V 745	OH.V
Bore and stroke	70 x 65	72 x 85.5	86 x 85.5	72 x 79.3	72 x 79.3	73 x 89	73 x 89
CR	9.5	8.8	7.6	7.5	8.5	7.6	7.6
Carburetter	Amal Mono	Amal Mono	Amal Mono	Amal Mono	Amal Mono	Amal Mono	Amal Mono
Gear Ratios							
Top	6.5	5.5	4.79	4.6	4.3	4.5	4.2
Third	8.05	6.7	5.8	5.6	5.3	5.5	5.1
Second	11.7	9.4	8.1	7.8	7.3	7.7	7.2
First	17.9	14.1	12.3	11.8	11.1	11.5	10.8
Electrics	Wipac 6V	Lucas 6V	Lucas 6V	Lucas 12V	Lucas 12V	Lucas 12V	Lucas 12V
Chain Front	$\frac{3}{8}$ " Duplex	$\frac{1}{2}$ " x .305	$\frac{1}{2}$ " x .305	$\frac{1}{2}$ " x .305	$\frac{1}{2}$ " x .305	$\frac{1}{2}$ " x .305	$\frac{1}{2}$ " x .305
Chains Rear	$\frac{1}{2}$ " x .305	$\frac{5}{8}$ " x .380	$\frac{1}{2}$ " x .380	$\frac{5}{8}$ " x .380	$\frac{5}{8}$ " x .380	$\frac{5}{8}$ " x .380	$\frac{5}{8}$ " x .380
Tyres Front	3.25 x 17	3.25 x 18	3.25 x 18	3.25 x 18	3.25 x 18	3.25 x 18	3.25 x 18
Tyres Rear	3.25 x 17	3.25 x 18	3.50 x 18	3.50 x 18	3.50 x 18	4.00 x 18	3.50 x 18
Brake Dia. Front	6" x $1\frac{1}{8}$ "	8" x $1\frac{1}{4}$ "	8" x $1\frac{1}{4}$ "	8" x $1\frac{1}{4}$ "	8" x $1\frac{1}{4}$ "	8" x $1\frac{1}{4}$ "	8" x $1\frac{1}{4}$ "
Brake Dia. Rear	6" x 1"	7" x $1\frac{1}{4}$ "	7" x $1\frac{1}{4}$ "	7" x $1\frac{1}{4}$ "	7" x $1\frac{1}{4}$ "	7" x $1\frac{1}{4}$ "	7" x $1\frac{1}{4}$ "
Petrol Tank (Gallons)	3½	4½	4½	4½	4½	4½	4½
Oil Tank (Pints)	2½	4	4	4	4	4	4
Seat Height	29½"	29¾"	29¾"	29¾"	29¾"	29¾"	32"
Wheel base	51½"	55 13/32"	55 13/32"	55 13/32"	55 13/32"	55 13/32"	55 13/32"
Ground Clearance	330	5½"	5½"	5½"	5½"	5½"	5½"
Weight (lbs.)	53"	390	399	426	426	426	426

**H. SAUNDERS MOTORS,
Motor & Motor Cycle Engineers,
826, LONDON ROAD,
LEIGH-ON-SEA.**



14CSR 250cc



Based on the winning formula that has produced so many scrambles victories, this precision-built AJS single cylinder engine guarantees a potent and steadfast performance.

ENGINE. 348cc o.h.v. single (72mm bore x 85.5mm stroke). Alloy cylinder head: stellite tipped valves: hairpin valve springs: built-up rockers: hiduminium pushrods: mushroom type cam followers: separate cam wheels: built-up crankshaft with individually balanced steel fly wheels and two-piece crankpin, supported by two ball, one roller main bearings: duralumin caged roller big-end bearing: steel connecting rod: alloy piston: cast iron cylinder barrel with integral pushrod tunnels: gear type oil pump: ignition by battery and coil with independent emergency start circuit.

GEARBOX. Separate four speed box: wide tooth heavy duty pinions: multi-plate clutch with integral rubber vane shock absorber: primary drive housed in cast alloy oil bath.

COLOUR FINISH. All black and chrome.

Success in the Thruxton 500 mile Race for Production Machines—proof indeed of the speed, reliability and toughness of this outstanding AMC marque.

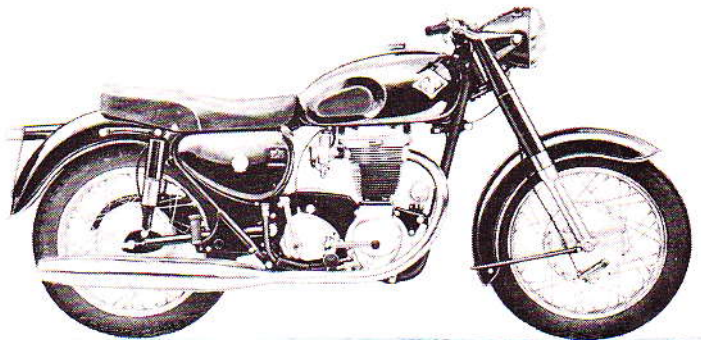
ENGINE. 248cc o.h.v. single (70mm bore x 65mm stroke). Alloy cylinder head: stellite tipped valves: coil valve springs: built-up rockers: hiduminium push-rods: lever type cam followers: both cams on single shaft: steel connecting rod: caged roller big-end bearings: built-up crankshaft supported by roller, ball and plain bearings: rotary reciprocating plunger oil pump: ignition by battery and coil with independent emergency start circuit.

GEARBOX. Separate from engine, but polished side covers give appearance of unit construction with engine. 4 speeds; multi-plate clutch, duplex primary chain adjusted by rotation of gearbox shell.

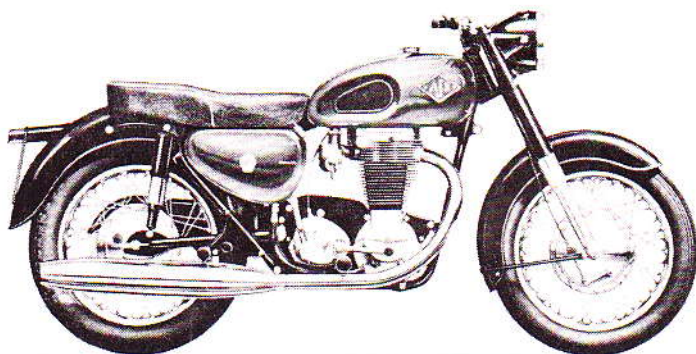
FRAME. Of brazed and bolted construction: pressed steel engine under-channel: short triangulated rear sub-frame: pivoted fork rear suspension controlled by Girling adjustable units.

COLOUR FINISH. Primarily black with blue and chrome tank and black accessory covers; usual parts are chrome plated . . . and most of the light alloy components are highly polished.

MODEL 16 350cc



MODEL 18 500cc



Designed and built for the real motorcycling enthusiast, this power-packed 500cc machine combines genuine economy of consumption with effortless, all-day cruising.

ENGINE. 497cc o.h.v. single (86mm bore x 85.5mm stroke). Alloy cylinder head: stellite tipped valves: hairpin valve springs: built-up rockers: hiduminium pushrods: mushroom type cam followers: separate cam wheels: built-up crankshaft, with individually balanced steel fly wheels and two-piece crankpin, supported by two ball, one roller main bearings: duralumin caged roller big-end bearings: steel connecting rod: alloy piston: cast iron cylinder barrel with integral pushrod tunnels: gear type oil pump: ignition by battery and coil with independent emergency start circuit.

GEARBOX. Separate four speed box: wide tooth heavy duty pinions: multi-plate clutch with integral rubber vane shock absorber: primary drive housed in cast alloy oil bath.

COLOUR FINISH. All black and chrome.

AMC have spent years on extensive research and development to achieve new standards of potency and reliability with this ruggedly constructed 650cc marque.

ENGINE. 646cc o.h.v. vertical twin (72mm bore x 79.3mm stroke). Both the barrels and heads are separate for ease of maintenance. Alloy cylinder head: stellite tipped valves: coil valve springs: one piece rockers adjustable by eccentric spindles: hiduminium pushrods lever cam followers: separate gear-driven camshafts: one piece three bearing crankshaft: plain big-end bearings: forged alloy connecting rods: alloy pistons: cast-iron cylinder barrels: two separate camshaft driven gear type oil pumps: ignition by battery and coil.

GEARBOX. Separate four speed box: wide tooth heavy duty pinions: multi-plate clutch with integral rubber vane shock absorber.

FORKS. "Roadholder" forks with built-in thief proof lock: progressive two way oil damping: single rate springs housed within large diameter heat treated tubular stanchions: light alloy sliders, with chromed steel extensions.

COLOUR FINISH. All black and chrome.

MODEL 31 650cc

