

# A.J.S.

## Range of Models together with General Design Features.

The Machines which first embodied all those distinctive refinements universally recognised to-day as Essential to Perfect Motor Cycling.

**"A. J. S."**

**Special Features for 1916 include:**

Scientific unbreakable frame with straight top tube.

All-enclosed weather-proof chain drive.

Three-speed countershaft gear.

Patent gate change.

Powerful, silent and vibrationless A.J.S engine.

Kick-starter with enclosed mechanism.

Improved multiple-plate clutch, with cork insets, handlebar controlled.

Interchangeable detachable wheels.

Internal expanding rear drum brake.

Patent spring forks, absorbing vertical and horizontal shocks.

Efficient Mudguards.

Forced lubrication to main bearings and big-ends as in car practice.

Large tank capacity.

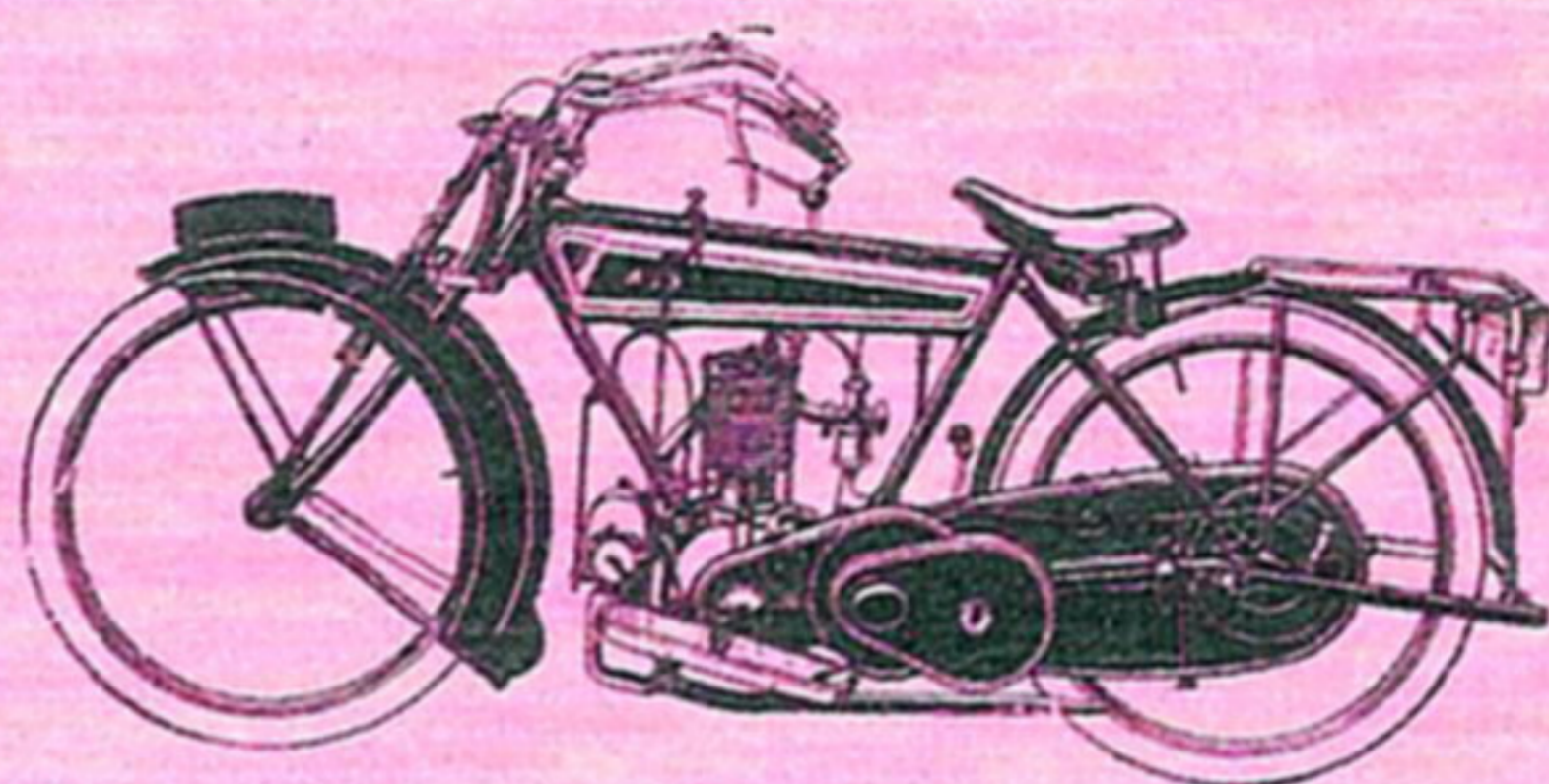
Heaviest section tyres on flat base rims.

Weatherproof finish.

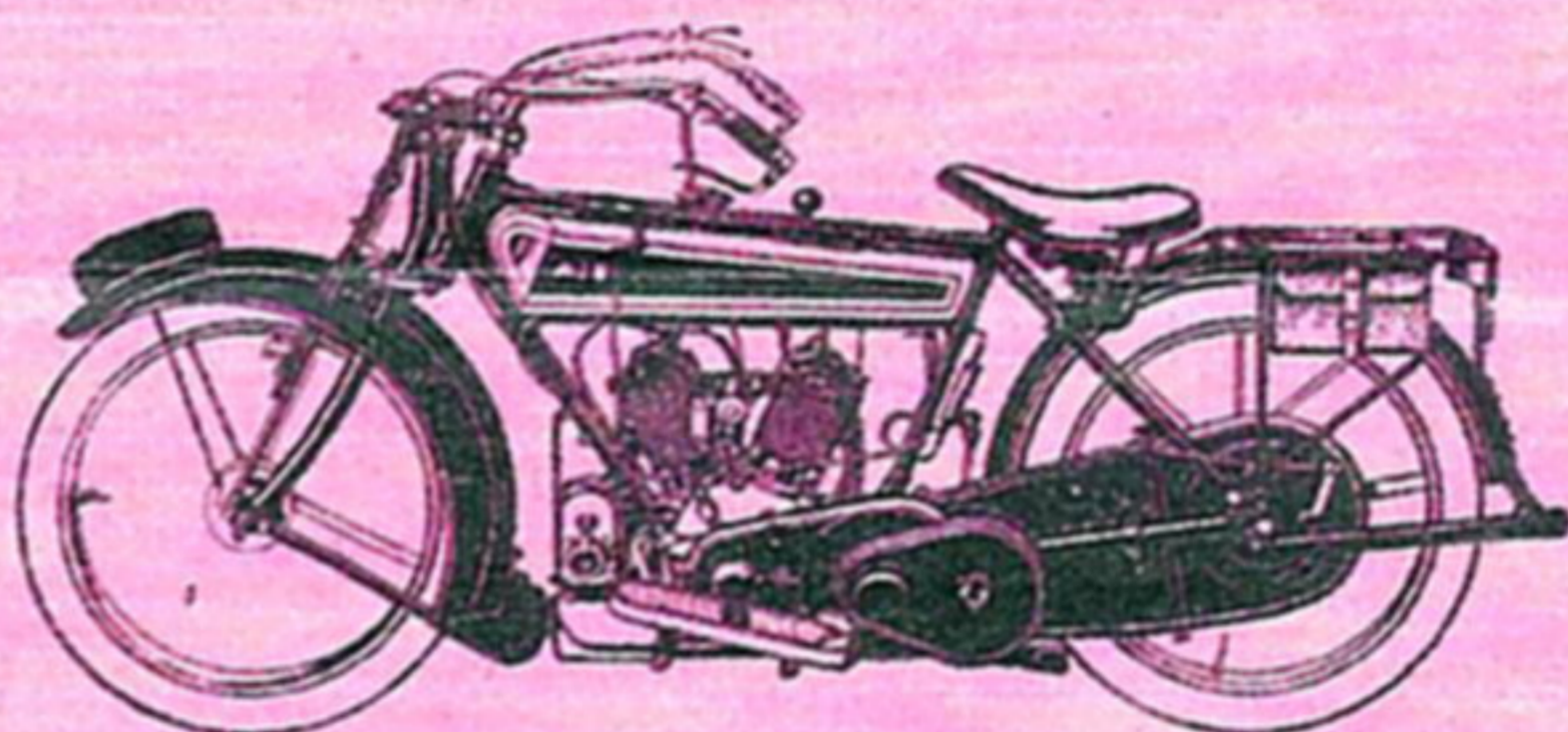
Perfect balance.

Easy starting and control.

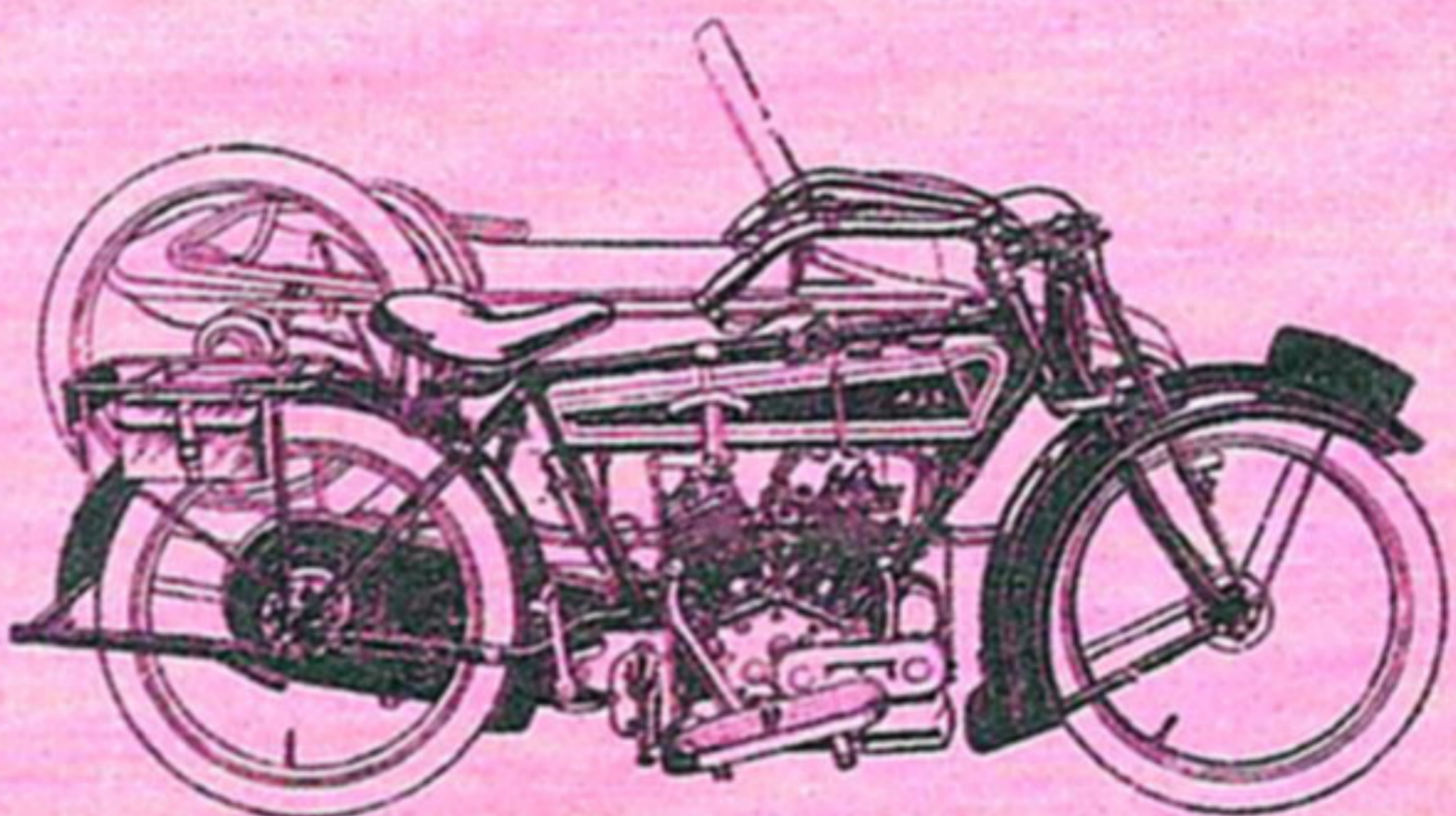
**Accessibility, Reliability and Indefinite Wear!**



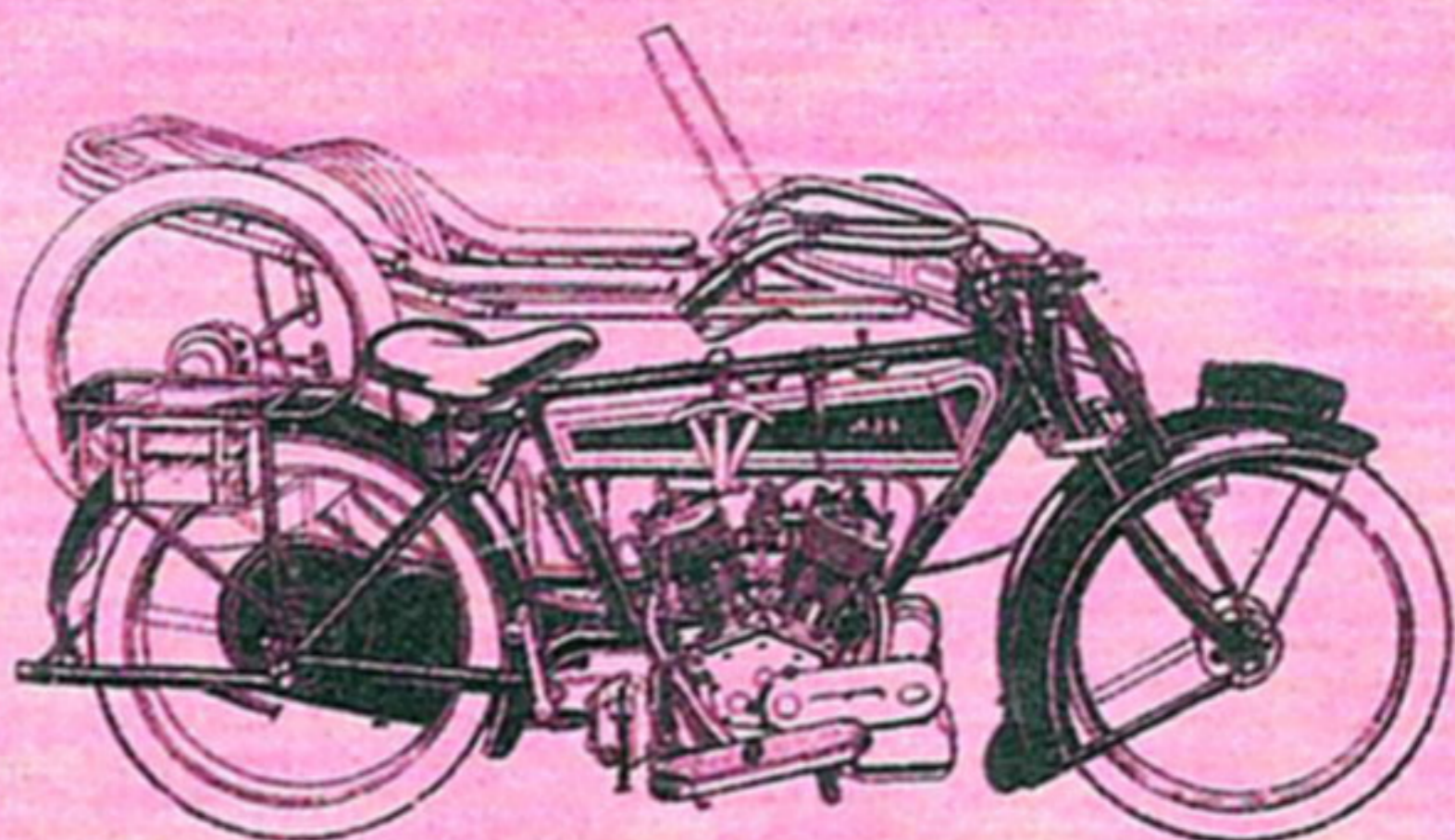
2 1/2 h.p. Solo Model B, 2 or 3-speed.  
2-speed Model, Price £55; 3-speed, £58.



4 h.p. Solo Model A (3-speed), Price £76.



4 h.p. Passenger Model A (3-speed), Price £93 17.



6 h.p. Passenger Combination D (3-speed),  
Price £102 18. Machine only, Price £84.

PLEASE TURN OVER

# A.J.S.

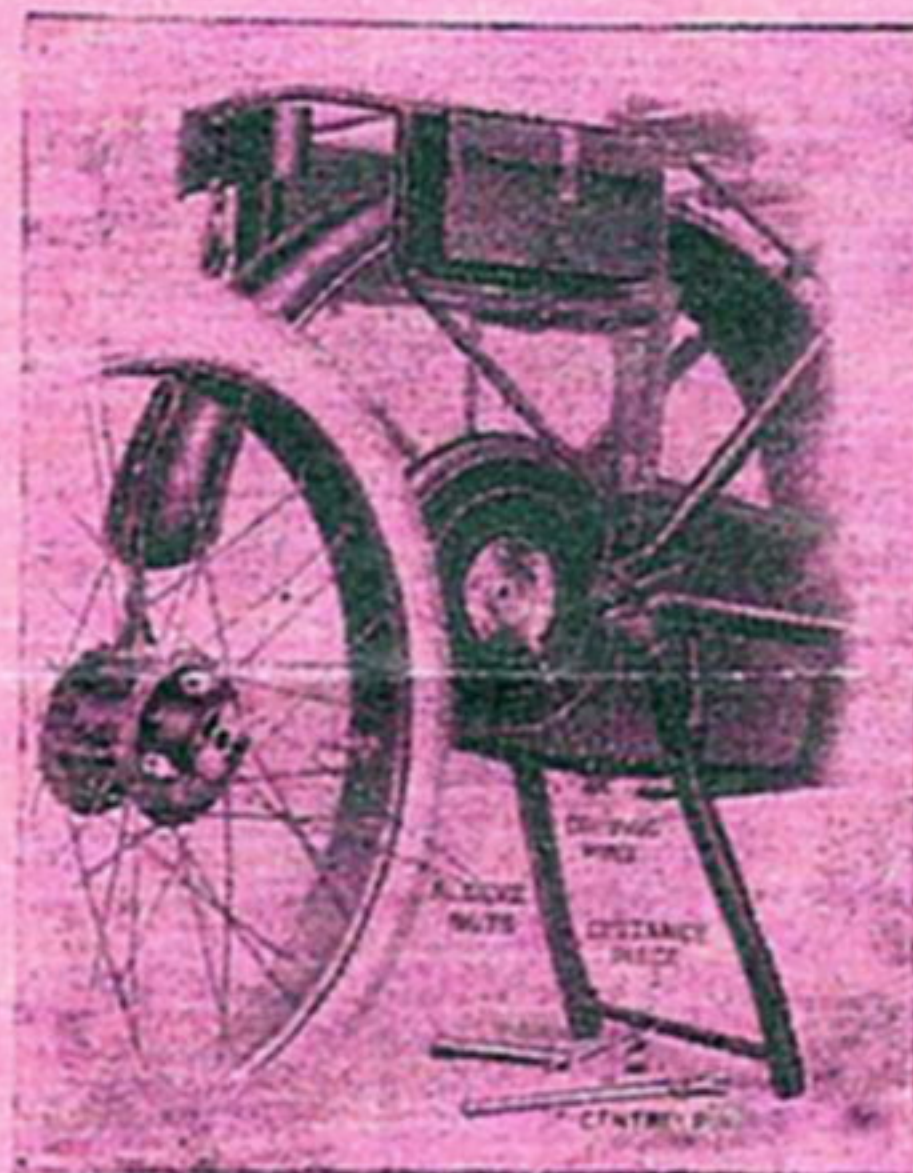
## Wheel Interchangeability

One of the chief amongst the many notable and distinctive features which have placed "A.J.S." Machines so far ahead of competitors is the famous

### "A.J.S." Patented System of Interchangeable Wheels—

an inestimable boon which allows riders to *DETACH, INTERCHANGE, or REPLACE WITH SPARE WHEEL*, and in a few seconds only, each wheel without touching the bearings or making any adjustment whatever, and our front wheel dust cap, which is designed to carry the speedometer drive, allows of this change-over *without disturbing the Speedometer drive in the slightest*, as the cap is always replaced on the front wheel.

*N.B.—The foregoing does not apply to the 2½ h.p. models, which have our Patent Detachable Wheel fitted only to the rear.*



Showing Rear Wheel detached.

In the "A.J.S." Detachable Wheel transmission there is no 'Dog Drive,' backlash, friction, or strain, nothing to set up wear and nothing to go wrong. *The wheel is perfectly rigid and solid with driving sprocket*, to which it is directly bolted upon a series of studs or pins.



Showing Front Wheel detached.

**Summarised the method of fixing the back wheel is as follows:** Every hub has both flanges drilled with six equidistant holes, corresponding with six driving pins which are integral with the driving sprocket. Three of the pins are plain, and three are threaded. To fix driving wheel, latter is first slid on to these pins, which fit the holes in the hub flanges. A distance piece is then held in position between fork-end and hub, and the centre pin passed through all three, and screwed home into the opposite fork-end. Finally, the three sleeve nuts are passed through the hub flange holes opposite the threaded driving pins, and screwed up. This completes the operation, and for removal the same sequence of actions reversed is necessary. The sleeve nuts are always retained for use with back wheel only, the front and side-car wheels being both removable by withdrawal of centre pin alone.

COMPARE THIS SYSTEM WITH OTHERS—  
THE "A.J.S." REVELS IN COMPARISON!

There are other features of value in this "A.J.S." patent, and they are partly dealt with in our Detachable Wheel Booklet. A request per post card will procure it.