

A.J.S.

1917 Range of Models and General Design Features.

The Machines
which first embodied all
those distinctive refine-
ments universally recog-
nised to-day as **ESSENTIAL**
to Perfect Motorcycling.

“A.J.S.”
Special Features
for 1917 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 con-
trolled.

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.

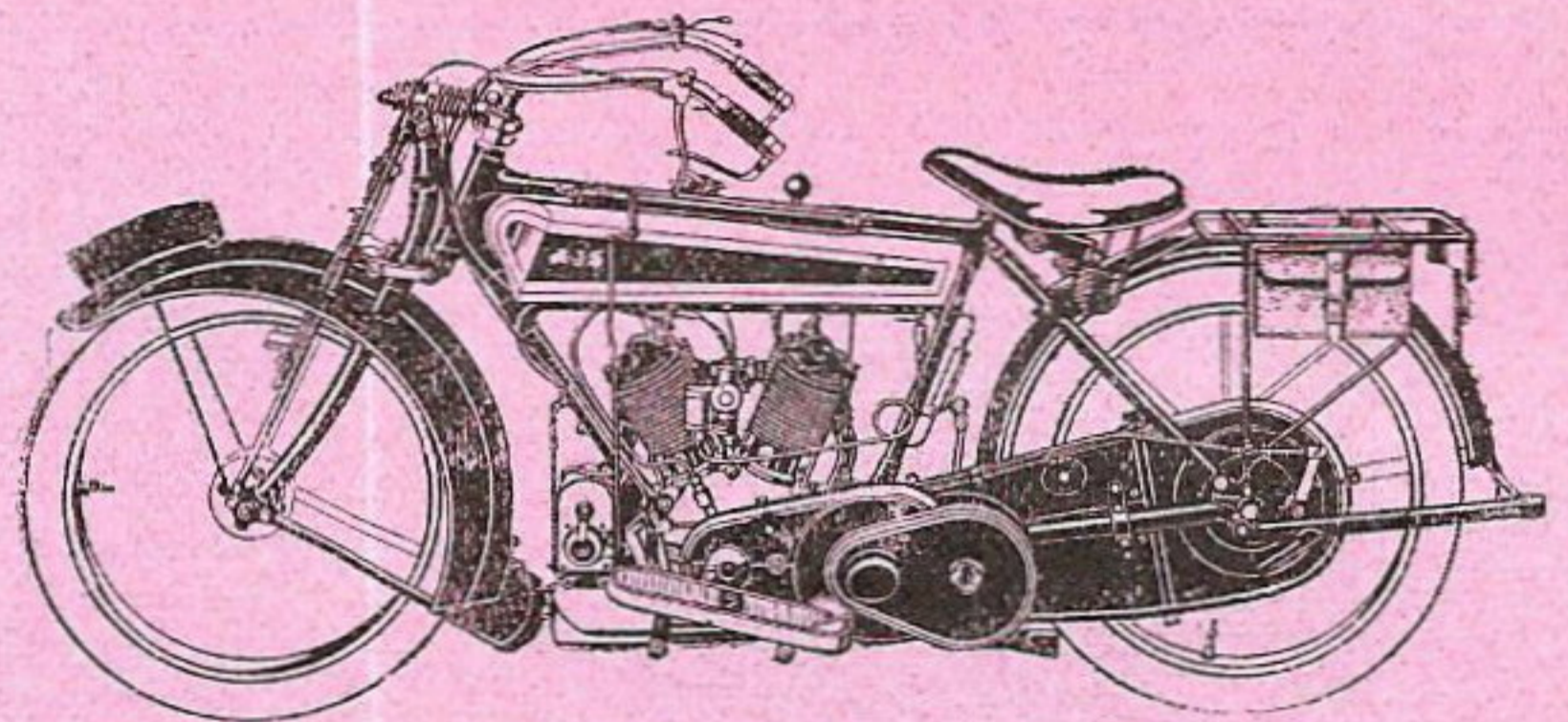
Heaviest section tyres on flat base
rims.

Weather-proof finish.

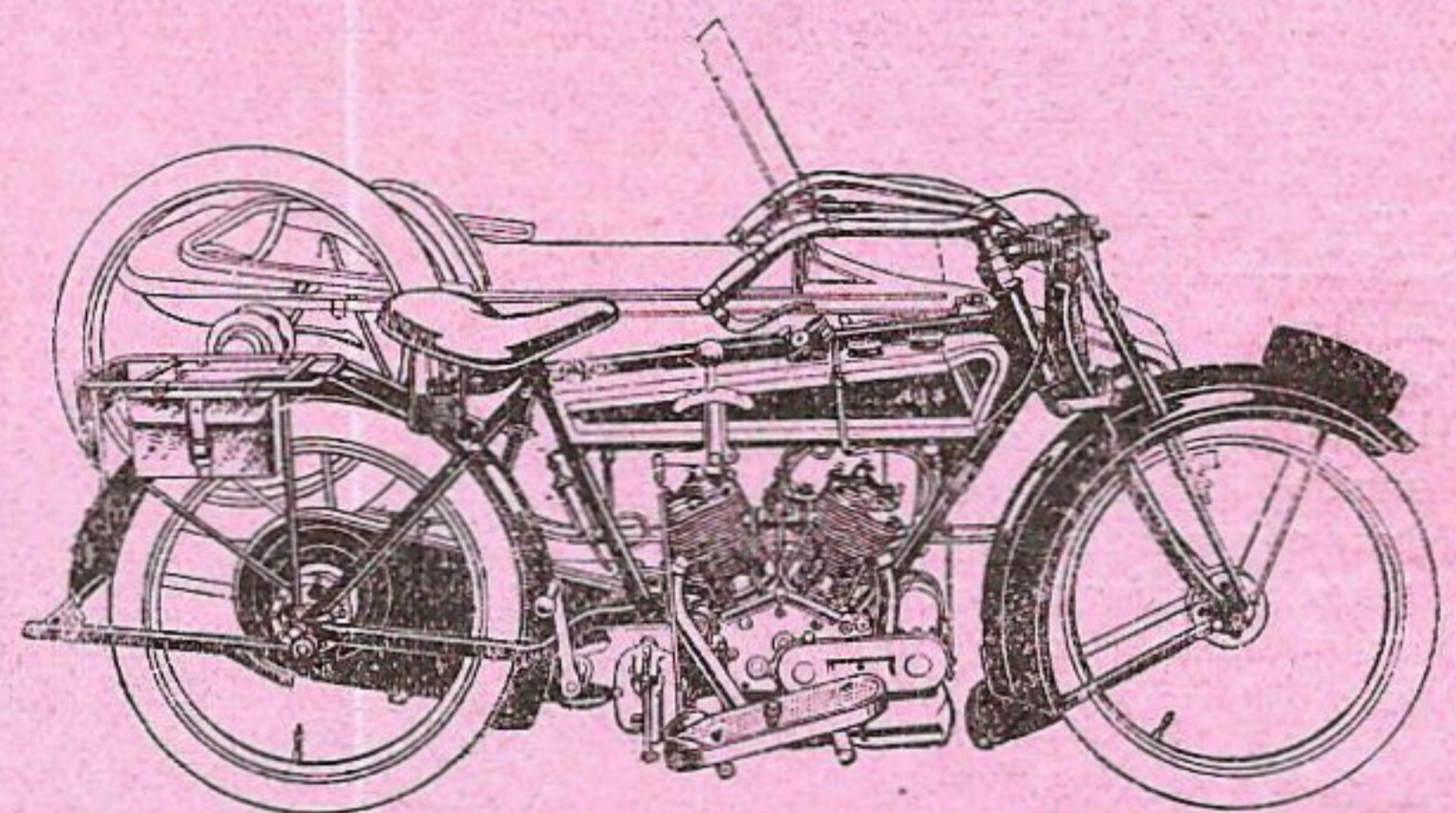
Perfect balance.

Easy starting and control.

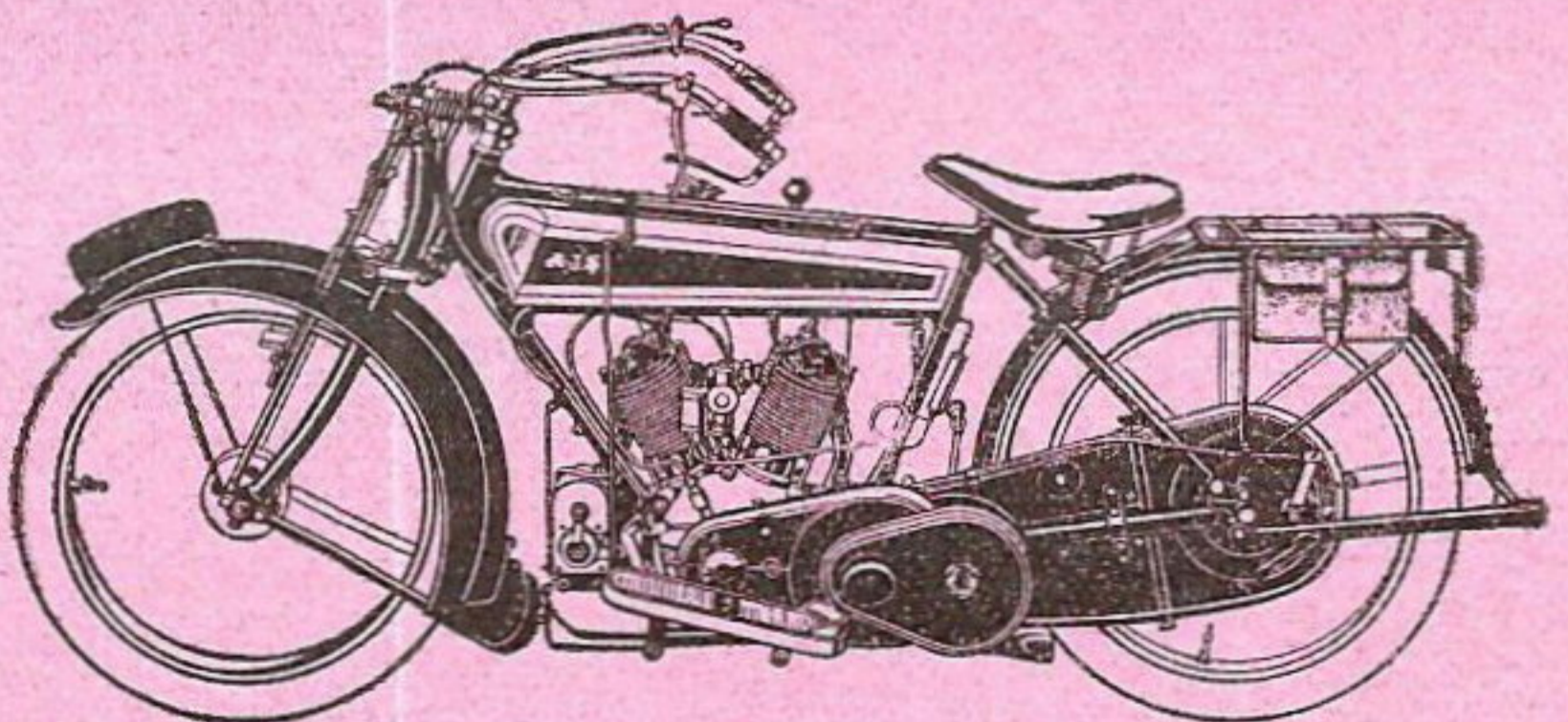
Accessibility, Reliability
and Indefinite Wear
— that's the “A.J.S.”



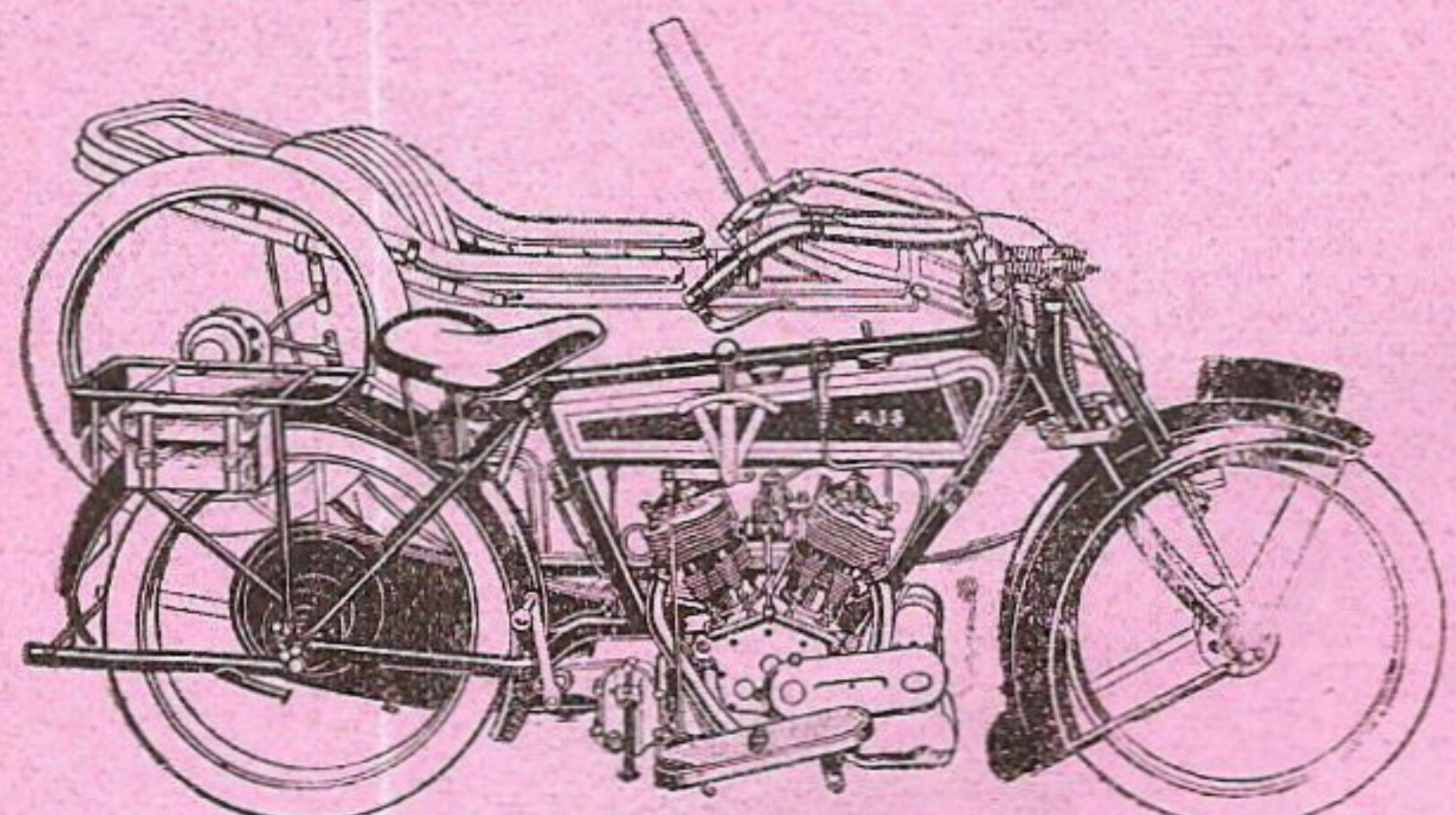
4 h.p. Solo Model A (3-speed), Price £76.



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



6 h.p. Solo Model D (3-speed), Price £84.

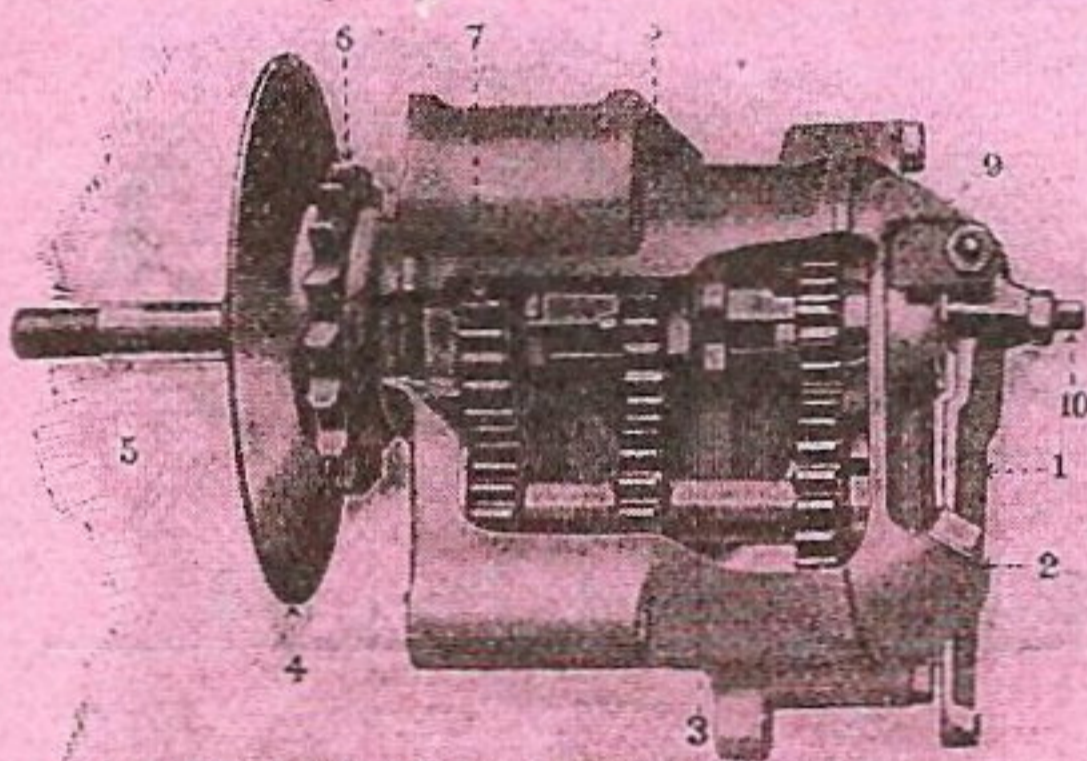


6 h.p. Passenger Model D (3-speed), Price £102 18.

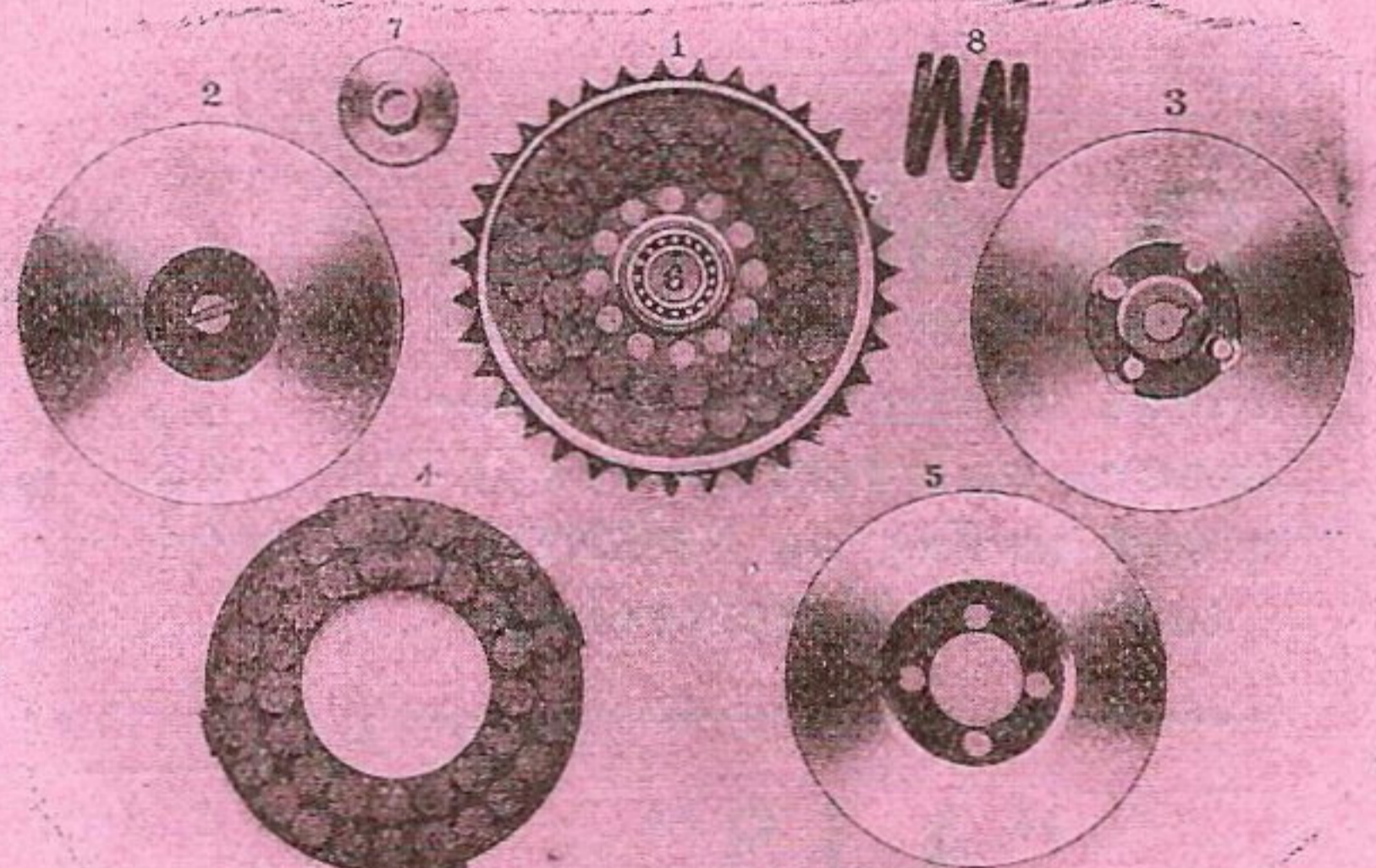
A.J.S.

Engine and Transmission

The following constitute a few of the fine features which have become recognised throughout the motorcycling world as "A.J.S." characteristics, and which have collectively resulted in the now world-famous reputation enjoyed by the A.J.S. machines for efficiency, reliability and long life.



A.J.S. 3 SPEED GEAR (PORTION OF CASE CUT AWAY)



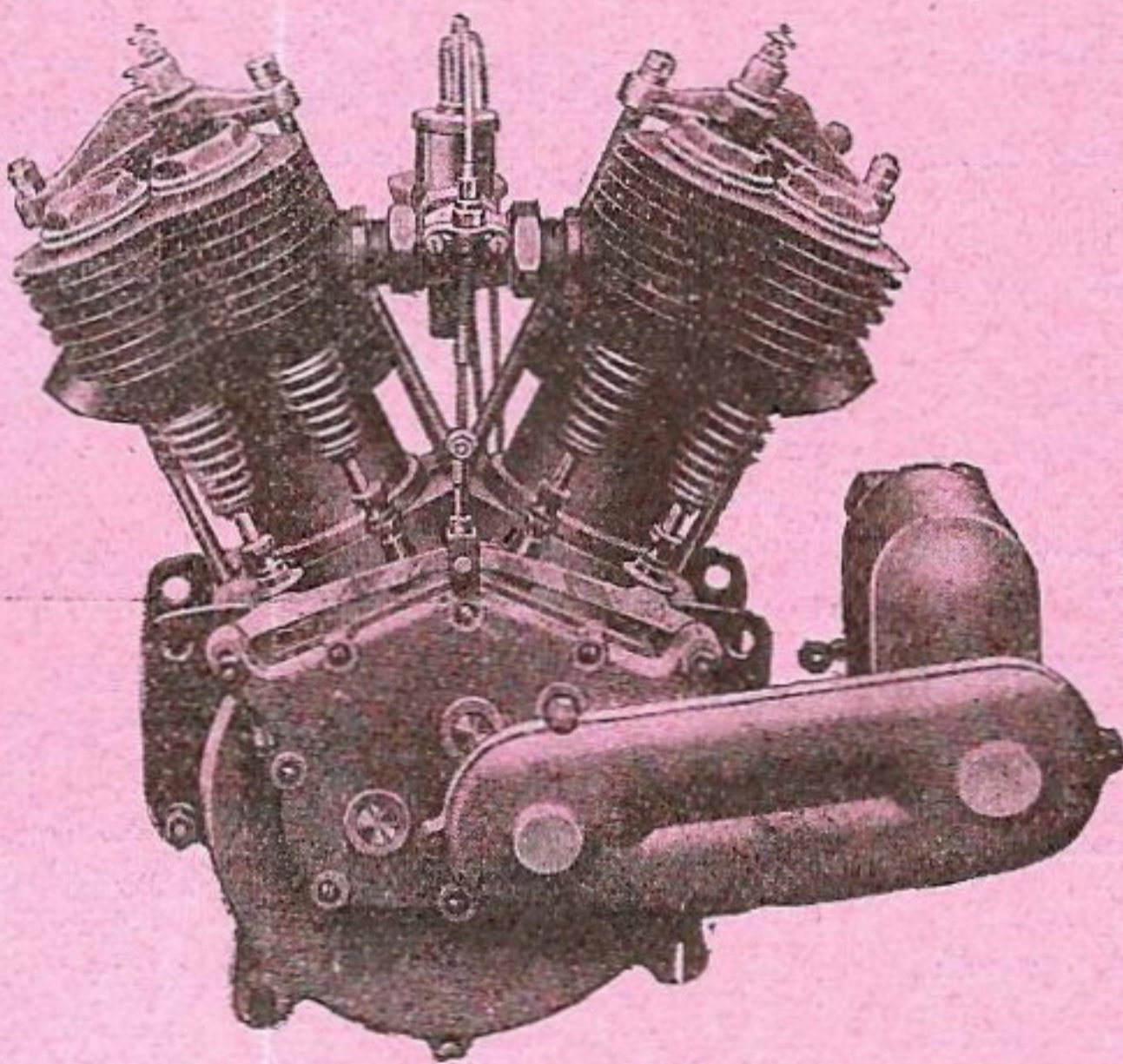
A.J.S. 6 HP. CLUTCH PARTS.

GEAR BOX.

Constructed on car lines.
Ball bearings employed throughout.
Middle gear engaged by sliding pinion (illustration shows middle gear engaged), and high and low gears by sliding dog clutches.
Base oil sump, carrying sufficient lubricant for 500 to 1,000 miles.

ENGINE.

Special design valve springs, obviating annealing, or "buckling" under compression.
Adjustable tappets.
Unbreakable pistons and valves.
Forced lubrication to main shaft and big-ends, as in car practice.
Easily-detached cylinders.
Complete absence of all engine noise and mechanical clatter.
High efficiency and silent exhaust.

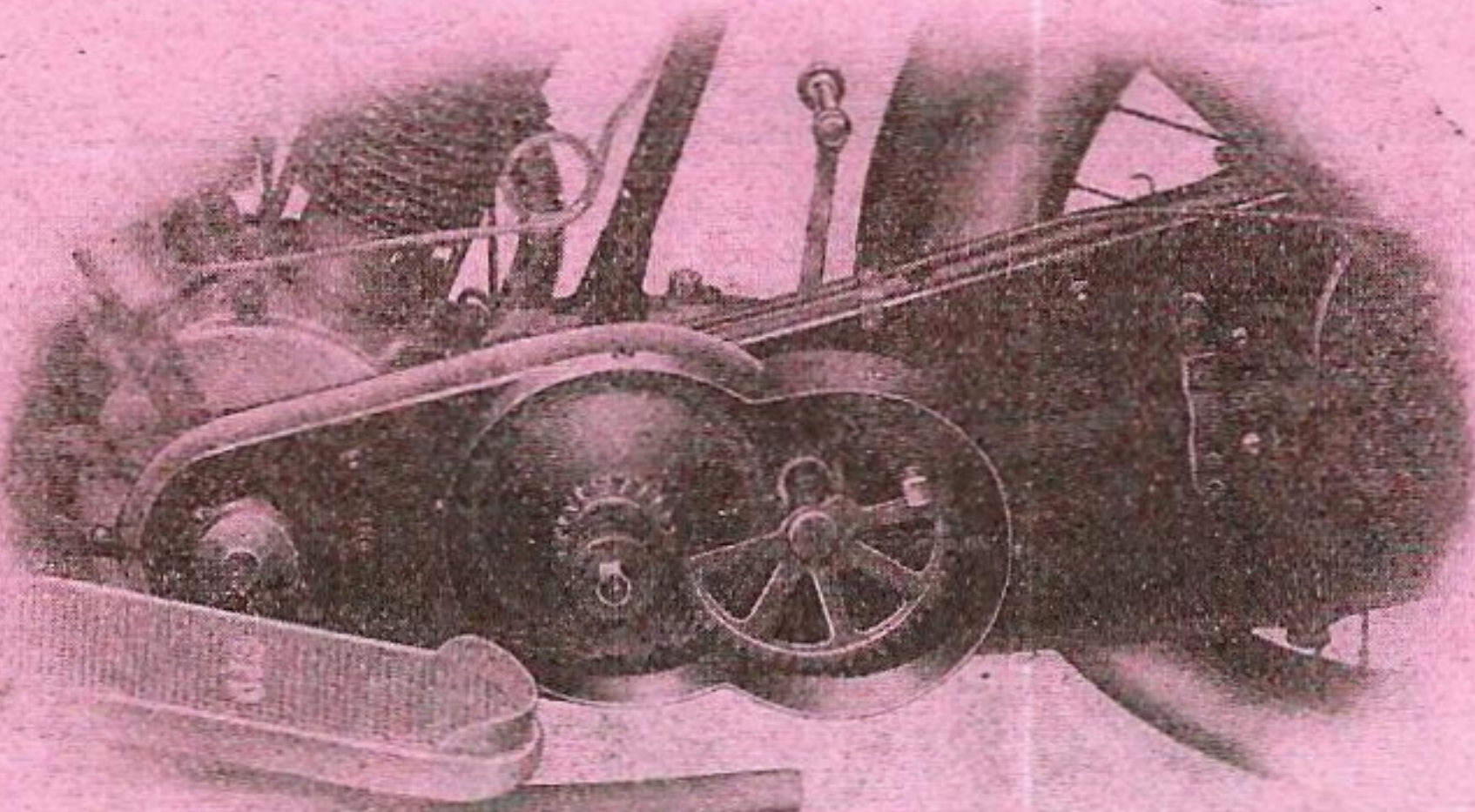


CLUTCH.

Multiple Plate, with cork insets.
Driven Sprocket mounted on ball bearing.
Improved Release Action, obviating all "drag" when in "free" engine.
Handle-bar controlled.
Acme of simplicity.
Everlasting wear.

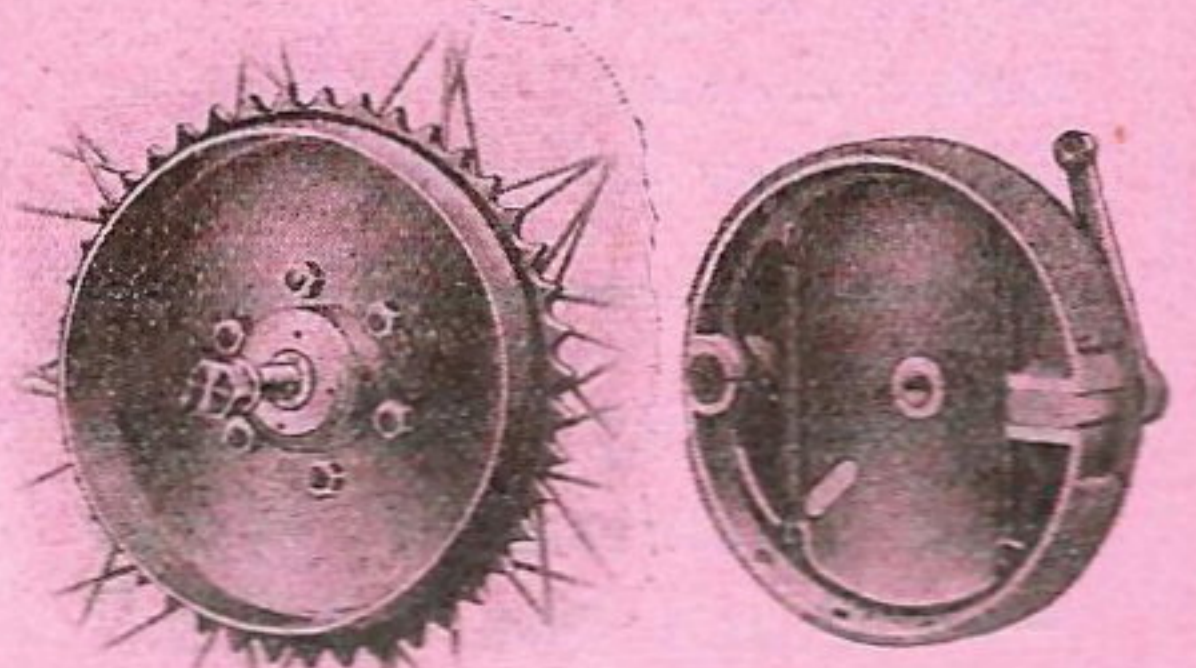
REAR BRAKE.

Designed throughout on car lines.
Cam-operated against internal springs.
Large diameter drum, integral with rear wheel sprocket.
Brake Shoes lined with "Thermoid."
Foot-operated, through cable mechanism.
Requires no attention.
Extremely powerful in action with infinitely delicate engagement.



A.J.S. CHAIN CASE
REMOVED, EXPOSING
SHOWING HINGED COVERS

WITH FRONT COVER
CLUTCH & KICK STARTER
FOR CHAIN INSPECTION



A.J.S. INTERNAL EXPANDING BRAKE

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." Patent System of INTERCHANGEABLE Wheels

—an inestimable boon which allows riders to DETACH, INTERCHANGE or REPLACE WITH SPARE WHEEL, 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.

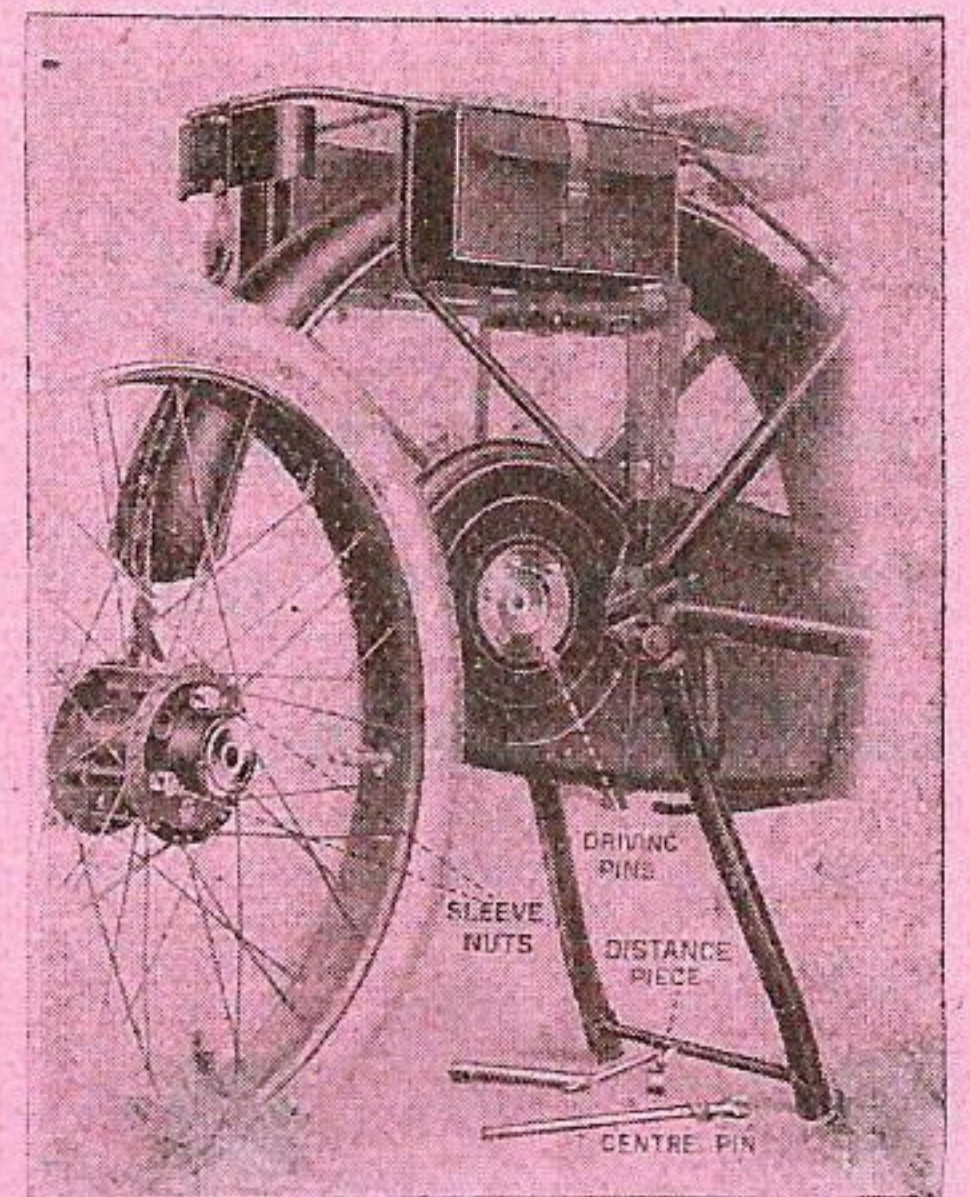
In the "A.J.S." Detachable Wheel Transmission there is no "Dog Drive," back ash, friction, or strain whatever: nothing to set up wear and nothing to go wrong. The wheel is perfectly rigid and solid with driving sprocket, to which it is directly bolted upon a series of studs or pins.

Summarised, the method of fixing the rear wheel is as follows: Every hub has both flanges drilled with six equi-distant 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 sidecar wheels being both removable by withdrawal of centre pin alone.

From which it will be seen how simple, strong and efficient OUR method really is.

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.



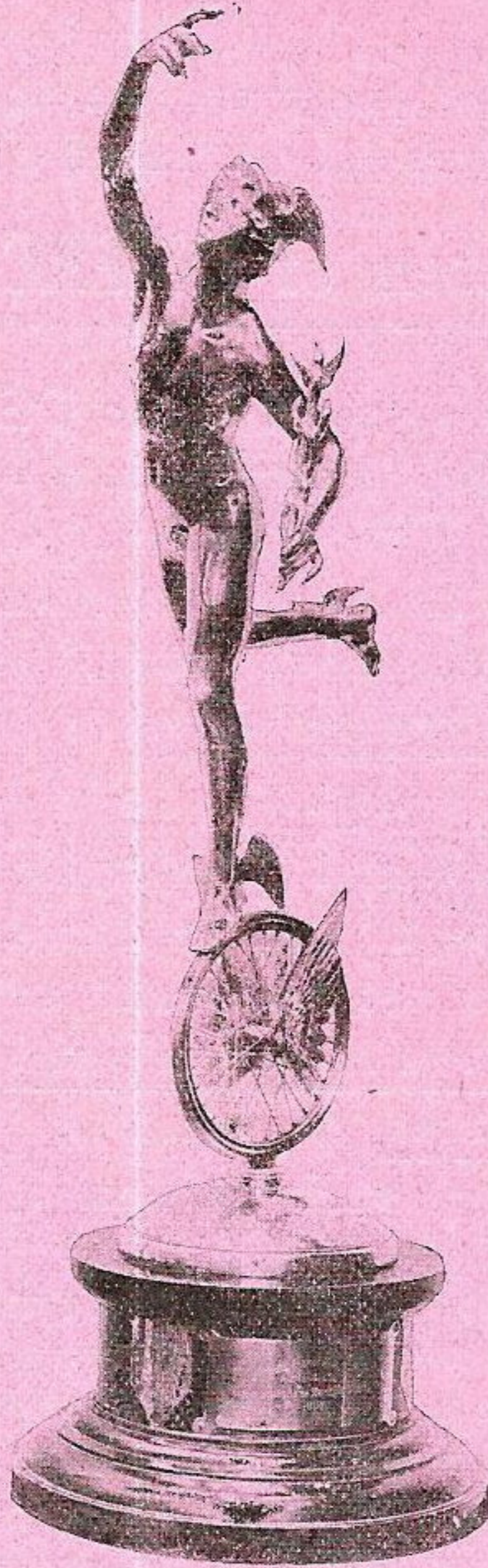
Showing Rear Wheel Detached.

The "A.J.S." Interchangeable Wheel, it should be noted, applies to Front and Sidecar Wheel as well as Rear. So that the rider can change the three wheels over in any way desired, or fit the Spare Wheel to replace any wheel on the Outfit. An invaluable innovation.

A.J.S.

Speed—Strength—Endurance !

Remember—it is only the very finest product in the industry that can hope to successfully compete in the 'T.T' Races—a machine of 'ordinary' quality stands no earthly chance.



The fact that the 'A.J.S.' Team in the last Junior 'T.T' Race ran into 1st, 2nd, 4th, 6th and 29th places, proved the superiority of the

"A.J.S."

over all competitors on the above three counts.

THE "TOURIST TROPHY"

—the much coveted emblem of "Proved Perfection" in motor-cycledom. Awarded by the Auto-Cycle Union and won by the A.J.S. in the JUNIOR T.T. I.O.M. RACE, 1914.

The A.J.S. is better than ever to-day

Sole Manufacturers:

A. J. STEVENS & Co. (1914), Ltd.,

Offices:
RETREAT ST.

WOLVERHAMPTON,

Works:
GRAISLEY HILL.

ENGLAND.

Telephone No. 894.

Telegrams: "HOPIT, WOLVERHAMPTON."