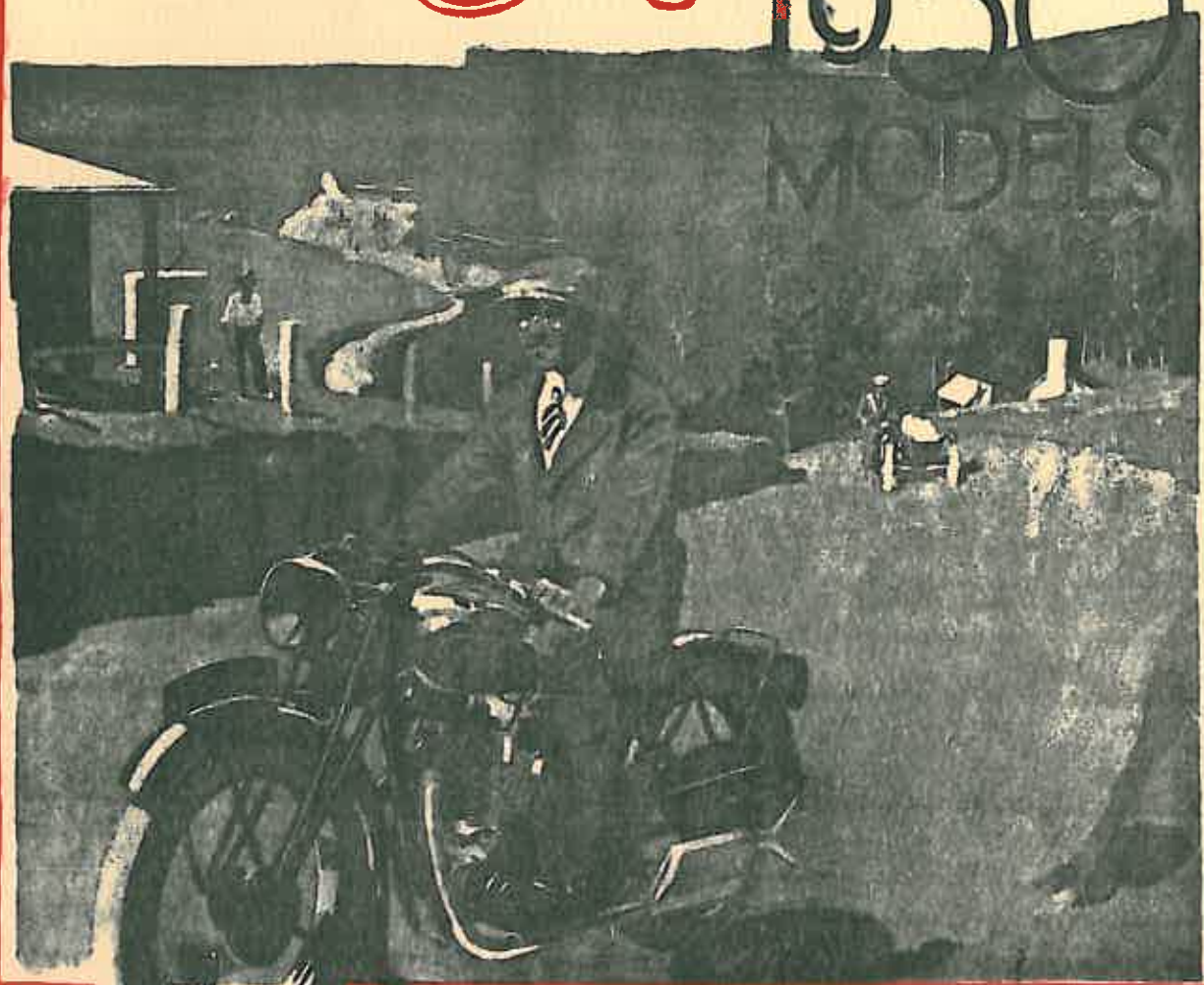


A.J.S.

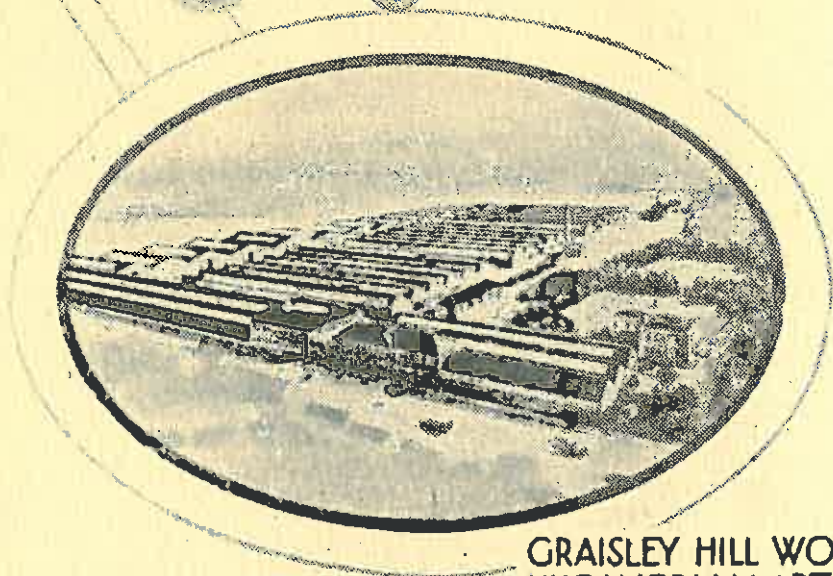
1930

MODELS



A.J. STEVENS & CO (1914) LTD
WOLVERHAMPTON
ENGLAND

A.I.S.



GRAISLEY HILL WORKS
WOLVERHAMPTON

1930 MODELS

VINTAGE AND VETERAN RESTORATIONS
(Publishing)

4 Hasting Street
Lidoombc 2141
Australia

Embodying exclusive experience gained in establishing Over 100 World's Records

“DURING 1929 we have captured 117 world's records, from the flying kilometer to 1,000 miles—but the record-breaking part of it is only incidental. What has pleased us most is the valuable knowledge we now possess as a result of this record-breaking . . . and everything we have found to be good, we have embodied in our 1930 models.”

Writes Mr. George Stevens, Managing Director of Messrs. A. J. Stevens & Co. (1914) Ltd., in a letter to the Australian Distributors of A.J.S. motor cycles.

“Before going on to describe in detail the new models, I would tell you that during the past twelve months we have carried out more Research work than during any period in the past.

“About this time last year, we engaged a staff of men—Mr. R. M. Spring, Mr. A. E. Denly and suitable mechanics—whose sole work was to live at Brooklands, and at Montlhery, in France, to test to destruction on the track any new designs which we intended to incorporate in the 1930 models. We have found speed, and still more speed, but better still, we have been able to build motors to stand such speeds for almost any period.

“As an example, a 4.98 h.p. machine for the first time in history did 1,000 miles in twelve hours at Montlhery, and on the last lap Denly chose to see what the motor would do, opened the throttle wide, and did a lap at over 103 miles per hour. When taken down, every part of the engine was found to be in perfect condition, and quite ready to do another twelve hours at an even greater speed. In fact, that same engine attained a speed over a flying kilometer of nearly two miles per minute.

“You will now readily see all the experimenting which has taken place has resulted in engines being highly efficient, and also durable, and everything we have found out to be good, has been embodied in our 1930 models.

“What we have been searching for has been speed, silence, flexibility, reliability and handsome appearance, and we think we have really found all these good qualities.

“I will now go on to give some details of our programme:—

“The frame is undoubtedly the strongest we have yet produced. . . . We have conclusively determined that the engine being a little more forward in our case, does not affect the steering in the slightest. In fact, the model is the best steering machine we have ever produced.”

—Mr. George Stevens.

In the accompanying pages, the new models are described and illustrated. There are factors other than specification and design, however, which should be considered.

Primarily, the policy of the manufacturers is of paramount importance—whether their aim is to manufacture a motor cycle as cheaply as possible, or whether a really high standard of quality is the first consideration.

The 1930 models are built to an ideal—in design, mechanical accuracy and performance. They are built to uphold, and to still further advance the reputation that A.J.S. motor cycles have held for many years past.

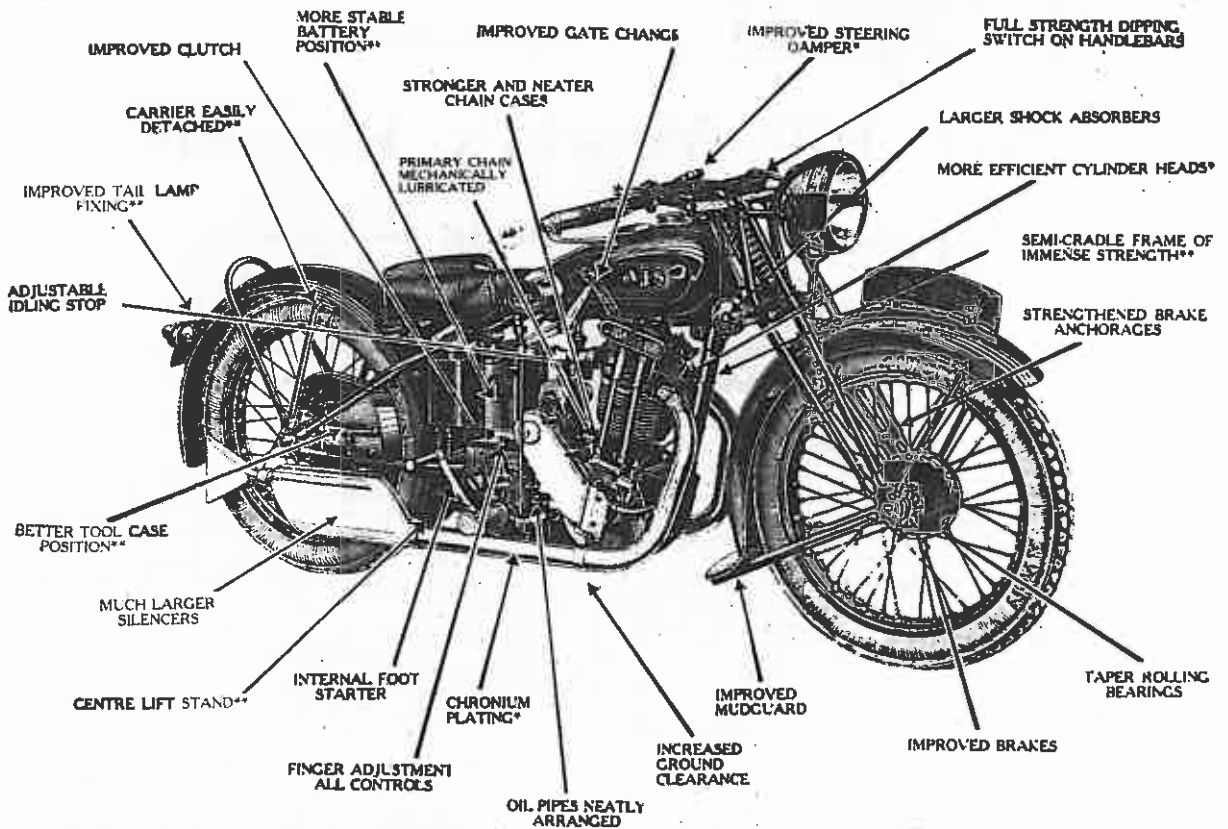
As an indication of their accuracy of manufacture, it is useful information that the factory, in producing these new models, employs gauges that split 1/1000th of an inch into five parts. “Meticulous care is taken to see that the connecting rods are set perfectly true,” says the English journal, “Motor Cycling,” in issue 23/10/29.

So the 1930 A.J.S. is better than ever—a superior production from a British Factory reputed for the manufacture of motor cycles of the highest quality—and producing in large quantities by modern, scientific “flow production” methods, enables the machine to be built to an ideal, yet makes it possible to be marketed at prices keenly competitive.



A. Denly, “Record Breaker.”

All the Features for which every



* excluding Models R-12 and R-5.

** excluding Models R-12, R-5 and R-2.

ENGINE IMPROVEMENTS

BIG END BEARING: This is redesigned, being exactly the same type as used in the A.J.S. racing engines which annexed the World's Records.

MAIN SHAFT BEARINGS: Double race on driving side; single race on timing side.

PISTONS: Improved to give lighter oil consumption.
—and even further detailed improvements

Some Outstanding A.J.S. Successes

The 500 c.c. A.J.S. is the only motor cycle that has covered 1,000 miles in 12 hours.

The 500 c.c. A.J.S. is the fastest machine in the world in its class, having officially attained a speed of 119.76 m.p.h. over the Flying Mile, one way.

117.8 m.p.h. for 5 miles, made by the 500 c.c. A.J.S.

84.06 m.p.h. averaged for 1 hour by the 350 c.c. A.J.S. and Sidecar.

92.87 m.p.h. for 3 hours, set up on 350 c.c. A.J.S.

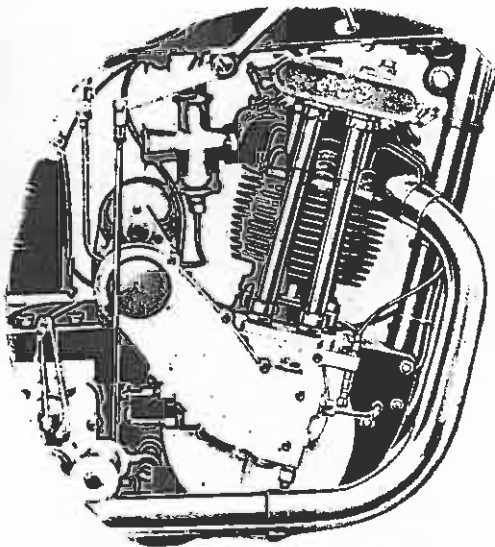
800 miles in 12 hours, made by the 350 c.c. A.J.S. and Sidecar.

The longest road race in the world (Durban-Johannesburg) won by the A.J.S. Also second, eighth, ninth and thirteenth places.

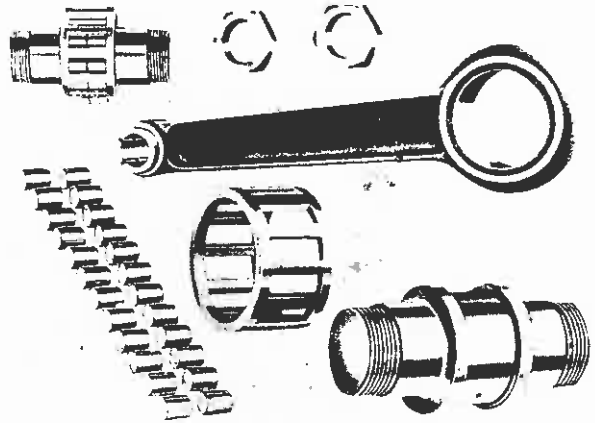
Winner of 200-mile race at Brooklands, 350 c.c. class.

Winner of 200-mile Sidecar Race at Brooklands, 350 c.c. class.

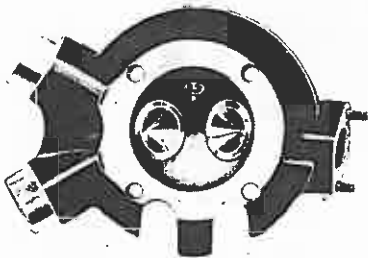
Motor cyclist has been waiting



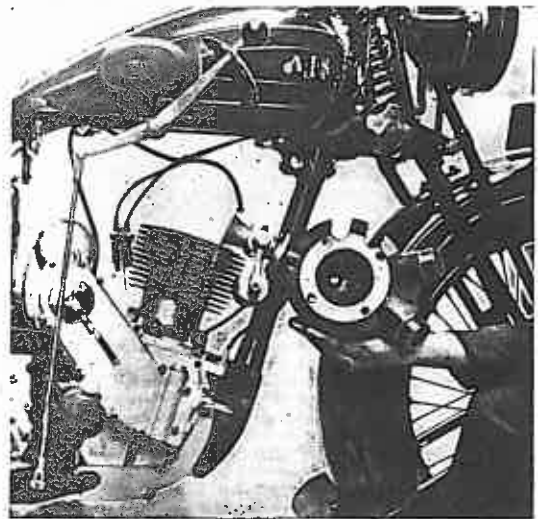
INCLINED ENGINE: On all de luxe models R-8, R-6, R-9 and R-4. Engine is just inclined sufficiently to give ample room for the magneto set behind the engine and the battery housed on the down tube in a much more stable position, this considerably enhancing the appearance of the complete machine. All bearing surfaces are extremely large and mainshafts are now carried on large ball races, a double race being fitted on the driving side. Cam gears and nearly all engine bearings receive direct lubrication.



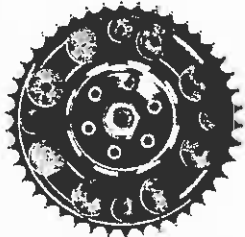
BIG END ASSEMBLY: Strenuous competition in long distances races and world's records resulted in the production of this redesigned big end. It has a double row of 1/2 in. rollers, which are housed in an endless cage. The cage takes no strains whatever other than separating the rollers, side thrust being taken by the rollers and the connecting rod. The cage eliminates the high friction of the rollers rubbing against each other. One gallon of oil is forced through this bearing every three hours at 30 m.p.h.



GREATER EFFICIENCY has been achieved by re-designing the ports of the cylinder head.

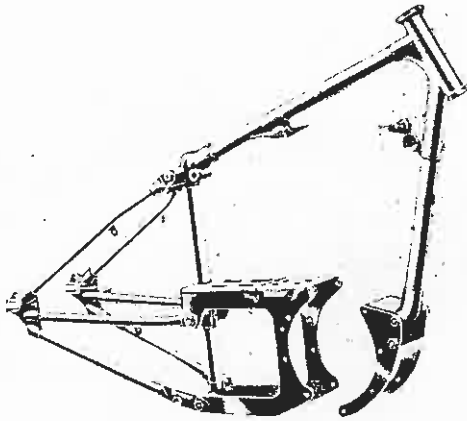


"LIFT THE CYLINDER HEAD IN 5 MINUTES." Here's an example of accessibility—a predominating feature of A.J.S. design. The four holding-down nuts have shouldered heads which protrude above the fins, allowing quick removal. Cylinder head lifts off complete with valves and can be carried to the bench or table where valves can be easily removed, cleaned, ground-in, and cylinder head decarbonised. There are no union nuts to hinder the quickness of operation.

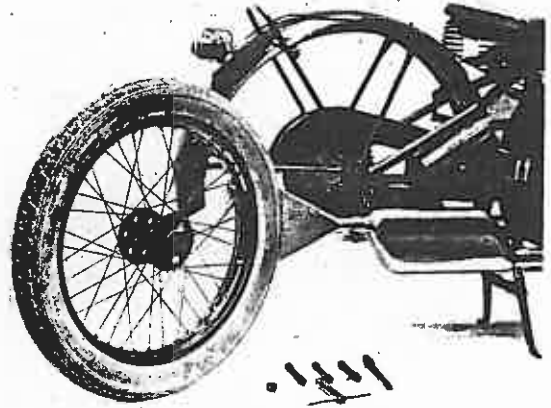


CUSHION DRIVE: The transmission shock absorber has been removed to the clutch sprocket. Its design has the advantage of eliminating the possibility of getting out of adjustment. Effectively damps out transmission shocks at slow speeds, and gives the machine a sweeter top gear performance at slow speeds.

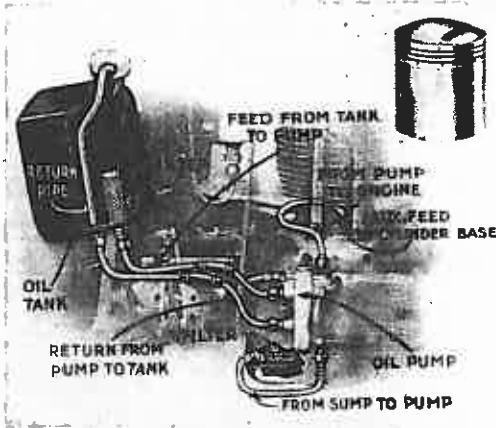
Practical Perfection — Achieved!



THE NEW FRAME is of the semi-cradle type and is immensely strong. The main frame bars are of large diameter and heavier gauge than on previous models, and the Duplex rear stays add to the strength considerably. Accles and Pollock K quality steel tubing is used throughout. Note the way the rear engine bearer holds the frame for half the circumference of the crank case, positively preventing transmission of any engine vibration.

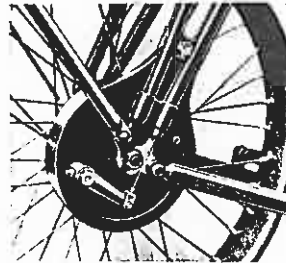


A.J.S. QUICK DETACHABLE REAR WHEEL: This is another example of A.J.S. exclusive accessibility. Greatly minimises trouble of repairing punctures, changing tyres, etc. Simple remove four bolts—one spanner does the job—and the wheel drops out. By canting the wheel on the centre lift stand, the wheel clears fish tail and mudguard stays. Rear brake, chains and chain cases are undisturbed, and when refitted the wheel is locked solidly in position.

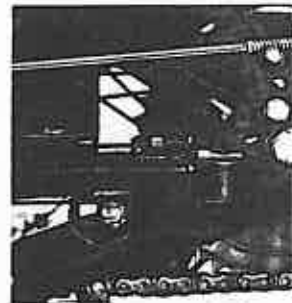


THE A.J.S. PATENTED PRESSURE FEED DRY SUMP LUBRICATION SYSTEM provides perfect lubrication under all conditions of load, road and speed. A.J.S. 1929 models had this feature and the identical system used in the machines that gained such outstanding successes during 1929 in long distance races and world's records. In fact, this system delivers to the engine approximately 100 times the quantity of oil actually required, all excess oil falling to the bottom of the sump, where it is picked up and pumped back to the oil tank. Direct feeds are taken to practically all engine bearings, timing gears and primary chain. There are no balls, springs or valves to cause failure, the system being a straightforward mechanical one. As a tremendous excess of oil reaches the engine all the time, there is no necessity and consequently no provision for adjustment. The bottom ring groove of the piston is chamfered and has return oil holes which positively prevent excess oil working into the cylinder head and thereby eliminates all possibility of oiled-up spark plugs. Oil consumption is extremely light.

INTERCHANGEABLE WHEELS are fitted on the twin cylinder model R-2. Front wheel is the same principle as the rear.

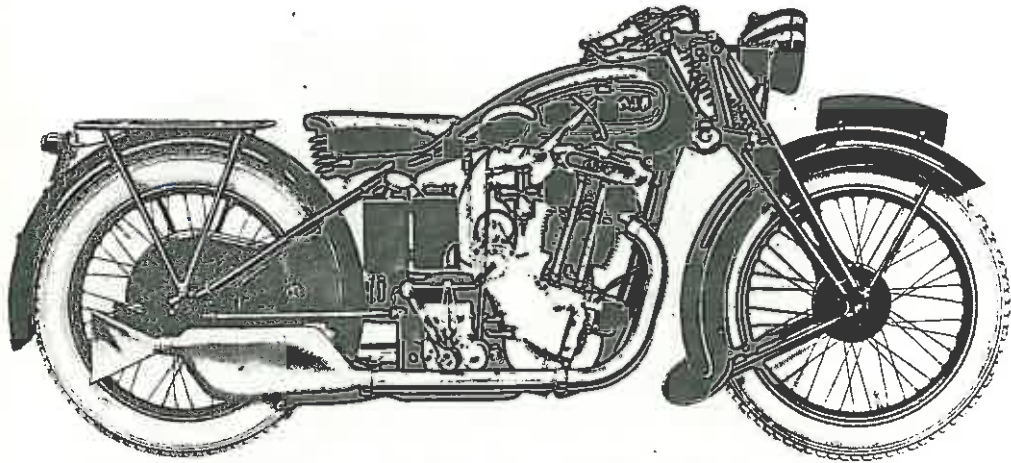


BRAKE ANCHORAGES are considerably strengthened. Front anchorages now secured between the two fork blades, and the rear between two of the frame stays. Quick finger adjustment is provided to both brakes. The brakes are also redesigned, being of large diameter and narrow section.



For the man who buys the best--as a matter of economy

AJS



Model R8 4.98 h.p. O.H.V. Twin Port — Super Sports De Luxe

Model with Chromium Plated Tank can be supplied for extra Charge

SPECIFICATIONS

ENGINE: A.J.S. design and manufacture; 84 x 90 mm. bore and stroke; 498 c.c. capacity; overhead valves with enclosed rockers with anti-rattle springs and enclosed push rods running in oil mist; quick detachable cylinder head; aluminium alloy piston; caged roller big end bearing; mainshafts on large ball races, double race on driving side; exceptional mechanical silence.

CARBURETTOR: Large choke AMAL automatic, capable of feeding engine at high revolutions; twist-grip control; air choke conveniently placed on handle bars; positive adjustable throttle stop for idling.

TANK: Capacity approx. 2½ gals. of petrol; soft knee grips attached; heavy plate, welded construction.

SPEEDOMETER: Speedometer can be fitted for small extra charge. Tank fitting driven from gearbox.

FINISH: All plating by Chromium process; enamel stoved black with gold lines on tank.

OIL TANK: Separate fitting on down bar—capacity approx. 3 pints.

LUBRICATION: A.J.S. patented pressure feed dry sump system, entirely automatic under all riding conditions, and with controllable bye-pass feed to cylinder barrel and piston, meant for continuous high speed use only, direct lubrication to timing gears.

IGNITION: Lucas magneto.

ELECTRICAL EQUIPMENT: Lucas magdyno system (magneto ignition).

WHEELS: A.J.S. patent quick detachable rear wheel. Bearings are large Timken taper rollers; well-base rims.

TYRES: 26 x 3.50 balloons, wired-on type.

STEERING DAMPER: A.J.S. manufacture, built-in; adjustable.

CHAINS: Renolds 2 x 3. An efficient shock absorber is fitted in clutch. Front chain fed by positive lubrication; adjustable.

CHAIN CASES: Front chain is enclosed, and rear chain is ridge covered. Cover plate detachable by removing two screws, provides accessibility to clutch.

GEARBOX: Countershaft three-speed gear, with ball races throughout; close ratios, 4.8, 6.2 and 9.75 to 1.

CLUTCH: Multiple plate with cork inserts; hand controlled; large friction area suitable for solo or sidecar stresses.

BRAKES: Front and rear internal expanding type with quick finger adjustment. Brake anchorage most substantial; water proof covers; rear, foot controlled; front hand controlled.

FORKS: A.J.S. design and manufacture, with long central spring, giving long and soft spring movement. Large adjustable shock dampers.

HANDLEBARS: Sporting pattern, which give very comfortable riding position; adjustable.

FOOTRESTS: Adjustable, rubber covered

MUDGUARDS: Rear, plain wide type, front de luxe type with valances and splashers

CARRIER: Fitted, can be quickly detached, leaving sports assembly and lifting loop.

TOOL CASE: Large tool case fitted between rear stays, removed from road vibration by forward position. On non-electric models, it fits in position occupied by battery on electric models. Full kit of tools and pump supplied

STANDS: Stand for raising rear of machine is fitted beneath the gearbox—spring-up type, front stand also fitted.

SILENCER: Exceptionally large, reducing exhaust noise to absolute minimum, yet creating least possible back pressure.

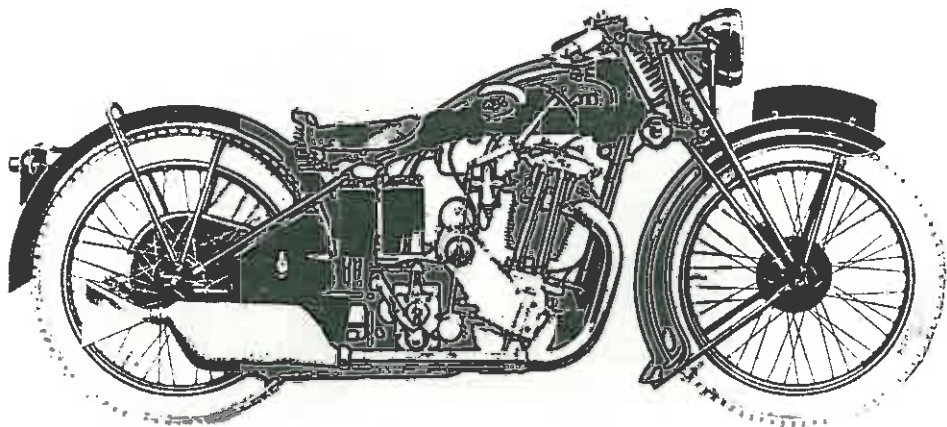
FOOT STARTER: Redesigned to give easy and silent action.

SADDLE: Large soft-top type, with universal adjustment.

WHEELBASE: 55½ inches.



A.J.S



Model R6 3.49 h.p. O.H.V. Twin Port— Super Sports De Luxe

Model with Chromium Plated Tank can be supplied for extra Charge

SPECIFICATIONS

ENGINE: A.J.S. design and manufacture; 74 x 81 m.m. bore and stroke; 349 c.c. capacity; overhead valves with enclosed rockers with anti-rattle springs, and enclosed push rods running in oil mist; quick detachable cylinder head; aluminium alloy piston; caged roller big end bearing; mainshafts on large ball races; double race on driving side; exceptional mechanical silence.

CARBURETTOR: Large choke AMAL automatic, capable of feeding engine at high revolutions; twist-grip control; air choke conveniently placed on handle bars; positive adjustable throttle stop for idling.

TANK: Capacity, approx. 2½ gals. of petrol; soft knee-grips attached; heavy plate, welded construction.

SPEEDOMETER: Speedometer can be fitted for small extra charge. Tank fitting, driven from gearbox.

FINISH: All plating by Chromium process; enamel stoved black with gold lines on tank.

OIL TANK: Separate fitting on down bar—capacity approx. 3 pints.

LUBRICATION: A.J.S. patented pressure feed dry sump system, entirely automatic under all riding conditions, and with controllable bye-pass feed to cylinder barrel and piston, meant for continuous high speed use only; direct lubrication to timing gears.

IGNITION: Lucas magneto.

ELECTRICAL EQUIPMENT: Lucas magdyno system (magneto ignition).

WHEELS: A.J.S. patent quick detachable rear wheel. Bearings are large Timken taper rollers; well-base rims.

TYRES: 26 x 3.25 balloons wired-on type.

STEERING DAMPER: A.J.S. manufacture, built-in; adjustable.

CHAINS: Renolds ½ x 5/16. An efficient shock absorber is fitted in clutch sprocket. Front chain is fed by positive lubrication; adjustable.

CHAIN CASES: Open sports type.

GEARBOX: Countershaft three speed gear, with ball races throughout. Close ratios, 5.5, 6.75 and 10.3 to 1.

CLUTCH: Double plate with cork inserts; hand controlled.

BRAKES: Front and rear internal expanding type with quick finger adjustment. Brake anchorage most substantial; water proof covers; rear, foot controlled; front, hand controlled.

FORKS: A.J.S. design and manufacture, with long central spring, giving long and soft movement; large adjustable shock dampers.

HANDLEBARS: Sporting pattern, which give very comfortable riding position; adjustable.

FOOTRESTS: Adjustable, rubber covered.

MUDGUARDS: Rear, plain wide type; front, de luxe type with valances and splashers.

CARRIER: Fitted, but not illustrated; can be quickly detached, leaving sports assembly and lifting loop.

TOOL CASE: Large tool case fitted between rear stays, removed from road vibration by forward position. On non-electric models, it fits in position occupied by battery on electric models. Full kit of tools and pump supplied.

STANDS: Stand for raising rear of machine is fitted beneath the gearbox—spring-up type; front stand also fitted.

SILENCER: Exceptionally large, reducing exhaust noise to absolute minimum yet creating least possible back pressure.

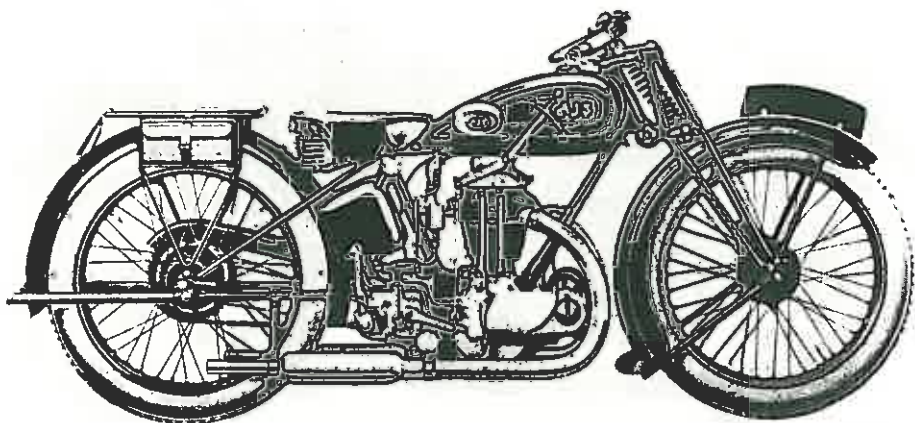
FOOT STARTER: Redesigned to give easy and silent action.

SADDLE: Large soft-top type, with universal adjustment.

WHEELBASE: 54½ inches.



AJS



Model R12 2.48 h.p. O.H.V. Twin Port—Super Sports

SPECIFICATIONS

ENGINE: A.J.S. design and manufacture; 248 c.c. capacity; overhead valves with enclosed rockers and enclosed push rods running in oil mist; quick detachable cylinder head; aluminium alloy piston; caged roller big end bearing; mainshafts on large ball races, double race on driving side.

CARBURETTOR: AMAL two-jet automatic, capable of feeding the engine at very high revolutions, twist grip control.

TANK: Capacity approximately two gals of petrol; soft knee-grips attached; heavy plate welded construction.

OIL TANK: Separate fitting on down bar—capacity approx. 3 pints.

LUBRICATION: A.J.S. patented pressure feed dry sump system, entirely automatic under all riding conditions, and with controllable by-pass feed to cylinder barrel and piston, meant for continuous high speed use only; direct lubrication to timing gears. Frame lubrication by Tecalmit pressure greasing system.

IGNITION: Lucas magneto.

ELECTRICAL EQUIPMENT: Lucas mag dyno system (magneto ignition).

WHEELS: Bearings are large Timken taper rollers; well-base rims.

TYRES: 25 x 3 balloons wired-on type.

CHAINS: Renolds $\frac{3}{8}$ x 5/16. An efficient shock absorber is fitted in clutch sprocket. Front chain fed by positive lubrication; adjustable.

CHAIN CASES: Open sports type.

GEARBOX: Countershaft three-speed gear, with ball races throughout. Ratios, 6, 8.1, and 11.6 to 1.

CLUTCH: Double plate with cork inserts; hand controlled.

BRAKES: Front and rear internal expanding type with quick finger adjustment. Brake anchorage most substantial; water-proof covers; rear, foot controlled; front, hand controlled.

FORKS: A.J.S. design and manufacture, with long central spring, giving long and soft movement, large adjustable shock dampers.

HANDLEBARS: Sporting pattern, which give very comfortable riding position.

FOOTRESTS: Adjustable, rubber covered.

MUDGUARDS: Rear, plain wide type; front, de luxe type with valances and splashers.

CARRIER: Placed well forward.

TOOL CASE: Two tool cases with full kit of tools and pump supplied.

STANDS: Rear, strong kick-up type; front stand also fitted.

SILENCER: Exceptionally large, reducing exhaust noises to absolute minimum, yet creating least possible back pressure.

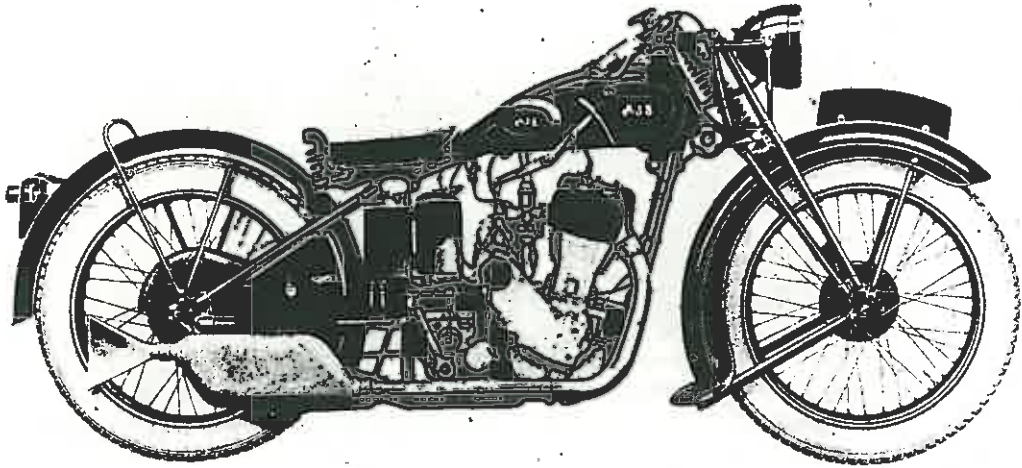
FOOT STARTER: Redesigned to give easy and silent action.

SADDLE: Medium size soft-top type, with universal adjustment.

WHEELBASE: 51 1/2 inches.



A.J.S



Model R9 4.98 h.p. S.V. — Sports Tourer De Luxe

SPECIFICATIONS

ENGINE: A.J.S. design and manufacture; 84 x 90 m.m. bore and stroke—498 c.c. capacity; side by side valves; quick detachable cylinder head; aluminium alloy piston; caged roller big end bearing; mainshafts on large ball races, double race on driving side; valves enclosed by quick detachable cover.

CARBURETTOR: AMAL automatic, with twist grip control; air choke conveniently placed on handlebars; positive adjustable throttle stop for idling.

TANK: Capacity, approximately 2½ gallons of petrol; soft knee grips attached; heavy plate, welded construction.

SPEEDOMETER: Speedometer can be fitted for small extra charge. Tank fitting, driven from gearbox.

FINISH: All plating by Chromium process; enamel stoved black with gold lines on tank.

OIL TANK: Separate fitting on down bar—capacity approx. 3 pints.

LUBRICATION: A.J.S. patented pressure feed dry sump system, entirely automatic under all riding conditions, and with controllable bye-pass feed to cylinder barrel and piston, meant for continuous high speed use only; direct lubrication to timing gears. Frame lubrication by Tecalmit pressure greasing system.

IGNITION: Lucas magneto.

ELECTRICAL EQUIPMENT: Lucas magdyno system (magneto ignition).

WHEELS: A.J.S. patent quick detachable rear wheel. Bearings are large Timken taper rollers; well-base rims.

TYRES: 26 x 3.50 balloons, wired-on type.

STEERING DAMPER: A.J.S. manufacture; built-in; adjustable.

CHAINS: Renolds ½ x ¾. An efficient shock absorber is fitted in clutch sprocket. Front chain fed by positive lubrication; adjustable.

CHAIN CASES: Front chain is enclosed, and rear chain is ridge covered. Cover plate detachable by removing two screws, provides accessibility to clutch.

GEARBOX: Countershaft three-speed gear, with ball races-throughout. Ratios, 4.8, 8.8, 15.85 to 1.

CLUTCH: Multiple plate with cork inserts; hand controlled; large friction area suitable for solo or sidecar stresses.

BRAKES: Front and rear internal expanding type with quick finger adjustment. Brake anchorage most substantial; water-proof covers; rear, foot controlled; front, hand controlled.

FORKS: A.J.S. design and manufacture, with long central spring, giving long and soft spring movement, large adjustable shock dampers.

HANDLEBARS: Sporting pattern, which give very comfortable riding position; adjustable.

FOOTRESTS: Adjustable, rubber covered.

MUDGUARDS: Rear, plain wide type, front, de luxe type with valances and splashers.

CARRIER: Fitted, but not illustrated; can be quickly detached, leaving sports assembly and lifting loop.

TOOL CASE: Large tool case fitted between rear stays, removed from road vibration by forward position. On non-electric models, it fits in position occupied by battery on electric models. Full kit of tools and pump supplied.

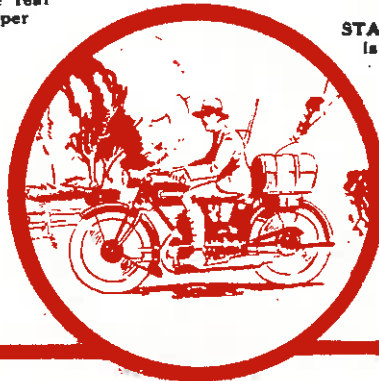
STANDS: Stand for raising rear of machine is fitted beneath the gearbox—spring-up type; front stand also fitted.

SILENCER: Exceptionally large, reducing exhaust noises to absolute minimum, yet creating least possible back pressure.

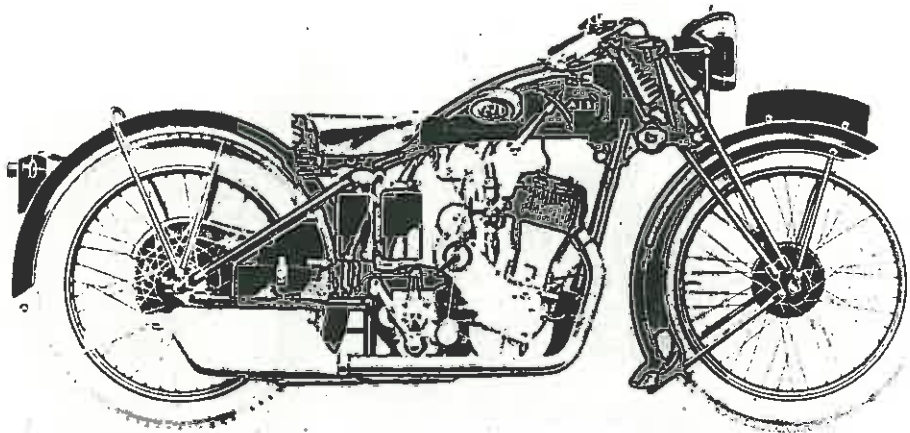
FOOT STARTER: Redesigned to give easy and silent action.

SADDLE: Large soft-top type, with universal adjustment.

WHEELBASE: 55½ inches



A.J.S



Model R4 3.49 h.p. S.V.—Sports Tourer De Luxe

SPECIFICATIONS

ENGINE: A.J.S. design and manufacture; 74 x 81 m.m. bore and stroke—349 c.c. capacity; side by side valves; quick detachable cylinder head; aluminum alloy piston; caged roller big end bearing; mainshafts on large ball races, double race on driving side; valves enclosed by quick detachable cover.

CARBURETTOR: AMAL automatic, with twist grip control; air choke conveniently placed on handlebars; positive adjustable throttle stop for idling.

TANK: Capacity approximately 2½ gals. of petrol; soft knee-grips attached; heavy plate, welded construction.

SPEEDOMETER: Speedometer can be fitted for small extra charge. Tank fitting, driven from gearbox.

FINISH: All plating by Chromium process; enamel stoved black with gold lines on tank.

OIL TANK: Separate fitting on down bar—capacity approx. 3 pints.

LUBRICATION: A.J.S. patented pressure feed dry sump system entirely automatic under all riding conditions, and with controllable bye-pass feed to cylinder barrel and piston meant for continuous high-speed use only; direct lubrication to timing gears. Frame lubrication by Tecalamit pressure greasing system.

IGNITION: Lucas magneto.

ELECTRICAL EQUIPMENT: Lucas magdyno system (magneto ignition).

WHEELS: A.J.S. patent quick detachable rear wheel. Bearings are large Timken taper rollers; well-base rims.

TYRES: 26 x 3.25 balloons wired-on type.

STEERING DAMPER: A.J.S. manufacture, built-in; adjustable.

CHAINS: Renolds ½ x 5/16. An efficient shock absorber is fitted in clutch sprocket. Front chain fed by positive lubrication; adjustable.

CHAIN CASES: Front chain enclosed; rear chain ridge covered.

GEARBOX: Countershaft three-speed gear, with ball races throughout. Ratios, 5.9, 10, and 15.25 to 1.

CLUTCH: Double plate with cork inserts; hand controlled.

BRAKES: Front and rear internal expanding type, with quick finger adjustment. Brake anchorage most substantial; water-proof covers; rear foot controlled; front hand controlled.

FORKS: A.J.S. design and manufacture, with long central spring, giving long and soft spring movement; large adjustable shock dampers.

HANDLEBARS: Sporting pattern, which give very comfortable riding position; adjustable.

FOOTRESTS: Adjustable, rubber covered.

MUDGUARDS: Rear, plain wide type; front, de luxe type, with valances and splasher.

CARRIER: Fitted, but not illustrated; can be quickly detached, leaving sports assembly and lifting loop.

TOOL CASES: Large tool case fitted between rear stays. Removed from road vibration by forward position. On non-electric models, it fits in position occupied by battery on electric models. Full kit of tools and pump supplied.

STANDS: Stand for raising rear of machine is fitted beneath the gearbox—spring-up type; front stand also fitted.

SILENCER: Exceptionally large, reducing exhaust noises to absolute minimum, yet creating least possible back pressure.

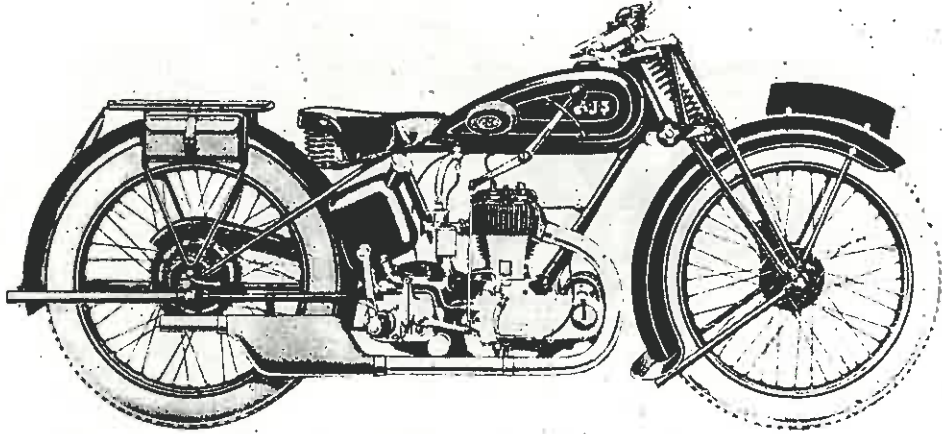
FOOT STARTER: Redesigned to give easy and silent action.

SADDLE: Large soft-top type, with universal adjustment.

WHEELBASE: 54½ inches.



A.J.S.



Model R5 3.49 h.p. S.V. — Sports Tourer

SPECIFICATIONS

ENGINE: A.J.S. design and manufacture; 74 x 81 m.m. bore and stroke—349 c.c. capacity; side by side valves; aluminium alloy piston; caged roller big end bearing; mainshafts on large ball races, double race on driving side; valves enclosed by quick detachable cover.

CARBURETTOR: AMAL automatic, with twist grip control; air choke conveniently placed on handlebars.

TANK: Capacity, approximately 2 gals. of petrol; soft knee-grips attached; heavy plate, welded construction.

OIL TANK: Separate fitting on down bar—capacity approx. 3 pints.

LUBRICATION: A.J.S. patented pressure feed dry sump system, entirely automatic under all riding conditions, and with controllable bye-pass feed to cylinder barrel and piston, meant for continuous high speed use only; direct lubrication to timing gears. Frame lubrication by Tecalemit pressure greasing system.

IGNITION: Lucas magneto.

ELECTRICAL EQUIPMENT: Lucas magdyno system (magneto ignition).

WHEELS: Bearings are large Timken taper rollers; well-base rims.

TYRES: 25 x 3 balloons, wired on type.

CHAINS: An efficient shock absorber is fitted in clutch sprocket. Front chain fed by positive lubrication; adjustable.

CHAIN CASES: Front chain enclosed; rear chain ridge covered.

GEARBOX: Countershaft three-speed gear, with ball races throughout. Ratios, 5.9, 10, and 15.25 to 1.

CLUTCH: Double plate with cork inserts; hand controlled.

BRAKES: Front and rear internal expanding type with quick finger adjustment. Brake anchorage most substantial; water-proof covers; rear, foot controlled; front, hand controlled.

FORKS: A.J.S. design and manufacture, with long central spring, giving long and soft spring movement; large adjustable shock dampers.

HANDLEBARS: Sporting pattern, which give very comfortable riding position; adjustable.

FOOTRESTS: Adjustable, rubber covered.

MUDGUARDS: Rear, plain wide type; front, de luxe type with valences and splashers.

CARRIER: Placed well forward to increase suitability for pillion riding.

TOOL CASE: Two tool cases with full kit of tools and pump supplied.

STANDS: Rear strong kick-up type; front stand also fitted.

SILENCER: Exceptionally large, reducing exhaust noises to absolute minimum, yet creating least possible back pressure.

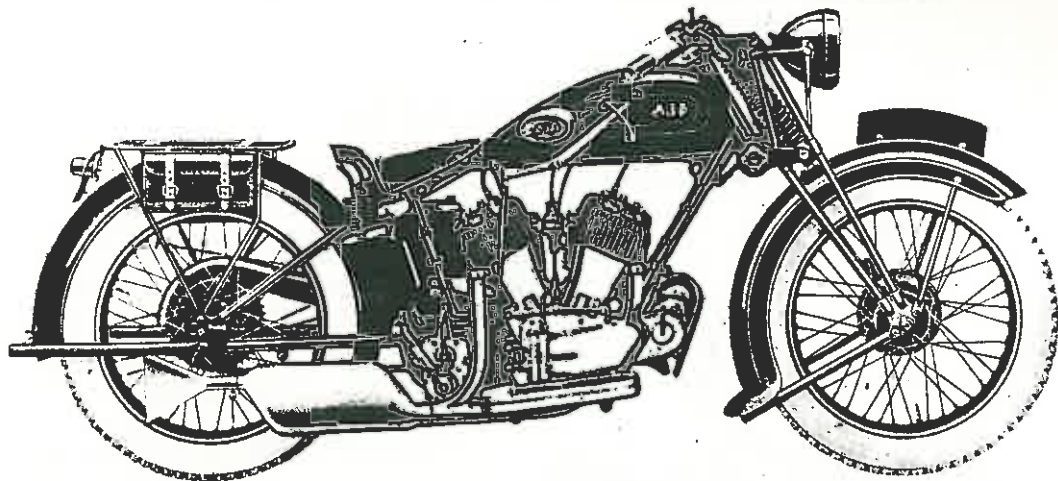
FOOT STARTER: Redesigned to give easy and silent action.

SADDLE: Large soft-top type, with universal adjustment.

WHEELBASE: 51½ inches.



AJS



Model R2 9.96 h.p. De Luxe Twin

As a solo machine this high-powered twin is sometimes chosen by experienced motor cyclists as a mount of distinction that travels without fuss at all speeds, and will "eat up the miles" with an entire absence of effort.

SPECIFICATIONS

ENGINE: A.J.S. design and manufacture, twin cylinder; 84 x 90 m.m. bore and stroke; 996 c.c. capacity; gives utmost flexibility and exceptional top gear power; side by side valves; quick detachable cylinder heads; aluminium alloy piston; caged roller big end bearings; mainshafts on large ball races, double ball race on driving side; valves enclosed by quick detachable covers.

CARBURETTOR: AMAL automatic, with twist grip control; air choke conveniently placed on handlebars; positive adjustable throttle stop for idling.

TANK: Capacity approximately 3½ gals. of petrol; soft knee-grips attached; heavy plate, welded construction.

SPEEDOMETER: Speedometer can be fitted for small extra charge. Tank fitting, driven from gearbox.

FINISH: All plating by Chromium process; enamel, stoved black, with gold lines on tank.

OIL TANK: Separate fitting on down bar—capacity approx. 4 pints.

LUBRICATION: A.J.S. patented pressure feed dry sump system, entirely automatic under all riding conditions, and with controllable bye-pass feed to cylinder barrel and piston meant for continuous high speed use only; direct lubrication to timing gears.

IGNITION: Lucas magneto.

ELECTRICAL EQUIPMENT: Lucas magdyno system (magneto ignition).

WHEELS: A.J.S. patent quick detachable and interchangeable wheels. Bearings are large Timken taper rollers; well-base rims.

TYRES: 27 x 4 balloons, wired-on type.

STEERING DAMPER: A.J.S. manufacture, built-in; adjustable.

CHAINS: Renolds ½ x ½. An efficient shock absorber is fitted in clutch sprocket. Front chain fed by positive lubrication; adjustable.

CHAIN CASES: Front chain is completely enclosed and rear chain is ridge covered. Cover plate detachable by removing two screws, provides accessibility to clutch.

GEARBOX: Countershaft three-speed gear, with ball races throughout. Ratios sidocar: 5, 9.3 and 16.65 to 1. Solo: 4.3, 7.8 and 13.75 to 1.

CLUTCH: Multiple plate with cork inserts; hand controlled; large friction area, suitable for solo or sidocar stresses.

BRAKES: Front and rear internal expanding type, with quick finger adjustment. Brake anchorage most substantial; water-proof covers; rear, foot controlled; front, hand controlled.

FORKS: A.J.S. design and manufacture, with long central spring, giving long and soft spring movement; large adjustable shock dampers.

HANDLEBARS: Long touring type (illustrated over leaf). Sports bars as illustrated, optional.

FOOTBOARDS: Large natural angle boards covered with heavily studded rubber pads.

MUDGUARDS: Rear, plain wide type; front, de luxe type, with valances and splasher.

CARRIER: Placed well forward to increase suitability for pillion riding.

TOOL CASE: Two tool cases, with full kit of tools and pump supplied.

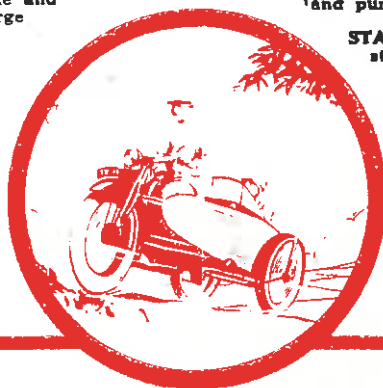
STANDS: Rear, strong kick-up type; front stand also fitted.

SILENCER: Exceptionally large, reducing exhaust noise to absolute minimum, yet creating least possible back pressure.

FOOT STARTER: Redesigned to give easy and silent action.

SADDLE: Large soft-top type, with universal adjustment.

WHEELBASE: 59 inches.



1930 A.J.S. Sidecar Outfits

The 9.96 h.p. Twin and Sidecar

MODEL R-2 HEAVY TOURING OR SPORTS OUTFIT.



Specially designed for the 9.96 h.p. Twin A.J.S., the Goulding heavyweight model Comfort sidecar forms an ideal combination. The metal shackles are eliminated by the patented fabric joints, resulting in a chassis free from rattles, and requiring no shackle lubrication. Further, no brazing is used in the assembly of the chassis, which obviates any possibility of weakness through locally applied heat.

Apart from the tremendous reserve strength, comfort (as the name implies) has been the foremost consideration in design. The wheel being independently sprung, and assisted by the fabric joints, assures the passenger of riding comfort previously unknown to sidecars, and equalled only by the most expensive of cars. The bodies are in keeping with the chassis, being of all-steel seamless construction, with upholstered arm-rests, very roomy locker space, and finished to blend with the A.J.S.

4.98 h.p. Outfits

Model R-8 Twin Port Super Sports and Sidecar

A medium weight outfit, capable of very high speeds, and possessing a distinctiveness of appearance that suggests its superior performance as a sporting combination.

Model R-9 and Sidecar

An outfit more suited to the utility rider whose requirements are complete reliability, plus utmost economy in passenger travel. It is a "go-anywhere" outfit, and is not lacking in ability to maintain good speed averages on the open road.



As in the case of the heavyweight model for the 9.96 h.p. Twin A.J.S., the Comfort lightweight model Goulding has been specially designed for the 4.98 h.p. models, and has been built identically in design and construction, and with the same detail finish and comfort-qualities as the heavyweight model.

A&S



WYATT MOTORS LIMITED

122 GRENFELL STREET, ADELAIDE

Central 8620 (two lines)