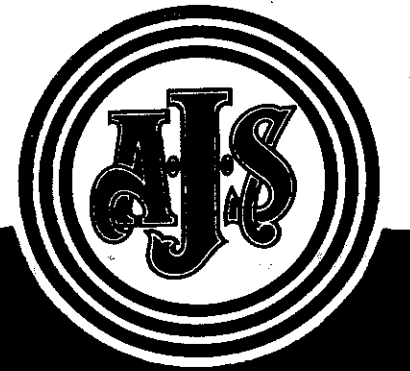


MATCHLESS

FOR

1955

ALL PRICES F.O.B. LOS ANGELES

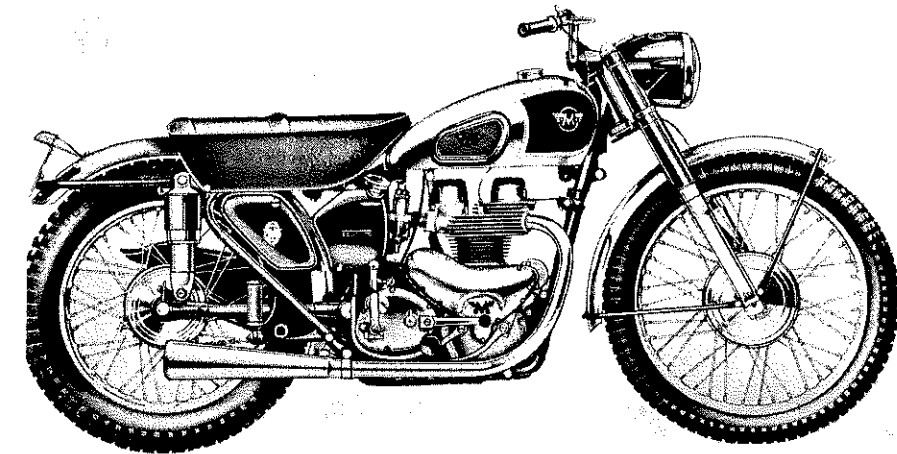


THEY GO BEST — HANDLE BEST — RIDE BEST

Surging horsepower at all speeds and conditions. Wide range of torque. Maximum rear wheel traction. They are rugged and tough.

Finest balance and handling gives you maximum safety. They go where you steer them — always under control. You can go faster.

Most comfortable ride. Two way Teledraulic shocks front and rear. Soft cushioned seat. You do not get tired on that all day ride.

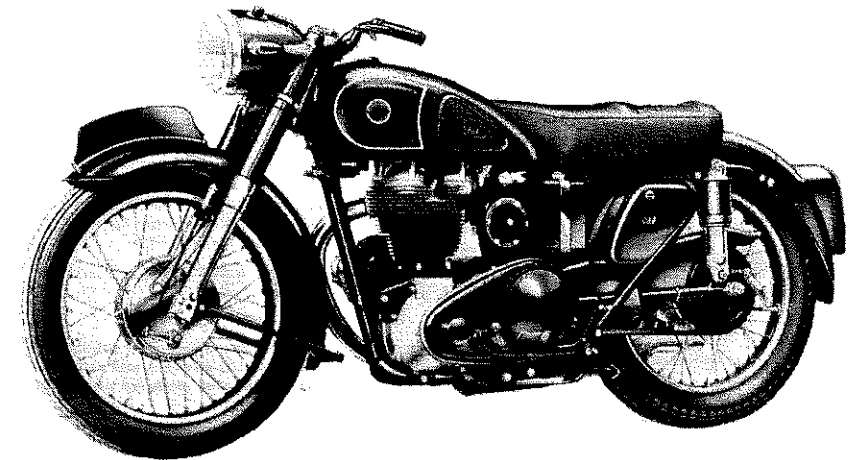


Custom built for the American Sportsman. First in the rough — Finest on the road. Alloy fenders; 3 gallon chrome gas tank; Dunlop Universal Trials Tires.

21 inch Front Wheel 8 to 1 compression

The finest all around motorcycle in the world. Powerful, dependable, economical and comfortable. A fast cruiser that is also ready for the rough stuff. Fast cams, 7.3 to 1 compression. Alloy heads. Hairpin racing valve springs.

Also available in 350 c.c.



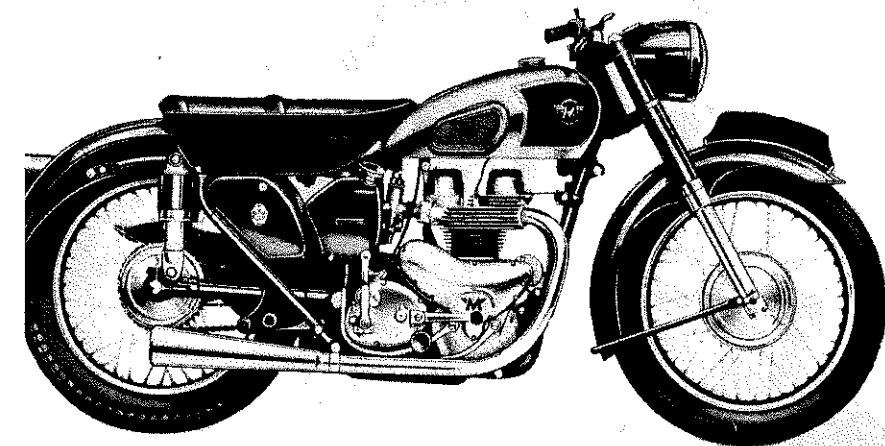
A.J.S. and MATCHLESS 550 cc SPORT TWIN

WITH FULL TELEDRAULIC SUSPENSION

A.J.S. 185

MATCHLESS G80S

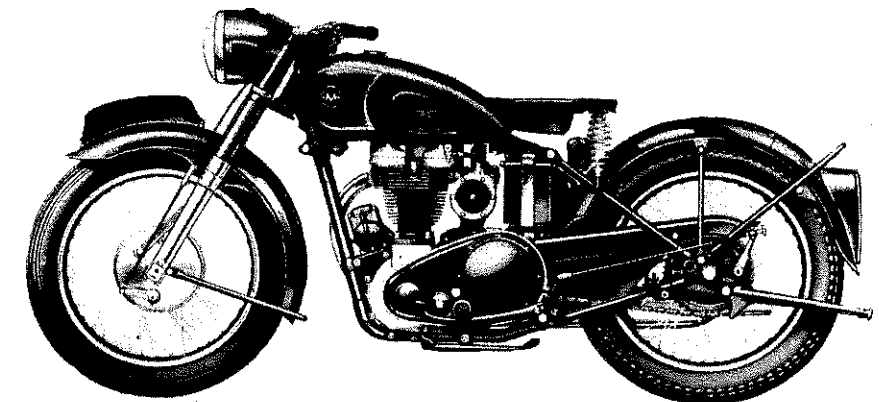
498 c.c. O.H.V. WITH FULL TELEDRAULIC SUSPENSION



550 cc Twin Engine. 69mm Bore x 72.8mm Stroke. Compression 8 to 1. Big finned alloy heads. Separate heads. Separate barrels. Three main bearings. Twin flywheels. Two Gear driven oil pumps. lightweight valve mechanism. High R.P.M. design.

A Race Kit for the Model G9 is available, full details of which will be supplied on application.

A lively, powerful and economical motorcycle that will prove of equal interest to the novice or experienced rider. New barrel type seat springs. Teledraulic forks. Except for springing this machine is identical to models 185 and G80S.



A.J.S. and MATCHLESS 550 cc "SUPER CLUBMAN" VERTICAL TWIN

WITH FULL TELEDRAULIC SUSPENSION

A.J.S. and MATCHLESS RIGID

347 c.c. O.H.V.

498 c.c. O.H.V.

SINGLE-CYLINDER ENGINES

Die-cast aluminium alloy cylinder heads with cast-in valve seats, and cast-iron barrels with deep fins ensure adequate cooling. Noisy valve operation has been eliminated by fully enclosing the operating gear and providing adequate lubrication of the moving parts. The valves, fitted with hairpin springs, have Stellite tips on the chromium-plated stems and are operated by Duralumin push rods enclosed within tubes.

The timing gear is enclosed within an oil-flooded case. Separate camshafts are used for inlet and exhaust, and the gear wheel and associated cam are in one piece.

A built-up crankshaft, with high-grade iron discs, individually balanced, and a forged connecting rod of high tensile steel, is carried on two ball races on the driving side, and a plain bronze bush on the timing side. The connecting rod is strengthened by a rib encircling the big end; the crankpin is of the two-piece type and the big-end bearing has three rows of rollers and a Duralumin cage.

To reduce clearances and eliminate mechanical noise, wire-wound aluminium pistons are used. There are three rings, two compression (the top one is chromium plated) and an oil-scraper ring.

LUBRICATION

Dry sump. The oil is circulated through the engine and returned to the tank by a double-acting, reciprocating plunger pump. Fabric and metal gauze filters prevent foreign matter from being circulated with the oil.

IGNITION

The single-cylinder models have a chain driven, rotating magnet Lucas magneto incorporating an automatically controlled advance and retard mechanism.

WHEELS

19-inch rims, full-width die-cast aluminium hubs front and rear, and straight spokes.

BRAKES

Internal expanding 7-inch diameter front and rear.

TWIN-CYLINDER ENGINE

The 'Springtwin' is powered by a parallel twin-cylinder engine designed to give a high safety factor even when the engine is run at high r.p.m.

The crankshaft is in one piece and manufactured from a high-grade alloy iron. It is housed in a spherical crankcase of die-cast aluminium alloy and supported on caged roller bearings on the drive and timing side, and a plain Vandervell shell bearing at the centre. The rigidity of the crankcase ensures that the centre bearing is not heavily loaded. This bearing is carried by a separate light-alloy plate which is spigotted into both crankcase halves and bolted to the drive-side half.

The connecting rods are immensely strong and forged in light alloy. Split Vandervell shell bearings are fitted to the big-ends. The big-end cap studs are anchored in steel trunnions, a method which obviates a source of weakness at a vital point. This is an instance of the application of racing experience.

As on the single-cylinder models, wire-wound pistons with chromium-plated top ring and slotted oil control ring are fitted.

Each cylinder barrel and head is separate. The barrels are of a high-grade cast iron and the heads light-alloy die-castings. The barrels are deeply spigotted into the crankcase and the whole assembly of barrel, head and crankcase are bolted together to ensure rigidity.

The ends of the valve stems are Stellite tipped to resist wear. Inlet valves are Stchrome steel and the exhaust valves are of KE965 steel. The valve rockers—one-piece forgings—are mounted on eccentric spindles to facilitate the adjustment of valve clearances. Reciprocating weight in the valve operating mechanism is reduced by eliminating tappets, the cams operating short single arm followers.

Two camshafts are provided, one for the inlet valves and one for the exhaust valves, and are driven by spur gears.

A gear-driven magneto is fitted to the twin-cylinder model, and the advance and retard is manually controlled by a lever mounted on the handlebars.

LUBRICATION Twin-cylinder

The engine is lubricated by a dry-sump system employing two separate gear pumps, each independently driven—at half-engine speed—from the camshafts.

The delivery pump feeds oil direct to the centre main bearing, and then via oilways to each big-end. The rocker boxes are supplied via oilways in the cylinder barrels and heads, and the overflow drains down the push-rod tunnels into the camshaft chambers.

The scavenge pump, which has twice the capacity of the delivery pump, collects oil from the sump in the crankcase and returns it to the tank.

Filters, easily detached for cleaning, are placed in the delivery and return paths, and pressure relief valves are fitted as a precaution against excess pressure when the oil is thick during very cold weather.

CARBURETTOR

The latest Amal 'monobloc' instrument has been standardized for 1955. Float chambers and mixing chamber are a one-piece casting. The instrument incorporates a pilot jet and throttle stop and has a twist grip throttle control. The air control is by a handlebar mounted lever.

GEARBOX

Heavy-weight, with four speeds, foot operated, positive-stop gear change, and kick starter.

CLUTCH

Multi-plate dry clutch hand controlled from the handlebars.

FRAME

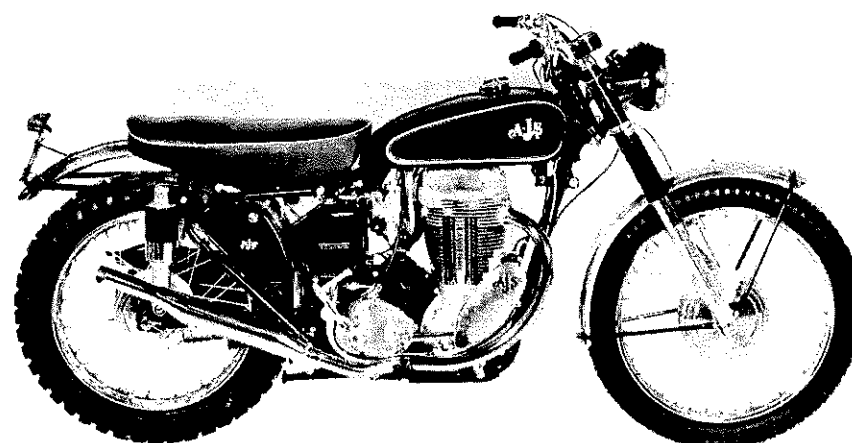
Duplex cradle type of brazed construction. Integral lugs are provided for the attachment of a sidecar and pillion footrests. The spring frame is of the swinging fork type controlled by two oil damped Teledraulic suspension units.

FORKS

Teledraulic forks—telescopic with hydraulic damping—are fitted to all models.

WORLD'S BEST SCRAMBLER

\$ 925⁰⁰



AVERAGE RIDERS BECOME EXPERTS WHEN THEY CHANGE TO A.J.S. OR MATCHLESS

Competition Models are fitted with a strengthened spring frame of normal construction and wheelbase; special rear suspension units and stronger fork springs; racing cams; high compression piston; Amal T.T.10 carburettor; a new competition Twinseat and special footrests.

All Competition Models have polished light alloy mudguards; a high ground clearance; high level exhaust a folding kick starter; steel crankcase shield; 2 1/2-gallon light-alloy petrol tank; Lucas waterproof magneto with manually-operated ignition control, and a light-alloy cylinder barrel.

Front: Dunlop 'Trials' tyres; 3.00 x 21"

Rear: Dunlop 'Sports' tyres; 4.00 x 19"

Table with columns for Model, 350 Single, 500 Single, 500 Twin, 350 Competition, 500 Competition, and 550 Twin. Rows include various specifications like No. of Cylinders, Bore and Stroke, Capacity, Compression Ratio, Valve timing, Gear ratios, etc.

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SINGLE-CYLINDER ENGINES

Die-cast aluminium alloy cylinder heads with cast-in valve seats, and cast-iron barrels with deep fins ensure adequate cooling. Noisy valve operation has been eliminated by fully enclosing the operating gear and providing adequate lubrication of the moving parts. The valves, fitted with hairpin springs, have Stellite tips on the chromium-plated stems and are operated by Duralumin push rods enclosed within tubes.

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LUBRICATION

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IGNITION

The single-cylinder models have a chain driven, rotating magnet Lucas magneto incorporating an automatically controlled advance and retard mechanism.

WHEELS

19-inch rims, full-width die-cast aluminium hubs front and rear, and straight spokes.

BRAKES

Internal expanding 7-inch diameter front and rear.

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CARBURETTOR

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GEARBOX

Heavy-weight, with four speeds, foot operated, positive-stop gear change, and kick starter.

CLUTCH

Multi-plate dry clutch hand controlled from the handlebars.

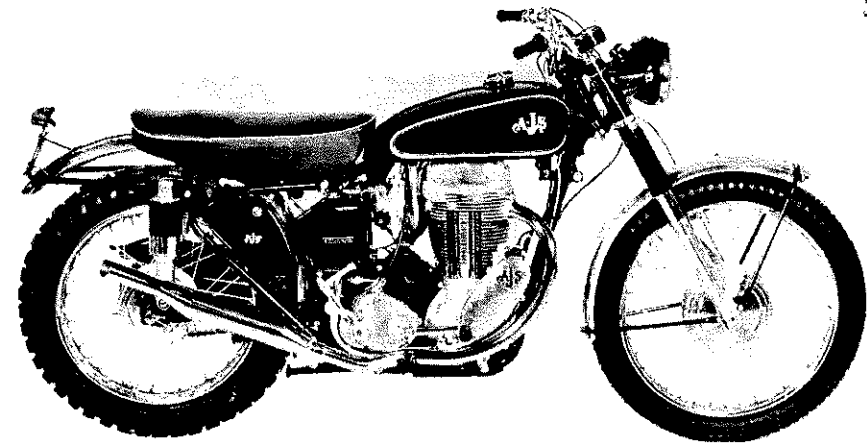
FRAME

Duplex cradle type of brazed construction. Integral lugs are provided for the attachment of a sidestand and pillion footrests. The spring frame is of the swinging fork type controlled by two oil damped Teledraulic suspension units.

FORKS

Teledraulic forks—telescopic with hydraulic damping—are fitted to all models.

WORLD'S BEST SCRAMBLER



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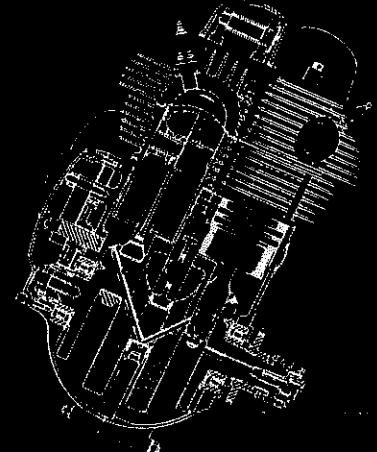
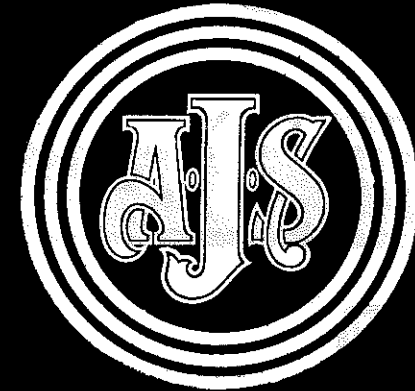
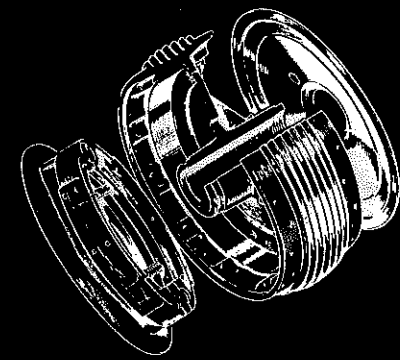
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Table with columns for MODEL, 350 SINGLE, 500 SINGLE, 500 TWIN, 350 COMPETITION, 500, and 550 TWIN. Rows list various specifications such as No. of Cylinders, Bore and Stroke, Capacity, Compression Ratio, Valve timing, Carburettor type, Gearbox, Clutch, Frame, Forks, Tyres, Weight, and Overall dimensions.

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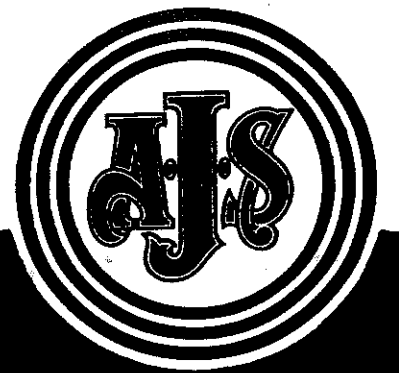
MATCHLESS ALWAYS UP FRONT

MATCHLESS

FOR

1955

ALL PRICES F.O.B. LOS ANGELES



THEY GO BEST

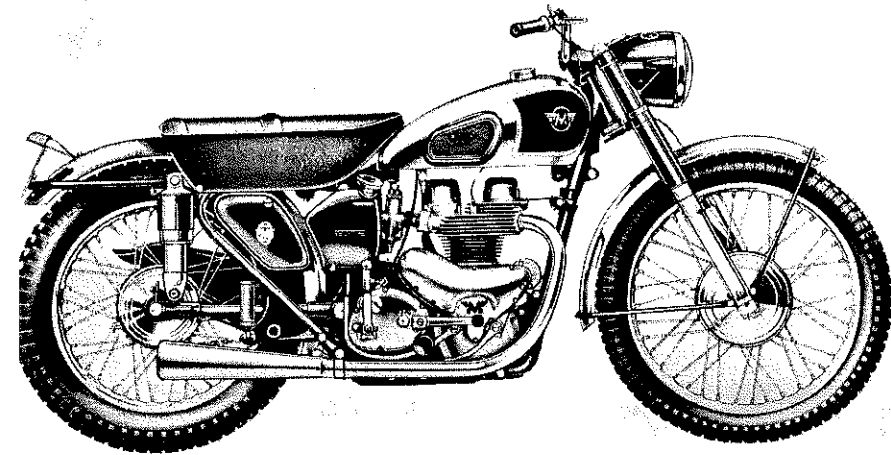
HANDLE BEST

RIDE BEST

Surging horsepower at all speeds and conditions. Wide range of torque. Maximum rear wheel traction. They are rugged and tough.

Finest balance and handling gives you maximum safety. They go where you steer them — always under control. You can go faster.

Most comfortable ride. Two way Teledraulic shocks front and rear. Soft cushioned seat. You do not get tired on that all day ride.

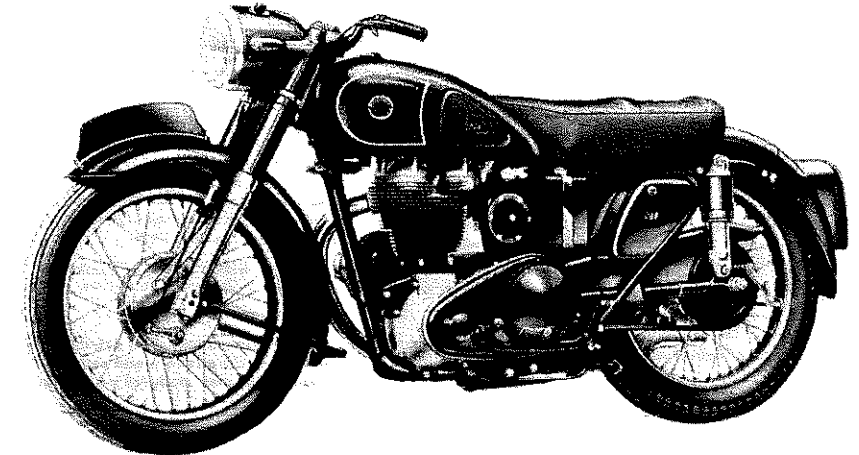


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21 inch Front Wheel 8 to 1 compression

The finest all around motorcycle in the world. Powerful, dependable, economical and comfortable. A fast cruiser that is also ready for the rough stuff. Fast cams, 7.3 to 1 compression. Alloy heads. Hairpin racing valve springs.

Also available in 350 c.c.



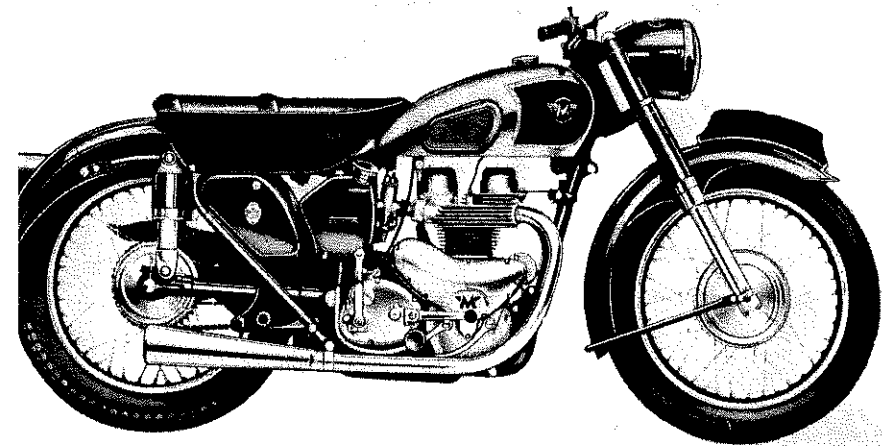
A.J.S. and MATCHLESS 550 cc SPORT TWIN

WITH FULL TELEDRAULIC SUSPENSION

A.J.S. 18S

MATCHLESS G80S

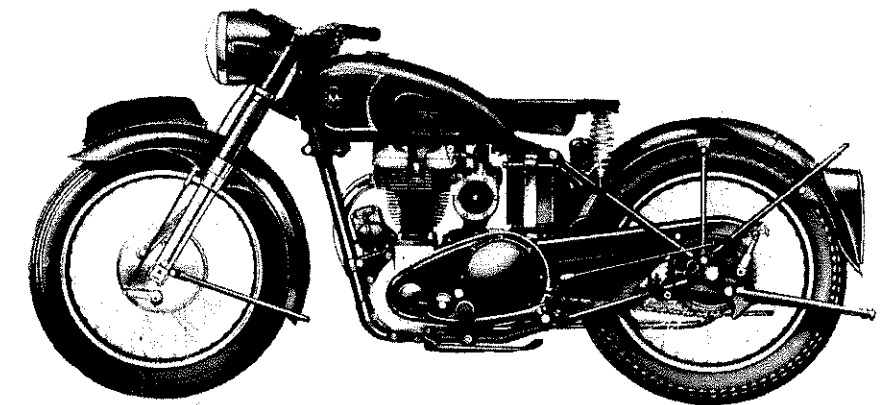
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550 cc Twin Engine. 69mm Bore x 72.8mm Stroke. Compression 8 to 1. Big finned alloy heads. Separate heads. Separate barrels. Three main bearings. Twin flywheels. Two Gear driven oil pumps. lightweight valve mechanism. High R.P.M. design.

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WITH FULL TELEDRAULIC SUSPENSION

A.J.S. and MATCHLESS RIGID

347 c.c. O.H.V.

498 c.c. O.H.V.