

TIMING CHARTS FOR "A.J.S." ENGINES

1919-1928

MODELS.	INLET.		EXHAUST.		IGNITION MAX. ADV. Before T.D.C.	Tappet Clearance.	
	Opens before T.D.C.	Closes after B.D.C.	Opens before B.D.C.	Closes after T.D.C.		Ex.	In.
6 h.p., 1919-20 : Front Cylinder	0°	30°	54°	0°	35½°	.008"	.006"
Rear Cylinder	0°	30°	50°	12°	35½°	.008"	.006"
3.49 h.p. Touring S.V., 1921.	8½°	48°	58°	25°	37°	.008"	.006"
3.49 h.p. Sporting S.V., 1921	21½°	60°	60°	32½°	37°	.008"	.006"
3.49 h.p. Touring S.V., 1922-4	8½°	48°	58°	25°	37°	.008"	.006"
3.49 h.p. Sporting S.V., 1922-4	17½°	60°	53°	27°	42½°	.008"	.006"
7 h.p., 1921-8: Front Cylinder	0°	27°	54½°	0°	34°	.008"	.006"
Rear Cylinder	0°	27°	51°	0°	34°	.008"	.006"
3.49 h.p. O.H.V., 1923-7	15°	58°	50°	25°	47°	.008"	.006"
3.49 h.p. Sporting S.V., 1925-7	15°	58°	50°	25°	37°	.008"	.006"
3.49 h.p. Touring S.V., 1925-7	15°	58°	50°	25°	38°	.008"	.006"
4.98 h.p. O.H.V., 1926-7	10°	33°	51°	5°	37°	.008"	.006"
4.98 h.p. S.V., 1927	15°	58°	50°	25°	38°	.008"	.006"
3.49 h.p. K3 S.V., 1928	20°	48°	48°	35°	34°	.008"	.006"
3.49 h.p. K4 & 5 S.V., 1928	20°	48°	48°	35°	43°	.008"	.006"
3.49 h.p. K6 O.H.V., 1928	20°	50°	50°	35°	46°	.008"	.006"
3.49 h.p. & 4.98 h.p. K7 & 10 O.H.C., 1928	30°	55°	50°	25°	52°	.018"	.016"
4.98 h.p. K8 O.H.V. & K9 S.V., 1928	20°	51°	61°	12°	37°	.008"	.006"
2.48 h.p. K12 S.V., 1928	17°	44°	41°	27°	39°	.008"	.006"

1929-1930

MODELS.	INLET.		EXHAUST.		IGNITION MAX. ADV. Before T.D.C.	Tappet Clearance.	
	Opens before T.D.C.	Closes after B.D.C.	Opens before B.D.C.	Closes after T.D.C.		Ex.	In.
9.96 h.p. M1 & 2, 1929	20°	51°	58°	13°	35°	.008"	.006"
3.49 h.p. M3 Touring S.V., 1929	20°	51°	50°	35°	37°	.008"	.006"
3.49 h.p. M4 & 5, Sporting S.V., 1929	20°	51°	50°	35°	40°	.008"	.006"
3.49 h.p. M6 O.H.V., 1929	20°	51°	50°	35°	45°	.008"	.006"
3.49 h.p. M7 Overhead Camshaft, 1929	30°	55°	50°	25°	53°	.018"	.016"
4.98 h.p. M8 O.H.V., 1929	20°	51°	50°	35°	37°	.008"	.006"
4.98 h.p. M9 Touring S.V., 1929	20°	51°	50°	35°	35°	.008"	.006"
4.98 h.p. M10 Overhead Camshaft, 1929	30°	55°	50°	25°	49°	.018"	.016"
2.48 h.p. M12 S.V., 1929	20°	51°	58°	13°	38°	.008"	.006"
9.96 h.p. R2 Touring S.V., 1930	20°	51°	58°	13°	35°	.008"	.006"
3.49 h.p. R4 & 5 Touring S.V., 1930	20°	51°	50°	35°	41°	.008"	.006"
3.49 h.p. R6 O.H.V., 1930	20°	51°	50°	35°	46°	.008"	.006"
3.46 h.p. R7 Overhead Camshaft, 1930	20°	55°	68°	25°	50°	.018"	.016"
4.98 h.p. R8 O.H.V., 1930	20°	51°	50°	35°	38°	.008"	.006"
4.98 h.p. R9 S.V. Touring, 1930	20°	51°	50°	35°	39°	.008"	.006"
4.95 h.p. R10 Overhead Camshaft, 1930	20°	55°	68°	25°	47°	.018"	.016"
2.48 h.p. R12 O.H.V., 1930	20°	51°	50°	35°	39°	.008"	.006"
1931							
9.96 h.p. S2 Touring S.V., 1931	20°	51°	58°	13°	35°	.008"	.006"
3.99 h.p. S4 S.V., 1931, & 3.49 h.p. S5 S.V., 1931	20°	51°	50°	35°	41°	.008"	.006"
3.49 h.p. S6 O.H.V., 1931	20°	51°	50°	35°	46°	.008"	.006"
3.49 h.p. S7 Overhead Camshaft, 1931	20°	55°	68°	25°	50°	.018"	.016"
4.98 h.p. S8 O.H.V., 1931	20°	51°	50°	35°	38°	.008"	.006"
4.98 h.p. S9 S.V., 1931	20°	51°	50°	35°	39°	.008"	.006"
4.98 h.p. S10 Overhead Camshaft, 1931	20°	55°	68°	25°	47°	.018"	.016"
2.48 h.p. S12 O.H.V., 1931	20°	51°	50°	35°	39°	.008"	.006"