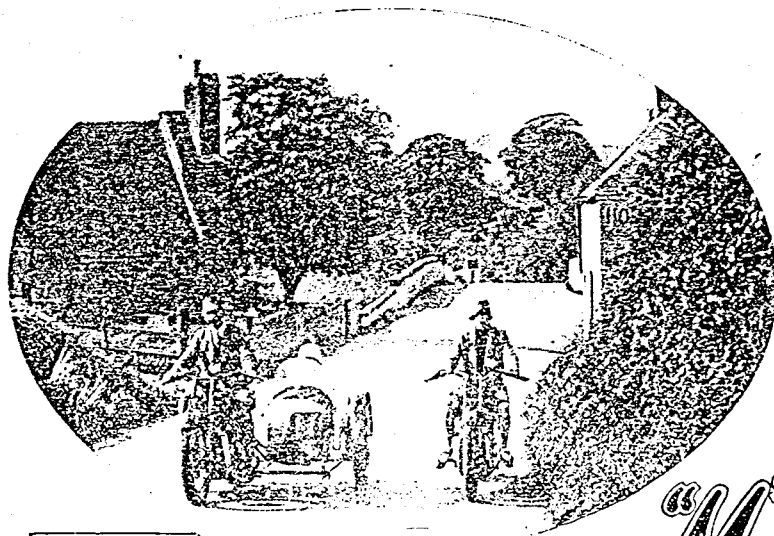


A.J.S. Motor Cycles



MODELS
2.48 H.P.
3.49 H.P.
4.98 H.P.
9.96 H.P.

Series "M"

MANUFACTURED THROUGHOUT BY
A.J. STEVENS & CO (1914) LTD,
WOLVERHAMPTON,
ENGLAND.

FOREWORD.

THE 1929 A.J.S. Motor Cycles are outstanding for advanced and efficient design, together with the latest refinements.

The whole range of models have been redesigned, resulting in improved appearance, greater comfort, and better road performance. The alterations include entirely new Frame, Front Forks, Tank, Adjustable Handlebars, improved Kickstarter, lower Saddle position, and Dry Sump Lubrication, and other minor improvements too many to be enumerated here.

LUBRICATION.

An outstanding improvement is the patent dry sump lubrication with separate oil tank. It is fool-proof and automatic in the real sense of the words, and a correct quantity of oil is fed to all parts of the engine, under all conditions of road, load and speed. It requires no adjustment or attention on the part of the rider.

This system does away with all risk of a seized-up or prematurely worn-out engine, burnt-out or oiled-up sparking plugs, and ensures an engine always at the top of its "tune," together with a considerable reduction of oil consumption.

All the machines entered by us in races during the last two years, with such conspicuous success, have been fitted with engines with this lubrication system, as were the five machines which secured five gold medals in this year's International Six Days Trial.

Lubrication is the "vital function" of an engine, and the A.J.S. system is not only right, but also unique.

SPEEDOMETER.

All models except the M5 and M12 are fitted with a Smith's speedometer, driven by a flexible cable from the gearbox, and fitted in flush with the top of the tank. This useful accessory adds greatly to the appearance of the machine, and will appeal to all who appreciate a neat and well finished piece of work.

THE NEW TWIN CYLINDER MODEL.

This 9.96 h.p. machine has exceeded all expectations under prolonged tests. It has an enormous reserve of power, coupled with flexibility, docility at low speeds and silence. It is not only an ideal side-car machine, but its ease of control and stability make it a most fascinating machine to drive as a solo mount.

THE CHOICE OF A MACHINE.

The A.J.S. range for 1929 is so comprehensive that no matter what your requirements may be, you will have no difficulty in finding exactly the right model amongst those we are marketing. Touring, sporting, business, or pleasure, all are represented by various types and sizes of machines, and each has the superb finish, high-class workmanship, and unfailing reliability for which the A.J.S. has always been famous.

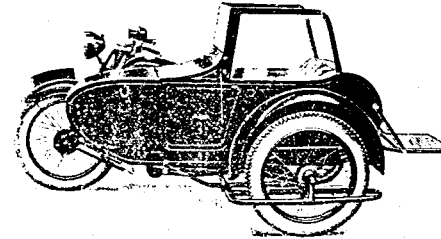
TWO-PORT O.H.V. MODELS.

Those riders who prefer a two-port exhaust engine have now the option of this feature on both our 3.49 h.p. and 4.98 h.p. Overhead Valve Models if desired. Both the O.H.V. engines for 1929 have entirely enclosed rocker gear and push-rods, tending to greater silence and external cleanliness.

PARTICIPATION IN RACING AND SPEED WORK.

We have again during 1928 followed our usual practice of entering all the most important race meetings at Home and Abroad, with one object only in view, viz., advancement and betterment of the product sold by us to the public, but, while we claim that in respect of speed, the standard A.J.S. product is second to none and superior to most, we also claim that speed has not been attained at the expense of flexibility, smooth running, long life and reliability.

A.J.S. SIDECARS.

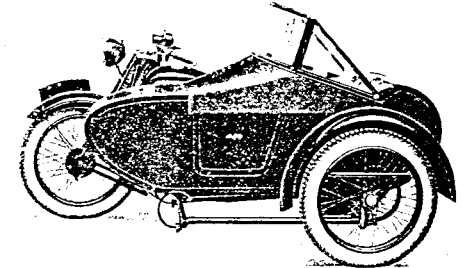


THE A.J.S. M1 DE LUXE SIDECAR, TYPE MG 2.
This is an entirely new type of body which we have introduced this season for use with our 9.96 h.p. Twin Cylinder Machine.
The body, although of touring pattern, nevertheless is well in keeping with the fine sporting lines of the machine, and will be found to be most comfortable. The body is covered with fabric, beautifully upholstered, seat and back fitted with springs. Equipment includes Windscreen, Sidescreen, Storm-proof Apron, Sidecar Stand, Luggage Carrier.
The wheel of this Sidecar is instantly detachable and interchangeable with that of the Model M1 Machine. PRICE £99 : 10 : 0

THE A.J.S. M2 STANDARD SIDECAR, TYPE MH 2.

Body coach-built, covered with fabric, beautifully upholstered, seat and back fitted with springs and seat hinged to give easy access to spacious locker at rear of body. Standard equipment includes Windscreen, Sidescreens, and Storm-proof Apron.

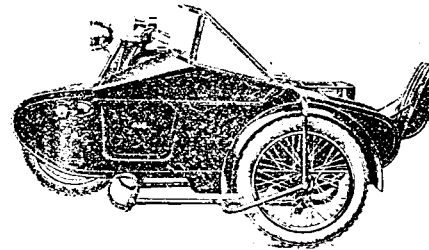
The M2 Standard Chassis does not include a quick detachable and interchangeable wheel. PRICE £84 : 0 : 0



THE A.J.S. OCCASIONAL TWO-SEATER SIDECAR, TYPE MJ 2.

On this type of Sidecar the seats are placed tandem fashion, the second seat being housed in the extension at the rear of the body and the back rest can be folded down when not in use. It will be found to be ideal for those who require a Sidecar which can be readily called into requisition to accommodate a second passenger, or to carry luggage if only one person is occupying the front seat. The rear seat, however, will hold an adult comfortably, ample leg room being provided by a well in the floor of the body. The body is covered with fabric. Specification includes Windscreen, Sidescreens, and Storm-proof Apron.

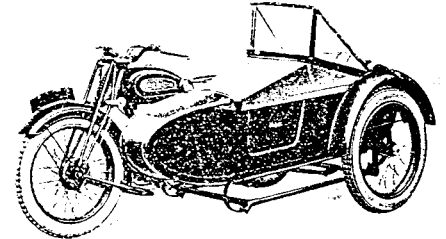
Fitted on 9.96 h.p. Chassis (Type M2 G) ... PRICE £26 : 5 : 0
Fitted on 9.96 h.p. Chassis (Type M2 F) ... PRICE £23 : 0 : 0



THE A.J.S. 4.98 h.p. SIDECAR, TYPE ME 2.

This Sidecar is of special design for use in conjunction with our 4.98 h.p. Machines. The chassis is built of finest quality steel tubing, whilst "C" springs are used both at back and front for suspension. The body is upholstered in best quality materials and a locker is situated at the rear of the body. Specification includes Windscreen, Sidescreens, and Storm-proof Apron.

PRICE £18 : 5 : 0



THE A.J.S. LAUNCH SIDECAR, TYPE MN 2.

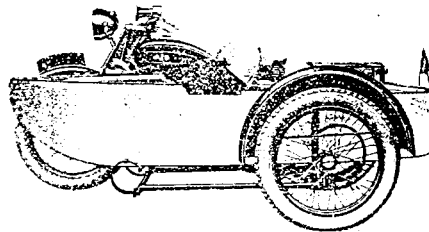
A particularly attractive design of body which we introduced in 1928. It features the graceful lines of a launch, at the same time combining the sporting appearance and comfort of a touring sidecar.

The body is finished in durable, weather-proof, aluminium fabric, with handsome fringed cloth.

The decking on top of the body is of metal, grained to resemble polished mahogany, and secured with nickel-plated screws, giving a most attractive appearance.

The upholstery is of finest quality leather cloth, cushion well padded and sprung, with a low and comfortable seating position.

A nickel-plated coil gives a realistic effect to the "bow," whilst a pennant mast is fixed to the stern.
Fitted on Leichtgewicht Chassis (Type M2A) ... PRICE £20 : 0 : 0
Fitted on 4.98 h.p. Chassis (Type M2C) ... PRICE £21 : 10 : 0
Fitted on 9.96 h.p. Chassis (Type M2F) ... PRICE £22 : 0 : 0
Fitted on 9.96 h.p. Chassis (Type M2E) ... PRICE £25 : 0 : 0

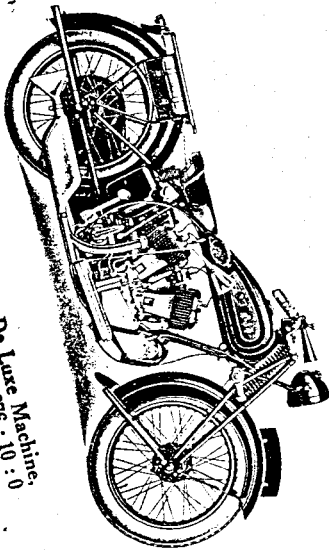


In addition to the models illustrated above, we also list many other types of Bodies for pleasure and commercial purposes.

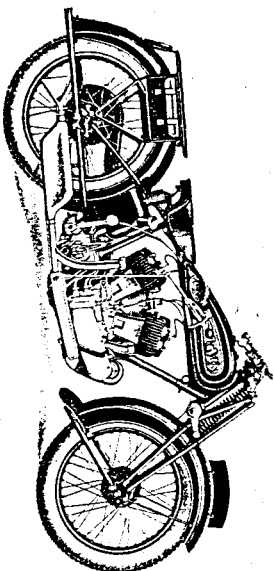
(We reserve the right to modify or deviate from the above Specifications and Prices without notice.)

A.J.S.

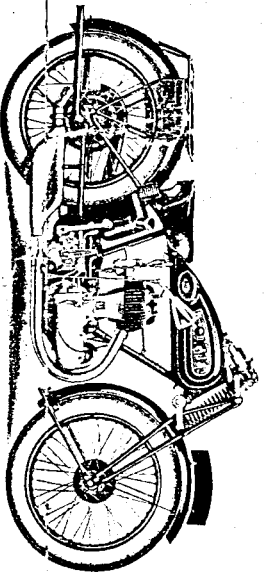
Motor Cycles



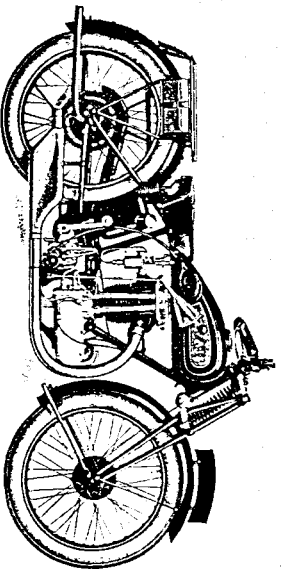
The A.J.S. 996 h.p. De Luxe Machine,
Model M1.



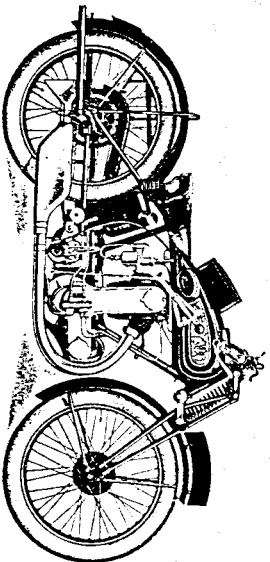
The A.J.S. 996 h.p. Standard Machine,
Model M2.



The A.J.S. 349 h.p. Standard Sporting Machine,
Model M5.



The A.J.S. 349 h.p. Overhead Valve Machine,
Model M6 (Single-Port).



The A.J.S. 349 h.p. Overhead Camshaft Machine,
Model M7.

(We reserve the right to modify or deviate from the above Specifications and Prices without notice.)

All Prices in this List include Carriage per Passenger Train at
OWNER'S RISK to any Station.

THE A.J.S. 996 h.p. MODEL M1
Engine—A.J.S. Design and Manufacturer. Twin Cylinder (84 x 90 mm. Bore and Stroke, 996 cc. capacity). Dry Sump Lubrication with Auxiliary Feed to Crankcase. Detachable Head. Aluminum Piston. Roller Bearing to Big End of Connecting Rod. A.J.S. Three-Speed Countershaft Gear. Hand Controlled Clutch. Improved Foot Starter. A.J.S. Patent quick detachable and inter-changeable Wheels. Improved design Front Forks. Adjustable handlebars, with Steering Damper. Modified Wheel-Centering. Internal expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Rendell") with Shock Absorber. Primary drive entirely enclosed. Rear drive on ball only is covered. Terry Spring-Suspension. Lucas Magneto. Speedometer mounted in Tank Smith's Non-Trip.

MODEL M2.

Engine—A.J.S. Design and Manufacturer. Single Cylinder (74 x 81 mm. Bore and Stroke, 349 cc. capacity). Dry Sump Lubrication with Auxiliary Feed to Crankcase. Detachable Head. Aluminum Piston. Roller Bearing to Big End of Connecting Rod. A.J.S. Three-Speed Countershaft Gear. Hand Controlled Clutch. Improved Foot Starter. A.J.S. Patent quick detachable Rear Wheel. 26 x 3100 Wire-on-Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable handlebars, with Steering Damper (Timing Patent). Amal Carburettor. Footboard, Solid Rollbar. Internal Expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Rendell") with Shock Absorber. Primary drive entirely enclosed. Rear drive on ball only is covered. Terry Spring-Suspension. Lucas Magneto. Speedometer mounted in Tank Smith's Non-Trip.

MODEL M5.

Engine—A.J.S. Design and Manufacturer. Single Cylinder (74 x 81 mm. Bore and Stroke, 349 cc. capacity). Dry Sump Lubrication with Auxiliary Feed to Crankcase. Detachable Head. Aluminum Piston. Roller Bearing to Big End of Connecting Rod. A.J.S. Three-Speed Countershaft Gear. Hand Controlled Clutch. Improved Foot Starter. A.J.S. Patent quick detachable Rear Wheel. 26 x 3100 Wire-on-Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable handlebars, with Steering Damper (Timing Patent). Amal Carburettor. Footboard, Solid Rollbar. Internal Expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Rendell") with Shock Absorber. Primary drive entirely enclosed. Rear drive on ball only is covered. Terry Spring-Suspension. Lucas Magneto. Speedometer mounted in Tank Smith's Non-Trip.

MODEL M6.

Engine—A.J.S. Design and Manufacturer. Single Cylinder (74 x 81 mm. Bore and Stroke, 349 cc. capacity). Dry Sump Lubrication with Auxiliary Feed to Crankcase. Detachable Head. Aluminum Piston. Roller Bearing to Big End of Connecting Rod. A.J.S. Three-Speed Countershaft Gear. Hand Controlled Clutch. Improved Foot Starter. A.J.S. Patent quick detachable Rear Wheel. 26 x 3100 Wire-on-Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable handlebars, with Steering Damper (Timing Patent). Amal Carburettor. Footboard, Solid Rollbar. Internal Expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Rendell") with Shock Absorber. Primary drive entirely enclosed. Rear drive on ball only is covered. Terry Spring-Suspension. Lucas Magneto. Speedometer mounted in Tank Smith's Non-Trip.

MODEL M7.

Engine—A.J.S. Design and Manufacturer. Overhead Valve. Entirely enclosed Rocker Gear and Push Rods. Single Cylinder (74 x 81 mm. Bore and Stroke, 349 cc. capacity). Dry Sump Lubrication with Auxiliary Feed to Crankcase. Detachable Head. Aluminum Piston. Roller Bearing to Big End of Connecting Rod. A.J.S. Three-Speed Countershaft Gear. Hand Controlled Clutch. Improved Foot Starter. A.J.S. Patent quick detachable Rear Wheel. 26 x 3100 Wire-on-Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable handlebars, with Steering Damper (Timing Patent). Amal Carburettor. Footboard, Solid Rollbar. Internal Expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Rendell") with Shock Absorber. Primary drive entirely enclosed. Rear drive on ball only is covered. Terry Spring-Suspension. Lucas Magneto. Speedometer mounted in Tank Smith's Non-Trip.

MODEL M5.

Engine—A.J.S. Design and Manufacturer. Overhead Valve. Entirely enclosed Rocker Gear and Push Rods. Single Cylinder (74 x 81 mm. Bore and Stroke, 349 cc. capacity). Dry Sump Lubrication with Auxiliary Feed to Crankcase. Detachable Head. Aluminum Piston. Roller Bearing to Big End of Connecting Rod. A.J.S. Three-Speed Countershaft Gear. Hand Controlled Clutch. Improved Foot Starter. A.J.S. Patent quick detachable Rear Wheel. 26 x 3100 Wire-on-Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable handlebars, with Steering Damper (Timing Patent). Amal Carburettor. Footboard, Solid Rollbar. Internal Expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Rendell") with Shock Absorber. Primary drive entirely enclosed. Rear drive on ball only is covered. Terry Spring-Suspension. Lucas Magneto. Speedometer mounted in Tank Smith's Non-Trip.

MODEL M6.

Engine—A.J.S. Design and Manufacturer. Overhead Valve. Entirely enclosed Rocker Gear and Push Rods. Single Cylinder (74 x 81 mm. Bore and Stroke, 349 cc. capacity). Dry Sump Lubrication with Auxiliary Feed to Crankcase. Detachable Head. Aluminum Piston. Roller Bearing to Big End of Connecting Rod. A.J.S. Three-Speed Countershaft Gear. Hand Controlled Clutch. Improved Foot Starter. A.J.S. Patent quick detachable Rear Wheel. 26 x 3100 Wire-on-Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable handlebars, with Steering Damper (Timing Patent). Amal Carburettor. Footboard, Solid Rollbar. Internal Expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Rendell") with Shock Absorber. Primary drive entirely enclosed. Rear drive on ball only is covered. Terry Spring-Suspension. Lucas Magneto. Speedometer mounted in Tank Smith's Non-Trip.

MODEL M7.

Engine—A.J.S. Design and Manufacturer. Overhead Valve. Entirely enclosed Rocker Gear and Push Rods. Single Cylinder (74 x 81 mm. Bore and Stroke, 349 cc. capacity). Dry Sump Lubrication with Auxiliary Feed to Crankcase. Detachable Head. Aluminum Piston. Roller Bearing to Big End of Connecting Rod. A.J.S. Three-Speed Countershaft Gear. Hand Controlled Clutch. Improved Foot Starter. A.J.S. Patent quick detachable Rear Wheel. 26 x 3100 Wire-on-Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable handlebars, with Steering Damper (Timing Patent). Amal Carburettor. Footboard, Solid Rollbar. Internal Expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Rendell") with Shock Absorber. Primary drive entirely enclosed. Rear drive on ball only is covered. Terry Spring-Suspension. Lucas Magneto. Speedometer mounted in Tank Smith's Non-Trip.

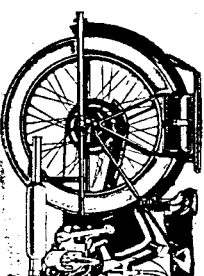
EXTRAS.

Lucas "Magnapion" Lighting Set for all Passenger Combinations — £5 : 5 : 0

Lucas "Magnapion" Lighting Set for all Passenger Combinations — £5 : 15 : 0

Spare Wheel and Brackets, without Tyre, M1 and M2 Combinations — £3 : 0 : 0

Tyre and Tube for Spare Wheel, M1 and M2 Combinations — £2 : 4 : 6



The A.J.S. 248 h.p. Model M12.

The A.J.S. 9.96 h.p. Standard Machine,
Model M2.
Price £66 : 0 : 0

The A.J.S. 3.49 h.p. De Luxe Touring Machine,
Model M3.
Price £48 : 10 : 0

**THE A.J.S. 9.96 h.p. DE LUXE MACHINE
MODEL M1.**

Engine—A.J.S. Design and Manufacture. Twin Cylinder (84 × 90 m.m. Bore and Stroke, 996 c.c. capacity). Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. Detachable Heads. Aluminium Pistons. Roller Bearings to Big Ends of Connecting Rods. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Improved Foot-Starter. A.J.S. Patent quick detachable and interchangeable Wheels. Improved design Front Forks. Adjustable Handlebars, with Steering Damper. 26 × 3.50 Wired-on Avon Heavy Non-skid Tyres. Special wide Front and Rear Mudguards. Amal Carburettor. Internal expanding Front and Rear Brakes, quick adjustable. Entirely enclosed All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magdyno Electric Lighting Set. Electric Horn. Speedometer mounted in Tank (Smith's Non-Trip).

**THE A.J.S. 9.96 h.p. STANDARD MACHINE,
MODEL M2.**

Engine—A.J.S. Design and Manufacture. Twin Cylinder (84 × 90 m.m. Bore and Stroke, 996 c.c. capacity). Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. Detachable Heads. Aluminium Pistons. Roller Bearings to Big Ends of Connecting Rods. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Improved Foot-Starter. A.J.S. Patent quick detachable and interchangeable Wheels. Improved design Front Forks. Adjustable Handlebars, with Steering Damper. 26 × 3.50 Wired-on Avon Heavy Non-Skid Tyres. Special wide Front and Rear Mudguards. Amal Carburettor. Internal expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Primary drive entirely enclosed. Rear drive, top half only is covered. Terry Spring-Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip).

**THE A.J.S. 3.49 h.p. DE LUXE TOURING MACHINE,
MODEL M3.**

Engine—A.J.S. Design and Manufacture. Single Cylinder (74 × 81 m.m. Bore and Stroke, 349 c.c. capacity). Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. Detachable Head. Aluminium Piston. Roller Bearing to Big End of Connecting Rod. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Improved Footstarter. A.J.S. Patent quick detachable Rear Wheel. 26 × 3.00 Wired-on Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable Handlebars, with Steering Damper (Touring Pattern). Amal Carburettor. Footboards, Solid Rubber. Internal expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip).

**THE A.J.S. 3.49 h.p. DE LUXE SPORTING MACHINE,
MODEL M4.**

Engine—A.J.S. Design and Manufacture. Single Cylinder (74 × 81 m.m. Bore and Stroke, 349 c.c. capacity). Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. Detachable Head. Aluminium Piston. Roller Bearing to Big End of Connecting Rod. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Improved Footstarter. A.J.S. Patent quick detachable Rear Wheel. 26 × 3.00 Wired-on Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable Handlebars, with Steering Damper (semi T.T. type). Amal Carburettor. Footrests, adjustable to any position. Internal expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip).

**THE A.J.S. 3.49 h.p. STANDARD SPORTING MACHINE,
MODEL M5.**

Engine—A.J.S. Design and Manufacture. Single Cylinder (74 × 81 m.m. Bore and Stroke, 349 c.c. capacity). Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. Detachable Head. Aluminium Piston. Roller Bearing to Big End of Connecting Rod. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Improved Footstarter. A.J.S. Patent quick detachable Rear Wheel. 26 × 3.00 Wired-on Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable Handlebars (semi T.T. type). Amal Carburettor. Footrests, adjustable to any position. Internal expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto.

**THE A.J.S. 3.49 h.p. OVERHEAD VALVE MACHINE,
MODEL M6.**

Engine—A.J.S. Design and Manufacture. Overhead Valves. Entirely enclosed Rocker Gear and Push Rods. Single Cylinder (74 × 81 m.m. Bore and Stroke, 349 c.c. capacity). Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. Detachable Head. Aluminium Piston. Roller Bearing to Big End of Connecting Rod. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Improved Footstarter. A.J.S. Patent quick detachable Rear Wheel. 26 × 3.00 Wired-on Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable Handlebars, with Steering Damper (semi T.T. type). Amal Carburettor with Twist-Grip Control. Footrests, adjustable to any position. Internal expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip). Narrow racing type Mudguards. This machine can be fitted with Two-Port Exhaust at an extra charge of £2 : 10 : 0.

**THE A.J.S. 3.49 h.p. OVERHEAD CAMSHAFT MACHINE,
MODEL M7.**

Engine—A.J.S. Design and Manufacture. Single Cylinder (74 × 81 m.m. Bore and Stroke, 349 c.c. capacity). Overhead Valves operated by Chain-driven Camshaft with patent Tensioning Device and Reaction Damper. Detachable Head. Aluminium Piston. Roller Bearings to Big End of Connecting Rod. Ball Races to Main Shafts. Ball Bearing Timing Shafts. Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Rear Wheel fitted with specially Light Hub. 26 × 3.00 Wired-on Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable Handlebars, with Steering Damper (T.T. type). Amal Carburettor with Twist-Grip Control. Internal expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip).

**THE A.J.S. 4.98 h.p. OVERHEAD VALVE MACHINE,
MODEL M8.**

Engine—A.J.S. Design and Manufacture. Overhead Valves. Entirely enclosed Rocker Gear and Push Rods. Single Cylinder (84 × 90 m.m. Bore and Stroke, 498 c.c. capacity). Detachable Head. Aluminium Piston. Roller Bearing to Big End of Connecting Rod. Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Improved Footstarter. A.J.S. Patent quick detachable Rear Wheel. 26 × 3.25 Wired-on Avon Heavy Non-Skid Tyres. Adjustable Handlebars, with Steering Damper (semi T.T. pattern). Amal Carburettor with Twist-Grip Control. Internal expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip). The Two-Port Exhaust (as illustrated) can be fitted at an extra charge of £2 : 10 : 0.

**THE A.J.S. 4.98 h.p. DE LUXE SIDE-VALVE TOURING MACHINE,
MODEL M9.**

Engine—A.J.S. Design and Manufacture. Side-by-side Valves. Single Cylinder (84 × 90 m.m. Bore and Stroke, 498 c.c. capacity). Detachable Head. Aluminium Piston. Roller Bearing to Big End of Connecting Rod. Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Improved Footstarter. A.J.S. Patent quick detachable Rear Wheel. 26 × 3.25 Wired-on Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable Handlebars, with Steering Damper (semi T.T. pattern). Amal Carburettor with Twist-Grip Control. Internal expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip).

**THE A.J.S. 4.98 h.p. OVERHEAD CAMSHAFT MACHINE,
MODEL M10.**

Engine—A.J.S. Design and Manufacture. Single Cylinder (84 × 90 m.m. Bore and Stroke, 498 c.c. capacity). Overhead Valves operated by Chain-driven Camshaft with patent Tensioning Device and Reaction Damper. Detachable Head. Aluminium Piston. Roller Bearings to Big End of Connecting Rod. Ball Races to Main Shafts. Ball Bearing Timing Shafts. Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Rear Wheel fitted with specially Light Hub. 26 × 3.25 Wired-on Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjustable Handlebars, with Steering Damper (T.T. type). Amal Carburettor with Twist-Grip Control. Internal expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip).

**THE A.J.S. 2.48 h.p. LIGHTWEIGHT MACHINE,
MODEL M12.**

Engine—A.J.S. Design and Manufacture. Side-by-side Valves. Single Cylinder (65 × 75 m.m. Bore and Stroke, 248 c.c. capacity). Detachable Head. Aluminium Piston. Roller Bearing to Big End of Connecting Rod. Dry Sump Lubrication with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch. Improved Footstarter. 25 × 3.00 Wired-on Avon Non-Skid Tyres. Improved design Front Forks. Handlebars (semi T.T. pattern). Amal Carburettor. Internal expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas Magneto.

EXTRAS.

Lucas "Magdyno" Lighting Set for all Solo models, with Rear Lamp — £5 : 5 : 0

Lucas "Magdyno" Lighting Set for all Passenger Combinations — £5 : 15 : 0

Spare Wheel and Brackets, without Tyre, M1 and M2 Combinations — £3 : 0 : 0

Tyre and Tube for Spare Wheel, M1 and M2 Combinations — £2 : 4 : 6

EXTRAS.

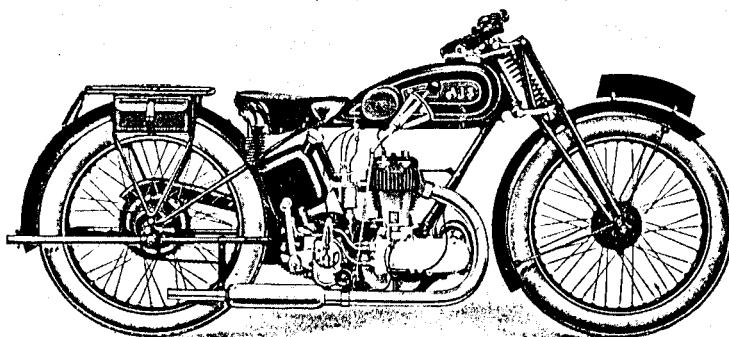
Speedometer (Smith's) fitted to M5 and M12 Models — Non-Trip £2 : 0 : 0 Trip ... £2 : 5 : 0

Hood for M1 and M2 Combinations — £2 : 7 : 6

Left Hand Sidescreen for Model M1 Combination — £0 : 17 : 6

Lucas No. 60 Bulb Horn — £0 : 11 : 6

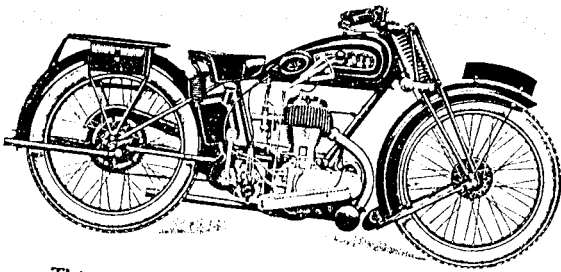
Lucas No. 63 Bulb Horn — £0 : 8 : 6



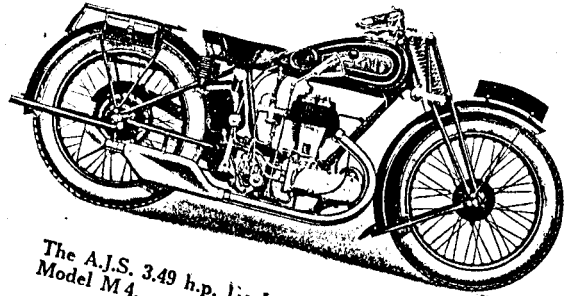
The A.J.S. 2.48 h.p. Lightweight Machine,
Model M12. Price £39 : 17 : 6

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1929 Models. Series M.



The A.J.S. 3.49 h.p. De Luxe Touring Machine,
Model M3.
Price £48 : 10 : 0



The A.J.S. 3.49 h.p. De Luxe Sporting Machine,
Model M4.
Price £48 : 10 : 0

LUXE MACHINE

M1.
ature. Twin Cylinder (84 x 90 m.m.
y Sump Lubrication with Auxiliary
Aluminium Pistons. Roller Bearings
S. Three-Speed Countershaft Gear.
Starter. A.J.S. Patent quick detache-
wed design Front Forks. Adjustable
3.50 Wired-on Avon Heavy Non-skid
guards. Amal Carburettor. Internal
disadjustable. Entirely enclosed All-Chain
Absorber. Terry Spring-Seat Saddle.
Electric Horn. Speedometer mounted

THE A.J.S. 3.49 h.p. OVERHEAD CAMSHAFT MACHINE, MODEL M7.

Engine—A.J.S. Design and Manufacture. Single Cylinder (74 x 81 m.m.
Bore and Stroke, 349 c.c. capacity). Overhead Valves operated by Chain-driven
Camshaft with patent Tensioning Device and Reaction Damper. Detachable
Head. Aluminium Piston. Roller Bearings to Big End of Connecting Rod.
Ball Races to Main Shafts. Ball Bearing Timing Shafts. Dry Sump Lubrication
with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Countershaft Gear.
Hand-Controlled Clutch. Rear Wheel fitted with specially Light Hub. 26 x 3.00
Wired-on Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjust-
able Handlebars, with Steering Damper (T.T. type). Amal Carburettor with
Twist-Grip Control. Internal expanding Front and Rear Brakes, quick adjustable.
All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring
Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip).

THE A.J.S. 4.98 h.p. OVERHEAD VALVE MACHINE, MODEL M8.

Engine—A.J.S. Design and Manufacture. Overhead Valves. Entirely
enclosed Rocker Gear and Bush Balls. Single Cylinder (84 x 90 m.m. Bore and
Stroke, 498 c.c. capacity). Detachable Head. Aluminium Piston. Roller Bearing
to Big End Connecting Rod. Dry Sump Lubrication with Auxiliary Feed to
Cylinder Base. A.J.S. Three-Speed Countershaft Gear. Hand-Controlled Clutch.
Improved Footstarter. A.J.S. Patent quick detachable Rear Wheel. 26 x 3.25
Wired-on Avon Heavy Non-Skid Tyres. Adjustable Handlebars, with Steering
Damper (semi T.T. pattern). Amal Carburettor with Twist-Grip Control. Internal
expanding Front and Rear Brakes, quick adjustable. All-Chain Transmission
("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle. Lucas
Magneto. Speedometer mounted in Tank (Smith's Non-Trip).
The Two-Port Exhaust (as illustrated) can be fitted at an extra charge of
£2 : 10 : 0.

THE A.J.S. 4.98 h.p. DE LUXE SIDE-VALVE TOURING MACHINE, MODEL M9.

Engine—A.J.S. Design and Manufacture. Side-by-side Valves. Single
Cylinder (84 x 90 m.m. Bore and Stroke, 498 c.c. capacity). Detachable Head.
Aluminium Piston. Roller Bearing to Big End Connecting Rod. Dry Sump
Lubrication with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Counter-
shaft Gear. Hand-Controlled Clutch. Improved Footstarter. A.J.S. Patent
quick detachable Rear Wheel. 26 x 3.25 Wired-on Avon Heavy Non-Skid
Tyres. Improved design Front Forks. Adjustable Handlebars, with Steering
Damper (semi T.T. pattern). Amal Carburettor with Twist-Grip Control.
Internal expanding Front and Rear Brakes, quick adjustable. All-Chain
Transmission ("Hans Renold") with Shock Absorber. Terry Spring-Seat Saddle.
Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip).

THE A.J.S. 4.98 h.p. OVERHEAD CAMSHAFT MACHINE, MODEL M10.

Engine—A.J.S. Design and Manufacture. Single Cylinder (84 x 90 m.m.
Bore and Stroke, 498 c.c. capacity). Overhead Valves operated by Chain-driven
Camshaft with patent Tensioning Device and Reaction Damper. Detachable
Head. Aluminium Piston. Roller Bearings to Big End Connecting Rod. Ball
Races to Main Shafts. Ball Bearing Timing Shafts. Dry Sump Lubrication
with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Countershaft Gear.
Hand-Controlled Clutch. Rear Wheel fitted with specially Light Hub. 26 x 3.25
Wired-on Avon Heavy Non-Skid Tyres. Improved design Front Forks. Adjust-
able Handlebars, with Steering Damper (T.T. type). Amal Carburettor with
Twist-Grip Control. Internal expanding Front and Rear Brakes, quick adjustable.
All-Chain Transmission ("Hans Renold") with Shock Absorber. Terry Spring-
Seat Saddle. Lucas Magneto. Speedometer mounted in Tank (Smith's Non-Trip).

THE A.J.S. 2.48 h.p. LIGHTWEIGHT MACHINE, MODEL M12.

Engine—A.J.S. Design and Manufacture. Side-by-side Valves. Single
Cylinder (65 x 75 m.m. Bore and Stroke, 248 c.c. capacity). Detachable Head.
Aluminium Piston. Roller Bearing to Big End Connecting Rod. Dry Sump
Lubrication with Auxiliary Feed to Cylinder Base. A.J.S. Three-Speed Counter-
shaft Gear. Hand-Controlled Clutch. Improved Footstarter. 25 x 3.00 Wired-
on Avon Non-Skid Tyres. Improved design Front Forks. Handlebars (semi
T.T. pattern). Amal Carburettor. Internal expanding Front and Rear Brakes,
quick adjustable. All-Chain Transmission ("Hans Renold") with Shock
Absorber. Terry Spring-Seat Saddle. Lucas Magneto.

EXTRAS.

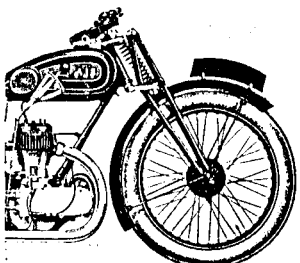
Speedometer (Smith's)
fitted to M5 and M12
Models—
Non-Trip £2 : 0 : 0
Trip ... £2 : 5 : 0

Hood for M1 and M2
Combinations—
£2 : 7 : 6

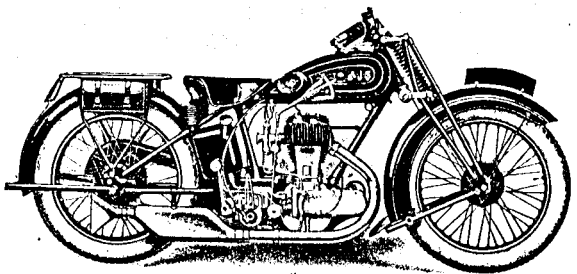
Left Hand Side-screen for
Model M1 Combination—
£0 : 17 : 6

Lucas No. 60 Bulb
Horn—
£0 : 11 : 6

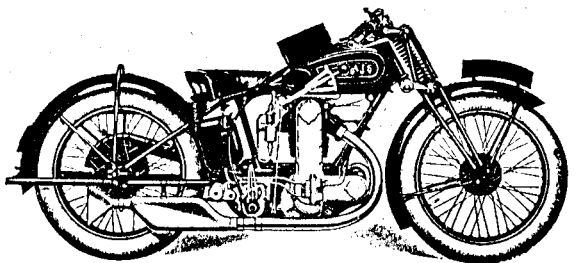
Lucas No. 63 Bulb
Horn—
£0 : 8 : 6



Lightweight Machine,
Price £39 : 17 : 6



The A.J.S. 4.98 h.p. De Luxe Side-Valve Touring
Machine, Model M9.
Price £54 : 0 : 0



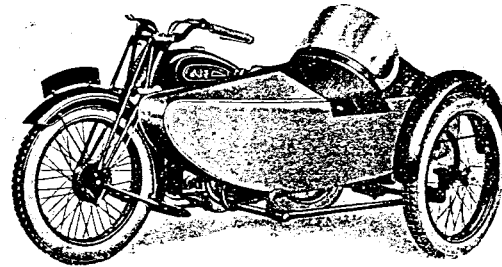
The A.J.S. 4.98 h.p. Overhead Camshaft Machine,
Model M10.
Price £72 : 0 : 0

(We reserve the right to modify or deviate from the above Specifications and
Prices without notice.)

Any Model supplied on the Hire Purchase System.

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A. J. S. SIDECARS—continued.



THE A.J.S. STANDARD SPORTS SIDECAR, TYPE MB 2.

As will be seen from the illustration, the design of this Sidecar is one that makes an instantaneous appeal to the sporting motor-cyclist, as it is of a distinctly "racy" appearance, but nevertheless possesses a degree of comfort not usually found in a body of this description. Suspension is by "C" springs back and front, and the body is covered with fabric, and upholstered in best quality materials. Equipment includes Windscreen and Apron.

Fitted on Lightweight Chassis (Type M 2 A) ...	PRICE	£ 17 : 5 : 0
Fitted on 4.98 h.p. Chassis (Type M 2 C) ...	PRICE	£ 18 : 15 : 0
Fitted on 9.96 h.p. Chassis (Type M 2 E) ...	PRICE	£ 19 : 15 : 0
Fitted on 9.96 h.p. Chassis (Type M 2 F) ...	PRICE	£ 19 : 0 : 0

THE A.J.S. SEMI-SPORTS SIDECAR, TYPE MU 2.

The body is of distinctive design, and will instantly appeal to all discriminating motor cyclists.

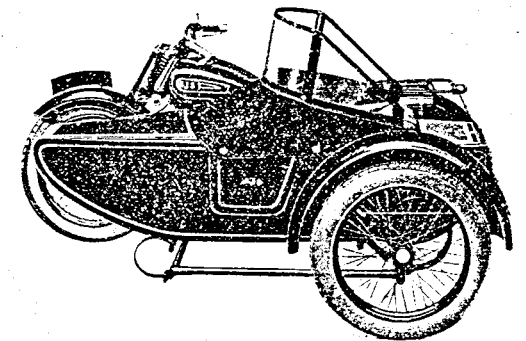
It is covered with a special durable weatherproof fabric.

The interior is artistically finished in leather cloth, and is of a semi-bucket seat type. This, combined with a well-sprung cushion, gives an extremely comfortable seating position.

A roomy locker is provided at the rear, the lid of which is covered with rubber matting and edged with nickel-plated beading, forming a substantial luggage grid.

Specification includes a good protective Screen, Carpet Mat and Waterproof Apron.

Fitted on Lightweight Chassis (Type M 2 A) ...	PRICE	£ 22 : 0 : 0
Fitted on 4.98 h.p. Chassis (Type M 2 C) ...	PRICE	£ 23 : 10 : 0
Fitted on 9.96 h.p. Chassis (Type M 2 E) ...	PRICE	£ 23 : 15 : 0
Fitted on 9.96 h.p. Chassis (Type M 2 F) ...	PRICE	£ 24 : 10 : 0



THE A. J. S. EXTENDED PAYMENT TERMS.

WE give below examples of how A.J.S. Motor-cycles can be acquired immediately without paying cash for the machine. A small deposit, and payments extended over a period of 12 months, makes the purchase of an A.J.S. the simplest of transactions, as this method of buying does not necessitate disturbing your capital.

EXAMPLES.

MODEL	LIST PRICE	DEPOSIT	12 MONTHLY PAYMENTS (EXCLUDING INSURANCE)
3.49 H.P. M 6 (Two-Port)	£ 54 10 0	£ 13 12 6	£ 3 14 11
9.96 H.P. de Luxe Combination, M 1 ...	£ 99 10 0	£ 24 17 6	£ 6 16 10
2.48 H.P. Lightweight, M 12	£ 39 17 6	£ 9 19 6	£ 2 15 8