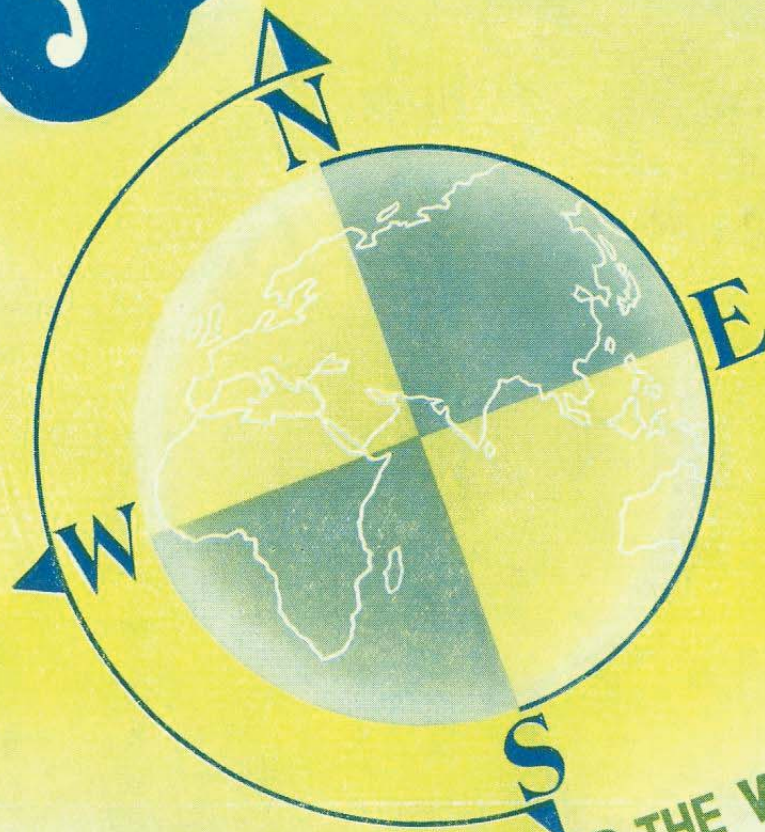


AJS



FAMOUS ALL OVER THE WORLD

MOTORCYCLES

1936



INTRODUCTION

A modern motorcycle, which will take its rider for many thousands of miles at high speed with practically no attention beyond re-filling with oil and petrol is a remarkable piece of engineering work. The satisfaction which will be obtained from a motorcycle cannot be judged by its external appearance, since it depends on the experience of those who have designed it, on the skill of the workmen who have made it and on the technical equipment of the Factory in which it is manufactured. It is impossible to judge such factors from the outside appearance of the motorcycle or from the specification contained in even the most detailed of catalogues, consequently, the prospective buyer is dependent upon the reputation of the manufacturers of the machine.

"A.J.S." motorcycles have been famous for nearly a quarter of a century. They are designed by men with a lifetime of experience in the motorcycle industry, and they are made by highly skilled British workmen in a large and up-to-date Factory equipped with the latest precision machinery and organised for controlled production. In deciding on an "A.J.S." the motorcyclist ensures for himself the ownership of a motorcycle of the highest possible quality and is thus assured in advance of many thousands of miles of trouble-free and pleasurable riding.

The 1936 "A.J.S." Models described in this catalogue are the the most up-to-date examples of the motorcycle designers' art. While incorporating every modern feature which has proved to be for the benefit of the rider, they contain no experimental or untried features, since it is the "A.J.S." policy to put reliability first and foremost and to uphold the "A.J.S." reputation for perfection in detail.

There are Models suitable for all purposes ; for touring or racing, for reliability trials and for commercial use. The "A.J.S." reputation for high speed machines is worthily upheld by the latest Trophy Models, while the "A.J.S." Big Twin is now recognised as the standard machine for Police and Army use in many Overseas countries as well as amongst the Police Authorities in England.

Behind the reputation of the "A.J.S." stands not only the "A.J.S." factory organisation, but a large body of enthusiastic "A.J.S." Dealers, who are to be found in every country throughout the World where road conditions make the use of a motorcycle possible. The owner of an "A.J.S." has at his disposal the willing services of this wide circle of "A.J.S." Dealers and Service Representatives to assist him wherever he may travel.

"All prices and specifications are subject to alteration without notice and all Motorcycles and/or Side Cars together with equipment are sold subject to the limited guarantee printed on page 20 of this catalogue."

A.J.S. MOTOR CYCLES

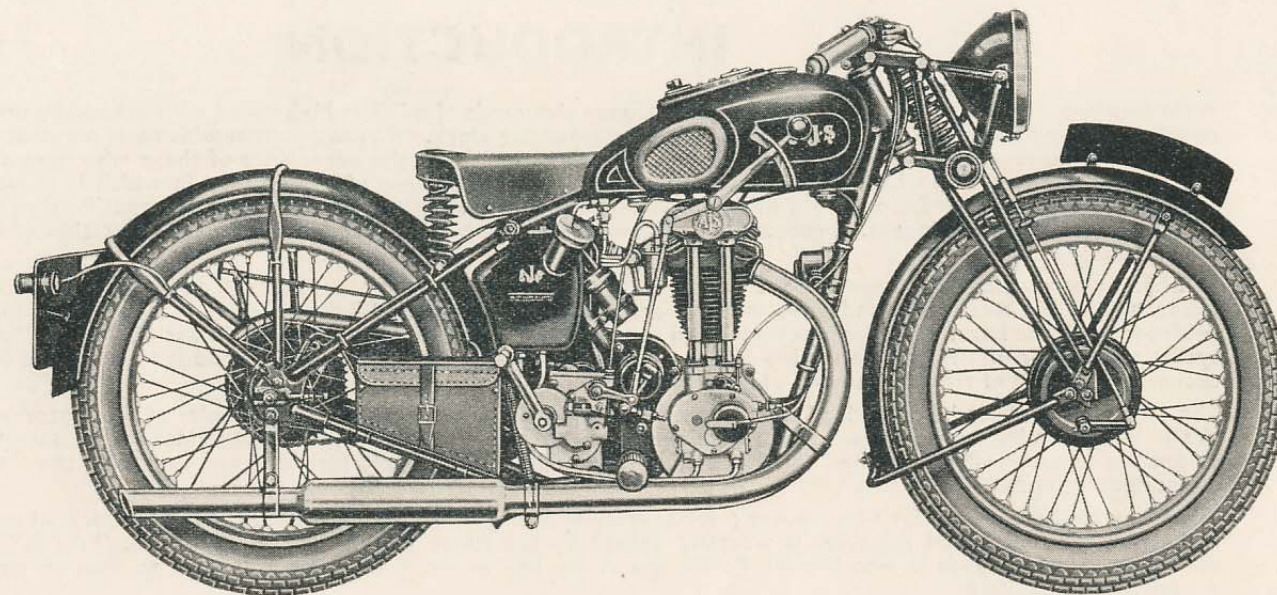
Proprietors: MATCHLESS MOTOR CYCLES (COLLIERS) LTD.

**PLUMSTEAD ROAD
LONDON - - S.E.18**

Telephone : WOOLWICH 1010
Codes : A.B.C. 5th EDITION
A.B.C. 6th EDITION. BENTLEYS

Telegrams :
"ICANHOPIT-WOL-LONDON"
Cables : "ICANHOPIT-LONDON"

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MODEL 36/12—2.46 H.P. SINGLE PORT O.H.V.

SPECIFICATION

ENGINE. Of "A.J.S." manufacture and design. Highly efficient engine with overhead valves, down draught inlet port, enclosed valve and rocker gear, "Lo-ex" alloy piston, improved roller bearing big end, twin-camshaft timing gear running in oil-bath. All latest improvements embodied to ensure absolute reliability, complete efficiency and high power output. Bore 62.5 mm. Stroke 80 mm. Capacity 246 c.c.

LUBRICATION. Full dry sump system with pressure-type fabric oil filter, which removes all impurities, and can be easily removed for cleaning.

GEARBOX. Four-speed gearbox. Ratios: 6.17, 8.62, 11.1, 18.3 to 1. Entirely enclosed foot-starter mechanism. Handgear change is standard, but foot change can be fitted at an extra charge of 12/6.

TRANSMISSION. By chain throughout. Front chain running in oil-bath, and rear chain adequately protected by guard having back panel.

CARBURETTER. "Amal" two-lever semi-automatic carburetter. Throttle control operated by twist grip.

EXHAUST SYSTEM. Large diameter exhaust pipe with tubular silencer and tail pipe. A normal low exhaust pipe or upswept competition pipe can be fitted at option.

FRAME. Sturdy duplex loop frame with single down tube. Forged rear fork ends.

FRONT FORKS. Centre barrel spring pattern. Shock absorber adjustable by hand.

PETROL TANK. Improved design Petrol tank in usual "A.J.S." Black and Gold finish. Flush fitting Instrument Panel in top of tank. The tank has been deepened considerably and has a capacity of approximately 2½ gallons.

OIL TANK. Redesigned and of very neat appearance. Quick-action filler cap and capacity increased to half a gallon.

HANDLEBARS. Adjustable semi-sports pattern with controls integral. Finish: Black enamel, with chromium-plated levers.

SADDLE. "Lycett" flexible large top, improved three-point mounting.

TYRES. 26 in. x 3.25 in. Studded Cord tyres.

BRAKES. Internal expanding front and rear, fitted with hand adjusters, dust and water excluders. Cooling fins fitted to front brake drum. Improved rear brake drum and rear sprocket cast in one piece in Chromium Alloy. Both brakes very smooth and progressive in action.

WHEELS. Wheel rims heavily chromium-plated. Adjustable taper roller bearings to both wheels.

STANDS. Easily operated centre stand. Front—tubular steel bolted to front mudguard.

MUDGUARDS. Dome section. Rear, with detachable back portion to facilitate wheel removal.

EQUIPMENT. Full kit of tools, grease gun and tyre inflator.

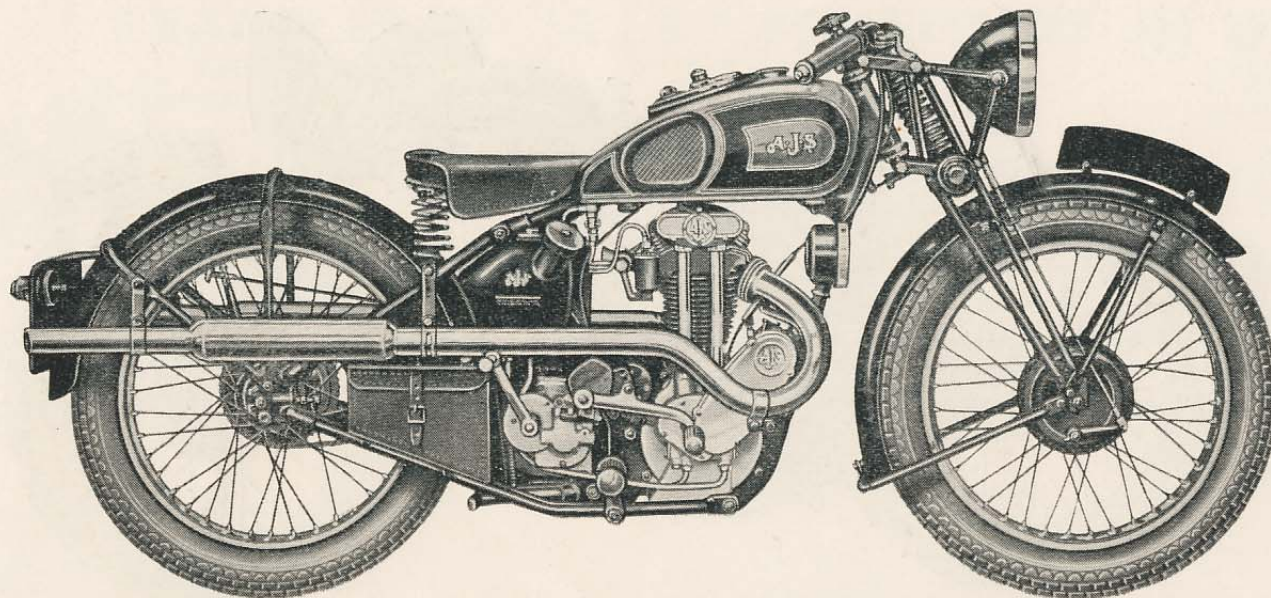
PRICE

including Dynamo-coil electric lighting and ignition set, instrument panel in tank and electric horn.

38 Guineas

When ordering it is essential to state whether high or low exhaust pipe is required. Unless otherwise instructed this machine will be supplied with hand gear change.

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MODEL 36/22—2.46 H.P. TWO PORT O.H.V.

PRICE :

Including Electric Lighting set and Electric Horn.

43 Guineas

If desired this model can be supplied at the same price with single port head, in which case specify model 36/22 S.

When ordering it is essential to state whether high or low exhaust pipes are required. Unless otherwise instructed this machine will be supplied with hand gear change.

SPECIFICATION

ENGINE. Of "A.J.S." manufacture and design with two-port cylinder head. Highly efficient engine with overhead valves, down draught inlet port, enclosed valve and rocker gear, "Lo-ex" alloy piston, roller bearing big end, twin-camshaft timing gear running in oil-bath. All latest improvements embodied to ensure absolute reliability, complete efficiency and high power output. Bore 62.5 mm. Stroke 80 mm. Capacity 246 c.c.

LUBRICATION. Full dry sump system with pressure-type fabric oil filter, which removes all impurities, and can easily be removed for cleaning.

GEARBOX. Four-speed gearbox. Ratios : 6.17, 8.62, 11.1, 18.3 to 1. Entirely enclosed foot-starter mechanism. Hand gear change is standard, but foot change can be fitted at an extra charge of 12/6.

TRANSMISSION. By chain throughout. Front chain running in oil-bath, and rear chain adequately protected by guard having back panel.

CARBURETTER. "Amal" two-lever semi-automatic carburetter. Throttle control operated by twist grip.

EXHAUST SYSTEM. Large diameter twin exhaust pipes with tubular silencers and tail pipes. Normal low exhaust pipes or upswept competition pipes can be fitted at option.

ELECTRICAL EQUIPMENT. Ignition by separate Lucas magneto placed in front of the engine and protected by effective shield. Magneto driven by chain in enclosed cast aluminium chaincase. Electric Lighting by Lucas dynamo at rear of engine driven by chain in oil-bath front chaincase. Large Lucas battery. Extra large head-lamp of latest type.

FRAME. Sturdy duplex loop frame with single down tube.

FRONT FORKS. Centre barrel spring pattern. Shock absorber adjustable by hand. Hand-controlled steering damper included in standard specification.

PETROL TANK. Chromium-plated with black panels and gold lines in the design familiar on "A.J.S. De Luxe" Models. Instrument panel on top of tank includes detachable inspection light in addition to switch and ammeter and provision for clock. The petrol tank has been deepened considerably and has a capacity of 2½ gallons approximately.

OIL TANK. Redesigned and of very neat appearance. Quick-action filler cap and capacity increased to half a gallon.

HANDLEBARS. Adjustable semi-sports pattern with controls integral. Finish : Black enamel with chromium-plated levers.

SADDLE. "Lycett" flexible large top, improved three-point mounting.

TYRES. 26 in. x 3.25 in. studded cord tyres.

BRAKES. Internal expanding front and rear, fitted with hand adjusters, dust and water excluders. Cooling fins fitted to front brake drum. Improved rear brake drum and rear sprocket cast in one piece in Chromium Alloy. Both brakes very smooth and progressive in action.

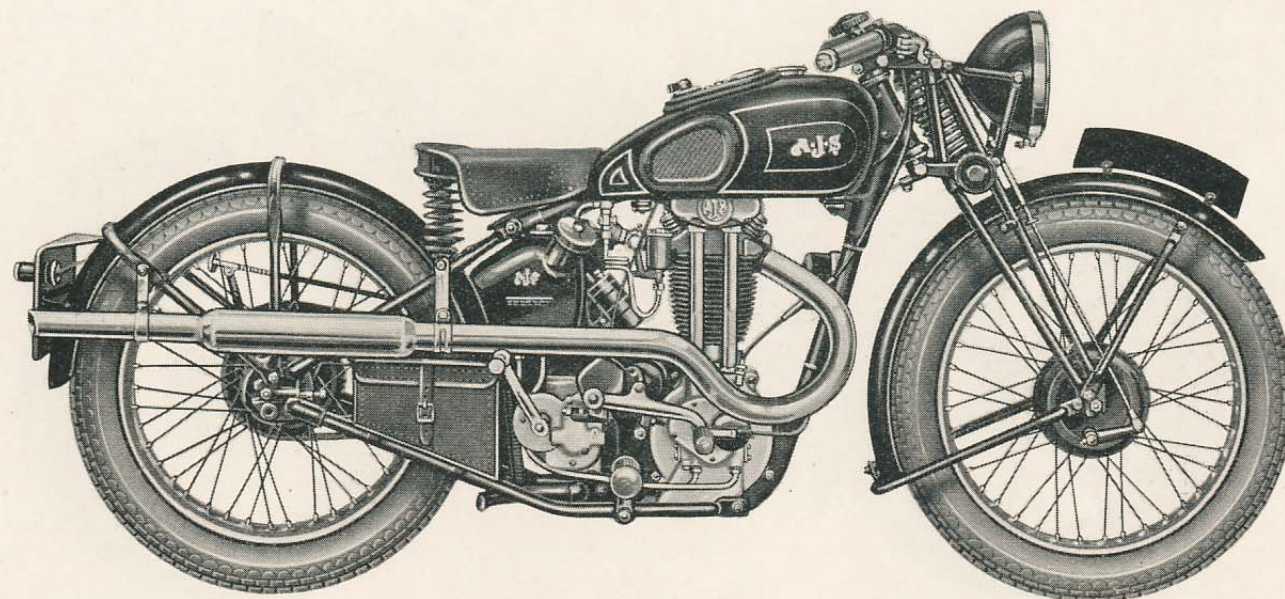
WHEELS. Wheel rims heavily chromium-plated. Adjustable taper roller bearings to both wheels.

STANDS. Easily operated centre stand. Front—tubular steel bolted to front mudguard.

MUDGUARDS. Dome section. Rear, with detachable back portion to facilitate wheel removal.

EQUIPMENT. Full kit of tools, grease gun and tyre inflator.

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MODEL 36/16—3.47 H.P. SINGLE PORT O.H.V.

SPECIFICATION

ENGINE. Of "A.J.S." design and manufacture. Highly efficient vertical engine with overhead valves. Similar in all respects to the 36/12, but having a larger cubic capacity. Bore 69 mm. Stroke 93 mm. Cubic capacity 347 c.c.

LUBRICATION. Full dry sump system with fabric oil filter.

GEARBOX. Four-speed gearbox. Ratios: 5.52, 7.73, 9.88, 16.4 to 1. Completely enclosed foot-starter mechanism. Hand-gear change is standard, but foot gear change can be fitted at an extra charge of 12/6

TRANSMISSION. By chain throughout. Front chain running in oil-bath, and rear chain adequately protected by guard having back panel.

CARBURETTER. "Amal" two-lever, semi-automatic carburetter. Throttle control operated by twist grip.

EXHAUST SYSTEM. Large diameter exhaust pipe with tubular silencer and tail pipe. A normal low exhaust pipe, or upswept competition pipe can be fitted at option.

FRAME. Sturdy duplex loop frame with single down tube.

FRONT FORKS. Centre barrel spring pattern. Hand adjustable shock absorber. Incorporated multi-plate steering damper, also adjustable by hand.

PETROL TANK. Improved design Petrol Tank in usual "A.J.S." Black and Gold finish. Flush fitting Instrument Panel in top of tank. The tank has been deepened considerably and has a capacity of approximately 2½ gallons.

OIL TANK. Redesigned and of very neat appearance. Quick-action filler cap and capacity increased to half a gallon.

HANDLEBARS. Adjustable semi-sports pattern with controls integral. Finish: Black enamel, with chromium-plated levers.

SADDLE. "Lycett" flexible large top, improved three-point mounting.

TYRES. Studded Cord, 26 in. × 3.25 in.

BRAKES. Internal expanding front and rear, fitted with hand adjusters, dust and water excluders. Cooling fins fitted to front brake drum. Improved rear brake drum and rear sprocket cast in one piece in Chromium Alloy. Both brakes very smooth and progressive in action.

WHEELS. Wheel rims heavily chromium-plated. Adjustable taper roller bearings to both wheels.

STAND. Conveniently operated centre stand. Front—tubular steel, bolted to front mudguard.

MUDGUARDS. Dome section, rear with detachable back portion to facilitate wheel removal.

EQUIPMENT. Full kit of tools, grease gun and tyre inflator.

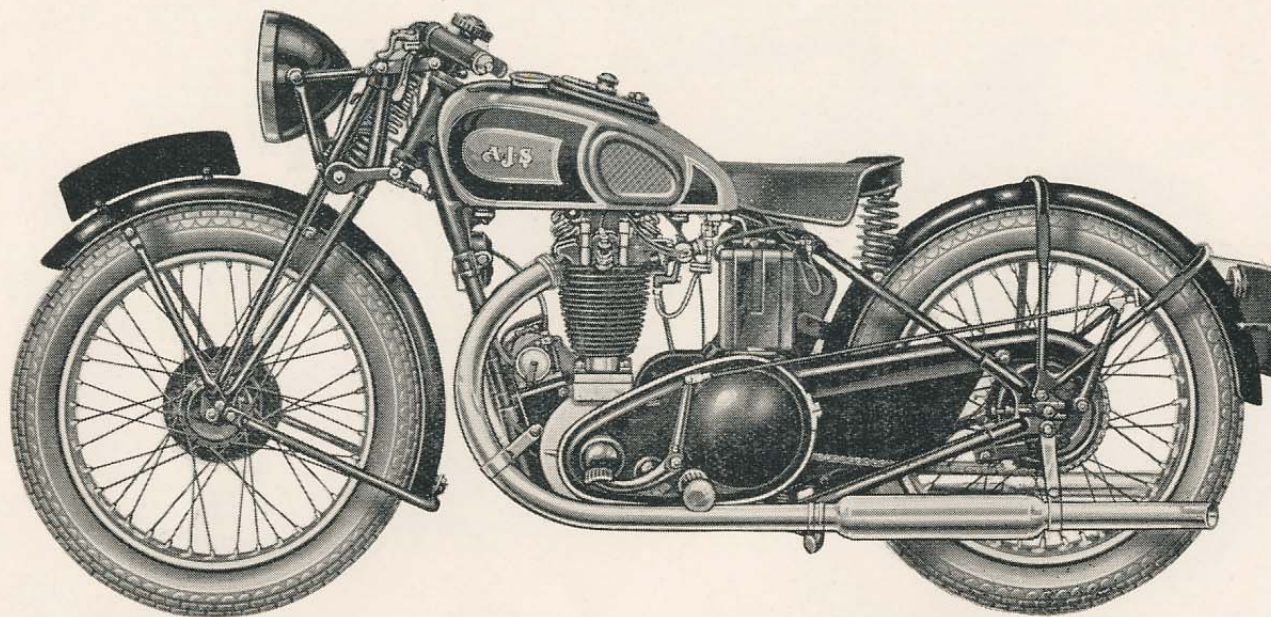
PRICE :

Including Dynamo-coil Electric Lighting and ignition set, instrument panel in tank and electric horn.

40 Guineas

When ordering it is essential to state whether high or low exhaust pipe is required. Unless otherwise instructed this machine will be supplied with hand gear change.

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MODEL 36/26—3.47 H.P. TWO PORT O.H.V.

PRICE :

Including electric lighting set and electric horn.

46 Guineas

If desired this model can be supplied at the same price with single port head, in which case specify model 36/26 S.

When ordering it is essential to state whether high or low exhaust pipes are required. Unless otherwise instructed this machine will be supplied with hand gear change.

ENGINE. Of "A.J.S." design and manufacture, with two-port cylinder head. Highly efficient vertical engine with overhead valves. Similar in all respects to the 36/22, but having a larger cubic capacity. Bore 69 mm. Stroke 93 mm. Cubic capacity 347 c.c.

LUBRICATION. Full dry sump system with fabric oil filter.

GEARBOX. Four-speed gearbox. Ratios : 5.52, 7.73, 9.88, 16.4 to 1. Completely enclosed foot-starter mechanism. Hand gear change is standard, but foot gear change can be fitted at an extra charge of 12/6.

TRANSMISSION. By chain throughout. Front chain running in oil-bath, and rear chain adequately protected by guard having back panel.

CARBURETTER. "Amal" two-lever, semi-automatic carburetter. Throttle control operated by twist grip.

EXHAUST SYSTEM. Large diameter twin exhaust pipes with tubular silencers and tail pipes. Normal low exhaust pipes or upswept competition pipes can be fitted at option.

ELECTRICAL EQUIPMENT. Ignition by separate Lucas magneto placed in front of the engine and protected by effective shield. Magneto driven by chain in enclosed cast aluminium chaincase. Electric Lighting by Lucas dynamo at rear of engine driven by chain in oil-bath front chaincase. Large Lucas battery. Extra large head-lamp of latest type.

FRAME. Sturdy duplex loop frame with single down tube.

FRONT FORKS. Centre barrel spring pattern. Hand adjustable shock absorber. Incorporated multi-plate steering damper, also adjustable by hand.

SPECIFICATION

PETROL TANK. Chromium-plated with black panels and gold lines in the design familiar on "A.J.S. De Luxe" Models. Instrument panel on top of tank includes detachable inspection light in addition to switch and ammeter and provision for clock. The Petrol tank has been deepened considerably and has a capacity of 2½ gallons approximately.

OIL TANK. Redesigned and of very neat appearance. Quick-action filler cap and capacity increased to half a gallon.

HANDLEBARS. Adjustable semi-sports pattern with controls integral. Finish : Black enamel, with chromium-plated levers.

TYRES. Studded Cord, 26 in. x 3.25 in.

BRAKES. Internal expanding front and rear, fitted with hand adjusters, dust and water excluders. Cooling fins fitted to front brake drum. Improved rear brake drum and rear sprocket cast in one piece in Chromium Alloy. Both brakes very smooth and progressive in action.

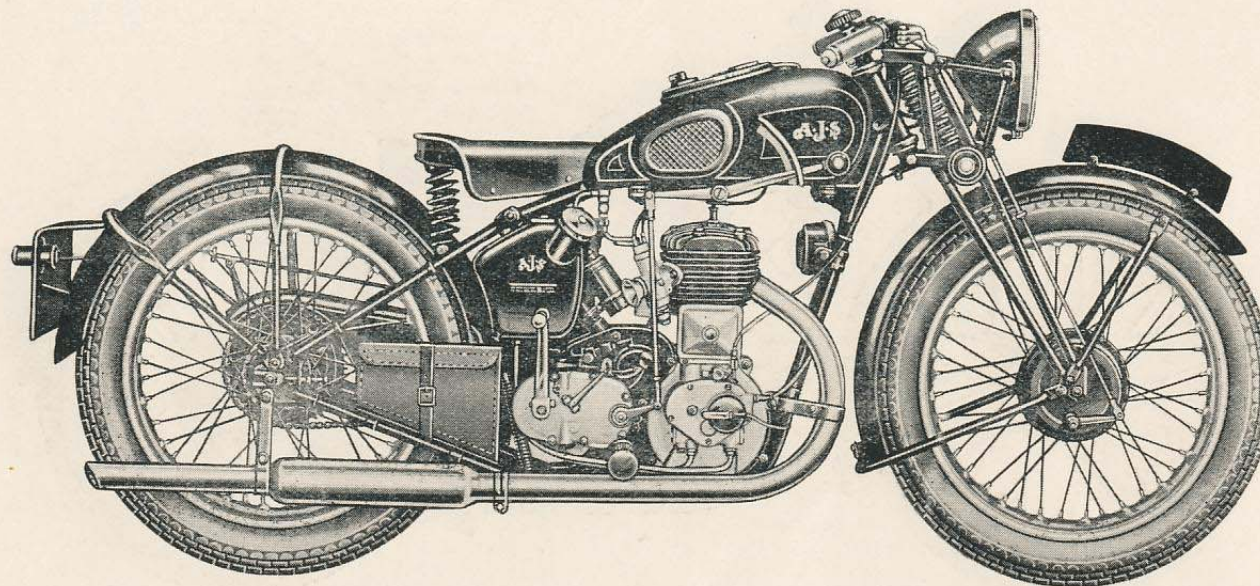
WHEELS. Wheel rims heavily chromium-plated. Adjustable taper roller bearings to both wheels.

STAND. Conveniently operated centre stand. Front—tubular steel, bolted to front mudguard.

MUDGUARDS. Dome section, rear with detachable back portion to facilitate wheel removal.

EQUIPMENT. Full kit of tools, grease gun and tyre inflator.

AJS



MODEL 36/4—4.98 H.P. SIDE VALVE

SPECIFICATION

ENGINE. High-efficiency side-valve engine with Car type detachable cylinder head and latest turbulent combustion space. "Lo-ex" piston, twin camshaft timing gear. Valves and tappet gear entirely enclosed. Efficient shock absorber on engine shaft. Bore 82.5 mm. Stroke 93 mm. Capacity 498 c.c.

LUBRICATION. Full dry sump system with fabric filter.

CARBURETTER. "Amal" feeding engine through latest design "straight-flow" inlet port.

GEARBOX. Heavyweight four-speed gearbox, hand controlled. Gear ratios: 5.05 top, 6.2 third, 8.9 second, 13.6 to 1 bottom.

TRANSMISSION. Oil-bath front chaincase. Rear chain adequately protected by chain guard.

EXHAUST SYSTEM. Large diameter exhaust pipe with tubular silencer and tail pipe.

STANDS. Spring-up centre stand and separate front wheel stand.

PETROL TANK. Improved design petrol tank in usual "A.J.S." Black and Gold finish. Flush fitting Instrument Panel in top of tank. The tank has been deepened considerably and has a capacity of approximately 2½ gallons.

OIL TANK. Redesigned and of very neat appearance. Quick-action filler cap and capacity increased to half a gallon.

SPRING FORKS. Centre barrel type with hand adjustable shock absorber, steering damper incorporated also adjustable by hand.

WHEELS. Heavily chromium-plated rims, both wheel hubs fitted with adjustable taper roller bearings.

BRAKES. Internal expanding front and rear, fitted with hand adjusters, dust and water excluders. Cooling fins fitted to front brake drum. Improved rear brake drum and rear sprocket cast in one piece in Chromium Alloy. Both brakes very smooth and progressive in action.

TYRES. 26 in. x 3.25 in. Studded Cord.

MUDGUARDS. Dome section, detachable back portion on rear guard to facilitate wheel removal.

SADDLE. "Lycett" Aero spring seat, three-point suspension.

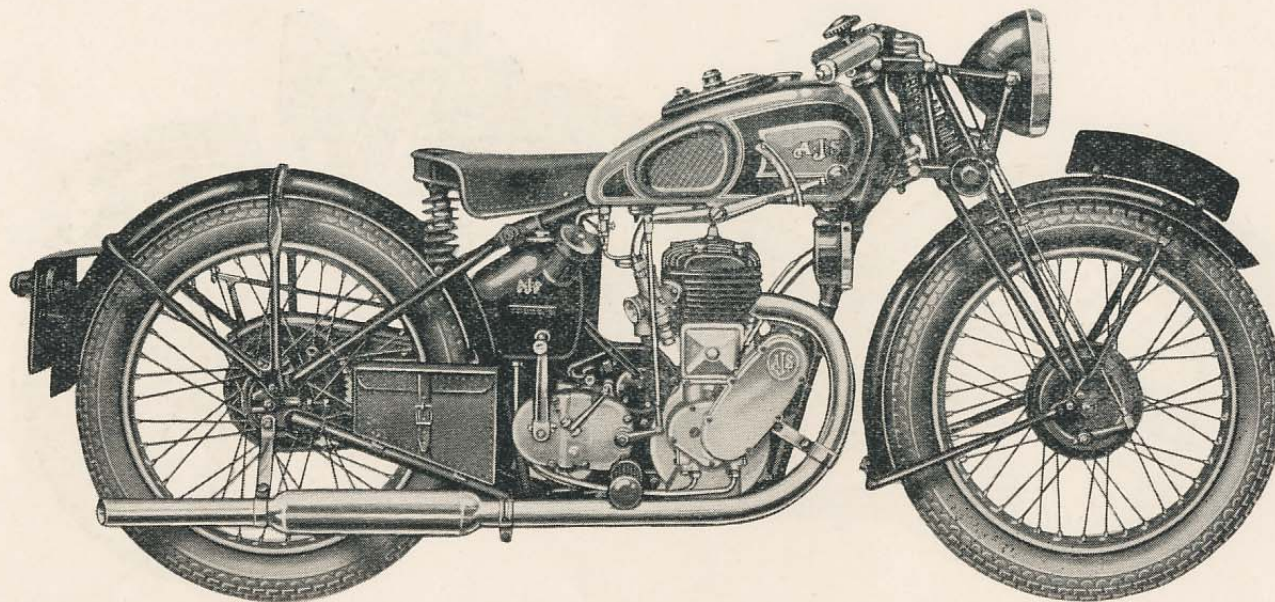
EQUIPMENT. Includes full set of tools, grease gun and tyre inflator.

PRICE :

Including Dynamo-coil electric lighting and ignition set, instrument panel in tank, and electric horn.

48 Guineas

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MODEL 36/14—4.98 H.P. SIDE VALVE

SPECIFICATION

ENGINE. High-efficiency side-valve engine with Car type detachable cylinder head and latest semi-turbulent combustion space. "Lo-ex" piston, twin-camshaft timing gear. Valves and tappet gear entirely enclosed. Efficient shock absorber on engine shaft. Bore 82.5 mm. Stroke 93 mm. Capacity 498 c.c.

LUBRICATION. Full dry sump system with fabric oil filter.

CARBURETTER. "Amal" feeding engine through latest design "straight-flow" inlet port.

GEARBOX. Heavyweight four-speed gearbox, hand controlled. Gear ratios: 5.05 top, 6.2 third, 8.9 second, 13.6 to 1 bottom.

TRANSMISSION. Oil-bath front chaincase. Rear chain adequately protected by chain guard.

EXHAUST SYSTEM. Large diameter exhaust pipe with tubular silencer and tail pipe.

STANDS. Spring-up centre stand and separate front wheel stand.

PETROL TANK. Chromium-plated with black panels and gold lines in the design familiar on "A.J.S. De Luxe" Models. Instrument panel on top of tank includes detachable inspection light in addition to switch and ammeter and provision for clock. The Petrol tank has been deepened considerably and has a capacity of 2½ gallons approximately.

ELECTRICAL EQUIPMENT. Ignition by separate Lucas magneto placed in front of the engine and protected by effective shield. Magneto driven by chain in enclosed cast aluminium chaincase. Electric Lighting by Lucas dynamo at rear of engine driven by chain in oil-bath front chaincase. Large Lucas battery. Extra large head-lamp of latest type.

OIL TANK. Redesigned and of very neat appearance. Quick-action filler cap and capacity increased to half a gallon.

HANDLEBARS. Adjustable semi-sports pattern with controls integral. Finish: Black enamel, with chromium-plated levers.

SADDLE. "Lycett" flexible top, improved three-point mounting.

TYRES. 26 in. x 3.25 in. Studded Cord tyres.

BRAKES. Internal expanding front and rear, fitted with hand adjusters, dust and water excluders. Cooling fins fitted to front brake drum. Improved rear brake drum and rear sprocket cast in one piece in Chromium Alloy. Both brakes very smooth and progressive in action.

WHEELS. Wheel rims heavily chromium-plated. Adjustable taper roller bearings to both wheels.

STANDS. Easily operated centre stand, and separate front wheel stand.

MUDGUARDS. Dome section. Rear with detachable back portion to facilitate wheel removal.

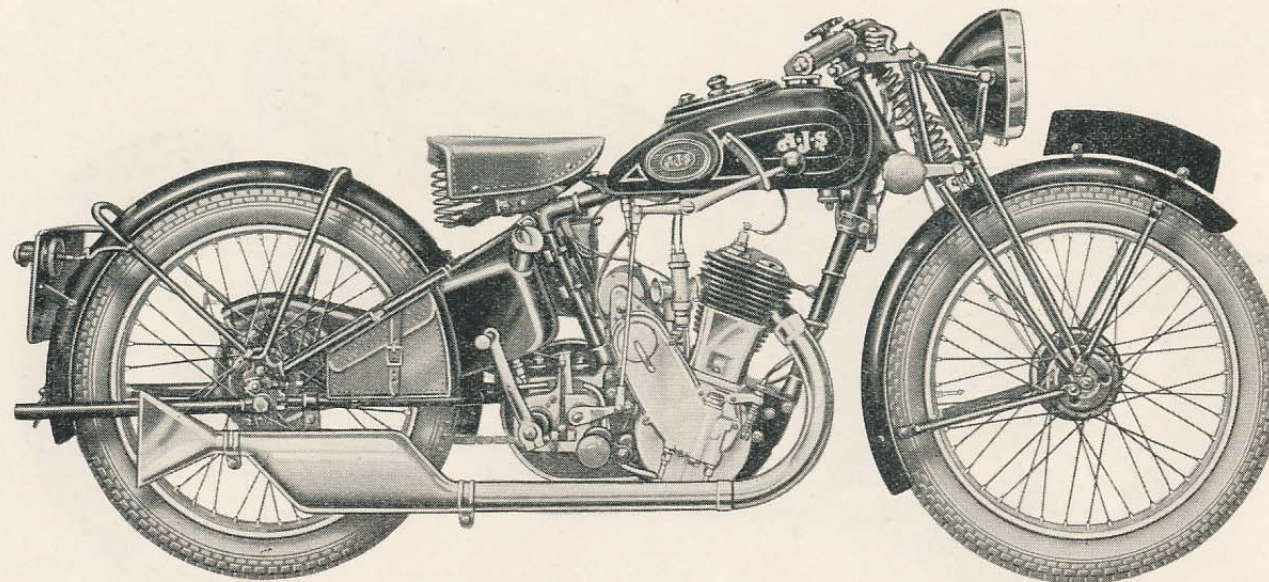
EQUIPMENT. Full kit of tools, grease gun and tyre inflator.

PRICE :

Including electric lighting, electric horn and instrument panel.

50 Guineas

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MODEL 36/5—3.49 H.P. SIDE VALVE

SPECIFICATION

ENGINE. Of "A.J.S." design and manufacture. Single-cylinder, side-by-side valves. Adjustable mechanical lubrication by gear driven pump integral with magneto chain cover. Aluminium alloy piston with four rings and fully floating gudgeon pin. Roller bearing big end, double row ball bearing to driving side, and single row bearing to timing side shafts. Fully enclosed valve and tappet gear. Inspection disc in magneto chain cover to give easy access to vernier setting device for ignition timing. Bore 74 mm. Stroke 81 mm. Capacity 349 c.c.

GEARBOX. Four-speed gearbox made to "A.J.S." design. Ratios : 5.8, 8.1, 10.4, 17.2 to 1.

CLUTCH. Single-plate clutch with sensitive hand control. Adjusters on both cable and push rod.

TRANSMISSION. Chain—size $\frac{1}{2}$ in. \times .305 in. Front chain completely enclosed in oil-bath chaincase. Rear chain adequately protected by chain guard.

CARBURETTER. "Amal" needle type, with throttle stop and twist grip control.

FRONT FORKS. Centre barrel spring type with hand adjustable shock absorber. Multi-plate steering damper incorporated, also adjustable by hand.

HANDLEBARS. Adjustable semi-sports type, with controls integral. Black enamel finish with chromium-plated levers.

WHEELS. Wheel rims heavily chromium-plated. Adjustable taper roller bearings to both wheels.

TYRES. 25 in. \times 3 in. Studded Cord tyres.

BRAKES. Internal expanding front and rear, both 5 $\frac{1}{2}$ in. diameter, fitted with hand adjusters, water and dust excluders. Very powerful and progressive in action.

SADDLE. "Lycett" flexible top, adjustable in all directions.

FOOTRESTS. Adjustable, affording a wide range of positions.

TANKS. Petrol tank, usual "A.J.S." Black and Gold finish. Capacity 1 $\frac{3}{4}$ gallons. Flush-fitting instrument panel. Oil tank—capacity 3 $\frac{1}{2}$ pints.

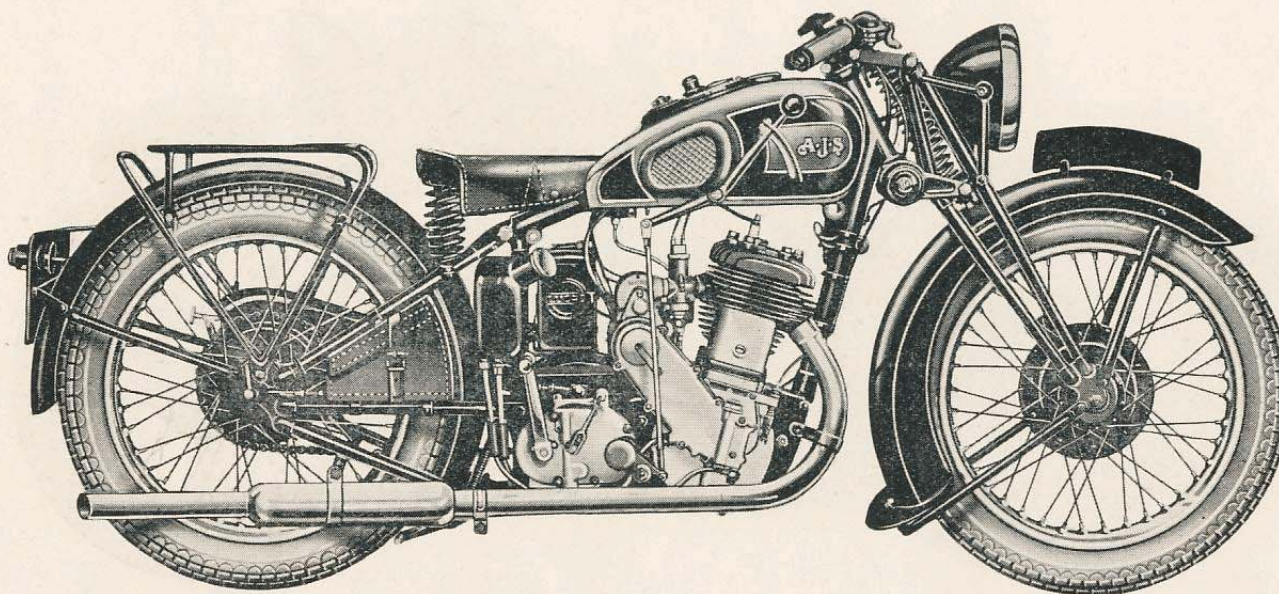
EQUIPMENT. Includes full set of tools, grease gun, and tyre inflator.

PRICE :

Including Lucas Magdyno lighting set with instrument panel and electric horn.

45 Guineas

AJS



MODEL 36/9—4.98 H.P. SIDE VALVE DE LUXE

PRICE :

Including Lucas Magdyno electric lighting set, instrument panel in tank and Lucas electric horn.

54 Guineas

ENGINE. Of "A.J.S." design and manufacture. Inclined single-cylinder, side by side valves. Adjustable mechanical lubrication by gear driven pump integral with magneto chain cover. Detachable aluminium alloy cylinder head, which, when removed leaves the valves *in situ*. Enclosed tappets, valve gear and exhaust valve lifter mechanism. Aluminium alloy piston with fully floating gudgeon pin and four rings. Roller bearing big end, single row ball bearing to timing side mainshaft and double row ball bearing to driving side mainshaft. Inspection disc on magneto chain cover to give easy access to vernier setting device for ignition timing. Bore 84 mm. Stroke 90 mm. Capacity 498 c.c.

GEARBOX. Four-speed constant mesh gearbox made to "A.J.S." design. Ratios : 5, 6.9, 8.8, 13.35 to 1.

CLUTCH. Multi-plate clutch, cable adjuster provided.

FRAME. Semi-cradle with duplex chain stays and torque tubes, sidecar lugs made integral.

FRONT FORKS. Centre barrel spring type, smooth action, adjustable spindles and hand adjustable shock absorbers. Hand adjusted multi-plate steering damper.

HANDLEBARS. Adjustable "clean" type with integral controls, including twist grip and steering damper control knob. Black finish with chromium fittings.

SPECIFICATION

WHEELS. Rear wheel "A.J.S." patent, quickly detachable, with locking device on sleeve bolts. Adjustable taper roller bearings to both wheel hubs. Rims chromium-plated.

TYRES. 26 in. \times 3.25 in. Studded Cord.

MUDGUARDS. Rear hinged for quick wheel removal. Front fully valanced.

CARBURETTER. "Amal" needle type with throttle stop and pilot jet.

FOOTRESTS. Footrest arms adjustable to wide range of positions, rubber covered and of sturdy design.

BRAKES. Both 7 in. diameter, brake drums of special iron alloy, front with cooling fins. Both fitted with dust and water excluders and finger adjustment.

TRANSMISSION. "Renold" chain, primary $\frac{1}{2}$ in. \times .305 in. running in oil-bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain "Renold" $\frac{1}{2}$ in. \times $\frac{1}{2}$ in. fitted with top half chain cover.

SADDLE. "Lycett" soft top with three-point suspension, adjustable backwards and forwards.

STANDS. Central spring-up. Front—tubular steel bolted to front mudguard.

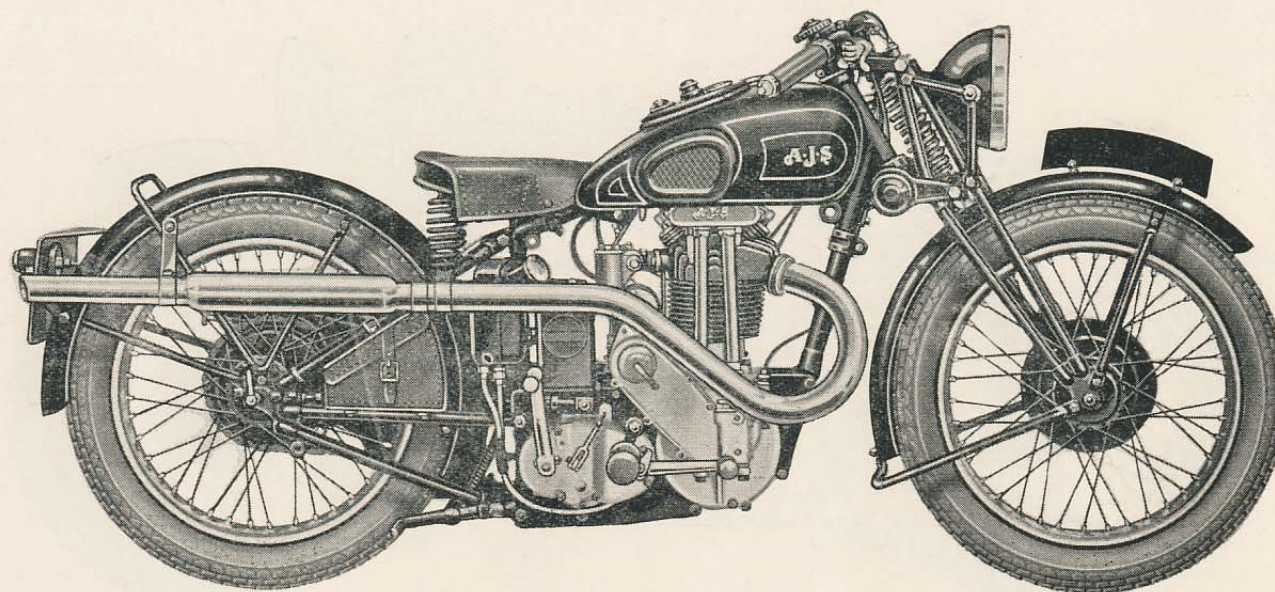
PETROL TANK. Chromium-plated and Black finish, with flush-fitting instrument panel. Capacity $2\frac{1}{2}$ gallons. Quick-action filler cap.

OIL TANK. Capacity $4\frac{1}{2}$ pints. Quick-action filler cap.

REAR CARRIER. Detachable, made of welded steel tubing.

EQUIPMENT. Full kit of tools, grease gun and tyre inflator.

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MODEL 36/18—4.98 H.P. SINGLE PORT O.H.V.

SPECIFICATION

ENGINE. Of "A.J.S." design and manufacture. Vertical single-cylinder with overhead valves. Adjustable mechanical lubrication by gear driven pump integral with magneto chain cover. Compression ratio 6 to 1. Single-port cylinder head. Duralumin rocker arms, tappet tubes and small end bush. Roller bearing big ends, single row ball bearing to timing side, and double row ball bearing to driving side mainshaft. Totally enclosed rocker gear and tappet tubes. Vernier setting device for ignition timing. Bore 84 mm. Stroke 90 mm. Capacity 498 c.c.

GEARBOX. Four-speed gear made to "A.J.S." design. Ratios: 5, 6.3, 7.85 and 13.25 to 1. Foot control only supplied on these Models.

CLUTCH. Multi-plate clutch, finger-operated cable adjuster provided.

FRAME. Semi-cradle with duplex chain stays and torque tubes, sidecar lugs made integral.

FRONT FORKS. Centre barrel spring type, smooth action, improved pattern adjustable spindles, and hand adjustable shock absorber. Hand adjusted multi-plate steering damper.

HANDLEBARS. Adjustable "clean" type with integral controls, including twist grip and steering damper control knob. Black finish with chromium fittings.

EXHAUST SYSTEM. With normal downswept exhaust pipe, round type silencer and tail pipe or upswept competition pipe at option.

WHEELS. Rear wheel—"A.J.S." patent, quickly detachable with locking device on sleeve bolts. Adjustable taper roller bearings to both wheel hubs, chromium-plated rims.

TYRES. 26 in. × 3.25 in. Studded Cord.

MUDGUARDS. Rear hinged for quick wheel removal. Front semi-sports type.

CARBURETTER. "Amal" needle type with throttle stop and pilot jet.

FOOTRESTS. Footrest arms adjustable to wide range of positions, rubber covered and of sturdy design.

BRAKES. Both 7 in. diameter. Brake drums of special iron alloy, front with cooling fins. Both fitted with dust and water excluders and finger adjustment.

TRANSMISSION. "Renold" chain, primary $\frac{1}{2}$ in. × .305 in. running in oil-bath. Efficient shock absorber, fitted to engine shaft, also running in oil. Rear chain "Renold" $\frac{1}{2}$ in. × $\frac{1}{8}$ in. fitted with efficient top half chain cover.

SADDLE. "Lycett" soft top with three-point suspension, adjustable backwards and forwards.

STANDS. Centre spring-up. Front—tubular steel bolted to front mudguard.

PETROL TANK. Of improved design being larger and deeper in appearance. Finished in Black and Gold, with flush fitting instrument panel containing switch and ammeter, with provision for Smith's 8-day clock.

OIL TANK. Capacity $4\frac{1}{2}$ pints. Quick-action filler cap.

EQUIPMENT. Full kit of tools, grease gun and tyre inflator.

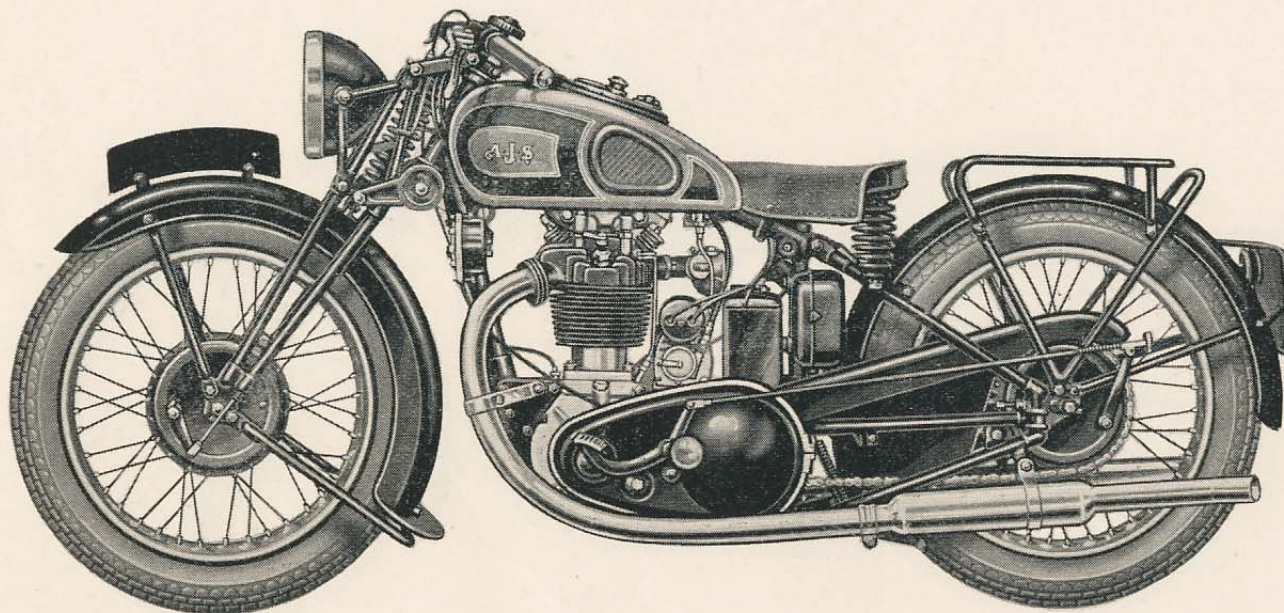
PRICE :

Including Lucas Magdyno electric lighting set, instrument panel in tank and Lucas electric horn.

55 Guineas

When ordering it is essential to state whether high or low exhaust pipe is required.

ent was created for free distribution in the AJS/Matchless Egroups -



MODEL 36/8—4.98 H.P. TWO-PORT DE LUXE O.H.V.

PRICE :

Including Lucas Magdyno electric lighting set, instrument panel in tank and Lucas electric horn.

60 Guineas

When ordering it is essential to state whether high or low exhaust pipes are required.

SPECIFICATION

ENGINE. Of "A.J.S." design and manufacture. Vertical single-cylinder with overhead valves. Adjustable mechanical lubrication by gear driven pump integral with magneto chain cover. Down-draught inlet port. Two-port detachable cylinder head, duplex valve springs. Duralumin rocker arms, tappet tubes and small end bush. Aluminium alloy piston with fully floating gudgeon pin and four rings. Roller bearing big end, single row ball bearing to timing side mainshaft and double row ball bearing to driving side mainshaft. Totally enclosed rocker gear, tappet tubes and exhaust valve lifter mechanism. Inspection disc on magneto chain cover giving easy access to vernier setting device for ignition timing. Bore 84 mm. Stroke 90 mm. Capacity 498 c.c.

GEARBOX. Four-speed gear made to "A.J.S." design. Ratios : 5, 6.9, 8.8 and 13.35 to 1. Foot control only supplied on these models.

CLUTCH. Multi-plate clutch ; accessible cable adjuster provided.

FRAME. Semi-cradle with duplex chain stays and torque tubes. Sidecar lugs made integral.

FRONT FORKS. Centre barrel spring type, smooth action, improved pattern, adjustable spindles and hand adjustable shock absorber. With hand adjusted multi-plate steering damper.

HANDLEBARS. Adjustable "clean" type with integral controls, including twist grip and steering damper control knob. Black finish with chromium fittings.

EXHAUST SYSTEM. With normal low exhaust pipes and round type silencers. Upswept competition pipes supplied at option.

WHEELS. Rear wheel "A.J.S." patent, quickly detachable, with locking device on sleeve bolts. Adjustable taper roller bearings to both wheel hubs. Chromium-plated rims.

TYRES. 26 in. \times 3.25 in. Studded Cord.

MUDGUARDS. Rear hinged for quick wheel removal. Front fully valanced.

FOOTRESTS. Footrest arms adjustable to wide range of positions, rubber covered and of sturdy design.

BRAKES. Both 7 in. diameter, brake drums of special iron alloy, front with cooling fins. Both fitted with dust and water excluders and finger adjustment.

TRANSMISSION. "Renold" chain, primary $\frac{1}{2}$ in. \times .305 in. Running in oil-bath. Efficient shock absorber fitted to engine shaft, also running in oil. Rear chain "Renold" $\frac{5}{8}$ in. \times $\frac{3}{8}$ in. fitted with efficient top half chain cover.

SADDLE. "Lycett" soft top with three-point suspension adjustable backwards and forwards.

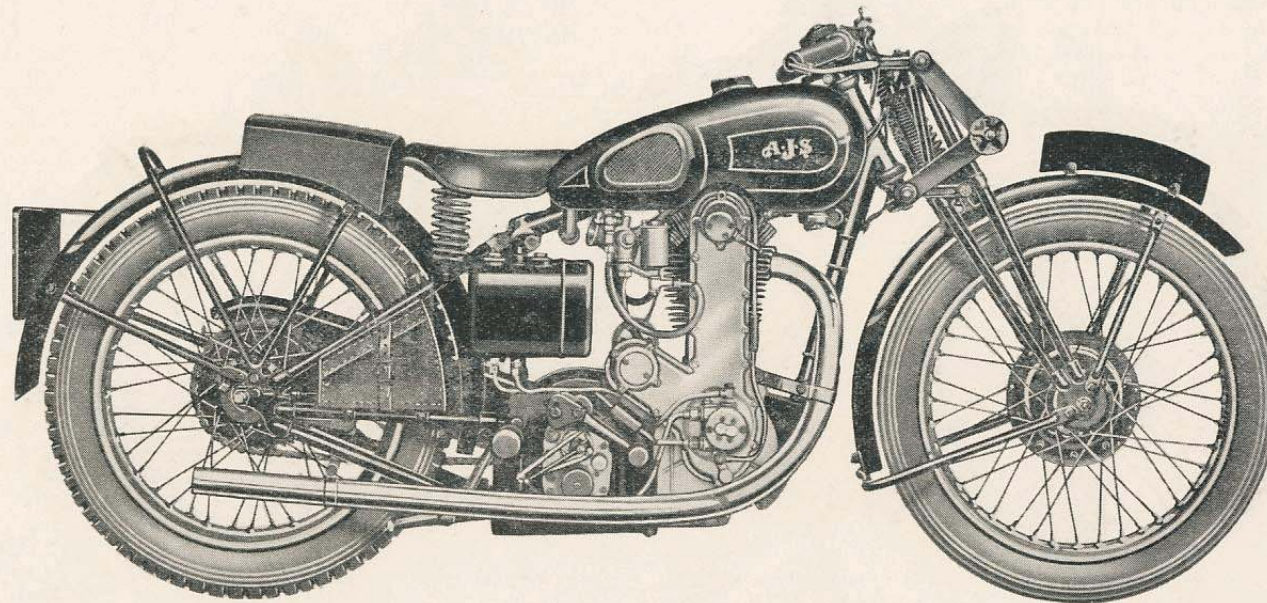
STANDS. Central spring-up. Front—tubular steel bolted to front mudguard
PETROL TANK. Of improved design, being much deeper in appearance. Usual "A.J.S." attractive finish in chromium and black. Flush fitting instrument panel in top of tank containing switch and ammeter with provision for Smith's 8-day clock.

OIL TANK. Capacity $4\frac{1}{2}$ pints. Quick action filler cap.

REAR CARRIER. Detachable, made of welded steel tubing.

EQUIPMENT. Full kit of tools, grease gun and tyre inflator.

AJS



CAMSHAFT "TROPHY" RACING MODELS MODELS 36/7 AND 36/10

SPECIFICATION

ENGINE. "A.J.S." high efficiency overhead-camshaft engines—designed from those used in the Isle of Man T.T. Races. As in the Senior Race, 1934, so in the 1935 Junior, "A.J.S." was the only make to gain 100 per cent. Finishers, each entrant being awarded a Silver Replica.

These engines have been specially designed and built throughout to give the highest possible efficiency and maximum power output. All internal parts are exceedingly massive. Details include three-row roller big end bearing, two-row ball bearing to driving side mainshaft, ball bearing on timing side mainshaft. Cylinder head and ports of the latest design, down-draught inlet port, "Hairpin" valve springs, exceptionally complete lubrication system with large gear pump mounted in timing case feeding under pressure to big end, piston and camshaft housing. Adjustable feed to cylinder wall. A special exhausting pump is fitted to the camshaft chain cover to remove excess oil from the camshaft housing and so prevent leakage. The lubrication operates on the true dry sump system, the pump feeding large quantities of oil, excess being sucked out of the sump at the bottom of the crankcase and returned by a second gear pump from the sump to the oil tank. Completeness with which the lubrication system is worked out is shown by the fact that even the valve guides are fed with oil through small sumps at the bottom of the camshaft housing.

On the Racing Models the whole of the interior of the engine is highly polished, including flywheels, connecting rod, cylinder head and ports. Standard compression ratio: Competition Models 6 to 1; Racing Models 7.5 to 1 and an 11 to 1 piston is also available for use with alcohol fuel.

GEARBOX. Four-speed with positive stop foot gear change on offside machine. No kick-starter on Racing Models.

Gear Ratios—

Model 36/7—Competition: 5.3, 6.4, 7.8, and 13.8 to 1.

Model 36/7—Racing: 5.3, 6.09, 7.4, and 10.3 to 1

Model 36/10—Competition: 4.7, 5.6, 6.8, and 12 to 1.

Model 36/10—Racing: 4.3, 4.9, 6.02, and 8.43 to 1.

CLUTCH. Multi-plate clutch with push rod and cable adjusters.

WHEELS. Both wheels fitted with taper roller bearings, rear wheel specially reinforced with 14-gauge rim and 6-9 gauge butted spokes. The rear wheel is of the quickly detachable type. Chromium-plated wheel rims.

MODEL 36/7 3.46 H.P.

PRICE :

To standard specification without electrical equipment.

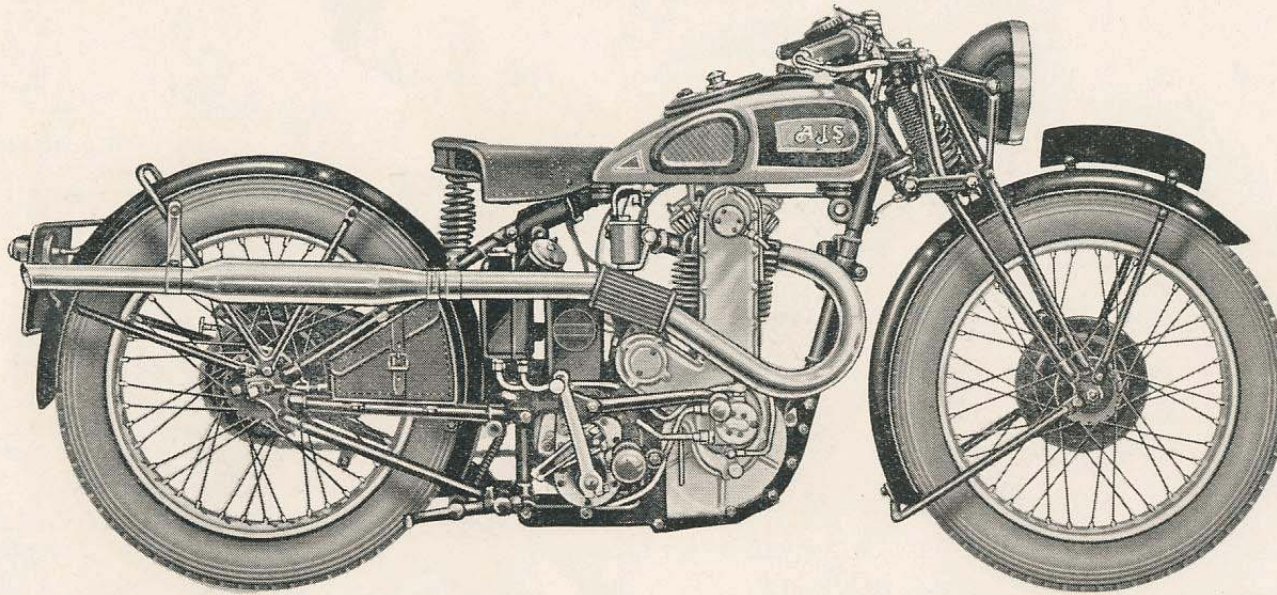
COMPETITION MODEL—

62 Guineas

RACING MODEL—

67 Guineas

A.J.S.



CAMSHAFT "TROPHY" COMPETITION MODELS MODELS 36/7 AND 36/10

MODEL 36/10 4.95 H.P.

PRICE :

To standard specification without electrical equipment.

COMPETITION MODEL—

72 Guineas

RACING MODEL—

77 Guineas

SPECIFICATION—continued

TYRES. 26 in. \times 3.25 in. Cord tyres on "Competition" Models. 26 in. \times 3 in. front ribbed and 26 in. \times 3.25 in. rear studded on "Racing" Models.

MUDGUARDS. Of unvalanced "Sports" pattern.

BRAKES. Front and rear internal expanding, both finger adjusted. Rear brake $7\frac{3}{8}$ in. diameter, operated by pedal on left side of machine. Front brake 7 in. diameter, with special alloy drum with stiffening ribs.

HANDLEBARS. Latest type with adjustable bolt-on controls. Black finish with chromium fittings.

FORKS. "A.J.S." design with centre barrel spring and re-action damper springs. Fitted with shock absorber and multi-plate steering damper.

STANDS. Centre spring-up stand. Sturdy front stand bolted into position on front mudguard.

FRAME. Semi-duplex type with triple rear fork members ensuring absolute rigidity at high speeds.

TANKS. Petrol tank on Competition Models—capacity approximately 2 gallons. Finished in the usual "A.J.S." style with Black and Gold panels on

chromium. Racing Models—capacity $3\frac{1}{2}$ gallons, finished in Black and Gold. Oil tank—capacity 5 pints. Situated behind the saddle down tube and fitted with quick-action hinged filler cap.

CARBURETTER. "Amal" large bore needle type carburetter with throttle stop and quick-action twist grip on Competition Models. "Amal" Racing type carburetter fitted on Racing Models.

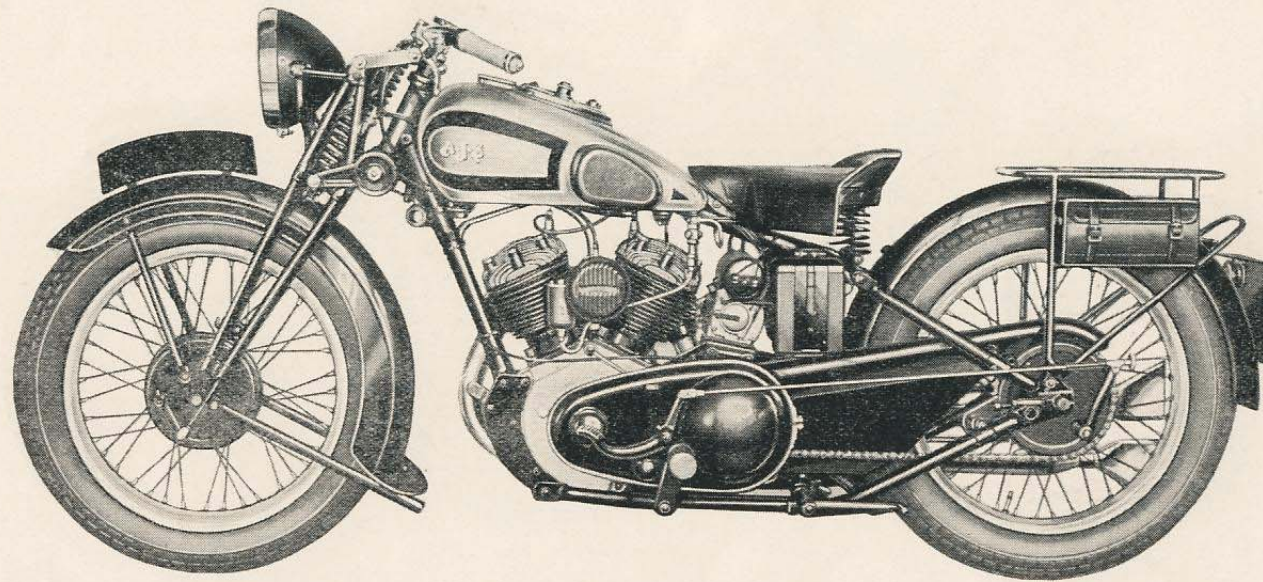
IGNITION. Lucas racing magneto or racing magdyno with detachable dynamo portion, usual handlebar ignition lever control.

CHAINS. "Renold" front $\frac{1}{2}$ in. \times .305 in. running in oil-bath. Rear chain $\frac{5}{8}$ in. \times $\frac{3}{8}$ in. with ordinary top half chain cover for accessibility.

EXHAUST SYSTEM. Upswept with round type silencer on Competition Models. Straight-through exhaust pipe without silencer on Racing Models. Low or upswept pipes supplied optional.

TOOL-BOX AND EQUIPMENT. Metal covered, lined tool-box carried between rear chain stays, comprehensive set of tools, grease gun and tyre inflator.

A.J.S.



ENGLISH MODEL 36/2—9.9 H.P. S.V. TWIN

SPECIFICATION

ENGINE. High-efficiency 50-degree twin-cylinder 9.9 h.p., with detachable cylinder heads, which, when removed, leave the valves *in situ*. Anti-slap light-weight "Lo-ex" alloy pistons. Improved roller bearing big ends, crankshaft assembly and engine shock absorber. Forked connecting rods now fitted, giving smoother and quieter running. Magneto chain running in cast aluminium case. Tappets and valve gear totally enclosed and lubricated, timing gears submerged in oil. Bore 85.5 mm. Stroke 85.5 mm. Capacity 990 c.c.

LUBRICATION. Thoroughly tested dry sump system, incorporating pressure type fabric oil filter, ensuring the removal of all impurities from the oil in circulation.

GEARBOX. Four-speed pivot-mounted to "A.J.S." design. Hand control standard. Foot control can be fitted at an extra charge of 15/-.

Gear ratios: Solo—4.46, 5.62, 7.0, 11.9 to 1.

Gear ratios: Sidecar, 4.9, 6.1, 7.69, 13.08 to 1.

CLUTCH. Multi-plate with ferodo and cork inserts. Finger-operated cable adjuster provided, hand control with light tension.

FRAME. Cradle-type with low saddle position and sidecar lugs made integral. Improvements include larger diameter rear chain stays and back fork stays—ample clearance for tyre and chain.

SPRING FORKS. Centre barrel spring type with hand adjustable shock absorber. Improvements include a different fork spindle assembly having a lock nut inside the fork link, which when adjusted correctly, prevents excessive play and wear in the fork spindle housing.

BRAKES. Internal expanding front and rear. Front 7 in. diameter with special iron alloy drum with cooling fins. Rear 7½ in. diameter. Both are fitted with dust and water excluders and finger adjustment. Front—hand operated. Rear—foot operated.

CARBURETTOR. "Amal" needle type with pilot jet and throttle stop, large "Amal" air filter.

REAR CARRIER. Welded tubular steel with quickly detachable top. Two pannier bags provided.

TANKS. Chromium-plated petrol tank with usual "A.J.S." Black and Gold design. Flush-fitting instrument panel mounted on top of the tank, containing switches, ammeter and provision for watch. Capacity 3½ gallons. A separate oil tank with accessible filler cap is mounted under the saddle. Capacity approximately 5 pints.

TRANSMISSION. Front chain size ½ in. × .305 in. running in oil-bath. Rear chain size ⅝ in. × ⅝ in. with top and back chain cover.

WHEELS. Well-known patent "A.J.S." quickly detachable and interchangeable wheels front and rear. Extra heavy 19 in. × 3 in. 14-gauge rims, with 6-9 gauge butted spokes, giving enormous strength. Wheel rims are chromium-plated.

TYRES. Heavy duty 27 in. × 4 in. Cord Tyres.

MUDGUARDS. Deeply valanced front mudguard, wide section giving ample tyre clearance. Rear mudguard detachable for easy wheel removal.

HANDLEBARS. Semi-sports "clean" type, black enamel with chromium-plated levers.

SADDLE. Comfortable pan seat with three-point suspension, hinged at the front and long springs at the rear affording great comfort.

STEERING DAMPER. Control knob conveniently situated on steering head. Duplex plates with large frictional surfaces and rigid anchorage eliminating back lash.

EQUIPMENT. Full kit of tools, grease gun and tyre inflator.

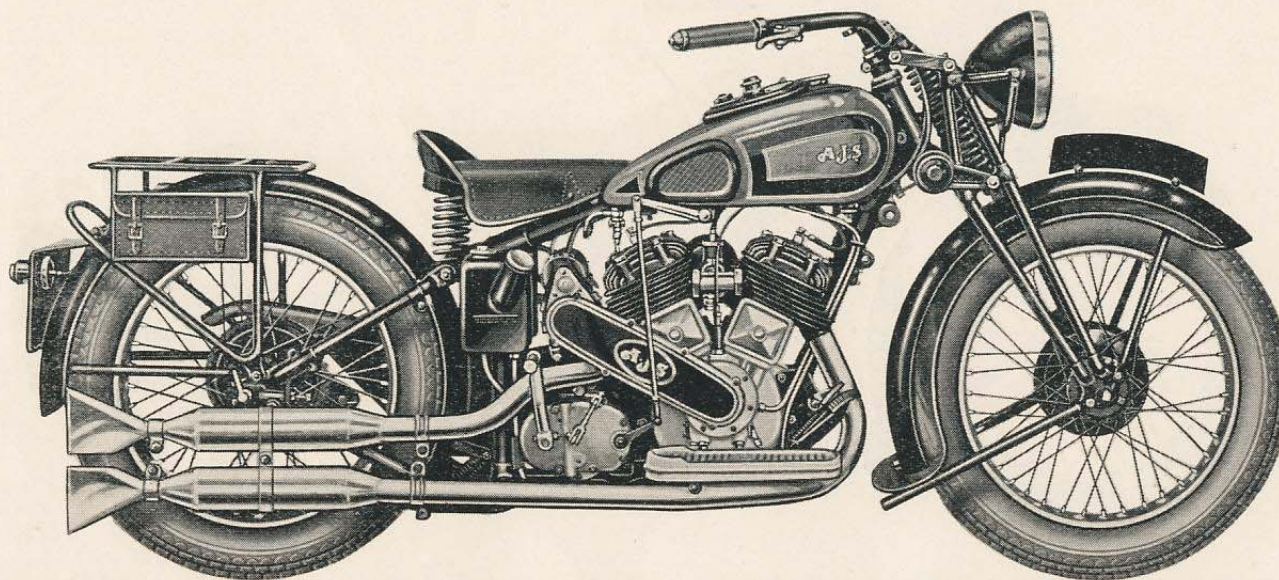
PRICE :

Including Lucas Magdyno electric lighting set, instrument panel in tank and Lucas electric horn.

71 Guineas

Unless otherwise instructed this machine will be supplied with hand gear change.

A.J.S.



EXPORT MODEL 36/2—9.9 H.P. S.V. TWIN

SPECIFICATION

ENGINE. High-efficiency 50-degree twin-cylinder 9.9 h.p. with detachable cylinder heads, which, when removed, leave the valves *in situ*. Anti-slap light-weight "Lo-ex" alloy pistons. Improved roller bearing big ends, crankshaft assembly and engine shock absorber. Forked connecting rods now fitted, giving smoother and quieter running. Magneto chain running in cast aluminium case. Tappets and valve gear totally enclosed and lubricated, timing gears submerged in oil. Bore 85.5 mm. Stroke 85.5 mm. Capacity 990 c.c.

LUBRICATION. Thoroughly tested dry sump system, incorporating pressure type fabric oil filter, ensuring the removal of all impurities from the oil in circulation.

GEARBOX. Four-speed pivot-mounted made to "A.J.S." design, gear quadrant in convenient position on the left side of petrol tank. As an alternative a three-speed gearbox with reverse gear can be fitted at an extra charge of £2 10s. Gear ratios: Solo—4.46, 5.62, 7.0, 11.9 to 1. Gear ratios: Sidecar—4.9, 6.1, 7.69, 13.08 to 1.

CLUTCH. Multi-plate clutch with ferodo and cork inserts. Controlled by pedal at left-hand side of machine. The clutch is now operated by rod instead of cable—easy adjustment can be obtained by the yoke end attached to the clutch operating lever.

FRAME. Cradle-type with low saddle position and sidecar lugs made integral. Improvements include larger diameter rear chain stays and back fork stays—ample clearance for tyre and chain.

SPRING FORKS. Centre barrel spring type with hand adjustable shock absorber. Improvements include a different fork spindle assembly having: lock nut inside the fork link, which when adjusted correctly prevents excessive play and wear in the fork spindle housing.

BRAKES. Internal expanding front and rear. Front 7 in. diameter with special iron alloy drum with cooling fins. Rear 7½ in. diameter. Both are fitted with dust and water excluders and finger adjustment. Front brake—hand operated. Rear—foot operated, with ratchet locking device on pedal.

CARBURETTER. "Amal" needle type with pilot jet and throttle stop, large "Amal" air filter.

REAR CARRIER. Welded tubular steel with quickly detachable top. Two pannier bags provided.

TANKS. Chromium-plated petrol tank with usual "A.J.S." Black and Gold design. Flush-fitting instrument panel mounted on top of the tank, containing switches, ammeter and provision for watch. Capacity 3½ gallons. A separate oil tank with accessible filler cap is mounted under the saddle. Capacity approximately 5 pints.

TRANSMISSION. Front chain ½ in. × .305 in. running in oil-bath. Rear chain ⅝ in. × ⅝ in. with top and back chain cover.

WHEELS. Well-known patent "A.J.S." quickly detachable and interchangeable wheels front and rear. Extra heavy 19 in. × 3 in. 14-gauge rims, with 6-9 gauge butted spokes, giving enormous strength. Wheel rims are chromium-plated. Improvements include a different rear centre spindle and rear dummy spindle assembly capable of taking greater loads than 1935 Models.

TYRES. Heavy duty 27 in. × 4 in. Cord tyres.

MUDGUARDS. Deeply valanced front mudguard, wide section giving ample tyre clearance. Rear mudguard detachable for easy wheel removal.

HANDLEBARS. Long comfortable touring handlebars with twist grip control.

FOOTBOARDS. Thick rubber covered footboards with control pedals conveniently placed.

SADDLE. Comfortable pan seat with three-point suspension, hinged at the front and long springs at the rear affording great comfort.

STEERING DAMPER. Control knob conveniently situated on steering head. Duplex plates with large frictional surfaces and rigid anchorage eliminating back lash.

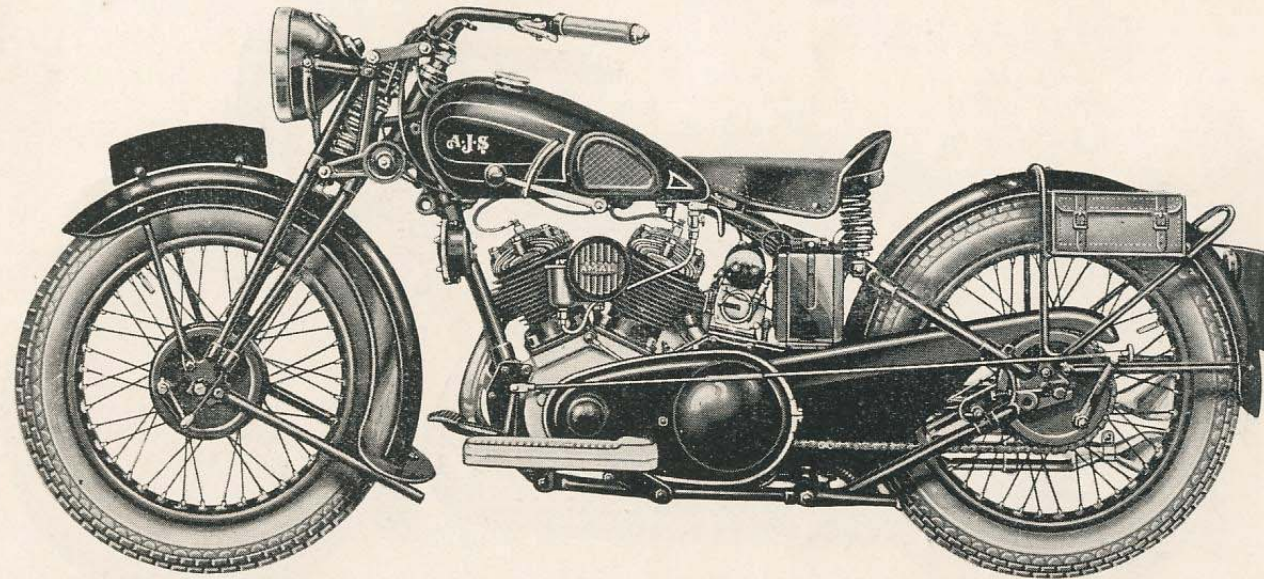
EQUIPMENT. Full kit of tools, grease gun and tyre inflator.

PRICE :

Including Lucas Magdyno electric lighting set, instrument panel in tank and Lucas electric horn.

71 Guineas

A.J.S.



COMMERCIAL MODEL 36/2—9.9 H.P. S.V. TWIN

This machine has been specially designed for commercial work—as with a Commercial Box or Truck an outfit of this kind, as well as being capable of carrying heavy loads, is extremely economical to run.

SPECIFICATION

ENGINE. High-efficiency 50-degree twin-cylinder 9.9 h.p. with detachable cylinder heads, which, when removed, leave the valves *in situ*. Anti-slap light-weight "Lo-ex" alloy pistons. Improved roller bearing big ends, crankshaft assembly and engine shock absorber. Forked connecting rods now fitted, giving smoother and quieter running. Magneto chain running in cast aluminium case. Tappets and valve gear totally enclosed and lubricated, timing gears submerged in oil. Bore 85.5 mm. Stroke 85.5 mm. Capacity 990 c.c.

LUBRICATION. Thoroughly tested dry sump system, incorporating pressure type fabric oil filter, ensuring the removal of all impurities from the oil in circulation.

GEARBOX. Specially manufactured to "A.J.S." design—having three forward gears and a reverse.

CLUTCH. Multi-plate clutch with ferodo and cork inserts. Controlled by pedal at left hand side of machine. The clutch is now operated by rod instead of cable—easy adjustment can be obtained by the yoke end attached to the clutch operating lever.

FRAME. Cradle-type with low saddle position and sidecar lugs made integral. Improvements include larger diameter rear chain stays and back fork stays—ample clearance for tyre and chain.

SPRING FORKS. Centre barrel spring type with hand adjustable shock absorber. Improvements include a different fork spindle assembly having a lock nut inside the fork link, which when adjusted correctly prevents excessive play and wear in the fork spindle housing.

BRAKES. Internal expanding front and rear. Front 7 in. diameter with special iron alloy drum with cooling fins. Rear 7½ in. diameter. Both are fitted with dust and water excluders and finger adjustment. Front—hand operated. Rear—foot operated.

CARBURETTER. "Amal" needle type with pilot jet and throttle stop, large "Amal" air filter.

REAR CARRIER. Welded tubular steel with quickly detachable top. Two pannier bags provided.

TANKS. Black and Gold Petrol tank as illustrated. This is a plain type tank, and is not provided with instrument panel, the switch and ammeter being contained in the back of the head lamp. Capacity approximately 4 gallons. A separate Oil tank with accessible filler cap is mounted under the saddle. Capacity approximately 5 pints.

TRANSMISSION. Front chain size ½ in. × .305 in. running in oil-bath. Rear chain size ⅝ in. × ⅝ in. with top and back chain cover.

WHEELS. Well-known patent "A.J.S." quickly detachable and interchangeable wheels front and rear. Extra heavy 19 in. × 3 in. 14-gauge rims, with 6-9 gauge butted spokes, giving enormous strength. Improvements include a different rear centre spindle and rear dummy spindle assembly capable of taking greater loads than 1935 Models. Wheel-rims finished in Black enamel, several coats being applied to withstand all weather conditions.

TYRES. Heavy duty 27 in. × 4 in. Cord tyres.

MUDGUARDS. Deeply valanced front mudguard, wide section giving ample tyre clearance. Rear mudguard detachable for easy wheel removal.

HANDLEBARS. Long comfortable touring handlebars with twist grip control.

FOOTBOARDS. Thick rubber covered footboards with control pedals conveniently placed.

SADDLE. Comfortable pan seat with three-point suspension, hinged at the front and long springs at the rear affording great comfort.

STEERING DAMPER. Control knob conveniently situated on steering head. Duplex plates with large frictional surfaces and rigid anchorage eliminating back lash.

EQUIPMENT. Full kit of tools, grease gun and tyre inflator.

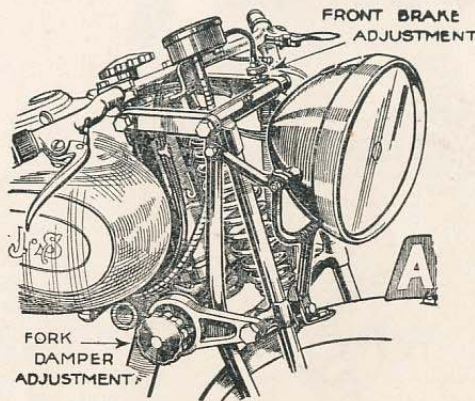
PRICE :

Including Lucas Magdyno electric lighting set and Lucas electric horn.

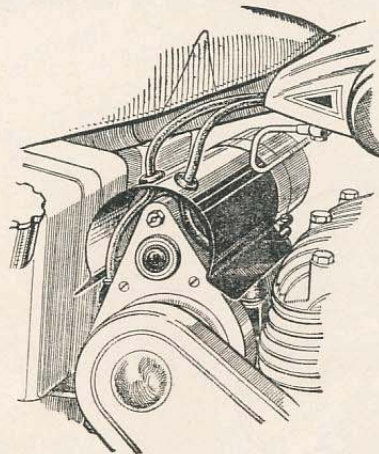
69 Guineas



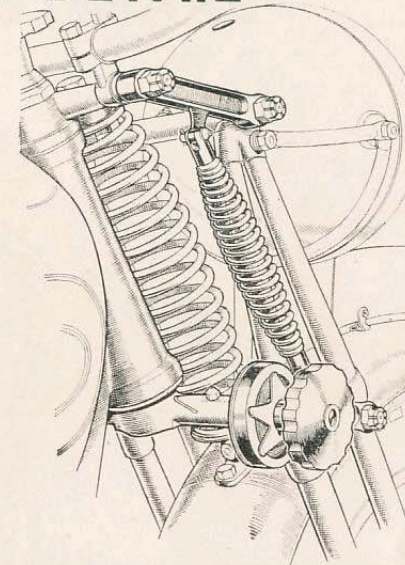
EXAMPLES OF "A.J.S." PERFECTION IN DETAIL



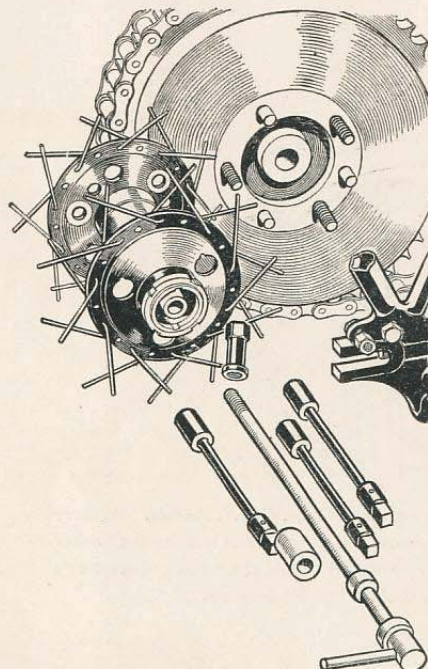
A well-known feature of "A.J.S." Motor Cycles is the exceptionally sturdy front fork assembly shown above. Note the accessible finger adjustment for the front brake, the convenient shock absorber adjusting knob, and the stiff headlamp mounting.



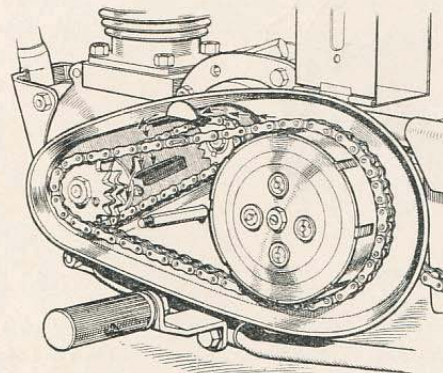
On the Big Twin Models the magdyno is protected by the efficient shield shown above, which ensures reliable ignition even in tropical downpours.



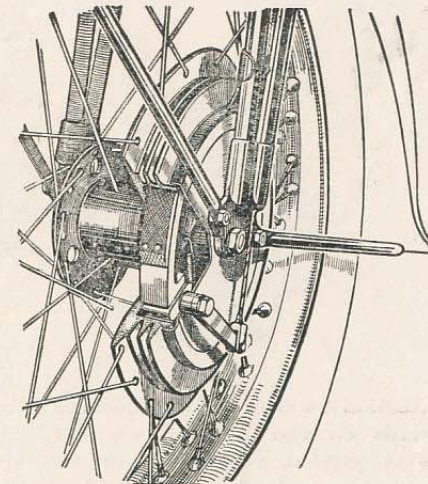
Progressive-action damping springs as fitted to the Forks of the Overhead Camshaft Models. In addition, an Andre Fork Damper is fitted to the Racing Machines, whilst a similar fitting is supplied with the Competition Models as spare.



This illustration shows the improved assembly of the well-known "A.J.S." quickly detachable rear wheel, on Models 36-2, 36-8, 36-9, and 36-18.



The "A.J.S." Patent Oil Bath Chaincase as fitted to all 1936 Machines. On the 36-12, 36-22, 36-16, 36-26, 36-4, and 36-14 Models, special Oil Ducts are provided in the chaincase to ensure thorough lubrication of the dynamo chain.

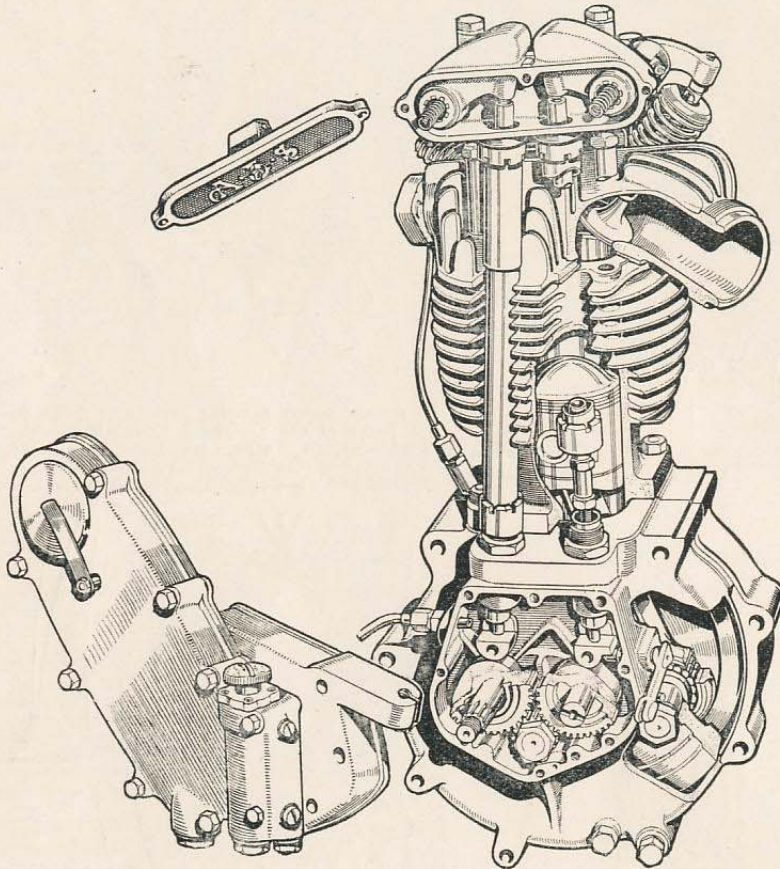


A cut-away view of the front brake drum, showing the chromium alloy brake drum with its cooling fins and the aluminium brake shoes. Fitted to all Models except 36-5.

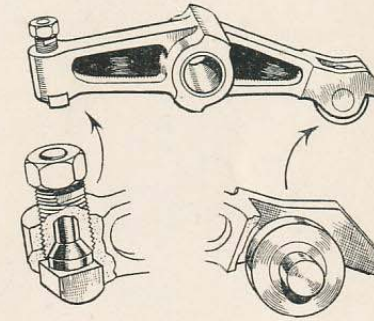
Sketches by courtesy of "The Motor Cycle" and "Motor Cycling"



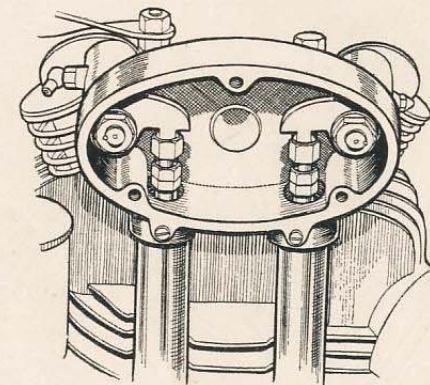
EXAMPLES OF "A.J.S." PERFECTION IN DETAIL



A sectional view of the 36-18 Engine, showing Timing gear, Rocker gear, Tappet adjustment, Double Row Roller Big End, etc., etc. This Engine is similar in all respects to that fitted to the 36-8 Model, except that this latter machine has a two-port Cylinder head. The push rods and overhead rockers are made of duralumin.



The forged-steel Valve Rocker fitted to the Overhead Camshaft Models. On the right of the illustration can be seen the roller which works direct on the Camshaft, and opposite is shown the special Rocker stud by which extremely fine adjustment of the valve clearances can be obtained.



The Valve and Rocker gear as used on the 246 c.c. and 347 c.c. O.H.V. Models. To carry out Tappet adjustment, it is only necessary to remove the three screws holding the Rocker Box cover to expose the nut and locknut, by means of which the tappet clearance is adjusted. A special spanner is provided in the tool-kit for this purpose.

Sketches by courtesy of "The Motor Cycle" and "Motor Cycling"

A.J.S. USEFUL INFORMATION

MODEL		36/12	36/22	36/16	36/26	36/5	36/4	36/14	36/14	36/19	36/18	36/18	36/7	36/10	36/12
MEASUREMENTS	LENGTH	6'10"	6'10"	6'10"	6'10"	6'7"	6'10"	6'10"	6'10"	6'10"	6'10"	6'10"	6'10"	6'10"	7'4"
	WIDTH	30 1/2"	30 1/2"	30 1/2"	30 1/2"	30 1/2"	30 1/2"	30 1/2"	30 1/2"	30 1/2"	30 1/2"	30 1/2"	30 1/2"	30 1/2"	30 1/2"
	WHEELBASE	51"	51"	51"	51"	52"	51"	51"	51"	56 1/4"	56 1/4"	56 1/4"	54"	54"	60"
	GROUND CLEARANCE	4 1/2"	4 1/2"	4 1/2"	4 1/2"	4 1/2"	4 1/2"	4 1/2"	4 1/2"	5 1/2"	5 1/2"	5 1/2"	4 1/2"	4 1/2"	5"
	SADDLE HEIGHT	27"	27"	27"	27"	28"	27"	27"	27"	29"	29"	29"	29"	29"	28"
FUEL	PETROL CONSUMPTION	100-120	100-120	95-115	95-115	90-95	80-90	80-90	75-80	70-75	70-75	70-75	70	65	60-65
	OIL CONSUMPTION	1800-2000	1800-2000	1800-2000	1800-2000	1200-1300	1300-1500	1300-1500	1000-1100	1000-1100	1000-1100	1000-1100	1000	1000	1100
TRANSMISSION	FRONT CHAIN SIZE	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"
	FRONT CHAIN LINKS	65	65	66	66	64	65	65	68	68	68	68	68	69	72
	REAR CHAIN SIZE	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	1/2"x3/5"	5/8"x3/8"	5/8"x3/8"	5/8"x3/8"	5/8"x3/8"	5/8"x3/8"	5/8"x3/8"	5/8"x3/8"
	REAR CHAIN LINKS	113	113	113	113	114	114	114	99	99	99	99	98	98	104
GEARS	GEAR RATIO TOP	6.17	6.17	5.52	5.52	5.8	5.05	5.05	5.0	5.0	5.0	5.0	5.3	4.7	4.46
	GEAR RATIO THIRD	8.62	8.62	7.73	7.73	8.1	6.2	6.2	6.9	6.3	6.9	6.4	6.4	5.6	5.62
	GEAR RATIO SECOND	11.1	11.1	9.88	9.88	10.4	8.9	8.9	8.8	7.85	8.8	7.8	7.8	6.8	7.0
	GEAR RATIO BOTTOM	18.3	18.3	16.4	16.4	17.2	13.6	13.6	13.35	13.25	13.35	13.8	12.0	11.9	
TYRE SIZES		26x3.25	26x3.25	26x3.25	25x3	26x3.25	26x3.25	26x3.25	26x3.25	26x3.25	26x3.25	26x3.25	26x3.25	26x3.25	27x4
	SPEED IN MILES PER HOUR	65-68	65-68	68-73	68-73	60	60-65	60-65	65	75-80	73-75	75-80	80-85	75-80	
	TOTAL WEIGHT IN POUNDS	254	261	256	264	244	299	304	320	344	348	330	345	415	
ENGINE	BORE IN MILLIMETRES	62.5	62.5	69	69	74	82.5	82.5	84	84	84	70	79	85	
	STROKE IN MILLIMETRES	80	80	93	93	81	93	93	90	90	90	90	101	85	
	CUBIC CAPACITY	246	246	347	347	349	498	498	498	498	498	346	495	990	
	COMPRESSION RATIO	6.85-1	6.8-1	6-1	6-1	4.3-1	5-1	5-1	4.9-1	6-1	5.7-1	6-1	6.5-1	4.8-1	
TANKS	PETROL - CAPACITY IN GALLS. (APPROX.)	2 3/4	2 3/4	2 3/4	2 3/4	1 3/4	2 3/4	2 3/4	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	3 1/2	
	OIL - CAPACITY IN PINTS. (APPROX.)	3	3	3	3	3 1/2	3	3	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	5	

- ① 36/7 RACING 5.3, 6.09, 7.4, 10.3
36/10 RACING 4.3, 4.9, 6.02, 8.43
- ② 36/2 SIDE CAR GEARS 4.9, 6.1, 7.69, 13.08
- ③ 36/7 & 36/10 RACING MODELS 26x3.0 RIBBED FRONT, 26x3.25 STUDDED REAR.
- ④ 36/7 & 36/10 RACING MODELS 7.5 (AN 11-1 PISTON SUPPLIED AS SPARE)
- ⑤ 36/7 & 36/10 RACING MODELS 3 1/2 GALLS.
- ⑥ 36/7 & 36/10 RACING MODELS 8 PINTS.
- ⑦ RACING MODELS 36/7 85 M.P.H.-WITH DISCOL 90-95 M.P.H. 36/10 90 M.P.H.-WITH DISCOL 95-100 M.P.H.
- ⑧ 26x3.50 TYRES, OPTIONAL EXTRA.

EQUIPMENT

	£	s.	d.
Lucas Magdyno Electric Lighting, together with flush fitting Instrument Panel containing Ammeter, Main Switches and removable Inspection Light, with provision for fitting an 8-day Clock, on 36/7 and 36/10 Competition Models	5	17	6
Lucas Magdyno Electric Lighting Set with switch at back of Head Lamp. Suitable for 36/7 and 36/10 Racing Models	5	10	0
Lucas Stop Light	5	0	0
Smith's Gear-box-driven Speedometer, mounted over Front Forks:			
Trip	2	5	0
Non-Trip	2	0	0
Smith's 100 m.p.h. Speedometer and Revolution Counter Combination set on Models 36/7 and 36/10	5	0	0
26 in. x 3.50 in. Tyres on Models 36/12, 36/22, 36/16, 36/26, 36/4, 36/14, 36/7, 36/18, 36/8, 36/9, and 36/10	10	0	0

	£	s.	d.
27 in. x 4 in. Tyres on Models 36/8, 36/18, 36/9, 36/7, and 36/10 ...	1	0	0
Lucas Electric Horn on 36/7 and 36/10 Models	15	0	0
Chromium-plated Tank on Models 36/12, 36/16, 36/4 and 36/18...	1	0	0
Detachable Luggage Carrier on Models 36/12, 36/22, 36/5, 36/16, 36/26, 36/4, 36/14 and 36/18	12	6	0
Polished out Cylinder Head, Ports, etc., on O.H.V. Models ...	1	0	0
Smith's 8-day Clock in Instrument Panel	1	10	0
Legshields	1	5	0
Pillion Seat	12	6	0
Pillion Footrests	7	6	0
Spare Wheel with Tyre, Tube and Fittings on 36/2	6	6	0

All prices and specifications are subject to alteration without notice.

GUARANTEE

We do not appoint agents for the sale on our behalf of our Motorcycles and other goods, but we assign to Motorcycle Dealers areas in which we supply to such Dealers exclusively for the re-sale in such areas. No such dealer is authorised to transact any business, give any warranty, make any representation, or incur any liability on our behalf.

We give the following guarantee with our motorcycles, motorcycle combinations and sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding this guarantee. In the case of machines (a) which have been used for "hiring out" purposes or (b) any motorcycle and/or sidecar used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (c) machines from which the trade mark, name or manufacturing number has been removed, no guarantee, condition or warranty of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motorcycle, motorcycle combination or sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing, such new part in the motorcycle, motorcycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motorcycles, motorcycle combinations and sidecars are easily liable to derangement by neglect or misuse this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others the following acts:—

1. The attaching of a sidecar to a motorcycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a motorcycle or of a motorcycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.

3. The attaching of a sidecar to a motorcycle by any form of attachment not provided, supplied, or approved by us or to a motorcycle which is not designed for such use.

Any motorcycle, motorcycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition, and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

CONDITIONS OF GUARANTEE

If a defective part should be found in our motorcycles, motorcycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase or the date when the alleged defective part was exchanged as the case may be.

Failing compliance with the above, such articles will lie here AT THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

We do not guarantee specialities such as tyres, saddles, chains, electrical equipment, lamps, etc., or any component parts supplied to the order of the Purchaser differing from standard specifications supplied with our motorcycles, motorcycle combinations, sidecars or otherwise.

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