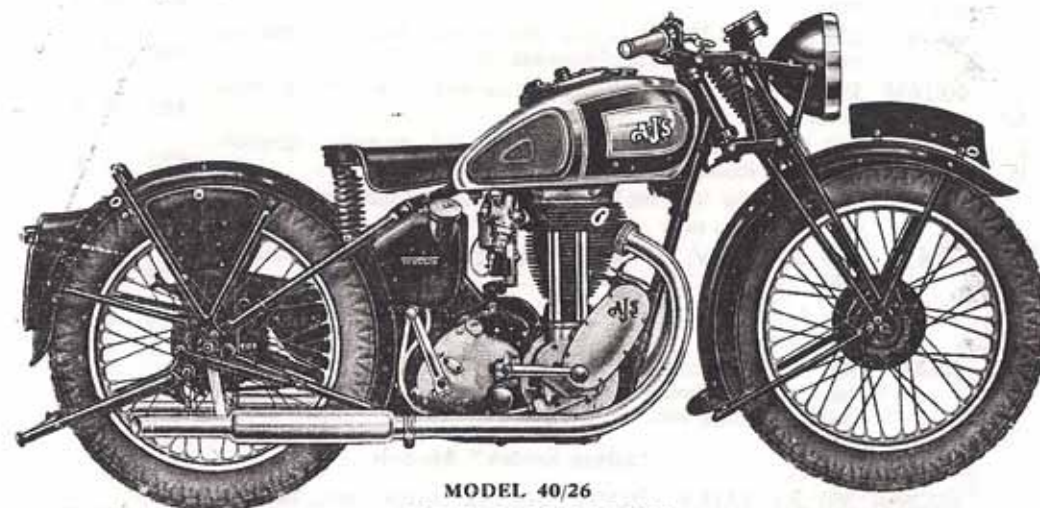


MOTOR **A.J.S.** CYCLES



MODEL 40/26
"350" TWO-PORT DE LUXE

1940 PROGRAMME

WE now have pleasure in giving you particulars of our 1940 programme which, in continuance of the A.J.S. policy, is of an exceedingly comprehensive nature, although it has been found necessary under prevailing conditions to curtail slightly the number of models listed.

The 1939 A.J.S. power units have proved so outstandingly successful, with their unique combination of superb reliability with high performance and unusual mechanical silence, that we have not found it necessary to make any major alterations in engine design. We are, however, incorporating numerous detail engine refinements which will prove of undoubted value in service.

Our main attention for the 1940 season has been given to the further improvement of the steering and road-holding properties of all models, which have been greatly improved by re-designed spring forks, larger fork dampers, etc.

ELECTRICAL EQUIPMENT

All single cylinder models equipped with separate dynamo driven by roller chain in front chaincase, and magneto (except 40/12) conveniently situated at front of engine. Big Twin models fitted with Lucas Magneto placed at rear of engine and covered by effective shield. High frequency electric horn. Flush fitting Instrument Panel in top of tank.

EXTRAS

	Price
Smith's non-trip speedometer 80 m.p.h. ...	£2 10 0
Smith's trip speedometer, 80 m.p.h.	£2 15 0
Smith's trip speedometer, 120 m.p.h.	£3 0 0
Note—Above speedometers have illuminated dials and are driven by enclosed gearing from the front hub	
Smith's 8-Day clock fitted in instrument panel	£1 10 0
Chromium plated tank on Standard Models	£1 0 0
Luggage carrier on all models (standard on 40/2 and 40/2A) ...	12 6
26 × 3.50 tyres in place of 26 × 3.25	10 0
Mudguard type pillion seat	12 6
Pillion footrests, folding pattern	12 6
Single-arm spring return prop stand	12 6
Steering damper on Standard Models 40/12 and 40/16M	12 6
Magneto shield on Model 40/16M	4 6
Upswept exhaust pipe, single-port models	10 0
Upswept exhaust pipes, two-port models	£1 0 0

Unless specially ordered otherwise, all machines are supplied with speedometers, which are charged extra at the prices mentioned above.

NOTE:—Owing to war conditions prices and specifications are subject to alteration without prior notice, and we accept orders only on the understanding that delivery will be given at prices and specifications ruling at date of delivery. (Prices applicable only in Great Britain and Northern Ireland.)

A.J.S. MOTOR CYCLES,
44/45, Plumstead Road, London, S.E. 18

January, 1940

Telephone: WOOLWICH 1225

LIST OF MODELS

		Price
40/12	250 c.c. O.H.V. STANDARD, single-port, coil ignition, black tank	£48 14 0
40/22	250 c.c. O.H.V. DE LUXE, single-port, magneto ignition, valanced front guard, chromium tank	£53 19 0
40/16M	350 c.c. O.H.V. STANDARD, single-port, magneto ignition, black tank	£55 0 0
40/26	350 c.c. O.H.V. DE LUXE, two-port, magneto ignition, valanced front guard, chromium tank	£57 2 0
40/9	500 c.c. SIDE VALVE DE LUXE, as 1939 Model, with detail modifications only	£60 5 0
40/8	500 c.c. O.H.V. DE LUXE, single-port, valanced guards, as 39/8	£66 11 0
40/2	990 c.c. BIG TWIN (English) as 1939 Model, with detail modifications	£84 8 0
40/2A	990 c.c. BIG TWIN (Export) as Model 40/2, but with folding footboards, foot-clutch, left-hand gearchange, tension saddle springs, etc.	£84 8 0

"Silver Streak" Models

40/26SS	350 c.c. O.H.V. SILVER STREAK, single-port, magneto ignition	£61 6 0
40/8SS	500 c.c. O.H.V. SILVER STREAK, single-port, magneto ignition	£70 15 0

In the above we have only been able to mention the most important improvements for 1940. You will understand that, in addition, there are many other modifications, of which we may perhaps mention the fitting of slotted oil-control rings in all pistons and the use of cadmium plating for many parts previously coslettized.

Low exhaust pipes will be standardized on all models, but upswept pipes can be supplied if required at extra charge.

BRIEF SPECIFICATION

ENGINE

Highly efficient and mechanically noiseless engines positively lubricated by fool-proof dry sump system.

All O.H.V. models have completely enclosed rocker gear with positive lubrication to all working parts, including inlet and exhaust valve guides.

Car type cylinder heads fitted to Side Valve Models.

Engines on "Silver Streaks" specially tuned and polished.

DIMENSIONS

40/12	62.5 x 80 — 246 c.c.	40/8	82.5 x 93 — 438 c.c.
40/22		40/9	
40/16M	69 x 93 — 347 c.c.	40/2	85.5 x 85.5 — 940 c.c.
40/26		40/2A	
40/26SS			

GEARBOX

Medium weight four-speed gearbox fitted to 250 c.c. models. Heavy-weight four-speed to "350" and "500" models and extra heavy-weight to Big Twins. All have positive foot gearchange except 40/2A which has left-hand change through quadrant on petrol tank.

TRANSMISSION

Front chain enclosed in A.J.S. Patent Oil Bath Chaincase. deep section rear chainguard with full depth front and back panels.

FRAME

Sturdy Duplex loop frame. Sidecar connection lugs on 500 c.c. and Big Twin models.

FORKS

Double locked link and spindle, girder type forks with improvements mentioned above, offering perfect steering under all conditions.

TANKS

All steel A.J.S. deep contour petrol tank, capacity 3 galls. on single cylinder models, 4½ galls. on Big Twins. Finish—Models 40/12 and 40/16M, black and gold; other models—chromium plated with black panels and silver lining. Pressed steel oil tank, capacity 4 pints.

WHEELS

Taper roller bearing hubs. Rear wheel quickly detachable on "500" models. Front and rear wheels interchangeable and quickly detachable on Big Twins. All models have large diameter internal expanding brakes front and rear.

TYRES

All single cylinder models, except 40/26SS and 40/18SS, fitted with 26 x 3.25 heavy duty tyres. "Silver Streak" Models 40/26SS and 40/18SS equipped with 26 x 3 ribbed front and 26 x 3.50 studded rear. Twin models 27 x 4 front and rear.

STANDS

Front and rear stands provided. Single arm prop stand supplied at 12/6 extra.