



AJS

1962

WINNERS OF THE SCOTTISH 6 DAYS TRIAL

* 1947

* 1948

* 1949

* 1953

* 1956

* 1958

* 1960

* 1961



Reproduced from the Ordnance Survey Map with the
Sanction of the Controller of H.M. Stationery Office.
Crown Copyright Reserved



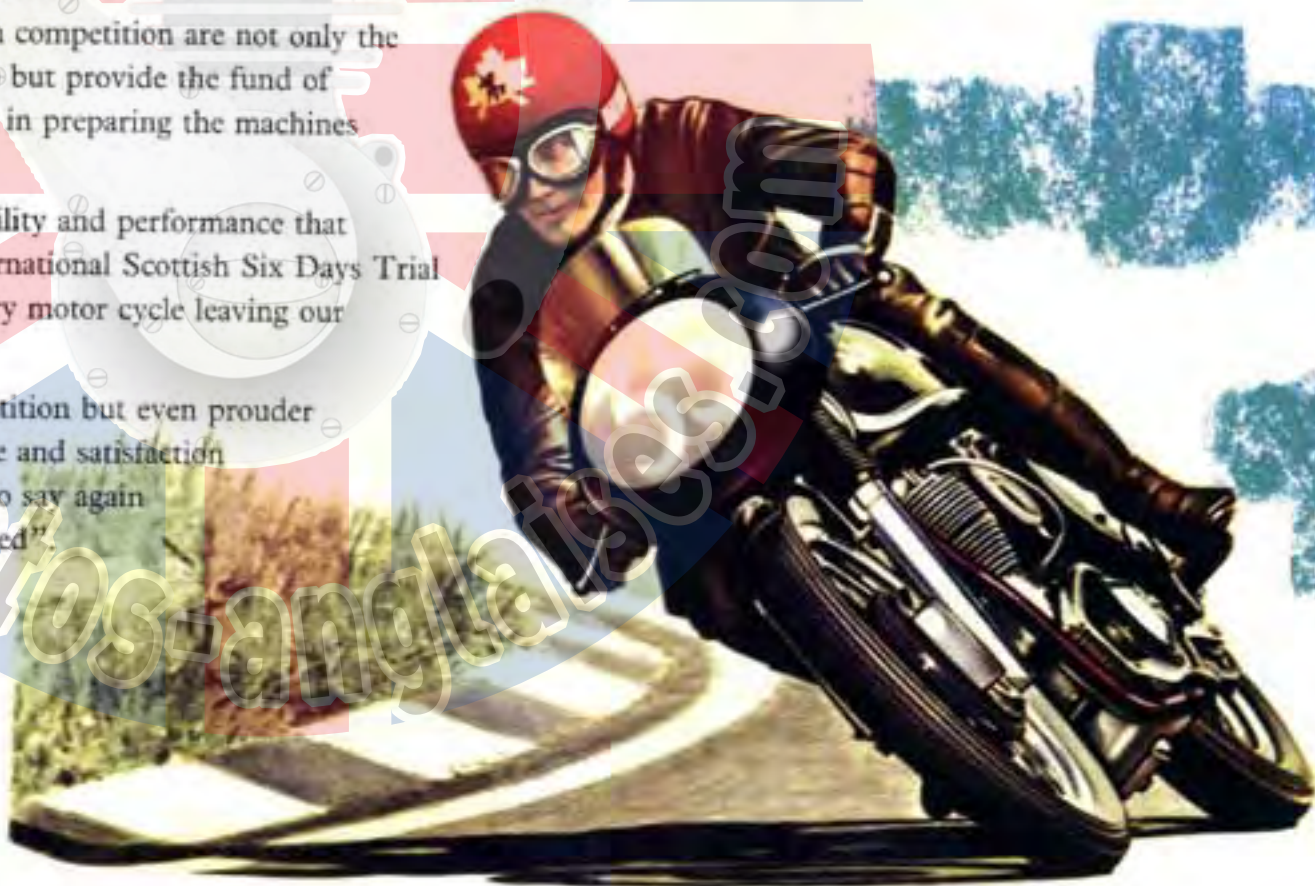
for Quality and Performance

To introduce the 1962 range of A.J.S. motor cycles we could state very simply "these are the best we have ever produced", but to the reader unfamiliar with our past products we feel this would be unfair to us.

Successes of A.J.S. motor cycles in open competition are not only the proof of sound design and workmanship but provide the fund of experience to which our Designers refer in preparing the machines we offer to you.

The manoeuvrability, suspension, reliability and performance that enabled an A.J.S. to win the tough International Scottish Six Days Trial again in 1961 are inbuilt features of every motor cycle leaving our production line.

We are proud of our successes in competition but even prouder of our products and the record of service and satisfaction they have built over the years, and we do say again "these are the best we have ever produced".



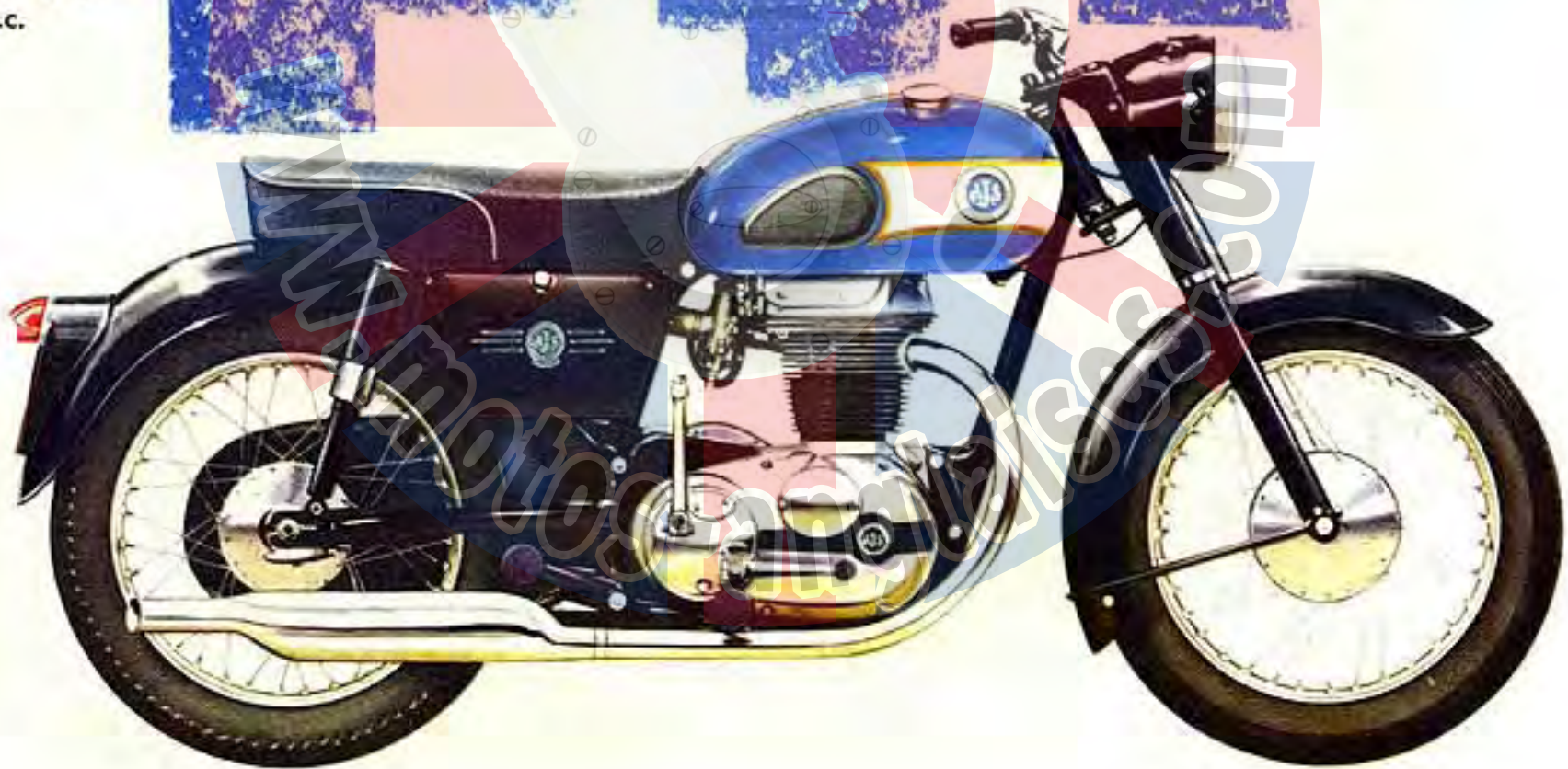


Sapphire

Economical in the extreme but providing a quite outstanding performance. The handsome styling and immaculate finish combined with ease of handling, promote a pride of ownership in this sturdy lightweight.

Model 14

250 c.c.





Sapphire

SPORTS

With new exhaust system, fully adjustable handlebars and a vigorous performance backed by its race bred tradition, this light and lively Sports 250 couples a stimulating ride with an appearance as modern as tomorrow.

Model 14S

250 c.c.



www.ajs.com



Senator

The light 350 is such a reassuring motor cycle to own – high in performance but low in initial and running cost. Its clean design and up-to-the-minute specification mark this as an outstandingly modern motorcycle.

Model 8
350 c.c.





Sceptre

Recognised the world over for its unfailing reliability, the Model 16 for 1962 is further improved by a sparkling new engine, retaining all its characteristics of economy and service but now producing a surge of power that is wholly delightful.

Model 16
350 c.c.



MODEL	14	14S	14CS	8	16	16S	18
ENGINE	248c.c. O.H.V. Singles 70 mm. x 65 mm.			348c.c. O.H.V. Single 72 mm. x 85.5 mm.	348c.c. O.H.V. Single 74 mm. x 81 mm.		498c.c. O.H.V. Single 82.5 mm. x 93 mm.
Bore and Stroke	Die-cast light alloy head with cast-in valve seats. Chromium plated, stellite tipped valves, and Duplex hairpin valve springs			Die-cast light alloy head with cast-in valve seats. Chrome plated, stellite tipped valves			
Cylinder head and valves	Screwed hardened steel pushrod end cups			Screwed hardened steel pushrod end cups			
Valve adjustment	Built-up steel, housed in detachable light alloy rocker box			Built-up steel. Housed in detachable light alloy rocker box			
Rockers	Single gear-driven camshaft with two cams			Single cams on gear-driven camshaft			
Cams	Forged steel lever type operating Hyduminium pushrods			Hardened steel mushroom type operating pushrods			
Cam followers	Close grain cast iron with integral pushrod tunnels			Close grain cast iron with integral pushrod tunnels (16 & 16S). Separate chrome plated tunnels (8 & 18)			
Cylinder barrel	Light alloy with 3 rings: 2 compression (top ring chrome plated) 1 oil control			Light alloy with three rings: 2 compression (top ring chrome plated) 1 oil control			
Piston	7.8 : 1	7.8 : 1	10.5 : 1	7.0 : 1	8.5 : 1	8.5 : 1	7.3 : 1
Compression ratio	Forged steel with pressed-in hardened liner			Forged steel with pressed-in hardened liner			
Connecting rod	Double row, Duralumin caged, rollers			Triple row, Duralumin caged rollers			
Big-end bearing	Two piece. 85 ton alloy steel centre pin with hardened steel sleeve			Two piece. 85 ton alloy steel centre pin with hardened steel sleeve			
Crankpin	Built-up, with crankpin and individually balanced flywheels			Built-up with crankpin and individually balanced flywheels			
Crankshaft	One roller, one caged ball journal drive side, plain bronze oil distributor timing side			Two caged ball journals drive side, plain bronze oil distributor timing side			
Mainbearings	Rotary reciprocating Duplex plunger. Pressure feed to all moving parts			Rotary reciprocating Duplex plunger. Pressure feed to all moving parts			
Oil pump	1 1/16" Monobloc 376/99			1 1/8" Monobloc 389/18	1 1/8" Monobloc 389/42	1 1/8" Monobloc 389/68	1 1/8" Monobloc 389/68
CARBURETTOR —Amal	Wipac 06500 coil with independent direct start switch			Wipac 05413 coil		Wipac 06500 coil, with independent direct start switch	
IGNITION	Wipac 06500 coil with independent direct start switch			Wipac 05413 coil		Wipac 06500 coil, with independent direct start switch	
Sparking plug, KLG	FE80			FE220	FE80	FE80	FE80
Long reach	1 1/2" dia. pipe, cylindrical silencer			1 1/2" diameter open pipe	1 1/2" dia. pipe, cylindrical silencer	1 1/2" dia. (16) 1 1/2" dia. (18) single pipe, heavy duty silencer	
EXHAUST SYSTEM	Wipac S114 Alternator			*Wipac S114 Alternator	Wipac S114 Alternator	Lucas RM15 Alternator	
ELECTRICAL	12 amp/hr. Exide 3ET5			13 amp/hr. Varley MCS/9	12 amp/hr. Exide 3ET5	11 amp/hr. Lucas PUZ7E/11	
Battery	6" dia. 30w.-24w. double fil. bulb			*6" dia. Q.D. Double fil. bulb	6" dia. 30w.-24w. double fil. bulb	7" diameter 30w. and 24w. double filament bulb	
Headlight	Separate bulbs 3w.-18w.			*Separate bulbs 3w.-18w.	Separate bulbs 3w.-18w.	Double filament 3w. and 18w. bulb	
Rear and Stoplights	3w.			*3w.	3w.	3w. and 1.8w.	
Pilot and speedo lights	Single main and front tubes. Pressed steel underchannel			Single top tube, twin tube cradle			
FRAME	Brazed and bolted. Malleable lugs			Brazed and bolted. Malleable lugs			
Construction	Centre Stand			Centre stand, prop stand, sidecar lugs			
Stands and lugs	Two piece swinging arm. Oil damped adjustable spring units			As for twin cylinder models			
Wheelbase	53"	53"	53.75"	53.75"	55.25"	55.25"	
Ground clearance	5.5"	5.5"	7.25"	6"	5.5"	5.5"	
FORKS	Oil damped telescopic			Two way oil-damped, self lubricating, heavy duty Teledraulic. Light alloy sliders			
TRANSMISSION	Adjustable A.J.S. four speed gear box			Pivot mounted A.J.S. heavy duty four speed gear box			
Internal ratios	2.92, 1.85, 1.30, 1.00	2.92, 1.85, 1.30, 1.00	2.42, 1.85, 1.30, 1.00	2.92, 1.85, 1.30, 1.00	2.56, 1.70, 1.22, 1.00		
Gear change	Enclosed positive stop, foot operated. Adjustable lever			Enclosed positive stop, foot operated. Adjustable lever			
Kickstarter	Folding			One piece			
Clutch	Wet multi-plate incorporating rubber vane type shock absorber			Wet multi-plate incorporating rubber vane type shock absorber			
Primary chain	.375" x .225" in alloy oil bath			.5" x .205" in alloy oil bath	.375" x .225" Duplex in alloy oil bath	.5" x .305" in light alloy oil bath	
Rear chain	.5" x .305". Enclosed			.5" x .305". Chainguard	.5" x .305". Enclosed	.625" x .380". Deep section steel chainguard	
Overall ratios	20.12, 12.75, 8.95, 6.39			21.62, 16.55, 11.63, 8.93	18.66, 11.82, 8.30, 6.39	14.85, 9.85, 7.08, 5.80	
WHEELS	3.25" x 17"			(F) 3.00" x 19" (R) 3.50" x 19"	3.25" x 19"	3.25" x 19"	
Tyres—Dunlop	(F) Ribbed (R) Studded			Knobbles	(F) Ribbed (R) Studded	Front ribbed — Rear studded	
Hubs	Full width. Ball journal bearings			Competition type	Full width. Ball journal bearings	Full width light alloy. Taper roller bearings. Straight spokes	
Brakes	6" x 1"			Competition type	6" x 1"	7" x .875"	
MUDGUARDS	As Models 16/18			Polished light alloy	As Models 16/18	One piece steel of deep catenary section	
TWINSEAT	Deep 2 level foam rubber			Long competition type	Deep 2 level foam rubber	Vynide covered 2 level foam rubber	
Seat height	29"			32"	29.5"	31"	
PETROL TANK	3.25 gal. (14.75 litres) pressed steel			2.75 gal. (12.4 litres) pressed steel	3.25 gal. (14.75 litres) pressed steel	Fully rubber-mounted, 4.25 gallon (19.3 litres) pressed steel	
OIL TANK	2.5 pt. (1.4 litres) light alloy casting bolted to crankcase			4 pt. (2.25 litres) pressed steel			
WEIGHT	325-lbs.	322-lbs.	321-lbs.	340-lbs.	382-lbs.	382-lbs.	394-lbs.
FINISH	Model 14 & 8: Black, with blue and white tank. Model 14S: Black, with blue and white tank, and blue accessory covers, chromed mudguards and chainguard. Model 14CS: Black, with gold lined blue tank. All models have 3D tank badge, chromed rims, exhaust system, etc.			Models 16 & 18: Black, including tank, with large chromed motif. Model 16S: Black, with blue and white tank, including tank, with large chromed motif. All models have chromed rims, exhaust system, etc. All models have chromed engine parts.			
EQUIPMENT	Speedometer, pillion footrests, stoplight, toolkit, pump, instruction book, etc.		Toolkit, pump, instruction book, etc.	Speedometer, pillion footrests, stoplight, toolkit, pump, instruction book, etc.	Speedometer, pillion footrests, stoplight, toolkit, pump, instruction book, etc.		
OPTIONAL	Standard handlebars		Road gears and tyres	—		Sidecar gears and suspension. Low compression piston.	
OPTIONAL EXTRAS	Entire machine in blue, except white mudguards on Model 14, and chrome mudguards and chainguards on Model 14S		Speedometer, Q.D. Lighting set, silencer, registration plates, etc.	As Model 14		Entire machine in blue with white mudguards (chrome mudguard and chainguard on 16S). Q.D. rear light, etc.	
ACCESSORIES	Air cleaner, safety bars, luggage carrier, panniers, side-stand, etc.		—	As Model 14		Air cleaner, safety bars, steering lock, steering damper, luggage carrier, panniers, etc.	

* Lighting extra

	16C	18CS	31	31CSR	7R
Single mm. valves with Duplex hairpin springs	347c.c. 69 mm. x 93 mm. O.H.V. Singles	497c.c. 86 mm. x 85.5 mm	646c.c. O.H.V. Twins 72 mm. x 79.3 mm.		349c.c. O.H.C. Single 75.5 mm. x 78 mm.
Pushrod end caps			Separate die-cast light alloy heads with cast-in valve seats, chrome plated stellite tipped valves with double helical springs		Die-cast light alloy head with pressed-in valve seats. Sodium cooled exhaust valve
Light alloy rocker box			Eccentric rocker spindles		Eccentric rocker spindles
Open cam wheels			One piece steel stampings. Detachable light alloy rocker covers		KE.805 alloy steel stampings
Operating Hyduminium pushrods			Separate gear-driven inlet and exhaust camshafts		Two on single chain-driven camshaft
Rollers on 18	Light alloy with iron liner		Hardened alloy iron levers operating Hyduminium pushrods		Rollers on needle roller bearings
Oil ring chromium plated) 1 oil control	6.5 : 1	8.7 : 1	Separate barrels of close grain iron with integral pushrod tunnels		Light alloy with iron liner
Light hardened liner			Light alloy with three rings: 2 compression (top ring chrome plated), 1 oil control	8.5 : 1	Light alloy with two rings
Rollers			Two piece forged light alloy		12 : 1
Pin with hardened steel sleeve			Vandervell three layer. Indium flashed lead bronze		Forged KE.805 Alloy steel
Dually balanced flywheels			Integral with crankshaft		Single row caged 1/2" x 1/2" rollers
Timing side		Twin ball (DS) plain and roller (TS)	Statically and dynamically balanced. Three bearing one piece alloy iron		85 ton steel centre pin with hardened sleeve
Pressure feed to all moving parts			Two large diameter roller. Plain oil-distributor centre bearing		Built up with steel disc flywheels
369/1	1 1/8" Monobloc 376/59T	1 1/8" Grand Prix T5GP	Camshaft driven twin gear pumps. Pressure feed to all moving parts	1 1/8" Monobloc 389/18	Caged double rollers (DS) Twin journal rollers (TS)
	Manually controlled waterproof Lucas NCI. magneto		Lucas MA6 coil with independent direct start switch, Gear-driven distributor	1 1/8" Monobloc 389/22	Twin gear pumps
				Manually controlled Lucas K2F Magneto	1 1/8" Grand Prix T5GP
					Rotating magnet Lucas 2MTT magneto
	FE80	FE220	FE80	FE220	E/258/2
	1 1/2" dia. pipe, upswept silencer	1 1/2" diameter open pipe	1 1/8" diameter separate pipes, AJS cylindrical silencers	1 1/8" diameter siamesed pipes, AJS cylindrical silencer	1 1/2" dia. pipe, reverse cone megaphone
	*Lucas E3N 6v. dynamo	*Lucas RM15 Alternator	Lucas RM15 Alternator	Lucas RM15 Alternator	
	*11 amp/hr. Lucas PUZ7E/11	*11 amp/hr. Lucas PUZ7E/11	11 amp/hr. Lucas PUZ7E/11	11 amp/hr. Lucas PUZ7E/11	
	*Q.D. 7" diameter 30w. and 24w. double filament bulb	*Double filament 3w. and 18w. bulb	7" diameter. 30w. and 24w. double filament bulb	Double filament 3w. and 18w. bulb	
	*Double filament 3w. and 18w. bulb	*3w. and 1.8w.	Double filament 3w. and 18w. bulb	3w. and 1.8w.	
	Single tubes. Duplex cradle	Twin tube cradle	Single top tube, twin tube cradle	Single top tube, twin tube cradle	Twin tube cradle. 531 tubing
	Welded	Brazed and bolted	Brazed and bolted. Malleable lugs	Brazed and bolted. Malleable lugs	Welded
	Centre and prop stand	Centre and prop stand	Centre stand, prop stand, sidecar lugs (including rear lugs on 31CSR)	Centre stand, prop stand, sidecar lugs (including rear lugs on 31CSR)	Swinging arm. Special spring units
	Swinging arm. Special spring units		Robust swinging arm, self lubricating pivot bush, adjustable oil-damped spring units	Robust swinging arm, self lubricating pivot bush, adjustable oil-damped spring units	55"
	53.75"	55.25"			6.75"
	10"	6.5"			
	Teledraulic oil-damped	"Works" type Teledraulic	As heavyweight singles	As heavyweight singles	Special racing Teledraulic
			Pivot mounted A.J.S. heavy duty four speed gear box	Pivot mounted A.J.S. heavy duty four speed gear box	A.J.S. racing four speed gear box
	3.24, 2.44, 1.56, 1.00		2.56, 1.70, 1.22, 1.00	2.56, 1.70, 1.22, 1.00	1.78, 1.33, 1.10, 1.00
	Adjustable lever		Enclosed positive stop, foot operated. Adjustable lever	Enclosed positive stop, foot operated. Adjustable lever	Positive stop, reversed foot operation
	Folding		One piece	Folding	
	Wet multi-plate incorporating rubber vane type shock absorber		Wet multi-plate incorporating rubber vane type shock absorber		Dry multi-plate
	.5" x .305" in oil bath	As for 16/18	.5" x .305" in light alloy oil bath	.5" x .305" in light alloy oil bath	Lubricated. .5" x .305" Alloy guard
	.625" x .380". Deep section steel chainguard		.625" x .380" Deep section steel chainguard	.625" x .380" Deep section steel chainguard	.625" x .225"
	21.00, 15.80, 10.10, 6.48	14.85, 9.85, 7.08, 5.80	12.23, 8.13, 5.83, 4.78	12.23, 8.13, 5.83, 4.78	8.62, 6.45, 5.30, 4.85
	(F) 2.75" x 21" (R) 4.00" x 19"	(F) 3.00" x 21" (R) 4.00" x 19"	Front 3.25" x 19" Rear 3.50" x 19"	Front 3.25" x 19" Rear 3.50" x 19"	(F) 3.00" x 19" Alloy (R) 3.50" x 19" Alloy
	Trials Universals	Knobbles	Front Ribbed Rear Studded	Front Ribbed Rear Studded	Racing ribbed and studded
	Special lightweight. Taper rollers	As for 16/18	Full width light alloy. Taper roller. Straight spokes	Full width light alloy. Taper roller. Straight spokes	Magnesium alloy castings. Ball and rollers
	5.5" x .75"	7" x .875"		7" x .875"	(F) 8.25" x 1.75" (R) 8.25" x 1.25"
	Polished light alloy		One piece steel of deep catenary section	Polished light alloy	(F) Light alloy (R) integral with seat
	Dunlop competition saddle	Long competition type	Black Vynide cover with white piping, two level moulded foam rubber on steel base	Long competition type	Foam rubber on glass fibre base
	32.5"	32.5"			27"
	"Works" type 2 gal. (9 litres) light alloy	2 gal. (9 litres) pressed steel			4.75 gal. (21.6 litres) Light alloy
	2.75 pt. (1.6 litres) pressed steel 306-lbs.	4.5 pt. (2.5 litres) pressed steel 336-lbs.	4 pt. (2.25 litres) pressed steel 403-lbs.	4.5 pt. (2.5 litres) pressed steel 388-lbs.	7 pint (4 litres) Light alloy 284-lbs.
	As Model 16, but with "A.J.S." tank transfer and an enamelled chaincase.	As Model 18 but with "A.J.S." transfer on tank.	As Models 16 and 18	Black: Blue tanks and toolbox. Usual parts chromed or polished alloy.	Black: gold lined tank. Usual parts chromium plated
	Speedometer, toolkit, pump, instruction book, etc.	Air cleaner, toolkit, pump, instruction book, etc.	Speedometer, pillion footrests, stoplight, toolkit, pump, instruction book	Speedometer, pillion footrests, stoplight, toolkit, pump, instruction book	Rev. counter, steering damper, racing number plates
	Standard tyres, wheels, cams, H.C. Piston, Blue tank	Standard tyres, wheels, tank, engine sprocket, suspension, Blue tank	Sidecar gears and suspension, high or low compression pistons	Standard handlebars sidecar gears and suspension	
	Q.D. Lighting system	Q.D. lighting, Q.D. rear wheel, reg. plates, silencer, pillion footrests, stoplight, rev. counter	As Models 16 and 18. Siamesed pipes. Magneto ignition.	Q.D. rear wheel, 2 gallon Competition tank, rev. counter, Magneto ignition.	
		Steering damper	Air cleaner, safety bars, steering lock, steering damper, luggage carrier, panniers, etc.	Air cleaner, safety bars, steering lock, steering dampers.	Alternative sprockets, etc.
	* Lighting extra				



Sceptre **SPORTS**

Smooth, fast and beautifully finished, the new Sceptre Sports makes even the daily ride to work a source of pleasure. First class brakes and roadholding, together with its zestful new engine make this the most coveted 350 on the road.

Model 16S
350 c.c.



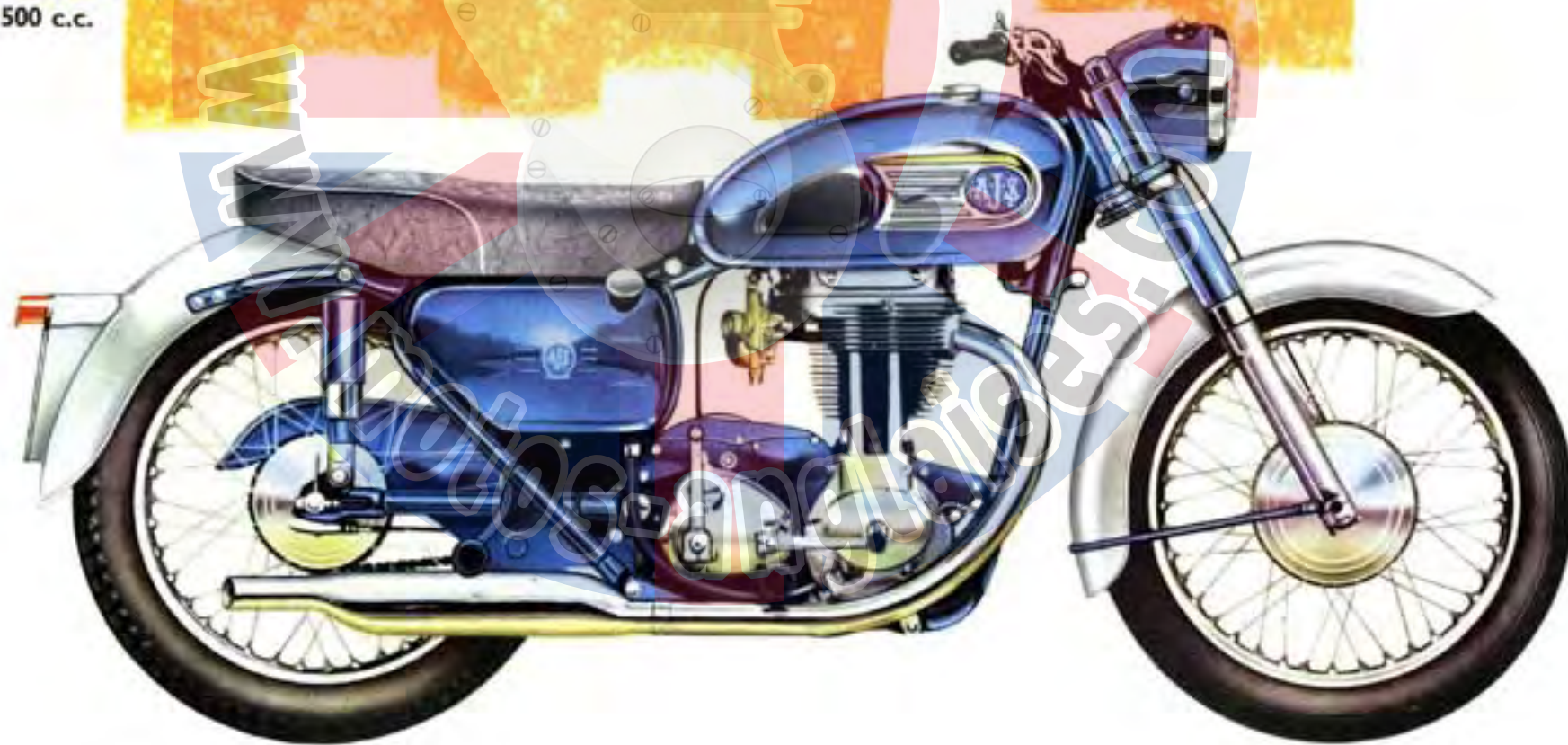


Statesman

The appeal of this large capacity single is evident by the demand that exists from Ghana to Glasgow for the model 18's solid dependability, stamina, ease of handling and economy in operation.

Model 18

500 c.c.





Model 31

650 c.c.

Swift

Tractable, silent, powerful — for solo or sidecar, for town or country, the superbly finished Swift is an exhilarating possession. Mechanically unsurpassed, it is indeed a high grade motor cycle of which we are very proud.





Hurricane

Renowned high performance coupled with ride-to-work docility make the Hurricane a delightful dual personality machine. Designed primarily for the man who rides fast and for it is the most popular of all fast 650's.

Model 31CSR

650 c.c.





Model 14CS

250 c.c.



Scorpion

Soundly engineered in every detail and with the abnormal mechanical demands of the Scrambles rider in mind, the Scorpion has proved a worthy addition to the ranks of successful A.J.S. competition machines.



Model 16C

350 c.c.

Experts

To win outright the International Scottish Six Days Trial in 1961 is proof enough of the capabilities of the Model 16C, but for A.J.S. machines to have achieved this performance 8 times in 15 years is indeed an unparalleled proof of quality and reliability.



Model 18CS 500 c.c.

Southerner



Designed specifically for high speed cross country riding, the 18CS is again improved for 1962. "Works type" front forks set a new and superlative standard in front suspension whilst the 40 B.H.P. racing engine provides the powerhouse essential for this type of competition.



Model 7R 350 c.c.

Known and respected wherever a racing circuit exists, the 7R goes from strength to strength. Produced in limited numbers by the Works Racing Department it is supplied fully bench tested and absolutely ready to race.

Guarantee



THE A·J·S FREE SERVICE SCHEME

It is strongly recommended that owners of new A·J·S motorcycles should avail themselves of the free Service Scheme operated by all home Dealers. Full details of which are given on the card supplied with each machine.

NOTICE

All prices and specifications are subject to alteration without notice and all motorcycles and equipment are sold subject to the limited guarantee printed herein.

1. In this Guarantee the word "machine" refers to the motor cycle, scooter, motor cycle combination or sidecar as the case may be purchased by the purchaser.

2. In order to obtain the benefit of this Guarantee, the purchaser must correctly complete the registration form provided with each new A·J·S motor cycle and return it to us within fourteen days of the purchase.

3. We will supply, free of charge, a new part in exchange for, or, if we consider repair sufficient, will repair free of charge any part proved within six months of the date of purchase of any new machine, or within three months of its renewal or repair in the case of a part already renewed or repaired, to be defective by reason of our faulty workmanship or materials. We do not undertake to bear the cost of fitting such new or repaired part or accessory.

4. Any part considered to be defective must be sent to our Works, carriage paid, accompanied by the following information:—

- (a) Name of purchaser and his address
- (b) Date of purchase of machine
- (c) Name of dealer from where the purchase was made
- (d) Engine and Frame numbers of machine

5. This Guarantee shall not extend to defects or damage appearing after misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts and in particular:—

- (a) Hiring out
- (b) Racing and Competitions
- (c) Adaptation or alteration of any part or parts after leaving our Works
- (d) The attaching of a sidecar in a manner not approved by us or to any unsuitable motor cycle

6. Our liability and that of our dealer who sells the machine, shall be limited to that set out in paragraph 3, and no other claims including claims for consequential damage or injury to person or property, shall be admissible.

All other conditions and warranties statutory or otherwise and whether expressed or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.

This Guarantee shall not extend to machines whose trade mark, name or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us, or to tyres, saddles, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

A·J·S MOTOR CYCLES

(Proprietors: Associated Motor Cycles Ltd.)

PLUMSTEAD ROAD · LONDON S.E.18 · ENGLAND

Telephone: WOOLWICH 1223

Telegrams: ICANHOPIT LONDON TELEX

Telex: No. 2-2617