

AJS

Motor Cycles

INSTRUCTION BOOK

FOR

1938 OVERHEAD VALVE MODELS

38/12, 38/22, 38/22T, 38/22s.s

38/16, 38/26, 38/26T, 38/26s.s

38/8, 38/18, 38/18T, 38/18s.s

Supplied free, upon application,
with each new cycle.

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A.J.S. MOTOR CYCLES

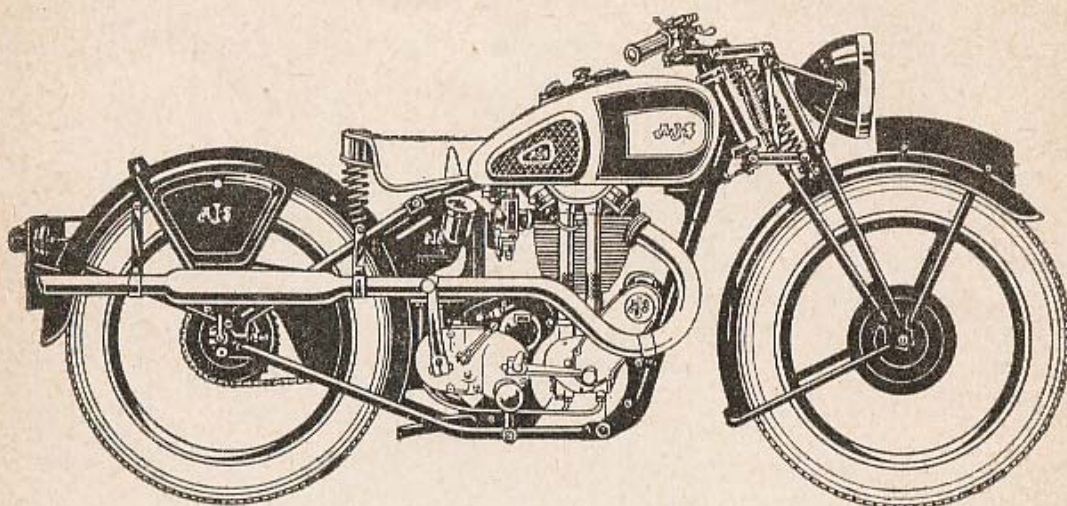
(Proprietors: ASSOCIATED MOTOR CYCLES LIMITED)

PLUMSTEAD, LONDON, S.E.18



DRIVING AND ADJUSTMENT INSTRUCTIONS

FOR ALL 1938 O.H.V. MODELS



ISSUED BY THE MANUFACTURERS

Motor **A.J.S.** Cycles

(Proprietors: ASSOCIATED MOTOR CYCLES LIMITED)

Registered Offices :

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PREFACE.

It is our sincere desire that every "A.J.S." owner should obtain from his mount the service, comfort, and innumerable miles of low-cost travel that we have earnestly endeavoured to build into it. Motor-cycling is one of the most economical and pleasurable modes of transport. A motor cycle, it must be remembered however, is a highly specialised piece of engineering, and must be treated with reasonable care and consideration. While it does not call for great skill in driving, the exercise of a little mechanical sense, and the occasional use of a spanner, cleaning cloth, etc., is very necessary if the maximum service is to be obtained with the requisite degree of satisfaction.

In the pages which follow we have endeavoured to give in simple and straightforward language comprehensive instructions concerning the lubrication and adjustment of those parts likely to require attention. Neglect to make necessary adjustments, or only casual attention to the lubrication of important parts, will soon neutralise the best efforts of the designers, and may bring needless trouble to its owner.

We are always pleased to give "A.J.S." owners the full benefit of our wide experience in matters relating to motor cycles of our manufacture. Enquiries of a technical nature should be addressed to the Service Department, and must necessarily include full particulars of the cycle concerned, i.e., engine number in full (stamped on the driving side of the crankcase, immediately below the cylinder base), frame number and model, together with year of manufacture.

A.J.S. MOTOR CYCLES.

1938 A.J.S. MOTOR CYCLES

LEIGHTWEIGHT MODELS.

38/12	250 c.c.	Single Port*
38/22	250 c.c.	Two Port
38/16	350 c.c.	Single Port*
38/26	350 c.c.	Two Port
38/22T	250 c.c.	Competition
38/26T	350 c.c.	Competition
38/22S.S.	250 c.c.	Silver Streak
38/26S.S.	350 c.c.	Silver Streak

HEAVYWEIGHT MODELS

38/8	500 c.c.	Two Port
38/18	500 c.c.	Single Port
38/18T	500 c.c.	Competition
38/18S.S.	500 c.c.	Silver Streak
A separate book is issued for:		
38/9	500 c.c.	Side Valve
38/2	990 c.c.	S.V. Twin
38/2A	990 c.c.	S.V. Twin

*Coil ignition.

DRIVING

CONTROLS.

The following controls are provided :—

- CARBURETTOR.** Throttle—Quick action twist grip on right handlebar. (Inwards to open.)
Air—Small lever on right handlebar. (Inwards to open.)
- IGNITION.** Advance and Retard—Small lever on left handlebar. (Inwards to advance.)
- EXHAUST.** Valve Lifter—Lower lever on left handlebar.
- CLUTCH.** Upper large lever on left handlebar.
- BRAKE.** Front—Large lever on right handlebar.
Rear—Foot lever on left side of machine.
- GEARS.** Foot lever on right side of gear box. Pull right up to engage lowest gear on all 500 c.c. and all competition models. (On Models 38/12, 38/16, 38/22, 38/22SS, 38/26 and 38/26SS press right down.)
- LAMPS.** Main Switch—On tank panel. (On head lamp on all competition models.)
Dipping—Switch on left handlebar.
- HORN.** Switch on right handlebar. (Press to operate.)
- DAMPER.** Steering—Knurled knob on top of steering column. (Turn in clockwise direction to increase damping action.)
Fork—Knurled knob on left side of front fork lower front spindle. (Turn in clockwise direction to increase damping action.)

OIL. The oils we recommend are :—

- For Summer use—Patent Castol XXI
Mobiloil D
Golden Shell (extra heavy)
- For Winter Use—Patent Castol XL
Mobiloil D
Golden Shell (extra heavy)

STARTING.

FUEL.—For machines fitted with standard pistons we recommend all makes of No. 1 Quality Petrol. For machines fitted with normal high compression pistons use fuel composed of half No. 1 Quality Petrol and half pure Benzol. For machines fitted with ultra high-compression pistons it is essential to use an alcohol fuel.

Before taking the cycle on the road, a new owner is advised to first place the machine on the rear stand, sit on the saddle and become familiar with the various controls. Neutral or free engine position of the gears is indicated by pointers on the gear change pedal and the gear box end, and it must be observed that this neutral position is obtained (both pointers in line with each other) before starting up the engine. The ignition is advanced and retarded by the small lever on the left handlebar and, when starting, this lever should be set to about its midway position. The throttle is controlled by means of a twist grip on the right handlebar and adjacent is the small lever by which the air supply is controlled. Both open by an inward movement. When starting from cold, the throttle should not be more than about one-sixth open and the air completely closed. The petrol is turned on by pressing inwards the end of the sliding plunger on the petrol tap marked "PUSH ON." Assuming that the tanks have been filled and all levers set as above, to start the engine, first flood the carburettor until petrol actually overflows from the vent hole in the float chamber cap. Then raise the exhaust valve by means of the lower lever on the left handlebar and turn the engine over two or three revolutions, keeping the valve raised. Then turn the switch in the panel to position "I.G.." and "C.H." (coil-ignition models only) and give the kickstarter pedal a vigorous push downward, releasing the handlebar valve after when the pedal is nearly at the bottom of its travel so as to take the maximum possible advantage of the fly-wheel momentum. Immediately the engine starts, open up the air as required so that the engine runs evenly and the throttle should be opened and shut quickly, two or three times, to clear the combustion chamber and the silencing system of all condensed moisture which otherwise will have a corrosive action on the silencer interior. Do not in any circumstances, race the engine up from cold, but allow it to idle at a fair speed for a moment or two to warm up, as quickly as possible, and while doing so, take the opportunity of observing that the oil is circulating properly. (See information re engine lubrication). Then, sitting astride the cycle, gently move same forward until the stand is released, after which disengage the clutch by drawing inwards the large lever on the left handlebar. Then with the right foot move the gear change pedal to obtain low gear (a downward pressure on Models 12, 16, 22, 22SS, 26 and 26SS, and an upward pressure on heavyweight models) and slowly release the clutch lever while still keeping pressure upon the foot change pedal with the right foot when the cycle will commence to move forward. When well under way, again release the clutch and engage second gear, this time with an upward movement of the pedal on lightweight models and a downward

movement on heavyweight models, retaining the pressure as before until the change of gear has actually been accomplished. Repeat the operation until top gear is reached, and endeavour to make the movements of hand and foot as simultaneously as possible, but remember that in all gear changes a steady pressure of the foot is advisable and this pressure should be maintained until the clutch lever is released. It is not sufficient to jab the foot pedal and then engage the clutch. When actually in motion it will be found sufficient to merely release the clutch a trifle to ease the drive and with reasonable care, changes of gear can be made without a sound. Always endeavour to make smooth, silent gear changes and avoid racing the engine during the operation. With ordinary care the movements of the clutch lever and change pedal are too quick to permit of any appreciable rise in engine revolutions, but until quite conversant with rapid gear changing, it will be found desirable to close the throttle down while making a change. By suddenly engaging the clutch while the engine is racing, an enormous load is imposed on the gears and chains.

When, by reason of travelling slowly in top gear or by reason of travelling up a hill, the engine commences to labour, it is then necessary to change to a lower gear in order to lessen the strain on the engine. Remember the gear box is provided to be used, and full use of the lower gears should be made in order to obtain effortless hill climbing.

STOPPING.

To stop the machine, close the throttle, declutch by lifting the large lever on the left handlebar and apply both brakes gently, increasing the pressure on them as the speed of the machine decreases. Place the foot gear lever in the neutral position before releasing the clutch lever. To stop the engine, lift the lower lever on the left handlebar (exhaust lifter) and keep it raised until the engine ceases to fire, and, in the case of coil ignition models, place the panel switch in the "off" position.

RUNNING IN.

For the first 500 miles at least, full throttle driving should be studiously avoided. Although mention is made elsewhere of the desirability of not exceeding 30 miles per hour during this running-in process, what is meant actually is "keep the engine well within its limits." Short speed bursts are permissible after this initial running-in, but it is recommended to avoid extended high speeds until at least 1,000 miles have been covered. At the conclusion of the first 100 miles' and 500 miles' running, the adjustment of tappets, chains, contact points, etc., should be checked and corrected if necessary. Subsequent to the initial settling-down process, attention to such details will only be necessary at very infrequent intervals.

"DON'TS."

DO NOT omit to turn the ignition off after a run, or a discharged battery may result (Coil-Ignition Models only).

DO NOT race the engine unnecessarily or let the clutch in sufficiently suddenly to cause the wheel to spin. Take a pride in a silent, smooth getaway.

DO NOT use the brakes with violence. Brake early and drive on the throttle instead of the brakes.

DO NOT allow the engine to labour on high gear on a steep gradient and remember that an easier, faster and better ascent can be made on the next lower gear.

DO NOT attempt to start the engine with ignition on full advance or with throttle more than slightly open.

DO NOT under any circumstances allow the chains to run very slack or very dry. Either will soon cause trouble, and adjustments are easy. Slack chains will inevitably cause harshness of transmission.

DO NOT force the engine or drive above a maximum speed of 30 m.p.h. for the first 500 miles. Mention is made of this warning on account of the natural desire of a new owner to ascertain his mount's maximum capabilities. However, until all bearings are well run in, it is advisable to refrain from speed bursts and the accompanying possibility of seized bearings, piston rings, etc. The first 500 miles of an engine's existence is far more important than the next 5,000.

DO NOT race the engine in neutral gear position, violently accelerate from a standstill, or drive at full speed on open throttle, etc., when in a residential district. Any motor cycle, or for that matter, any motor vehicle when so driven creates abnormal noise, and in the interests of all motorists we earnestly implore every "A.J.S." owner to studiously refrain from any of the practices enumerated, or any calculated to cause annoyance to the public in general. Recollect that the degree of silence of your cycle is judged not by the actual noise it is making, but by comparison with other noises present. For example, in a busy street your cycle might be inaudible, while in a quiet narrow street of high buildings it might be heard for several hundred yards, although in each case being driven in exactly the same manner.

LUBRICATION

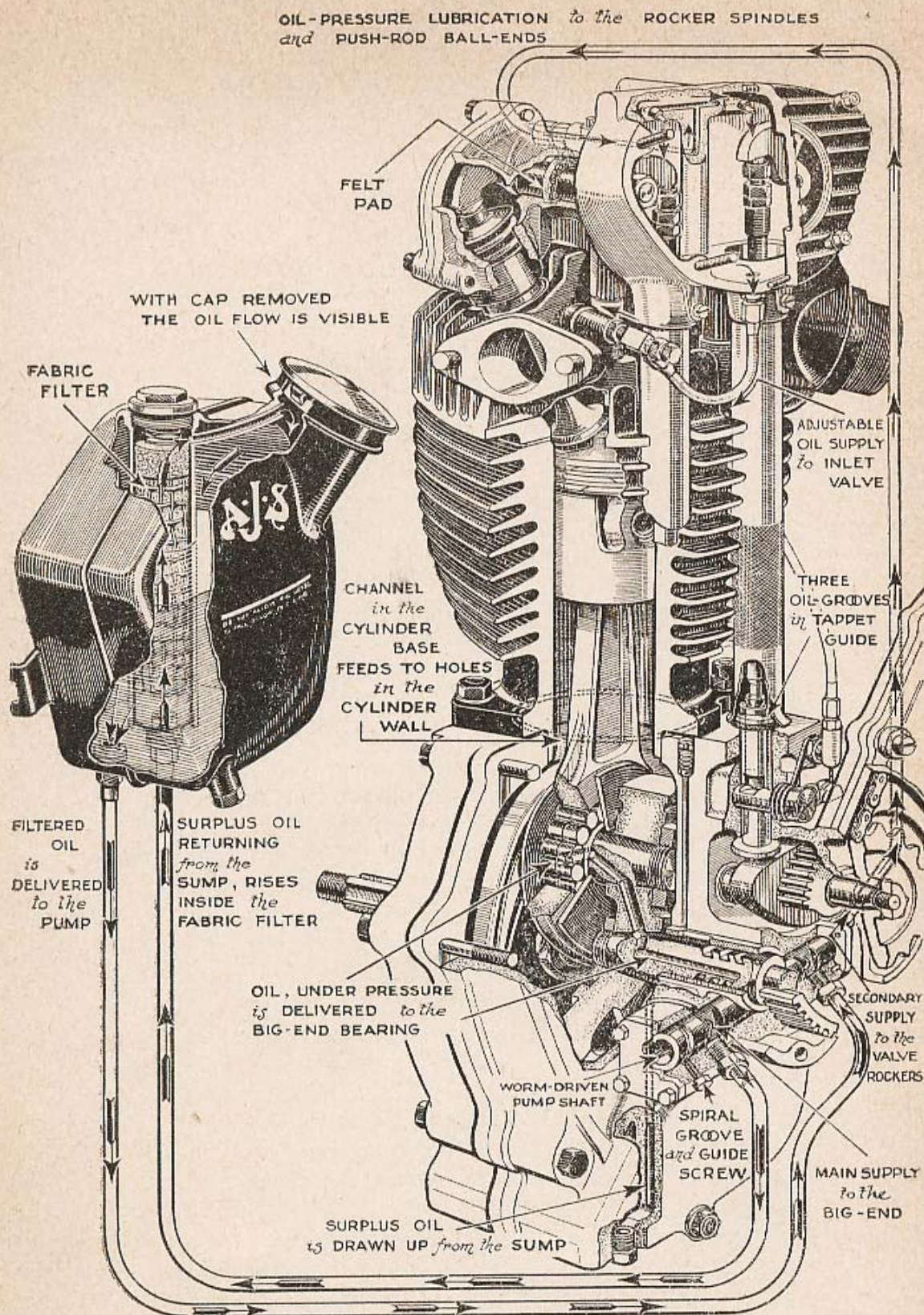
ENGINE LUBRICATION.

Proper lubrication is of vital importance, and the use of only the best lubricant will be repaid many times over by long wear and good service. The following makes and grade are specially recommended:

Summer—Patent Castrol XXL
Mobiloil D
Golden Shell (extra heavy)

Winter—Patent Castrol XL
Mobiloil D
Golden Shell (extra heavy)

Oil is carried in the tank underneath the saddle, and in use the level of oil in the tank should never be allowed to fall below the half-full mark. The integral oil pump is of the double-diameter single-plunger type, the larger diameter being used for exhausting the crankcase sump, and the smaller end for delivering oil to all the essential parts of the engine interior, from whence it drains into the sump to be returned to the tank. Provision is made on all models to observe the oil in circulation, and a practice should be made of checking the operation of the oiling system before each run. It is advisable to remove the oil tank filler cap when the returning oil may be observed running from the small spout immediately underneath the cap. This check should be made preferably upon starting up the engine from cold, as, owing to the fact that when stationary oil from all parts of the engine interior drains back into the sump, and until the surplus is cleared the return is very positive, whereas normally it is somewhat spasmodic and mixed with air bubbles, due partly to the fact that the return oil plunger has a greater pumping capacity than that delivering fresh oil, and partly to variations in the amount of oil in suspense in the crankcase according to engine speed. For example, upon a sudden acceleration the return flow may cease entirely for a time, only, of course, to resume at a greater rate than normal upon deceleration. No provision is made for external adjustment of the oil supply except to the inlet valve on O.H.V. models, the correct delivery to each part of the engine being arranged internally by suitably dimensioned passages. It might here be explained that oil is delivered to the timing gear chamber, which, after filling same to a pre-determined level, overflows into the flywheel chamber, and so drains away to the sump. Oil is also forced into the timing gear side flywheel axle bearing, and thence through a drilled passage in the flywheel to the big end bearing, the splash from which passes up into the cylinder interior. In addition to this splash, the cylinder receives oil via a direct ball valve controlled oil passage, which ensures a very adequate supply under all conditions for this, the most vital part of the engine. No attention to the oiling system is required other than observing the return of oil to the tank prior to a run, and



Oiling System.

the continual replenishment of the supply tank, the level of oil in which, as mentioned above, must be above the half-full mark, and must not be filled when the engine is cold to a level higher than one inch below the return pipe outlet. The adjuster for inlet valve oiling referred to consists of a needle-pointed screw-down control which, once set, requires little or no attention. The approximate correct setting of the screw is one-sixth of a complete turn from the fully closed position, and unless troubled with valve squeak or excess of oil, owners are advised to leave the adjustment as set on the road test.

NOTE.—Excessive oil consumption, an oily exhaust, oily leakages from the rocker box and an oiled plug, in the case of a new machine, usually indicate this needle valve is passing too much oil.

NOTES ON THE OILING SYSTEM.

If the engine is for any reason dismantled, the crankcase must not on any account be separated until the pump plunger has been withdrawn. To withdraw this plunger, first remove both end caps, and also the guide screw, when the plunger can be pushed out large end first. When re-assembling, the plunger must be inserted after the crankcase sections have been bolted together, and before re-fitting the end caps, the guide screw must be replaced, with its relieved tip engaging the profiled cam groove in the plunger. By moving the plunger to and fro while this screw is being introduced, the correct location of the groove can be easily felt, and the screw in question must be finally firmly screwed home. The entire oiling system is simplicity itself (see the illustration of the oiling system) only one moving part being employed, viz., the double-diameter plunger. This plunger is rotated by the engine shaft, and moves backward and forward while rotating, under the influence of the small guide screw which engages with the profiled annular groove cut in the plunger end. As the plunger moves in its housing in one direction, the large end draws oil from the sump, while at the same time, the smaller end is delivering fresh oil to the various channels provided. Upon the reverse movement of the plunger the large end returns to the tank oil already drawn from the sump, while the smaller end draws a fresh charge of oil from the tank in readiness for delivery to the engine upon the following movement of the plunger. This action, of course, goes on all the while the engine is revolving, and since the exhausting end of the plunger is the larger, the engine sump is always kept clear of oil, hence the term "dry sump." At the same time a large quantity of clean, cool oil is being forced under pressure to all working parts. An efficient filter for the oil is provided in the tank consisting of a felt cartridge through which the returning oil is compelled to pass before emerging from the spout immediately underneath the tank filler cap. On each occasion the engine is decarbonised the filter should be removed and carefully washed in clean petrol (it can be removed upon unscrewing the hexagonally-headed cap on the top of the oil tank) while once each season or not less frequently than once every 5,000 miles, the entire tank should be drained, thoroughly washed out with petrol, and after-

wards filled to the correct level with fresh, clean oil. To avoid undue waste, it is quite permissible to arrange for this clean-out when the oil is at the lowest recommended level, although it must be pointed out that normally it is highly desirable to add fresh oil frequently in small quantities in preference to allowing the supply to become almost exhausted before refilling, the reason for this being that the more oil there is in the tank, the cooler it will keep in circulation.

SPECIAL WARNING.

- 1.—Never mix oils of different makes or grades.
- 2.—A dirty or choked oil filter cartridge will inevitably cause heavy oil consumption. If thoroughly soaking and washing in petrol does not effect a cure, fit a new cartridge. (Part No. STD786. Price 2s. 9d., plus 2d. postage.)

SPEEDOMETER LUBRICATION.

A small quantity of grease should be injected monthly, or once every 500 miles, into the speedometer gear box. This is situated on the front brake cover plate and is provided with a sunk grease nipple in its end. No other part of the speedometer requires lubrication.

GEAR BOX.

Monthly, or about once every 1,000 miles, grease should be injected, as necessary, into the gear box. The gear box must not be entirely filled, and under normal conditions the addition of about two ounces of grease every 1,000 miles will be found ample.

On gear boxes having an external clutch operating lever the grease is best inserted via the aperture on the gear box top, covered by an oval metal cap that is retained by two nuts. This cap is slotted at one end to allow it to be twisted round to uncover the aperture without removing the nuts. On this type of gear box also inject a little grease in all the grease nipples every week. (Do not overlook the nipple for the kickstarter axle and the nipple for the foot change mechanism, which are screwed into the gear box end cover.)

On gear boxes having completely enclosed clutch operating mechanism there is only one grease nipple. This feeds the entire gear box, including the gear change and kickstarter parts, and additions of grease should be made through this nipple as recommended above.

The greases recommended for gear box lubrication are:

Castrolase Medium.
Mobilgrease No. 2.
Shell Motor Grease (Soft).

These are supplied in collapsible tube containers with a suitable bent spout to facilitate injection into the gear box interior.

In no circumstances must heavy grease or oil be used for gear box lubrication.

CHAINS.

The primary chain and the dynamo chain both run in an oil bath case and, provided that the oil level is correctly maintained (use engine oil) will require no attention other than occasional adjustment. The inspection cap orifice on the chain case determines the correct level and it is imperative that the level is not allowed to fall more than about 3/16in. below the height of the bottom edge of this orifice. Failure to maintain this level will result in rapid chain wear and possible destruction. It is, therefore, advisable to make a practice of verifying the level weekly. The rear chain should be removed every 1,500 to 2,000 miles in summer, and every 1,000 miles during winter, and thoroughly washed in paraffin. After carefully wiping, it should then be immersed in a bath of molten tallow, or, as a poorer substitute, ordinary engine oil. If the latter is used, the chain should be laid in soak overnight in order to ensure penetration to all link joints. If treated in this manner, at least 8,000 to 10,000 miles of satisfactory service should be obtained.

The cases covering the magneto drive chains on models fitted with magneto ignition are packed with grease during assembly. Grease nipples are fitted to the outer covers and a small quantity of grease should be added periodically, say once every 1,000 miles.

WHEEL HUBS.

Upon assembly, all hubs are tightly packed with grease. To prevent the entry of mud and water in use, a small additional quantity of grease should be injected by means of the grease gun via the nipples provided on each hub, about once every 500 miles.

BRAKE CAM LEVER AND ROD JOINT LUBRICATION.

Inject grease sparingly into each brake cam nipple about once every 1,000 miles, or monthly. Grease the brake pedal bearing occasionally and oil all brake rod joints frequently, particularly in bad weather.

STEERING HEAD BEARINGS.

Two grease-gun nipples are provided, and only a small quantity of grease should be injected monthly, or once every 1,000 miles.

FORK SPINDLES.

To maintain efficient front fork action, adequate spindle lubrication is essential and an injection of grease via the various nipples provided is recommended weekly, or at least every 500 miles. Inject grease until it is seen to exude from both ends of each bearing. This surplus should then be wiped off.

DYNAMO LUBRICATION (Coil-Ignition Models 38/12 and 38/16).

Use oil very sparingly. A few drops of oil should be inserted through the lubricator on the driving end once every 500 miles, and a small quantity of grease should be pressed into the hole closed by a round head screw in the centre of the commutator end once every 1,000 miles. Avoid using too much grease or pressure, otherwise it may be forced through the bearing on to the commutator, and cause trouble.

DYNAMO LUBRICATION (All Models except 38/12 and 38/16).

The Lucas dynamo fitted to magneto-ignition models is packed with grease before leaving the works and lubricators are not, therefore, provided. After the motor cycle has run several thousand miles, the dynamo should be dismantled for cleaning, adjustment and re-packing the bearings with grease. This is carried out preferably at the nearest Lucas Service Depot.

MAGNETO LUBRICATION (All Models except 38/12 and 38/16).

The Lucas magneto fitted to magneto-ignition models is packed with grease before leaving the works and lubricators are not, therefore, provided. After the motor cycle has run several thousand miles, the magneto should be dismantled for cleaning, adjustment and re-packing the bearings with grease. This is carried out preferably at the nearest Lucas Service Depot.

BOWDEN CABLES.

A small metal clip will be observed on all the control cables. These clips cover a small bared patch on the outer casing through which lubricant can be injected by means of a specially constructed oil gun. This article is not supplied in the standard tool kit, but owners are advised to obtain one, price 5s. 9d. (plus 3d. postage) for their home tool kit. The operation of flooding the inner wire with lubricant takes only a few seconds, and the effect upon a dry cable has to be tried to be believed. Oil is injected through the small bared patch on the outer casing and is forced through the spiral on to and along the inner cable. All that is necessary is to slide the small clip along the casing to enable the specially designed oil gun to be clamped with the bared patch occupying a central position on the rubber pad on the gun nozzle. A few turns of the screwed gun plunger then floods the entire length of the cable with lubricant.

SPARKING PLUGS.

All O.H.V. A.J.S. motor-cycles are fitted with Lodge H14 sparking plugs (14 m.m. thread). Occasionally check the plug points gap (.018in. to .020in.).

MAINTENANCE

DECARBONISATION.

The period for which an engine will run satisfactorily without being decarbonised depends to a great extent upon driving conditions. Generally, however, this process should be carried out every 1,500 to 2,000 miles. The need for decarbonising will be indicated by a tendency to pink or knock when ascending hills, or upon accelerating after rounding a corner, and particularly so when the engine is hot. Although to remove carbon deposit it is only necessary to take off the cylinder head, it is advisable to remove the cylinder each 5,000 miles in order to also inspect the piston rings and remove any deposit from the grooves in which they operate.

If, for any reason, the piston is removed, extreme care should be taken when replacing the gudgeon pin circlips (retaining rings). A pair of special pliers is supplied, with the tool kit, for removing and refitting the circlips. In use, the rounded ends of the pliers should be inserted in the "ears" or holes in the circlip and gently compressed. The circlip should be introduced into the piston with a rotary movement until the whole of the circlip lies snugly in the groove which is machined in the gudgeon pin boss in the piston. This is most essential. It will be appreciated that if the circlips are not properly fitted there is a possibility of the gudgeon pin working out of position and scoring the cylinder wall with dire results.

TO REMOVE CYLINDER HEAD.

First remove the entire exhaust system, petrol feed pipe and sparking plug, together with the small oil feed pipe from the O.H. rocker box to inlet valve guide. Then unscrew the top cap of carburettor mixing chamber and gently withdraw the throttle and air slides. Next remove the four tank fixing bolts and raise the tank to allow access to the cylinder head fixing bolts. A wooden block placed across each tank support bar will be found a convenient method of securing the tank in a raised position. Next remove the detachable caps enclosing the valve springs each secured by cheese head screws, after which unscrew the four bolts by which the rocker housing is secured when the entire rocker box with push rods and enclosing tubes can be withdrawn. Next remove the two end caps on the valve stems. It now only remains to unscrew the four cylinder head fixing bolts when the head can be lifted off. It will be observed that a soft copper or copper and abestos washer is used for the cylinder head joint, this should be carefully removed and placed in a safe position awaiting re-assembly. To facilitate re-assembly, it will also be found desirable to remove the rocker box inspection cap so as to expose the top ends of the push rods.

TO GRIND IN VALVES.

In the case of O.H.V. models, valve grinding is advised upon each occasion when decarbonisation is undertaken. After the cylinder head has been removed as described, to remove valves it will be found convenient to rest the head of each in turn on a small block (wood

preferably) while the spring is compressed to allow of the removal of the taper valve cap divided collar. It may be necessary to give the valve spring cap a sharp tap to release this taper collar. After removing all carbon deposit, the face of each valve seating should be smeared with a good grinding paste (this may be obtained already mixed) and the valve revolved slightly backwards and forwards (never revolve completely) while light pressure is applied to the head. During this operation it is advisable to occasionally raise the valve off its seating and turn in the guide slightly, afterwards repeating the backwards and forwards movement.

Generally, one application of grinding paste will be ample for the inlet, but two or three applications may be necessary to entirely restore the exhaust valve seating. After this grinding-in has been satisfactorily accomplished, all traces of the grinding-in mixture should be carefully washed off with petrol, and both valve stems and guides cleaned thoroughly. Prior to re-fitting, it is advisable to smear each valve stem with graphite grease.

A special tool for compressing valve springs can be supplied at 6s. 6d. (plus 4d. postage) (Part Number TTK8).

A special clamp tommy wrench to facilitate valve grinding (Part Number 3282), can also be supplied at a cost of 6d. (plus 2d. postage).

Care must be taken when replacing the O.H.V. rocker housing to see that the valve spring cups are correctly located. The assembly is best done by first of all sliding the rocker box roughly in position, then make certain that the push rod ends are correctly located in the tappet tops, after which make certain that the valve spring cups fit snugly into their respective positions, whereupon the four rocker box fixing bolts may be screwed down. Unless this care is taken, there is a danger of breaking the fixing bolt lugs of the rocker housing. Both tappets should be down during the re-assembly process. See that the hardened caps are refitted to valve ends.

Tappet and rocker clearances must always be checked after cylinder head removal and the correct adjustment obtained. (See instructions).

TO ADJUST TAPPETS ON O.H.V. MODELS.

First remove the rocker box cap secured with four small nuts on lightweight models and two knurled-edge thumb nuts on heavyweights; this will expose the adjustable ends of the valve push rods. Next revolve the engine until the piston is approximately at the top of the compression stroke (see note below) and with the spanners provided in the tool kit loosen the lock nut securing the adjustable push rod end and unscrew same until the correct clearance is obtained, after which securely re-tighten the lock nut. Always make a point of checking the adjustment obtained after this lock nut has been tightened. The correct clearance between the rocker ends and the valve ends when valves are completely closed and the engine cold is the nearest approach to nil possible. It should be observed that the push rods are free to be revolved with the fingers while at the same time no perceptible up and down movement of the rocker is possible.

NOTE.—Owing to the presence on the cam flanks of what are technically known as quietening curves, which are actually a very slight

incline from the base circle of the cam to the foot of the hump, it is necessary when checking valve clearance to make quite certain that the tappet ends are on the base circle and it is for this reason that clearances should be checked with the piston at the extreme top of the compression stroke at which position both tappets are well clear of the described quietening curves. For the same reason it is necessary to check valve timing with a rocker clearance sufficient to skip the slight inclines. (See Valve Timing.)

When replacing the rocker box cap care should be taken not to over-tighten the retaining knurled headed nuts because the joint is made with a rubber fillet and undue pressure is not necessary.

VALVE TIMING.

The timing gears are marked for re-setting purposes, and the correct opening of the valves is as follows: the inlet commences to open 20 degree before top of exhaust scavenging stroke, and closes 67 degrees up the compression stroke. Exhaust valve commences to open 75 degrees from bottom of firing stroke and closes 28 degrees down induction stroke. To test valve timing, the tappets must first be set to .016in. clearance. (See instruction above for normal running clearances.)

To reset the timing by using the marks on the gears proceed as under. Turn the engine over till the mark on the small timing pinion is in line with the centre of the inlet (rear) camshaft bush. Then insert the inlet camshaft so that the mark on it is in mesh with the marked tooth on the small pinion. Next rotate the engine in a **forward** direction till the mark on the small pinion is in line with the centre of the exhaust (front) camshaft bush. Then insert the exhaust camshaft so that the mark on it is in mesh with the mark on the small pinion.

IGNITION SETTING.

The correct ignition setting for coil-ignition Models 12 and 16 is 5-16in. before T.D.C. and for magneto-ignition Models 8, 18, 22 and 26, 7-16in. before T.D.C., in every case with the ignition fully advanced.

TO RE-TIME IGNITION ON MODELS 12 and 16.

Remove the bakelite contact breaker cap and slacken the screw securing the contact breaker cam. Then with a small punch operating in one of the slots in this cam, give a sharp but light tap. This will loosen the cam on the taper end of the shaft to which it is fitted. Now set the piston and the ignition lever in the position mentioned above, after which gently turn the cam with the fingers in an anti-clockwise direction until the contact points are just about to part, in which position carefully re-tighten the cam fixing screw and replace the bakelite cap. It is essential, in this ignition setting operation, to obtain exactly the prescribed piston setting on the compression stroke, i.e., the stroke at the top of which both valves are closed.

NOTE.—Check contact breaker gap before setting timing (.018in. to .020in.).

TO RE-TIME IGNITION ON ALL MODELS (EXCEPT 12 and 16).

Remove the outer portion of aluminium magneto chain cover and slack off the nut securing the lower sprocket. Then, with a stout screwdriver, or the hooked end of a stout tyre lever, gently lever the sprocket loose from the taper on the camshaft to which it is attached. Then carefully turn the engine until the piston is at the exact position described above (according to model), observing that it is on the stroke at which both valves are closed. Now fully advance the ignition and remove the contact breaker cap, after which gently turn the magneto with the fingers in its ordinary direction (i.e., contra-clockwise when looking at the sprocket end) until the contact points are just about to break, in which position the sprocket fixing nut must be carefully re-tightened. Needless to add, it is of vital importance to correctly obtain the prescribed piston position and to secure the chain sprocket at the exact position at which the contact points commence to part. To find the exact point of break, place a piece of cigarette paper between the points and turn the magneto armature until the paper is just released, and no more, upon a gentle pull.

NOTE.—Check contact breaker gap before setting timing (.012in.).

STEERING HEAD ADJUSTMENT.

The steering head races are of the floating self-aligning type with spherical seats.

The steering head should be occasionally tested for slackness by exerting pressure upwards from the extreme tips of the handlebar with the steering damper completely slacked off. Should any shake be apparent, slacken the pinch bolt of the handlebar clip lug which encircles the steering column, and screw down the large nut underneath the steering damper knob.

IMPORTANT.—To guard against unconsciously over-tightening the head bearings, the effect of which is extremely difficult steering, it is advisable to jack up the front of the machine (a box of suitable height under the crankcase will serve) in order that all shake may be taken up satisfactorily and the steering head left perfectly free.

TO ADJUST FORK ACTION DAMPER.

The fork action damper can best be adjusted while cycle is actually in motion, and a badly corrugated surface such as may be found on many bus routes provides the best condition for the purpose. The ebonite damper hand nut should be screwed sufficiently tight to make the fork action sluggish under such circumstances as those described and will subsequently require very little variation for other conditions of road surface to provide the maximum degree of comfort.

FRONT FORK SPINDLE ADJUSTMENT.

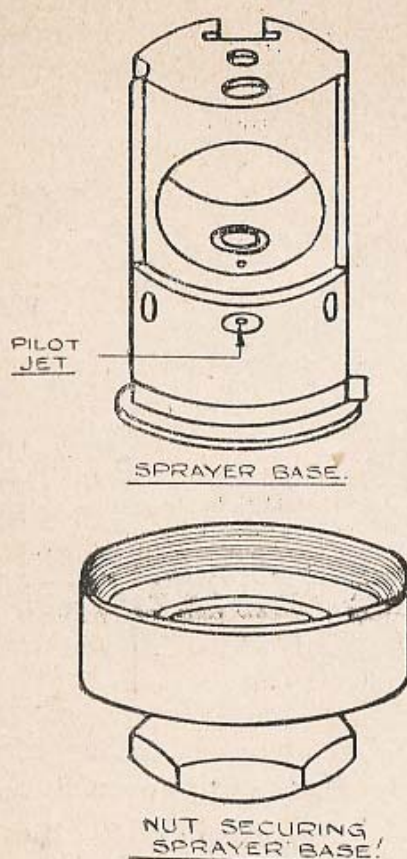
Provision is made for taking up side or endwise wear of the various fork spindle bearings. The need for adjustment will be made apparent by a click or creaking noise heard when the steering head is abruptly turned. By placing the fingers partly over the spindle link and partly upon the lug through which spindle passes it can be determined which spindle or spindles require adjustment by the movement which will be felt when the handlebar is sharply moved from side to side. Then slack off both spindle nuts and turn the spindle bodily by means of the hexagonal offside end in a right-hand or clockwise direction to take up slack. Do not turn more than half a revolution before a re-trial with the nuts re-tightened. Care is essential to guard against over-tightening when the fork will become stiff in action or most probably refuse to function. The washers which are fitted between the lug ends and the spindle side plates are not provided for frictional purposes, but to prevent actual seizure in the event of the spindle adjustment being too tight. Never attempt to adjust more than one spindle at a time. The necessary friction damper effect is provided independently and is adjusted as described on Page 16.

CARBURETTOR ADJUSTMENT.

Although owners are advised to refrain from tampering without good cause with the setting of the carburettor, a rough idea how this unit functions and how adjustments may be effected is given below:—

The correct level of petrol is maintained by means of a float and needle valve, operating in much the same manner as the ball float and valve of an ordinary domestic water cistern. The correct level is obtained by the carburettor manufacturers and no alteration under any circumstances should be made. In the event of a leaky float or worn needle valve, the part in question should be replaced. Control over the petrol supply to the engine is obtained firstly by the main jet, and secondly by means of a taper needle attached to the throttle valve and operating in a tubular extension of the main jet. The main jet controls the mixture entirely from $\frac{3}{4}$ to full throttle, and the adjustable taper needle from $\frac{3}{4}$ down to $\frac{1}{4}$ throttle. The cut-away portion of the air intake side of throttle valve controls mixture from $\frac{1}{4}$ throttle down to about $\frac{1}{8}$ open, and a pilot jet with independently adjusted air supply takes care of idling on nearly closed throttle up to about $\frac{1}{8}$ open. These various stages of control must be borne in mind when any adjustment is contemplated. The correct jet size and throttle cut-away is selected for each model and should not be altered without some very good reason. For Models 16 and 26*, the combination is 150 main jet and 6x4 throttle slide. For Models 8 and 18†, the combination is 180 main jet and 29x4 throttle slide. For Models 12 and 22‡, the combination is 120 main jet, and 5x3 throttle slide. With this combination it is possible to use full or nearly full air under all conditions, except perhaps when the engine is cold or pulling hard up hill on full throttle, when some benefit may be obtained by closing the air down a trifle. Weak mixture is always indicated by popping or spitting at the air intake,

whilst a rich mixture usually causes bumpy or jerky running, in extreme cases accompanied by black smoke from the exhaust. A rough test for correct setting is to warm the engine up and then fully retard the ignition, and with the air about $\frac{3}{4}$ open, slowly open up the throttle to full open, during which the engine should respond without a misfire, but upon a sudden opening of the throttle again with fully retarded ignition and about $\frac{3}{4}$ air, it should splutter and stop. This is, of course, only a rough test but is, nevertheless, a fairly accurate guide to correct main jet and needle setting. To check the pilot jet and air control setting, warm up the engine, and with the ignition about $\frac{2}{3}$ advanced and air about $\frac{3}{4}$ open, with throttle almost closed, the engine should idle positively and evenly. If it fails to do so, slacken the lock nut securing the pilot jet air screw, which will be observed at the base of the mixing chamber, and find a position at which even firing is obtained. The adjustment of this screw is not unduly sensitive and it should be possible to obtain the correct adjustment in a few seconds. Before concluding that incorrect carburation is responsible for heavy consumption, and before carrying out any of



the tests described, make certain that the ignition is set correctly, and the sparking plug points are not adjusted too wide or too close (.018 to .020 recommended). This is most important. In the event of adjustment of the air screw failing to affect slow running in the manner described, it may be reasonably assumed that the minute passage for petrol has become choked. This is always a possible danger unless meticulous care is taken to prevent the entry of dust or foreign matter of any description into the petrol tank. The jet or petrol passage in question consists of a small hole drilled in the side of the sprayer base. This sprayer base may be pushed out of the mixing chamber upon removing the float chamber and the large nut at the bottom of the mixing chamber. To make the location of the petrol passage quite clear, a line illustration is shown, and in the event of difficulty being experienced, a fine piece of steel wire (a strand of Bowden cable will do) should be passed through the very small hole indicated by an arrow.

IMPORTANT.—Never run the engine on full retard and full throttle for more than a few seconds at a time.

- * 1.—Including 26T and 26S.S.
- † 2.—Including 18T and 18S.S.
- ‡ 3.—Including 22T and 22S.S.

Failure to obtain good idling may be due to:—

1. Air leaks, either at the junction of the carburettor and engine or by reason of badly worn inlet valve stems or guides.
2. Faulty valve seatings or incorrect tappet clearances.
3. Sparking plug faulty or points too close.
4. Too much ignition advance.
5. Contact points dirty or setting too close.

Failure to obtain satisfactory petrol consumption may be due to:—

1. Late ignition setting (carefully follow instructions).
2. Bad air leaks.
3. Weakened valve springs (renew).
4. Leaky float, causing flooding (renew).
5. Taper needle extension insufficient (note position before altering).
6. Compression poor, due to worn piston rings, or defective valve seatings (test compression with wide open throttle).
7. Incorrect tappet adjustment.

ELECTRICAL EQUIPMENT.

Miller lighting and ignition equipment is fitted to Models 12, and 16, and Lucas dynamo lighting with separate magneto for Models 8, 9, 18, 22 and 26. The dynamo charge rate on all models is controlled by means of a constant voltage automatic unit. This unit functions when the dynamo generated voltage rises above 7.3 to 7.5 volts and under fully charged battery and no load condition only a small current flows through the system. As load is switched on the dynamo output automatically increases to meet the demand. It is therefore only under run-down battery conditions and during daylight running that a high charge rate will show on the ammeter, and under such conditions a rate as high as 5 to 6 amps may be recorded. The normal rate, however, is between 2 and 4 amps, according to the condition of the battery. The object of this constant voltage control system is, of course, to maintain a fully-charged battery without the risk of over-charging so commonly experienced in the past with switch charging rate control and particularly so on motor cycles with their unavoidably small capacity batteries. The head lamp fitted has a double filament driving light bulb in addition to a parking light bulb, the dipped filament being brought into instant use as and when required by means of a switch on the left handlebar. As in car practice a red warning light is provided on the tank panel (coil ignition models only) to remind the driver to switch the ignition off when the engine is not running and the contact breaker points are together. This light goes out immediately the dynamo is revved up to supply sufficient current to close the automatic cut-out contacts, but may glow slightly when the dynamo is generating maximum output.

BATTERY.

TOPPING UP.—At least once a month, the vent plugs in the top of the battery should be removed and the level of the acid solution examined. If necessary distilled water, which can be obtained at all chemists and most garages, should be added to bring the level above the top of the plates, but well short of the bottom of the vent plugs. When examining the cells, do not hold a naked light near a vent, as there is a danger of igniting the gas coming from the plates.

STORAGE.—If the equipment is laid by for several months, the battery must be given a small charge from a separate source of electrical energy about once a fortnight, in order to obviate any permanent sulphation of the plates. In no circumstances must the electrolyte be removed from the battery and the plates allowed to dry, as certain changes take place which result in loss of capacity.

DYNAMO.

The only parts of the dynamo calling for occasional attention are the brushes and the commutator, which are readily accessible when the end cover is removed. The brushes should slide freely in their holders. They should be clean and the face in contact with the commutator should appear uniformly polished. Dirty brushes may be cleaned with a cloth moistened with petrol. The commutator surface must be kept clean and free from oil or brush dust. (See earlier instructions re dynamo lubrication.)

CONTACT BREAKER (Magneto Ignition).

Occasionally remove the contact breaker cover and examine the contacts. If they are burned or blackened, clean with a very fine emery cloth and afterwards with a cloth moistened with petrol. Take care to wipe away all particles of dirt or metal dust.

The contact breaker gap is carefully set and should not be altered unless it varies considerably from the correct setting. If adjustment is necessary, proceed as follows:—

Turn the engine until it is seen that the contacts are fully opened, then slaken the nut securing the stationary contact screw and adjust this screw until the gap is about .012in. After making the adjustment, care must be taken to tighten the locking nut by which the stationary contact screw is secured.

NOTE.—Check contact breaker gap at 100 and 300 miles. Owing to an initial settling down, there is a tendency for the gap to decrease in the first few hundred miles of use. This may seriously affect ignition setting. Subsequently, adjustment will only be necessary at long intervals, but should be checked every 1,000 miles.

A book giving maintenance and running instructions for the electrical equipment is supplied with each new machine. In that book are addresses of service stations at which service is provided for owners of A.J.S. motor cycles.

CONTACT BREAKER (Coil Ignition).

Occasionally remove the bakelite contact breaker cover and examine the contacts. If they are burned or blackened, clean with a very fine emery cloth and afterwards with a cloth moistened with petrol. Take care to wipe away all particles of dirt or metal dust.

The contact breaker gap is carefully set and should not be altered unless it varies considerably from the correct setting. If adjustment is necessary, proceed as follows:—

Turn the engine until it is seen that the contacts are fully opened, then slacken the nut securing the stationary contact screw and adjust this screw until the gap is about .018 to .020. After making the adjustment, care must be taken to tighten the locking nut by which the stationary contact screw is secured.

NOTE.—Check contact breaker gap at 100 and 300 miles. Owing to an initial settling down, there is a tendency for the gap to decrease in the first few hundred miles of use. This may seriously affect ignition setting. Subsequently, adjustment will only be necessary at long intervals, but should be checked every 1,000 miles.

TO ADJUST PRIMARY CHAIN.

To obtain adjustment for the primary chain, provision is made to swing the gear box bodily upon its lower fixing bolt. It will be observed that the upper fixing bolt operates in slotted holes to permit of the necessary movement. To make adjustment, the extended offside nut of the top gear box fixing bolt must first be slackened. Then to tighten the chain adjustment, first slack off the nut on adjuster bolt nearest the engine and turn the nut furthest from engine clockwise until the chain is tight, after which slack off the nut furthest from engine and tighten down the nut nearest to engine until the correct adjustment is obtained, when securely tighten up the nut furthest from engine to lock the adjustment, and also securely re-tighten the extended offside nut on the top gear box fixing bolt. The correct adjustment (which should allow a whip or movement of $\frac{3}{8}$ in. to $\frac{1}{2}$ in. as the top run of the chain is lightly pressed up and down midway between the sprockets) should be obtained for the tightest place.

TO ADJUST THE REAR CHAIN.

Put machine on the rear stand, then slack, slightly only, both rear wheel spindle nuts and also the large nut securing the brake drum dummy spindle (both nuts on left side) (not on Models 12, 16, 22, 22SS, 26 and 26SS). Then adjust the chain as required by means of the bolts which pass through each of the fork ends, after which securely re-tighten spindle nuts. The correct adjustment (which should allow a whip of $\frac{3}{8}$ in. to $\frac{1}{2}$ in. when chain is pressed up and down) should be obtained for the tightest place.

NOTE.—Before tightening the rear chain, the adjustment of the front chain should be inspected, and, if attention to each is required, the latter should be treated first.

A chain rivet extractor (Part Number LC25), can be supplied for 5s. 6d. (plus 4d. postage).

IMPORTANT.—Care is necessary when tightening the rear chain to leave the wheel in correct alignment. When correct, a piece of thin string stretched taut across both wheels, about four inches from and parallel to the ground, should be observed to just touch each tyre at both sides of wheel centre simultaneously. Alternatively, a straight wooden batten about five feet long is a very handy article to be used for the purpose of checking wheel alignment, applied, as in the case of string, parallel to and about four inches from the ground.

SPROCKETS.

The engine transmission sprockets on all 1938 O.H.V. A.J.S. motor cycles are interchangeable and can be supplied with 16, 17, 18, 19 or 21 teeth, at a cost of 10s. 5d. each (plus 4d. postage).

GEAR RATIOS.

Engine Sprocket	Top Gear Ratio on 12, 16, 22, 22SS, 26, 26SS	Top Gear Ratio on all except 12, 16, 22, 22SS, 26, 26SS	Standard Fitting on all Models
16 TEETH	6.25	6.56	12, 22, 22T and 22SS
17 TEETH	5.88	6.17	26T
18 TEETH	5.55	5.83	16, 26 and 26SS
19 TEETH	5.26	5.52	18T
21 TEETH	4.76	5.00	8, 18 and 18SS*

*19T sprocket used on 8, 18 and 18SS for sidecar gears.

TO REMOVE DETACHABLE REAR WHEEL (All Models Except 12, 16, 22, 22SS, 26 and 26SS).

Remove the left-side axle nut and also the three long square-headed bolts which secure the wheel hub flange to the brake drum. Then withdraw the centre spindle, when the distance piece between the right-side fork end and hollow wheel spindle will fall out. The wheel can then be pulled off the driving pegs on brake drum and after removing the rear portion of back mudguard on Model 18, or raising the rear hinge portion on Models 8 and 9, can be taken away. On all models, the rear mudguard stays or tubular mudguard arch assemblies are slotted at the lower end to allow of easy detachment. It will be observed also, that the rear lamp cable has a sleeve connector for the same purpose. This connector is exposed upon sliding the rubber covering back.

NOTE.—The three long bolts securing the detachable rear wheel must always be efficiently tightened. Slackness will lead to wear, and is usually accompanied by a dull thudding noise when the engine is labouring. Such symptoms must, therefore, not be ignored.

TO DISMANTLE AND ADJUST WHEEL BEARINGS (All Models).

Instructions which must be carefully carried out for dismantling and re-assembling taper roller bearing hubs:—

To dismantle, release the locking nut and screw out the adjusting ring. The dished plate containing felt washer and plain plate will then drop out. Take out spring ring from the opposite side of hub and remove felt washer and holder consisting of two plates and retaining ring, the latter being between the two plates. The spindle can now be pressed or driven out from either end, bringing with it one of the outer races. The other race can then be driven out, if desired.

To re-assemble, press in outer race on fixed or plain end of hub, **taking great care that it goes in square.** This race is pressed in about 1/32in. beyond its actual position, to enable the felt washer and its retaining ring, together with the two plates, to be put in and the spring ring to snap into its groove. **Care must be taken to put the plate with the larger hole in last. This is most important.** This outer race can now be forced back until the plates are tight on the spring ring. The spindle can now be inserted, the short end being placed in first. **The long end of the spindle must be on the adjusting side.** The other race can now be pressed in until there is about 1/16in. **end play in the spindle.** Insert plain plate and dished plate with felt washer, screw in adjusting ring, **and gradually screw down until there is just a fraction of end play in the spindle.** This should be .001 of an inch.

It is of the utmost importance that the bearings are not adjusted too tight as this would ruin them in a few miles. Having got this adjustment correct, the locking ring can be put on and tightened up, again **taking care that the adjusting ring does not creep forward and make the bearings too tight.**

TYRES AND SERVICE.

To obtain satisfactory life and service from the tyres is largely within the user's control, and the first essential to obtain this is proper inflation. The correct amount of pressure is governed substantially by the load to be carried, and it is therefore difficult to lay down a hard and fast ruling. Assuming the weight of driver to be normal, the pressures recommended may be regarded as satisfactory, and we urge all users to make a practice of checking the actual pressure by means of a low-pressure Schrader tyre gauge. This takes a few seconds only, and will amply repay the owner by reason of additional service and immunity from failures.

TYRE REPAIRS.

When a wired-on cover has been removed for making repairs, it is very important when replacing it to make sure that the whole cover runs truly. Otherwise the steering will be affected. Take care not to strain the wires when removing and replacing the cover. To take cover off, completely deflate the tube and push edge of cover right down into

the base of the rim exactly opposite the valve; then cover can be taken off at the valve without using force. When replacing, very slightly inflate tube and put cover on first opposite the valve. If the edge is kept well down into the rim all the way round, the cover will slip on at the valve without force. Then half inflate and make sure that the edges go into their proper place all the way round on both sides of the rim. Spin the wheel and test for true running of the cover before and after fully inflating.

TYRE PRESSURES.

				Solo		With Pillion.
Front tyre	...	26x3.25	...	16-18 lbs.	...	16-20 lbs.
Front tyre	...	26x3.00	...	20-22 lbs.	...	22-24 lbs.
Rear tyre	...	26x3.25	...	20-22 lbs.	...	22-24 lbs.
Rear tyre	...	26x3.50	...	16-18 lbs.	...	18-20 lbs.
Sidecar tyre	...	26x3.25	...	—————	...	14-15 lbs.

For abnormal weight drivers, or pillion passenger, add 2 lbs. per square inch to rear tyre only.

TO ADJUST THE DYNAMO CHAIN (All Models).

Adjustment is arranged by revolving the dynamo unit in its cradle mounting, and the correct adjustment should permit a movement of about $\frac{1}{4}$ in. to $\frac{3}{8}$ in. as the top run of the chain is lightly pressed up and down midway between the sprockets. When checking, try a number of positions and obtain the described adjustment at the tightest place. To adjust, first slacken the dynamo clamp bolt and then twist the unit bodily in its mounting in a forward or clockwise direction to tighten. Always check the adjustment after the clamp bolt has been re-tightened. It will be found that the tension of both dynamo and primary chains can be checked by the fingers passing through the inspection cap orifice, it being, of course, necessary to remove the cap for the purpose. This cap is released upon unscrewing the knurled edge screw.

IMPORTANT.—Should it be necessary for any reason to remove the chain sprocket on the dynamo, it is absolutely essential both during removal and re-fitting to hold the sprocket with the spanner while loosening or tightening the fixing nut. The object is to relieve the dynamo armature of any bending strain, and two flats will be found on the sprocket boss to permit of the application of a spanner.

Before removing the sprocket fixing nut take away the spring locking ring that encircles the nut and the locking washer next to it.

TO ADJUST THE MAGNETO CHAIN (Magneto-Ignition Models).

Adjustment to the magneto chain is obtained by tilting the unit bodily on the lower crankcase bolt upon which the platform is mounted, the upper fixing bolt holes being slotted for the purpose. To adjust the chain, first remove the outer cover of chaincase, then slack off slightly only the two crankcase bolts by which the magneto platform is fixed and insert a lever or screwdriver under the top edge to force the back end up until the correct adjustment is obtained, when securely tighten the two fixing bolts and before replacing the outer chain cover smear the chain with grease. (See Dynamo Chain for amount of whip.)

CLUTCH AND CLUTCH CABLE ADJUSTMENT.

It will be appreciated that, as the result of wear on the clutch corks, the plates tend to close up. This action increases the effective length of the clutch thrust rod, while on the other hand, the clutch operating cable tends to stretch in use.

Two adjustments are provided to cope with these conditions. One is arranged on the clutch operating lever on the gear box so that the position of the screw in this lever may be moved in order to deal with the clutch plate settlement mentioned above and also to deal with any wear that may take place on the clutch thrust rod. (Incidentally, this adjustment also enables the gear box clutch operating lever to be set so that the clutch may be completely freed before the operating lever comes up against the gear box end plate.)

The other adjustment is on the clutch cable and takes the form of an adjustable clutch cable stop. This is threaded into the gear box casing (the cable passes through it) and its position is secured by a lock nut.

The clutch cable adjustment should be such that the screw in the clutch operating lever on the gear box does not bear against the clutch thrust rod. It should be possible to move the clutch lever on the handlebar about half an inch (measured at the tip of the lever) before the screw mentioned above commences to move the clutch thrust rod. This movement is felt by virtue of the greatly increased resistance of the handlebar lever as the declutching action commences.

Minor adjustment of the clutch cable may be made by the adjustable clutch cable stop. Major adjustment may be made by altering the position of the screw in the gear box clutch operating lever. Access to this screw is made by disconnecting the clutch cable from the gear box clutch operating lever. This will allow the lever to be hinged downward and thereby permits the adjusting screw to be moved as may be required.

On Models 12, 16, 22, 22SS, 26 and 26SS the clutch operating lever does not have this screw adjustment, but in the clutch spring pressure plate (the outside plate on the clutch) is a centre screw with lock nut. This screw can be adjusted to cope with any extreme wear on the clutch thrust rod.

On all models (except 12, 16, 22, 22SS, 26 and 26SS) the clutch operating arm on the gear box having completely enclosed clutch operating mechanism does not have a central screw. In lieu of this the fulcrum of the lever is adjustable. This adjustment is situated under the small raised plate retained to the gear box end cover by two screws. This plate should be removed by taking away the two screws. A sleeve nut will then be noticed. Turn this nut in an anti-clockwise direction to take up wear between the clutch thrust rod and the operating lever and in a clockwise direction if the lever is bearing on the clutch thrust rod (thereby causing clutch slip).

On gear boxes having enclosed clutch operating levers access to the levers in order to disconnect or replace the clutch control cable can be made as under.

On Models 12, 22, 22SS, 26 and 26SS by removing the steel plate (retained by two nuts) on the front of the gear box immediately under the point where the clutch cable enters the box.

On all models except 12, 22, 22SS, 26 and 26SS by unscrewing the plated large knurled nut on the top edge of the gear box end cover.

In the event of clutch slip being experienced, the most likely cause is incorrect cable adjustment. If the cable adjustment is found satisfactory, then adjustment should be made to the clutch spring adjuster nuts, each of which should be screwed in exactly half turn, when a re-trial should be made. If necessary, repeat—but be careful to adjust each of the four nuts a similar amount. Normally, the correct adjustment of these nuts is five complete turns from right home, and after dismantling the clutch, the correct setting is obtained by screwing all four nuts right home and then slackening off five complete revolutions. Uneven or excessive tightening of these nuts will prevent the clutch releasing properly.

PERIODICAL INSPECTION OF NUTS.

Satisfactory service depends largely upon the necessary immediate attention to details. The adage "A stitch in time saves nine" applies with particular force to motor cycle maintenance. Make a point of occasionally testing the security of all nuts with a spanner. There is possibly more dissatisfaction and damage caused through neglecting such details than for any other reason. It must be remembered that a motor cycle is a highly specialised piece of engineering, and that while it does not call for great engineering skill in driving, the exercise of a little mechanical sense and the occasional use of a spanner, cleaning cloth, etc., is very necessary if the maximum service is to be obtained with the requisite degree of satisfaction. Therefore, do not wait until to-morrow, but adjust it now.

CYLINDER DIMENSIONS.

250 c.c. Bore 62.5 m.m. Stroke 80 m.m. 246 c.c.
350 c.c. Bore 69.0 m.m. Stroke 93 m.m. 347 c.c.
500 c.c. Bore 82.5 m.m. Stroke 93 m.m. 498 c.c.

SERVICE.

The Service Department is in Burrage Grove, Plumstead, London, S.E.18, and is open on Mondays to Fridays from 9 a.m. to 6 p.m., and on Saturdays from 9 a.m. to 1 p.m. (Closed on Sundays and national holidays.)

If it is necessary to bring a machine personally to the works for an urgent repair, please note it is essential that an appointment is made beforehand, by letter or telephone, to avoid disappointment.

CORRECTIVE MEASURES.

No adjustments should be made or any part tampered with until the cause of the trouble is known. Otherwise adjustments which are correct may be destroyed.

Engine Suddenly Stops :—

- Petrol shortage in tank.
- Choked petrol supply pipe or tap.
- Choked main jet.
- Water in float chamber.
- Oiled-up or fouled sparking plug.
- Water on H.T. pick-up or on sparking plug.
- Choked vent hole in petrol tank filler cap.

Engine Fails to Start, or Difficult Starting :—

- Lack of fuel, or insufficient flooding if cold.
- Excessive flooding, allowing neat petrol to enter cylinder.
- Oiled-up sparking plug.
- Stuck-up valve, or valve stem sticky.
- Weak valve spring, or valve not seating properly.
- Too liberal throttle opening.
- Pilot jet choked.
- Contact breaker points dirty, or gap incorrect.
- Retaining clip on contact breaker cover out of position (coil ignition only).

Loss of Power :—

- Valve or valves not seating properly.
- Weak valve spring or springs.
- No tappet clearance or excessive clearance.
- Lack of oil in tank.
- Brakes too closely adjusted.
- Badly fitting or broken piston rings.
- Punctured carburettor float.
- Creeping ignition lever.
- Sticking valve.

Engine Overheats :—

- Lack of proper lubrication.
- Weak valve springs.
- Pitted valve seats.
- Worn piston rings.
- Late ignition setting.
- Punctured float, causing rich mixture.
- Air control to carburettor out of order.
- Creeping ignition lever.

Engine Misses Fire :—

- Loose terminal on coil (coil ignition only).
- Valve spring weak.
- Defective or oiled plug.
- Incorrectly adjusted contact breaker.
- Incorrectly adjusted tappets.
- Defective sparking plug cable.
- Oil on contact breaker points.

Excessive Oil Consumption :—

- Stoppage or partial stoppage in pipe returning oil from engine to tank.
- Clogged or partially clogged cartridge filter in oil tank.
(Drain sump and test with filter removed.)
- Badly worn or stuck-up piston rings, causing high pressure in engine crankcase.
- High crankcase pressure caused by inoperative release valve (breather) action. (Disc may be damaged or jammed with dirt.)
- Air leak at rear oil pump end cap.
- Incorrect adjustment of the needle valve controlling supply of oil to inlet valve stem.

CLEANING.

If the machine is used to any extent in bad weather, a small hose is almost indispensable for removing mud. Care should be exercised to avoid directing water on to the engine, carburettor, or other such parts. Do not attempt to rub or brush mud off any enamel surface when dry or the polish will soon be destroyed. For the engine, etc., a good stiff paint brush and pot of petrol is preferable.

It is a common assumption that chromium plating is impervious to rust. This, of course, is incorrect. The chief reason it is used is because of the oily character of its surface, as a result of which, it has more resistance to moisture penetration. To preserve the condition of chromium plated parts frequently clean them with a damp chamois leather. If, at any time, the lustre deteriorates, an application of special chromium cleaning compound should be used. Ordinary metal polishing liquids or paste must not be used as these almost without exception contain oleic acid, which attacks chromium.

GUARANTEE

We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle Dealers areas in which we supply to such Dealers exclusively for 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 motor cycles, motor cycle 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 over-riding this guarantee. In the case of machines which have been used for "hiring out" purposes, or racing, or from which the trade mark name or manufacturing number has been removed, no guarantee 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 motor cycle, motor cycle 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 motor cycle, motor cycle 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 motor cycles, motor cycle combinations and sidecars are 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 the motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a motor cycle or motor cycle and sidecar combination, when carrying more persons or a greater weight than for which the machine was designed by the manufacturers.
3. The attaching of a sidecar by any form of attachment not provided, supplied or approved by the manufacturers, or to a motor cycle which is not designed for such use.

Any motor cycle, motor cycle 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 motor cycles, motor cycle 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 at which 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, magnetos, lamps, etc., or any component parts supplied to the order of the purchaser differing from standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

IMPORTANT NOTE.—Any part sent to us for any reason whatsoever must bear distinctly the sender's name and address and instructions or requests relative to parts must be sent separately by letter post.

A.J.S. MOTOR CYCLES

PLUMSTEAD,

LONDON, S.E.18.

PROPRIETARY INSTRUMENTS, FITTINGS, AND ACCESSORIES.

No expense is spared to secure, as standard equipment, the most suitable and highest quality instruments and accessories. Nevertheless, our Guarantee does not cover such parts, and in the event of trouble being experienced the parts in question should be returned to and claims made direct on the actual manufacturers, who will deal with them on the terms of their respective guarantees, as follows:—

Carburettors.—Messrs. Amalgamated Carburettors, Ltd., Perry Barr, Birmingham.*

Chains.—The Renold and Coventry Chain Co., Ltd., Didsbury, Manchester.*

Electrical Equipment.—Messrs. Joseph Lucas, Ltd., Great King Street, Birmingham 19.*

Messrs. H. Miller and Co., Ltd., Aston Brook Street, Birmingham 6.*

Gear Boxes.—Messrs. Burman, Ltd., Ryland Street, Birmingham.*

Horns.—Messrs. Joseph Lucas, Ltd., Great King Street, Birmingham 19.*

Messrs. Clear Hooters, Ltd., 79-81, Lombard Street, Birmingham 12.

Saddles.—Messrs. Lycetts and Motor Accessories Co., Ltd., Western Works, Arthur Street, Small Heath, Birmingham 10.

Messrs. Herbert Terry and Sons, Ltd., Redditch.

Messrs. Dunlop Rubber Co., Ltd., Fort Dunlop, Birmingham.

Sparking Plugs.—Messrs. Lodge Plugs, Ltd., Rugby.

Speedometers and Clocks.—Messrs. S. Smith and Sons (M.A.), Ltd., Cricklewood, London.

Tyres.—Messrs. Dunlop Rubber Co., Ltd., Fort Dunlop, Birmingham.*

Messrs. Firestone Tyre and Rubber Co., Ltd., Great West Road, Brentford, Middlesex.*

*These manufacturers issue instructive literature regarding their products which are fitted to A.J.S. Motor Cycles.

A.J.S. MOTOR CYCLES

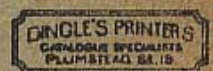
(Proprietors: ASSOCIATED MOTOR CYCLES LIMITED)

PLUMSTEAD,

LONDON, S.E.18.

PRINCIPAL A.J.S. SPAREC DEALERS.

Alexander's Motor Stores, Ltd., 46, 48, 70, 72, City Road	Manchester 15. (Tel. Cent. 5114)
Bell Bros. (H.P.), Ltd., 215-223, St. George's Road	Glasgow C3. (Tel. Douglas 257)
Ken Blakey, Ltd., Limehouse Bldgs., Roker Ave.	Sunderland. (Tel. Sund. 2474)
W. J. Chambers, 106-108, Donegall Passage	Belfast. (Tel. Belfast 2263)
Chapmans (Norwich), Ltd., 42, Duke Street	Norwich. (Tel. Norwich 921)
Colmore Depot, 17, Watson Street	Manchester 2. (Tel. Blackfriars 3322)
Chas. E. Cope and Sons, 193, High Street	Dudley (Tel. Dudley 2548)
Dene (Newcastle) Motor Co., Ltd., Haymarket	Newcastle-on-Tyne. (Tel. Newcastle 21837)
Andrew Downie, Ltd., 19-33, Haymarket Terrace	Edinburgh (Tel. Edin. 61726)
S. J. Fair, 201-203, Cheltenham Road	Bristol. (Tel. Bristol 46238)
H. Grenside, 318, Kensington	Liverpool 7. (Tel. Anfield 1933)
James Grose, Ltd., 379-381, Euston Road	London, N.W.1. (Tel. Museum 8910)
Hallen's 251-253, Chesterton Road	Cambridge. (Tel. Camb. 3395)
Kays of Ealing Limited, 8-10 Bond Street	London, W.5. (Tel. Ealing 2813)
Layton's of Oxford, New Road	Oxford. (Tel. Oxford 3381)
Marble Arch Motor Supplies, 286-302, Camberwell Road	London, S.E.5. (Tel. Rodney 2181)
Motor Cycle and Light Car Depot, 119, High Street	Colchester. (Tel. Colchester 2632)
Mountford, Reed and Co., Ltd., 45, Cleveland Street	London, W.1. (Tel. Museum 0372)
Palin's Motors, 49-53, Osmaston Road	Derby. (Tel. Derby 1348)
The Percy Motor Co., Ltd., 63-65, Percy Street	Newcastle-on-Tyne. (Tel. Newcastle 28081)
Premier Motor Co. (B'ham), Ltd., Aston Road	Birmingham 6. (Tel. Aston Cross 3271)
Frank B. Roper Ltd., 154-168, London Road	Sheffield. (Tel. Sheffield 51011)
F. A. Wallen, Trinity Street Garage	Dublin. (Tel. Dublin 22687)
Watson-Cairns and Co., Ltd., Lower Briggate	Leeds 1. (Tel. Leeds 23379)



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