

Sing hey! Sing ho! for the open spaces
The call of the downs and flying trees.
The joyous green of the country places—
Few things on earth are akin to these!

JAP

Barnstormers Co. Nz

FOR over a quarter of a century J.A.P. engines have been the leading proprietary make.


During that time they have won nearly every classical event in the World including nine T.T. Races, several French Grand Prix, World's Championships, etc., etc.

They have also set up hundreds of World's and British Records.

They have also won thousands of Gold Medals.

A perusal of this booklet will show that a Range of Engines for all types of Motor Cycles is manufactured.

All racing O.H.V. push rod types are guaranteed the same in every way as those used in the T.T. ; Track and Road Races all over the World.

The  trade mark stands for

RELIABILITY — SPEED — EFFICIENCY

Barnstormers Co. Nz

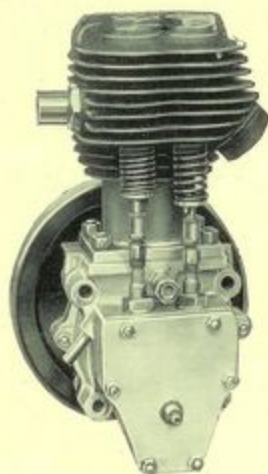
175 c.c. Four Stroke

A model introduced in 1926.

Owing to the demand for this Type of Engine we introduced this model and at once it made its name for sweet running and reliability developing a power surpassing all expectations.

It is the only British 175 c.c. Four Stroke side valve proprietary engine on the market which is a success.

For Motor Cyclists desiring an ultra-lightweight machine and requiring more power than that given by the Two Stroke it is an IDEAL LITTLE ENGINE.



<u>A.C.U. Rating</u>	-	1.75 H.P.
<u>BORE</u>	-	60 m/m
<u>STROKE</u>	-	62 m/m
<u>CAPACITY</u>	-	175 c.c.
<u>WEIGHT</u>	-	32 lbs.

SPECIFICATION.—Roller Bearing Big end, Magneto Chain Drive, Aluminium Piston, &c.

The Lightweight Engine

INTRODUCED in 1925 and now fitted by many of the leading manufacturers.

A PERFECT engine for the modern Lightweight machine. Can be supplied in 250 c.c. or 300 c.c.

A.C.U. Rating 3.00 H.P.

BORE - - 70 m/m

STROKE - 78 m/m

CAPACITY - 300 c.c.

WEIGHT - 32 lbs. (approx.)

A.C.U. Rating 2.50 H.P.

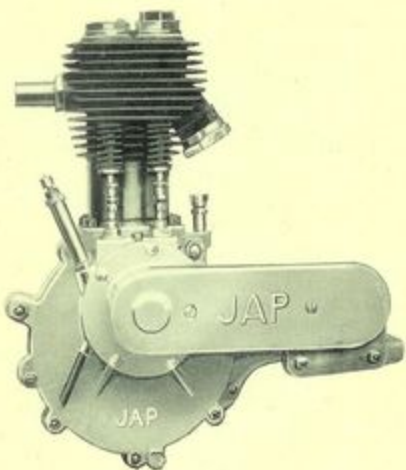
BORE - - 64.5 m/m

STROKE - 76 m/m

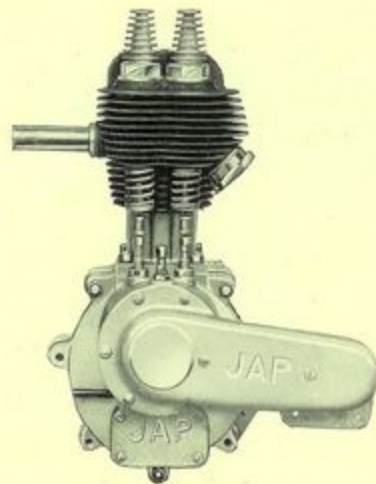
CAPACITY - 250 c.c.

WEIGHT - 32 lbs. (approx.)

SPECIFICATION.—Aluminium Piston, Magneto Chain Case, Magneto Chain, Magneto Platform, Magneto Sprockets. Roller Bearing big end and pulley side.



The Super-Lightweight Engine



THIS model is now the same specification as the Sports engine of 1925.

Sports tappets are fitted and special deeply-finned cylinder.

With the latest improvements embodied it more than holds its own as the MOST EFFICIENT Side Valve engine of its capacity.

The ROADSTER model is a lighter type of the same capacity and now takes the place of the Standard of previous years.

A.C.U. Rating 3.50 H.P.

BORE - - 70 m/m

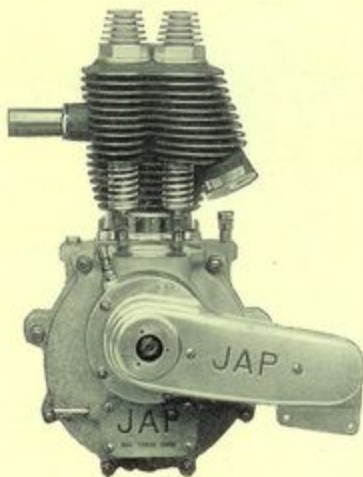
STROKE - 90 m/m

CAPACITY - 354 c.c.

WEIGHT - 47 lbs.

SPECIFICATION.—Magneto Chain Case, Magneto Chain, Magneto Sprockets, Magneto Platform, Inlet Pipe, Roller Bearing big end and pulley side. Aluminium Piston.

The Solo Four



FURTHER improvements are incorporated in this engine. It is now the same as the previous Sports Model. New type cylinder and larger valves have been fitted.

It is the most refined and smooth-running engine of its class, but it is also capable of high speeds.

A.C.U. Rating 5.00 H.P.

BORE - 85.7 m/m

STROKE - 85 m/m

CAPACITY - 490 c.c.

WEIGHT - 70 lbs.

SPECIFICATION.—Magneto Chain Case, Magneto Chain, Magneto Sprockets, Magneto Platform Inlet Pipe, Roller Bearing big end and pulley side, Aluminium Piston.

The Combination Single

THE Sports type of Cylinder, Valves, &c, has been adopted in this engine also, thus making it even MORE EFFICIENT than before.

A PERFECT Engine for Single Cylinder Combination use.

A.C.U. Rating 5.96 H.P.

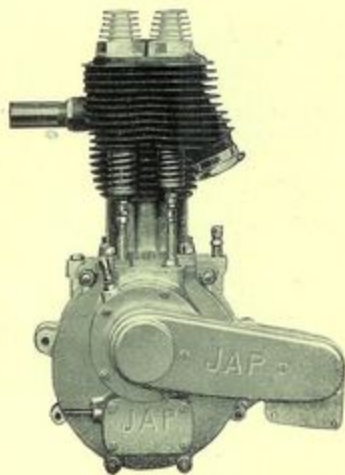
BORE - 85.5 m/m

STROKE - 104 m/m

CAPACITY - 596 c.c.

WEIGHT - 70 lbs.

SPECIFICATION.—Magneto Chain Case, Magneto Chain, Magneto Sprockets, Magneto Platform, Inlet Pipe, Roller Bearing big end and Pulley side, Aluminium Piston.



The Twin Five

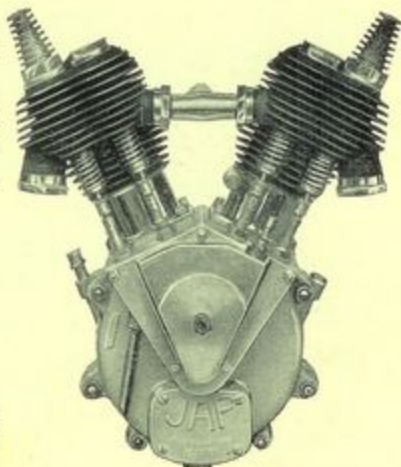
THE 680 c.c. engine in 1925 came back to favour and rapidly has grown to be the most popular of the lighter twin types.

In 1926 this model was entirely re-designed, and the number of manufacturers who fitted it during that season and the increased number embodying it for 1927 speaks as to its popularity.

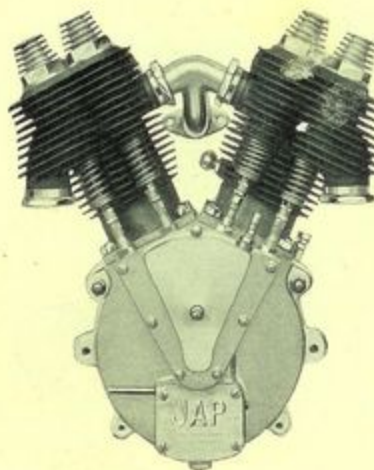
It is the only proprietary engine of its capacity on the market.

<u>A.C.U. Rating</u>	-	-	6.80 H.P.
<u>BORE</u>	-	-	70 m/m.
<u>STROKE</u>	-	-	88 m/m.
<u>CAPACITY</u>	-	-	680 c.c.
<u>WEIGHT</u>	-	-	70 lbs.

SPECIFICATION.—Magneto Chain Drive, Inlet Pipe, Aluminium Pistons, J.A.P. Aluminium Valve Caps, Roller Bearing Big End and Pulley Side.



The Twin Eight



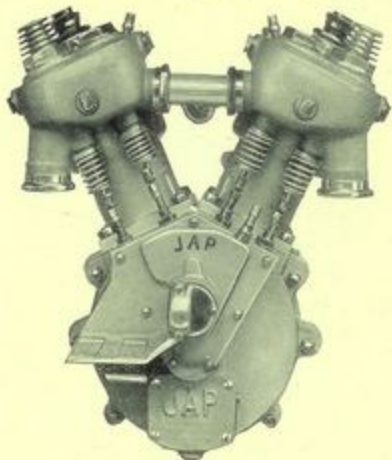
THIS wonderful engine has stood the test of time, and is universally acknowledged to be an engine of the highest standard wherever it goes.

It is world famed for **RELIABILITY** and **LONG LIFE**.

<u>A.C.U. Rating</u>	-	-	9.80 H.P.
<u>BORE</u>	-	-	85.7 m/m.
<u>STROKE</u>	-	-	85 m/m.
<u>CAPACITY</u>	-	-	980 c.c.
<u>WEIGHT</u>	-	-	88 lbs.

SPECIFICATION.—Magneto Chain Case, Magneto Chain, Magneto Platform, Magneto Sprockets or Bevel Drive for Magneto, Inlet Pipe, Aluminium Pistons, Roller Bearing big end and Roller bearing pulley side.

The Twin Eight



THE Water cooled model like the Air-cooled has all the latest refinements and improvements.

<u>A.C.U. Rating</u>	-	9.80 H.P.
<u>BORE</u>	-	85.7 m/m.
<u>STROKE</u>	-	85 m/m.
<u>CAPACITY</u>	-	980 c.c.
<u>WEIGHT</u>	-	95 lbs.

SPECIFICATION.—Magneto Chain Case, Magneto Chain, Magneto Platform, Magneto Sprockets or Bevel Drive for Magneto, Inlet Pipe, Aluminium Pistons, Roller Bearing big end and Ball bearing pulley side.

The Sports Eight

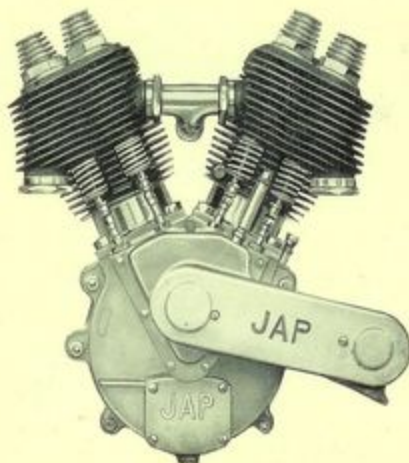
THE ENGINE WHICH MADE BRITISH ENGINE HISTORY.

THIS Engine was the first in recent years to strike the blow at the American Big Twin and again put the British Manufactured Twin ahead in Efficiency, Power and Speed.

Its silky running, silence and marvellous acceleration are its features, whilst its efficiency and speed are a long way ahead of any other engine of its class on the market to-day.

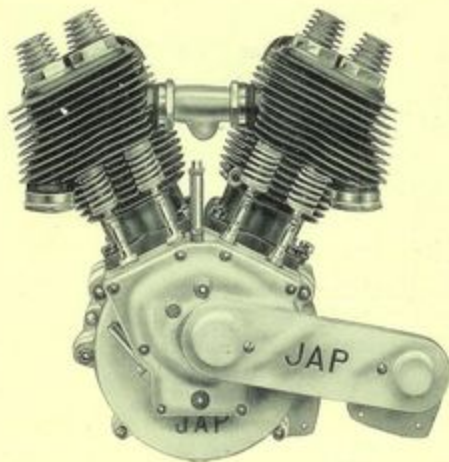
<u>A.C.U. Rating</u>	-	9.80 H.P.
<u>BORE</u>	-	85.7 m/m.
<u>STROKE</u>	-	85 m/m.
<u>CAPACITY</u>	-	980 c.c.
<u>WEIGHT</u>	-	98 lbs.

SPECIFICATION.—Roller Bearing Big end Ball Bearing Pulley Side and Timing Side Special Valves, Aluminium Pistons, J.A.P. Aluminium Valve Caps, Magneto Chain Case, Magneto Sprockets, Magneto Platform, Inlet Pipe, &c.



The 8/30 H.P.

The Engine which made further British Engine History.



THE FIRST Engine (British or Foreign) to lap Brooklands at over 100 m.p.h.

The Engine which captured nearly all the 1000 c.c. World's and British Records.

It is the Last Word in Side Valve Engine Efficiency.

It is a Standard Engine the same as you can buy.

A Sporting Engine for Sportsmen.

<u>A.C.U. Rating</u>	8.30 H.P.	<u>STROKE</u>	- 85 m/m
<u>BORE</u>	- 85.7 m/m	<u>CAPACITY</u>	- 980 c.c
<u>WEIGHT</u>	-		100 lbs.

SPECIFICATION.—Roller Bearing Big end, Ball Bearing Pulley Side and Timing Side, Special Valves, Aluminium Pistons, J.A.P. Aluminium Valve Caps, Magneto Chain Case, Magneto Chain, Magneto Sprockets, Magneto Platform, Inlet Pipe, &c.

OVERHEAD VALVE TYPES

The Standard Two-Fifty

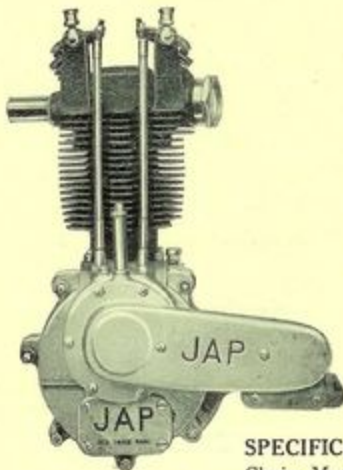
Is modelled on the same lines as the world-famed 350 c.c Standard O.H.V.

<u>A.C.U. Rating</u>	-	-	2.49 H.P.
<u>BORE</u>	-	-	62.5 m/m
<u>STROKE</u>	-	-	80 m/m
<u>CAPACITY</u>	-	-	249 c.c.
<u>WEIGHT</u>	-	-	49 lbs.

SPECIFICATION.—Aluminium Piston, Magneto Chain Case, Magneto Chain, Magneto Platform, Magneto Sprockets, Roller Bearing Big End and Pulley side.



THE Standard Three-Fifty



Since 1924 this engine has proved itself to be equal, if not better, than many so-called sports models.

Although not sold as a Sports Model, it has competed successfully in many events.

Reliability is its great feature, and all the old O.H.V. troubles are now a thing of the past.

<u>A.C.U. Rating</u>	-	-	3.45 H.P.
<u>BORE</u>	-	-	70 m/m
<u>STROKE</u>	-	-	90 m/m
<u>CAPACITY</u>	-	-	345 c.c.
<u>WEIGHT</u>	-	-	60 lbs.

SPECIFICATION.—Magneto Chain Case, Magneto Chain, Magneto Sprockets, Magneto Platform, Inlet pipe, Roller bearing big end and pulley side, Aluminium piston.

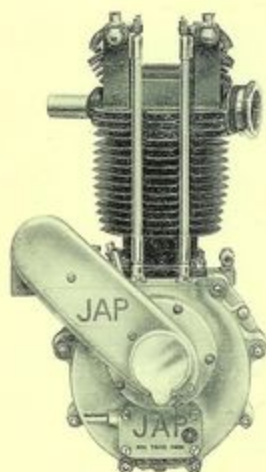
The 500 O.H.V. Standard

A NEW 1927 Model. Introduced to meet the demand for a moderately-priced 500 c.c. O.H.V. machine.

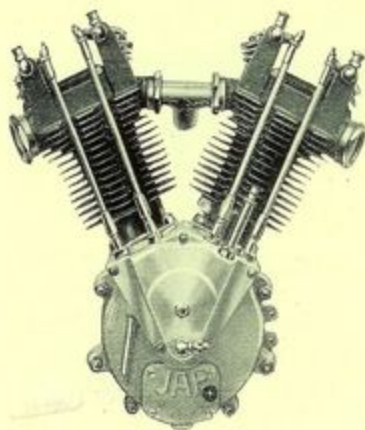
This Model has already found favour amongst the Manufacturers, many of whom have incorporated it in their 1927 programme.

A.C.U. Rating	4.91 H.P.
BORE -	85.7 m/m.
STROKE -	85 m/m.
CAPACITY -	490.6 c.c.
WEIGHT -	75 lb.

SPECIFICATION.—Magneto Chain Case, Magneto Chain, Magneto Sprockets, Magneto Platform, Inlet Pipe, Roller Bearing big end and pulley side, Aluminium Piston.



The Twin Five O.H.V. Standard



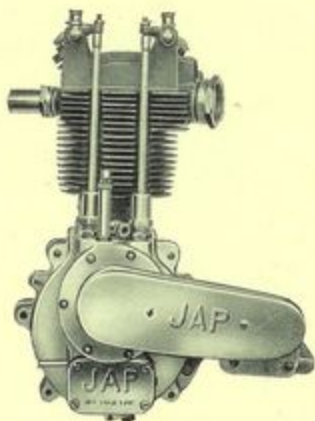
ANOTHER 1927 Model. The popularity of the famous 680 Side Valve Engine and the demand for an O.H.V. Model of the same type, prompted us to design this engine.

All Manufacturers fitting the 680 S.V. Model are also fitting this new engine.

A.C.U. Rating	6.75 H.P.
BORE -	70 m/m.
STROKE -	88 m/m.
CAPACITY -	674.4 c.c.
WEIGHT	95 lb.

SPECIFICATION.—Aluminium Piston, Magneto Chain Case, Magneto Chain, Magneto Platform, Magneto Sprockets, Roller Bearing Big End and Pulley Side.

The Sports Three-Fifty



AN engine which is built expressly for fast touring and sports work.

It is not a racing engine, but for hill climbs and local club speed events it has had a most successful season.

Single Port Exhaust is used, but many of the refinements of the famous Double Port Racing Engine are embodied.

On several occasions it has successfully competed at Brooklands against Racing Engines.

Its reliability is well known and for Trials work where acceleration and speed are required it always comes out on top.

A.C.U. RATING 3.44 H.P.

BORE - 74 m/m

STROKE - 80 m/m

CAPACITY - 344 c/c

WEIGHT - 66 lbs.

SPECIFICATION.—Magnet Chain Case, Magneto Chain, Magneto Sprockets, Magneto Platform Inlet Pipe, Roller Bearing big end and pulley side, Aluminium Piston.

The Five - Hundred Sports

The Winner of the Senior Tourist Trophy in 1925.

INTRODUCED at the end of 1924 season. It has won almost everywhere it has competed.

This engine revolutionised the 500 c.c. class.

A.C.U. RATING - 4.90 H.P.

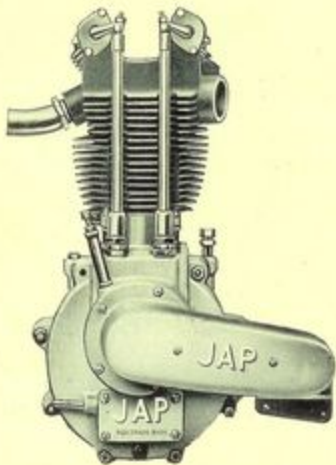
BORE - 85.7 m/m

STROKE - 85 m/m

CAPACITY - 490 c/c

WEIGHT - 75 lbs.

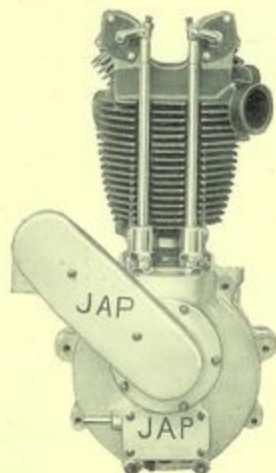
SPECIFICATION.—Roller Bearing Big end, Roller Bearing Pulley side and timing side, Special Valves, Aluminium Piston, Magneto Chain Case, Magneto Chain, Magneto Sprockets, Magneto Platform, Inlet Pipe, &c.



The Five Hundred Racing

A NEW 1926 model fitted like the Two-fifty and Three-fifty with Double Port Exhaust.

The head has been re-designed, on the model of the Five hundred Sports, and a new type piston fitted to give still higher speeds. New type valve springs are also used.



A.C.U. RATING - 4.90 H.P.

BORE - - - 85.7 m/m

STROKE - - - 85 m/m

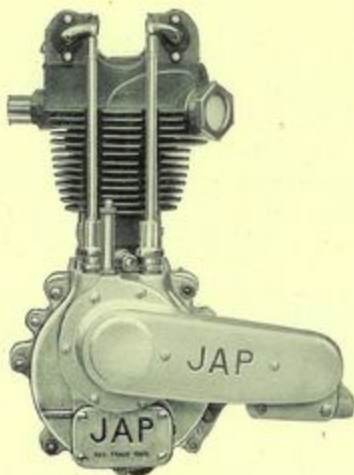
CAPACITY - - - 490 c/c

WEIGHT - - - 75 lbs.

SPECIFICATION.—Roller Bearing Big end, Roller Bearing Pulley side and timing side, Special Valves, Aluminium Piston, Magneto Chain Case, Magneto Chain, Magneto Sprockets, Magneto Platform, Inlet Pipe, &c.

J.A.P. RACING ENGINES ARE GUARANTEED THE SAME IN EVERY DETAIL AS THOSE WHICH COMPETED IN THE TOURIST TROPHY AND AT BROOKLANDS AND OTHER RACING TRACKS.

The Two-Fifty Racing (DOUBLE PORT)



DURING the Season 1925/26 this Engine has WON MORE WORLD'S RECORDS and AWARDS than any other Engine on the Market.

At HOME and ABROAD nearly ALL the CLASSICAL EVENTS have been WON by it in its class.

A.C.U. Rating 245.2 H.P.

BORE - - 62.5 m.m.

STROKE - 80 m.m.

CAPACITY - 245.2 c.c.

WEIGHT - 66 lbs.

SPECIFICATION.—Roller Bearing Big end, and Roller Bearing Pulley side, Special Valves, Aluminium Piston, Magneto Chain Case, Magneto Chain, Magneto Sprockets, Magneto Platform, Inlet Pipe, &c.

The Three-Fifty Racing (DOUBLE PORT)

LIKE the 250 c.c Racing, this Engine has won SEVERAL CHAMPIONSHIPS, WORLD'S RECORDS and THOUSANDS OF MEDALS during the season, at HOME and ABROAD.

Amongst other Records won was the most gruelling of all THE TWENTY - FOUR HOUR WORLD'S RECORD.

A.C.U. Rating 3.44 H.P.

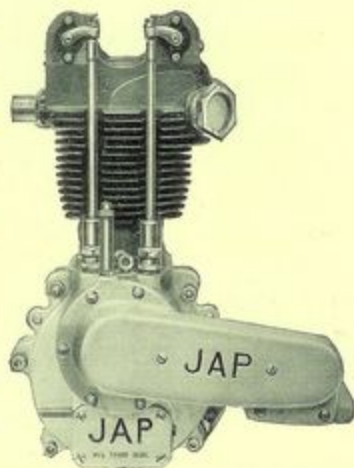
BORE - - 74 m.m.

STROKE - 80 m.m.

CAPACITY - 343.7 c.c.

WEIGHT - 66 lb.

SPECIFICATION.—Roller Bearing Big end, and Roller Bearing Pulley side, Special Valves Aluminium Piston, Magneto Chain Case, Magneto Chain, Magneto Sprockets, Magneto Platform, Inlet Pipe, &c.

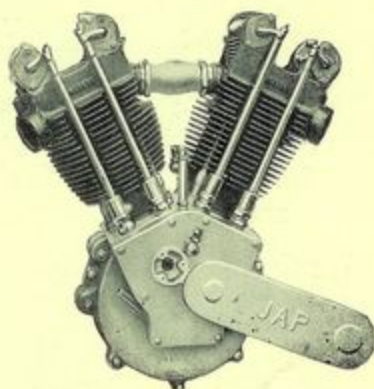


J.A.P. RACING ENGINES ARE GUARANTEED THE SAME IN EVERY DETAIL AS THOSE WHICH COMPETE ON THE TRACKS AND IN ALL RACES.

The 8/45 H.P. Racing

The holder of nearly all the World's and British Records, Solo and Side-Car, in its Class.

The only engine which has ever attained a speed of 123 m.p.h.



It is the marvel of the Motor-Cycle World, and is a production job.

You can buy the same engine—it is not only confined to a few racing models.

It is as reliable and fast for long distances—as for sprint work.

A.C.U. Rating 9.81 H.P.

STROKE - 85 m/m.

BORE - 85.7 m/m.

CAPACITY - 981 c.c.

WEIGHT - - 110 lbs.

SPECIFICATION.

Roller Bearing Big end, Roller Bearing Pulley Side and Timing Side, Special Valves, Aluminium Piston, Magneto Chain Case, Magneto Chain, Magneto Sprockets, Magneto Platform, Inlet Pipe, &c.

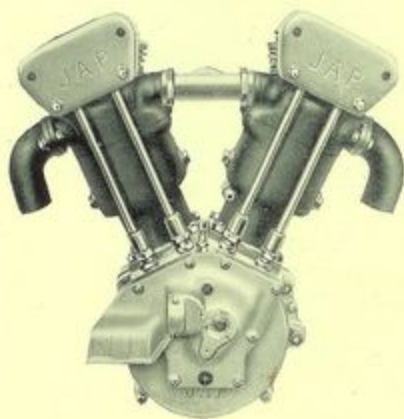
Fitted to BROUGH SUPERIOR, COVENTRY-EAGLE, O.E.C.,
P. & P., and ZENITH MACHINES.

The Eleven - Hundred Sports and Racing

WATER COOLED.

A new model introduced in 1926 modelled on similar lines to the 8/45 h.p. Air Cooled but having 10 m/m. longer stroke and 1096.6 c.c.

For Cycle-Car work it is the finest production yet put on the market.



A.C.U. RATING 10.96 H.P.

BORE - 85.7 m/m

STROKE - 95 m/m.

CAPACITY - 1096.6 c.c.

WEIGHT - 120 lbs.

SPECIFICATION.—Roller Bearing
Big End, Gear Side and Timing
Side, Bevel Drive for Magneto,
Inlet Pipe, &c.

This engine is also a production model and is the outcome of several years careful study and experimenting of

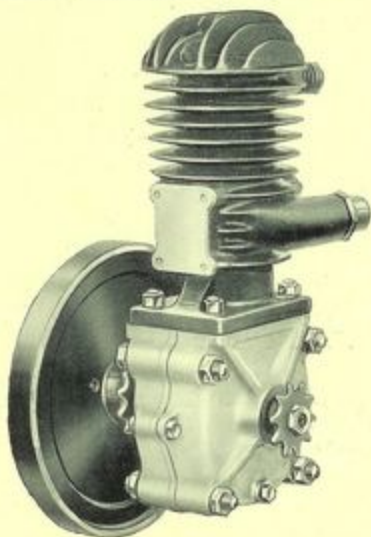
**THE GREATEST MOTOR-CYCLE AND CYCLE-CAR
ENGINE FACTORY IN THE WORLD.**

J.A.P. RACING ENGINES ARE GUARANTEED THE SAME IN EVERY
DETAIL AS THOSE WHICH COMPETE IN THE TOURIST TROPHY
AT BROOKLANDS AND OTHER RACING TRACKS.

The AZA Range

These engines are manufactured in the J.A.P. Factory and are of the Two Stroke Type as under:—

125 c.c. 150 c.c. and 175 c.c. Two Stroke.



Both these models have become very popular since their introduction.

For sweet smooth running they are unsurpassed.

A.C.U. RATING 1.5 H.P.

STROKE - 62 m/m

WEIGHT

BORE - 55 m/m

CAPACITY 150 c.c.

29 $\frac{3}{4}$ lbs.

A.C.U. RATING 1.75 H.P.

STROKE - 62 m/m

WEIGHT

BORE - 60 m/m

CAPACITY 175 c.c.

32 lbs.

LUBRICATION

OWING to the number of
unsatisfactory oils on the
market, we recommend for all
Standard Engines

WAKEFIELD'S
CASTROL XL.

And for all Sports and Racing Engines

WAKEFIELD'S
CASTROL R.

The J.A.P. Transmission Shock Absorber

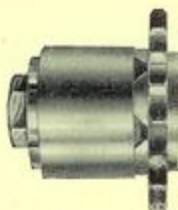
THIS production of the J.A.P. Factory is the simplest type of Shock Absorber ever offered to the public.

SIMPLE IN CONSTRUCTION AND UNIQUE IN PRINCIPLE.

The whole attachment can be removed from the engine without disturbing anything on the machine except the removal of the chain.

It can be dismantled and erected on the bench without any tying up of springs trying of one's temper or damaging one's knuckles.

IT IS ADAPTABLE TO ANY MODEL OF J.A.P. ENGINE.



The driving sprocket is connected to the engine shaft through the medium of a spring loaded sliding member which, in turn, is splined to the shock absorber body and makes a tooth connection with the driving sprocket.

The driving sprocket is allowed to rotate in relation to the engine 20° before taking up a solid drive. During this rotation the spring controlling the sliding members is compressed thus offering an increasing resistance.

The spring is adjusted to suit a steady engine torque and any unevenness or shock to the drive is absorbed by the spring.



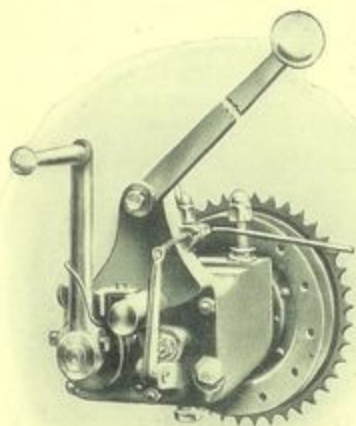
Absorbing these shocks gives smoothness of running, increased comfort to the rider and a greatly

INCREASED LIFE TO THE
WHOLE TRANSMISSION GEAR.

The J.A.P. Gear Box

IS manufactured in four sizes and therefore there is a gear box for every requirement from the 150 c.c. to the 1100 c.c.

It has a number of outstanding features and the same excellence in quality and workmanship, which is so identified with J.A.P. Engines, is kept in the Gear Box.



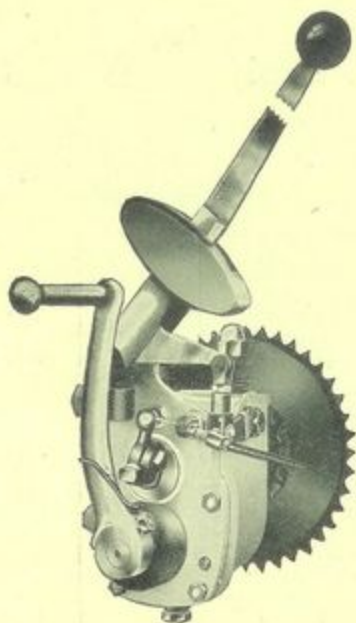
THE F.W. TYPE.

Suitable for Ultra-Light-Weight Engines of 175 c.c. class.

It has three speeds and kick-starter.

Six pinions are fitted and are constantly in mesh.

The clutch is of the single plate cork insert type.



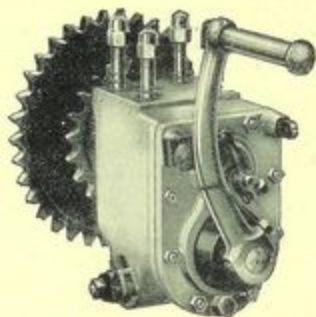
The B.S. Type

The box which should be used in conjunction with the 250 c.c. and 300 c.c. J.A.P. Engines.

Three speeds and kick-starter are fitted.

The gears are constantly in mesh, and the changes are effected by sliding dogs.

The clutch is of the single plate cork insert type.



The L.S. Type

A number of outstanding features are incorporated in this new type of box:—

- (a) Three speeds and kick starter, only using three pairs of pinions.
- (b) Weight is reduced by the method adopted of kick-starter drive. This is taken through the low gear pinions.
- (c) Appearance has been paid attention to by completely enclosing the kick-starter mechanism.
- (d) Friction is reduced by the special arrangement of the pinions. When in high gear the idle wheels are gearing down.
- (e) Special change gear compensator is fitted ensuring greatest efficiency and perfect lubrication.
- (f) There is no possibility of damaging gears when changing, as the compensator and constant mesh pinions prevent this.

The L.W. type is suitable for Engines up to 400 c.c.

It has two-stud fixings and two-plate clutch.

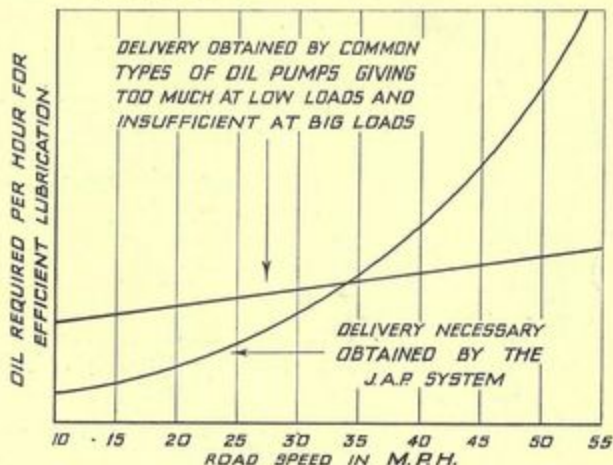
The H.W. type is suitable for Engines up to 1200 c.c.

This type embodies a four-stud fixing and three-plate clutch.

SEPARATE GEAR-BOX BOOKLET IS AVAILABLE AND CONTAINS ALL THE USEFUL INFORMATION REQUIRED BY USERS OF THE J.A.P. BOX.

PATENT OIL PUMP and SIGHT-FEED LUBRICATOR

The accompanying graphic curve illustrates these remarks.



The J.A.P. provides an efficient system, with economy in oil.

FOR years, Motor-Cycle builders have been seeking an efficient automatic system of lubrication for motor-cycle engines. Many attempts have been made to accomplish this by aid of an oil pump, with little success.

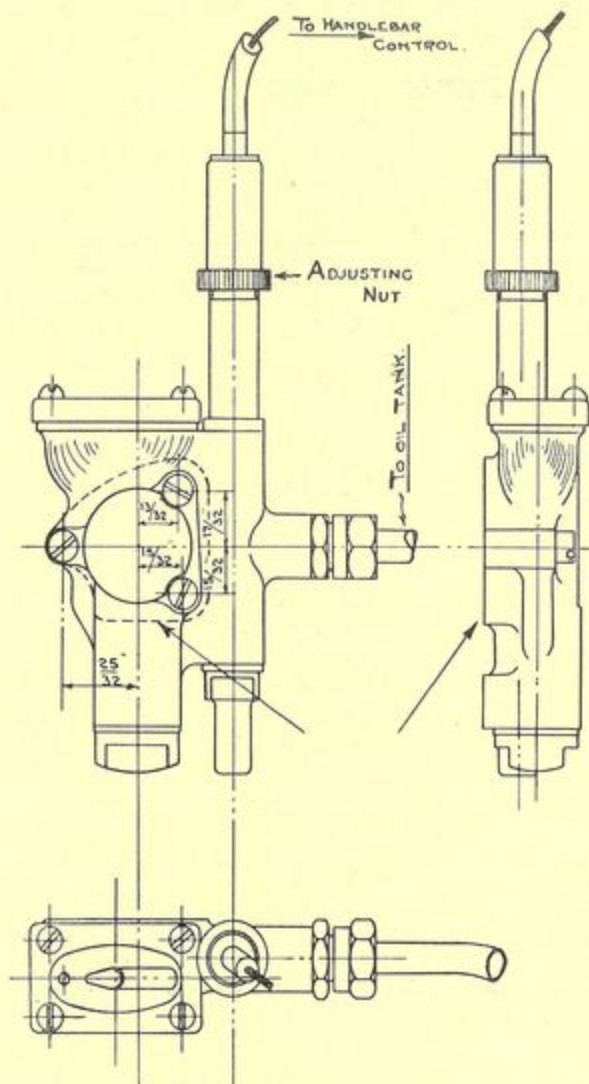
We have ourselves made a number of such pumps, tested many others, and made many experiments over several years, but long ago concluded these pumps could only partly meet the requirements. Many of these pumps merely act as bye passes, the oil being sucked into the engine by the partial vacuum in the crankcase.

Since the speed of working such pumps is necessarily high and the amount of oil to be delivered comparatively minute, it is impossible to provide a sufficiently fine adjustment, that will not be impaired by slight wear on the moving parts. This is, in some measure, overcome by use of a sight-feed regulated by a needle valve.

The main fact is usually lost sight of, namely, an air-cooled engine requires an oil supply, not gradually increasing in proportion to speed or load, but a greatly accelerated supply as the load and speed increases. (See Diagram).

No oil pump can accomplish this, and in consequence, if the delivery is cut down for normal working, they fail to deliver sufficient oil at bigger loads, or if adjusted to deliver correctly at heavy loads, an excess will be delivered at normal running, with the attendant troubles of excessive consumption, oily sparking-plugs and dirty engines.

In introducing the new J.A.P. pump and lubricator we offer a new system of lubrication.



THE pump is of very simple construction, with few parts, and is used merely to produce a vacuum. The pump is so perfect that it will give a vacuum 9 to 10 pounds per square inch, and a pressure of 100 pounds per sq. in. This high vacuum is used to draw oil from the tank through a sight-feed lubricator of special patented form. It is provided with an adjustable needle valve, controlled by the throttle lever, which opens the needle valve as the throttle opens, thus allowing more oil to flow to the engine. Thus by increased speed and increased needle valve opening, as the throttle is opened, the necessary accelerated oil supply is obtained. By adjusting the milled nut (shown in the illustration) the delivery of oil is set for normal running. This single adjustment takes up any stretch that may take place in the Bowden wire, and allows for any difference in viscosity of the oil.

Arrangements have been made with the leading Carburettor Manufacturers to supply Carburettor control levers with an additional Bowden wire to the throttle lever, for the purpose of operating the J.A.P. lubricator needle. As an alternative a two-lever Bowden wire control may be used on each handle bar; the right hand operating the throttle and J.A.P. lubricator needle; the left hand operating the Carburettor air control, and the Magneto advance.

J.A.P. Engines are fitted to the following British Makes

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OMEGA THREE-WHEELER
O.K.
O.E.C.
P. & P.
RADCO
REX-ACME
READY
SHARRATT
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AND OVER ONE HUNDRED COLONIAL AND FOREIGN MAKES

*There is a J.A.P. Engine for every user
in the range*

J.A.P. SPARES SERVICE.

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