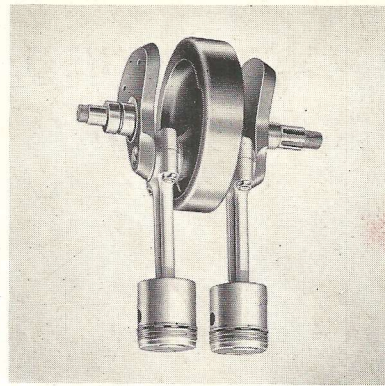
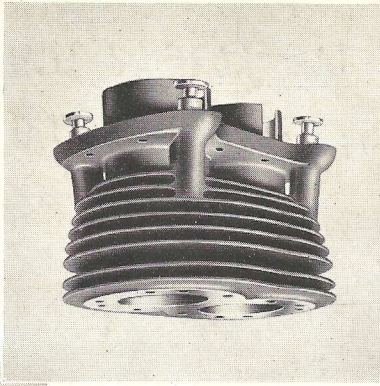
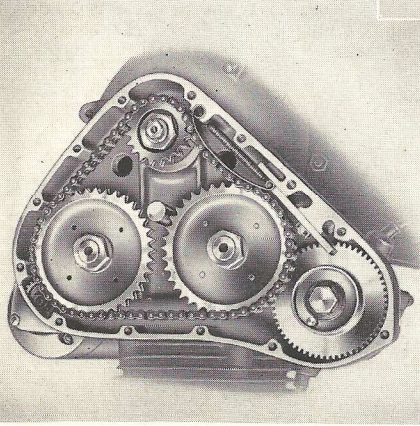


CYLINDER BLOCK CASTING
 (Illustrated left) with integral passages for push rods. The cylinder head is secured to block by 8 studs and nuts, and tappets operate in guides supported by cylinder block.

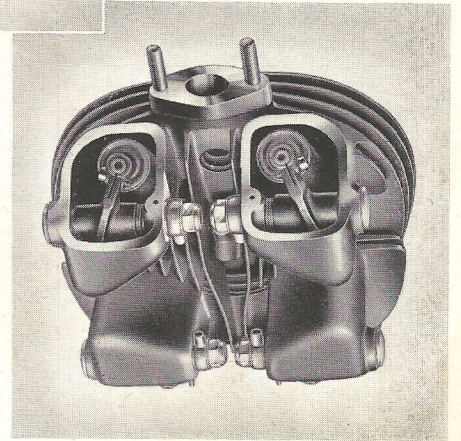
TWIN CAMSHAFTS
 driven by automatically adjusted duplex roller chain; gear driven magneto with automatic ignition control; gear driven 36 watt dynamo.



MONOBLOCK CYLINDER HEAD AND ROCKER BOXES showing unique finning which allows unrestricted air flow, also accessibility of rocker screws for adjusting tappet clearances.
SOLID STEEL CRANKSHAFT (illustrated right) and balance weights; central flywheel; forged light alloy connecting rods with detachable white metal bearings; forged alloy pistons, each with two compression rings and one scraper ring.

500 C.C. O.H.V.
 VERTICAL TWIN

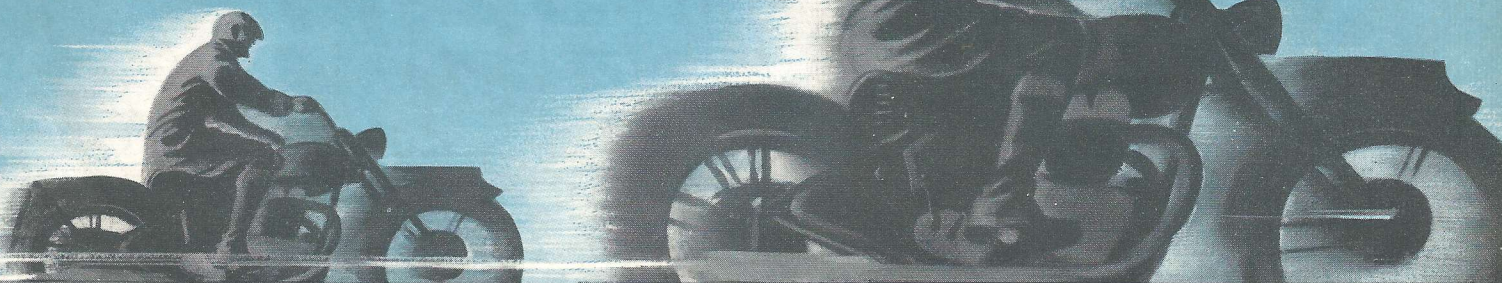
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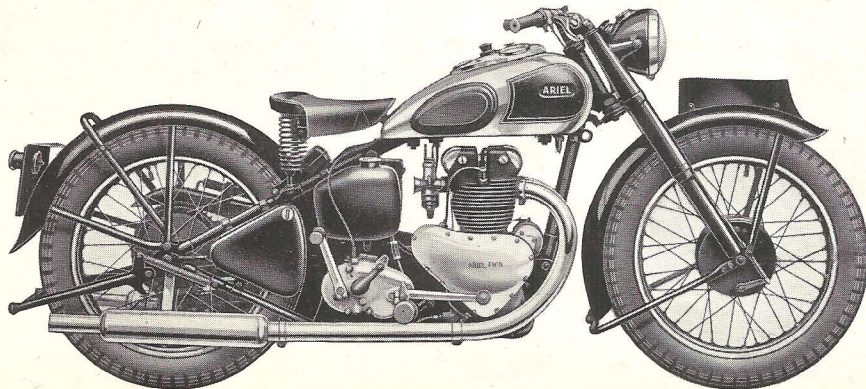
Announcing the NEW

ARIEL

500 c.c. O.H.V. VERTICAL

TWINS

RED HUNTER TWIN 500 c.c. MODEL K.H.



DE LUXE TWIN 500 c.c. MODEL K.G.

ENGINE. 63×80 mm. Vertical O.H.V. Cylinder heads and rocker boxes in one casting. Balanced crankshaft forged in one piece, carried on a large roller bearing on drive side and plain white metal bearing on timing side. Light alloy connecting rods with replaceable white metal liners. Forged light alloy pistons 6·8 compression ratio. Twin camshafts driven by automatically adjusted duplex chain. Separate magneto with automatic ignition control. Gear-driven 36 watt dynamo.

LUBRICATION. Circulation by double gear pump. 40 lbs. oil pressure to main bearings and rockers. Double filters. $\frac{3}{4}$ gallon separate oil tank.

CARBURETTOR. Amal, single control by twist grip. Strangler for cold starting.

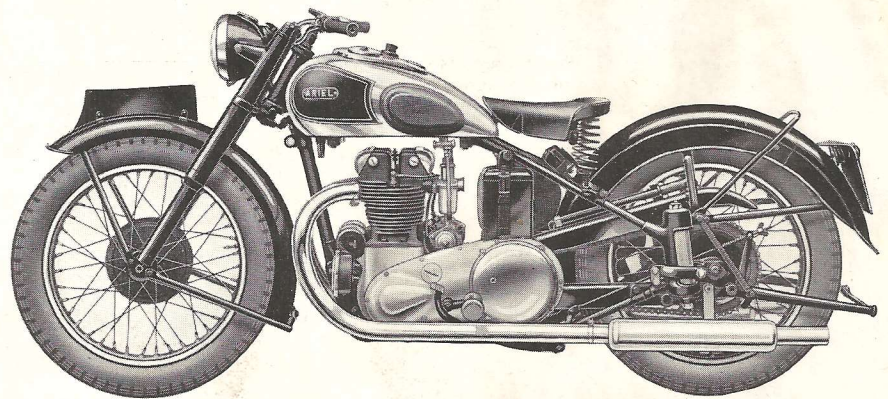
GEARBOX. Four speeds, foot control. Gear ratios solo, 5·0, 6·4, 8·8, 13·3, gear ratios sidecar 6·0, 7·7, 10·6, 16·1. Polished aluminium oil bath chaincase. Large diameter dry 3-plate clutch.

WHEELS. Dunlop tyres 3·50×19 rear, 3·25×19 front.

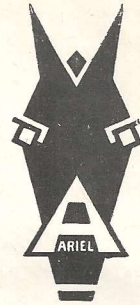
FRAME. Robust tubular construction with integral sidecar lugs. Prop stand. Spring frame as illustrated extra (see price list).

FUEL TANK. Welded steel tank with instrument panel. $3\frac{1}{2}$ gallon. Superbly finished in chrome and black, gold lined. Smith's 100 m.p.h. trip Speedometer.

FRONT FORKS. Now famous Ariel telescopic forks with patented hydraulic control.



DE LUXE TWIN 500 c.c. MODEL K.G.



RED HUNTER TWIN 500 c.c. MODEL K.H.

ENGINE. 63×80 mm. Vertical O.H.V. Cylinder heads and rocker boxes in one casting. Balanced crankshaft forged in one piece, carried on a large roller bearing on drive side and plain white metal bearing on timing side. Light alloy connecting rods with replaceable white metal liners. Forged light alloy pistons 6·8 compression ratio. Twin camshafts driven by automatically adjusted duplex chain. Separate magneto with automatic ignition control. Gear-driven 36 watt dynamo.

Each engine has polished ports and cylinder heads and is specially bench tested and tuned. 7·5 compression ratio pistons can be supplied to order for use with 80 octane fuel.

LUBRICATION. Circulation by double gear pump. 40 lbs. oil pressure to main bearings and rockers. Double filters. $\frac{3}{4}$ gallon separate oil tank.

CARBURETTOR. Large bore Amal, single control by twist grip. Strangler for cold starting. Petroflex supply pipe.

GEARBOX. Four speeds, foot control. Gear ratios as De Luxe model. Polished aluminium oil bath chaincase. Large diameter dry 3-plate clutch.

WHEELS. Dunlop tyres 3·50×19 rear, 3·00×20 ribbed front—chrome rims, red centres, lined gold.

FRAME. Robust tubular construction with integral sidecar lugs. Prop stand. Spring frame extra (see price list).

FUEL TANK. Welded steel tank with instrument panel. $3\frac{1}{2}$ gallon. Superbly finished in chrome and red, lined gold. Smith's 100 m.p.h. trip Speedometer.

FRONT FORKS. Now famous Ariel telescopic forks with patented hydraulic control.

● PRODUCED BY SPECIALISTS WHO HAVE BEEN DESIGNING
AND PRODUCING MULTI-CYLINDER MOTOR CYCLES SINCE 1931