

1935

X.E.

ROYAL ENFIELD

MOTOR CYCLES



TRADE MARK



www.royal-enfield.co.uk

ROYAL ENFIELD

THE owner of a Royal Enfield motor cycle may well be proud of his choice. He possesses a motor cycle of the highest quality—a product of a famous factory. The first Royal Enfield motor vehicle was made as long ago as 1897. Since that date the name has been closely associated with the development of all phases of motor cycling. Many of the features which distinguish modern motor cycles were first introduced on Royal Enfield machines.

Throughout the world Royal Enfield motor cycles have an enviable reputation for reliability and longevity. Letters reach us from riders who still have in use Royal Enfields which they have ridden for tens of thousands of miles over a long period of years. Others relate enthusiastically of the performance of a fourth—fifth—or sixth Royal Enfield.

Behind every Royal Enfield is a tradition of many years of exhaustive research, clever design, careful manufacture, handsome appearance and impressive performance. The new models will enhance the high reputation earned by their predecessors.

The Royal Enfield Works are scientifically equipped with the most modern machinery for the production of first quality motor cycles on a large scale. From the 148 c.c. "Cycar" to the 976 c.c. "Big Twin" there is a mount for every motor cyclist—every model a leader in its class. Thoroughbreds every one!

ROYAL ENFIELD SIDECARS

The Sidecars illustrated in this Catalogue are all made throughout in the Royal Enfield Works. They are modern in every way and cater for all tastes. The chassis are made of finest weldless steel tubing, and specially selected timber is used for the framework of the bodies. The latter are panelled in sheet metal, polished aluminium or figured fabric on plywood. A separate List is issued for Tradesmen's Delivery Sidecar Outfits.

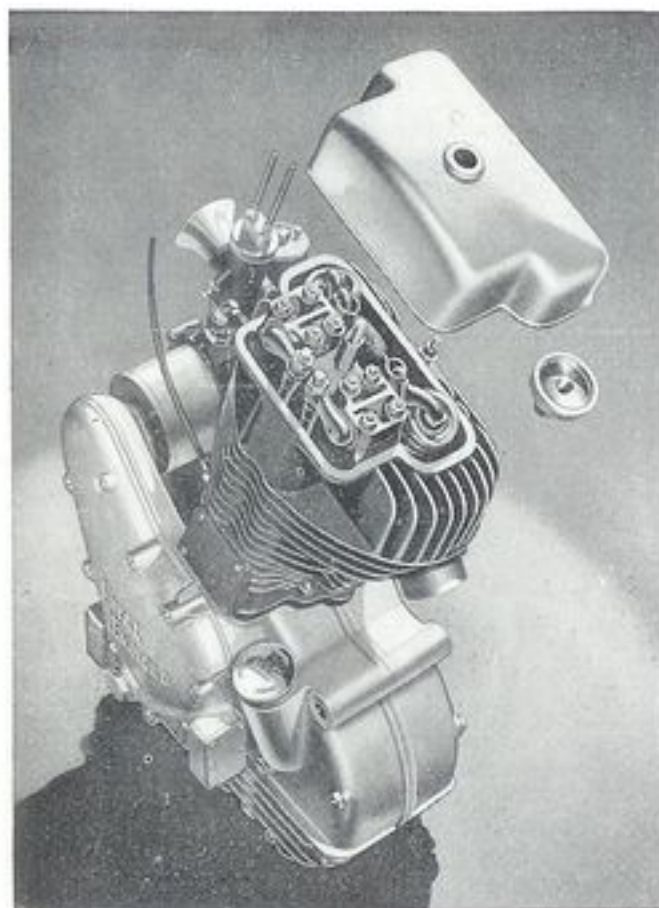
GRADUAL PAYMENTS

Any Royal Enfield Motor Cycle or Combination may be purchased out-of-income, and for the convenience of customers we have our own Gradual Payment Department, so that prospective purchasers, who wish to avail themselves of the excellent facilities which we provide, can rest assured that not only will all details be STRICTLY CONFIDENTIAL, but throughout the whole period of payment they will receive that same prompt attention and sympathetic consideration which have always been such prominent features of the Royal Enfield programme. The necessary forms will gladly be sent on request.



ROYAL ENFIELD

THE ENGINE



EVERY Royal Enfield engine whether two-stroke or four-stroke, single or twin, has a performance high in its class, combining speed, reliability, smoothness, silence and economy.

These desirable features are only achieved by careful research, advanced design, skilled workmanship and the use of the finest materials available.

A typical example is the 248 c.c. O.H.V. Model S. illustrated. This has the entire valve gear, including the push rods, rockers and springs, totally enclosed and automatically lubricated, thus ensuring long life and silent operation. In addition to these advantages the tappets are instantly accessible and the design of the cylinder head ensures that the cooling is quite unimpaired.

In those models which have the oil reservoir cast integral with the crank case, the oil feed is direct to the big end and the lubrication system is entirely self-contained having no external oil pipes, knobs, regulators or other excrescences.

All models except the two-strokes have detachable cylinder heads—a feature which greatly simplifies decarbonisation.

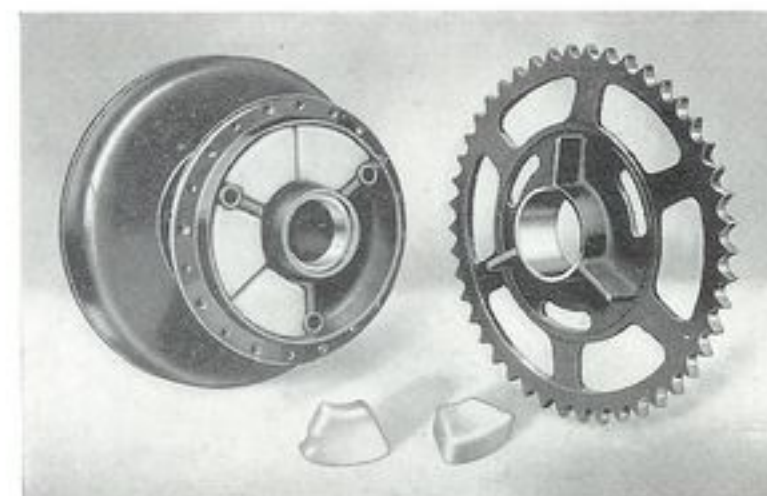
Valve guides are of chilled cast iron and all valve stems are hardened by the nitride process. As an indication of the accuracy of the workmanship we may mention that the individual rollers in the bearings are graded to one ten-thousandth part of an inch in diameter, pistons are diamond-turned and cylinders are bored to the closest limits of accuracy. Similar care is expended on all other components.



ROYAL ENFIELD

CUSH DRIVE REAR HUB

THE patent cush drive hub fitted in the rear wheel of all Royal Enfield motor cycles takes up the drive with great flexibility and smoothness, entirely eliminating the harshness otherwise present in a chain drive. Both driving and rebound shocks are absorbed by blocks of solid rubber enclosed in the rear driving sprocket. The accompanying illustration shows the inside of the driving sprocket and the outside of the hub. When in position the rubber blocks act as buffers between the metal vanes.



DETACHABLE REAR MUDGUARD AND CARRIER

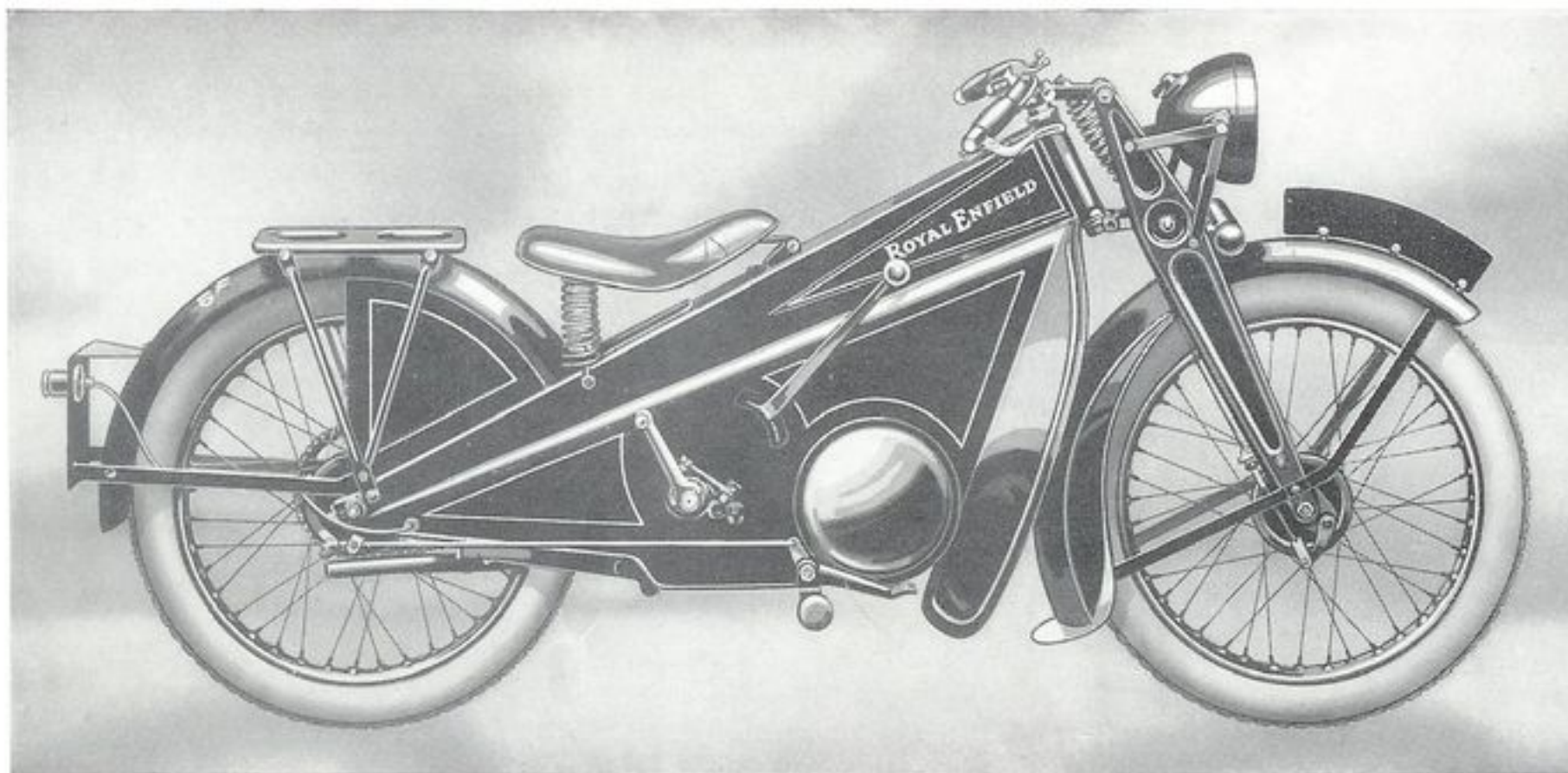
On all Royal Enfield motor cycles the rear mudguard (and carrier when fitted) can be **instantly** detached by loosening four nuts only and lifting the entire assembly out of the slotted lugs which secure it.

This will be found to be a great advantage when removing the rear wheel. In addition, tyre repairs can conveniently be carried out with the wheel in position in the machine.

On Models L and LO an additional refinement enables the wheel spindles to be removed with the wheel in position, thus allowing a new inner tube to be fitted without removal of the wheel.



ROYAL ENFIELD



An economical, reliable lightweight of unique design which will take you anywhere and keep you clean.

Specification.

FRAME	-	Made from a single steel pressing, enclosing the entire engine, gearbox, etc. Complete protection from oil, grease and mud without sacrifice of accessibility.	GEARBOX	-	Three-speed with hand control. Standard ratios : 7.2, 12.8 and 20 to 1. Handlebar-controlled clutch and kick starter.
ENGINE	-	148 c.c. single cylinder two-stroke, bore and stroke 56x60 m/m. Roller bearing big end.	TRANSMISSION	-	Front chain totally enclosed in oil-bath case.
LUBRICATION	-	Oil mixed with petrol.	TANK	-	Entirely separate from the frame. Oil measure attached to filler cap.
CARBURETTOR	-	Two-lever control. Fitted with air cleaner.	TYRES	-	Dunlop cord, 25x2.75in., wired on.
IGNITION	-	Villiers flywheel magneto.	STAND	-	Spring-up central stand.
LIGHTING SET	-	Direct lighting from flywheel dynamo. Cobalt steel magnets giving large output. Head lamp, 7in. dia., and rear light. Parking light from dry battery.	MUDGUARDS	-	Wide valanced front guard, and rear guard with large side valances. Rear guard and carrier quickly detachable.
			EQUIPMENT	-	Detachable pressed steel legshields.
			FINISH	-	Black enamel, relieved with bronze lining.

Model Z "CYCAR" 148 c.c. Two-stroke INCLUDING ELECTRIC LIGHTING SET



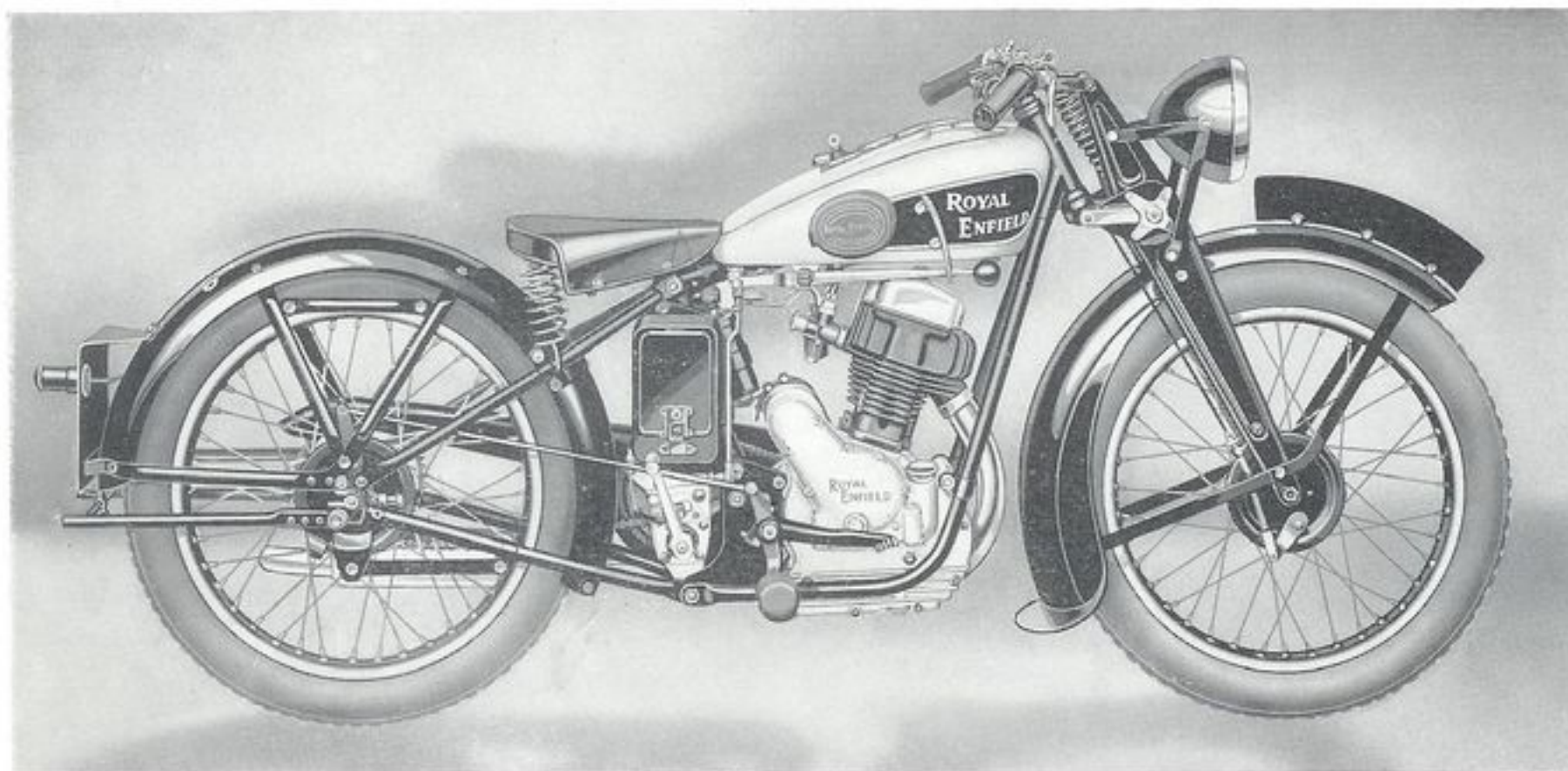
ROYAL ENFIELD

GENERAL SPECIFICATION OF ROYAL ENFIELD MOTOR CYCLES

- ENGINE** - Piston of special aluminium alloy, heat treated. Large floating gudgeon pin. Very rigid flywheel assembly, connecting rod and crankcase. Valves of the finest quality valve steel, hardened by the nitride process. Hardened valve guides. Valve springs of specially tempered steel. Roller bearings to big end in all models and to main bearings except on two-stroke models. Two camshafts with wide cams operating directly on to large diameter flat base tappets.
- LUBRICATION** - Two-stroke Models by petroil system ; Model K by sight-feed mechanical pump. Other models are lubricated by the Royal Enfield dry-sump system. Oil is fed direct to the big end, and can be seen returning to the oil compartment on removal of the filler cap. Two large and accessible filters are provided.
- FRAME** - Of duplex type, combining strength and rigidity with moderate weight. Built throughout of the finest quality weldless steel tubing with liners where necessary. Lugs for sidecar attachment on all but lightweight models. Adjustable handlebars and footrests.
- FRONT FORK** - Central compression spring type, giving perfect steering and road-holding qualities. Shock absorbers are fitted on all Models, finger adjustment on larger models. Steering dampers on all except lightweight models.
- GEAR BOX** - Four-speed gear on all except Two-stroke Models. The gear box is pivotally mounted between the rear engine plates.
- TRANSMISSION** - Roller chains throughout ; patent cush drive in rear hub, absorbing all engine shocks. Primary drive on Models C, G, L, LO and K enclosed in oil-bath case.
- TANK** - Welded steel construction mounted on rubber, practically eliminating all risk of leakage.
- MUDGUARDS** - Efficient wide mudguards. Rear mudguard quickly detachable for access to rear wheel.
- CARRIER** - The carrier is of pressed steel, fixed to the rear mudguard and is easily detachable.
- HUBS** - Royal Enfield, fitted with non-adjustable deep-groove journal bearings.
- BRAKES** - Internal expanding, of Royal Enfield manufacture. Special linings giving smooth, powerful action, long life and freedom from scoring. Finger adjustment to both brakes on all models.
- EQUIPMENT** - Complete set of tools, grease gun and inflator.
- ELECTRIC EQUIPMENT** - An electric lighting set is standard equipment on all models. A control panel containing the switch and ammeter is mounted in the tank top. The bulb in the rear lamp is mounted on a rubber diaphragm. All models have large capacity (12 amp. hour) battery, which on Models C, G, L and LO is mounted on rubber.



ROYAL ENFIELD



A real sports model with a remarkable performance and the lowest possible running costs.

Abridged Specification (See page 5).

- ENGINE** - 148 c.c. single cylinder. Bore and stroke 56x60 m.m. Totally enclosed overhead valves, rocker gear and push rods.
- LUBRICATION** - Royal Enfield dry-sump lubrication, oil container in crankcase.
- CARBURETTOR** - Twist-grip control; down draught type.
- FRONT FORK** - Pressed steel blades, central compression spring. Two large shock absorbers. Perfect steering and road holding.
- GEARBOX** - Four-speed with hand control. Gear ratios: 7.5, 10.1, 13.5 and 22 to 1. Positive change foot control at an extra charge.

IGNITION AND LIGHTING SET

Lucas 6-volt lighting and ignition set with large capacity battery. Dynamo gear-driven from engine. Control panel in tank.

BRAKES

- Internal expanding, 5in. front and rear.

TYRES

- Dunlop Cord 25x3in.

FINISH

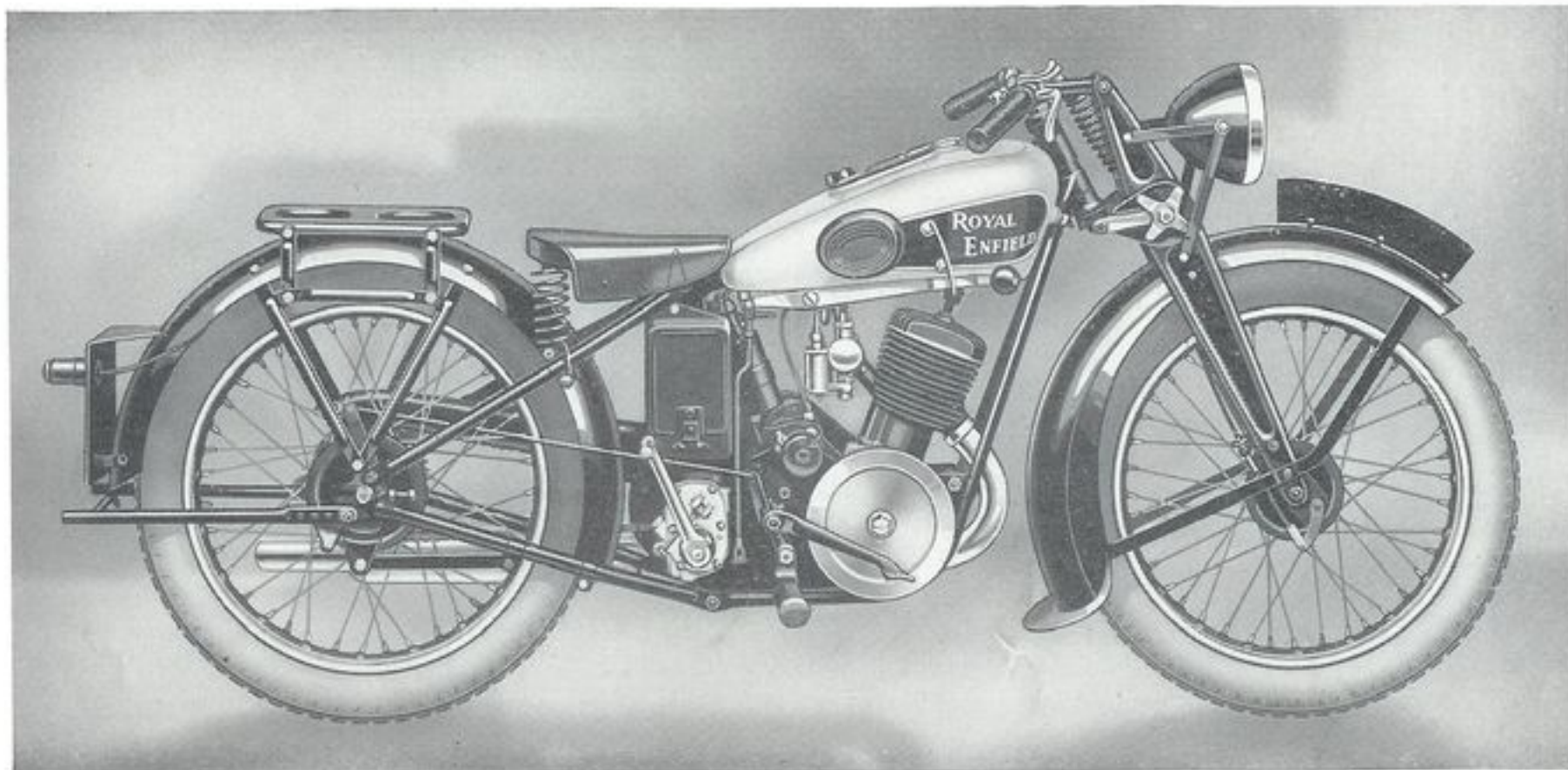
- Best quality black enamel. Bright parts, including wheel rims, chromium plated. Tank finished aluminium with green panels.

Model T. 148 c.c. O.H.V.
INCLUDING ELECTRIC LIGHTING SET

LEG SHIELDS,
extra



ROYAL ENFIELD



A fully equipped machine which meets all the requirements of utility riders.

Abridged Specification (see page 5).

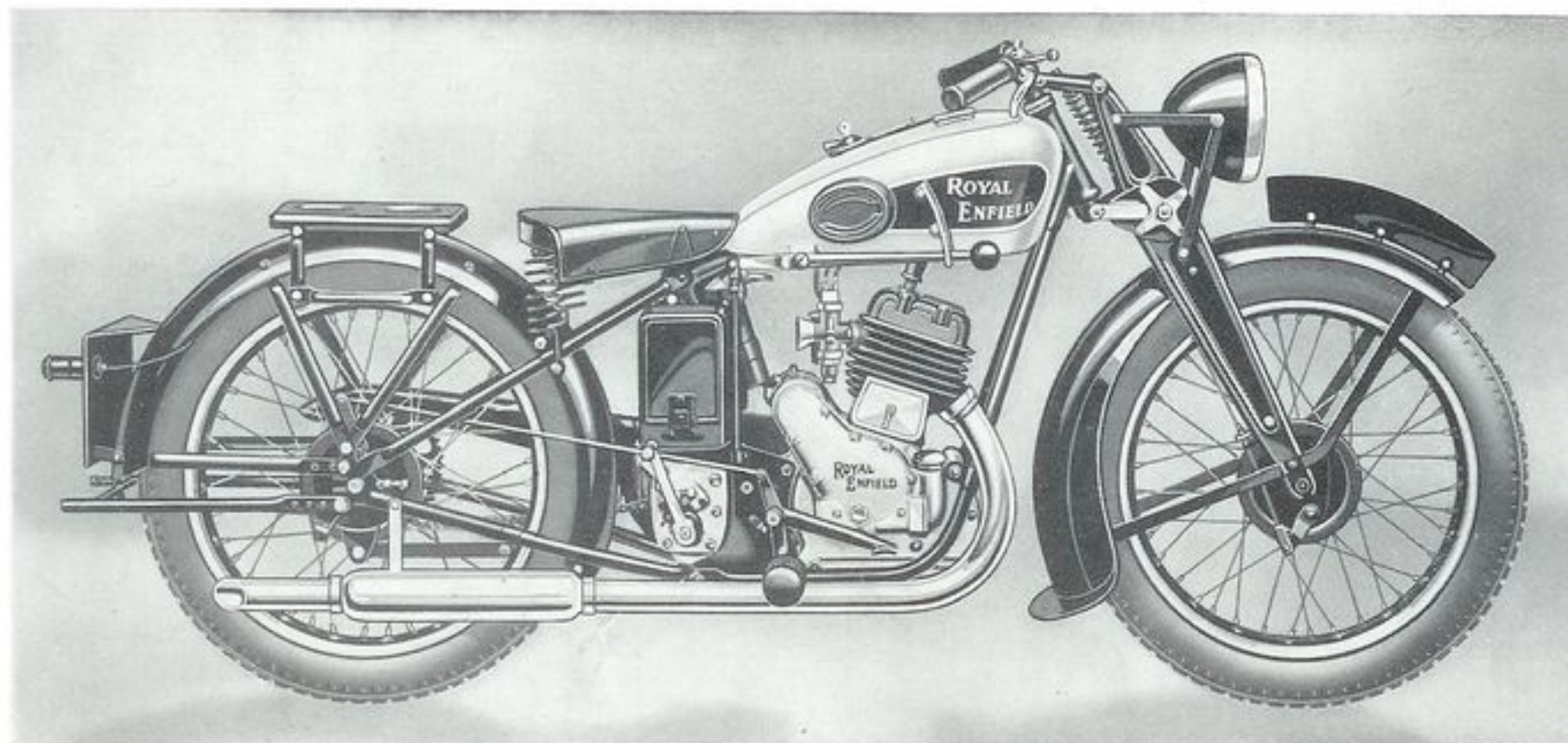
ENGINE	- 225 c.c. single cylinder two-stroke. Bore and stroke 64x70 m/m. Roller bearing big end.	TYRES	- Dunlop cord, 25x3in.
LUBRICATION	- Oil mixed with petrol.	BRAKES	- Internal expanding; 5in. front and rear.
GEARBOX	- Three-speed with hand control. Standard ratios: 5.3, 7.8 and 15.6 to 1. Handlebar-controlled clutch and kick starter.	STAND	- Rear spring-up stand.
IGNITION AND LIGHTING SET	- Lucas 6-volt electric lighting and ignition set. 7in. head lamp; and rear light.	FINISH	- Best quality black enamel. Bright parts chromium plated. Tank finished aluminium with green panels. Rims chromium plated.

Model A. 225 c.c. Two-stroke
INCLUDING ELECTRIC LIGHTING SET

LEG SHIELDS,
extra



ROYAL ENFIELD



A general utility model which will appeal to those who prefer a side-valve machine.

Abridged Specification (see page 5).

ENGINE - 248 c.c. single cylinder. Bore and stroke 64×77 m/m. Side valves, totally enclosed. Detachable cylinder head.

LUBRICATION - Royal Enfield dry-sump lubrication, oil container in crankcase.

CARBURETTOR - Twist grip control to throttle, handlebar lever control to air slide.

GEARBOX - Four-speed with hand control. Standard ratios: 6·6, 8·9, 11·8 and 19·2 to 1.

IGNITION AND LIGHTING SET

Lucas 6-volt ignition and lighting set, with large capacity battery. Dynamo gear-driven from engine. Control panel in tank.

BRAKES

- Internal expanding, 5in. front and rear.

TYRES

- Dunlop cord, 25×3in.

FINISH

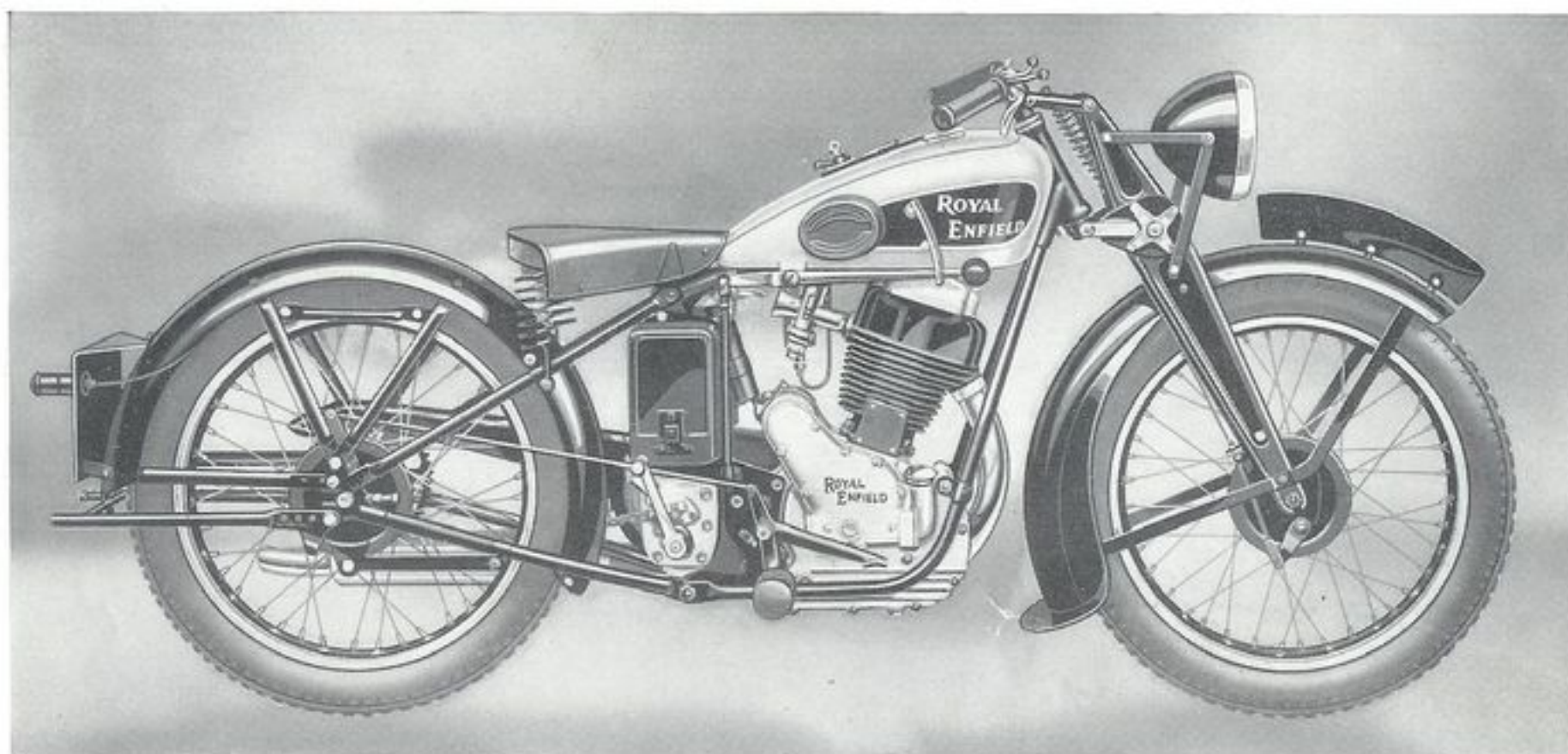
- Best quality black enamel. Bright parts chromium plated. Tank finished aluminium with green panels.

Model B. 248 c.c. Side-valve
INCLUDING ELECTRIC LIGHTING SET

LEG SHIELDS,
extra



ROYAL ENFIELD



Probably the fastest machine of its type—certainly the most silent mechanically.

Abridged Specification (see page 5).

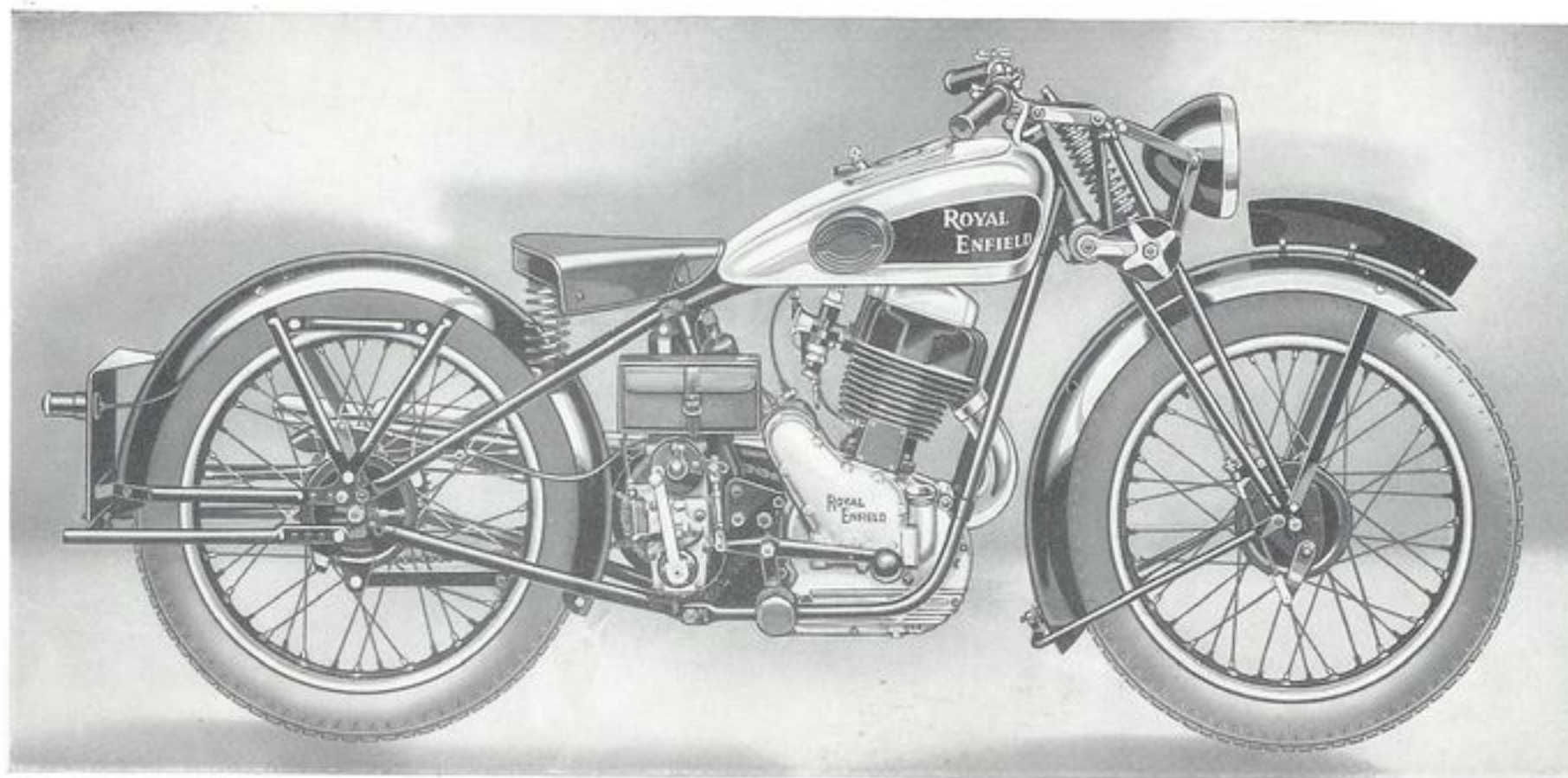
ENGINE	- 248 c.c. single cylinder. Bore and stroke 64×77 m/m. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated. Detachable cover for easy adjustment of tappets.	GEARBOX	- Four-speed with hand control. Ratios: 6·2, 8·4, 11·1 and 18 to 1. Positive change foot control at an extra charge
LUBRICATION	- Royal Enfield dry-sump lubrication, oil container in crankcase.	IGNITION AND LIGHTING SET	Lucas 6-volt lighting and ignition set, with extra large battery. Dynamo gear-driven from engine. Control panel in tank.
CARBURETTOR	- Down-draught type. Twist grip control to throttle.	BRAKES	- Internal expanding, 5in. front and rear.
FRONT FORK	- Pressed steel blades, central compression spring. Two large shock absorbers. Perfect steering and road-holding.	TYRES	- Dunlop Cord, 25×3in.
		FINISH	- Best quality black enamel. Bright parts chromium plated. Tank finished aluminium with green panels.

Model S. 248 c.c. O.H.V.
INCLUDING ELECTRIC LIGHTING SET

LEG SHIELDS,
 extra



ROYAL ENFIELD



A tuned sports Model with the acceleration and speed of many larger machines.

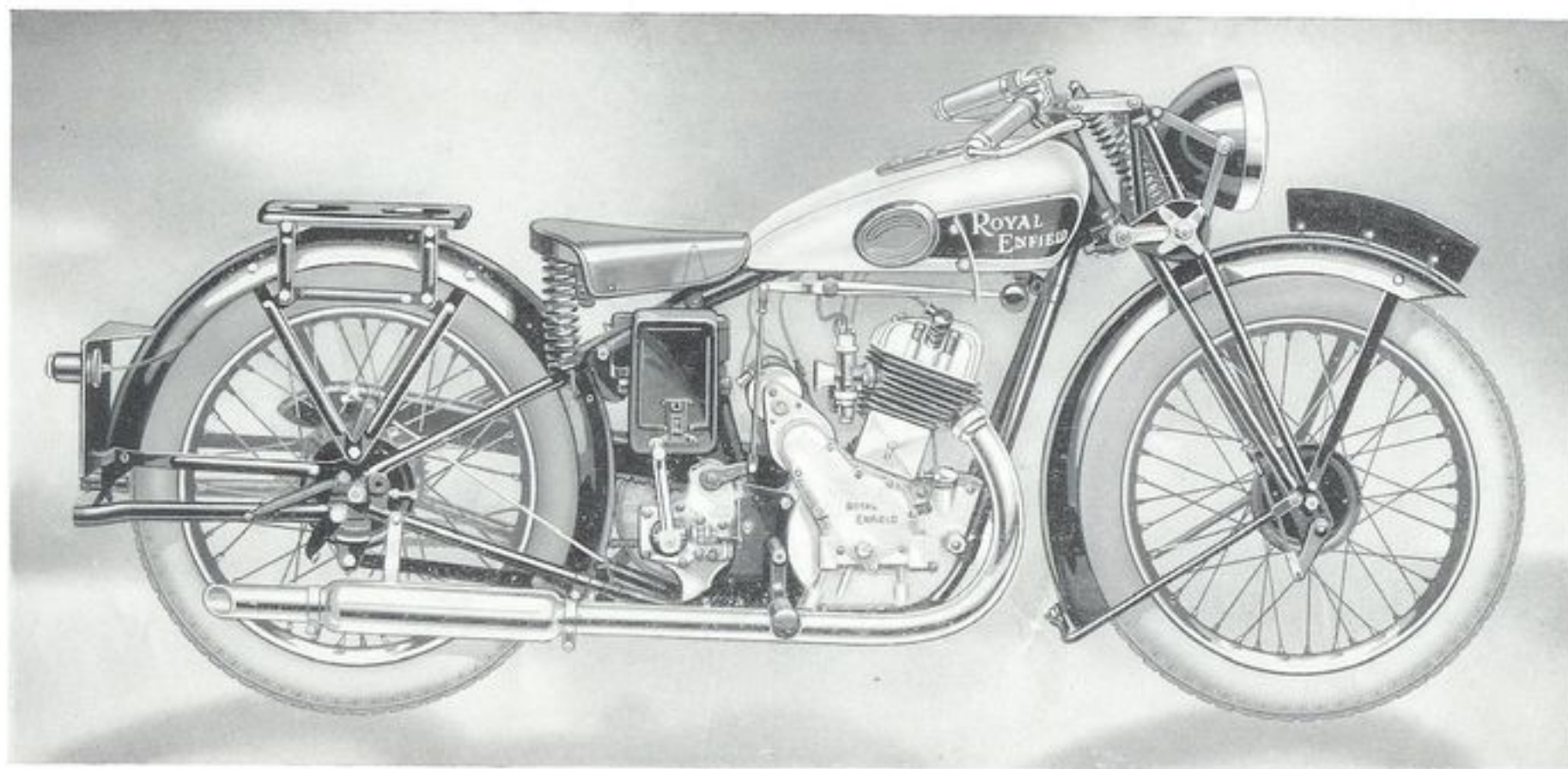
Abridged Specification (see page 5).

ENGINE	- 248 c.c. single cylinder. Bore and stroke 64x77 m/m. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated. Detachable cover for easy adjustment of tappets. High compression tuned engine. Upswept exhaust pipe.	GEARBOX	- Four-speed with positive change foot control. Ratios : 6.2, 8.4, 11.1 and 18 to 1.
LUBRICATION	- Royal Enfield dry-sump lubrication, oil container in crankcase.	IGNITION AND LIGHTING SET	- Lucas 6-volt lighting and ignition set, with extra large battery. Dynamo gear-driven from engine. Control panel in tank.
CARBURETTOR	- Down-draught type. Twist grip control to throttle.	BRAKES	- Internal expanding, 5in. front and rear.
FRONT FORK	- Tubular type, central compression spring. Two large shock absorbers. Perfect steering and road-holding.	TYRES	- Dunlop Cord, 25x3in.
		FINISH	- Best quality black enamel. Bright parts, including tank, wheel rims and handlebar, chromium plated.

Model S2. "250 Bullet" **INCLUDING ELECTRIC LIGHTING SET**



ROYAL ENFIELD



A side-valve machine on which fast averages can be maintained with ease.

Abridged Specification (see page 5).

ENGINE - 346 c.c. single cylinder. Bore and stroke 70×90 m/m. Side valves, totally enclosed. Detachable aluminium cylinder head.

LUBRICATION - Enfield dry-sump lubrication, oil container in crankcase.

CARBURETTOR - Twist grip control to throttle, handlebar lever control to air slide.

GEARBOX - Four-speed with hand control. Standard ratios: 6·2, 8·4, 11·1 and 18·1 to 1.

IGNITION AND LIGHTING SET - Lucas 6-volt Magdyno set, gear-driven from engine. Control panel in tank.

BRAKES - Internal expanding, front 5in., rear 6½in.

TRANSMISSION - Front chain totally enclosed in cast aluminium oil-bath case.

TYRES - Dunlop cord, 25×3in.

STANDS - Front and rear, latter of spring-up type.

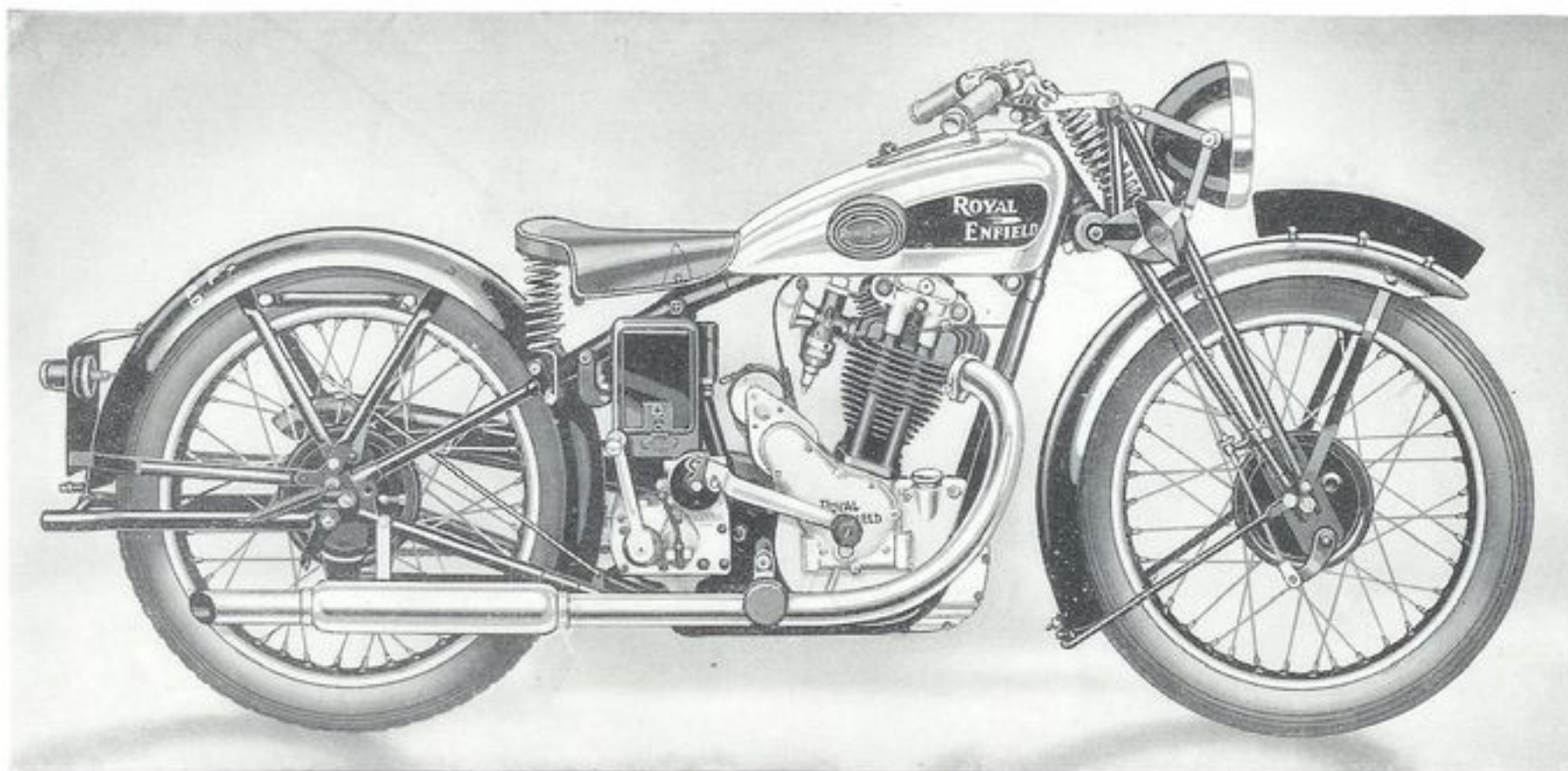
FINISH - Best quality black enamel. Bright parts chromium plated. Tank finished aluminium with green panels. Rims chromium plated.

Model C. 346 c.c. Side-valve
INCLUDING ELECTRIC LIGHTING SET

LEG SHIELDS,
 extra



ROYAL ENFIELD



A medium weight machine with more than enough speed for most riders. Will take a light sidecar if desired.

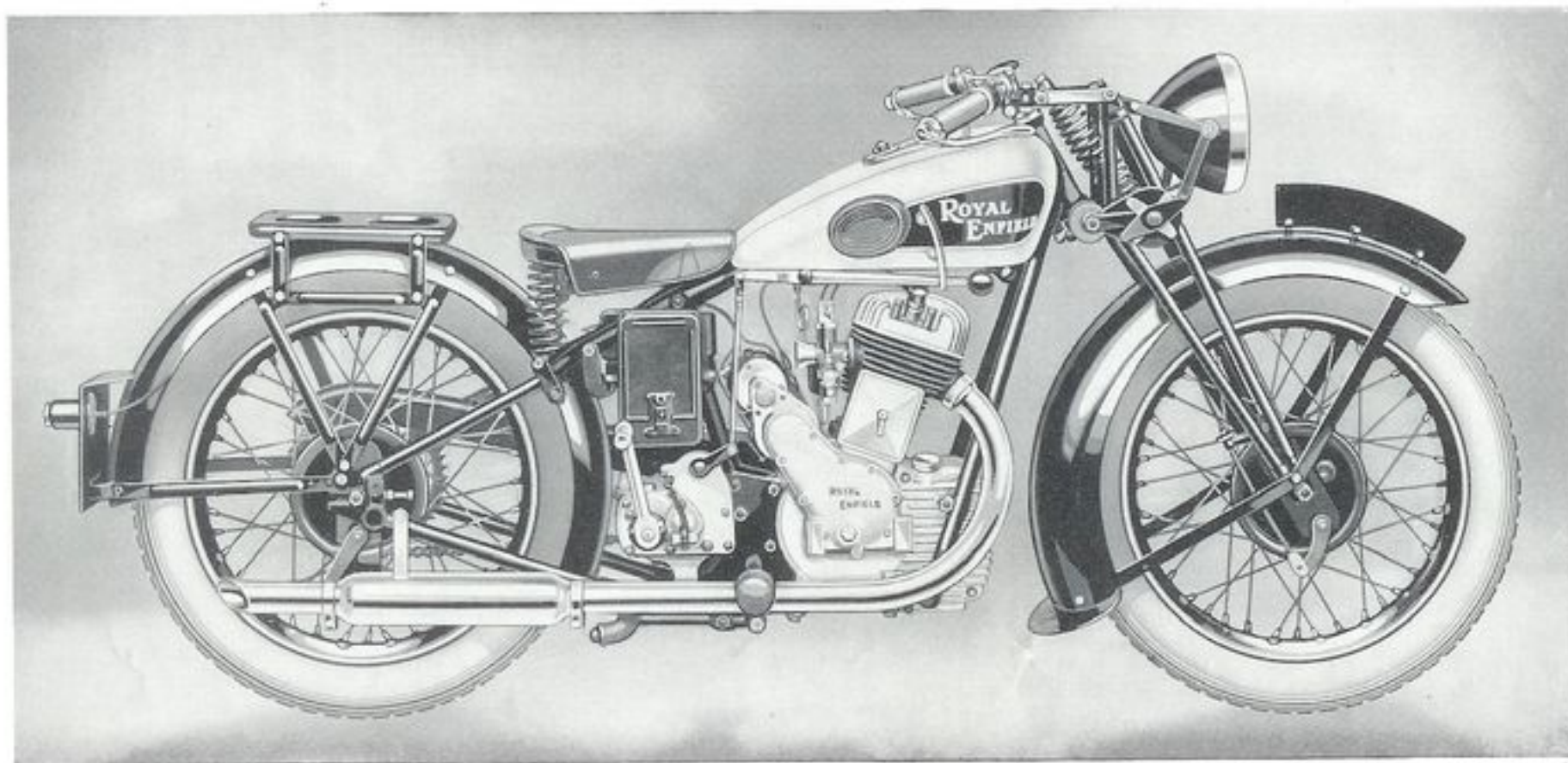
Abridged Specification (see page 5).

ENGINE	- 346 c.c. O.H.V. single cylinder. Bore and stroke 70×90 m/m. Push rods and rockers enclosed and automatically lubricated.	IGNITION AND LIGHTING SET	Lucas 6-volt Magdyno set, gear-driven from engine. Control panel in tank.
LUBRICATION	- Royal Enfield dry-sump lubrication, oil container in crankcase.	BRAKES	- Internal expanding, front and rear 6½ in. diameter.
CARBURETTOR	- Twist grip control to throttle, handlebar lever control to air slide.	TRANSMISSION	- Front chain totally enclosed in cast aluminium oil-bath case.
GEARBOX	- Heavy-weight four-speed with positive change foot control. Hand controlled four-speed gear, if desired, without extra charge. Standard ratios: Solo, 5.5, 7.2, 9.9 and 15.3 to 1. Sidecar, 6.5, 8.5, 11.7 and 18 to 1.	TYRES	- Dunlop cord, 26×3 in.
		STANDS	- Front and rear, latter of spring-up type.
		FINISH	- Best quality black enamel. Bright parts, including tank, wheel rims and handlebar, chromium plated.

Model G. 346 c.c. O.H.V.
INCLUDING ELECTRIC LIGHTING SET



ROYAL ENFIELD



The "big single" in its most modern form. Suitable for solo or sidecar work.

Abridged Specification (see page 5).

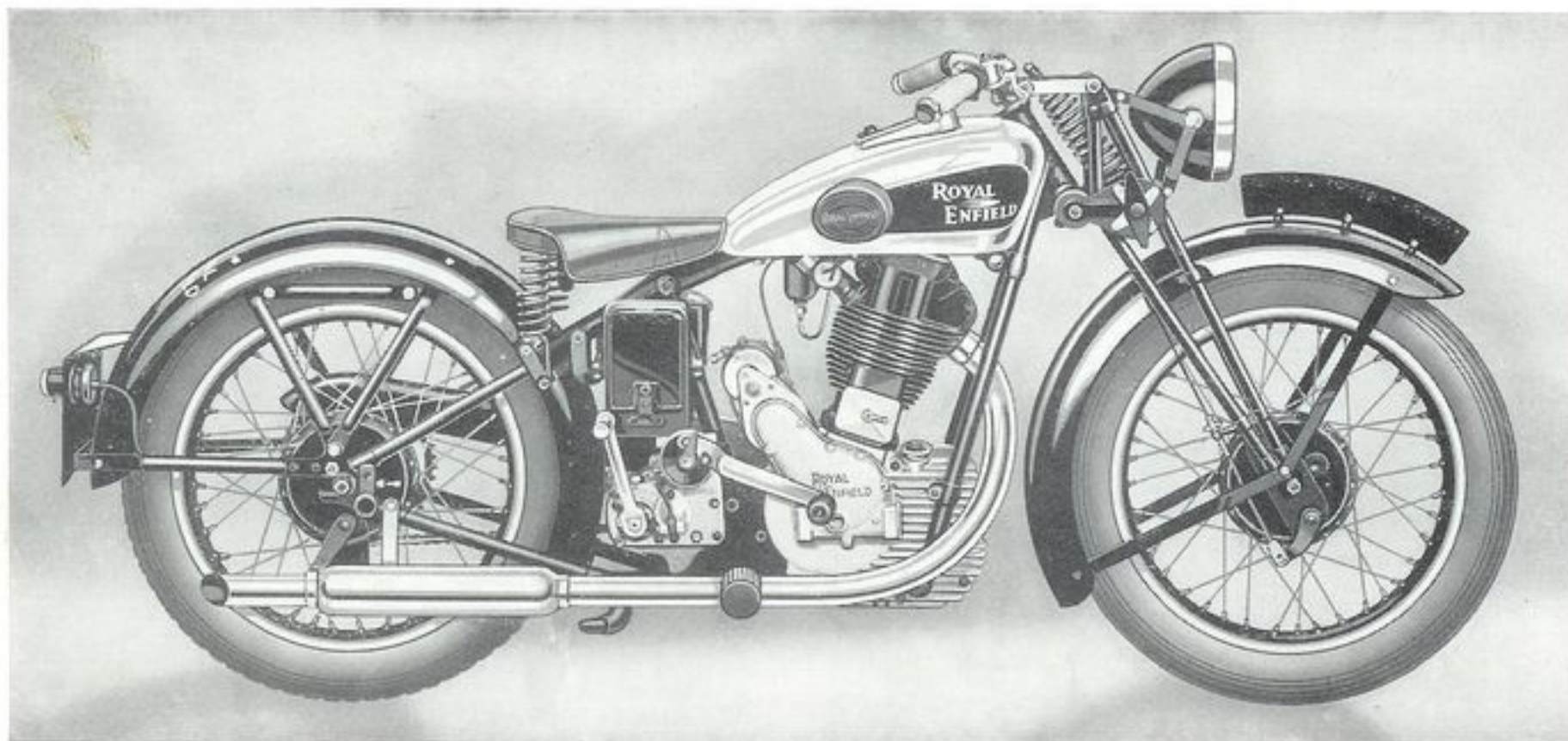
ENGINE	- 570 c.c. single cylinder side-valve. Bore and stroke 85×99.25 m/m. Specially designed aluminium detachable cylinder head. Valves totally enclosed.	BRAKES	- Internal expanding, front and rear 6½ in. diameter.
LUBRICATION	- Royal Enfield dry-sump circulating system, oil container in crankcase.	TRANSMISSION	- Front chain totally enclosed in cast aluminium oil-bath case.
CARBURETTOR	- Twist grip control to throttle, handlebar lever control to air slide.	REAR WHEEL	- The rear wheel on this model has a knock-out spindle. On withdrawal of this, a distance piece can be removed leaving a gap sufficient to enable an inner tube to be changed without removing the wheel.
GEARBOX	- Heavyweight four-speed with hand control. Standard ratios: Solo, 5, 6.5, 9 and 13.9 to 1. Sidecar, 5.8, 7.6, 10.4 and 16.1 to 1.	TYRES	- Dunlop cord 26×3.25 in.
IGNITION AND LIGHTING SET	- Lucas 6-volt Magdyno Set, gear-driven from engine. Control panel in tank.	STAND	- Patented central prop stand.
		FINISH	- Best quality black enamel. Bright parts chromium plated. Tank finished aluminium with green panels. Rims chromium plated.

Model L. 570 c.c. Side-valve
INCLUDING ELECTRIC LIGHTING SET

LEG SHIELDS,
extra



ROYAL ENFIELD



Terrific speed and acceleration combined with amazing road-holding qualities.

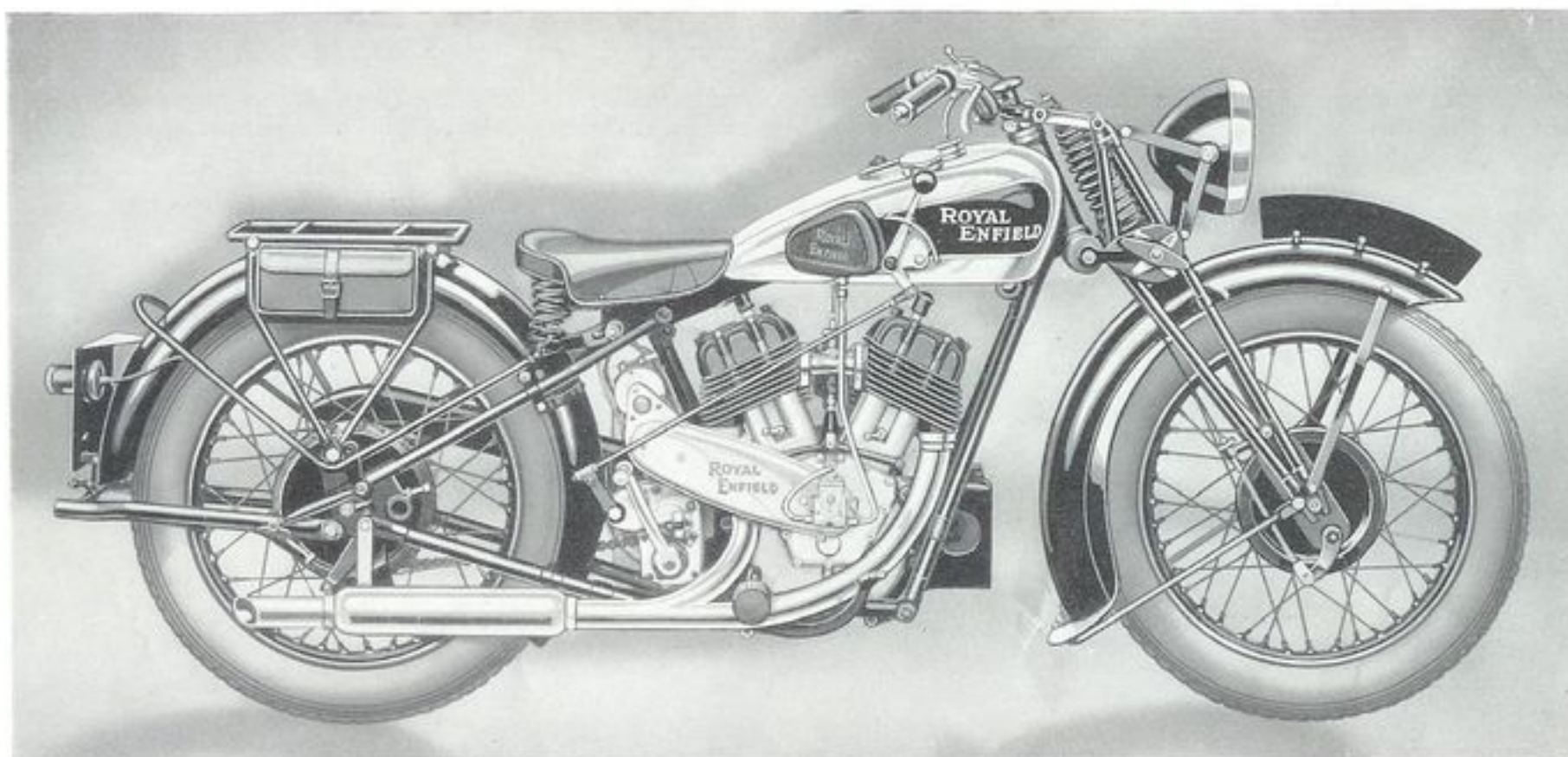
Abridged Specification (see page 5).

ENGINE	- 488 c.c. single cylinder. Bore and stroke 85.5 x 85mm. Tuned engine with high compression piston. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.	IGNITION AND LIGHTING SET	Lucas 6-volt Magdyno set, gear-driven from engine. Control panel in tank.
LUBRICATION	Royal Enfield dry-sump circulating system, oil container in crankcase.	BRAKES	Internal expanding, front and rear, 6½ in. diameter. Ribbed drums.
CARBURETTOR	Twist grip control to throttle, handle bar lever control to air slide.	TRANSMISSION	Front chain totally enclosed in cast aluminium oil-bath case.
GEARBOX	- Heavyweight four-speed with positive change foot control. Hand-controlled four-speed gear, if desired, without extra charge. Standard ratios: Solo, 5, 6.5, 9 and 13.9 to 1. Sidecar, 5.8, 7.6, 10.4, and 16.1 to 1.	REAR WHEEL	The rear wheel on this model has a knock-out spindle. On withdrawal of this, a distance piece can be removed leaving a gap sufficient to enable an inner tube to be changed without removing the wheel.
		TYRES STAND FINISH	Dunlop cord, 26 x 3.25 in. Patented central prop stand. Best quality black enamel. Bright parts, including tank, wheel rims and handlebar, chromium plated.

Model LO "500 BULLET" INCLUDING ELECTRIC LIGHTING SET



ROYAL ENFIELD



A famous model in its latest form. Generally used with a sidecar, but is also a delightful solo mount.

Abridged Specification (see page 5).

ENGINE -	976 c.c. side-valve twin cylinder. Bore and stroke 85.5x85 m/m. Detachable cylinder heads, enclosed tappets and valves.	IGNITION AND LIGHTING SET	Lucas 6-volt Magdyno set. Control panel in tank.
LUBRICATION -	Mechanical pump with adjustable sight feed.	BRAKES -	Internal expanding, front 7in. diameter, rear 8in.
CARBURETTOR	Twist grip control to throttle, handlebar control to air slide.	TRANSMISSION	Front chain totally enclosed in cast aluminium oil-bath case.
GEARBOX -	Heavyweight four-speed with hand control. Standard ratios : 4.5, 5.8, 8.1 and 12.5 to 1. Solo ratios (to special order) : 4, 5.2, 7.2 and 11.1 to 1.	TYRES -	Dunlop cord, 26x3.5in.
		STANDS -	Front and rear, latter of spring-up type.
		FINISH -	Best quality black enamel, bright parts chromium plated. Tank chromium plated with green panels.

Model K. 976 c.c. Side-valve Twin **INCLUDING ELECTRIC LIGHTING SET**

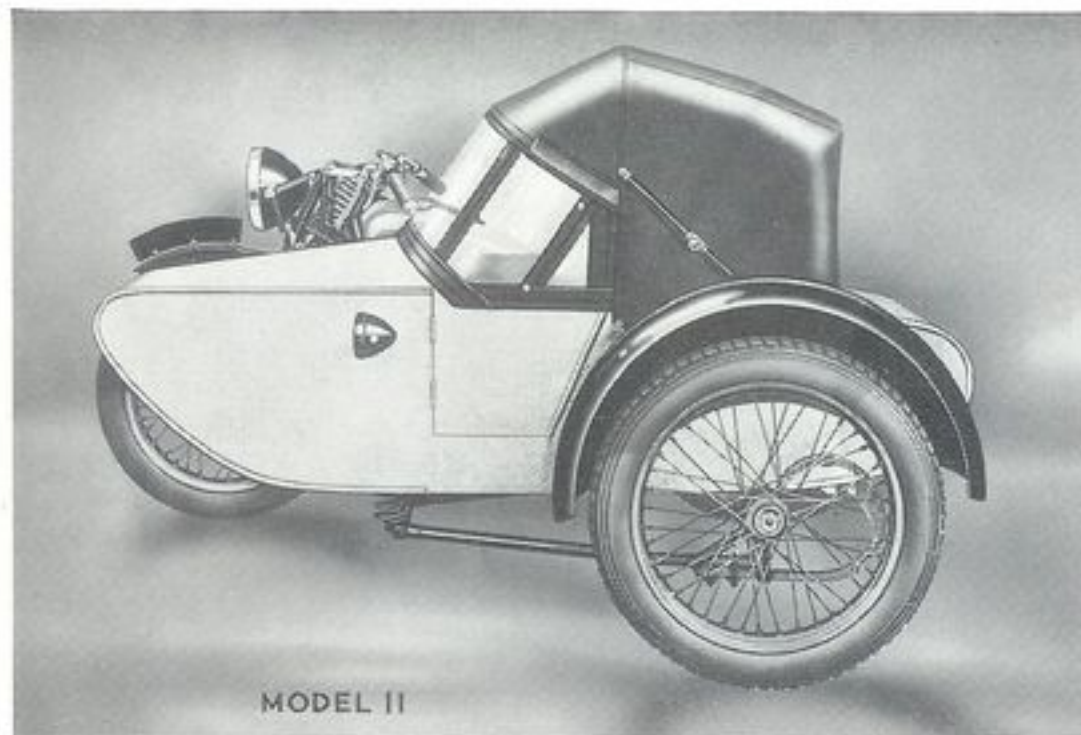
LEG SHIELDS,
extra



ROYAL ENFIELD

SIDECARS

Fit a sidecar or safety and economy! Official statistics show that the sidecar combination is the most stable vehicle on the road. It is not necessary to pay the extra insurance premium for pillion passenger if a sidecar is fitted. Especially in the case of the higher powered machines a considerable saving is effected.



MODEL 11

MODEL 11. LIGHTWEIGHT SPORTS.—This body is of sporting lines, upholstered in best quality leather cloth and panelled in aluminium fabric. A locker is provided behind the seat. The celluloid windscreen and collapsible hood are provided as part of the equipment.

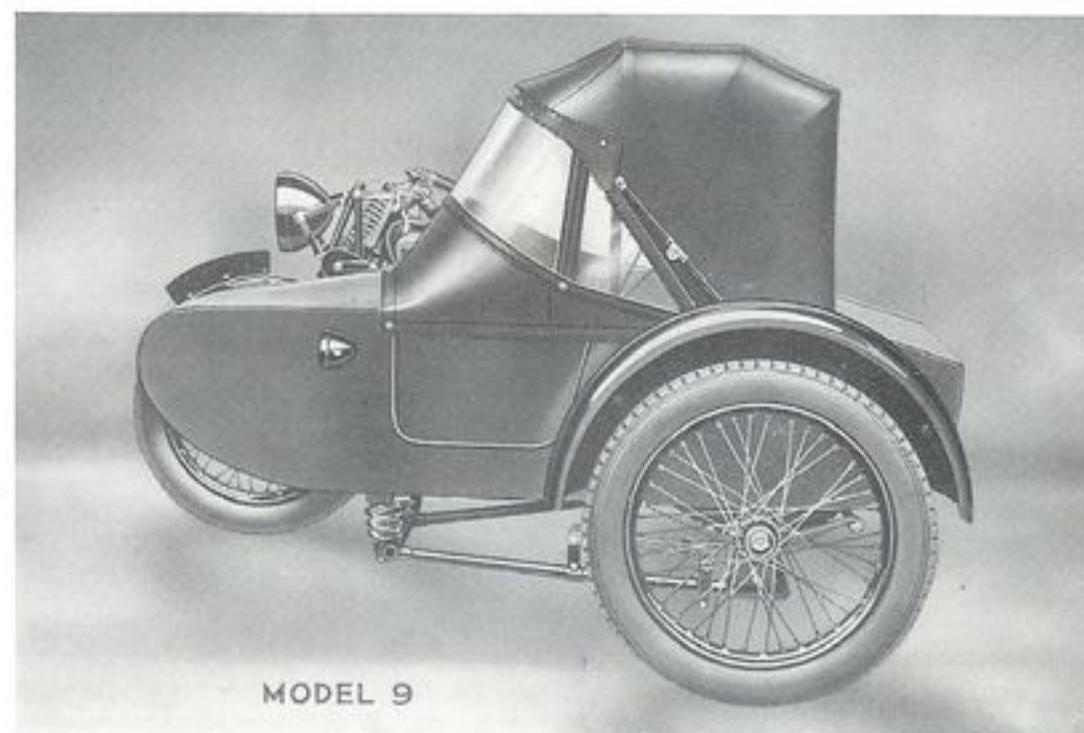
CASH PRICES.

On No. 1	Chassis for Model G	...	...	...	...
On No. 2	Chassis for Models L and LO	...	...	...	...
On No. 3	Chassis for Model K	...	...	...	...

MODEL 9. MEDIUMWEIGHT TOURING.—A touring sidecar at an attractive price. The body, covered with green fabric, is of plywood on a very strong framework. Upholstery is best leather cloth, and windscreen and hood are included in the specification.

CASH PRICES.

On No. 1	Chassis for Model G	...	...	...	...
On No. 2	Chassis for Models L and LO	...	...	...	...
On No. 3	Chassis for Model K	...	...	...	...



MODEL 9

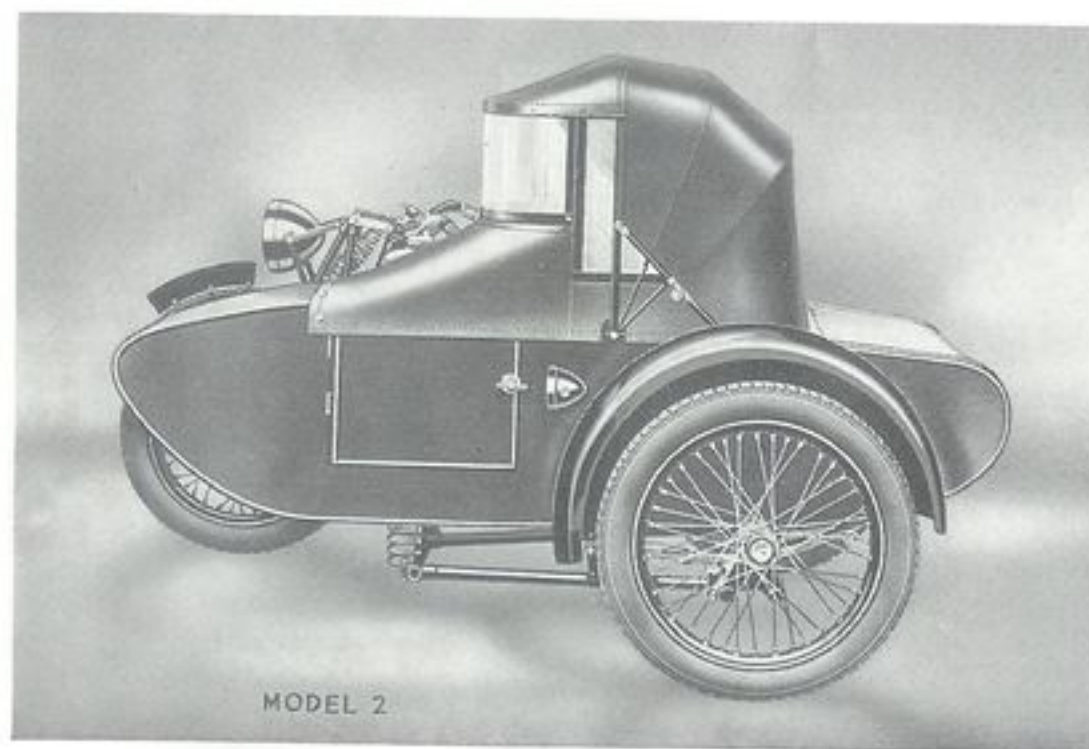
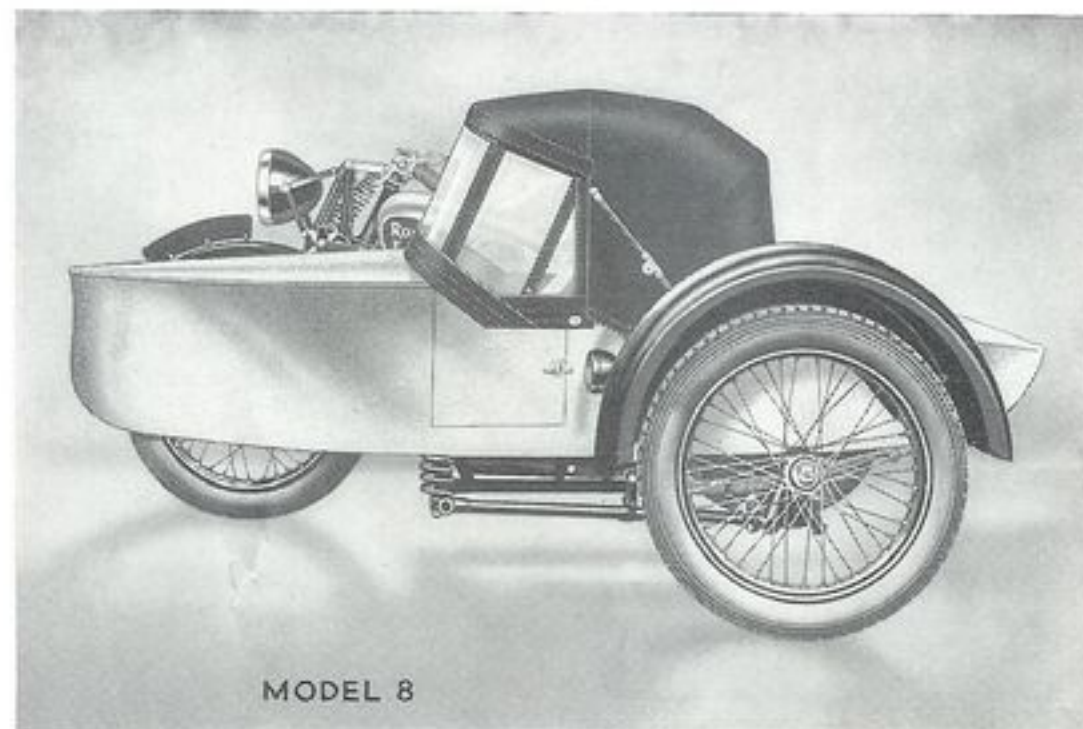
ROYAL ENFIELD

SIDECARS

MODEL 8. SPORTS.—This model is attractively designed and comfortably upholstered. The panels are of figured aluminium fabric, and windscreen and hood are standard equipment. Behind the seat is a long, useful locker. The low position offers minimum wind resistance, yet is quite comfortable and has ample accommodation for a tall, weighty passenger.

CASH PRICES.

On No. 2	Chassis for Models L and LO	...	...	...
On No. 3	Chassis for Model K	...	...	...



MODEL 2. TOURING.—This handsome coachbuilt body is very strong and well-made. Selected timber is used for the foundation, and the panels are of sheet metal. The luggage compartment at the rear is very capacious, yet does not detract from the appearance of the body. Windscreen and hood are standard fitments. Dark green cellulose gives a beautiful finish.

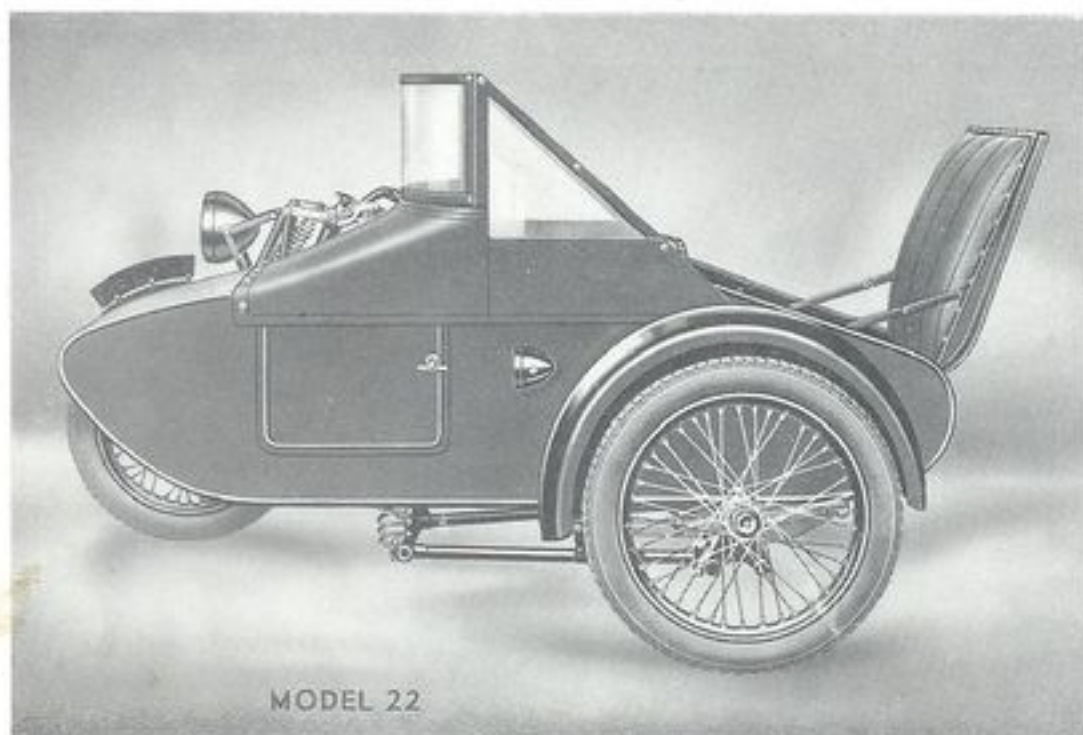
CASH PRICE.

On No. 3	Chassis for Model K	...	...	...	...	...
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ROYAL ENFIELD

TWO-SEATER SIDECAR



MODEL 22

MODEL 22. TWO-SEATER.—This sidecar will accommodate two adults if necessary. Alternatively the rear seat may be utilised for carrying luggage. When the rear seat is not in use it can be folded up, giving the appearance of a very attractive single-seater body. The general specification is similar to that of the Touring Sidecar, Model 2, and includes one windscreen. An additional one can be supplied at an extra charge

CASH PRICE.

On No. 3 Chassis for Model K

ADDITIONAL EQUIPMENT

EXTRA FOR :—

Electric Horn	...	...	...	...	...	...
Smith's Trip Speedometer	...	...	...	...	...	...
Electric Lamp for Sidecar	...	...	...	...	...	...
Legshields on Models T, A, B and S	...	...	...	...	...	...
Legshields on other Models	...	...	...	...	...	...
Carrier on O.H.V. Models	...	...	...	...	...	...
27" x 4" Tyres on Model K (per pair)	...	...	...	...	...	...
26" x 3.5" Tyres on Model L and "500 Bullet" (per pair)	...	...	...	...	...	...
Fort Dunlop Tyres (per pair)	...	...	...	...	...	...
Pillion Footrests	...	...	...	...	...	...
Pillion Seat—mudguard fitting...	...	...	...	...	...	...



ROYAL ENFIELD

USEFUL INFORMATION

WEIGHTS AND MEASUREMENTS

Model	Weight with Electric Light lbs.	Overall Length		Overall Width ins.	Wheel Base ins.	Ground Clearance ins.	Tank Capacity		Saddle Height ins.
		ft.	ins.				Petrol Gals.	Oil Pints.	
Z 148 c.c. Cycar	167	6	8	29	51	5½	1½	—	26
T 148 c.c. O.H.V.	230	6	8	28	51	5½	2	2	26
A 225 c.c. 2-stroke	200	6	8	28	51	5½	2	—	26
B 243 c.c. S.V.	225	6	8	28	51	5½	2	2	26
S 243 c.c. O.H.V.	240	6	8	28	51	5½	1½	2	26
S2 "250 Bullet"	245	6	8	28	51	5½	1½	2	26
C 346 c.c. S.V.	238	6	11	30	53	5½	2	3	26
G 346 c.c. O.H.V.	295	7	0*	30†	53*	5½*	2½	3	27
L 570 c.c. S.V.	302	7	1*	30†	54*	5½*	2½	4	27
LO "500 Bullet"	316	7	1*	30†	54*	5½*	2½	4	27
K 976 c.c. S.V. Twin	363	7	2*	30†	55*	5½*	2½	3	27

NOTES : (*) These figures apply to Solo Machines. When fitted with sidecar fork links, lengths and wheel bases are increased by 2ins., and ground clearances reduced by 1in.

(†) Overall widths of Sidecar Outfits :—

No. 1 Chassis	...	...	...	...	Sft.	0ins.
No. 2 Chassis	...	...	...	...	Sft.	0ins.
No. 3 Chassis	...	...	...	...	Sft.	3ins.



ROYAL ENFIELD

USEFUL INFORMATION

PERFORMANCE FIGURES

Model	Number of Gears	Compression Ratios	Maximum Speed on Level M.P.H.		Petrol Consumption M.P.G.		Oil Consumption M.P.G.	
			Solo	Sidecar	Solo	Sidecar	Solo	Sidecar
Z 148 c.c. Cycar ...	3	6	35—40	—	130	—	2,000	—
T 148 c.c. O.H.V. ...	4	7 $\frac{1}{2}$	50—55 $\frac{1}{2}$	—	150	—	1,500—2,000	—
A 225 c.c. 2-stroke ...	3	6	45—50	—	100	—	1,500	—
B 248 c.c. S.V....	4	5 $\frac{1}{2}$	50	—	100	—	1,500—2,000	—
S 248 c.c. O.H.V. ...	4	6 $\frac{1}{2}$	60 $\frac{1}{2}$	—	120	—	1,500—2,000	—
S2 " 250 Bullet " ...	4	6 $\frac{1}{2}$	65 $\frac{1}{2}$	—	100	—	1,500—2,000	—
C 346 c.c. S.V....	4	5	53	—	100	—	1,500—2,000	—
G 346 c.c. O.H.V. ...	4	6 $\frac{1}{2}$	70 $\frac{1}{2}$	50—55	100	70	1,500—2,000	1,200—1,800
L 570 c.c. S.V....	4	5	65	50—55	80	60	1,500—2,000	1,200—1,800
LO " 500 Bullet " ...	4	6 $\frac{1}{2}$	80 $\frac{1}{2}$	60—65	90	65	1,500—2,000	1,200—1,800
K 976 c.c. S.V. Twin ...	4	5	75	60—65	65	50	1,000—1,200	900—1,000

NOTES : The above figures represent average performances of standard machines in good condition after careful running-in. No guarantee is given that any particular machine will have the performance given above.

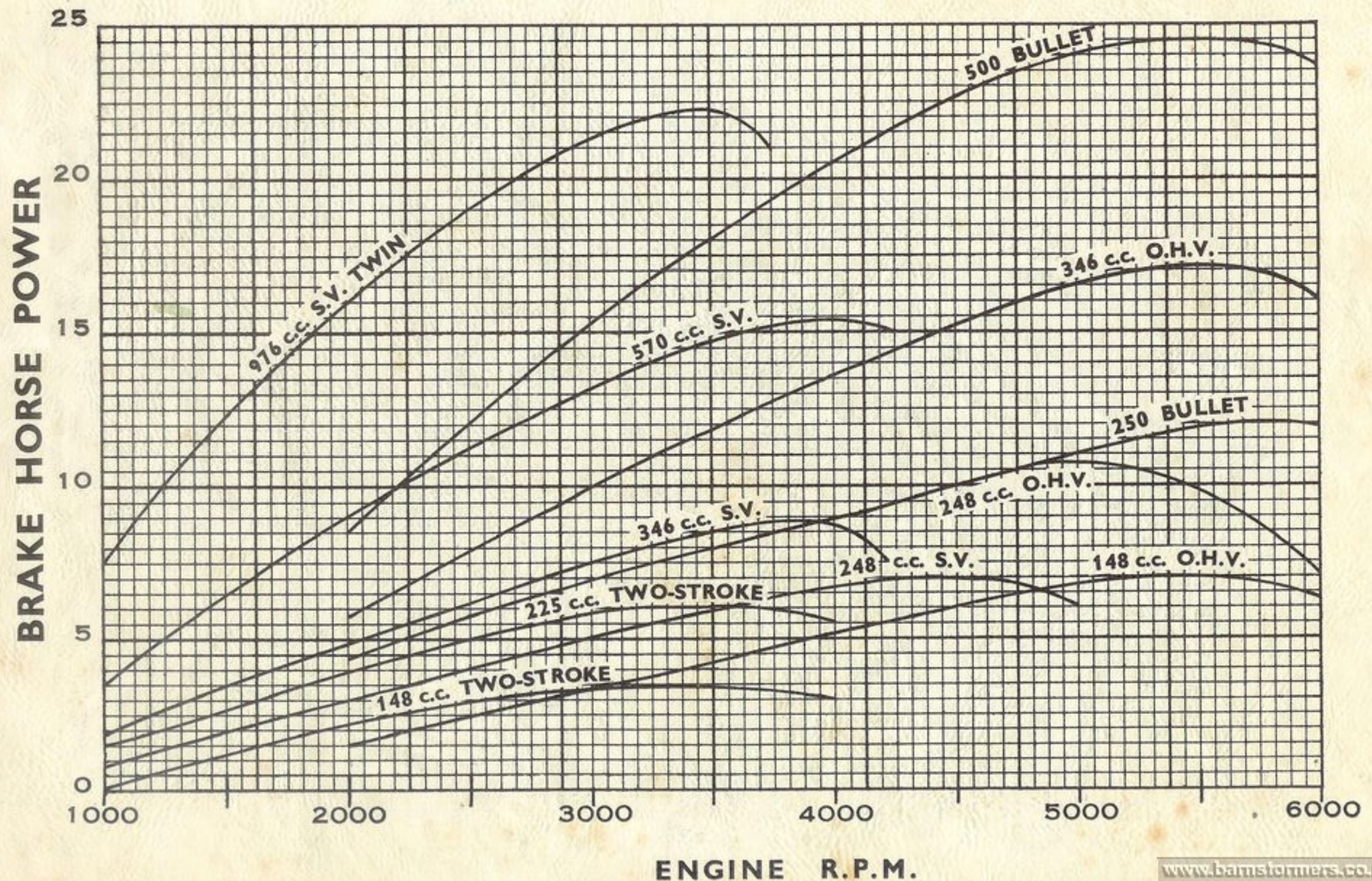
Consumption figures assume moderate speeds on good roads. Machines in poor condition, or driven at high speeds or in hilly country will naturally use increased quantities of both petrol and oil.

($\frac{1}{2}$) Pistons giving a higher compression ratio (approximately 8 : 1) are available for these models. With this ratio and open exhaust pipes speeds of approximately 10 m.p.h. higher than those shown above may be obtained.

These pistons are however recommended only for special purposes as they require the use of 50 : 50 Petrol-Benzole (which is not always obtainable) and also require special sports or racing sparking plugs.



POWER CURVES OF 1935 ROYAL ENFIELD ENGINES



ROYAL ENFIELD

GUARANTEE

The following is a copy of the Guarantee given by dealers in Royal Enfield Motor Cycles :—

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 (a) which have been used for "hiring out" purposes; or (b) any motor cycle and/or sidecar used for any dirt track, cinder track, or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition); or (c) machines 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 the 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 easily 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 of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
3. The attaching of a sidecar to a motor cycle 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 or 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 when 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, 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.

CONDITIONS OF SALE

The prices appearing in this catalogue are STRICTLY NET. All goods are sold subject only to the conditions of guarantee given above. The Royal Enfield Motor Cycle and Sidecar Combinations are sold subject to the further condition that we cannot accept responsibility if used with any sidecars other than the ones supplied by us. Models Z, T, A, B, S, S2 and C are sold subject to the further condition that we cannot accept responsibility if they are used with sidecars of whatsoever make or type. The prices and specifications in this list are subject to alteration at any time without previous notice.

1. All machines are sent Carriage Paid to the nearest railway station.
2. Notwithstanding payment of carriage, all goods are to be considered as delivered to the customer when put on rail at Redditch Station, and all orders are accepted and executed upon this understanding.
3. Upon receipt of goods by customer, it is essential that the Railway Company's Delivery Sheet should in all cases be signed "not examined." The goods should then be carefully inspected, and in the event of any damage, notice should at once be sent to the Carriers and claim made from them.
4. We reserve the right to despatch either by Goods or Passenger Train, but when machines are sent by Goods Train in Crates, the Crates are charged, and half the amount charged is allowed when returned in good condition.
5. Cases and Crates for shipment abroad are charged at Cost Price.

NOTICE

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.

THE ENFIELD CYCLE COMPANY LIMITED.

Head Office and Works : REDDITCH

Telephone : REDDITCH 121 (5 lines)

Telegrams : "CYCLES, PHONE, REDDITCH"

London Office and Showrooms : **48, HOLBORN VIADUCT, E.C.1**

Telephones : 5822 and 5823 HOLBORN

Telegrams : "JIGGER, CENT, LONDON"

London Service Depot : **5, 7, 9, HATTON WALL, HATTON GARDEN, E.C.1**

Telephone : 2508 HOLBORN



THE ENFIELD CYCLE CO. LTD.

HEAD OFFICE AND WORKS: REDDITCH

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