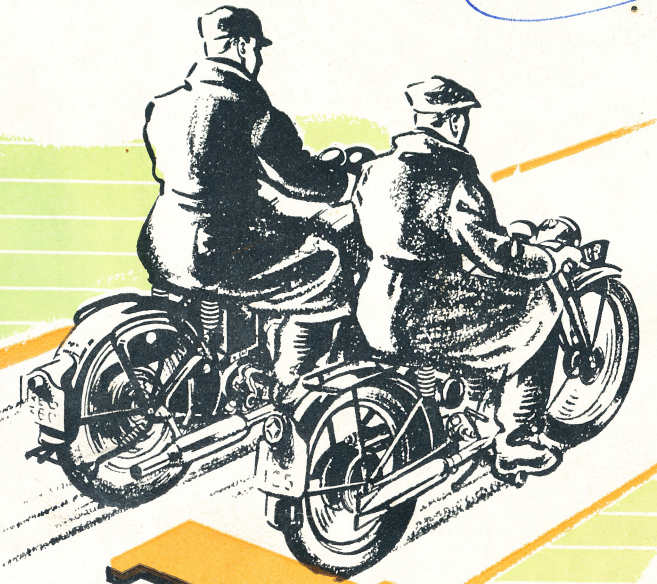


1949 ✓

THE MOTORCYCLE THAT



ROYAL ENFIELD

EXCELS ALL OTHERS

PRICES.

(Purchase Tax to be added to Retail Price).

	Retail Price			Purchase Tax		
	£	s.	d.	£	s.	d.
125 c.c. Model R.E.	58	0	0	15	13	3
346 c.c. Model G.	115	0	0	31	1	0
499 c.c. Model J2	130	0	0	35	2	0

Extras.

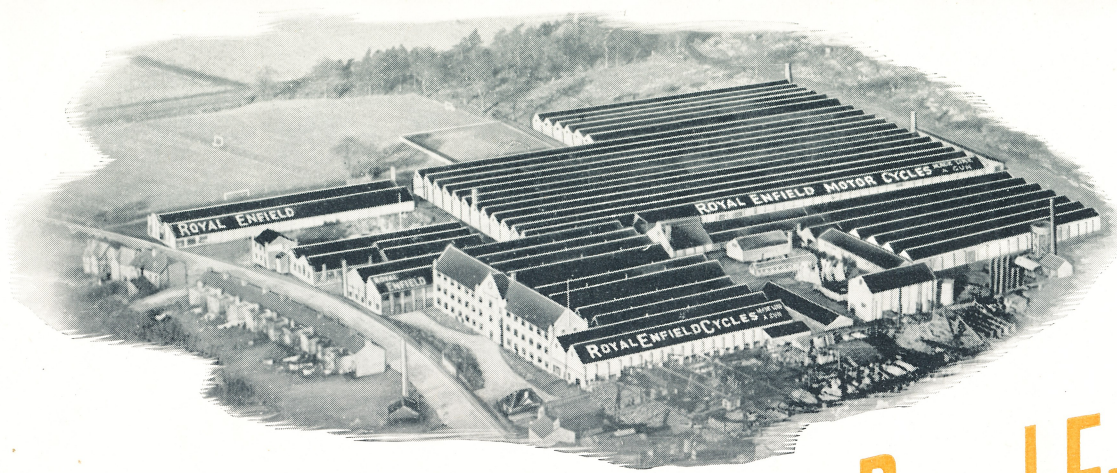
	£	s.	d.	£	s.	d.
Legshields for Model R.E. (Black)	1	10	0	*	*	*
" " " " (Maroon)	1	12	6	*	*	*
" " " " G. (Black only)	1	15	0	*	*	*
" " " " J2	1	15	0	*	*	*
Lightweight Speedometer, Model R.E.	3	3	6	17	2	
Speedometer, Model G.	4	0	0	1	1	7
" " J2.	4	0	0	1	1	7

* Tax free—supplied "loose."

1st February, 1949.

THE ENFIELD CYCLE CO. LTD.
REDDITCH - - - ENGLAND

Manufacturers of
 BICYCLES, MOTOR CYCLES, MOTOR LAWN MOWERS,
 DIESEL AND PETROL INDUSTRIAL ENGINES



Introducing the latest Royal Enfield Models

We are proud to present the current range of ROYAL ENFIELD Motor Cycles which, comprising a 125c.c. two-stroke and 350c.c. and 500c.c. overhead valve four-stroke models, will provide a machine to fulfil the requirements of all riders.

The 125c.c. Model RE has achieved an enviable reputation for reliability and ease of handling, combined with a performance which is truly surprising. While its light weight appeals particularly to the new-comer to motor cycling, many experienced motor cyclists have found a new thrill in piloting this amazing little machine.

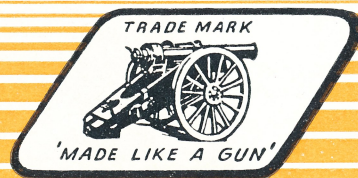
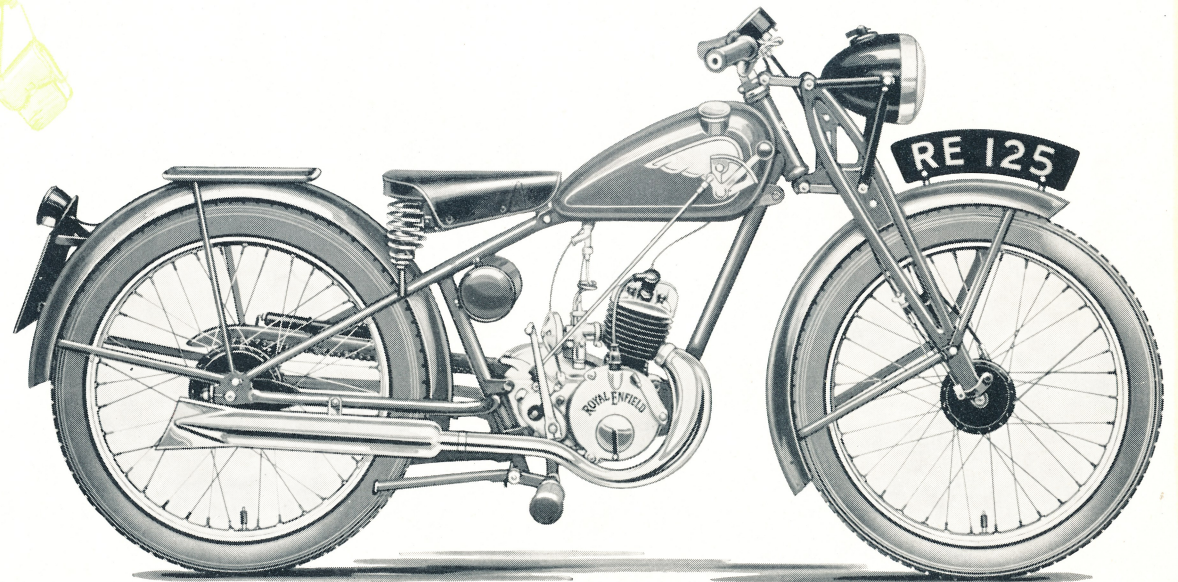
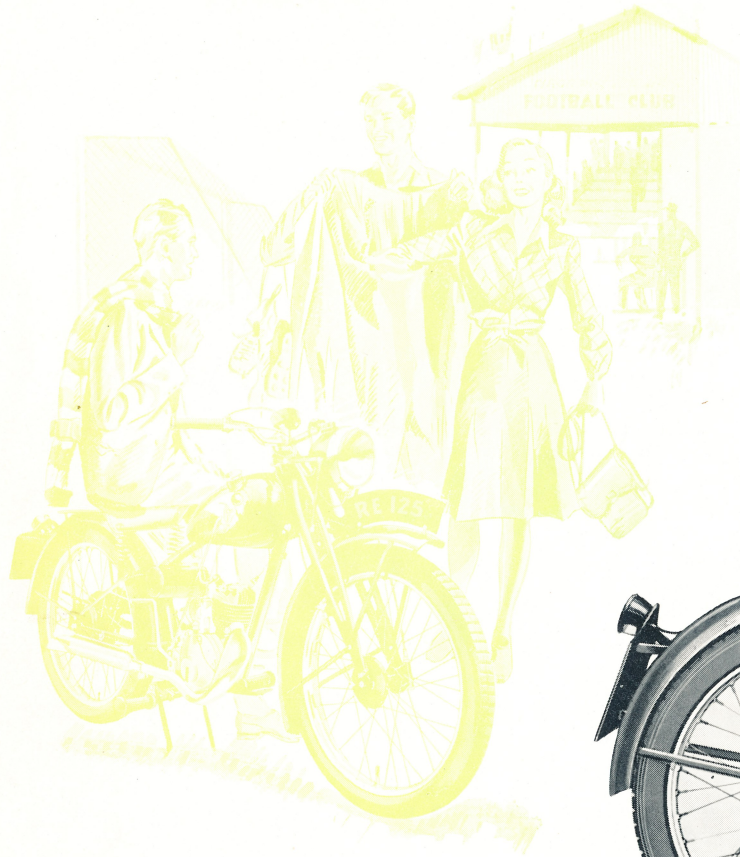
The Model G is a particularly attractive example of the ever popular 350c.c. class. It combines more than enough speed for the average rider with a degree of smoothness and comfort far in advance of its competitors. The patented Telescopic Fork fitted to this model endows it with superb road-holding qualities on even the roughest roads.

The 500c.c. Model J2 has even more speed and acceleration than the Model G. The new twin-port exhaust system on this model provides a pleasantly quiet exhaust note and at the same time enables the engine to develop its maximum power without restriction.



Royal Enfield

MODEL R.E.
125c.c. Two-Stroke



Specification

MODEL R.E. 125c.c. Two-Stroke

ENGINE. 125c.c. two-stroke. Bore and stroke 53.79×55 mm. Deflectorless piston of heat treated low expansion aluminium alloy with two compression rings and fully floating gudgeon pin. Detachable aluminium alloy cylinder head. Aluminium crankcase. Roller bearing big-end. Main shafts carried on ball bearings.

GEAR BOX. Cast integrally with the engine crankcase but a separate unit as regards lubrication. Three speeds with hand control. All gears are of hardened steel and are in constant mesh, changes being effected by robust dog clutches. Gear ratios 7.6; 12.4 and 22.4 to 1. Cork-lined clutch with handlebar control. Kick starter.

IGNITION AND LIGHTING SET. Special flywheel magneto fully enclosed and built into engine crankcase. Gives adequate driving light even at low engine speeds. Headlamp with 6-volt 24×24-watt double filament bulb. Handlebar controlled dipper switch. Provision in headlamp for a standard dry battery for parking lights. Tail light with standard 6-volt 3-watt bulb.

CARBURETTER. Amal needle type with large air cleaner and shutter type choke for easy starting from cold.

TRANSMISSION. Front chain, $\frac{3}{8}$ in. pitch totally enclosed in oil bath case.

Rear chain, $\frac{1}{2}$ in. pitch with guard to top-run.

FRAME. All welded construction with main tubes of alloy steel combining lightness with great strength.

FRONT FORK. Pressed steel blades. Rubber suspension and rebound bands providing inherent damping and giving a very comfortable ride on all types of road surface.

WHEELS. Hubs with deep-groove non-adjustable ball bearings. Internal expanding brakes with special non-scoring linings. Special lightweight steel rims; spokes to rear wheel are butted for extra strength. Dunlop tyres, 2.50×19in.

TANK. Handsome pressed steel petrol tank, capacity 1½ gallons. Oil measure incorporated in filler cap.

SADDLE. Large comfortable spring seat.

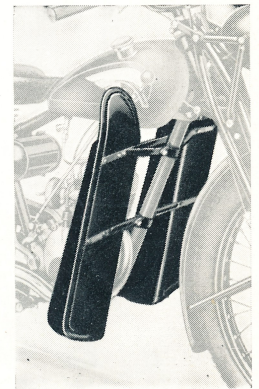
EXHAUST SYSTEM. Specially designed exhaust system combining power with silence, consisting of a special streamlined expansion chamber close to cylinder and a large easily cleaned silencer at end of exhaust pipe.

FINISH. Attractively finished in Maroon with frosted silver motif on tank. Exhaust system, handlebars, rims, etc., in gleaming chromium plate.

EQUIPMENT. Cylindrical tool box beneath saddle containing tool roll with necessary spanners and grease gun. Tyre pump carried on chain guard.

SPEEDOMETER. Smith's illuminated "Lightweight" Chronometric Speedometer. **Extra charge.**

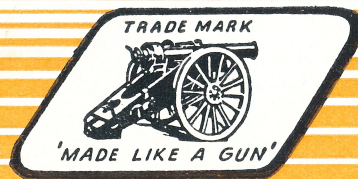
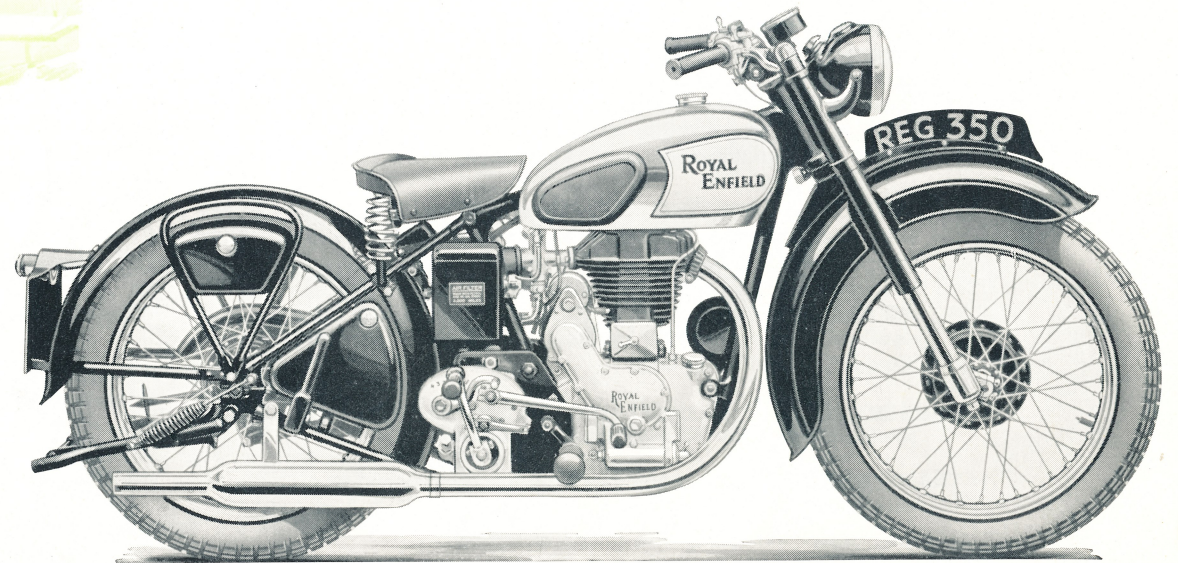
LEGSHIELDS. Effective pressed steel legshields can be supplied at an extra charge.



Royal Enfield

MODEL G

346c.c. Overhead Valves



Specification

MODEL R.E. 125c.c. Two-Stroke

ENGINE. 125c.c. two-stroke. Bore and stroke 53.79×55 mm. Deflectorless piston of heat treated low expansion aluminium alloy with two compression rings and fully floating gudgeon pin. Detachable aluminium alloy cylinder head. Aluminium crankcase. Roller bearing big-end. Main shafts carried on ball bearings.

GEAR BOX. Cast integrally with the engine crankcase but a separate unit as regards lubrication. Three speeds with hand control. All gears are of hardened steel and are in constant mesh, changes being effected by robust dog clutches. Gear ratios 7.6; 12.4 and 22.4 to 1. Cork-lined clutch with handlebar control. Kick starter.

IGNITION AND LIGHTING SET. Special flywheel magneto fully enclosed and built into engine crankcase. Gives adequate driving light even at low engine speeds. Headlamp with 6-volt 24×24-watt double filament bulb. Handlebar controlled dipper switch. Provision in headlamp for a standard dry battery for parking lights. Tail light with standard 6-volt 3-watt bulb.

CARBURETTER. Amal needle type with large air cleaner and shutter type choke for easy starting from cold.

TRANSMISSION. Front chain, $\frac{3}{8}$ in. pitch totally enclosed in oil bath case.

Rear chain, $\frac{1}{2}$ in. pitch with guard to top-run.

FRAME. All welded construction with main tubes of alloy steel combining lightness with great strength.

FRONT FORK. Pressed steel blades. Rubber suspension and rebound bands providing inherent damping and giving a very comfortable ride on all types of road surface.

WHEELS. Hubs with deep-groove non-adjustable ball bearings. Internal expanding brakes with special non-scoring linings. Special lightweight steel rims; spokes to rear wheel are butted for extra strength. Dunlop tyres, 2.50×19in.

TANK. Handsome pressed steel petrol tank, capacity 1½ gallons. Oil measure incorporated in filler cap.

SADDLE. Large comfortable spring seat.

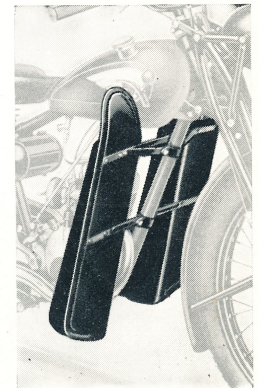
EXHAUST SYSTEM. Specially designed exhaust system combining power with silence, consisting of a special streamlined expansion chamber close to cylinder and a large easily cleaned silencer at end of exhaust pipe.

FINISH. Attractively finished in Maroon with frosted silver motif on tank. Exhaust system, handlebars, rims, etc., in gleaming chromium plate.

EQUIPMENT. Cylindrical tool box beneath saddle containing tool roll with necessary spanners and grease gun. Tyre pump carried on chain guard.

SPEEDOMETER. Smith's illuminated "Lightweight" Chronometric Speedometer. **Extra charge.**

LEGSHIELDS. Effective pressed steel legshields can be supplied at an extra charge.



Specification

MODEL G. 346c.c. Overhead Valves

ENGINE. 346c.c. o.h.v. Bore and stroke 70×90 mm. Valves, rocker gear and push rods totally enclosed and automatically lubricated. Piston of low expansion aluminium alloy heat treated and form-turned oval enabling close clearances to be used without risk of seizure. Connecting rod of aluminium RR56 aluminium alloy, heat treated. Big-end bearing incorporating special floating bush, main shafts on roller bearings. Detachable cylinder head. Timing gear with separate cams operating direct on to large diameter flat base tappets, running in oil bath.

LUBRICATION. ROYAL ENFIELD dry-sump system, entirely automatic and positive in action. Oil compartment integral with crankcase ensuring full rate of circulation immediately after starting engine. Oil is fed positively to the big-end, the rear of the cylinder and to the rocker gear and timing gear. A large felt oil filter ensures cleanliness of the oil at all times.

CARBURETTER. Amal needle type with twist grip throttle control and handlebar controlled air slide.

AIR FILTER. A large and efficient air filter is fitted, ensuring long life for the engine without sacrifice of speed or power.

IGNITION & LIGHTING SET. Lucas 6-volt Magdyno with automatic voltage control. Magneto and dynamo gear-driven from engine. 24-watt headlamp with handlebar operated dipper switch, tail lamp and electric horn.

FRAME. Cradle type frame of great strength. Principal tubes of chrome molybdenum alloy steel weldless tubing.

FRONT FORK. ROYAL ENFIELD patent telescopic fork with exceptionally long enclosed springs and progressive hydraulic damping. Perfect steering and shock absorbing qualities. Lubrication is entirely automatic and requires no attention.

GEAR BOX. Four-speed gear box with positive foot change and patented Neutral Finder. Standard ratios 5.6; 7.3; 10.1; and 15.6 to 1. All gears are in constant mesh, changes being effected by robust dog clutches. Four-plate clutch with handlebar control.

TRANSMISSION. Front chain, $\frac{1}{2}$ in. pitch, totally enclosed in oilbath case.

Rear chain $\frac{1}{2}$ in. pitch. Top-run chain-cover. ROYAL ENFIELD patent Cush Drive in rear hub, eliminating chain snatch and ensuring the smooth running for which ROYAL ENFIELD machines are famous.

WHEELS. Hubs fitted with non-adjustable deep groove journal bearings. Internal expanding brakes, 6in. diameter with finger adjustment. Dunlop tyres, 3.25×19in., ribbed front, Universal rear. Special two-piece spindle to rear wheel enables an inner tube to be changed without removing the wheel. Both wheels are fitted with butted spokes for extra strength.

MUDGUARDS. Efficient wide mudguards. Rear guard quickly detachable for access to wheel.

STANDS. Spring-up stand to rear wheel and an efficient and very convenient prop stand.

PETROL TANK. Welded steel with quick action filler cap. Capacity, 2 $\frac{1}{4}$ gallons.

SADDLE. Large comfortable spring seat.

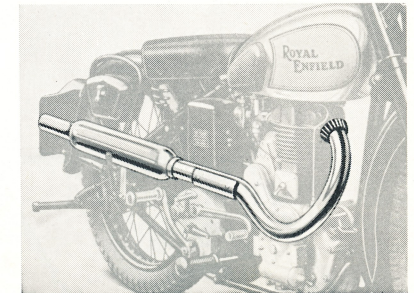
EXHAUST SYSTEM. Low level exhaust pipe with efficient absorption type silencer. **High level pipe can be supplied to order.**

FINISH. Best quality black enamel. Bright parts including rims, fork sliding members, handlebar and saddle springs finished in gleaming chromium-plate. Tank chromium-plated, panelled in frosted silver with blue and red lining.

EQUIPMENT. One large and two small tool-boxes. Tool roll with complete set of tools and grease gun. Tyre pump carried beneath tank.

SPEEDOMETER. Smith's Illuminated Chronometric speedometer. **Extra charge.**

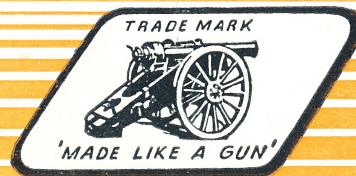
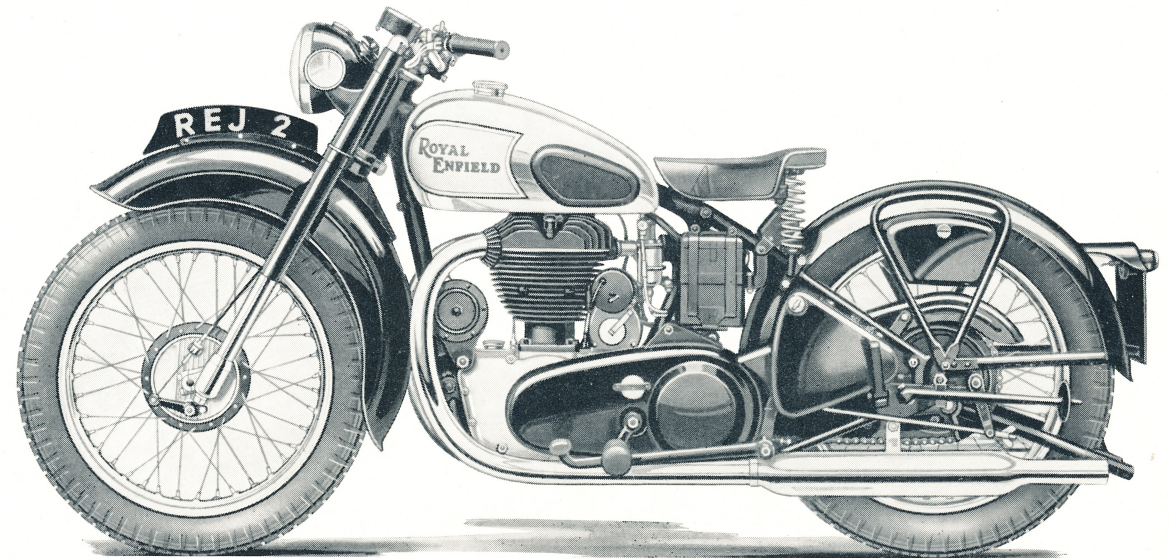
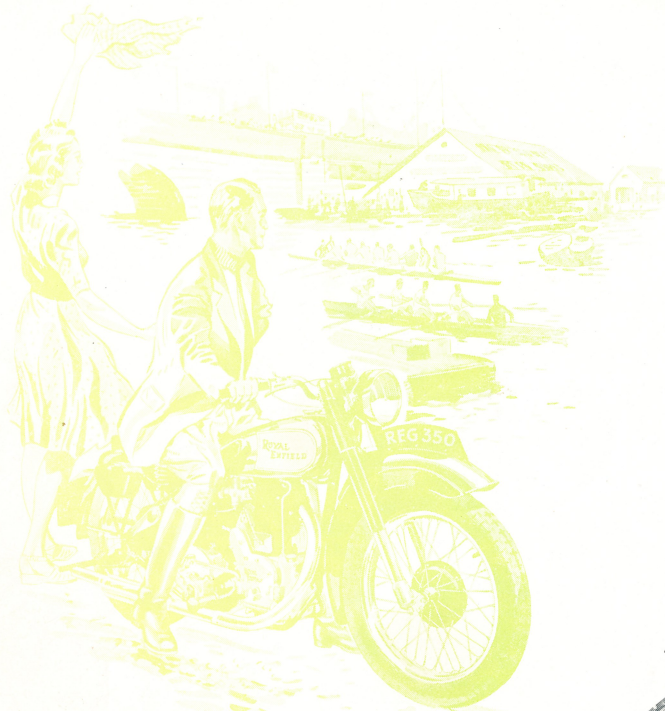
LEGSHIELDS. Can be supplied at an extra charge.



Royal Enfield

MODEL J2

499c.c. Overhead Valves



FEATURES OF *Exclusive*

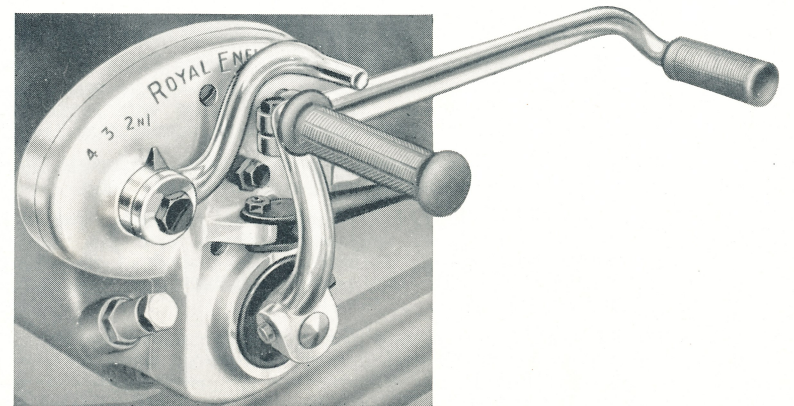


TELESCOPIC FRONT FORK

The ROYAL ENFIELD Patent Telescopic Fork has particularly long flexible springs combined with oil damping which is light in the normal position but becomes progressively more effective at either end of the fork's movement. The result is perfect steering and road-holding under all conditions. The generous bearings are automatically lubricated by the oil in the fork and virtually no attention is required over long periods.

NEUTRAL FINDER

This device removes the one objection ever raised against the modern positive stop foot gear control—the difficulty sometimes experienced in finding “neutral.” A small additional lever is provided which enables “neutral” to be positively selected from second, third or top gear. All that has to be done is to press the neutral finder lever firmly against its stop with the heel when the normal “neutral” will be selected ready to engage first gear again when the rider wishes to move off.



Specification

MODEL J2 499c.c. Overhead Valves

ENGINE. 499c.c. o.h.v. Bore and stroke 84×90 mm. Valves, rocker gear and push rods totally enclosed and automatically lubricated. Piston of low expansion aluminium alloy heat treated and form-turned oval enabling close clearances to be used without risk of seizure. Connecting rod of hiduminium RR56 aluminium alloy, heat treated. Big-end bearing incorporating special floating bush, main shafts on roller bearings. Two-port detachable cylinder head. Timing gear with separate cams operating direct on to large diameter flat base tappets, running in oil bath.

LUBRICATION. ROYAL ENFIELD dry-sump system, entirely automatic and positive in action. Oil compartment integral with crankcase ensuring full rate of circulation immediately after starting engine. Oil is fed positively to the big-end, the rear of the cylinder and to the rocker gear and timing gear. A large felt oil filter ensures cleanliness of the oil at all times.

CARBURETTER. Amal needle type with twist grip throttle control and handlebar controlled air slide.

AIR FILTER. A large and efficient air filter is fitted ensuring long life for the engine without sacrifice of speed or power.

IGNITION AND LIGHTING SET. Lucas 6-volt Magdynamo with automatic voltage control. Magnets and dynamo gear-driven from engine. 24 watt headlamp with handlebar operated dipper switch, tail lamp and electric horn.

FRAME. Cradle type frame of great strength. Principal tubes of chrome molybdenum alloy steel weldless tubing.

FRONT FORK. ROYAL ENFIELD patent telescopic fork with exceptionally long enclosed springs and progressive hydraulic damping. Perfect steering and shock-absorbing qualities. Lubrication is entirely automatic and requires no attention.

GEAR BOX. Four-speed gear box with positive foot change and patented Neutral Finder. Standard ratios 5.1 ; 6.6 ; 9.2 ; and 14.2 to 1. All gears are in constant mesh, changes being effected by robust dog clutches. Four-plate clutch with handlebar control.

TRANSMISSION. Front chain, $\frac{1}{2}$ in. pitch, totally enclosed in oil bath case. Rear chain, $\frac{1}{2}$ in. pitch. Top-run chain cover. ROYAL ENFIELD patent Cush Drive in rear hub eliminating chain snatch and ensuring the smooth running for which ROYAL ENFIELD machines are famous.

WHEELS. Hubs fitted with non-adjustable deep groove journal bearings. Internal expanding brakes, 6in. diameter with finger adjustment. Dunlop tyres : Front, 3.25—19in. ribbed ; Rear, 3.50—19in. universal. Special two-piece spindle to rear wheel enables an inner tube to be changed without removing the wheel. Both wheels are fitted with butted spokes for extra strength.

MUDGUARDS. Efficient wide mudguards. Rear guard quickly detachable for access to wheel.

STANDS. Spring-up stand to rear wheel and an efficient and very convenient prop stand.

PETROL TANK. Welded steel with quick action filler cap. Capacity 2 $\frac{1}{4}$ gallons.

SADDLE. Large comfortable spring seat.

EXHAUST SYSTEM. Twin exhaust pipes with two efficient absorption type silencers. **High level pipes can be supplied to order.**

FINISH. Best quality black enamel. Bright parts including rims, fork sliding members, handlebar and saddle springs finished in gleaming chromium-plate. Tank chromium-plated, panelled in frosted silver with blue and red lining.

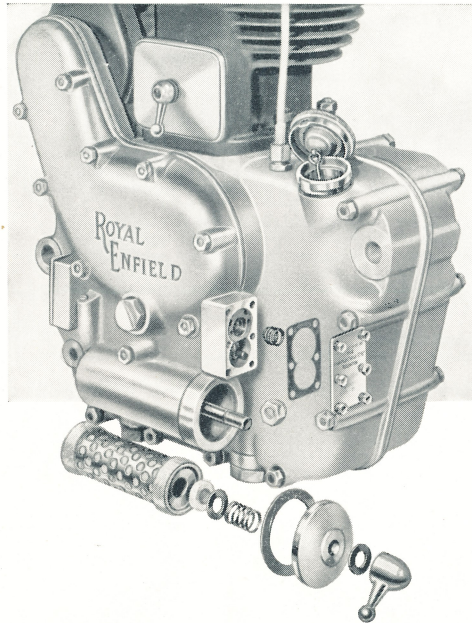
EQUIPMENT. Two large and two small tool-boxes. Tool roll with complete set of tools and grease gun. Tyre pump carried beneath tank.

SPEEDOMETER. Smith's Illuminated Chronometric speedometer. **Extra Charge.**

LEGSHIELDS. Can be supplied at an extra charge.



ROYAL ENFIELD DESIGN

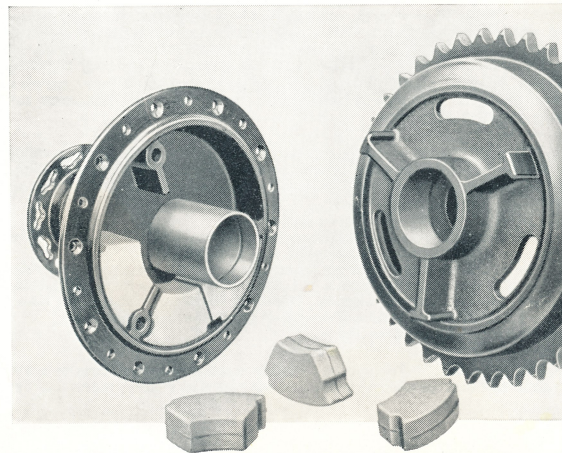
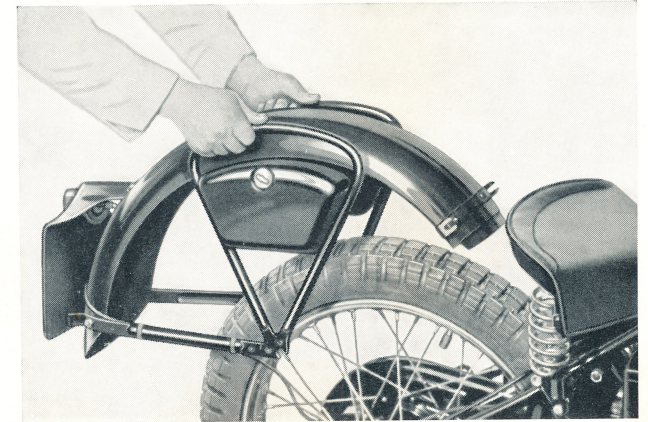


LUBRICATION SYSTEM

The lubrication system employed on ROYAL ENFIELD four-stroke engines is self-contained, efficient and reliable. The oil is carried in a compartment cast round the crankcase, thus eliminating connecting pipes and ensuring the full rate of circulation immediately after starting up. The circulation is controlled by two simple low speed oscillating plunger pumps. Oil is fed through a large felt filter to the big-end bearing and also to the rear wall of the cylinder, the overhead rocker gear and the timing gear being finally collected and returned to the tank.

DETACHABLE REAR MUDGUARD AND TWO-PIECE REAR SPINDLE

This feature is of great assistance when dealing with punctures which, experience has shown, nearly always occur in the rear tyre. By loosening only four nuts the entire mudguard can be lifted away, as shown, giving access to practically the whole of the tyre without removing the wheel from the frame. An additional refinement consists of a two-piece rear spindle with a detachable distance piece. Removal of this enables the inner tube to be withdrawn and replaced without disturbing the wheel.



CUSH DRIVE

This distinctive feature is largely responsible for the smoothness always associated with ROYAL ENFIELD Motor Cycles. Extremely simple and effective, the rubber blocks smooth out chain snatch and add considerably to the life of both chains and tyres as well as contributing largely to the rider's comfort and enjoyment.

Royal Enfield

CONDITIONS OF SALE AND 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 overriding 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 (three months in the case of ex-W.D. models) 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 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 condition, 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 from the time such work shall have been executed or until the expiration of the six months (three months in the case of ex-W.D. models) 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. Falling 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. Such parts are, however, normally guaranteed by their respective manufacturers, to whom any claims should be made in the event of such parts proving defective.

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. Model RE is sold subject to the further condition that we cannot accept responsibility if it is used with a sidecar of whatsoever make or type. The prices and specifications in this list are subject to alteration at any time without previous notice.

CARRIAGE.—1. All machines are sent Carriage Paid to the nearest railway station.

2. Notwithstanding the payment of carriage, all goods are to be considered as delivered to the customer when put on rail at Redditch Station, collected by Road Transport Carrier or collected in person, 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 or Carrier'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 Motor Transport Carrier, Goods or Passenger Train, but when machines are sent by Carrier or Goods Train in Crates, the Crates are charged, and the amount charged is allowed when returned in good condition, carriage paid.
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, England

Telephone: REDDITCH 121 (8 lines).

Telegrams: "Cycles, Phone, REDDITCH."

London Showrooms and Spares Depot: 221, Tottenham Court Road, W.1.

Telephone: MUSEUM 3991-2.