

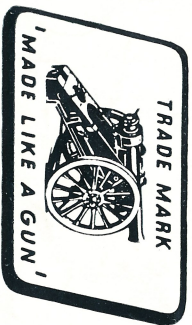
S M O O T H S P E E D

The new

Royal Enfield

SPRING
FRAME

Motorcycles



1948

C U S H I O N C O M F O R T

...table ride over all types of surface.
 ...throughout of weldless steel tubing, alloy steel being used for all highly
 ...nted telescopic fork of Royal Enfield design with hydraulic damping and
 ...; enclosed springs giving perfect steering and shock absorbing qualities.
 ...irely automatic and requires no attention.

...ary chain, 3/8 in. pitch duplex, fully enclosed in cast aluminium oilbath
 ...type adjuster.
 ...ntrolled gearbox bolted directly to back of crankcase.
 ...pitch with cam type adjusters.
 ...h drive in rear hub.

...eld hubs with non-adjustable deep groove journal ball bearings. Brakes,
 ...with finger adjustment. Special design of rear hub which enables an inner
 ...ed without removing the wheel. Wheels built with 8-10 gauge butted

...e cylinder, O.H.V. Bore and stroke, 70x90 mm. Light
 ...entirely new design with wide angle valves and cast-in inserts
 ...king plug. Piston of heat treated aluminium alloy, form-turned
 ...earances to be used without risk of seizure. Light alloy con-
 ...gear running in oil bath.

...G SET : Lucas 6-volt Magdyno with automatic voltage control.
 ...om engine. Electric horn.
 ...:—Racing magneto (no lights, bulb horn).

...ios giving low bottom gear for trials with normal top gear for
 ...ratios : 5.67 ; 8.05 ; 11.25 and 17.05 to 1. Normal or close
 ...to order.

...nswept pipe with up-turned silencer of new taper design giving
 ...st note with maximum power. High level system or straight-
 ...to order.

Dunlop Universal.
 Dunlop Universal.

Approximately 7in. with rider normally seated.

row guards giving ample tyre clearance.

Chronometric Speedometer. **Extra charge.**

PRICE **£135**
 Plus **£36. 9s. 0d.** Purchase Tax.

...plunger pumps. Oil is fed positively to the big end, cylinder wall, rocker gear and timing
 gear and by splash to the main bearings, little end and piston. Surplus oil is collected and
 returned to the oil compartment. A large felt oil filter is provided in the circuit ensuring
 clean oil at all times.

CARBURETTER : Amal needle type with twist grip throttle and handlebar operated air control.

MUDGUARDS : Both mudguards are attached to the sprung portion of the machine. Rear guard
 is quickly detachable for access to wheel.

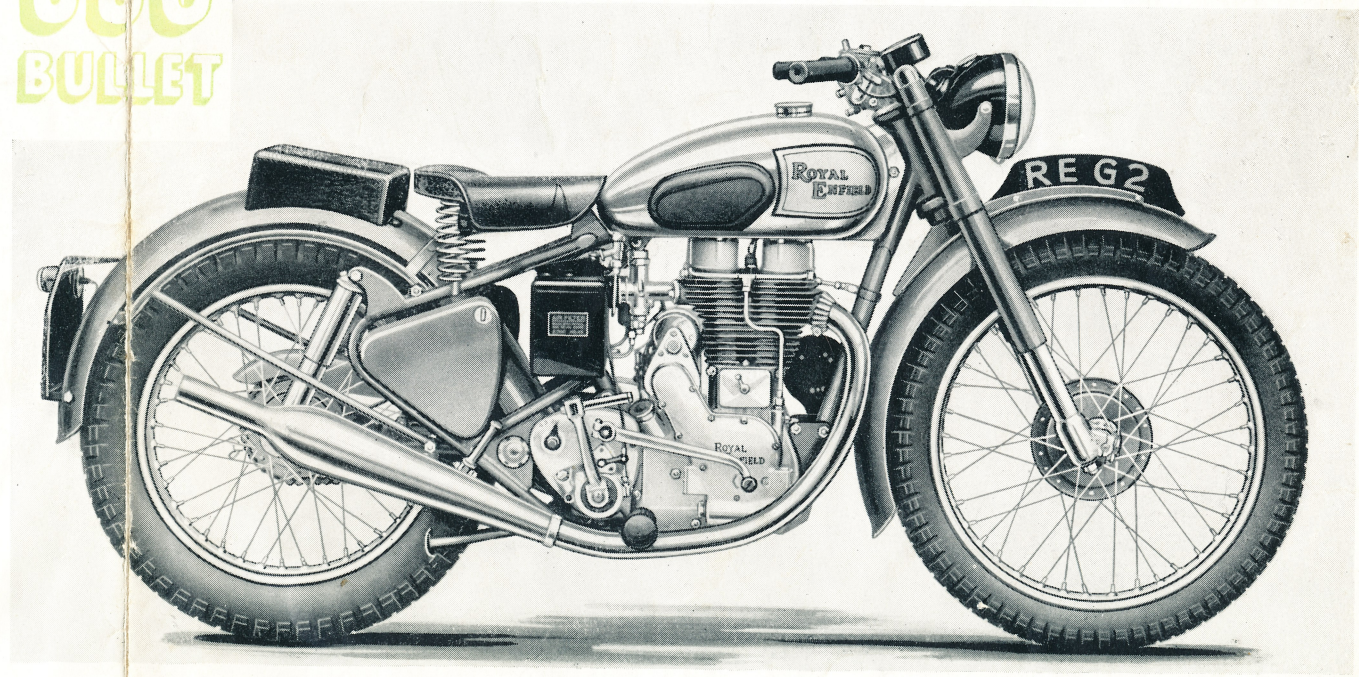
STANDS : Full lift central stand enabling either wheel to be removed. Convenient prop stand.

EQUIPMENT : Tool roll with set of tools and grease gun. Tyre inflator.

FINISH : Lustrous silver-grey enamel. Bright parts chromium plated. Tank chromium
 plated and panelled in frosted silver.

**350
 BULLET**

6.5	9.1	13.00	19.76
7.0	9.8	14.00	21.28
7.6	10.4	15.2	23.1





Motor Cycles illustrated and described in this Folder
sold subject to the Conditions of Sale and Guarantee
printed in our Motor Cycle Catalogue

LD CYCLE COMPANY LIMITED

le and Works: REDDITCH, ENGLAND

les, Phone, Redditch" Telephone: Redditch 121 (8 lines)

and Spares Depot: 221 TOTTENHAM COURT ROAD, W.1

Telephone: MUSEum 3991-2

The new
Royal Enfield

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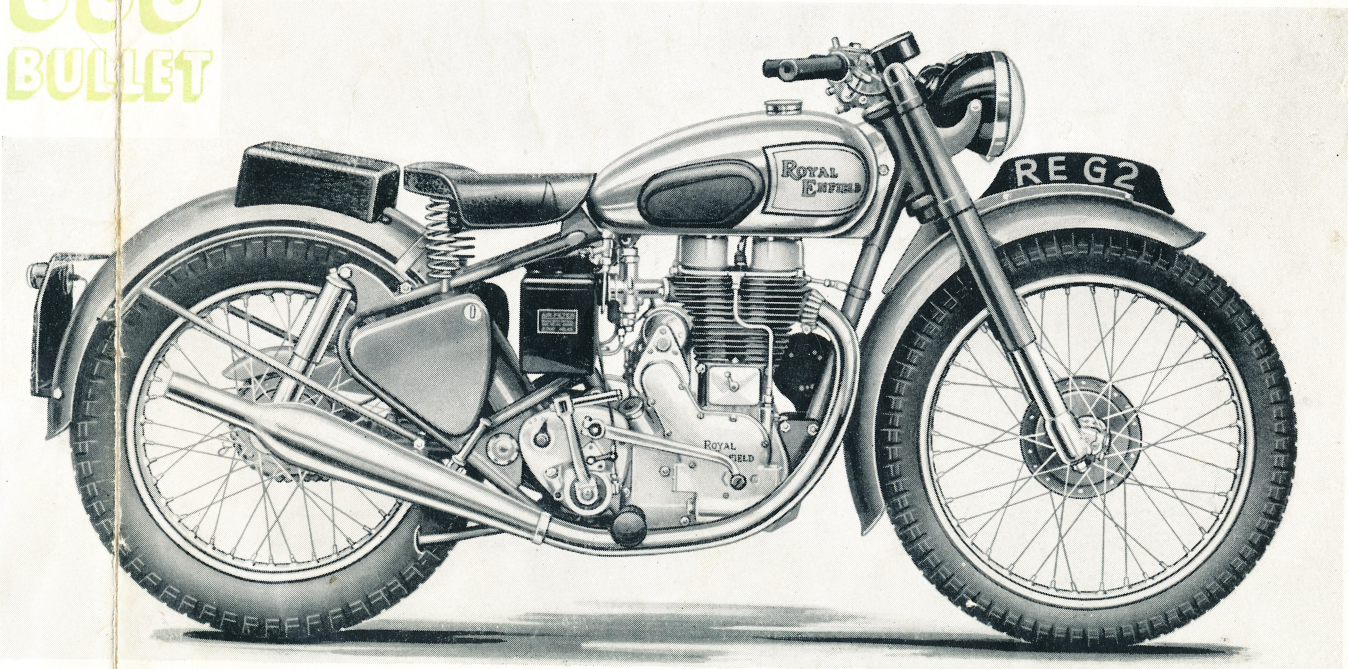
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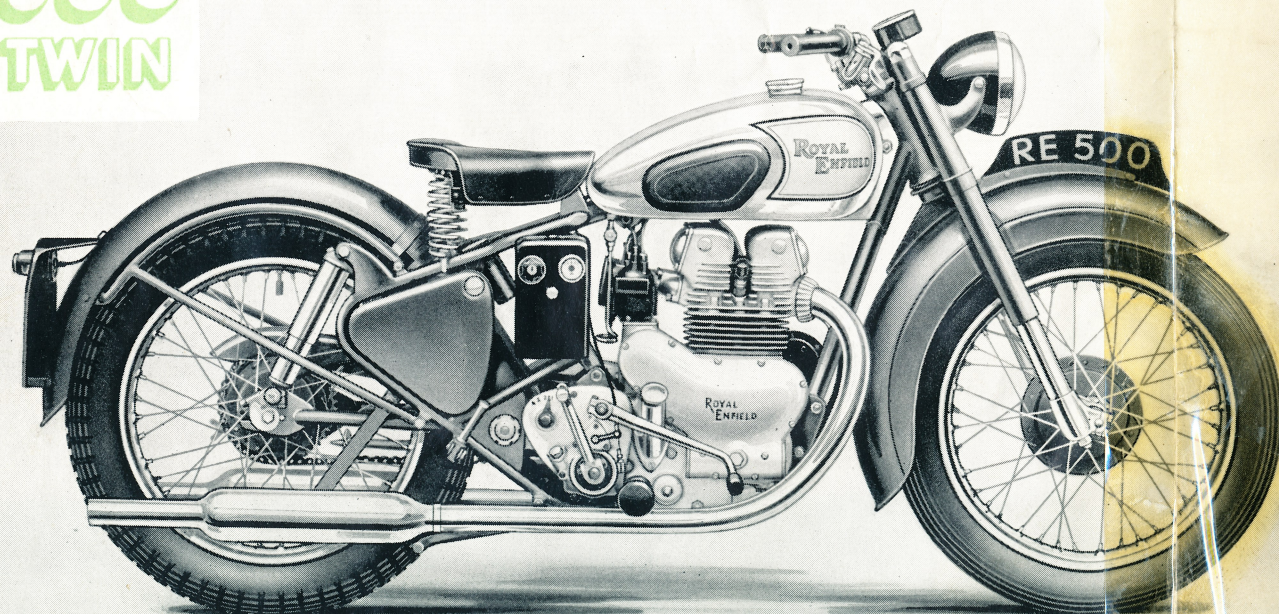
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TWO NEW MODELS OF BRILLIANT DESIGN

Royal Enfield

500
TWIN



ENGINE : 496 c.c. vertical twin cylinder, O.H.V. Bore and stroke 70 x 65 mm. Cast-in inserts for light alloy heads, having cast-in inserts for plugs. Massive one-piece crankshaft integral with central flywheel and connecting rods. Pistons of heat treated aluminium alloy, formed by die casting. High level camshafts operating valves through large diameter valves and short push rods.

IGNITION AND LIGHTING SET : Lucas 3½ in. 50 watt dynamo with automatic voltage control. Battery and coil ignition with automatic cut-out mechanism. Switches, control unit, cut-out, warning light and horn. Switch box carried on seat tube. Electric horn.

GEAR RATIOS : Standard ratios : 5.1 ; 6.6 ; 9.2 and 14.2 to 1

EXHAUST SYSTEM : Twin exhaust pipes with two efficient silencers combined with maximum power.

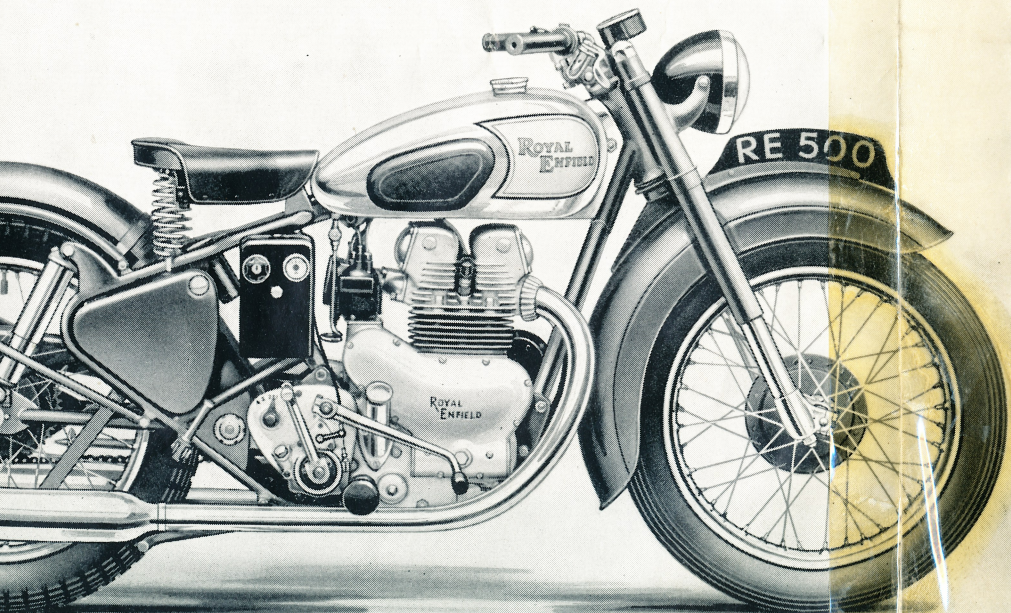
TYRES : Front, 3.25-19in. Dunlop ribbed.
Rear, 3.50-19in. Dunlop Universal.

SPEEDOMETER : Smiths Chromometric speedometer with 120 segments showing r.p.m. in each gear. **Extra charge**

PRICE **£155**
Plus **£41. 17s. 0d.** Purchase Tax.

NEW MODELS OF BRILLIANT DESIGN

Royal Enfield



ENGINE : 496 c.c. vertical twin cylinder, O.H.V. Bore and stroke, 64×77 mm. Separate cylinders, with light alloy heads, having cast-in inserts for valve seats and sparking plugs. Massive one-piece crankshaft integral with central flywheel. Light alloy connecting rods. Pistons of heat treated aluminium alloy, form-turned oval. Two chain-driven high level camshafts operating valves through large diameter flat base tappets and short push rods.

IGNITION AND LIGHTING SET : Lucas 3½ in. 50 watt dyno-distributor with automatic voltage control. Battery and coil ignition with automatic advance and retard mechanism. Switches, control unit, cut-out, warning light and ammeter mounted in switch box carried on seat tube. Electric horn.

GEAR RATIOS : Standard ratios : 5·1 ; 6·6 ; 9·2 and 14·2 to 1.

EXHAUST SYSTEM : Twin exhaust pipes with two efficient silencers giving a pleasant note combined with maximum power.

TYRES : Front, 3·25-19in. Dunlop ribbed.
Rear, 3·50-19in. Dunlop Universal.

SPEEDOMETER : Smiths Chromometric speedometer with 120 m.p.h. dial and coloured segments showing r.p.m. in each gear. **Extra charge.**

PRICE **£155**

Plus **£41. 17s. 0d.** Purchase Tax.

Royal Enfield

Spring Frame Models

ME AND FORK

telescopic fork, with its long range of hydraulic damping, has revolutionised road holding. The new design of fork is as great an improvement and in fact the telescopic fork represents the last word in motor cycling.

Every spring frame must have the

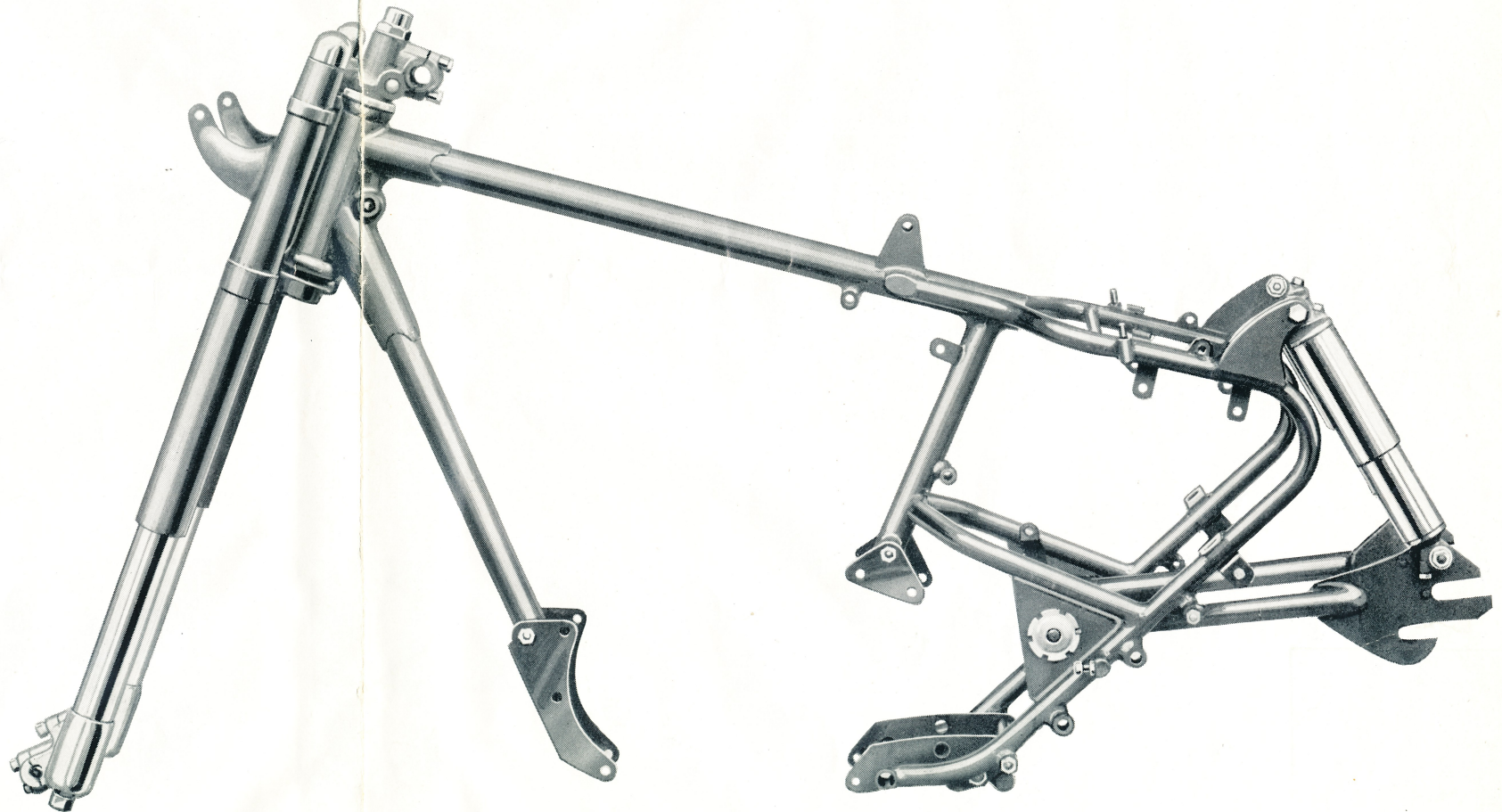
ability without imposing undue strains on the frame. It must give a controlled response to inequalities of road

to prevent dynamic pitching. It must maintain constant chain tension. It must be of simple design and light weight.

The new design meets these requirements. The telescopic fork member maintains the wheel in a true position, imposing side loads on the plunger and wheel spindle and also ensures that chain tension is progressive. Hydraulic damping permits a controlled response to inequalities and at the same time keeps chain tension within reasonable bounds. By bolting the fork to the tankcase the wheel base has been kept constant and the weight is little more than that of a conventional fork.

The new design which handles superbly both at high speeds on good roads or bad, or on cross country tracks.

The new design is available on the two new models described in the advertisement for the 350 c.c. cylinder machine designed for the sportsman's part in competitive events, and a 500 c.c. machine designed primarily as a luxurious road machine.



Royal Enfield

Spring
Models

SPRING FRAME AND FORK

The Royal Enfield telescopic fork, with its long range of movement and progressive hydraulic damping, has revolutionised previous ideas of comfort and road holding. The new design of spring frame now introduced is as great an improvement and in conjunction with the telescopic fork represents the last word in comfortable and safe high speed motor cycling.

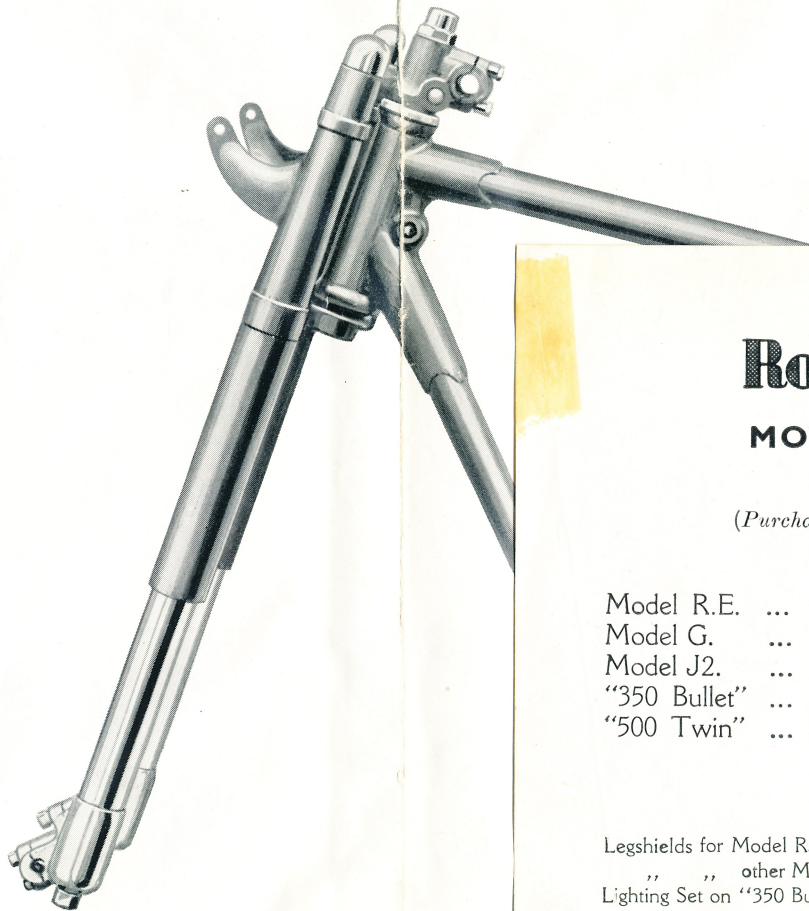
To be completely satisfactory a spring frame must have the following characteristics :—

- (1) Perfect lateral rigidity without imposing undue strains on the wheel spindle.
- (2) Immediate and controlled response to inequalities of road surface.
- (3) Freedom from rhythmic pitching.
- (4) Maintenance of constant chain tension.
- (5) Normal wheel base and light weight.

The Royal Enfield design meets these requirements. The massive pivot bearing and tapered fork member maintains the wheel upright in the frame without imposing side loads on the plungers or bending stresses on the wheel spindle and also ensures that chain tension does not vary. Progressive hydraulic damping permits immediate response to small inequalities and at the same time keeps the maximum movement within reasonable bounds. By bolting the gearbox directly on the crankcase the wheel base has been kept to the normal figure of 54ins. and the weight is little more than that of a machine with a rigid frame.

The result is a motor cycle which handles superbly both at high and low speeds, on good roads or bad, or on cross country tracks.

The spring frame is fitted to the two new models described in this folder ; a 350 c.c. single cylinder machine designed for the Clubman who wishes to take part in competitive events, and a 500 c.c. twin cylinder model intended primarily as a luxurious road machine with a very high performance.



Royal Enfield

MOTOR CYCLE PRICES

Inclusive of Speedometer.

(Purchase Tax to be added to Retail Price)

	Retail Price.			Purchase Tax.		
	£	s.	d.	£	s.	d.
Model R.E.	58	3	6	15	14	2
Model G.	120	0	0	32	8	0
Model J2.	135	0	0	36	9	0
"350 Bullet"	140	0	0	37	16	0
"500 Twin"	160	0	0	43	4	0

Extras.

	Retail Price.			Purchase Tax.		
	£	s.	d.	£	s.	d.
Legshields for Model R.E.	1	12	6	*		
" " other Models	1	15	0	*		
Lighting Set on "350 Bullet" Trials Model	7	10	0	2	0	6

*Tax Free—supplied separately.

1st November, 1949.