

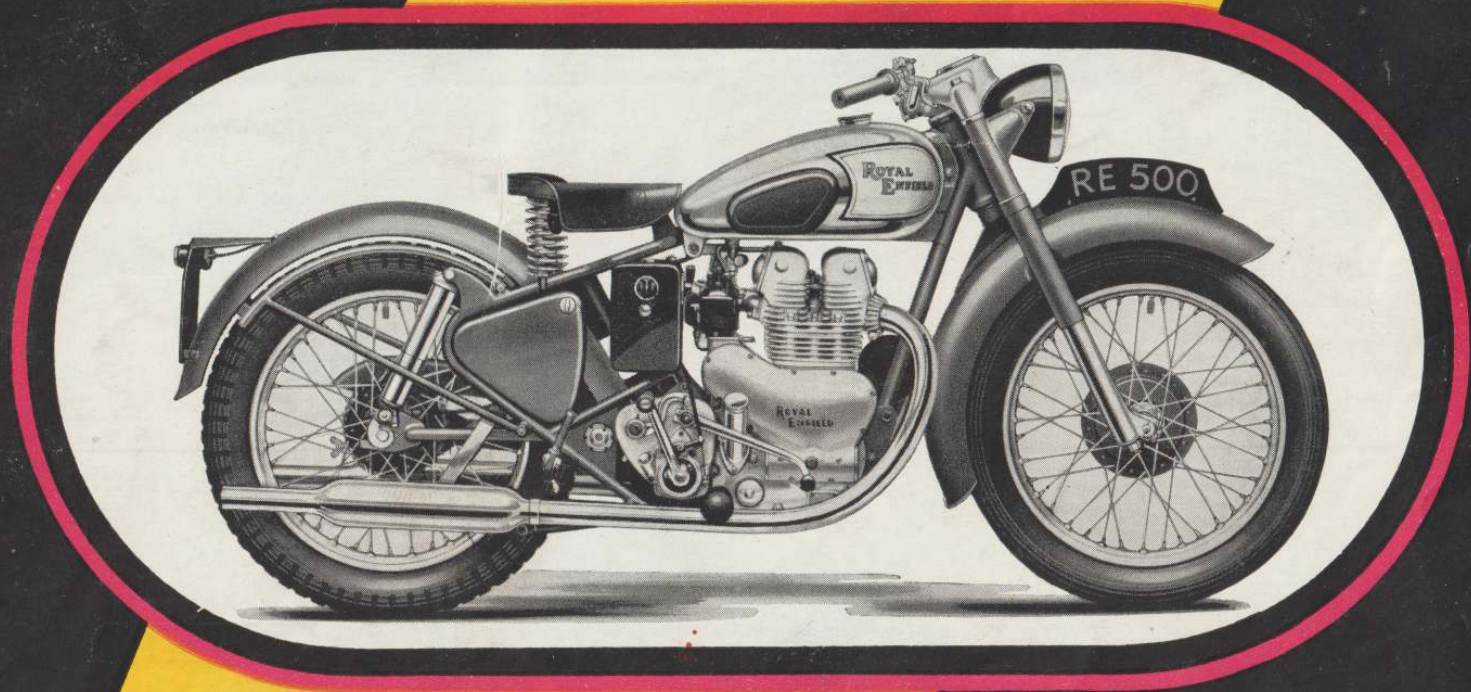
LEYTONS OF OXFORD  
41 OLD HIGH STREET  
HEADINGTON, OXFORD

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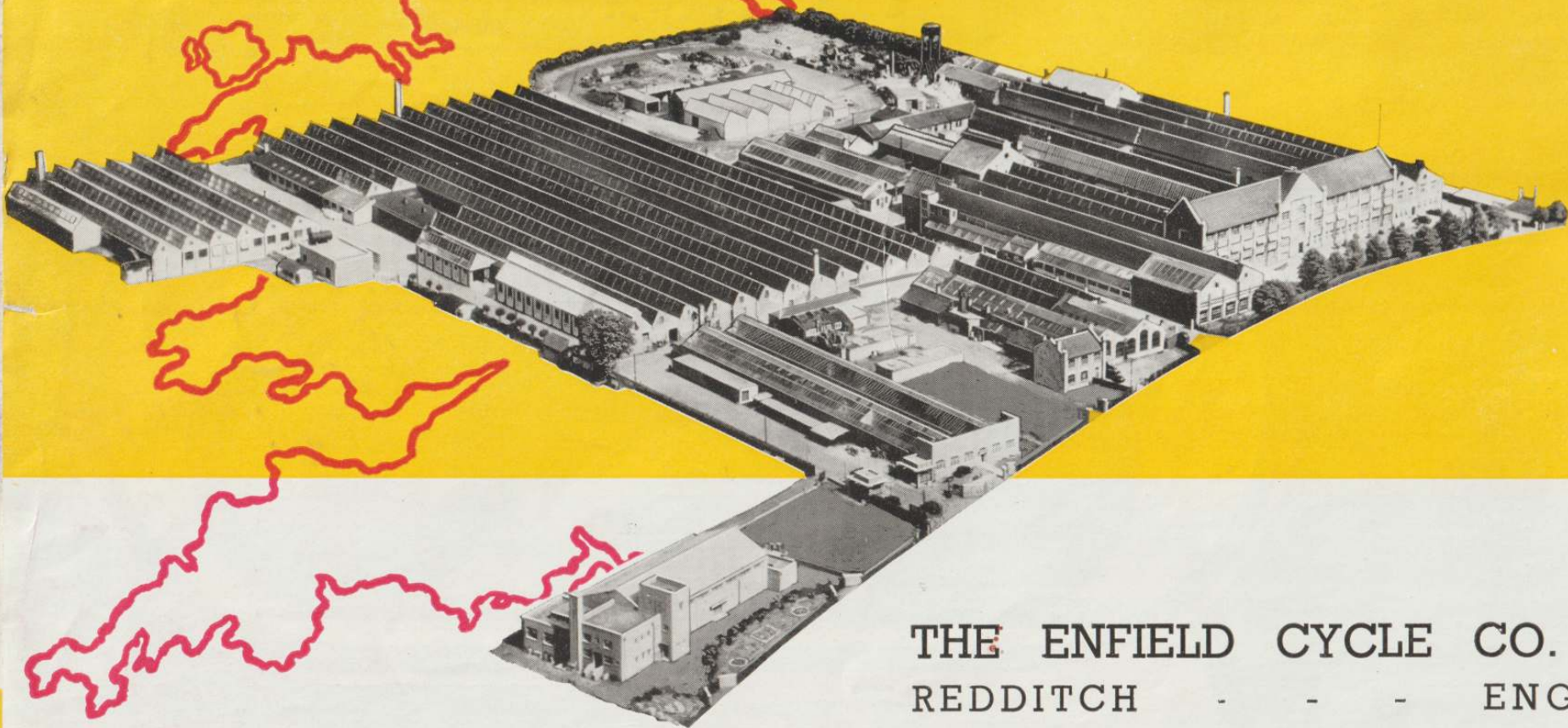
# Royal Enfield

PEAK PERFORMANCE PLUS SUPERB STYLING

★ THE MOTORCYCLES THAT EXCEL ALL OTHERS



*Presenting the latest*



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

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

LAYTONS OF OXFORD  
11 OLD HIGH STREET  
HEADINGTON, OXFORD

# *Royal Enfield* Models

THE range of ROYAL ENFIELD Motor Cycles illustrated and described in this catalogue includes machines which have been designed to satisfy the requirements of every rider, whether as a utility, touring or sporting mount.

The new 125 c.c. Two Stroke Model R.E. with telescopic forks represents the lightest, least expensive and best of all lightweight machines.

The 350 c.c. O.H.V. Model G is world famous for its phenomenally smooth engine and high degree of reliability, whilst the more powerful 500 c.c. O.H.V. Model J2 provides an ideal solo or sidecar mount.

The ROYAL ENFIELD system of rear suspension has set the standard by which all other types are judged and has proved itself in open competition the world over in events of all types and on the open road in the hands of delighted users. This rear suspension is an integral part of both the "350 Bullet" and "500 Twin" Models and gives them a lead in superlative comfort and "handleability."

The "350 Bullet" is universally acclaimed as the most versatile machine in its class, being easily adapted for use in trials, scrambles or road racing.

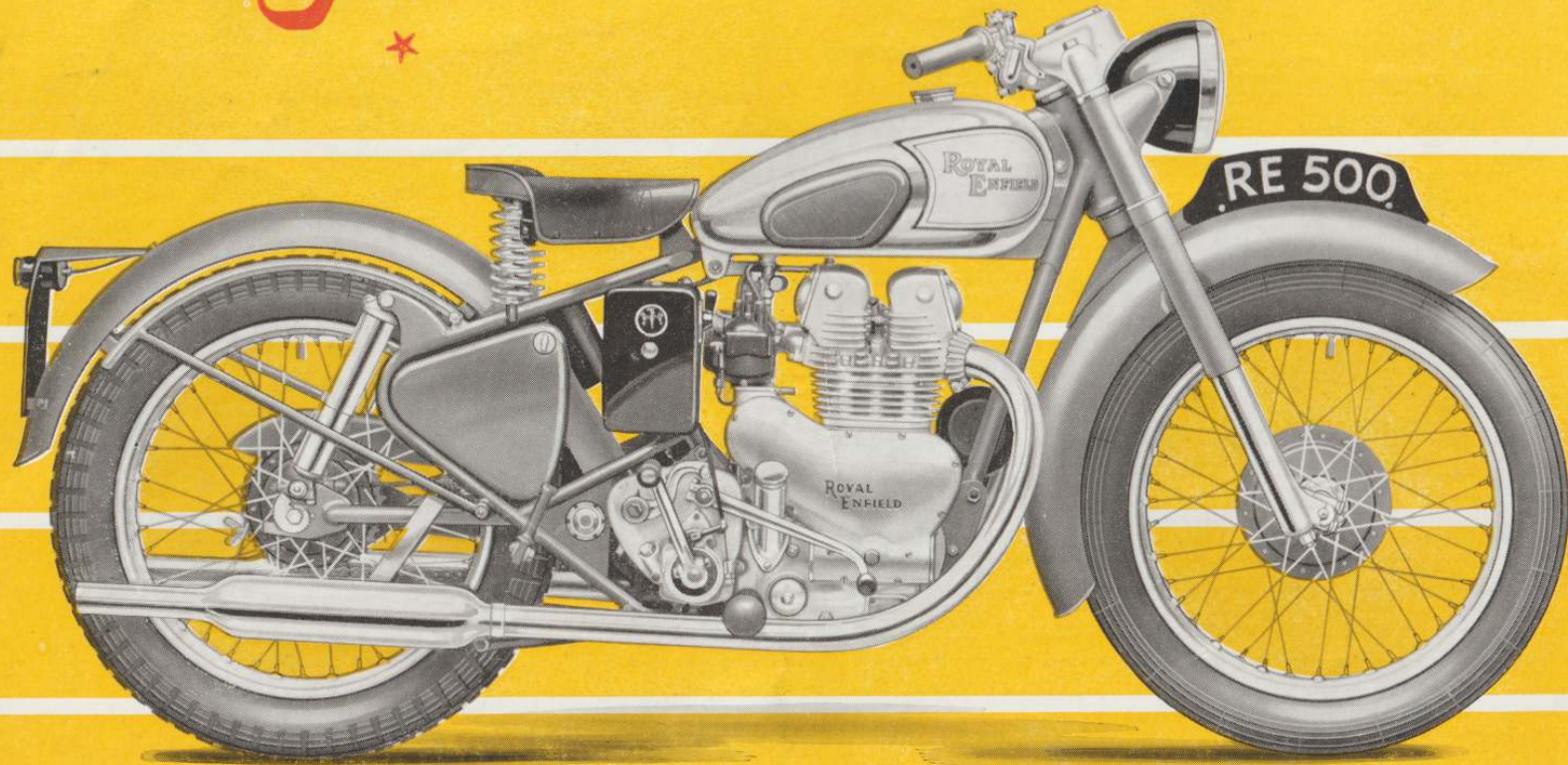
The "500 Twin" provides the means to enjoy fast touring at its very best. The combination of silky power provided by the vertical twin engine and the luxurious front and rear suspension make the expression SMOOTH SPEED a reality in fact.

ROYAL ENFIELD machines are designed, developed and manufactured by enthusiastic motor cyclists under ideal conditions, in one of the best-equipped and most up-to-date motor cycle factories in the world, by a Company with more than half a century's experience.

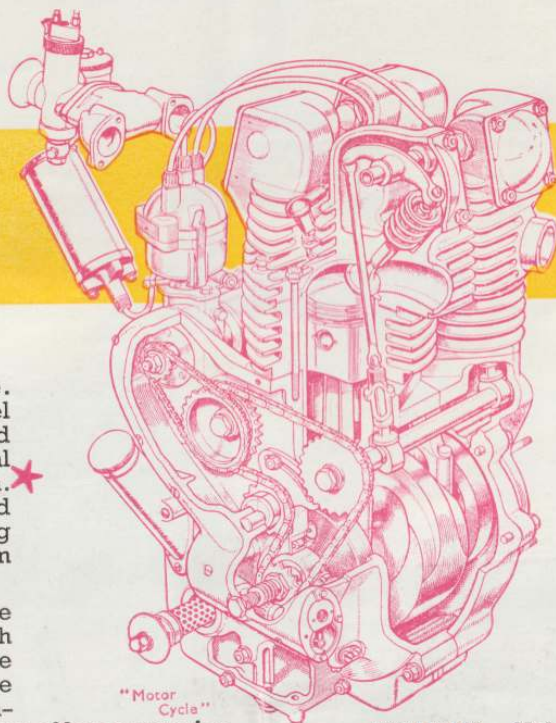
They are distributed by Dealers specially selected for their knowledge and interest in motor cycles and motor cycling. Do not hesitate to consult your local ROYAL ENFIELD Dealer—you will find him courteous and helpful.



# Royal Enfield



500 TWIN



"Motor Cycle"



**FRAME.** Scientifically designed spring frame. Principal tubes of chrome molybdenum alloy steel weldless tubing. Rear wheel carried in pivoted fork member which positively ensures lateral stability and maintenance of correct chain tension. The load is carried by enclosed coil springs and the movement is hydraulically damped, ensuring a smooth and comfortable ride with freedom from pitching on all types of surface.

**ENGINE.** 496 c.c. vertical twin cylinder o.h.v. Bore and stroke 64 x 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 fly-wheel. Connecting rods of Hiduminium RR56 light alloy. Pistons of low expansion aluminium alloy, heat treated and form-turned oval. Plain bearing big ends; ball and roller main bearings. Two chain-driven high level camshafts operating valves through large diameter flat base tappets and short push rods.

**LUBRICATION.** ROYAL ENFIELD dry-sump system, entirely automatic and positive in action. Oil compartment integral with crank case ensuring full rate of oil circulation immediately after starting engine. Oil is fed through internal drilled passages to the big end bearings, overhead rockers, camshafts, rear of cylinders and to the 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.** Specially designed air filter attached directly to carburetter. Ensures long life for the engine without sacrifice of speed or power.

**IGNITION AND LIGHTING SET.** Lucas 3½ in. dyno-distributor with 75 watt output. Automatic voltage control. Battery and coil ignition with automatic advance and retard mechanism. Switches, control unit, warning light and ammeter mounted in switch box carried on seat tube. 30 watt headlamp with handlebar-operated dipper switch: pilot light, tail lamp and electric horn.

**GEARBOX.** Four-speed foot controlled gearbox bolted directly to back of crankcase. Patented neutral finder. Standard ratios: 5; 6.5; 9 and 13.9 to 1. All gears in constant mesh, changes being effected by robust dog clutches. Four-plate clutch with handlebar control.

**FRONT FORK.** Patented telescopic fork of ROYAL ENFIELD design with hydraulic damping and exceptionally long enclosed springs, giving perfect steering and shock absorbing qualities. Lubrication is entirely automatic and requires no attention. New design fork head incorporating fascia panel housing speedometer.

**TRANSMISSION.** Front chain ½ in. pitch duplex, fully enclosed in cast aluminium oil bath case with slipper type adjuster. Rear chain ½ in. pitch with top run chain cover and cam type adjusters. ROYAL ENFIELD patent cush drive in rear hub, eliminating chain snatch and wear on tyres and chains.

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

**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.

**PETROL TANK.** Welded steel with quick action filler cap. Capacity 3½ gallons.

**SADDLE.** Large comfortable spring seat.

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

**FINISH.** Lustrous silver-grey enamel. Bright parts, including rims, fork sliding member, rear spring boxes, handlebar and saddle springs, heavily chromium plated. Tank chromium plated, panelled in frosted silver with blue and red lining.

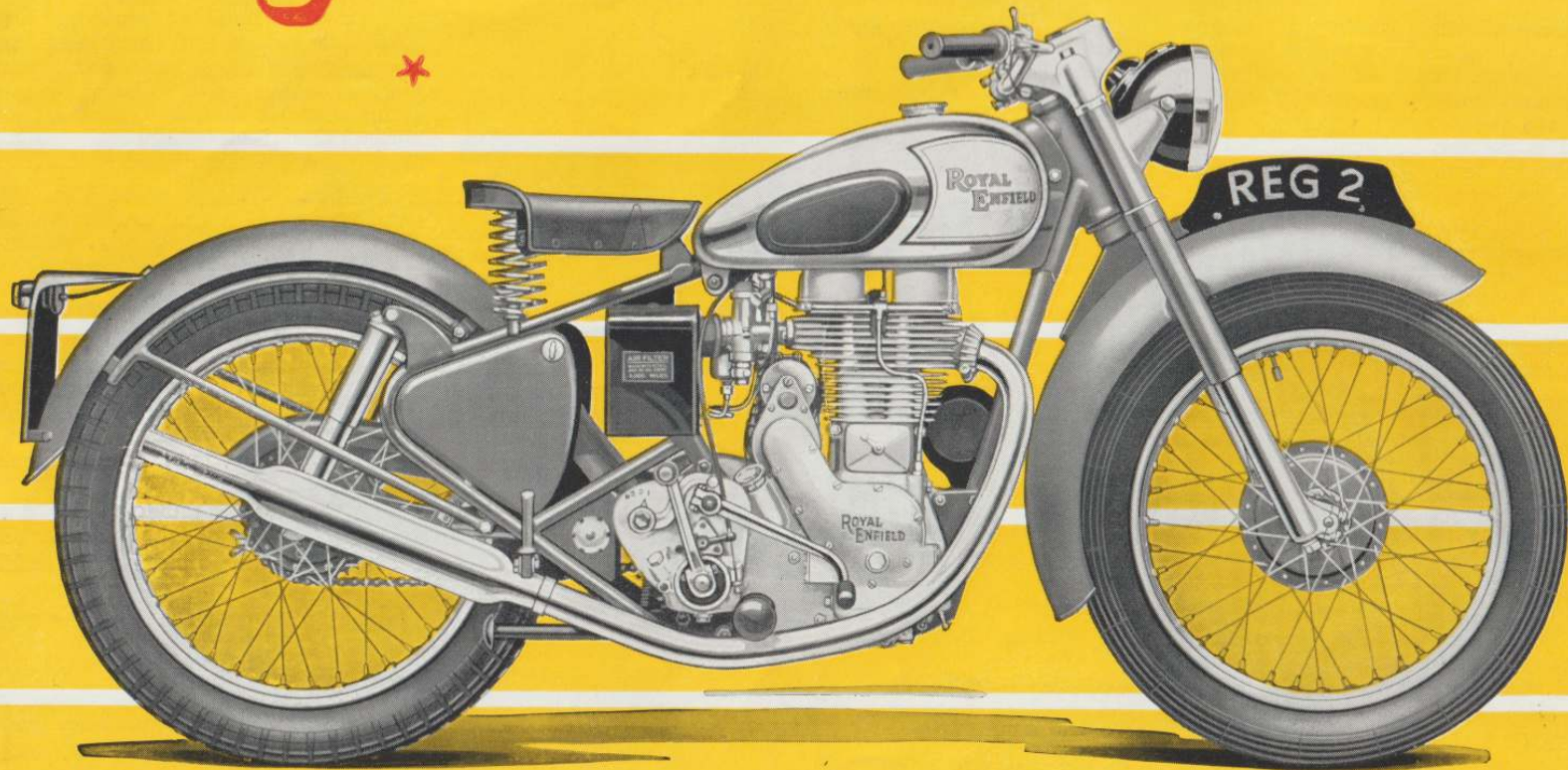
**SPEEDOMETER.** Smith's illuminated Chronometric speedometer mounted in fascia panel. 120 m.p.h. dial with coloured segments showing engine speed in each gear.

**EQUIPMENT.** Two large tool boxes. Tool roll with complete set of tools. Tyre pump.

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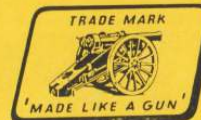


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**Royal Enfield**



350 BULLET

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**FRAME.** Scientifically designed spring frame. Principal tubes of chrome molybdenum alloy steel weldless tubing. Rear wheel carried in a pivoted fork member which positively ensures lateral stability and maintenance of correct chain tension. The load is carried by enclosed coil springs and the movement is hydraulically damped, ensuring a smooth and comfortable ride with freedom from pitching on all types of surface.

**ENGINE.** 346 c.c. o.h.v. Bore and stroke 70 x 90 mm. Light alloy detachable cylinder head with wide angle valves and cast-in inserts for valve seats and sparking plug. Valves, rocker gear and push rods totally enclosed and automatically lubricated. Piston of low expansion aluminium alloy, heat treated and formed-turned oval, enabling close clearances to be used without risk of seizure. Connecting rod of Hiduminium RR.56 aluminium alloy, heat treated. Big end bearing incorporating special floating bush; driving side mainshaft on two large ball bearings; timing side on large phosphor-bronze bush with force-fed lubrication. Timing gear running in oil bath with separate cams operating direct on to large diameter flat base tappets with oil damping.

**LUBRICATION.** ROYAL ENFIELD dry-sump system, entirely automatic and positive in action. Oil compartment integral with crankcase ensuring full rate of oil circulation immediately after starting engine. Oil is fed positively to the timing side and big end bearings, the rear of the cylinder, and to the rocker gear, timing gear and tappets. 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 provided ensuring long life for the engine without sacrifice of speed or power.

**IGNITION AND LIGHTING SET.** Lucas 6 volt Magdyno, 60 watt output. Automatic voltage control. Magneto and dynamo gear driven, 30 watt headlamp with handlebar operated dipper switch; tail lamp and electric horn.

**GEARBOX.** Four-speed foot controlled gearbox bolted directly to back of crankcase. Patented Neutral Finder. Standard ratios 5.67; 7.37;

10.2 and 15.8 to 1. All gears in constant mesh, changes being effected by robust dog clutches. Four-plate clutch with handlebar control.

**FRONT FORK.** Patented telescopic fork of ROYAL ENFIELD design with hydraulic damping and exceptionally long enclosed springs giving perfect steering and shock absorbing qualities. Lubrication is entirely automatic and requires no attention. New design fork head incorporating fascia panel housing speedometer.

**TRANSMISSION.** Front chain  $\frac{3}{8}$  in. pitch duplex fully enclosed in cast aluminium oil bath case with slipper type adjuster. Rear chain  $\frac{5}{8}$  in. pitch with top run chain cover and cam type adjusters. ROYAL ENFIELD patent cush drive in rear hub, eliminating chain snatch and wear on tyres and chains.

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

**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.

**PETROL TANK.** Welded steel with quick action filler cap. Capacity  $3\frac{1}{4}$  gallons.

**SADDLE.** Large comfortable spring seat.

**EXHAUST SYSTEM.** Downswept pipe with upturned silencer giving pleasant exhaust note without loss of power. High level pipe can be supplied to order.

**FINISH.** Lustrous silver-grey enamel. Bright parts including rims, fork sliding member, rear spring boxes, handlebar and saddle springs heavily chromium plated. Tank chromium plated, panelled in frosted silver with blue and red lining.

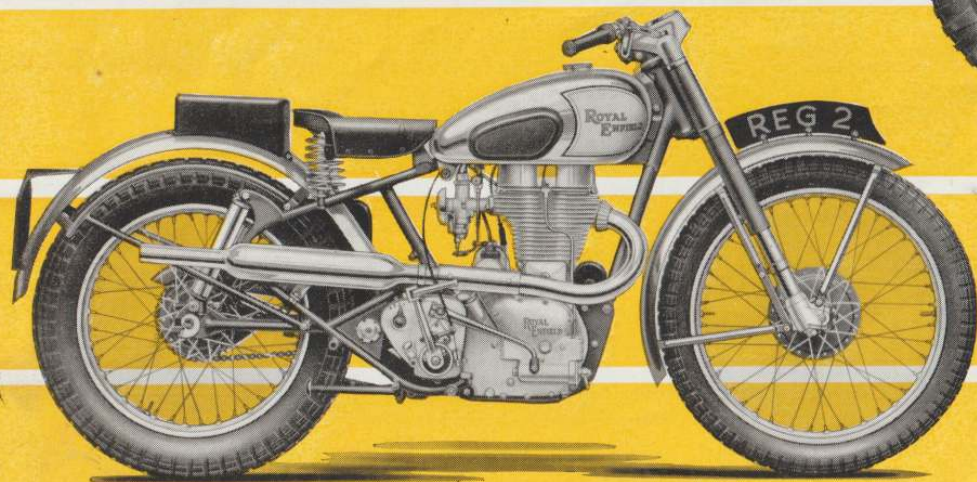
**SPEEDOMETER.** Smith's illuminated Chronometric speedometer mounted in fascia panel.

**EQUIPMENT.** Two large tool boxes. Tool roll with complete set of tools. Tyre pump.

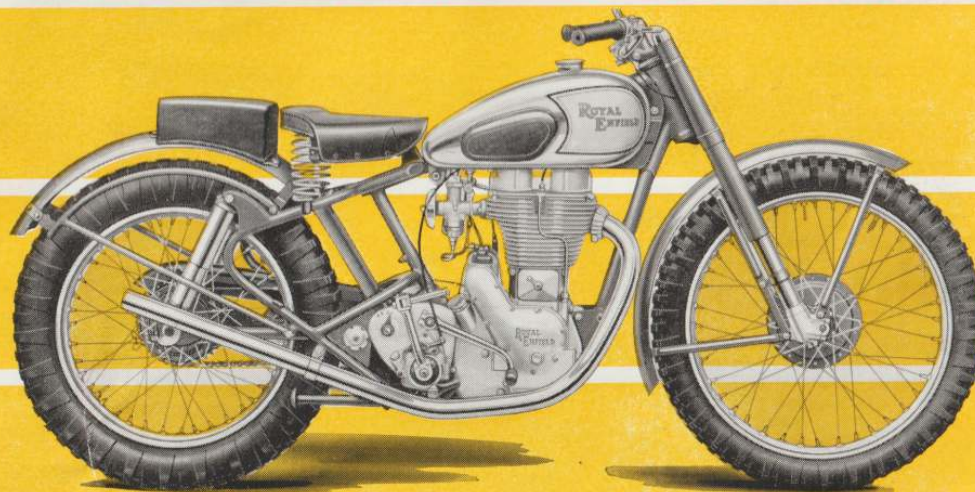
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# Royal Enfield



350 BULLET TRIALS



350 BULLET SCRAMBLES



## 350 BULLET— TRIALS MODEL★

Developed by successful experience in One Day Reliability Trials and in the International Six Days, this Model is specially suitable wherever difficult cross-country conditions are encountered. Based on the standard "350 Bullet" it has the following modifications to the specification:—

**IGNITION.** Racing magneto gear driven. No lights. Bulb horn.

**GEARBOX.** Special wide ratios: 7.6; 10.65; 16.3 and 22.8 to 1. Folding kickstarter. No neutral finder.

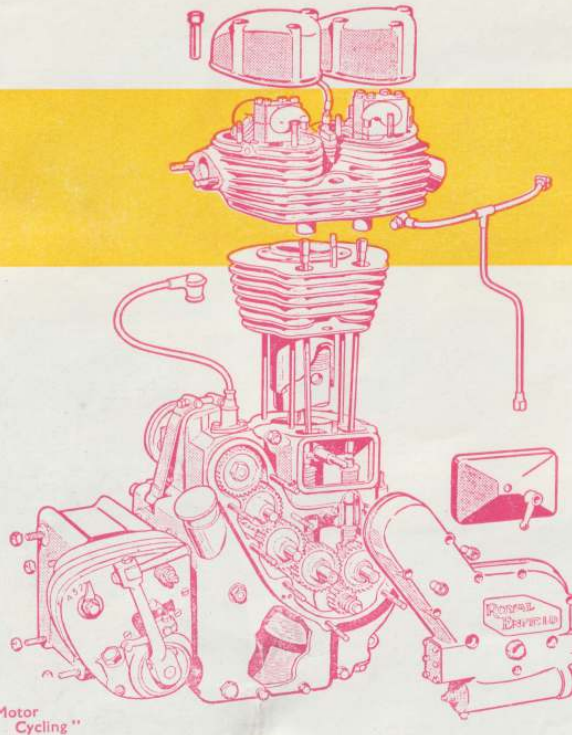
**EXHAUST SYSTEM.** High level system.

**TYRES.** Dunlop Universal. 3.00-21 in. front. 4.00-19 in. rear. Security bolts fitted.

**GROUND CLEARANCE.** Approximately 7 in. with rider seated.

**MUDGUARDS.** Chromium plated light narrow guards giving ample tyre clearance.

**EQUIPMENT.** One toolbox with tool kit. Crankcase shield. Mudguard pad. Carburetter intake shield in lieu of air filter.



"Motor Cycling"

## 350 BULLET— SCRAMBLES MODEL

In its special "Scramble" form the "350 Bullet" has already given a good account of itself in many events on grass, sand and road circuits. High compression pistons suitable for petrol, petrol-benzol or alcohol fuels are available, as well as special racing cams. The specification is similar to that of the standard "350 Bullet" with the following modifications:—

**ENGINE.** Fitted with high compression piston to order. 7½ to 1 for petrol; 8½ to 1 for petrol-benzol; 11 to 1 for alcohol fuel.

**IGNITION.** Racing magneto gear driven. No lights or horn.

**GEARBOX.** Standard ratios: 7.08; 9.2; 12.7 and 19.7 to 1. Special close ratios (to order): 7.08; 9.2; 11.8 and 15.4 to 1. Folding kickstarter. No neutral finder.

**EXHAUST SYSTEM.** Straight through open exhaust pipe.

**TYRES.** Dunlop Sports, 3.00-21 in. front; 4.00-19 in. rear. Security bolts fitted.

**GROUND CLEARANCE.** Approximately 7 in. with rider seated.

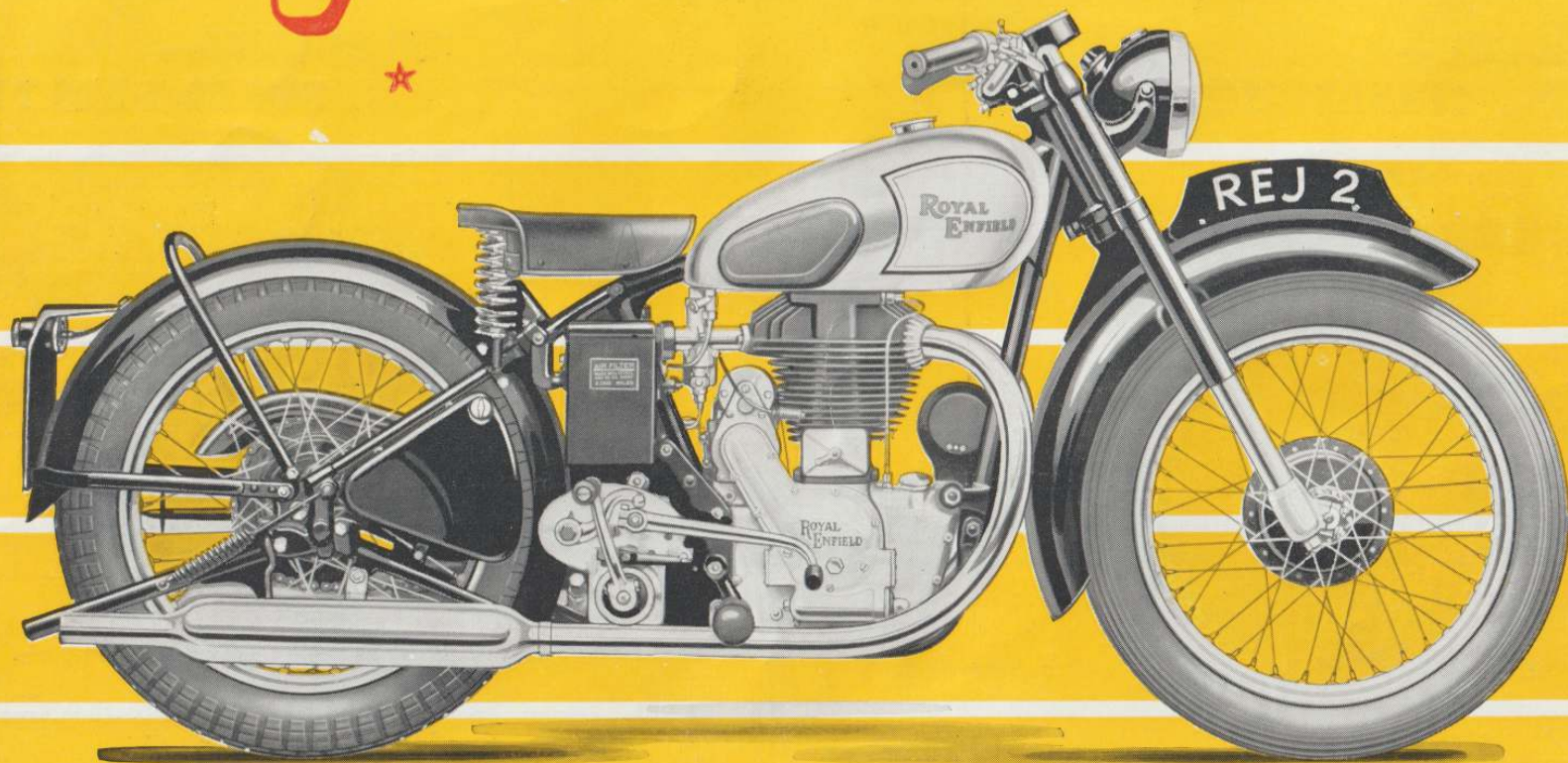
**MUDGUARDS.** Chromium plated light narrow guards, giving ample tyre clearance.

**EQUIPMENT.** Crankcase shield. Mudguard pad. Tool kit. Carburetter intake shield in lieu of air filter.

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# Royal Enfield



MODEL J.2.



**ENGINE.** 499 c.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 Magdyno, 60 watt output. Automatic voltage control. Magneto and dynamo gear-driven. 30 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. Special sidecar fork with stronger springs and reduced trail available to order.

**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. Sidecar ratios: 5.95; 7.7; 10.7 and 16.6 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 oil bath case. Rear chain  $\frac{3}{8}$  in. pitch. Top-run chain cover. ROYAL ENFIELD patent Cush Drive in rear hub eliminating chain snatch and wear on tyres and chains.

**WHEELS.** Hubs fitted with non-adjustable deep groove journal bearings. Internal expanding brakes with finger adjustment. Dunlop tyres: Front, 3.25-19 in. ribbed; Rear, 3.50-19 in. 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 convenient prop stand.

**PETROL TANK.** Welded steel with quick action filler cap. Capacity  $2\frac{1}{2}$  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 heavy chromium plate. Tank chromium plated, paneled in frosted silver with blue and red lining.

**EQUIPMENT.** Two large tool boxes. Tool roll with complete set of tools and grease gun. Tyre pump.

**SPEEDOMETER.** Smith's Illuminated Chronometric speedometer, 120 m.p.h. dial.

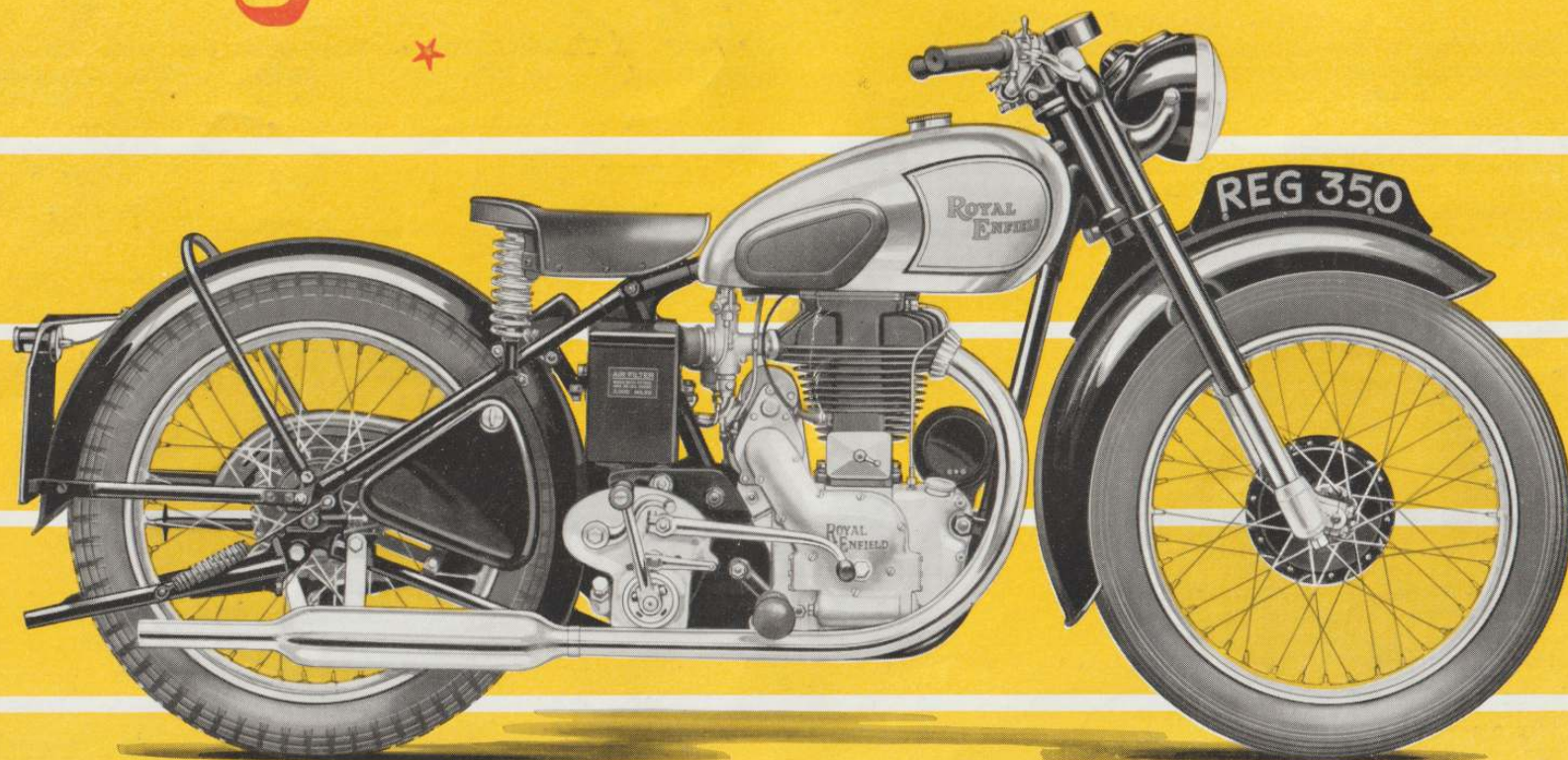
**LEGSHIELDS.** Can be supplied at an extra charge.

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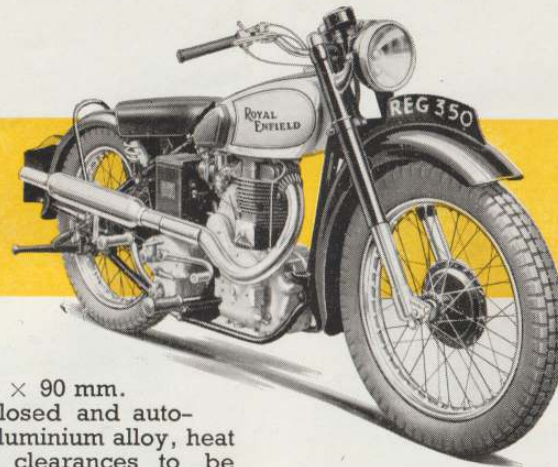
# Royal Enfield



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MODEL G

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**ENGINE.** 346 c.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 Hiduminium 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 AND LIGHTING SET.** Lucas 6 volt Magdyno, 60 watt output. Automatic voltage control. Magneto and dynamo gear-driven. 30 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 oil bath case. Rear chain,  $\frac{5}{8}$  in. pitch. Top-run chain-cover. ROYAL ENFIELD patent Cush Drive in rear hub, eliminating chain snatch and wear on tyres and chains.

**WHEELS.** Hubs fitted with non-adjustable deep groove journal bearings. Internal expanding brakes, with finger adjustment. Dunlop tyres, 3·25-19 in., 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 convenient prop stand.

**PETROL TANK.** Welded steel with quick action filler cap. Capacity, 2 $\frac{3}{4}$  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 heavy chromium plate. Tank chromium plated, panelled in frosted silver with blue and red lining.

**EQUIPMENT.** Large tool-box. Tool roll with complete set of tools and grease gun. Tyre pump.

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

**LEGSIELDS.** Can be supplied at an extra charge.

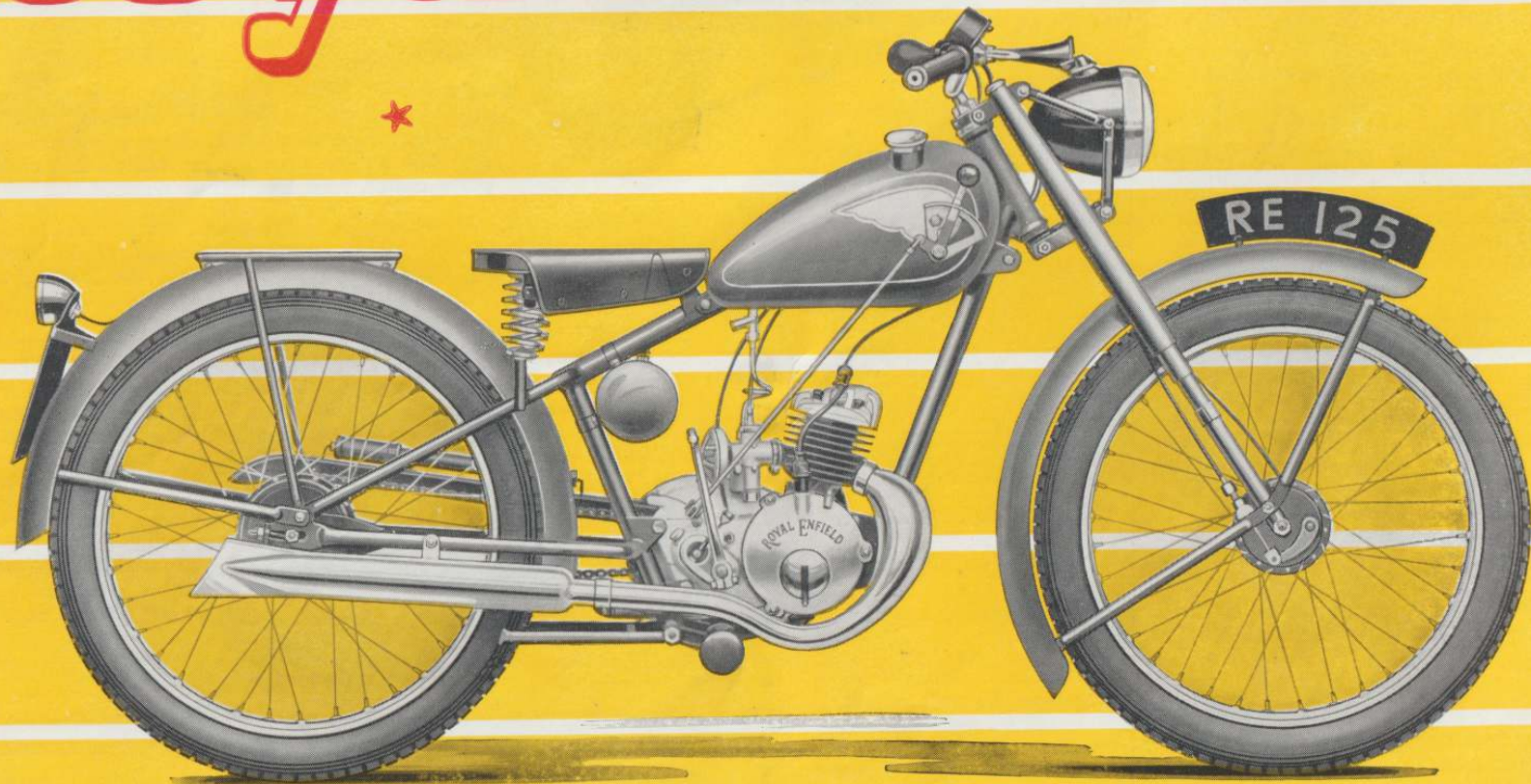
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# Royal Enfield

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MODEL R.E.

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**ENGINE.** 125 c.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.** New design telescopic fork, oil lubricated. Wearing parts completely protected from dust and water.

**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, 2.75 - 19 in.

**STAND.** Central stand enabling either wheel to be removed.

**TANK.** Handsome pressed steel petrol tank, capacity 1  $\frac{1}{2}$  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 lustrous silver-grey enamel. Exhaust system, handlebars, rims, etc., heavily chromium plated.

**EQUIPMENT.** Cylindrical tool box beneath saddle containing tool roll with necessary spanners and grease gun. Tyre pump.

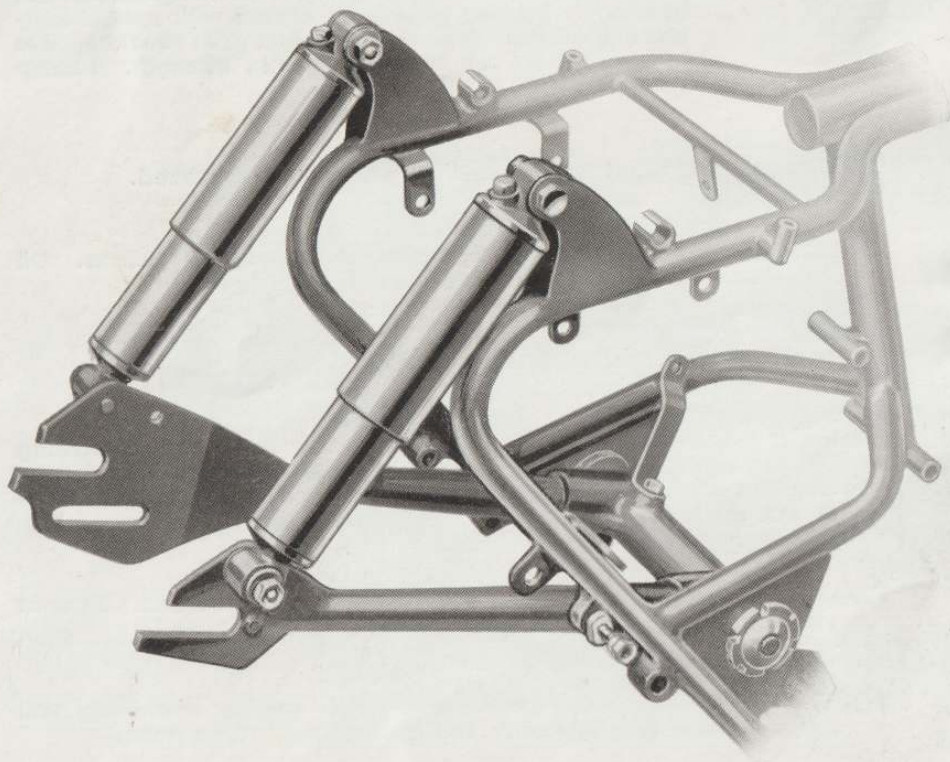
**SPEEDOMETER.** Smith's illuminated "Lightweight" Chronometric Speedometer.

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

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# FEATURES OF EXCLUSIVE



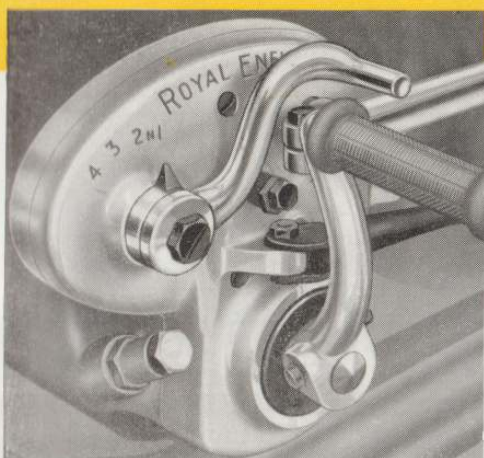
## SPRING FRAME

A satisfactory spring frame is a great deal more than just a device to enable the rear wheel to move in relation to the fixed part of the frame. It is essential that this movement shall be so controlled that :—

- (1) There is perfect lateral rigidity without imposing undue strain on the wheel spindle.
- (2) The springing shall respond immediately to small inequalities of road surface but shall not "bottom" under any circumstances.
- (3) There is freedom from rhythmic pitching.
- (4) Chain tension is maintained.
- (5) Wheel base and weight are not increased.

The ROYAL ENFIELD design meets all these requirements. The massive pivot bearing and tapered swinging member maintain the wheel upright in the frame without imposing side loads on the plungers or bending stresses on the wheel spindle and also ensure that the 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 limits. The wheel base is only 54 ins. and the weight is little more than that of a machine with a rigid frame.

# ROYAL ENFIELD DESIGN



## 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 gear when the machine is at rest or from top, third or second gear when the machine is moving. All that has to be done is to press the neutral finder firmly against its stop when the normal "neutral" will be selected ready to engage first gear when the rider wishes to move off.

## 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 towards the end of the fork's travel. 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 for long periods.

For sidecar work a special fork is available with stronger springs and reduced trail.

A smaller and lighter design of telescopic fork is fitted to the 125 c.c. Model R.E.



## 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. The cush drive is particularly valuable on spring frame machines as it permits the necessary oscillation of the rear wheel sprocket without which experience has shown that chain wear on spring frame machines can be excessive.

# FEATURES OF EXCLUSIVE

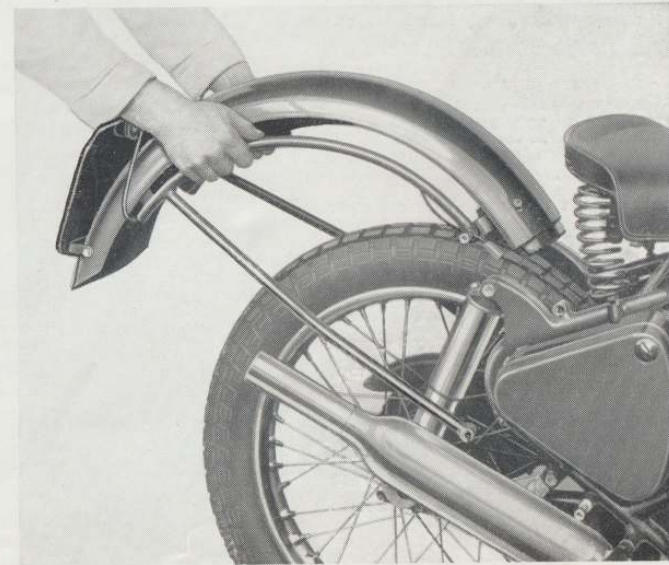


## AIR CLEANER

On all ROYAL ENFIELD motor cycles (except the "Trials" and "Scrambles" Bullets) the air entering the carburetter is passed through an air cleaner. This ensures long life for the cylinder and piston, a fact which is proved by users' experience in all parts of the world. The air cleaner on each model is sufficiently large to ensure that it does not cause any loss in speed or power or increase in petrol consumption.

## DETACHABLE REAR MUDGUARD

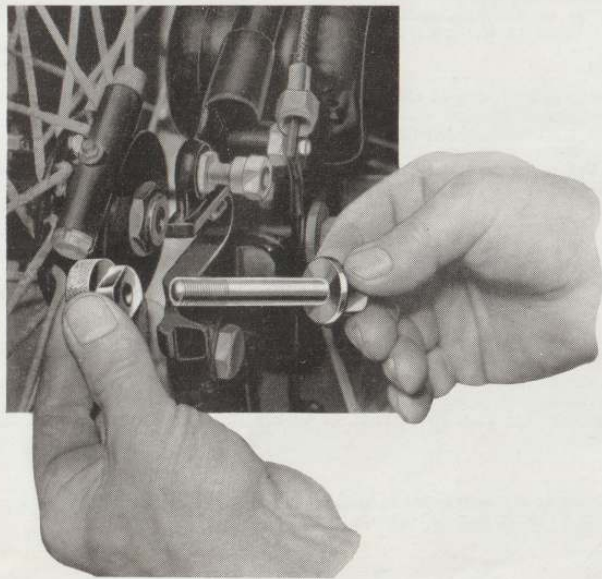
This feature is of great assistance when dealing with punctures which, experience has shown, nearly always occur in the rear tyre. By loosening only four nuts the entire mudguard can be lifted away, as shown, giving access to practically the whole of the tyre without removing the wheel from the frame. By this means the great majority of punctures can be dealt with on the spot without disturbing other parts of the machine.



# ROYAL ENFIELD DESIGN

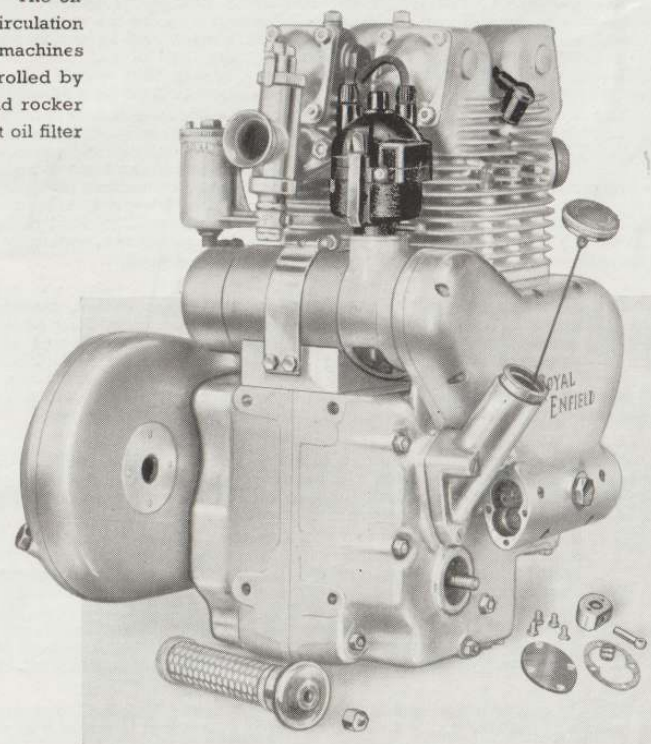
## LUBRICATION SYSTEM

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. This point is of great importance to all riders, particularly to those who use their machines mainly for short runs, whether for utility purposes or short distance competitive events. The circulation is controlled by two simple, low-speed, double-acting, oscillating plunger pumps. Oil is fed to the big end bearing, the overhead rocker gear, the rear wall of the cylinder and the timing gear. A special feature is the provision of a large renewable felt oil filter in the system. This ensures that the oil circulated round the engine is clean and free from grit.



### TWO - PIECE REAR SPINDLE

The value of the ROYAL ENFIELD detachable rear mudguard is further enhanced by the Two-Piece Rear Spindle. By removing the threaded portion of the spindle and distance piece, as shown, the inner tube can be withdrawn through the gap between the hub and the fork end, without disturbing the brake or chain adjustment or the alignment of the wheels.



# 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 only 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. 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. 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, Worcs.**

Telephone : REDDITCH 121 (8 lines).      Telegrams : "Cycles, Phone, REDDITCH."

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

Telephone : MUSEUM 3991-2.

# 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"	...	...	167	10	0	45	4	6

### 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 April, 1950.