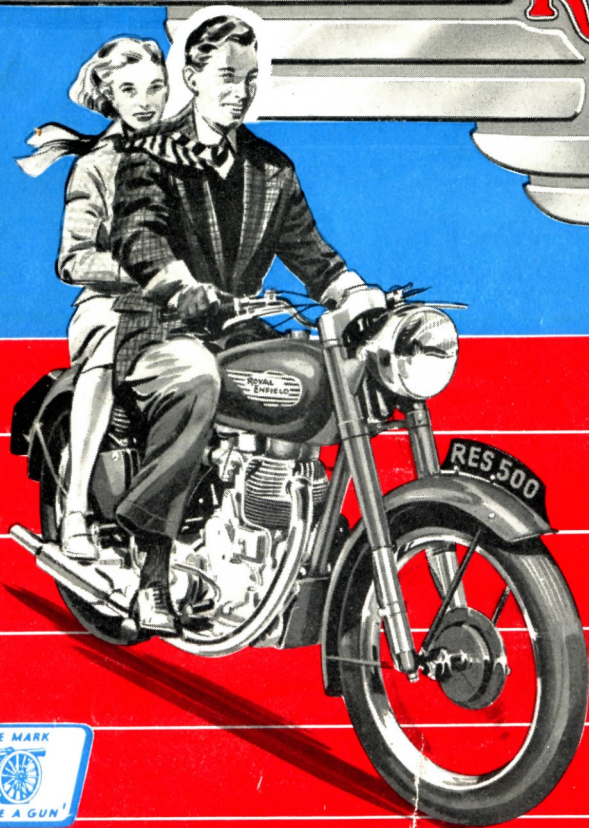
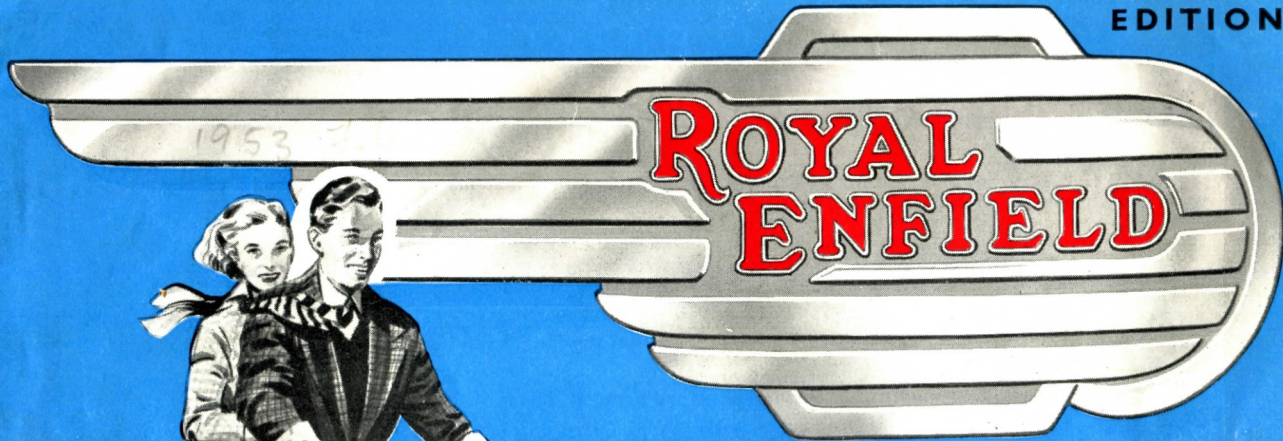


EXPORT
EDITION



MOTOR
CYCLES



"Made like a Gun"

Royal Enfield MOTORCYCLES

General Specification

FRAME : Both spring and rigid frames have all the main tubes of chrome molybdenum tubing and are designed to give maximum strength combined with lightness.

The frames of the "Meteor 700," "500 Twin," "500 Bullet" and "350 Bullet" incorporate the scientifically correct swinging arm principle of rear wheel mounting with hydraulic damping on both shock and rebound. The rear suspension of the new "Ensign" is also of the swinging arm type with coil springs controlling the movement. These latest Royal Enfield spring frames provide the ultimate in modern motor cycle suspension.

FRONT FORK : Telescopic on all models. The front forks fitted to all four-stroke machines are hydraulically damped and automatically lubricated. The front forks of the "R.E." and "Ensign" are automatically lubricated.

WHEELS : The rear wheels of all models, except the "R.E." and "Ensign," incorporate the Royal Enfield patented Cush Drive, which eliminates transmission shocks and prolongs the life of the tyres, chains and bearings.

TRANSMISSION : On Models "Meteor 700," "500 Twin," "500 Bullet" and "350 Bullet," primary drive by Duplex $\frac{3}{8}$ in. pitch chain running in oil, final drive by $\frac{1}{2}$ in. pitch chain.

On models "G," "J.2," and "S," primary drive by $\frac{3}{8}$ in. pitch chain, totally enclosed and running in oil, final drive by $\frac{3}{8}$ in. pitch chain.

The "Ensign" and "R.E." models have $\frac{3}{8}$ in. pitch primary drive chain running in oil, and the final drive is by $\frac{1}{2}$ in. pitch chain.

GEARBOX : Models "G," "J.2," "350 Bullet," "500 Twin," "500 Bullet" and "Meteor 700" are all equipped with four-speed foot-operated gearboxes, incorporating a positive neutral finder, by which neutral may be obtained at any time from either 2nd, 3rd or 4th gear. The Model "S" is equipped with a four-speed foot-operated gearbox, and the "Ensign" and "R.E." models have three-speed foot-operated gearboxes.

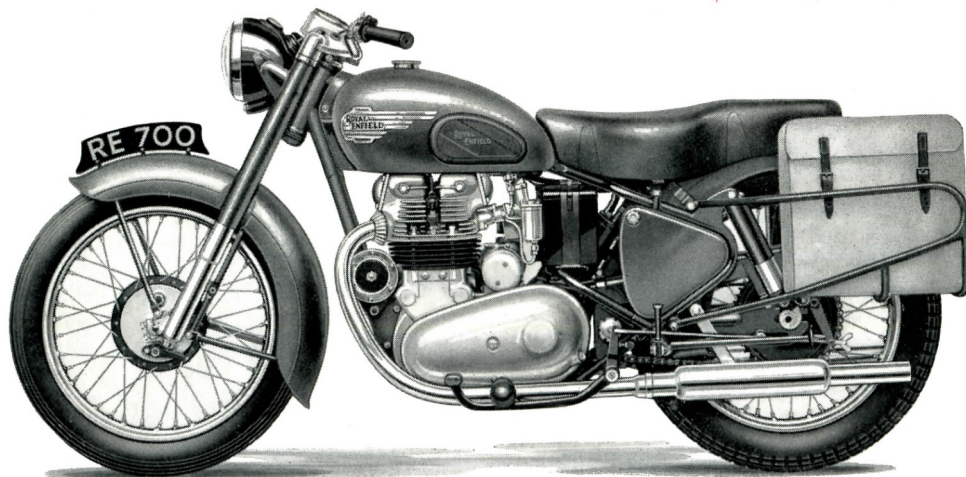
LIGHTING AND IGNITION EQUIPMENT : Models "G," "J.2," "350 Bullet" and "500 Bullet," are fitted with Lucas 60 watt output Magdyno, automatic voltage control and 30 watt head-lamp.

The "Meteor 700" and "500 Twin" are fitted with Lucas 6 volt 75 watt output Dyno-distributor, with automatic voltage control, and coil ignition. Automatic control of advance and retard mechanism gives optimum ignition at all speeds.

The Model "S" is equipped with Miller 6 volt 45 watt generator with automatic voltage control and coil ignition. The "Ensign" and "R.E." models have a new high-output Miller generator which supplies current for the 24 watt Lighting Set and low tension current for a full-sized ignition coil.

SPEEDOMETER : "Meteor 700," "500 Twin," "500 Bullet" and "J.2," Smith's 120 m.p.h. (180 k.p.h.) Chronometric ; Models "S," "G," and "350 Bullet," Smith's 80 m.p.h. (140 k.p.h.) Chronometric ; "Ensign" and "R.E.," Smith's Lightweight Chronometric.

AIR CLEANER : The Amal Carburetters of all models are fitted with high efficiency oil-wetted air cleaners.



Spring Frame

692 c.c. O.H.V.

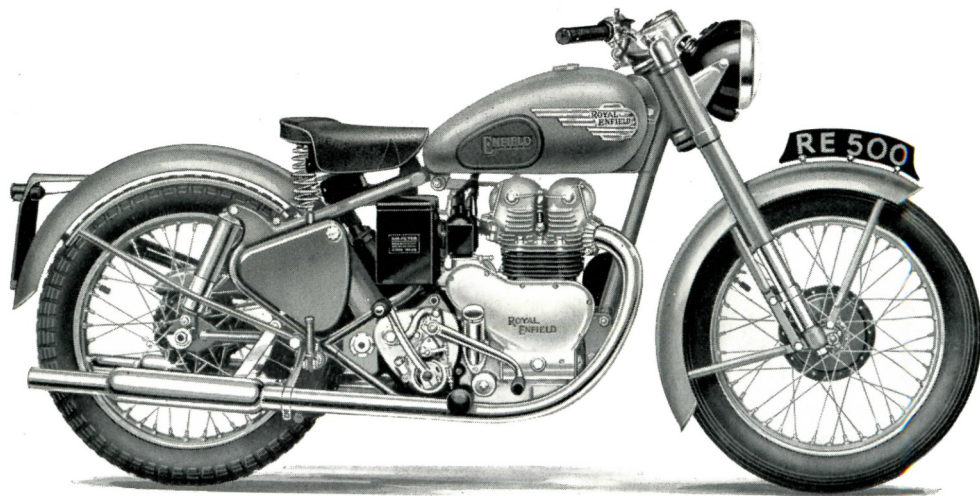
"Meteor 700"

ENGINE: 692 c.c. O.H.V. Vertical Twin. High efficiency cylinder heads fitted on separate cylinders. R.R.56 light alloy connecting rods. Massive one-piece crankshaft. Chain-driven high level camshafts. Lubrication of all working parts ensured by the well-known Royal Enfield dry-sump system, which incorporates a large capacity felt oil filter. **CARBURETTOR:** Amal, with air filter. **GEARBOX:** Four-speed foot-controlled with positive neutral finder. **WHEELS:** Front, 3.25-19in. Dunlop ribbed tyre. Rear, 3.50-19in. Dunlop Universal tyre. **BRAKES:** Front, Dual 6in. diameter; rear, 7in. diameter, giving maximum stopping power combined with smoothness. **FINISH:** Distinctive Copper Beech polychromatic enamel with bright parts heavily chromium plated. Attractive metal tank motif in chromium, red and gold.

For sidecar use a front fork with reduced trail, stronger springs and a steering damper is fitted. For sidecar gear ratios, see Technical Data on back page. When ordering, please specify whether machine is intended for Solo or Sidecar use.

The Dual Seat and Pannier Set illustrated above are available as extras; see separate leaflets.

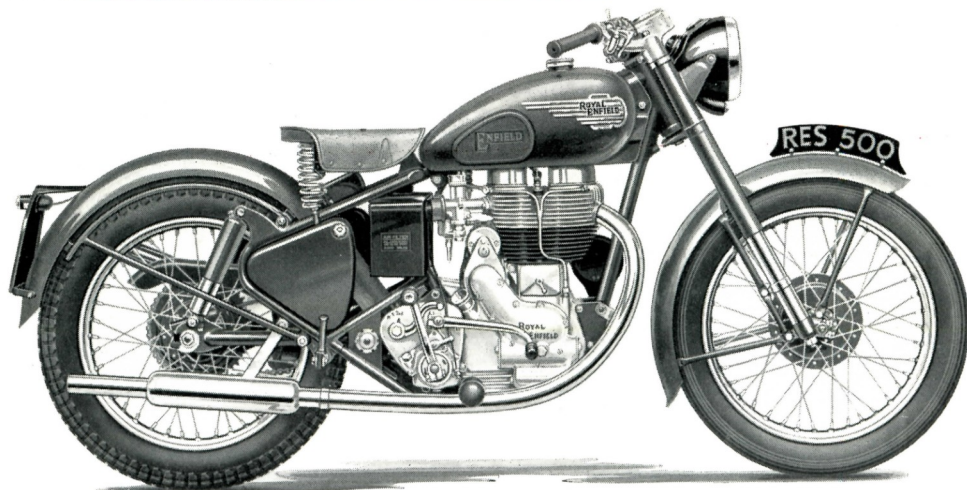
R o y a l E n f i e l d



ENGINE : 496 c.c. O.H.V. Vertical Twin. High efficiency aluminium alloy cylinder heads fitted on separate cylinders. R.R. 56 light alloy connecting rods. Massive one-piece crankshaft. Chain-driven high level camshafts. The lubrication of all working parts is ensured by the well-known Royal Enfield dry-sump system, which incorporates a large capacity felt oil filter. **CARBURETTOR :** Amal, with air filter. **GEAR-BOX :** Four-speed foot-controlled with positive neutral finder. **WHEELS :** Front, 3.25-19in. Dunlop ribbed tyre. Rear, 3.50-19in. Dunlop Universal tyre. **FINISH :** Silver Grey polychromatic enamel with bright parts heavily chromium plated. Attractive metal tank motif in chromium, red and gold.

Spring Frame
496 c.c. O.H.V.
"500 Twin"

Royal Enfield

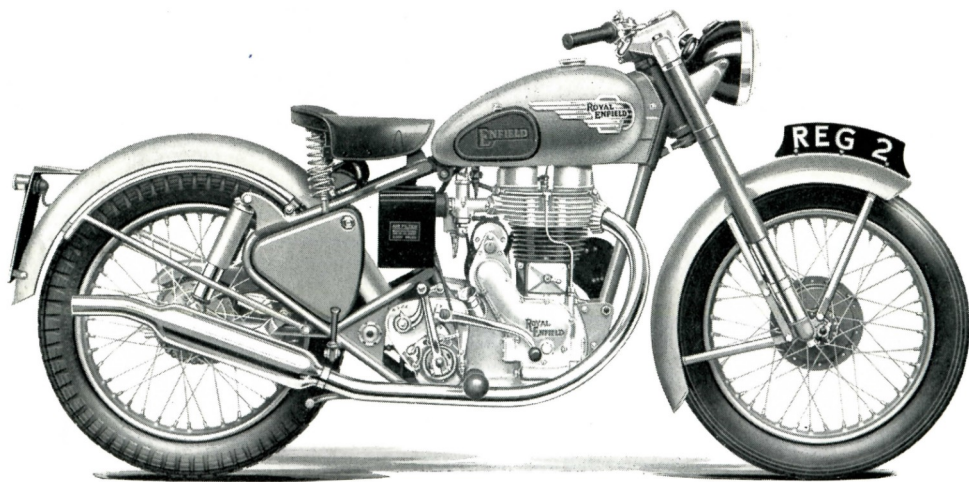


Spring Frame
499 c.c. O.H.V.
"500 Bullet"

ENGINE : 499 c.c. single-cylinder. High efficiency aluminium alloy cylinder head. R.R.56 light alloy connecting rod. Lubrication of all working parts ensured by the well-known Royal Enfield dry-sump system, which incorporates a large capacity felt oil filter. **CARBURETTER :** Amal, with air filter. **GEARBOX :** Four-speed foot-controlled with positive neutral finder. **WHEELS :** Front, 3-25-19in. Dunlop ribbed tyre. Rear, 3-50-19in. Dunlop Universal tyre. **FINISH :** Distinctive Copper Beech polychromatic enamel. Bright parts heavily chromium plated. Attractive metal tank motif in chromium, red and gold.

For sidecar use a front fork with reduced trail, stronger springs and a steering damper is fitted. For sidecar gear ratios see Technical Data on back page. When ordering, please specify whether machine is intended for Solo or Sidecar use.

R o y a l E n f i e l d



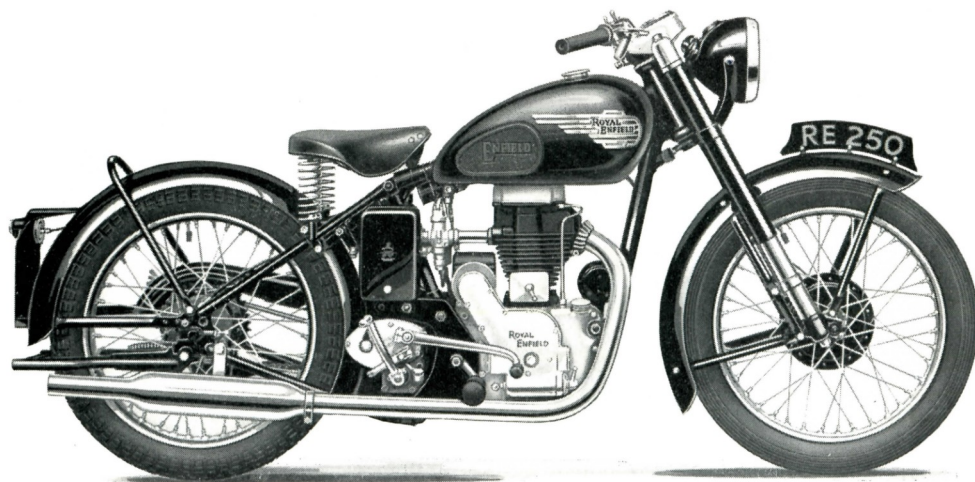
ENGINE : 346 c.c. O.H.V. single cylinder. High efficiency aluminium alloy cylinder head. R.R.56 light alloy connecting rod. Lubrication of all working parts ensured by the well-known Royal Enfield dry-sump system, which incorporates a large capacity felt oil filter. **CARBURETTOR :** Amal, with air filter. **GEARBOX :** Four-speed foot-controlled with positive neutral finder. **WHEELS :** Front, 3-25-19in. Dunlop ribbed tyre. Rear, 3-25-19in. Dunlop Universal tyre. **FINISH :** Silver Grey polychromatic enamel with bright parts heavily chromium plated. Attractive metal tank motif in chromium, red and gold.

Spring Frame

346 c.c. O.H.V.

"350 Bullet"

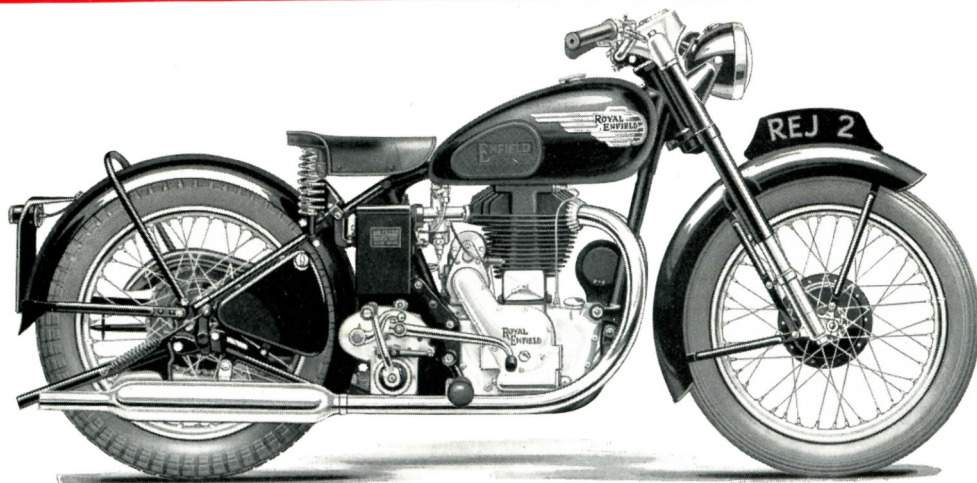
Royal Enfield



248 c.c. O.H.V.
Model "S"

ENGINE : 248 c.c. O.H.V. single cylinder. Lubrication of all working parts is ensured by the well-known Royal Enfield dry-sump system and incorporates a large capacity felt oil filter. **CARBURETTER :** Amal, fitted with air filter. **IGNITION AND LIGHTING :** Miller 6-volt 45-watt output generator with automatic voltage control, coil ignition. Lucas Magdyno with automatic voltage control, available at extra charge. **GEARBOX :** Four-speed foot-operated. **WHEELS :** Front, 3.00-19in. Dunlop ribbed tyre. Rear, 3.00-19in. Dunlop Universal tyre. **FINISH :** Black enamel with bright parts heavily chromium plated. Attractive metal tank motif in chromium, red and gold.

R o y a l E n f i e l d

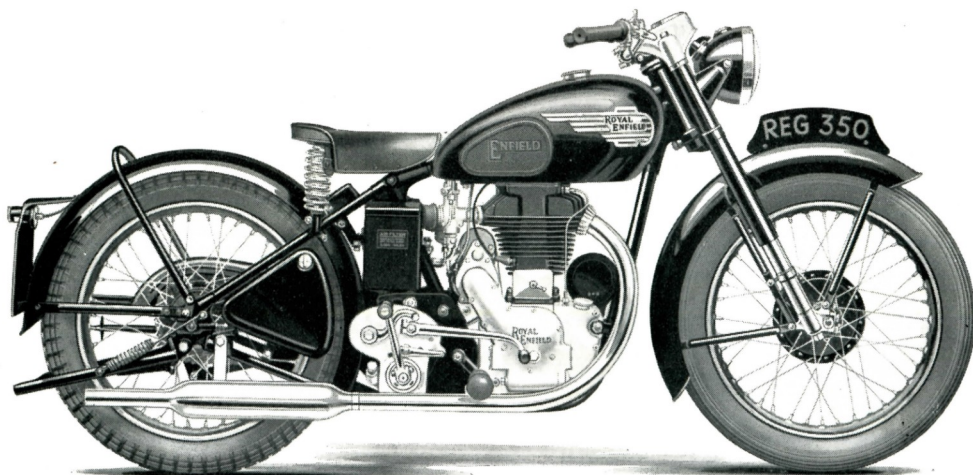


ENGINE : 499 c.c. O.H.V. single cylinder. Light alloy connecting rod. All working parts lubricated by the well-known Royal Enfield dry-sump system, which incorporates a large capacity felt oil filter. **CARBURETTOR :** Amal, with air filter. **GEARBOX :** Four-speed foot-operated, with positive neutral finder. **WHEELS :** Front, 3-25-19in. Dunlop ribbed tyre. Rear, 3-50-19in. Dunlop Universal tyre. **EXHAUST SYSTEM :** Two exhaust pipes, fitted with efficient silencers. **FINISH :** Black enamel with bright parts heavily chromium plated. Attractive metal tank motif in chromium, red and gold.

For sidecar use a front fork with reduced trail, stronger springs and a steering damper is fitted. For sidecar gear ratios, see Technical Data on back page. When ordering please specify whether machine is intended for Solo or Sidecar use.

499 c.c. O.H.V.
Model "J.2"

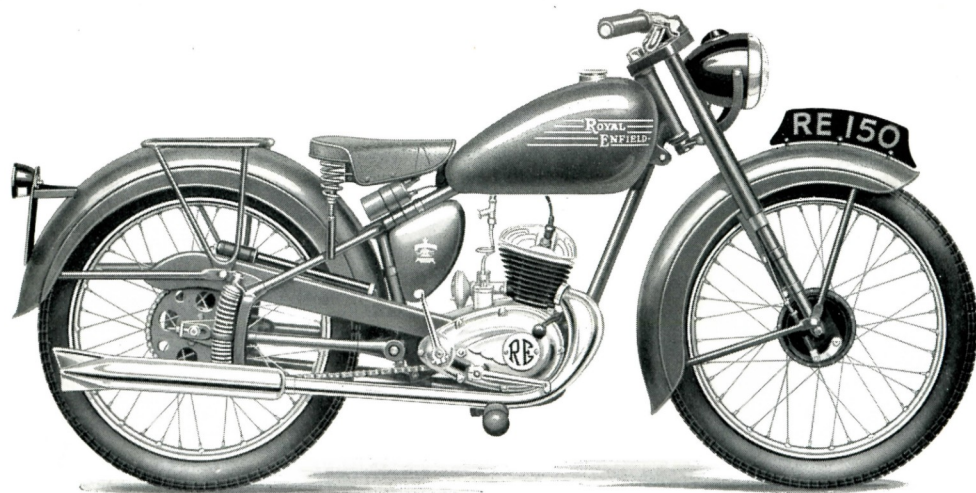
R o y a l E n f i e l d



346 c.c. O.H.V.
Model "G"

ENGINE: 346 c.c. O.H.V. single cylinder, fitted with light alloy connecting rod. All working parts are lubricated by the well-known Royal Enfield dry-sump system, which incorporates a large capacity felt oil filter. **CARBURETTER:** Amal, with air filter. **GEARBOX:** Four-speed foot-controlled with positive neutral finder. **WHEELS:** Front, 3-25-19in. Dunlop ribbed tyre. Rear, 3-25-19in. Dunlop Universal tyre. **FINISH:** Black enamel with bright parts heavily chromium plated. Attractive metal tank motif in chromium, red and gold.

R o y a l E n f i e l d

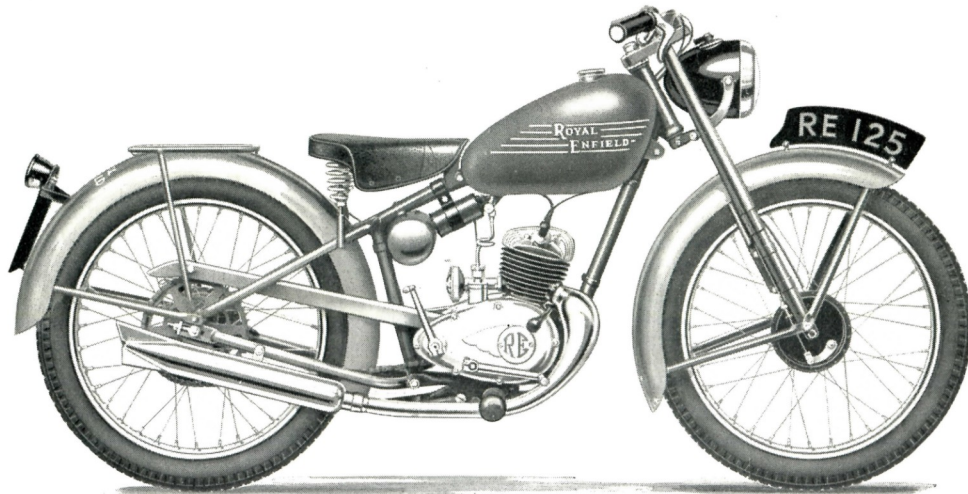


ENGINE-GEAR UNIT : New 148 c.c. engine unit of pleasing streamlined design. Foot-controlled three-speed gear. Clutch running at engine speed ensuring super-light operation. Miller generator and ignition system which ensures easy starting under all conditions. **FRAME :** Entirely new design, incorporating swinging arm rear suspension which gives complete absorption of road shocks. All main tubes of chrome molybdenum alloy steel. Easy lift, spring-up, centre stand. **WHEELS :** 2.75 x 19in. Dunlop tyres front and rear. Powerful 5in. brakes on both wheels. **EXHAUST SYSTEM :** Incorporates special streamlined expansion chamber in addition to silencer. **FINISH :** Copper Beech Polychromatic enamel with bright parts heavily chromium plated. Attractive new tank transfer of modern design.

Specially designed pillion seat and footrests are available as extra equipment on this model.

Spring Frame
148 c.c. 2-stroke
"150 Ensign"

R o y a l E n f i e l d



125 c.c. 2-stroke
Model "R.E."

ENGINE-GEAR UNIT : 125 c.c. two-stroke engine-gear unit of pleasing streamlined design. Foot-operated three-speed gear. Clutch running at engine speed giving super-light operation. The new Miller generator and ignition system ensures easy starting under all conditions. **FRAME :** Cradle type having all main tubes of chrome molybdenum alloy steel. Easy lift, spring-up, centre stand. **WHEELS :** 2.75 x 19in. Dunlop tyres front and rear. Powerful 5in. brakes on both wheels. **EXHAUST SYSTEM :** Incorporates special streamlined expansion chamber in addition to silencer. **FINISH :** Lustrous Silver Grey enamel, bright parts heavily chromium plated. Attractive new tank transfer of modern design.

R o y a l E n f i e l d

ROYAL ENFIELD MOTOR CYCLES

Technical Data

	Bore and Stroke (m.m.)	Cubic Capacity (c.c.)	Compression Ratio	Gear Ratios (Solo)	Gear Ratios (Side-car)	Petrol Tank Capacity (Imp. Gals.)	Oil Tank Capacity (Pints)	Approx. Max. Speed (m.p.h.)	Approx. Petrol Consumption (m.p.g.)	Weight (lbs.)	Wheel-base (inches)	Saddle Height (inches)	Ground Clearance (inches)	Overall Width (inches)
"Meteor 700"	70×90	692	6½ to 1	4-47 5-8 8-05 12-4 : 1	5-03 6-53 9-05 13-95 : 1	4 (18 litres)	4	95-100	55-60	405	54	29½	5½	28
"500 Twin"	64×77	496	6½ to 1	5 6-5 9 13-9 : 1	—	3½ (15 litres)	4	85-90	65-70	390	54	29½	5½	28
"500 Bullet"	84×90	499	6½ to 1	4-91 6-4 8-85 13-65 : 1	5-72 7-45 10-3 15-9 : 1	3½ (15 litres)	4	85-90	70-75	370	54	29½	6½	28
"350 Bullet"	70×90	346	6½ to 1	5-67 7-37 10-2 15-8 : 1	—	3½ (15 litres)	4	75-80	75-80	350	54	29½	6½	28
Model "J2"	84×90	499	5½ to 1	5-1 6-6 9-2 14-2 : 1	5-95 7-7 10-7 16-6 : 1	2½ (12½ litres)	4	80-85	70-75	395	54½	28½	4½	28
Model "G"	70×90	346	6 to 1	5-6 7-3 10-1 15-6 : 1	—	2½ (12½ litres)	4	70-75	75-80	370	53½	29	5½	28
Model "S"	64×77	248	6½ to 1	6-25 8-45 13-1 18-5 : 1	—	2½ (12½ litres)	4	60-65	95-100	336	53½	29	5½	28
"150 Ensign"	56×60	148	6½ to 1	6-95 11-3 20-35 : 1	—	2 (9 litres)	—	50-55	110-120	155	48	28	6	25½
Model "RE"	53-79 × 55	125	5½ to 1	7-55 12-3 22-1 : 1	—	1½ (8 litres)	—	45-50	120-150	140	48	28	5½	25½

All Royal Enfield Motor Cycles are sold by our Dealers subject to the limited Guarantee adopted by the British Cycle and Motor Cycle Manufacturers and Traders Union Ltd. Shortage of space prevents it being printed in full in this catalogue, but a copy will be sent on application. Specifications in this publication are subject to alteration at any time without notice.

THE ENFIELD CYCLE CO. LTD.

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