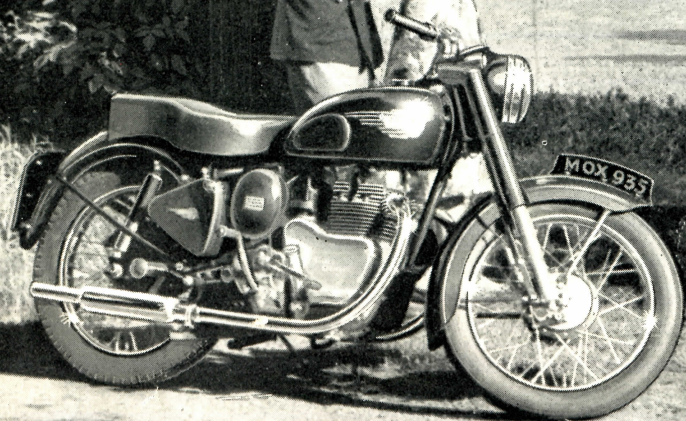


Royal Enfield

Sept 1954

*Spring
Frame*



MOTOR CYCLES

**ENTHUSIASTS
PLEASE
NOTE!**

Royal

For nearly half a century ROYAL ENFIELD Motor Cycles have been renowned for their advanced design, superlative performance and outstanding reliability.

The 1954 range of models worthily upholds this proud tradition and includes machines which will fulfil the requirements of every type of rider under all conditions.

ROYAL ENFIELD Motor Cycles are the product of careful research and development by experts and are manufactured by skilled craftsmen by modern precision methods in one of the world's best-equipped motor cycle factories.

Typical of the up-to-date design which has always been an outstanding characteristic of ROYAL ENFIELD Motor Cycles is the modern "Casquette" fork head, which is featured on the 1954 Spring Frame Models and incorporates the headlamp, speedometer, ammeter and lighting switch in one streamlined unit.

ROYAL ENFIELD Motor Cycles are distributed through a world-wide dealer organisation, which has been carefully selected to ensure exemplary after-sales service and maintenance. Do not hesitate to consult your local ROYAL ENFIELD Dealer, who will be only too pleased to place the benefit of his knowledge and experience at your disposal in selecting the model best suited to your individual requirements.

1954

M O T O R C Y

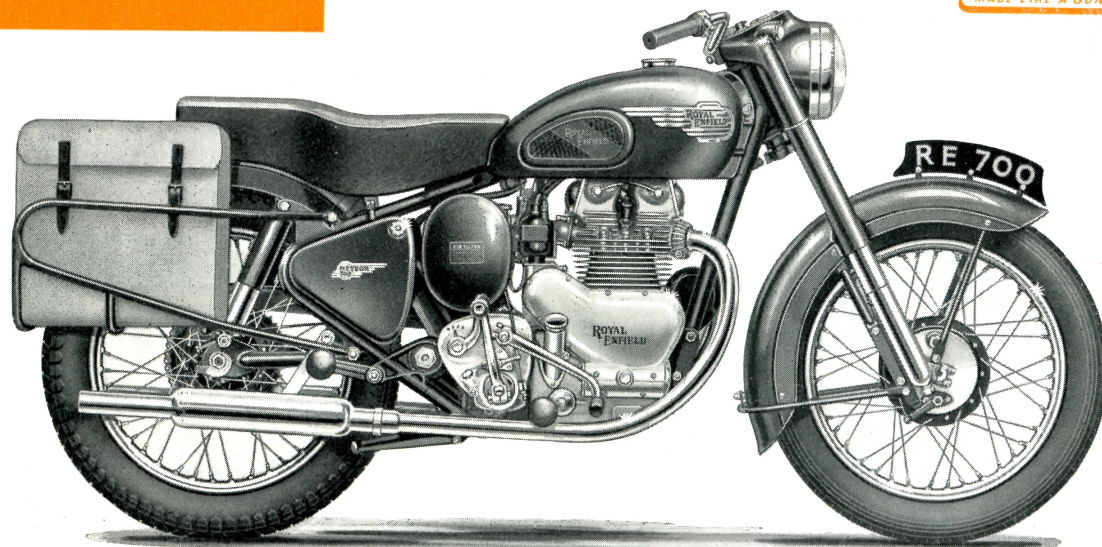
Enfield



**BACKGROUND
TO A
WORLD FAMOUS
NAME**

C L E S

FOR DETAILS OF
STANDARD MOTOR CYCLES
SEE SEPARATE LEAFLET



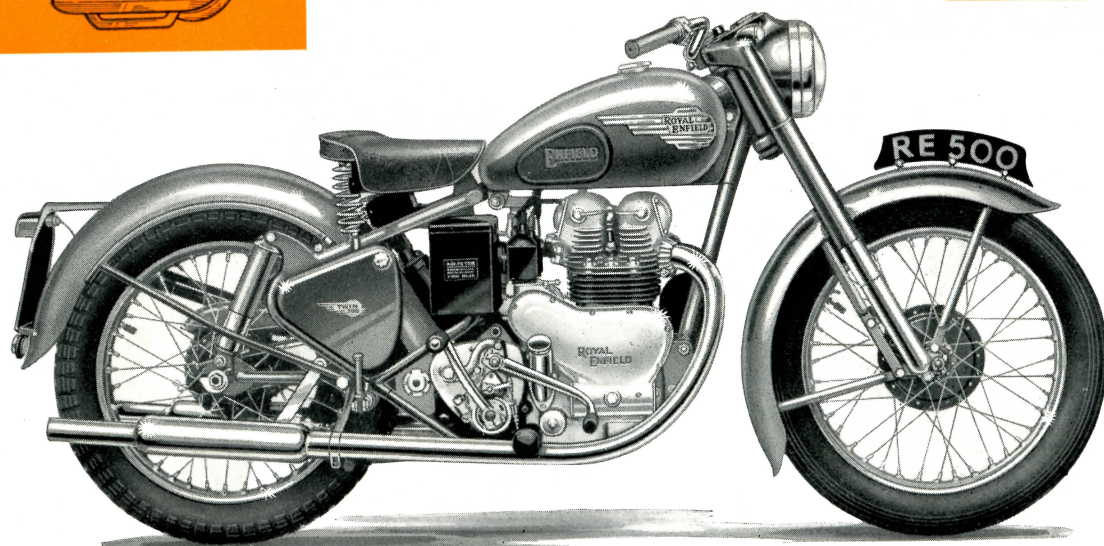
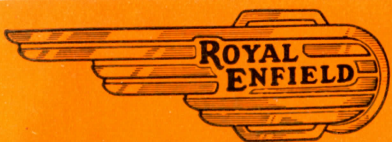
Spring Frame
692 c.c. O.H.V.
"Meteor 700"

Royal Enfield

Engine: 692 c.c. o.h.v. vertical twin cylinder. Separate cylinder heads fitted on deep-finned cylinders. R.R. 56 light alloy connecting rods. Massive one-piece crankshaft. Chain-driven high-level camshafts. Dry sump lubrication incorporating large-capacity oil filter. **Frame and Forks:** Robust swinging arm spring frame of chrome molybdenum tubing with hydraulic damping. Self lubricating hydraulically damped telescopic forks incorporating the new "Casquette" fork head-plate clutch. **Transmission:** 4-speed foot-operated gearbox incorporating positive neutral finder. Multi-plate clutch. Primary drive by Duplex chain enclosed in oilbath case. Final drive by $\frac{3}{8}$ -in. chain. **Carburettor:** Amal carburettor fitted with oil-wetted air filter. **Wheels:** Patented cush drive incorporated in rear hub eliminates all transmission shocks. Dunlop 3.25-in. ribbed front and 3.50-in. scudded rear tyres. Powerful dual front brake. **Electrical Equipment:** Lucas 6-volt 75-watt dynamo lighting and ignition. Automatic voltage control. Headlamp, two pilot lamps and lighting switch mounted in "Casquette" fork head. Combined stop and rear light. Electric horn. **Equipment:** Smith's chronometric illuminated speedometer. Centre stand, prop stand. Pillion footrests. Inflator and tool kit. **Finish:** Copper beech polychromatic enamel. Bright parts heavily chromium plated or polished aluminium. Attractive metal tank motif of modern design.

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.

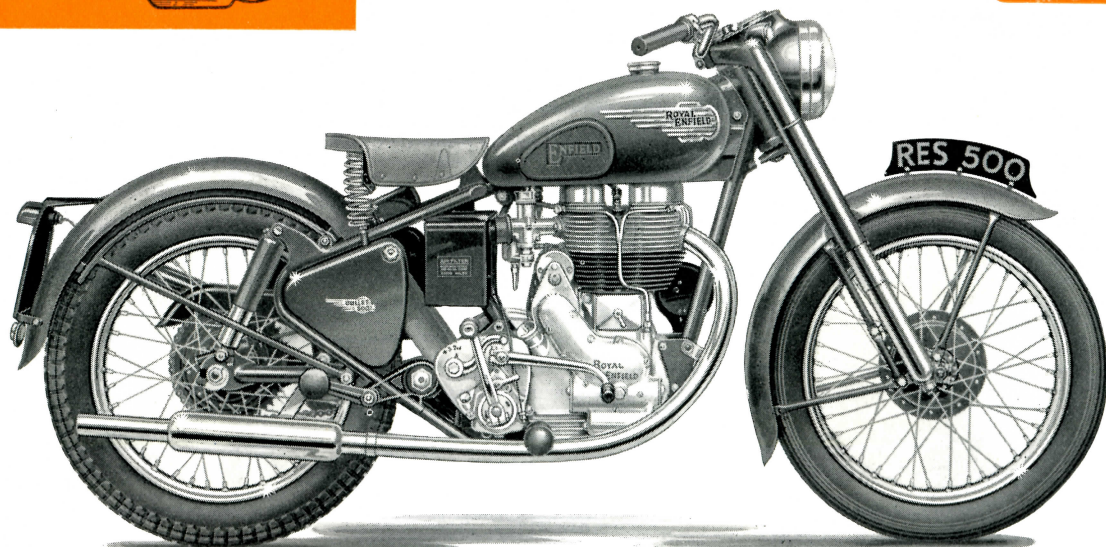
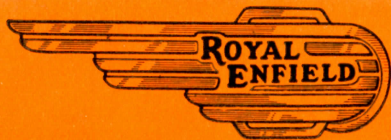
The Dual Seat and Pannier Set illustrated above are available as extras; see separate leaflets.



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

Royal Enfield

Engine : 496 c.c. o.h.v. vertical twin cylinder. Separate alloy cylinder heads fitted on deep-finned cylinders. R.R.56 light alloy connecting rods. Massive one-piece crankshaft. Chain-driven high-level camshafts. Dry sump lubrication incorporating large-capacity oil filter. **Frame and Forks :** Robust swinging-arm spring frame of chrome molybdenum tubing with hydraulic damping. Self-lubricating hydraulically damped telescopic forks incorporating the new "Casquette" fork head. **Transmission :** 4-speed foot-operated gearbox incorporating positive neutral finder. Multi-plate clutch. Primary drive by Duplex chain enclosed in oil-bath case. Final drive by $\frac{3}{8}$ -in. chain. **Carburettor :** Amal carburettor fitted with oil-wetted air filter. **Wheels :** Patented cush drive incorporated in rear hub eliminates all transmission shocks. Dunlop 3.25-in. ribbed front and 3.50-in. studded rear tyres. Powerful internal expanding hub brakes. **Electrical Equipment :** Lucas magdno or dynamo lighting and ignition optional. Automatic voltage control. Electric horn. Headlamp, two pilot lamps and lighting switch mounted in "Casquette" fork head. Combined stop and rear light. **Equipment :** Smith's chronometric illuminated speedometer. Centre stand, prop stand. Pillion footrests. Inflator and tool kit. **Finish :** Silver-grey polychromatic enamel. Bright parts heavily chromium plated or polished aluminium. Attractive metal tank motif of modern design.



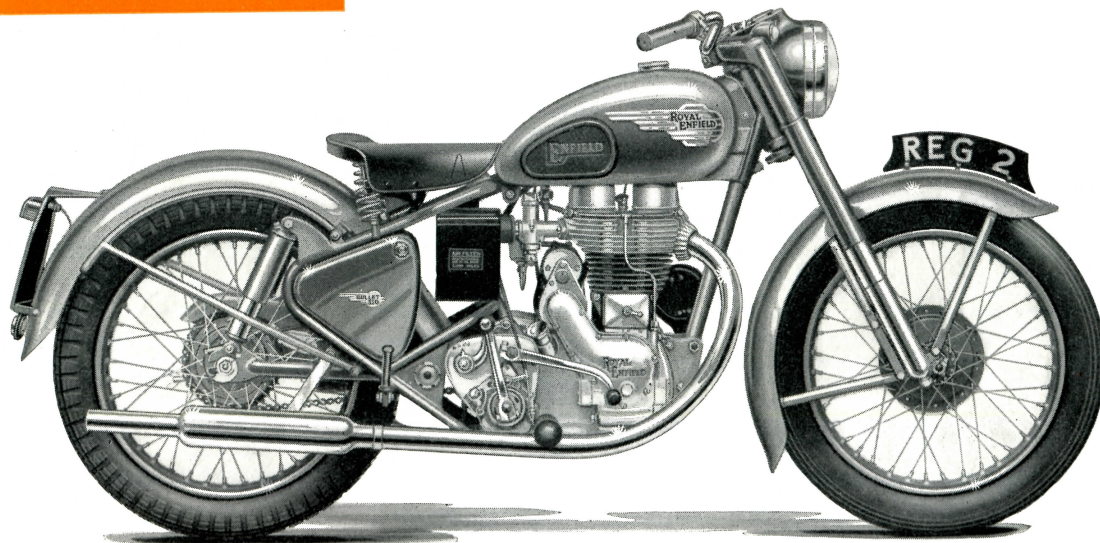
Spring Frame
499 c.c. O.H.V.
"500 Bullet"

Royal Enfield

Engine : 499 c.c. o.h.v. single cylinder. Aluminium alloy cylinder head. R.R.56 light alloy connecting rod. Dry sump lubrication incorporating large-capacity oil filter. **Frame and Forks :** Robust swinging-arm spring frame of chrome molybdenum tubing with hydraulic damping. Self-lubricating hydraulically-damped telescopic forks incorporating the new "Casquette" fork head. **Transmission :** Four-speed foot-operated gearbox incorporating positive neutral finder. Multi-plate clutch. Primary drive by Duplex chain enclosed in oil-bath case. Final drive by $\frac{3}{8}$ -in. chain. **Carburettor :** Amal carburettor fitted with oil-wetted air filter. **Wheels :** Patented cush drive incorporated in rear hub eliminates all transmission shocks. Dunlop 3-25-in. ribbed front and 3-50-in. studded rear tyres. Powerful internal expanding hub brakes. **Electrical Equipment :** Lucas 60-watt output magdyno. Automatic voltage control. Electric horn. Headlamp, two pilot lamps and lighting switch mounted in "Casquette" fork head. Combined stop and rear light. **Equipment :** Smith's chronometric illuminated speedometer. Centre stand, prop stand. Pillion footrests. Inflator and tool kit. **Finish :** Distinctive copper beech polychromatic enamel. Bright parts heavily chromium plated or polished aluminium. Attractive metal tank motif of modern design.

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.

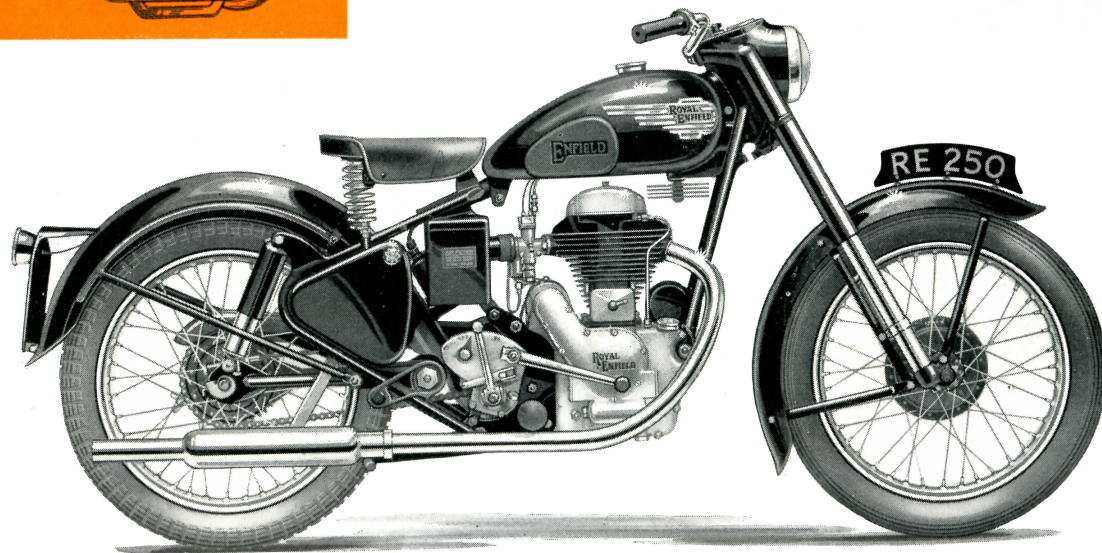
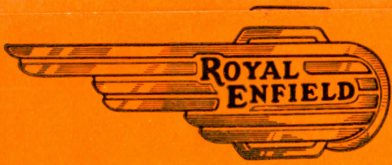
FOR DETAILS OF SPECIAL
"BULLET" COMPETITION MODELS
SEE SEPARATE FOLDER



Spring Frame
346 c.c. O.H.V.
"350 Bullet"

Engine: 346 c.c. o.h.v. single cylinder. Aluminium alloy cylinder head. R.R.56 light alloy connecting rod. Dry sump lubrication incorporating large-capacity oil filter. **Frame and Forks:** Robust swinging-arm spring frame of chrome molybdenum tubing with hydraulic damping. Self-lubricating hydraulically damped telescopic forks incorporating the new "Casquette" fork head. **Transmission:** Four-speed foot-operated gearbox incorporating positive neutral finder. Multi-plate clutch. Primary drive by Duplex chain enclosed in oilbath case. Final drive by $\frac{1}{2}$ -in. chain. **Carburettor:** Amal carburettor fitted with oil-wetted air filter. **Wheels:** Patented cush drive incorporated in rear hub eliminates all transmission shocks. Dunlop 3.25-in. ribbed front and studded rear tyres. Powerful internal expanding hub brakes. **Electrical Equipment:** Lucas 60-watt output magdynamo. Automatic voltage control. Electric horn. Headlamp, two pilot lamps and lighting switch mounted in "Casquette" fork head. Combined stop and rear light. **Equipment:** Smith's Chronometric illuminated speedometer. Centre stand, prop stand. Pillion footrests. Inflator and tool kit. **Finish:** Silver-grey polychromatic enamel. Bright parts heavily chromium plated or polished aluminium. Attractive metal tank motif of modern design.

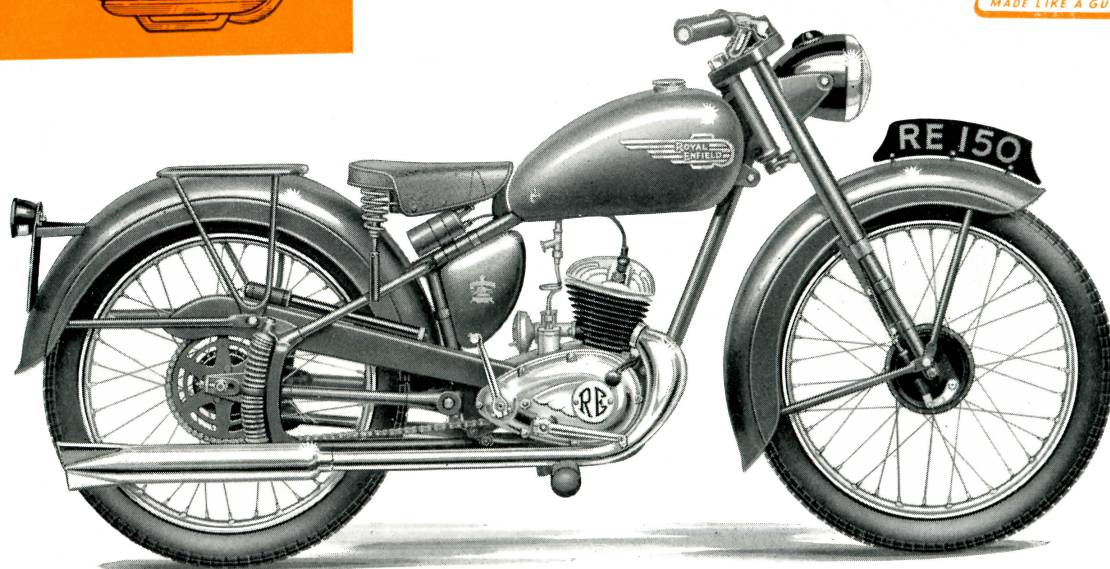
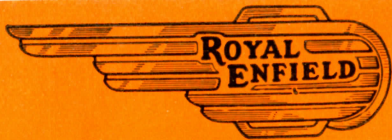
Royal Enfield



Spring Frame
248 c.c. O.H.V.
"250 Clipper"

Engine: 248 c.c. o.h.v. single cylinder. Dry sump lubrication incorporating large-capacity oil filter. **Frame and Fork:** Robust swinging-arm spring frame of chrome molybdenum tubing with hydraulic damping. Self-lubricating hydraulically-damped telescopic forks incorporating the new "Casquette" fork head. **Transmission:** 4-speed foot-operated gearbox. Multi-plate clutch. Primary drive, $\frac{1}{2}$ -in. pitch chain enclosed in oilbath case, final drive by $\frac{1}{2}$ -in. pitch chain. **Carburettor:** Amal carburettor fitted with oil-wetted air filter. **Wheels:** Patented cush drive incorporated in rear hub eliminates all transmission shocks. Dunlop 3.00-in. ribbed front, and studded rear tyres. Powerful internal expanding hub brakes. **Electrical Equipment:** A.C. Generator and rectifier giving 6-volt 60-watt output, enclosed in primary chain case. Electric horn. Headlamp and light switch mounted in "Casquette" fork head. **Equipment:** Smith's Chronometric illuminated speedometer. Centre stand, inflator and tool kit. **Finish:** Distinctive olive green enamel. Bright parts heavily chromium plated or polished aluminium. Attractive metal tank motif of modern design.

Royal Enfield



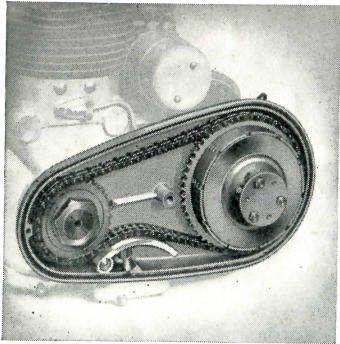
Spring Frame
148 c.c. 2-stroke
"150 Ensign"

Engine-Gear Unit : 148 c.c. two-stroke engine-gear unit of modern streamlined design. Aluminium alloy head. Foot-operated 3-speed gear. Engine shaft clutch. High-output flywheel generator. $\frac{3}{8}$ -in. primary chain enclosed in oilbath case and $\frac{1}{2}$ -in. chain final drive. **Frame and Forks :** Robust swinging arm spring-frame of chrome molybdenum tubing. Telescopic forks with fascia panel incorporating speedometer head. **Carburettor :** Amal needle-type carburettor. Twist-grip control. **Wheels :** 2.75 in. Dunlop tyres. Powerful internal expanding brakes. **Equipment :** Lightweight chronometric speedometer. Bulb horn. Centre stand. Inflator. Tool kit. **Finish :** Copper-beech polychromatic enamel. Bright parts heavily chromium plated or polished aluminium.

Royal Enfield

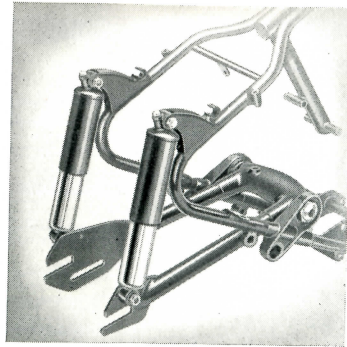
Exclusive

Royal



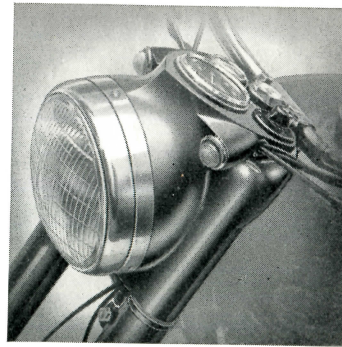
DUPLEX PRIMARY DRIVE

Totally enclosed in polished aluminium oil bath, this drive is virtually trouble free and will run for long periods without any attention.



SPRING FRAME

The ROYAL ENFIELD spring frame is of the scientifically-correct swinging-arm type with hydraulic movement control and ensures maximum comfort and perfect road holding under all conditions.

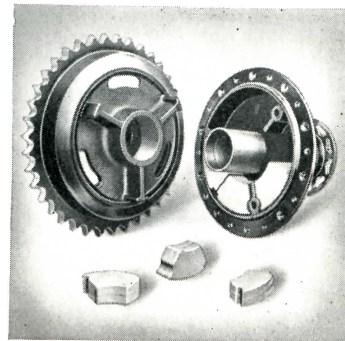


CASQUETTE FORK HEAD

Headlamp, pilot lights, speedometer, ammeter and light switch are all enclosed in one attractive, streamlined, easily cleaned unit.

AIR FILTER

This efficient, oil-wetted unit ensures that only clean air enters the carburettor. As a result, wear of the cylinder, piston, piston rings and valve guides is reduced to a minimum.

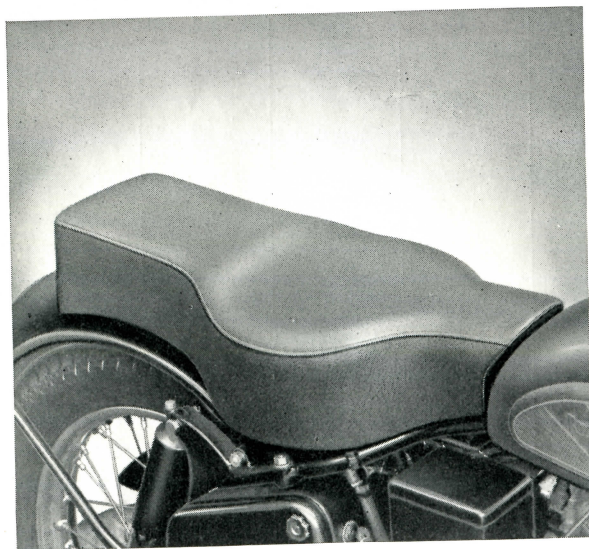


CUSH DRIVE

The ROYAL ENFIELD cush drive eliminates transmission shocks and effectively reduces the wear of tyres, chains and bearings.

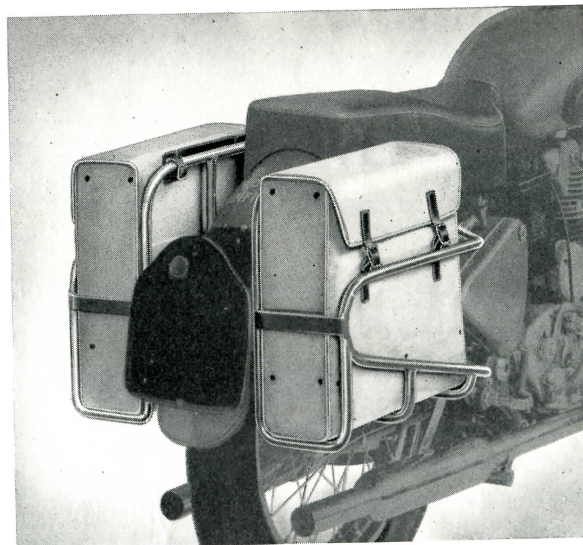
Enfield

Features



DUAL SEAT

Specially designed to ensure the comfort of rider and passenger, and to blend with the lines of the machine. Constructed with a deep, luxurious Dunlopillo cushion on a shaped metal base, and covered with weather-resisting Vynide plastic.



PANNIER SET

Designed to form an integral part of the machine, harmonising with the lines of the spring frame models, and providing the maximum luggage capacity. It consists of two canvas panniers (size 13½ in. × 5 in. × 13 in.) fitted in a tubular steel frame. The panniers can be easily and quickly removed and are provided with carrying handles.

T E C H N I C A L D A T A

	"Meteor 700"	"500 Twin"	"500 Bullet"	"350 Bullet"	"250 Clipper"	"150 Ensign"
Bore and Stroke (m.m.)	70×90	64×77	84×90	70×90	64×77	56×60
Cubic Capacity (c.c.)	692	496	499	346	248	148
Compression Ratio	6½ to 1	6½ to 1	6½ to 1	6½ to 1	6½ to 1	6½ to 1
Gear Ratios (Solo)	4.47 5.8 8.05 12.4 : 1	5 6.5 9 13.9 : 1	4.91 6.4 8.85 13.65 : 1	5.67 7.37 10.2 15.8 : 1	6.25 8.45 13.1 18.5 : 1	6.95 11.3 20.35 : 1
Gear Ratios (Sidecar)	5.03 6.53 9.05 13.95 : 1	—	5.72 7.45 10.3 15.9 : 1	—	—	—
Petrol Tank Capacity (Imp. Gals.) ...	4 (18 litres)	3¼ (15 litres)	3¼ (15 litres)	3¼ (15 litres)	3¼ (15 litres)	2 (9 litres)
Oil Tank Capacity (Pints)	4	4	4	4	4	—
Approx. Maximum Speeds (m.p.h.) ...	95-100	85-90	85-90	75-80	60-65	50-55
Approx. Petrol Consumption (m.p.g.) ...	55-60	65-70	70-75	75-80	95-100	110-120
Weight (lbs.)	405	390	370	350	330	155
Wheelbase (inches)	54	54	54	54	54	48
Saddle Height (inches)	29½	29½	29½	29½	29½	28
Ground Clearances (inches)	5½	5½	6¼	6¼	6	6
Overall Width (inches)	28	28	28	28	28	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.

Head Office and Works: REDDITCH, ENGLAND

*Grams : "Cycles, Phone, Redditch." *Phone : Redditch 121 (8 lines)