

# 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 to 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 any defects in these respects. As motor cycles, motor cycle combinations and sidecars are easily 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 or supplied 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 conditions, 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 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.

## 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.

# Royal Enfield

1955  
MOTOR CYCLES



# Royal Enfield

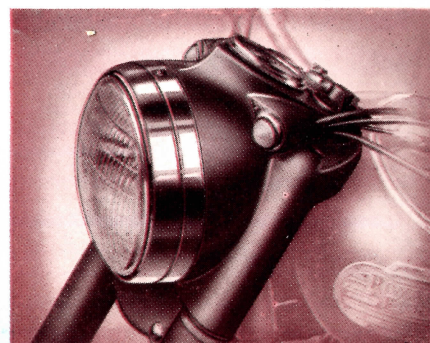
## EXCLUSIVE FEATURES

*Designed to go*

FOR half a century ROYAL ENFIELD Motor Cycles have been distinguished by their advanced design, outstanding performance and traditional reliability.

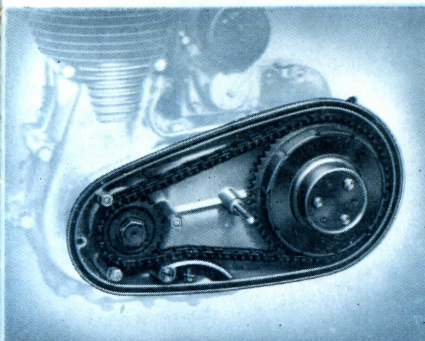
The 1955 Range worthily upholds this reputation, and offers machines to meet the requirements of every type of Motor Cycle user.

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



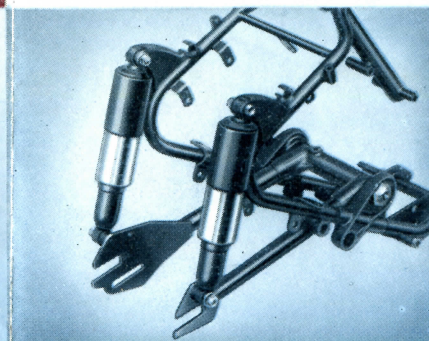
### CASQUETTE FORK HEAD

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



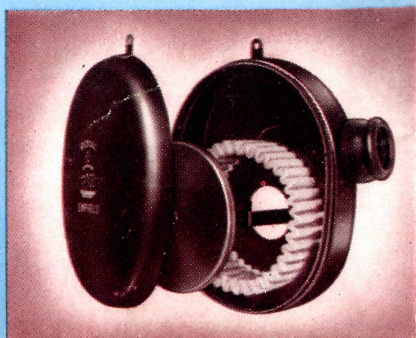
### DUPLEX PRIMARY DRIVE

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



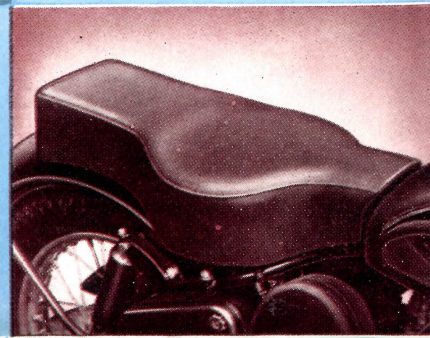
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### AIR FILTER

This efficient 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.



### DUAL SEAT

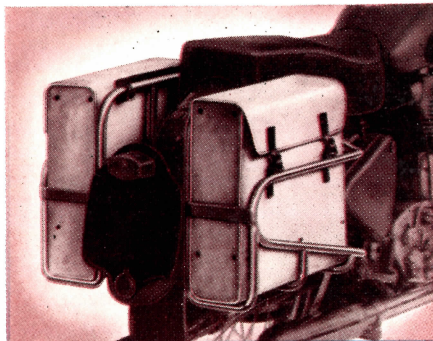
Specially designed to ensure the comfort of rider and passenger, and to blend with the lines of the machine. Constructed with a deep, luxurious Dunlopillo cushion on a shaped metal base, and covered with weather-resisting Vynide plastic.

# Enfield

*Designed to give you better motorcycling*

## CASQUETTE FORK HEAD

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

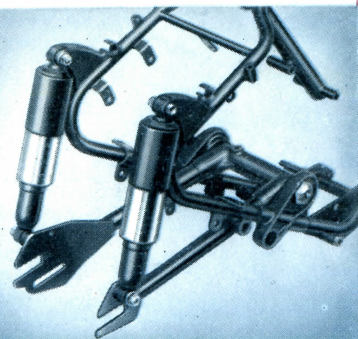


## PANNIER SET

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

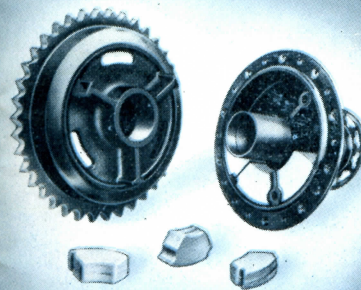
## SPRING FRAME

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.



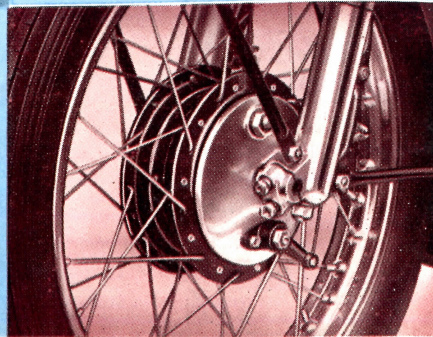
## CUSH DRIVE

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



## 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.



## DUAL FRONT BRAKE

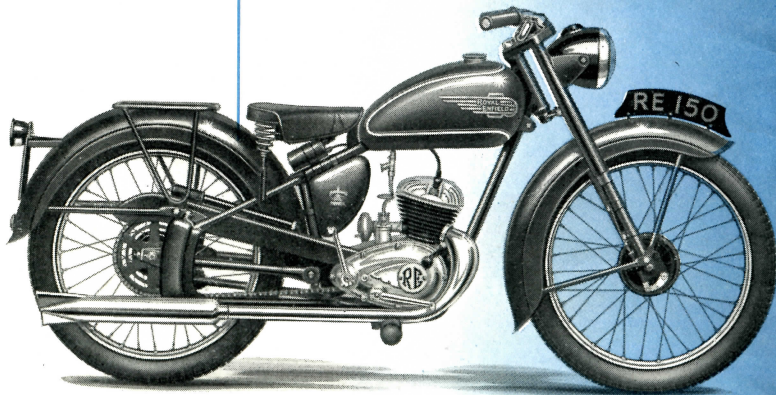
All Bullet and Twin cylinder machines are now equipped with dual front brakes, which give absolute stability during hard braking combined with tremendous power and long life.



# Royal

## 150 ENSIGN

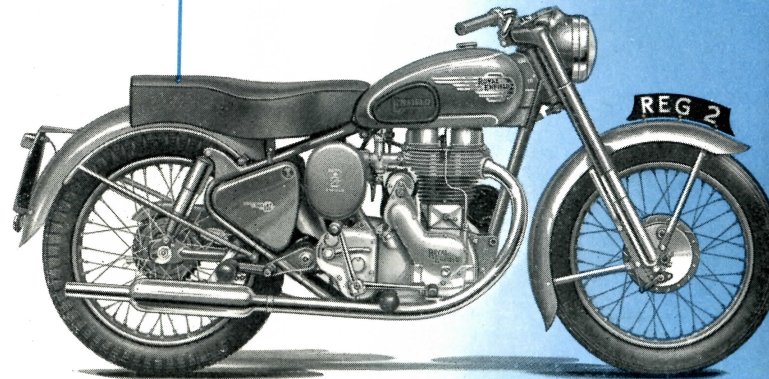
Spring Frame  
148 c.c. 2-stroke



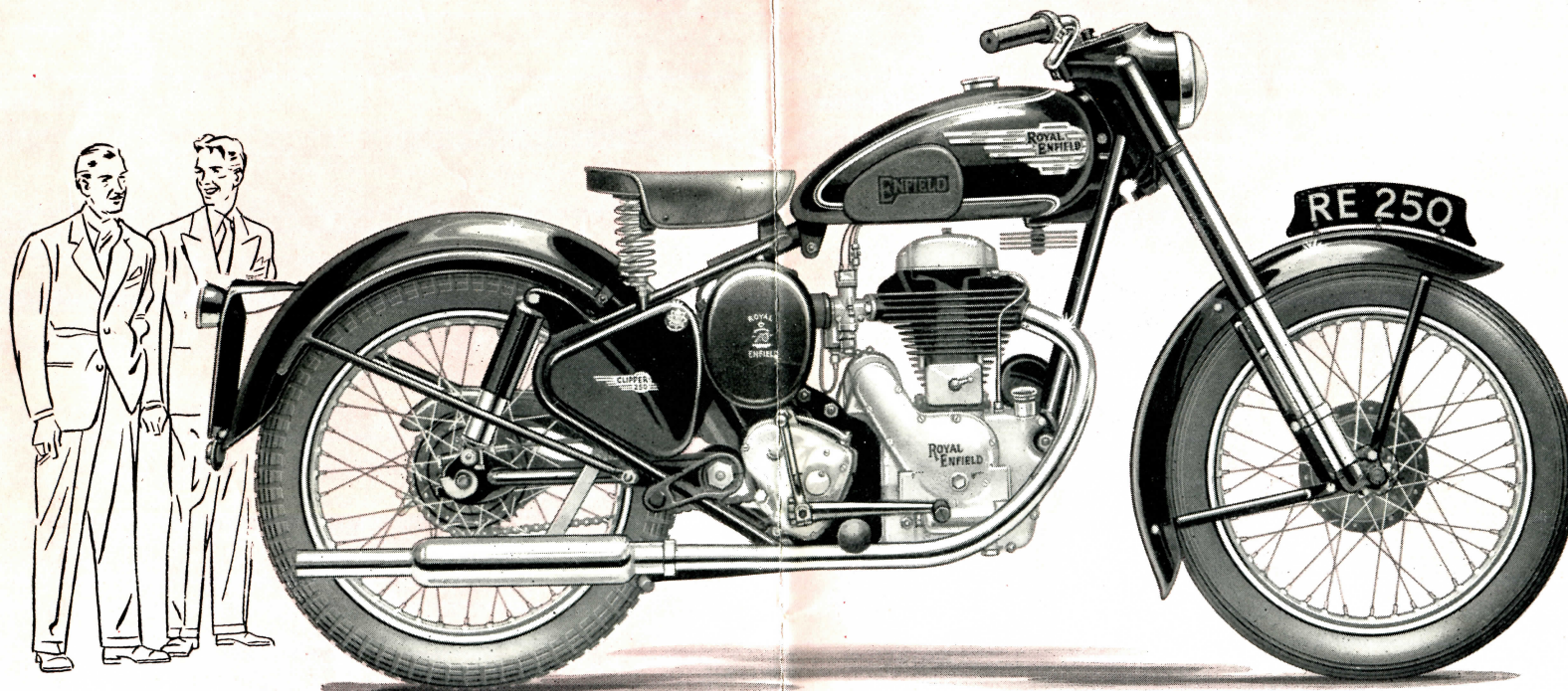
**Engine-Gear Unit:** 148 c.c. two-stroke engine-gear unit of modern streamlined design. Aluminium alloy head. Foot-operated 3-speed gear. Engine shaft clutch. High output flywheel generator.  $\frac{27}{32}$ -in. primary chain enclosed in oilbath case and  $\frac{1}{2}$ -in. chain final drive. **Frame 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 and tool kit. **Finish:** Rich deep maroon. Optional finish in olive green or polychromatic silver-grey enamels. Bright parts heavily chromium plated or polished aluminium.

## 350 BULLET

Spring Frame  
346 c.c. O.H.V.



**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 "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  $\frac{5}{8}$ -in. chain. **Carburettor:** Amal carburettor fitted with 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 dual front brake. **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. Dual seat. Inflator and tool kit. **Finish:** Silver-grey polychromatic enamel. Optional finish in rich deep maroon or olive green enamels. Bright parts heavily chromium plated or polished aluminium. Attractive metal tank motif of modern design.



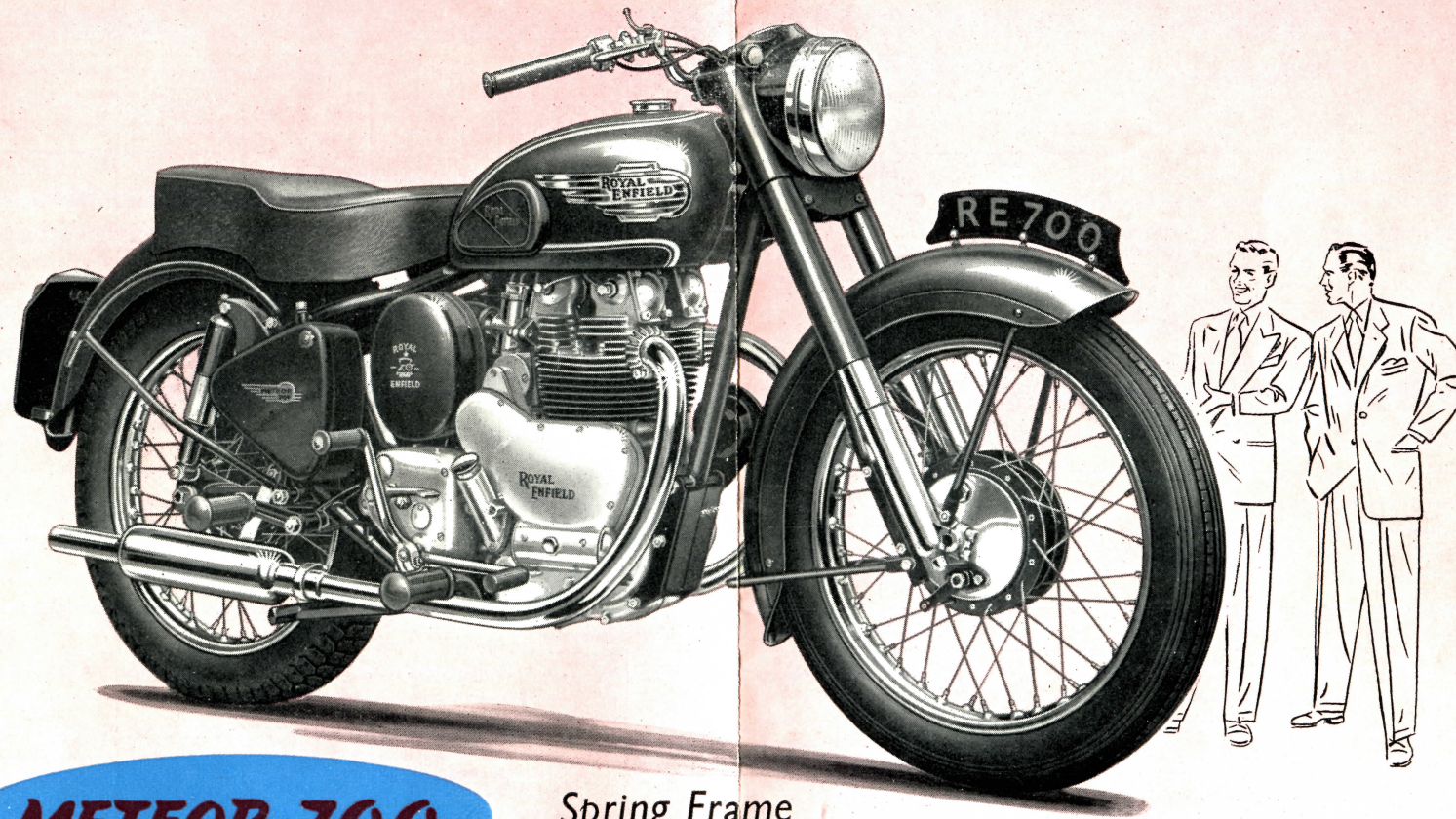
## 250 CLIPPER

Spring Frame  
248 c.c. O.H.V.

**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 "Casquette" fork head. **Transmission :** Four-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 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, ammeter 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. Optional finish rich deep maroon or polychromatic silver-grey enamels. Bright parts heavily chromium plated or polished aluminium. Attractive metal tank motif of modern design.

# Enfield



## METEOR 700

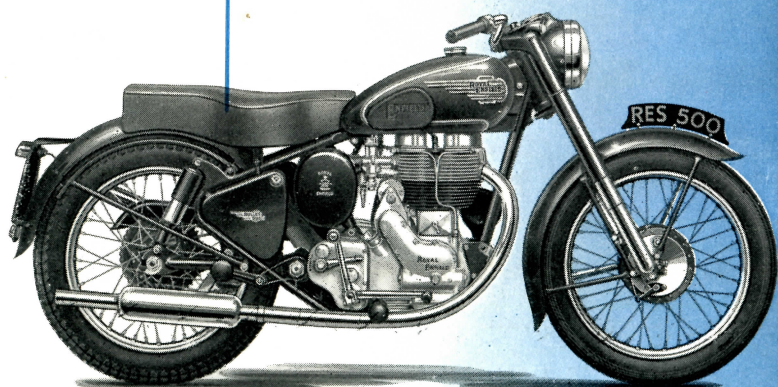
Spring Frame  
692 c.c. O.H.V.

**Engine:** 692 c.c. o.h.v. vertical twin cylinder. Separate aluminium 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. **Forks and Forks:** Robust swinging arm spring frame of chrome molybdenum tubing with hydraulic damping. Self-lubricating hydraulically damped telescopic forks incorporating the "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  $\frac{3}{4}$ -in. chain. **Carburettor:** Amal carburettor fitted with 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 dual front brake. **Electrical Equipment:** Lucas 60 watt output magdyno. 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. Dual seat. Inflator and tool kit. **Finish:** Rich deep maroon enamel. Optional finish in olive green or polychromatic silver-grey enamels. 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. When ordering, please specify whether machine is intended for Solo or Sidecar use.

## 500 BULLET

Spring Frame  
499 c.c. O.H.V.

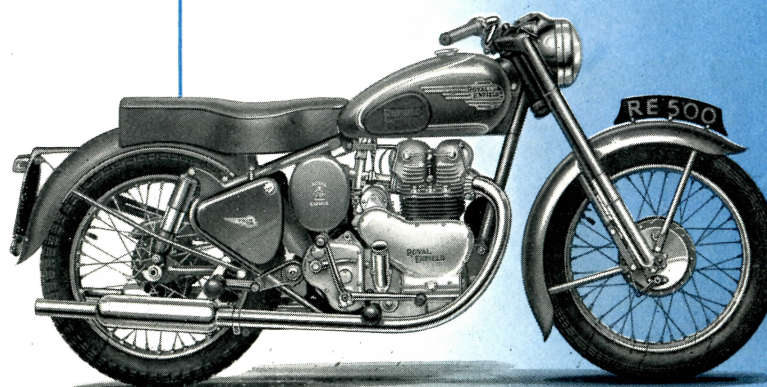


**Engine :** 499 c.c. o.h.v. single cylinder. Aluminium alloy cylinder head. R.R.56 light alloy connecting rod. Dry sump lubrication incorporating large-capacity oil filter. **Frame and Forks :** Robust swinging-arm spring frame of chrome molybdenum tubing with hydraulic damping. Self-lubricating hydraulically-damped telescopic forks incorporating the "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 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 dual front brake. **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. Dual seat. Inflator and tool kit. **Finish :** Rich deep maroon enamel. Optional finish in olive green or polychromatic silver grey enamels. 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. When ordering, please specify whether machine is intended for Solo or Sidecar use.

## 500 TWIN

Spring Frame  
496 c.c. O.H.V.



**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 "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 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 dual front brake. **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 foot rests. Dual seat. Inflator and tool kit. **Finish :** Silver grey polychromatic enamel. Optional finish in rich deep maroon or olive green enamels. Bright parts heavily chromium plated or polished aluminium. Attractive metal tank motif of modern design.

# TECHNICAL DATA

1955 Models

	"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 ... ..	7.25 to 1	6.5 to 1	6.5 to 1	7.25 to 1	6.5 to 1	6.5 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 12.0 21.7 : 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	3 $\frac{1}{4}$	3 $\frac{1}{4}$	3 $\frac{1}{4}$	3 $\frac{1}{4}$	2
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) ... ..	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	28
Ground Clearances (inches) ... ..	5 $\frac{1}{2}$	5 $\frac{1}{2}$	6 $\frac{1}{4}$	6 $\frac{1}{4}$	6	6
Overall Width (inches) ... ..	28	28	28	28	28	25 $\frac{1}{2}$

**THE ENFIELD CYCLE CO. LTD.**

Head Office and Works: **REDDITCH, ENGLAND**

'Grams: "CYCLES, PHONE, REDDITCH." 'Phone: REDDITCH 121 (8 lines).