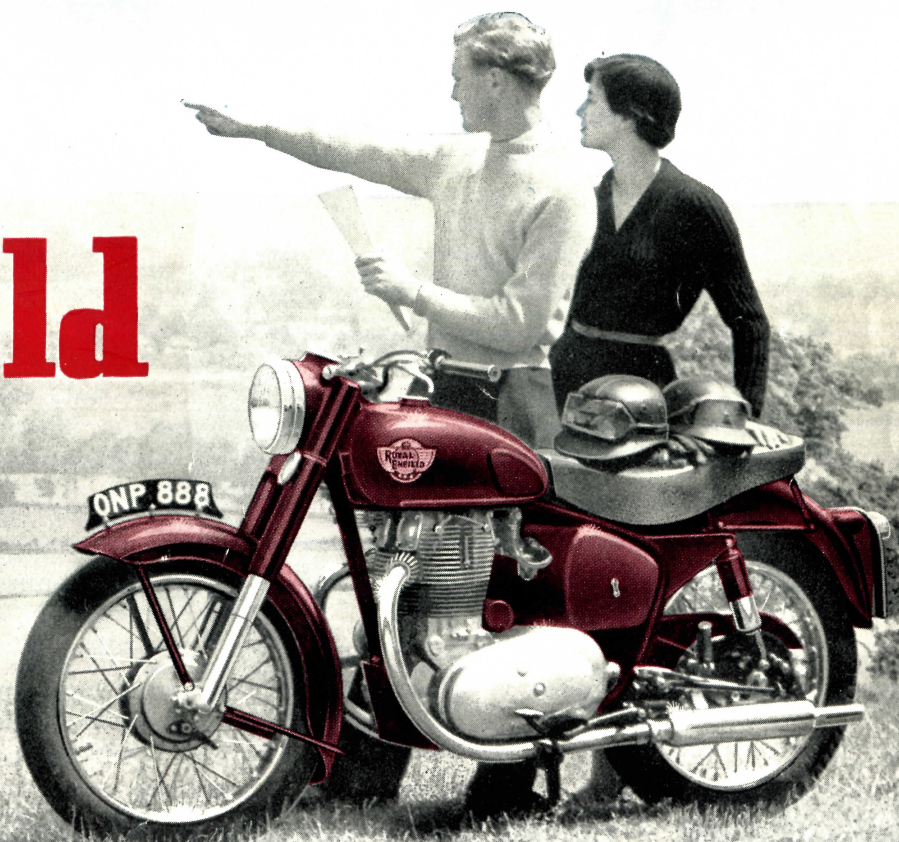
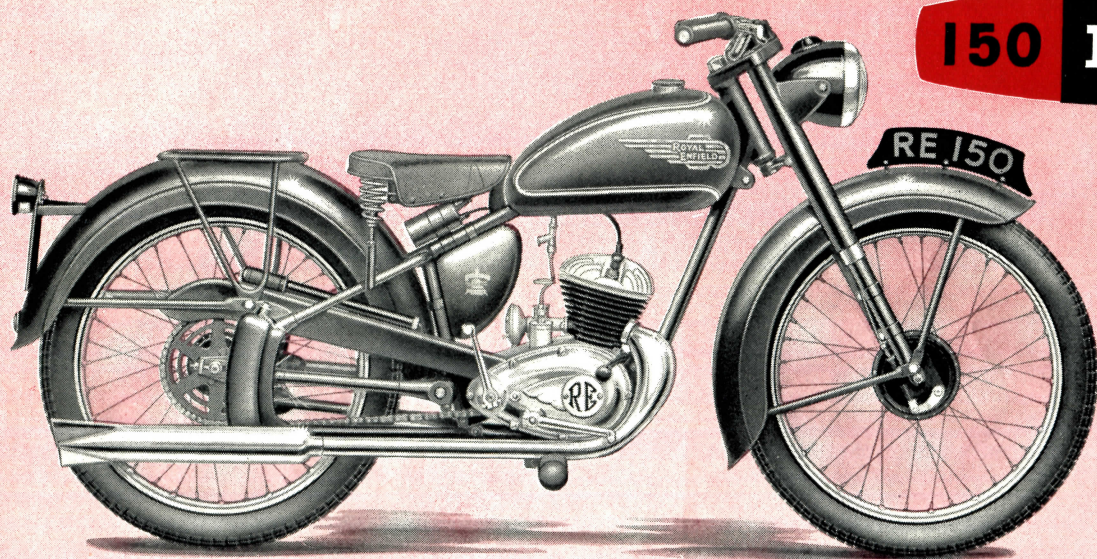


Royal Enfield

MOTOR
CYCLES





150 ENSIGN

SPRING
FRAME
148 c.c.
2-STROKE

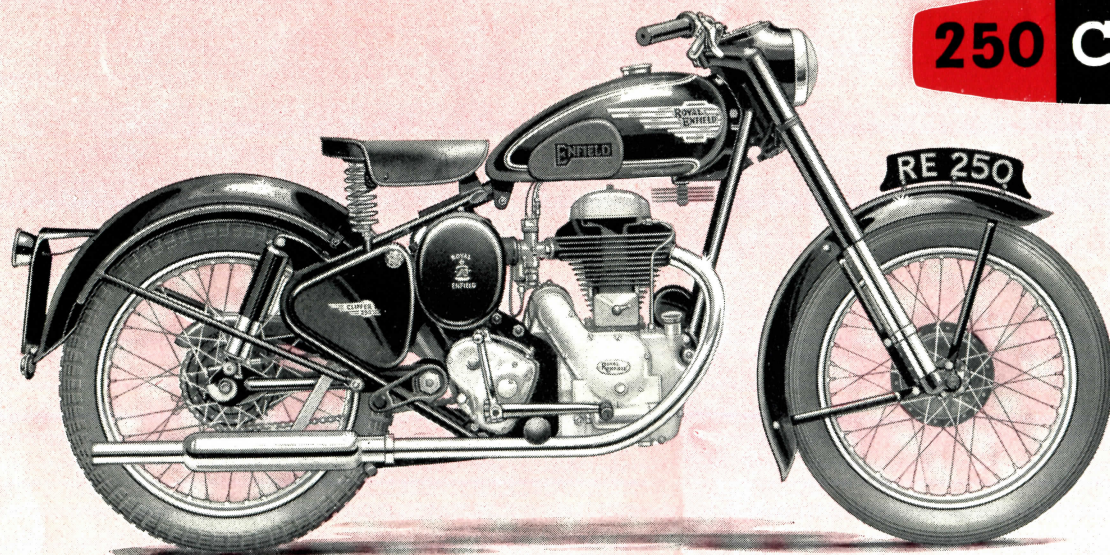


Engine: Gear Unit: 148 c.c. two-stroke engine and three speed foot-operated gearbox designed as one attractive unit. The primary drive completely enclosed and running in oil. Aluminium alloy cylinder head. Robust crankshaft carried by four main journal ball bearings. Improved engine shaft clutch, giving smooth pickup, positive drive and very light operation. High output flywheel generator. Full sized, separate ignition coil, which ensures certain starting under all conditions. **Frame and Forks:** Frame constructed of

chrome-molybdenum tubing, utilizing full swinging arm type rear suspension. Self-lubricating telescopic forks. Facia panel housing illuminated speedometer.

Carburettor: Amal needle type with air cleaner. **Wheels:** Fitted with 2.75-in. Dunlop tyres. Powerful brakes on both wheels. Final drive by $\frac{1}{2}$ -in. pitch chain. **Equipment:** Lightweight chronometric illuminated speedometer. Bulb horn, centre stand, inflator and tool kit. **Finish:** Rich deep maroon. Bright parts heavily chromium plated or polished aluminium.

Royal Enfield



250 CLIPPER

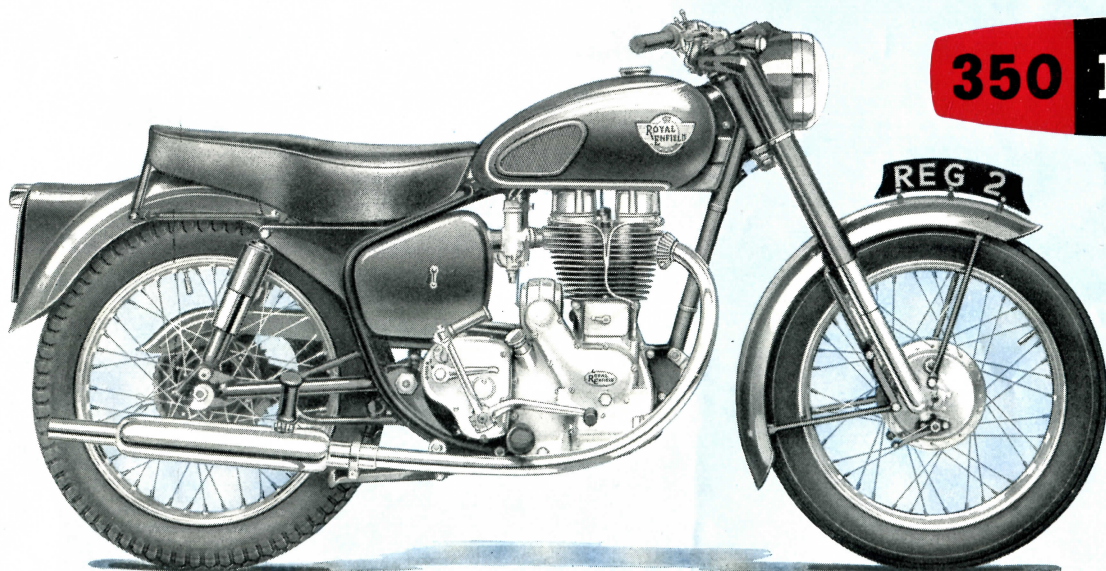
SPRING
FRAME
248 c.c.
O.H.V.



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 front 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, final drive by $\frac{3}{8}$ -in. pitch chain. **Carburettor:** Amal "MONOBLOC" 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 brakes on front and rear wheels. **Electrical Equipment:** Lucas A.C. generator and rectifier giving 6-volt 60 watt output, coil ignition. The generator is enclosed in primary chaincase. 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:** Rich deep maroon, bright parts heavily chromium plated or polished aluminium.

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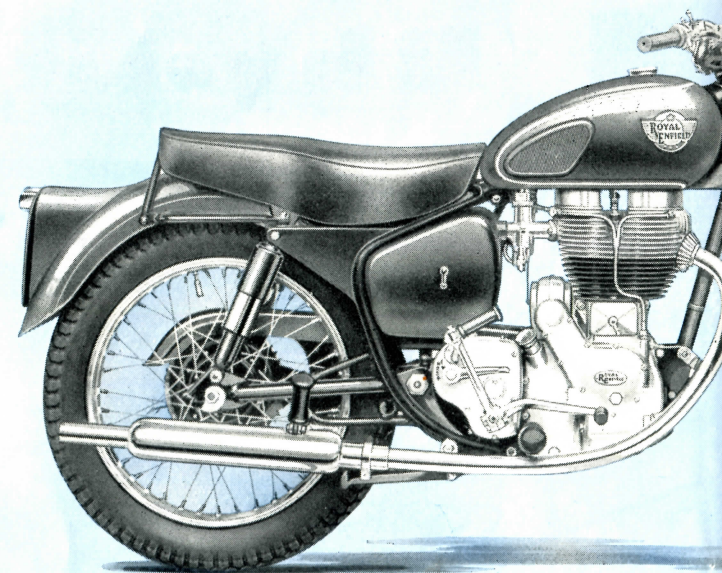
350 BULLET

SPRING
FRAME
346 c.c.
O.H.V.



Engine: 346 c.c. O.H.V. single cylinder. New high efficiency aluminium alloy cylinder head. R.R.56 light alloy connecting rod. Big-end and main bearings increased in size. Dry sump lubrication with increased oil circulation, a larger capacity filter is incorporated in the system. **Frame and Forks:** Robust swinging arm spring frame of entirely new design, with chrome-molybdenum tubing and hydraulic damping. Self-lubricating hydraulically damped telescopic forks, incorporating the "Casquette" fork head. **Transmission:** Four-speed foot-operated gearbox with positive neutral finder, multi-plate clutch. Primary drive by Duplex chain enclosed in oil bath. Final drive by $\frac{3}{8}$ -in. chain. **Carburettor:** Amal "MONOBLOC" fitted with air filter. **Wheels:** The front wheel is fitted with the well-known powerful dual front brake, and 3-25-in.

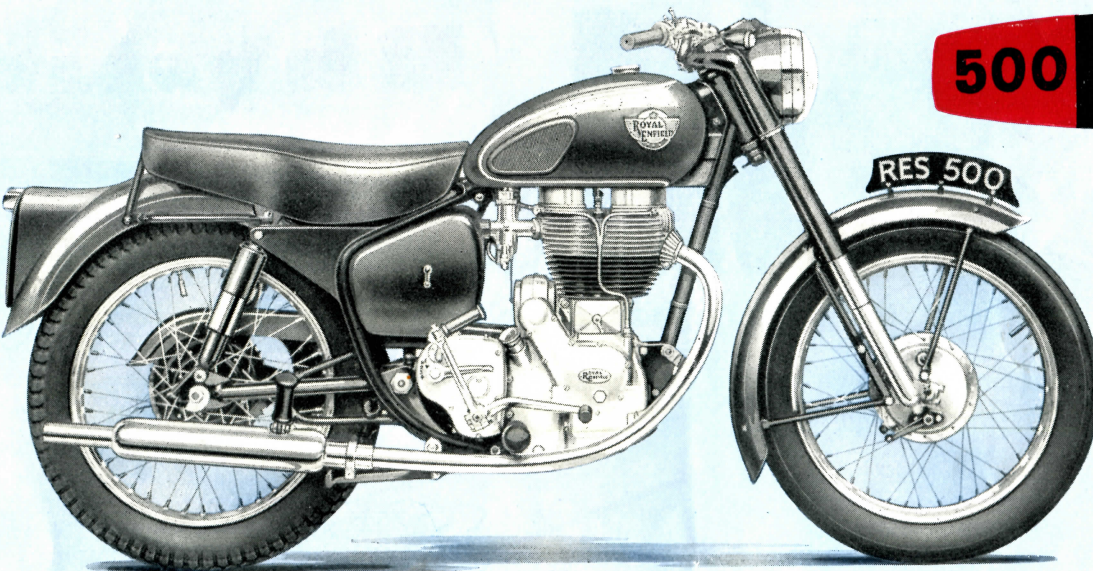
ribbed Dunlop tyre, and the rear wheel with a 3-25 studded type. **Electrical Equipment:** Lucas 6-volt 70-watt output A.C. generator with rectifier and battery for lighting. Lucas rotating magnet type magneto with automatic ignition advance for ignition. Electric horn. Headlamp, twin pilot lights, switch and ammeter, housed in "Casquette" fork head. Combined stop and rear light. **Equipment:** Smith's chronometric illuminated speedometer, centre stand, prop stand, pillion footrests, dual seat, inflater and tool kit. The battery, air cleaner and toolbox are housed in a streamlined container with quickly detachable covers. **Finish:** Rich deep maroon, bright parts heavily chromium plated or polished aluminium. New attractive plastic tank motif.



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 entirely new design, with chrome-molybdenum tubing and hydraulic damping. Self-lubricating hydraulically damped telescopic forks, incorporating the "Casquette" fork head. **Transmission:** Four-speed foot-operated gearbox with positive neutral finder, multi-plate clutch. Primary drive by Duplex chain enclosed in oil bath. Final drive by $\frac{3}{8}$ -in. chain. **Carburettor:** Amal "MONOBLOC" fitted with air filter. **Wheels:** The front wheel is fitted with the well-known powerful dual front brake, and 3-25-in. ribbed Dunlop tyre, and the rear wheel with a 3-50-in. studded type. **Electrical Equipment:** Lucas 6-volt, 70 watt output A.C. generator with rectifier and battery for lighting. Lucas rotating

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Royal E



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 entirely new design, with chrome-molybdenum tubing and hydraulic damping. Self-lubricating hydraulically damped telescopic forks, incorporating the "Casquette" fork head. **Transmission.** Four-speed foot-operated gearbox with positive neutral finder, multi-plate clutch. Primary drive by Duplex chain enclosed in oilbath. Final drive by $\frac{3}{8}$ -in. chain. **Carburettor:** Amal "MONOBLOC" fitted with air filter. **Wheels:** The front wheel is fitted with the well-known powerful dual front brake, and 3.25-in. ribbed Dunlop tyre, and the rear wheel with a 3.50-in. studded type. **Electrical Equipment:** Lucas 6-volt, 70 watt output A.C. generator with rectifier and battery for lighting. Lucas rotating

magnet type magneto with automatic ignition advance for ignition. Electric horn. Headlamp, twin pilot lights, switch and ammeter, housed in "Casquette" fork head. Combined stop and rear light. **Equipment:** Smith's chrometric illuminated speedometer, centre stand, prop stand, pillion footrests, dual seat, inflater and tool kit. The battery, air cleaner and toolbox are housed in a streamlined container with quickly detachable covers. **Finish:** Rich deep maroon, bright parts heavily chromium plated or polished aluminium. New attractive plastic tank motif.

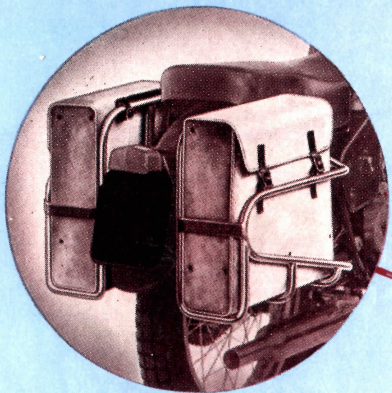
For sidecar use, a front fork with reduced trail, stronger springs and a steering damper is fitted. For sidecar gear ratios, see Technical Data. When ordering, please specify whether machine is intended for solo or sidecar use.

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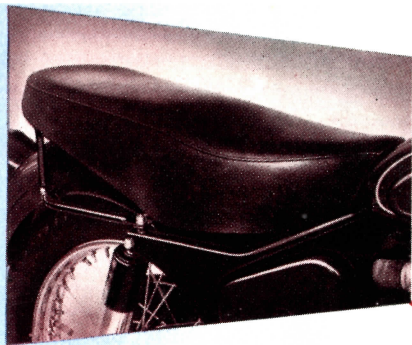
Royal Enfield

EXCLUSIVE FEATURES

PANNIER SET



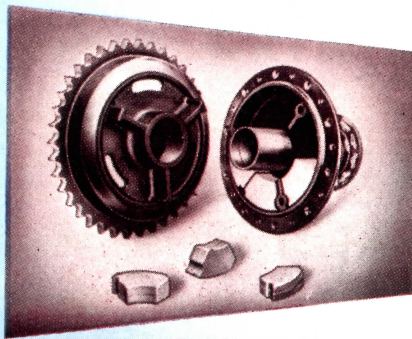
DUAL SEAT



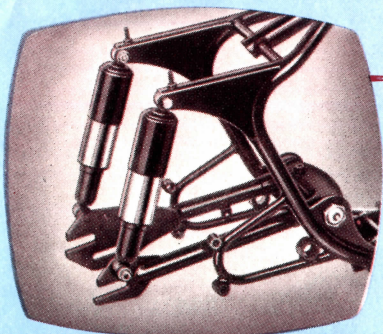
CASQUET



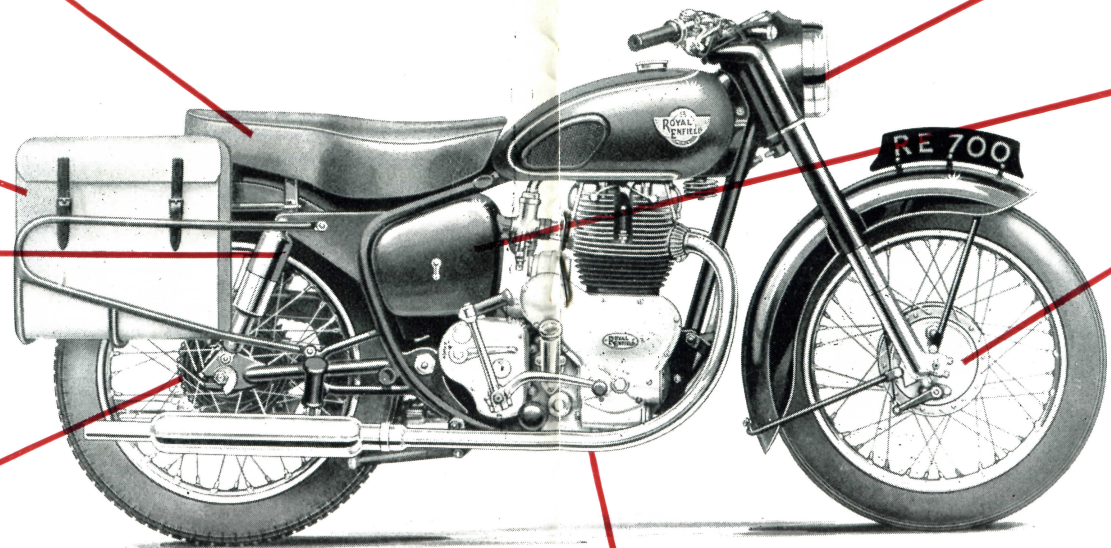
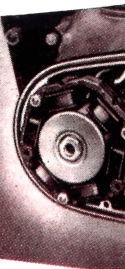
CUSH DRIVE



SPRING FRAME

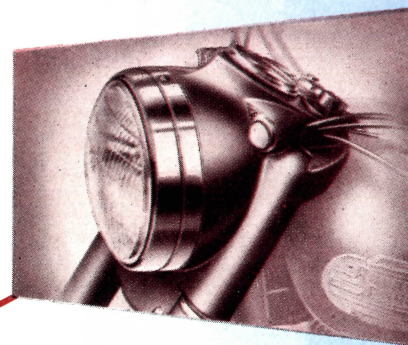
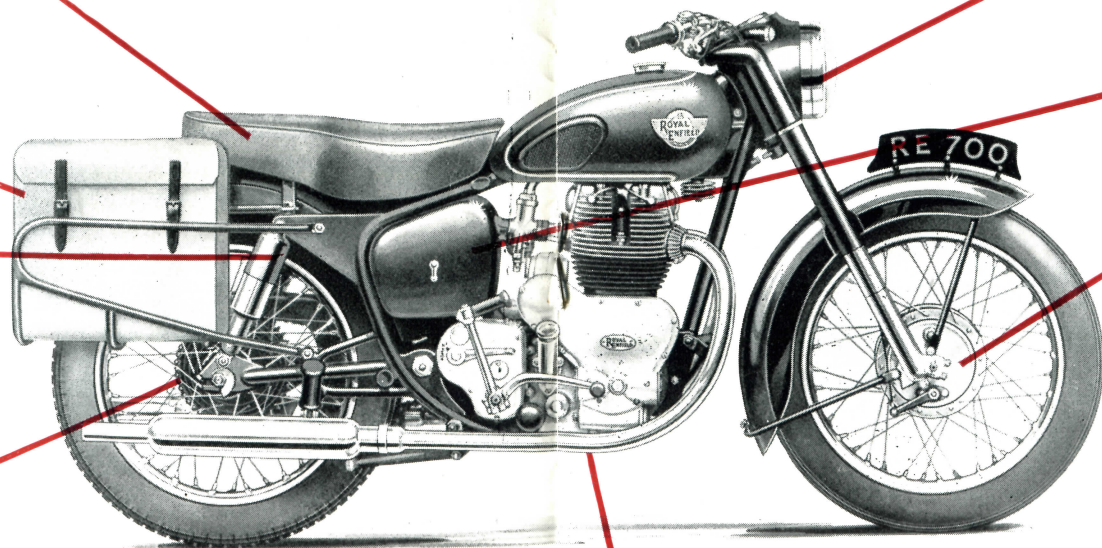


DUPLEX P
AND A.C.



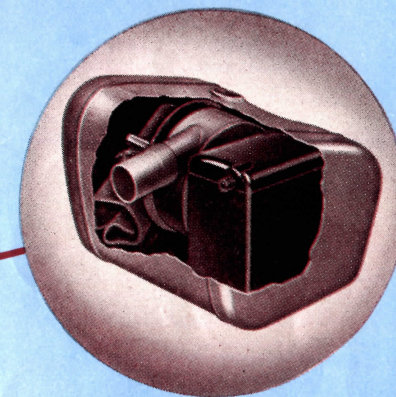
Royal Enfield

EXCLUSIVE FEATURES

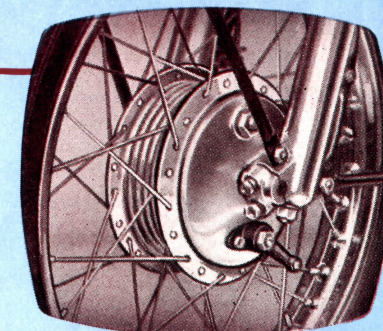
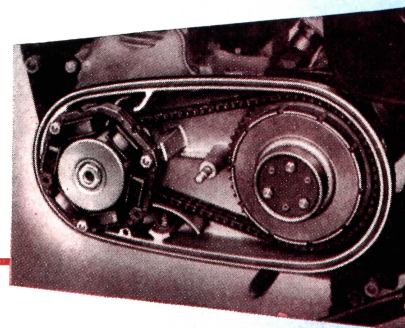


CASQUETTE FORK HEAD

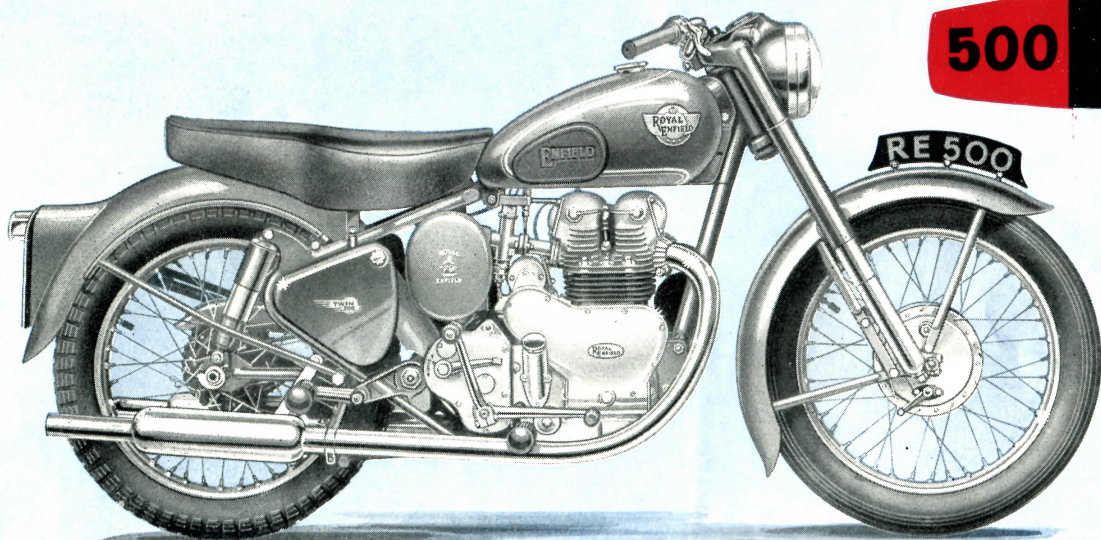
BATTERY, AIR CLEANER
AND
TOOL KIT CONTAINER



DUPLEX PRIMARY DRIVE
AND A.C. GENERATOR



DUAL FRONT BRAKE



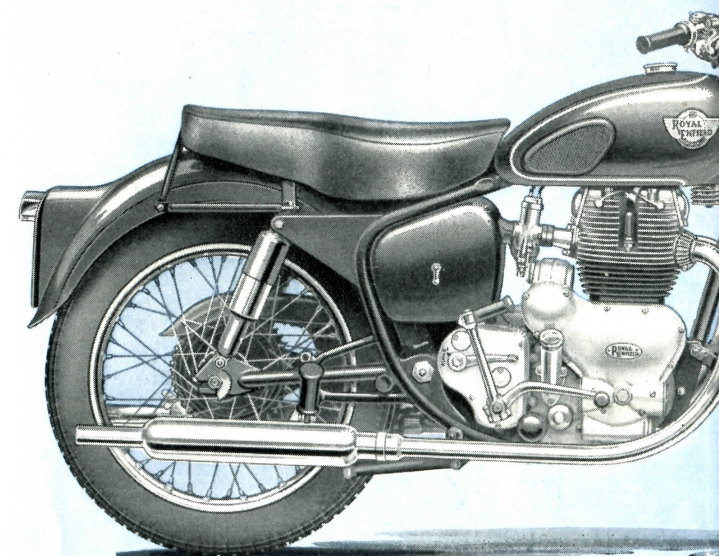
500 TWIN

**SPRING
FRAME
496 c.c.
O.H.V.**



Engine: 496 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 lever camshafts. Dry sump lubrication incorporating large capacity oil filter. **Frame and Forks:** Robust swinging arm 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. Final drive by $\frac{3}{8}$ -in. chain. **Carburettor:** Amal carburettor fitted with air filter. **Wheels:** The front wheel

is fitted with the well-known powerful dual front brake and 3.25-in. ribbed Dunlop tyre, and the rear wheel with a 3.50-in. studded type. **Electrical Equipment:** Lucas 60 watt output magdyno, automatic voltage control, electric horn. Headlamp, twin pilot lights. Ammeter and lighting switch housed in "Casquette" fork head. Combined stop and rear light. **Equipment:** Smith's chronometric illuminated speedometer, centre stand, prop stand, pillion footrests, dual seat, inflater and tool kit. **Finish:** Rich deep maroon enamel. Bright parts heavily chromium plated or polished aluminium. New attractive plastic tank motif.



Engine: 692 c.c. O.H.V. vertical twin cylinder. Separate aluminium alloy cylinder heads with new port design and larger valves, fitted on deep finned cylinders. R.R.56 light alloy connecting rods. Stiffened one piece crankshaft carried on larger diameter bearings. Chain driven high level camshafts, utilizing new cam forms which give a greater degree of mechanical silence and increased power. Dry sump lubrication incorporating large capacity oil filter. **Frame and Forks:** Robust swinging arm spring frame of entirely new design, with chrome-molybdenum tubing and hydraulic damping. Self-lubricating hydraulically damped telescopic forks, incorporating the "Casquette" fork head. **Transmission:** Four-speed foot-operated gearbox with positive neutral finder, multi-plate clutch. Primary drive by Duplex chain enclosed in oil bath. Final drive by $\frac{3}{8}$ -in. chain. **Carburettor:** Amal "MONOBLOC" fitted with air filter. **Wheels:** The front wheel is fitted with the well-known powerful dual front brake, and 3.25-in. ribbed Dunlop tyre, and the rear wheel with a

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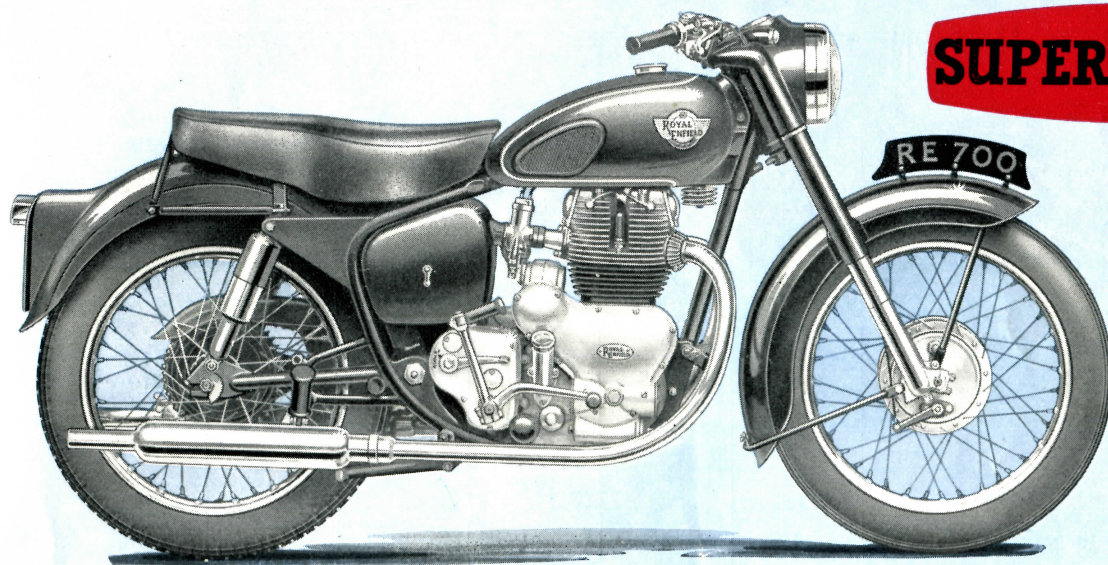
Royal E

WIN

SPRING
FRAME
496 c.c.
O.H.V.



and 3-25-in ribbed
type. **Electrical**
voltage control,
and lighting switch
rear light. **Equip-**
centre stand, prop
Finish : Rich deep
polished aluminium.



SUPER METEOR

SPRING
FRAME
692 c.c.
O.H.V.



Engine: 692 c.c. O.H.V. vertical twin cylinder. Separate aluminium alloy cylinder heads with new port design and larger valves, fitted on deep finned cylinders. R.R.56 light alloy connecting rods. Stiffened one piece crankshaft carried on larger diameter bearings. Chain driven high level camshafts, utilizing new cam forms which give a greater degree of mechanical silence and increased power. Dry sump lubrication incorporating large capacity oil filter. **Frame and Forks** : Robust swinging arm spring frame of entirely new design, with chrome-molybdenum tubing and hydraulic damping. Self-lubricating hydraulically damped telescopic forks, incorporating the "Casquette" fork head. **Transmission** : Four-speed foot-operated gearbox with positive neutral finder, multi-plate clutch. Primary drive by Duplex chain enclosed in oilbath. Final drive by $\frac{3}{8}$ -in. chain. **Carburettor** : Amal "MONOBLOC" fitted with air filter. **Wheels** : The front wheel is fitted with the well-known powerful dual front brake, and 3-25-in. ribbed Dunlop tyre, and the rear wheel with a

3-50-in. studded type. **Electrical Equipment** : Lucas 6-volt 70-watt output A.C. generator with rectifier and battery for lighting. Lucas rotating magnet type magneto with automatic ignition advance for ignition. Electric horn. Headlamp twin pilot lights, switch and ammeter, housed in "Casquette" fork head. Combined stop and rear light. **Equipment** : Smith's chronometric illuminated speedometer, centre stand, prop stand, pillion footrests, dual seat, inflater and tool kit. The battery, air cleaner and toolbox are housed in a streamlined container with quickly detachable covers. **Finish** : Rich deep maroon, bright parts heavily chromium plated or polished aluminium. New attractive plastic tank motif.

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 the machine is intended for solo or sidecar use.

Royal Enfield

1 9 5 6

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

	"Super Meteor"	"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	7.5 to 1	6.5 to 1	7.25 to 1	6.5 to 1	6.5 to 1
B.H.P. and R.P.M.	40 at 5500 r.p.m.	27 at 6000 r.p.m.	25 at 5250 r.p.m.	19 at 6000 r.p.m.	11 at 5500 r.p.m.	5½ at 4750 r.p.m.
Gear Ratios (Solo)	4.33 5.63 7.87 12.05	5.15 6.7 9.35 14.3	4.91 6.4 8.85 13.65	5.72 7.45 10.35 15.9	6.25 8.45 13.1 18.5	6.95 12.0 21.7
Gear Ratios (Sidecar)	4.88 6.34 8.85 13.55		5.72 7.45 10.35 15.9			
Petrol Tank Capacity (Imp. Gals.)	4	3½	3½	3½	3½	2
Oil Capacity (Pints)	4	4	4	4	4	—
Approx. Maximum Speed m.p.h. (Solo) ...	100	85-90	85-90	75-80	60-65	50-55
" " " " (Sidecar) ...	75-80		70-75			
Approx. Petrol Consumption m.p.g. (Solo)	55-60	70-75	70-75	80-85	95-100	110-120
" " " " (Sidecar)	50-55		60-65			
Weight (lbs.)	410	390	370	350	330	155
Wheelbase (inches)	54	54	54	54	54	48
Seat Height (inches)	31	31	31	31	29½	28
Ground Clearance (inches)	5½	5½	6¼	6¼	6	6
Overall Width (inches)	28	28	28	28	28	25½

Guar

The following is a copy of the Guarantee given by Dealers in Royal Enfield. We give the following Guarantee with our Motor Cycles, Motor Cycle Combination or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranty condition or representation contained in any catalogue, advertisement, leaflet or this guarantee.

In the case of machines (a) which have been used for "hiring out" purpose track or grass track racing or competitions, or any competition of any kind in or view the competition or (c) machines from which the trade mark, name is given or is to be implied.

WE GUARANTEE, subject to the conditions mentioned below, that all excellence of materials and workmanship, but this guarantee is to extend and for which we make ourselves responsible under this guarantee are limited to combination or sidecar which may have proved defective. We do not undertake part in the motor cycle, motor cycle combination or sidecar. We undertake within six months any defects in these respects. As motor cycles, motor or misuse, this guarantee does not apply to defects caused by wear and tear the following acts:—

1. The attaching of a sidecar to the motor cycle in such a manner as to cause
2. The use of a motor cycle or of a motor cycle and sidecar combined when was designed by the manufacturers.
3. The attaching of a sidecar to a motor cycle by any form of attachment cycle which is not designed for such use.

Any motor cycle or motor cycle combination or sidecar sent to us to be repaired, i.e., we guarantee that all precautions which are usual and reasonable have been taken to extend and be in force for three months only from the time such above referred to, and this guarantee is in lieu and in exclusion of any other guarantee limited to the cost of any further work which may be necessary to amend

CONDITIONS C

If a defective part should be found in our motor cycles, motor cycle combination to, it must be sent to us CARRIAGE PAID, and accompanied by an intimate of charge under our guarantee and he must also furnish us at the same time 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 customer and no condition shall not be enforceable.

We do not guarantee specialties such as tyres, saddles, chains, lamps, etc. which are from standard specifications supplied with our motor cycles, motor cycle combination or sidecar, guaranteed by their respective manufacturers, to whom any claims should be made.

NOT

We do not appoint agents for the sale on our behalf of our motor cycles or motor cycle combination to such Dealers exclusively for re-sale in such areas. No such Dealer is authorized to incur any liability on our behalf.

PRICES AND SPECIFICATIONS ARE SUBJECT TO REVISION

A T A

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 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, 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 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.

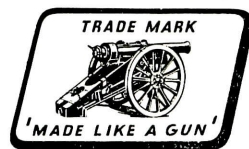
We do not guarantee specialities such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the purchaser differing from standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise. Such parts are, however, normally guaranteed 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.

PRICES AND SPECIFICATIONS ARE SUBJECT TO REVISION AT ANY TIME WITHOUT PREVIOUS NOTICE.

"250 Clipper" 64×77	"150 Ensign" 56×60
248	148
6.5 to 1	6.5 to 1
11 at 5500 r.p.m.	5½ at 4750 r.p.m.
6.25 8.45 13.1 18.5	6.95 12.0 21.7
3½	2
4	—
60-65	50-55
95-100	110-120
330	155
54	48
29½	28
6	6
28	25½



THE ENFIELD CYCLE CO. LTD.

REDDITCH — ENGLAND

Telegrams : "Cycles, Phone, Redditch."

Telephone : Redditch 121 (8 lines)