

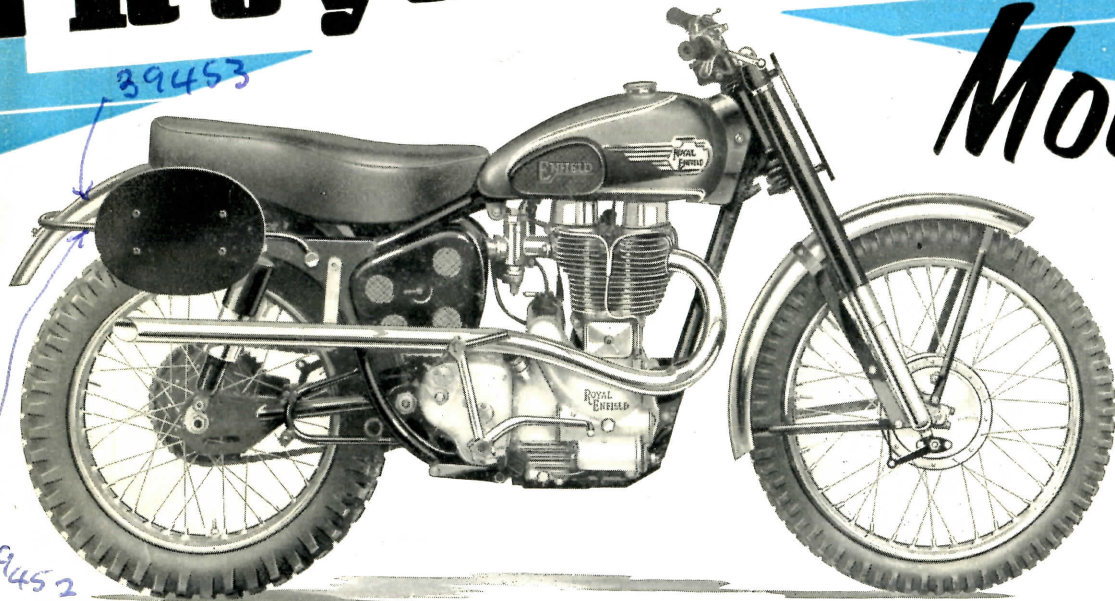
1956

# Royal Enfield

39453

## Moto-cross

# BULLET



### SPECIFICATION

**Engine:** 346 c.c. or 499 c.c. The crankcase used on both the "350" and "500" engine is extremely robust and rigid. The flywheel assembly is carried on a double row roller bearing on the timing side and a large diameter roller and large diameter ball bearing on the driving side. Aluminium alloy cylinder head with ground and polished inlet and exhaust ports utilizing shrunk in austenetic iron valve seats. Aluminium alloy cylinder barrel with austenetic iron liner. Double-acting oil pumps ensure a large oil circulation to all working parts. Standard compression ratios—"350 Bullet," 8.5 to 1, "500 Bullet," 8.5 to 1. Also available pistons for "350," 10.5 to 1, and "500," 9.5 to 1. Special cams. Lucas "Wader" magneto. Amal T.T. type carburetter. **Gearbox:** Specially strengthened gears made from K.E. 660 steel. Ratios—"350": 7.14, 9.28, 12.85 and 19.85 to 1 (20 tooth engine sprocket, 18 tooth countershaft sprocket).

"500": 6.06, 7.9, 10.9 and 16.8 to 1 (25 tooth engine sprocket, 17 tooth countershaft sprocket). Heavy duty clutch fitted with oil and heat resisting inserts. Primary drive by Duplex  $\frac{3}{8}$  in. pitch chain running in oil. Final drive by  $\frac{3}{8}$  in. pitch chain. Standard internal ratios for both "350" and "500" Models are 1, 1.3, 1.8, 2.78. For alternative ratios and sprockets available see overleaf. **Wheels:** Front: 3.00—21 in. Dunlop Sports tyre fitted with one security bolt. Dual 6 in. diameter brake. Rear: 4.00—19 in. Dunlop Sports tyre fitted with two security bolts. 7 in. diameter brake. **Suspension:** New heavy duty type with redesigned hydraulic damping on front and rear. **Equipment:** Light alloy mudguards. Small capacity petrol tank. Dual seat. Engine undershield. Steering damper. Upswept exhaust pipe. Reinforced footrests with two point attachment. Large capacity air cleaner. **Finish:** Maroon with bright parts heavily chromium plated.

# Royal Enfield MOTO-CROSS BULLETS

The Moto-Cross engines are specially tuned to give the type of power curve most suited to this class of competition—high torque being produced between 3,000 r.p.m. and 5,000 r.p.m.

The knowledge gained in Scrambles has been used to ensure that the suspension both front and rear is adequate for the arduous conditions encountered.

The problem of carburettor intake protection is comprehensively dealt with by a dual filter, which causes virtually no loss of power and the footrests are now reinforced and have two point fixing.



## TECHNICAL DATA

	" 350 " c.c.	" 500 " c.c.
Bore and Stroke	70×90m.	84×90m.
Approx. B.H.P.— 8·5 : 1 Compression	25 at 6,000 r.p.m.	32 at 5,300 r.p.m.
9·5 : 1 " "	—	35 at 5,500 r.p.m.
10·5 : 1 " "	27 at 6,000 r.p.m.	—
Petrol tank capacity	2 gallons	2 gallons
Oil tank capacity	4 pints	4 pints
Weight	320 lbs.	328 lbs.
Ground clearance	7 inches	7 inches

The following alternative gear ratios are available :

### With kickstarter:

No. 12 ... ..	1,	1·4,	2·15,	3·3
No. 14 ... ..	1,	1·4,	1·98,	3·3
No. 16 ... ..	1,	1·3,	1·67,	2·14

In addition the following sprockets can be supplied:

Model	Engine Sprocket	Countershaft Sprocket
"350"	20 or 25	14, 15, 16, 17, 18, 19.
"500"	25 or 29	14, 15, 16, 17, 18, 19, 20, 21

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