

the new
Royal Enfield



crusader 250

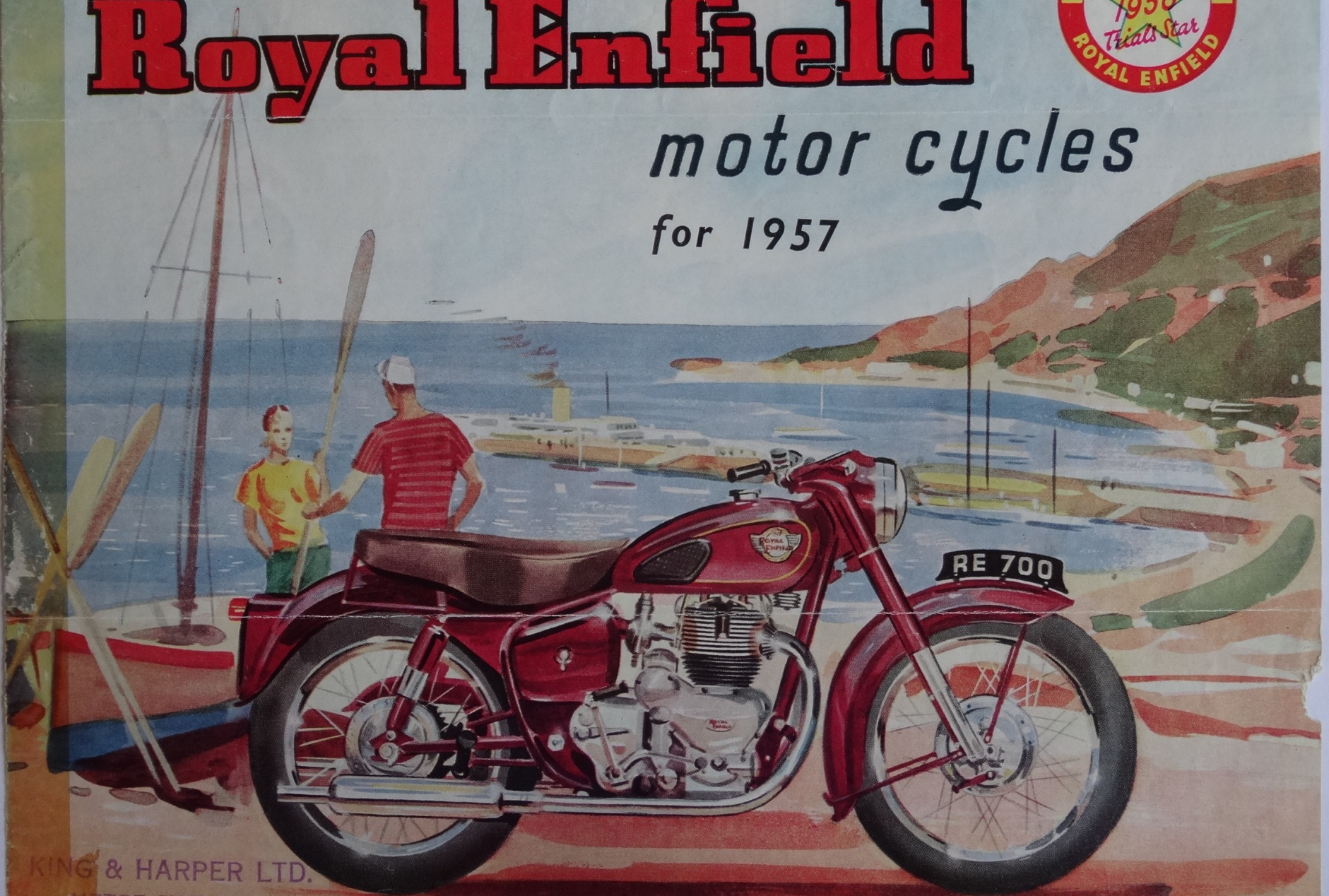
Royal Enfield

motor cycles

for 1957



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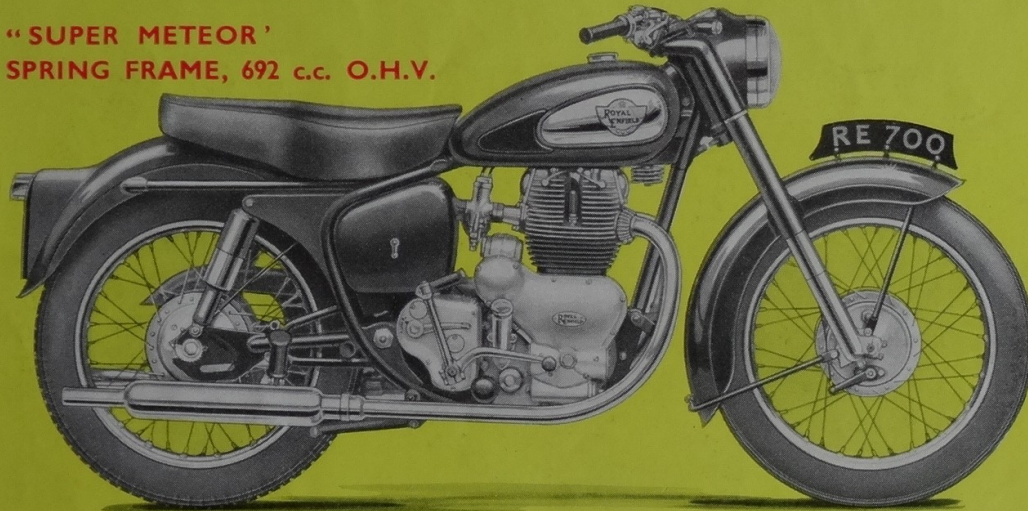


KING & HARPER LTD.
MOTOR CYCLE DEPT.
MILTON ROAD CORNER
CAMBRIDGE

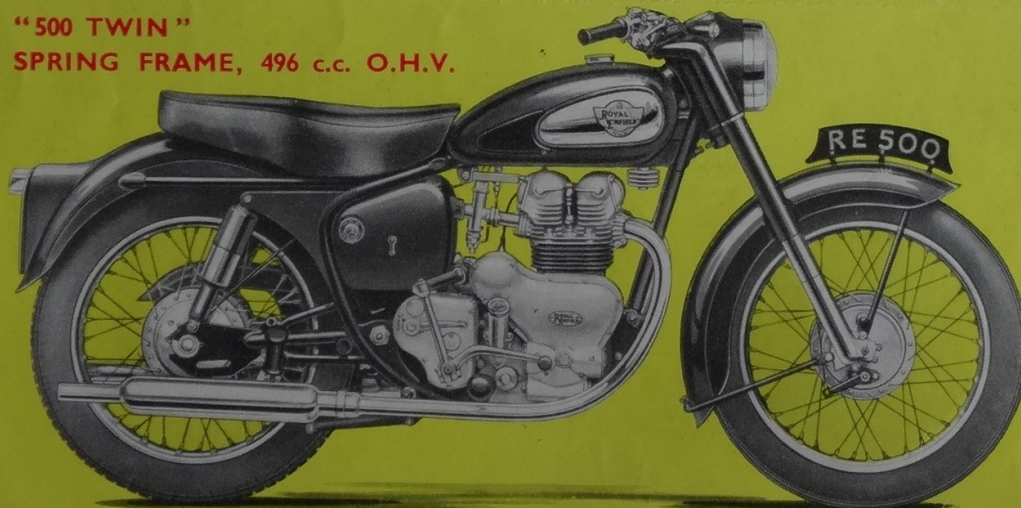


Royal Enfield

"SUPER METEOR" SPRING FRAME, 692 c.c. O.H.V.



"500 TWIN" SPRING FRAME, 496 c.c. O.H.V.



"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 fitted on deep finned cylinders. R.R.56 light alloy connecting rods. One piece Meehanite crankshaft carried on large diameter ball and roller 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, 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 selector, 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 brakes, and 3.25 x 19-in. ribbed Dunlop tyre, and the quickly detachable rear wheel with a 3.50 x 19-in. studded type.

ELECTRICAL EQUIPMENT: Lucas 6-volt 70-watt output A.C. generator with rectifier and battery for lighting. New and improved Lucas rotating magnet type magneto, with automatic ignition advance. 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, inflator and tool kit. The battery, air cleaner and toolbox are housed in a streamlined "Compact" with quickly detachable covers.

FINISH: Rich deep maroon, bright parts heavily chromium plated or polished aluminium. Attractive plastic motif mounted on the chromium plated tank panel.

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.

"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. One piece Meehanite 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 selector. 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.

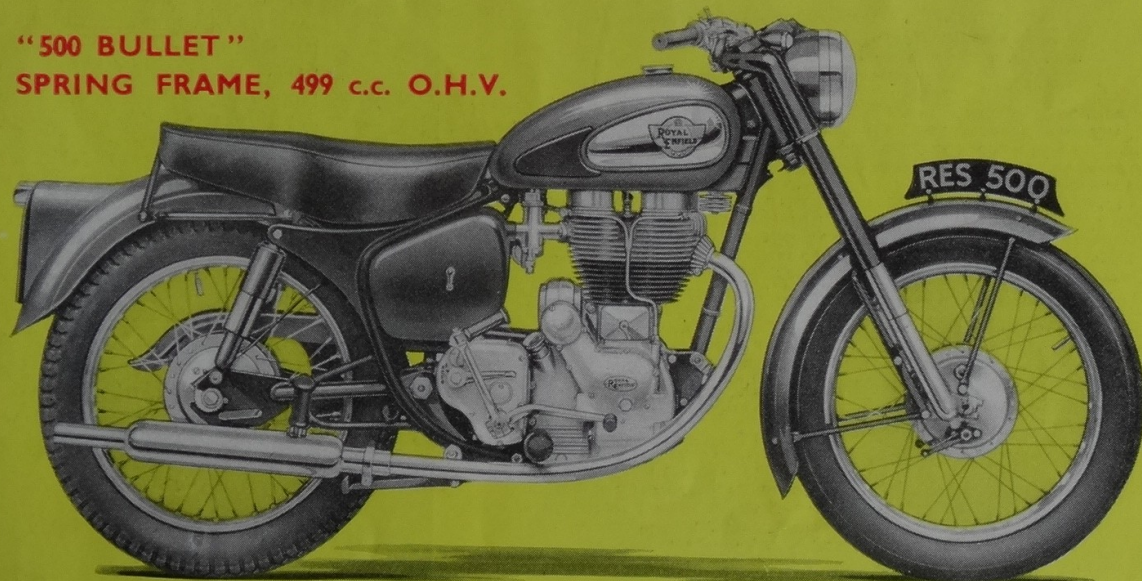
WHEELS: The front wheel is fitted with the well-known powerful dual front brakes and 3.25 x 19-in. ribbed Dunlop tyre, and the quickly detachable rear wheel with a 3.50 x 19-in. studded type.

ELECTRICAL EQUIPMENT: Lucas 6-volt, 70 watt output A.C. generator with rectifier and battery for lighting, coil ignition with automatic ignition advance, electric horn. Headlamp, twin pilot lights and ammeter housed in "Casquette" fork head. Combined stop and rear light.

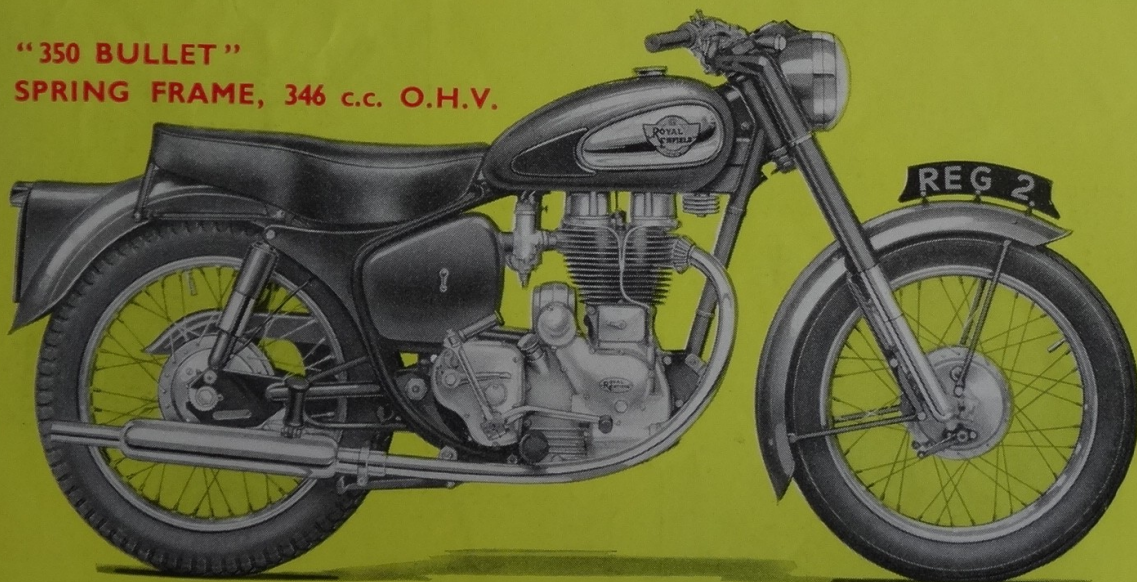
EQUIPMENT: Smith's chronometric illuminated speedometer, centre stand, prop stand, pillion footrests, dual seat, inflator and tool kit. The battery, air cleaner and tool box are housed in a streamlined "Compact" with quickly detachable covers.

FINISH: Rich deep maroon enamel. Bright parts heavily chromium plated or polished aluminium. Attractive plastic motif mounted on the chromium plated tank panel.

"500 BULLET"
SPRING FRAME, 499 c.c. O.H.V.



"350 BULLET"
SPRING FRAME, 346 c.c. O.H.V.



"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 with chrome-molybdenum tubing and hydraulic damping. Self-lubricating hydraulically damped telescopic forks, incorporating the "Casquette" fork head.

TRANSMISSION: Four-speed foot-operated gear-box with positive neutral selector, 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 brakes, and 3.25 x 19-in. ribbed Dunlop tyre, and the quickly detachable rear wheel with a 3.50 x 19-in. studded tyre.

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 footrest, dual seat, inflater and tool kit. The battery, air cleaner and tool box are housed in a streamlined "Compact" with quickly detachable covers.

FINISH: Rich deep maroon, bright parts heavily chromium plated or polished aluminium. Attractive plastic motif mounted on the chromium plated tank panel.

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.

"350 BULLET"
SPRING FRAME, 346 c.c. O.H.V.

ENGINE: 346 c.c. O.H.V. single cylinder. High efficiency aluminium alloy cylinder head. R.R.56 light alloy connecting rod. Dry sump lubrication with increased oil circulation, a large capacity filter is incorporated in the system.

FRAME AND FORKS: Robust swinging arm spring frame 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 selector, 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.

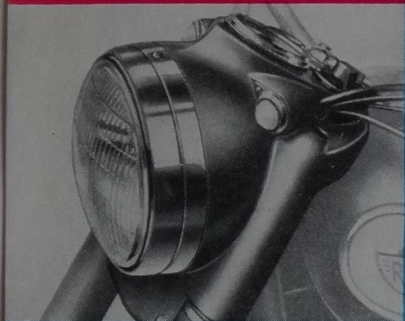
WHEELS: The front wheel is fitted with the well-known powerful dual front brakes, and 3.25 x 19-in. ribbed Dunlop tyre, and the quickly detachable rear wheel with a 3.25 x 19-in. studded tyre.

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 "Compact" with quickly detachable covers.

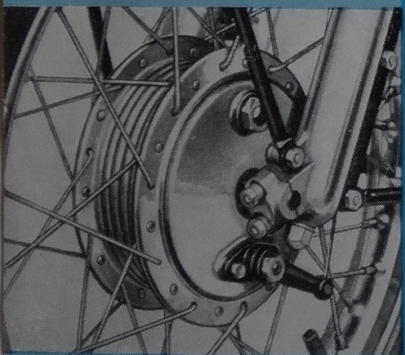
FINISH: Rich deep maroon, bright parts heavily chromium plated or polished aluminium. Attractive plastic motif mounted on the chromium plated tank panel.

Features of distinction



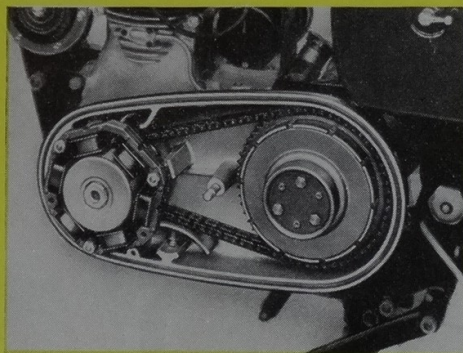
Casquette Fork Head :

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



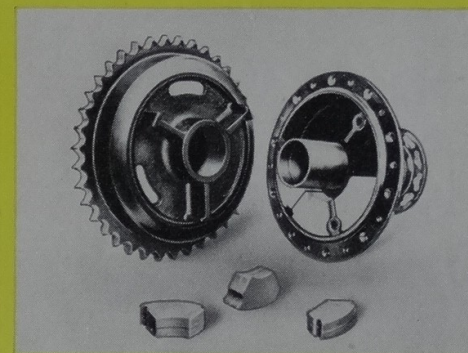
Dual Front Brakes :

The Bullet and twin cylinder machines are fitted with dual front brakes which give absolute stability during hard braking, combined with tremendous power and long life.



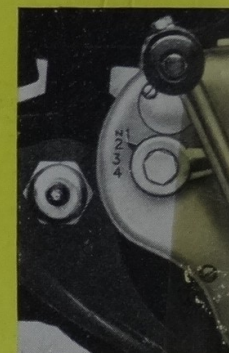
Duplex Primary Drive :

Totally enclosed and running in oil this drive is virtually trouble-free and will run for long periods without attention.



Cush Drive :

The Royal Enfield cush drive eliminates transmission shocks and effectively reduces wear of tyres, chains and bearings. At the same time the rider enjoys characteristic Royal Enfield smoothness.



Neutral :

Neutral may be selected third or top gear by the neutral selector for convenience when frequent in traffic.

SPECIFICATIONS GENERALES

Les modèles culbutés à quatre temps "Super Meteor", "500 Twin", "500 Bullet", "350 Bullet", "350 Clipper", "250 Clipper" et "Crusader 250" sont tous munis d'un cadre articulé à bras oscillant, d'une fourche télescopique avant avec le haut de fourche du type "Casquette", d'un filtre à huile, d'un indicateur de vitesse, d'un filtre à air (à l'exception du modèle "350 Clipper") et d'une boîte à quatre vitesses.

Tous les modèles à quatre temps, à l'exception du modèle "350 Clipper" sont munis d'un générateur à courant alternatif et d'un redresseur. Les Modèles "500 Twin", "250 Clipper" et "Crusader 250" ont l'allumage à bobine, tandis que les modèles "Super Meteor", "500 Bullet" et "350 Bullet" sont munis de magnétos à aimant tournant Lucas pour l'allumage. Le modèle "350 Clipper" est muni de magdyno pour l'allumage et l'éclairage.

Les dimensions des pneus sont de 19" x 3,25" sur les modèles "350 Bullet" et de 18" x 3,25" sur les modèles "350 Clipper" à l'avant et à l'arrière, tandis que les modèles "500 Bullet", "500 Twin" et "Super Meteor" sont munis de pneus de 19" x 3,50" sur les roues arrières seulement et de 19" x 3,25" sur les roues avant. Le modèle "250 Clipper" est muni de pneus de 19" x 3,00" et le "Crusader 250" de pneus de 17" x 3,25" sur les deux roues. Les "Super Meteor", "500 Twin", "500 Bullet", "350 Bullet" et "250 Clipper" ont une finition émaillée marron-pourpre et chromée; dans tous ces modèles, à l'exception du "250 Clipper" les panneaux latéraux du réservoir sont plaqués. La "350 Clipper" a une finition verte-olive et chromée. La finition de la "Crusader 250" est verte marine claire avec des finitions facultatives en marron-pourpre ou noir.

Les "Super Meteor", "500 Twin", "500 Bullet", "350 Bullet" et "Crusader 250" sont toutes munies de siège bi-place et de repose pieds pour passager, de moyeu de largeur complète de freins avant doubles, et d'une roue arrière rapidement démontable. La transmission primaire de tous ces modèles, à l'exception du modèle "Crusader 250" s'effectue au moyen d'une chaîne duplex fonctionnant dans l'huile.

Le cadre articulé à bras oscillant du modèle à deux temps "Ensign II" supporte un bloc-moteur profilé à trois vitesses, une fourche télescopique, un indicateur de vitesse, un siège arrière bi-place et repose-pieds pour passager; la finition de ce modèle est émaillée verte-marine et chromée. Il y a une modification de la "Ensign II" qui est munie d'éclairage à courant alternatif redressé et d'un avertisseur électrique.

En outre, des accessoires supplémentaires peuvent être obtenus, à savoir :

- Réservoir avec revêtement en chrome, pour le modèle "Ensign II."
- Béquille latérale, siège bi-place et repose-pieds pour passager pour le modèle "Clipper."
- Filtre à air, pour la "350 Clipper."
- Protège-jambes d'un nouveau style.
- Frein de direction, pour les modèles à 4 temps.
- Fourches pour side-car, rapports spéciaux de boîte et frein de direction pour side-car.
- Jeu de sacoches.

ALLGEMEINE TECHNIKEN

Die 4-Takt-Modelle "Super Meteor", "500 Twin", "500 Bullet", "350 Bullet", "350 Clipper" und "Crusader 250" sind alle mit Schwinggabel, Ölfilter, Tachometer, Luftfilter (mit Ausnahme des Modells "350 Clipper") und einer viergangigen Getriebebox ausgestattet.

Sämtliche vorerwähnten Modelle (mit Ausnahme des Modells "350 Clipper") sind mit einem Viergang-Getriebe und Gleichrichter versehen. Die Modelle "500 Twin", "250 Clipper" und "Crusader 250" haben eine Zündung mit Zündspule, während bei den Modellen "Super Meteor", "500 Bullet" und "350 Bullet" Lucas-Magneten für die Zündung verwendet werden. Das Modell "350 Clipper" ist mit einem Magdyno für die Zündung und das Licht ausgestattet.

Die Modelle "350 Bullet" sind vorne und hinten mit 18" x 3,25" Reifen, die "500 Bullet" mit 19" x 3,50" und vorne mit 19" x 3,25" Reifen ausgestattet. Das Modell "250 Clipper" hat hinten 19" x 3,00" und vorne 19" x 3,25" Reifen, während das "Crusader 250" 17" x 3,25" Reifen auf beiden Rädern hat. Die Modelle "Super Meteor", "500 Twin", "500 Bullet", "350 Bullet" und "250 Clipper" haben eine braun-lila emaillierte Chromveredelung; alle anderen Modelle (außer dem "250 Clipper") sind mit einer grün-olivgrünen Emaillierung versehen. Die "350 Clipper" hat eine grün-olivgrüne Emaillierung mit Chromveredelung. Die "Crusader 250" ist in grüner Lackierung, mit optionalen Veredelungen in braun-lila oder schwarz, erhältlich.

Die Modelle "Super Meteor", "500 Twin", "500 Bullet", "350 Bullet" und "Crusader 250" sind mit Doppelsattel, Soziusrastern, Vollnaben, Doppelbremsen und einem für alle Modelle gemeinsamen Duplexantrieb ausgestattet.

Das 2-Takt-Modell "Ensign II" ist ebenfalls mit Schwinggabel, Ölfilter, Tachometer, Luftfilter (mit Ausnahme des Modells "350 Clipper") und einer viergangigen Getriebebox ausgestattet. Die Modelle "500 Twin", "250 Clipper" und "Crusader 250" sind mit einem Viergang-Getriebe und Gleichrichter versehen. Die Modelle "500 Twin", "250 Clipper" und "Crusader 250" haben eine Zündung mit Zündspule, während bei den Modellen "Super Meteor", "500 Bullet" und "350 Bullet" Lucas-Magneten für die Zündung verwendet werden. Das Modell "350 Clipper" ist mit einem Magdyno für die Zündung und das Licht ausgestattet.

- Als zusätzliche Sonderausstattung werden geliefert:
- Chromtank—bei Modell Ensign II.
- Seitenständer, Doppelsattel, Soziusraster-Luftfilter—bei Mod. 350 Clipper.
- Beinschützer in neuer Form—alle Modelle.
- Lenkungsämpfer—für alle 4-Takt-Modelle.
- Seitenwängengabel, Übersetzung u. Lenkungsstütze mit Taschen—für alle Modelle.

twin pilot lights are mounted in the "Casquette" fork head, which also carries the lighting switch, speedometer and ammeter.

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.

"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 by $\frac{1}{2}$ -in. pitch chain enclosed in oil bath. 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 3.00×19-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 the 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. Attractive metal tank motif of modern design.

"150 ENSIGN II" SPRING FRAME, 148 c.c. TWO-STROKE

ENGINE-GEAR UNIT: 148 c.c. two-stroke engine and gear unit of modern streamlined design. The aluminium alloy cylinder head and the cylinder barrel have been completely re-designed to give much-improved performance and economy. Robust crankshaft carried by four main journal ball bearings. Roller bearing big-end. Foot-operated 3-speed gear. Totally enclosed primary drive running in oil. The improved engine speed clutch gives smooth, silky pick-up, positive drive and very light operation. High output flywheel generator. Full-sized 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, fascia panel housing speedometer.

CARBURETTOR: Amal needle type with oil-wetted air cleaner.

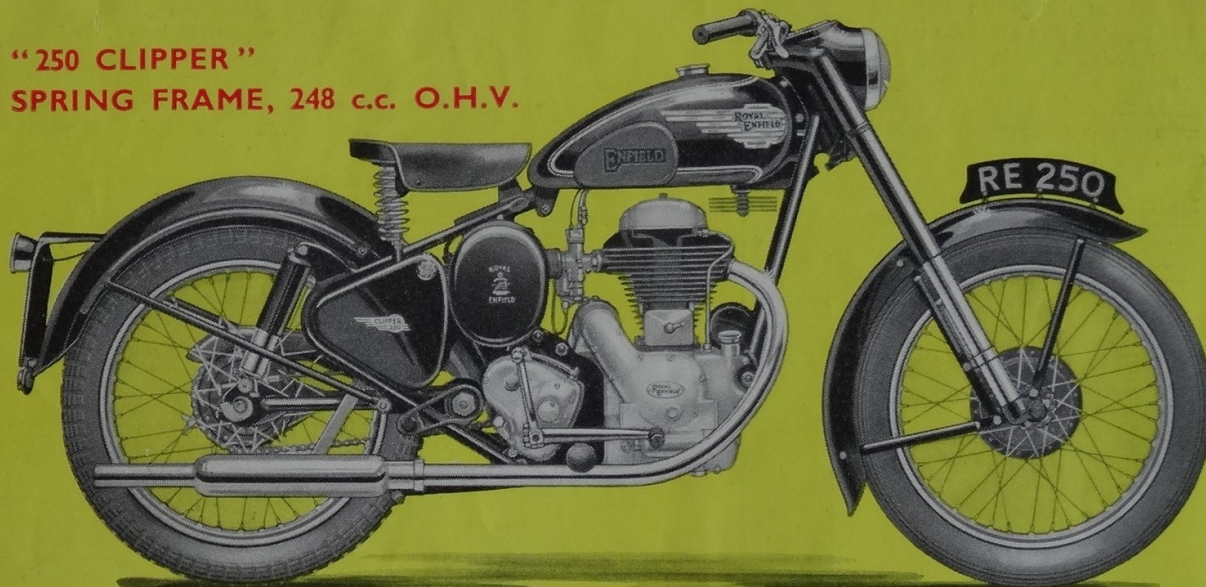
WHEELS: Fitted with 2.75×19-in. Dunlop tyres, final drive by $\frac{1}{2}$ -in. pitch chain. Powerful brakes on both wheels.

EQUIPMENT: Lightweight chronometric, illuminated speedometer, bulb horn, centre stand, dual seat and pillion footrests, inflator and tool kit.

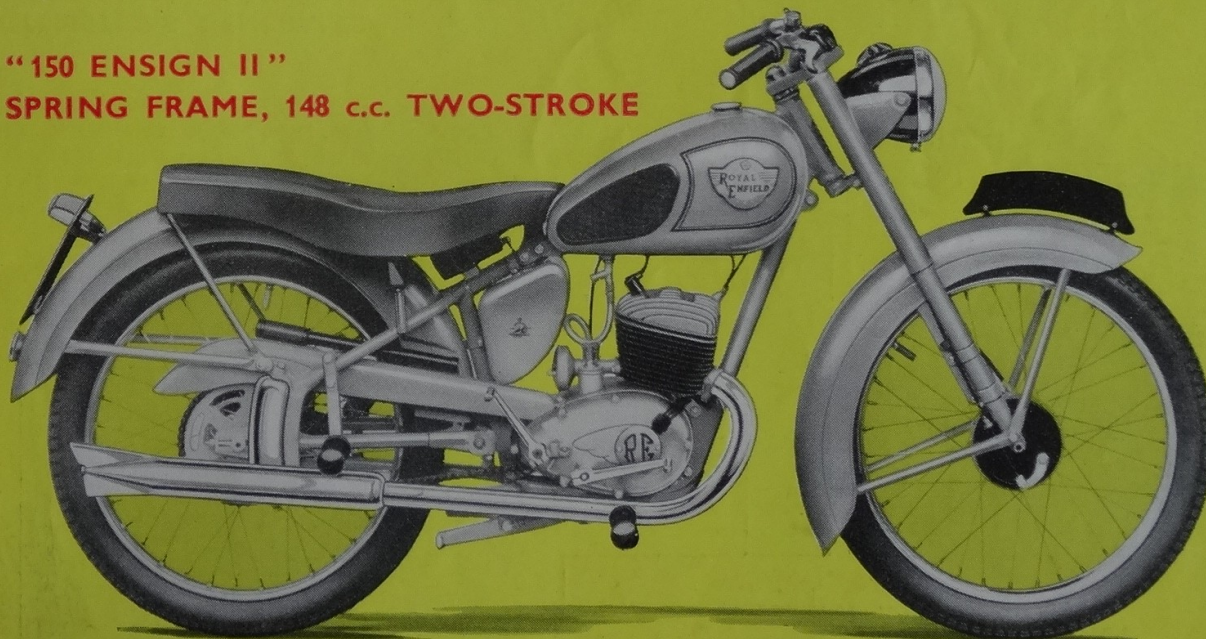
FINISH: Light Surf Green. Bright parts heavily chromium plated or polished aluminium.

The "Ensign II" when fitted with rectified A.C. lighting has a headlamp with built-in ammeter, rectifier and 8 a.h. capacity wet battery. An electric horn is also fitted.

"250 CLIPPER" SPRING FRAME, 248 c.c. O.H.V.



"150 ENSIGN II" SPRING FRAME, 148 c.c. TWO-STROKE

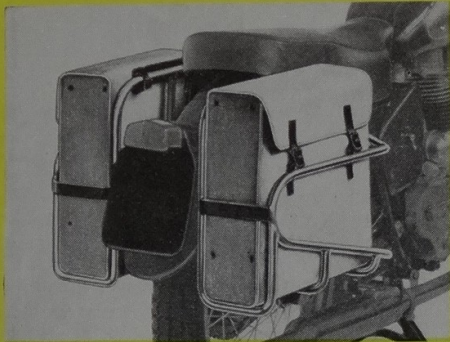


Features of distinction



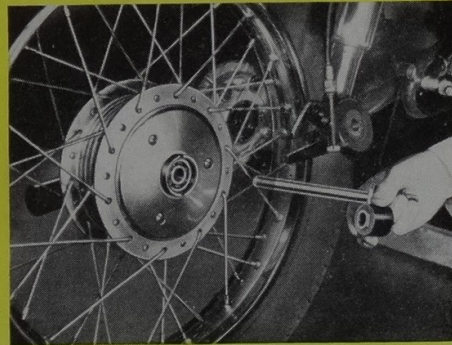
Selector :

...ted from either second
... a single depression of
... pedal—a great con-
... tent stops are necessary



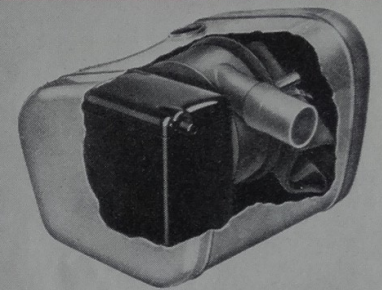
Pannier Equipment :

Designed to give maximum carrying capacity and pleasing appearance. Dimensions of bags, 13½-in. × 5-in. × 13-in.; these are easily removable and are fitted with carrying handles.



Quickly Detachable Rear Wheel :

Embodying full width polished light alloy hub and the famous Royal Enfield cush drive, the rear wheel may be easily removed after the withdrawal of one bolt, leaving the rear sprocket and chain in situ.



Battery and Air Filter Compact :

The battery, air cleaner and toolbox are compacted in one pleasing unit with easily removable covers on each side.

TECHNISCHE ANGABEN

... "500 Bullet", "350 Bullet", "350 Clipper", "250
... hman, Teleskop-Vordergabel, Casquette-Gabelkopf,
... alle "350 Clipper") ausgestattet. Ebenfalls besitzen

... des Modells "350 Clipper"), sind mit A.C. Generator
... "250 Clipper" und "Crusader 250" haben Spul-
... "500 Bullet" und "350 Bullet" drehbare Magnete
... "350 Clipper" ist mit Lucas Magdyno zur Beleuchtung

... mit 7" × 3,25" bereift; die Modelle "350 Clipper"
... "500 Twin" und "Super Meteor" sind hinten
... die Modelle "250 Clipper" haben 19" × 3,00" und
... terreifen. Die Ausstattung der Modelle "Super
... und "250 Clipper" sind in dunkelrot emailliert
... alle, ausser der "250 Clipper" haben Tankschilder.
... t, ebenfalls mit reichlicher Chromaustattung. Die
... kelrot oder schwarz als fakultative Ausstattungen,

... "500 Bullet", "350 Bullet" und "Crusader 250" sind alle
... sen im Vorderrad und schnellabsetzbarem Hinterrad
... Modellen, mit Ausnahme des "Crusader 250" erfolgt

... ringrahmen sowie einem stromlinienförmigen Block-
... r, Doppelsattel und Soziusrastern wird in grüner
... geliefert. Ein abgeändertes Modell der "Ensign II"
... Hupe ist auch lieferbar.

... fert :

... bei Clipper Modellen.

... st.

... gsdämpfer für Seitenwagenmodelle.

... ile.

CARACTERISTICAS GENERALES

Los modelos de cuatro tiempos O.H.V. (válvulas en culata) "Super Meteor", "500 Twin", "500 Bullet", "350 Bullet", "350 Clipper", "250 Clipper" y "Crusader 250" están dotados de bastidor articulado de brazo oscilante, horquilla delantera telescópica, cabezal de horquilla "Casquette", filtro de aceite velocímetro, filtro de aire (excepto el "350 Clipper") y caja de cambio de cuatro velocidades.

Todos los modelos de cuatro tiempos, excepto el "350 Clipper" están provistos de generador de corriente alterna y de rectificador. Los modelos "500 Twin", "250 Clipper" y "Crusader 250" tienen bobina de encendido, mientras que los "Super Meteor", "500 Bullet" y "350 Bullet" emplean magnetos de imán giratorio para el encendido. El "350 Clipper" está dotado del magdino Lucas para el encendido y la iluminación.

Las dimensiones de los neumáticos son de 19 × 3,25 pulgadas en el "350 Bullet" y de 18 × 3,25 pulgadas en el "350 Clipper" en las ruedas delanteras y traseras, mientras que los "500 Bullet", "500 Twin" y "Super Meteor" tienen neumáticos de 19 × 3,50 pulgadas en las ruedas traseras solamente y de 19 × 3,25 pulgadas en las ruedas delanteras. Los "250 Clipper" llevan neumáticos de 19 × 3,00 pulgadas y los "Crusader 250" están provistos de neumáticos de 17 × 3,25 pulgadas en ambas ruedas. Los "Super Meteor", "500 Twin", "500 Bullet", "350 Bullet", y "250 Clipper" están terminados en esmalte color castaño oscuro con partes cromadas; todos estos modelos, excepto el modelo "250 Clipper" tienen, además, los paneles del depósito de gasolina plateados. El modelo "350 Clipper" está terminado en verde oliva, también con partes cromadas. El "Crusader 250" está terminado en color verde mar claro, con colores castaño oscuros o negro como acabados facultativos.

Los modelos "Super Meteor", "500 Twin", "500 Bullet", "350 Bullet" y "Crusader 250" están todos equipados con asiento doble y reposapiés para acompañante, cubo de anchura total, frenos dobles delanteros y rueda trasera rápidamente desmontable. La transmisión primaria en todos estos modelos, excepto el "Crusader 250", se realiza por cadena Duplex en baño de aceite.

El modelo de dos tiempos "Ensign II", de bastidor articulado de brazo oscilante, está provisto de una unidad motor-caja de cambio de tres velocidades de forma aerodinámica, horquilla telescópica, velocímetro, asiento doble, reposapiés para acompañante y está terminada en esmalte color verde mar con partes cromadas. Un modelo modificado de la "Ensign II" está ahora disponible, estando dotado dicho modelo de iluminación rectificadora a corriente alterna y de bocina eléctrica.

Equipo extra disponible :

Depósito de gasolina cromado en el modelo "Ensign II."

Soporte de apoyo para estacionamiento, asiento doble y reposapiés para acompañante en los modelos "Clipper."

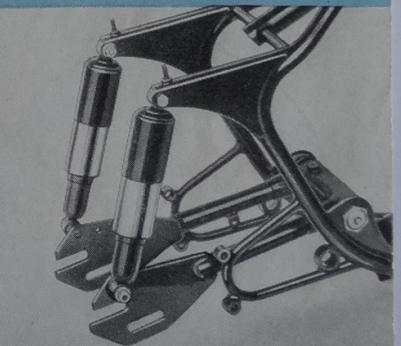
Filtro de aire en el modelo "350 Clipper."

Protector de piernas de nuevo estilo.

Amortiguador de dirección en los modelos de cuatro tiempos.

Horquilla para "sidecar" con amortiguador de cambio y dirección.

Juego de carteras.



Rear Suspension :

Royal Enfield rear suspension has proved its worth for many years in international competitions all over the world and the latest type ensures maximum comfort and perfect road holding under all conditions.

Enfield



"CRUSADER 250" SPRING FRAME, 248 c.c. O.H.V.

ENGINE-GEAR UNIT: 248 c.c. O.H.V. single cylinder engine, 70 m.m. bore, 64.5 m.m. stroke, short RR.56 light alloy connecting rod, split shell white metal big end bearing, working direct on massive one piece Meehanite iron crankshaft. The crankshaft is carried on large diameter ball and roller bearings. The 70 m.m. bore enables large valves to be used; these are push rod operated and the camshaft driven by chain. Lubrication is full dry sump by high speed oscillating plunger pumps which give a rapid oil circulation. A large capacity filter is incorporated in the system. The four speed gearbox, oil bath and A.C. generator are all housed in the streamlined engine-gear "bloc."

FRAME AND FORKS: Completely new frame, with swinging arm rear suspension and hydraulic damping; all main tubes are constructed of chrome-molybdenum tubing. Front forks automatically lubricated and damped.

TRANSMISSION: Four speed foot operated gearbox, primary drive by $\frac{3}{8}$ -in. pitch chain enclosed and lubricated. Final drive by $\frac{1}{2}$ -in. pitch chain fully enclosed in chaincase.

CARBURETTOR: Amal "MONOBLOC" with efficient fabric type air filter.

WHEELS: Front fitted with full width hub and 3.25 x 17-in. Dunlop ribbed tyre. Rear quickly detachable with full width hub and 3.25 x 17-in. Dunlop studded tyre. The rear sprocket incorporates the well known ROYAL ENFIELD cush drive.

ELECTRICAL EQUIPMENT: Lucas A.C. generator and rectifier giving 6 volt 60 watt output. Coil ignition. The ignition switch has an emergency start position. Electric horn. Headlamp, twin pilot lights, ammeter and light switch mounted in "Casquette" fork head.

EQUIPMENT: Smith's chronometric illuminated speedometer. Easy lift centre stand, inflator and tool kit.

FINISH: Light surf green. Bright parts polished aluminium or heavy chromium plate. Optional finishes, maroon or black enamel.

The "Crusader 250" has been chosen by The Council of Industrial Design for exhibition at its Design Centre as an outstanding example of modern motor cycle design.

"350 CLIPPER" SPRING FRAME, 346 c.c. O.H.V.

ENGINE: 346 c.c. O.H.V. single cylinder, cast iron cylinder head and cylinder barrel. Full dry sump lubrication utilizing double-acting pumps, a large capacity oil filter is incorporated in the system.

FRAME: Constructed throughout of chrome-molybdenum tubing, the frame incorporates swinging arm rear suspension of the type which has been used so successfully by Royal Enfield competition riders for some years. The rear wheel movement is controlled by hydraulic dampers, to ensure maximum road shock absorption and stability under all conditions.

FRONT FORKS: Hydraulically controlled, the front forks have a long soft movement and are designed to give light, positive steering. Being self-lubricating the forks will run for indefinite periods without attention.

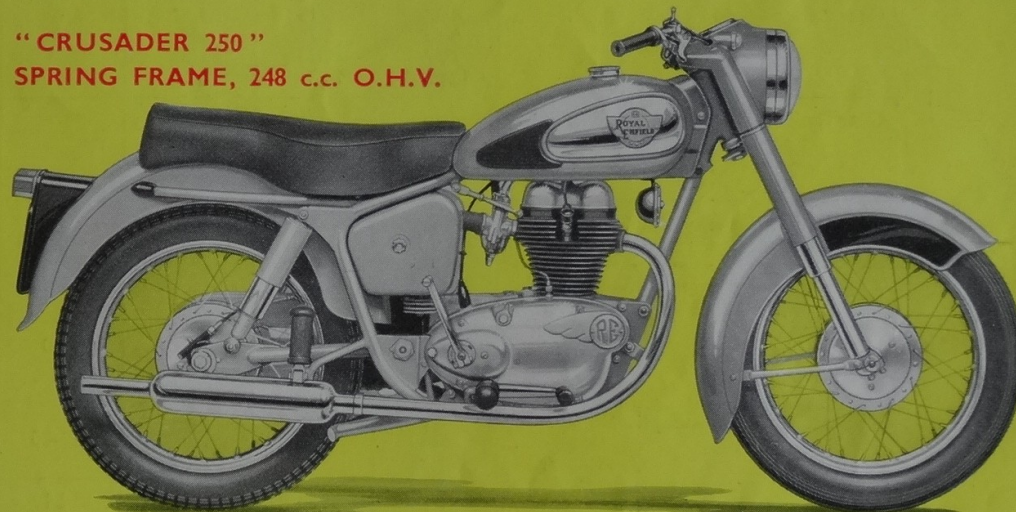
TRANSMISSION: Four-speed foot-operated gear-box incorporating positive neutral selector which enables the rider to obtain neutral from top, third and second gears by one depression of the selector pedal. The primary drive is by $\frac{1}{2}$ -in. pitch chain totally enclosed and running in oil and the final drive by $\frac{3}{8}$ -in. pitch chain.

CARBURETTOR: Amal.

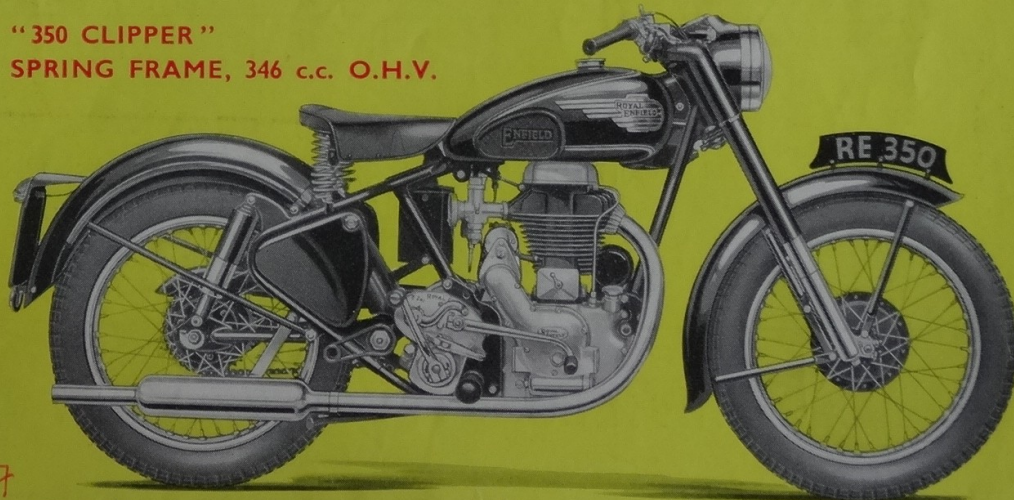
WHEELS: The Royal Enfield cush drive incorporated in the rear hub provides the most efficient of all types of transmission shock absorber, smoothing out power impulses and so reducing wear of chains, bearings and tyres. Both wheels are fitted with Dunlop 3.25 x 18-in. studded tyres.

ELECTRICAL EQUIPMENT: Lucas 60 watt output magdynamo, automatic voltage control, electric horn. The headlamp and

"CRUSADER 250" SPRING FRAME, 248 c.c. O.H.V.



"350 CLIPPER" SPRING FRAME, 346 c.c. O.H.V.



1957

TECHNICAL DATA

	"SUPER METEOR"	"500 TWIN"	"500 BULLET"	"350 BULLET"	"350 CLIPPER"	"250 CLIPPER"	"CRUSADER 250"	"150 ENSIGN II"
Bore and Stroke (m.m.)	70 × 90	64 × 77	84 × 90	70 × 90	70 × 90	64 × 77	70 × 64.5	56 × 60
Cubic Capacity (c.c.)	692	496	499	346	346	248	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	7.3 to 1	6.5 to 1
Max. B.H.P. and R.P.M.	40 at 5500	27 at 6000	25 at 5250	19 at 6000	15 at 5500	11 at 5500	13 at 5750	6 at 4750
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	5.6 7.3 10 15.6	6.25 8.45 13.1 18.5	5.8 7.83 10.44 16.97	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. gallons)	4	3½	3½	3½	3½	3½	3	2
Oil Tank Capacity (pints)	4	4	4	4	4	4	3	—
Approx. Max. Speed m.p.h.—Solo	100	85–90	85–90	75–80	70–75	60–65	70	55
" " " " —Sidecar	75–80		70–75					
Weight (lbs.)	410	390	370	350	362	330	312	158 165 (with rectifier)
Approx. Petrol Consumption m.p.g.—Solo	55–60	70–75	70–75	80–85	80–85	95–100	100	120–130
Sidecar	50–55		60–65					
Wheelbase (inches)	54	54	54	54	54	54	52	48
Brake diameter and width (inches)—Front	6 × 1 Dual.	6 × 1 Dual.	6 × 1 Dual.	6 × 1 Dual.	6 × 1	6 × 1	6 × 1	5 × 1
Rear	7 × 1	7 × 1	7 × 1	6 × 1	6 × 1	6 × 1	6 × 1	5 × 1
Seat Height (inches)	31	31	31	31	29½	29½	29	27
Ground Clearance (inches)	5½	5½	5½	5½	6	6	5½	6
Overall Width (inches)	28	28	28	28	28	28	24½	25½

GUARANTEE

All Royal Enfield Motor Cycles are sold by our Dealers subject to the limited Guarantee adopted by the British Cycle and Motor Cycle Industries Association Ltd. Shortage of space prevents it being printed in full in this leaflet, 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., REDDITCH, ENGLAND

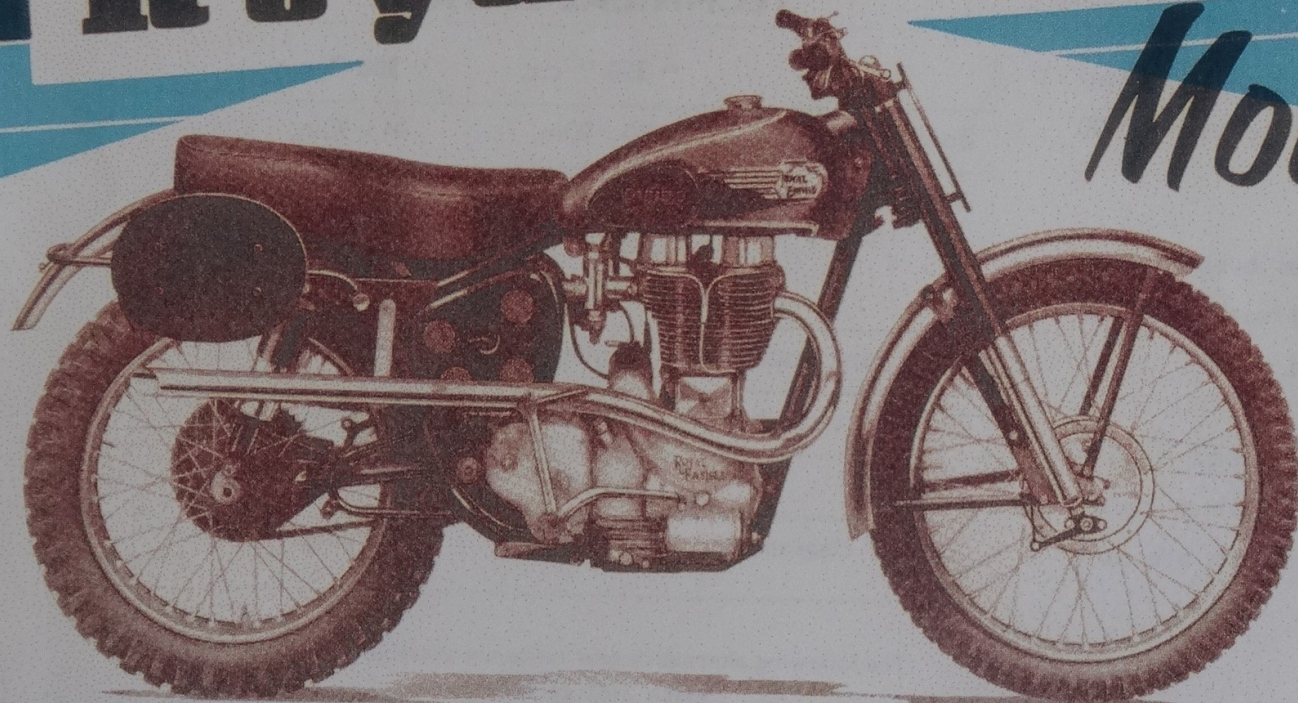
Telegrams : "Cycles, Phone, Redditch"

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Royal Enfield

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 $\frac{7}{8}$ in. pitch chain. Standard internal ratios for both "350" and "500" Models are 1, 1.3, 1.3, 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

THE ENFIELD CYCLE CO. LTD.

Head Office and Works:

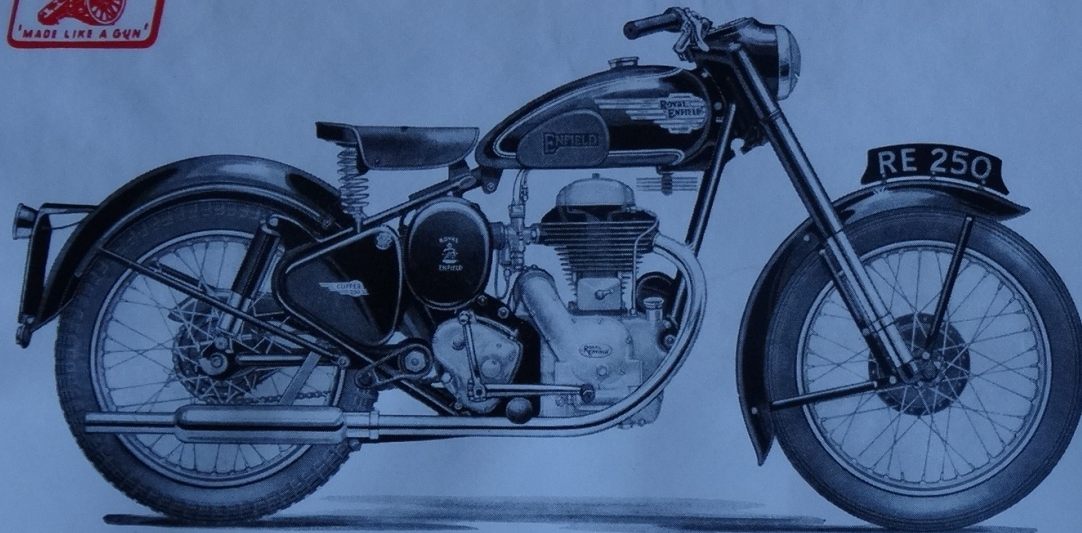
REDDITCH · ENGLAND

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*Phone : Redditch 121 (8 lines)

Royal Enfield

250 CLIPPER



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

TECHNICAL DATA

Bore and Stroke (m.m.)	...	64 x 77
Cubic Capacity (c.c.)	...	248
Compression Ratio	...	6.5 to 1
Max. B.H.P. and R.P.M.	...	11 at 5500
Gear Ratios—Solo	...	6.25
		8.45
		13.1
		18.5
Petrol Tank Capacity (Imp. gallons)	3 $\frac{1}{2}$	
Oil Tank Capacity (pints)	...	4
Approx. Max. Speed m.p.h.: Solo	60-65	
Weight (lbs)	...	330
Approx. Petrol Consumption m.p.g.:		
	Solo	95-100
Wheelbase (inches)	...	54
Brake diameter and width (inches):		
	Front	6 x 1
	Rear	6 x 1
Seat Height (inches)	...	29 $\frac{1}{2}$
Ground Clearance (inches)	...	6
Overall Width (inches)	...	26 $\frac{1}{2}$

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 by $\frac{1}{2}$ -in. pitch chain enclosed in oil bath. Final drive by $\frac{5}{8}$ -in. pitch chain.

CARBURETTOR: Amal "MONOBLOC" fitted with air filter.

WHEELS: Patented cush drive incorporated in rear hub eliminates all transmission shocks. Dunlop 3.00x19-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 the primary chaincase. Electric horn. Headlamp, ammeter and light switch mounted in "Casquette" fork head.

EQUIPMENT: Smiths's chronometric illuminated speedometer, centre stand, inflator and tool kit.

FINISH: Rich deep maroon, bright parts heavily chromium plated or polished aluminium. Attractive metal tank motif of modern design.

£170 5s. 8d.

Inclusive of £33 15s. 8d.

Purchase Tax

THE ENFIELD CYCLE CO. LTD., REDDITCH . ENGLAND

Ref. 641/5M. 10.57

Printed in England. 1st Sept., 1957

Royal Enfield

MOTOR CYCLES

PRICES OF 1957 MODELS

	Retail Price	Purchase Tax	Total
	£ s. d.	£ s. d.	£ s. d.
"Ensign II" 148 c.c. Two stroke ...	86 13 6	20 16 0	107 9 6
"Ensign II" with rectified A.C. Lighting Set ...	91 17 6	22 1 0	113 18 6
"250 Clipper" 248 c.c. O.H.V. ...	136 10 0	32 15 3	169 5 3
"Crusader 250" 248 c.c. O.H.V. ...	168 0 0	40 6 5	208 6 5
"350 Clipper" 346 c.c. O.H.V. ...	150 10 0	36 2 5	186 12 5
"350 Bullet" 346 c.c. O.H.V. ...	182 15 0	43 17 3	226 12 3
"500 Bullet" 499 c.c. O.H.V. ...	193 10 0	46 8 9	239 18 9
"500 Twin" 496 c.c. O.H.V. ...	204 5 0	49 0 5	253 5 5
"Super Meteor" 692 c.c. O.H.V. ...	225 15 0	54 3 7	279 18 7

EXTRA EQUIPMENT

(Prices when supplied as original equipment on New Machines)

	£ s. d.	£ s. d.	£ s. d.
Legshields ...	3 7 6	*	3 7 6
Prop Stand on "Clipper" Models ...	1 7 6	6 7	1 14 1
Dual Seat and Pillion Footrests on "Clipper" Models ...	4 0 0	19 3	4 19 3
Pannier Set—4-stroke Models ...	6 15 0	1 12 5	8 7 5
Sidecar Forks, Gears and Steering Damper	2 5 0	10 9	2 15 9

*Tax Free—Supplied separately.

29th April, 1957

