

Royal Enfield

1958.



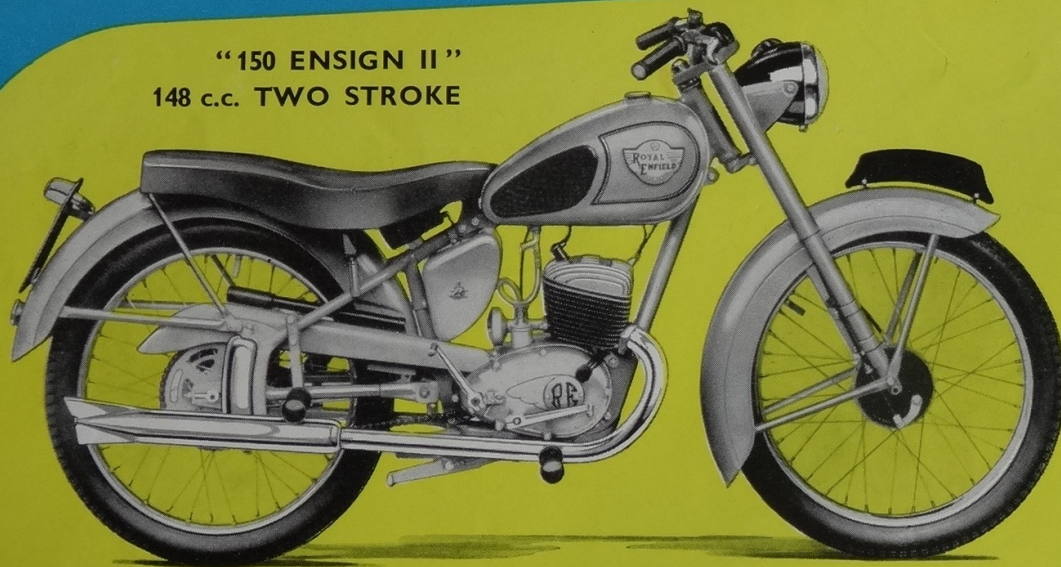
for modern motorcycling



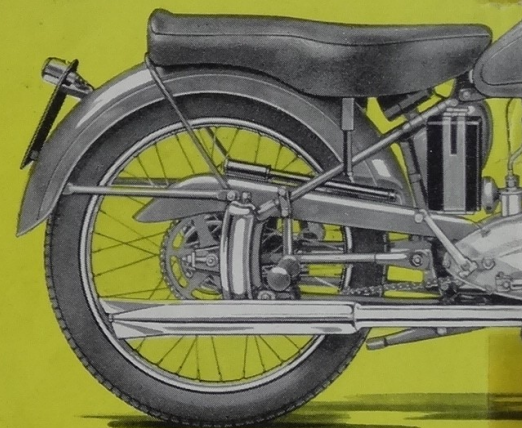
Royal Enfield

present the most up-to-date range

"150 ENSIGN II"
148 c.c. TWO STROKE



"150 ENSIGN III"
148 c.c. TWO STROKE



ENGINE-GEAR UNIT : 148 c.c. two-stroke engine and gear unit of modern streamlined design. The new aluminium alloy cylinder head and cast-iron cylinder barrel 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, utilising full swinging-arm type rear suspension. Self-lubricating telescopic forks.

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

WHEELS : Fitted with 2.75 x 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 or Black. Bright parts heavily chromium plated or polished aluminium.

ENGINE-GEAR UNIT : 148 c.c. two-stroke engine and alloy cylinder head and cast-iron cylinder barrel 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, utilising full swinging-arm type rear suspension. Self-lubricating telescopic forks. Streamlined covers for the speedometer, switch and ammeter.

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

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

LIGHTING SYSTEM : A.C. rectified current supplies a bulb horn.

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

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

ENGINE: 346 c.c. o.h.v. single cylinder. Cast-iron cylinder head and barrel. Full dry sump lubrication embodying a large capacity oil filter.

FRAME: Constructed throughout of chrome-molybdenum steel tubing, the frame utilises the well known ROYAL ENFIELD rear suspension. The rear wheel movement is controlled by coil springs and hydraulic dampers which ensures maximum shock absorption and stability under all conditions.

FRONT FORKS: The front forks have a long movement to absorb road shocks and being automatically lubricated will run for long periods without attention.

TRANSMISSION: 4-speed foot-operated gearbox with positive neutral selector. Multi-plate clutch with heat and oil resisting fabric inserts. Primary drive by Duplex chain running in oil. Final drive by $\frac{3}{8}$ -in. pitch chain.

CARBURETTOR: Amal "MONOBLOC."

WHEELS: Front fitted with 3.25 x 19-in. Dunlop ribbed tyre. Full width aluminium alloy front hub. Rear fitted with 3.25 x 19-in. Dunlop studded tyre.

ELECTRICAL EQUIPMENT: Lucas A.C. generator and rectifier giving 6 volt 60 watt output. Coil ignition. The generator is housed in the primary chaincase. Electric horn. The headlamp, twin sidelights and lighting switch are housed in a "Casquette" fork head.

EQUIPMENT: Smith's chronometric speedometer. Centre stand, inflator and tool kit.

FINISH: Lustrous black enamel with bright parts polished aluminium or chromium plate.

ENGINE: 346 c.c. or 499 c.c. The two Bullet engines have iron cylinder barrels and R.R.56 light alloy connecting rod and a large capacity oil filter. The flywheel assemblies are carried on a "Technical Data Sheet."

FRAME AND FORKS: Robust swinging arm spring fork. Self-lubricating hydraulically damped telescopic forks incorporate Duplex chain enclosed in oil bath. Final drive by $\frac{3}{8}$ -in. pitch chain.

TRANSMISSION: 4-speed foot-operated gearbox with positive neutral selector. Multi-plate clutch with heat and oil resisting fabric inserts. Primary drive by Duplex chain running in oil. Final drive by $\frac{3}{8}$ -in. pitch chain.

CARBURETTOR: Amal "MONOBLOC" fitted with air filter.

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

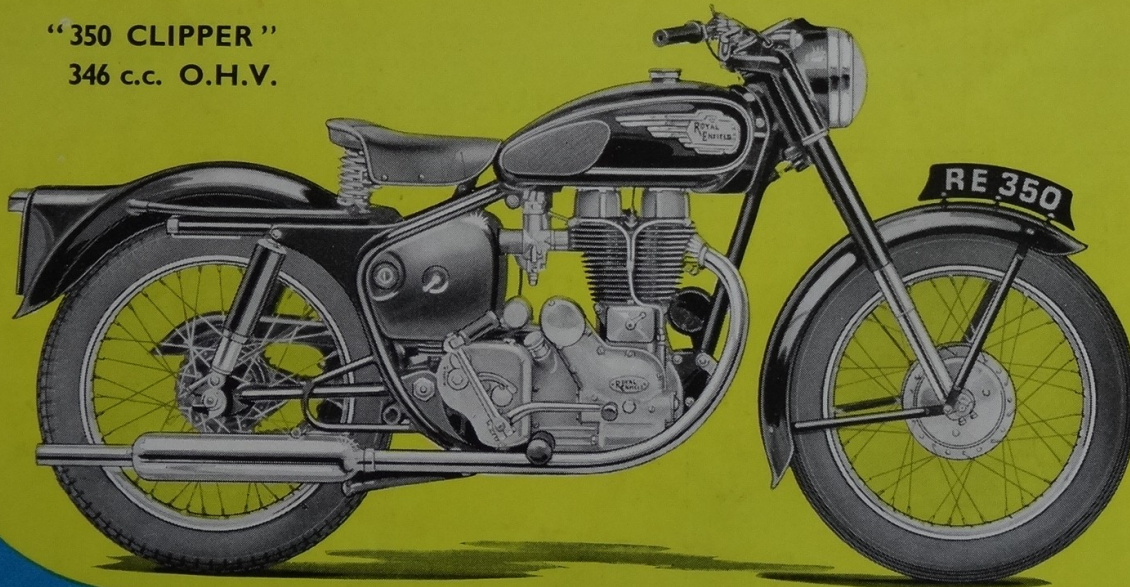
ELECTRICAL EQUIPMENT: Lucas 6 volt 70 watt generator and rectifier giving 6 volt 60 watt output. Coil ignition. The generator is housed in the primary chaincase. Electric horn. The headlamp, twin sidelights and lighting switch are housed in a "Casquette" fork head.

EQUIPMENT: Smith's chronometric illuminated speedometer. Centre stand, inflator and tool kit. The battery, air cleaner and toolbox covers.

FINISH: Lustrous black enamelled finish as standard with bright parts polished aluminium or chromium plate. Two-tone finishes available as optional, viz.: Black—Polychromatic Silver Grey.

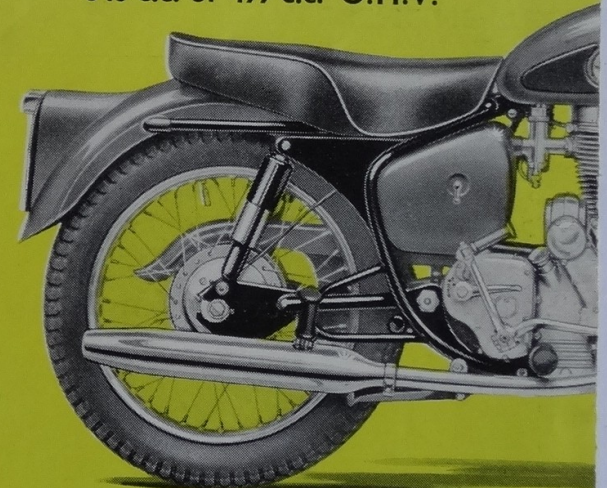
"350 CLIPPER"

346 c.c. O.H.V.



"BULLET" (350 c.c. or 500 c.c.)

346 c.c. or 499 c.c. O.H.V.



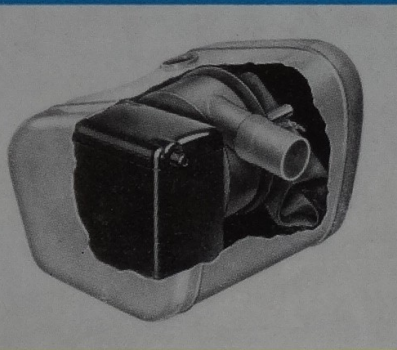
Where a machine is supplied in two-tone finish, the front and rear chainguard are enamelled in the same colour finish, with the frame, swinging arm and footrests in polished aluminium or chromium plate.

1958



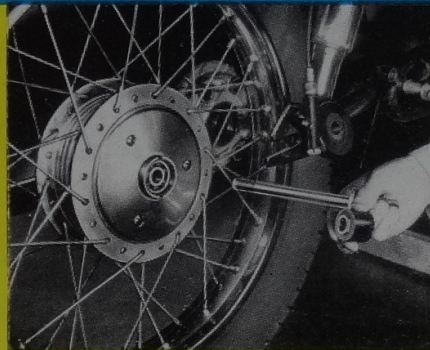
Pannier Equipment

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



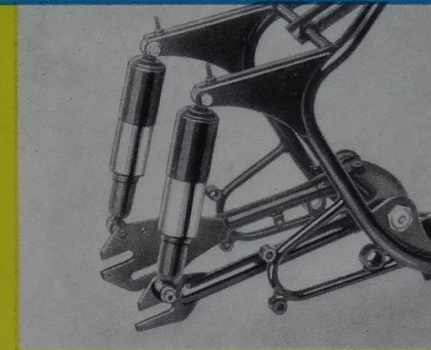
Battery and Air Filter Compact

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



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.



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.



Neutral

Neutral may be set second, third or to depression of the pedal—a great frequent stops are traffic.

SPECIFICATIONS GENERALES

Les modèles culbutés à quatre temps "Super Meteor," "500 & 350 Bullets," "350 Clipper" et "Crusader 250" sont tous munis d'un cadre articulé à bras oscillant, d'une fourche télescopique avant avec amortissement hydraulique, avec haut de fourche 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 sont munis d'un générateur à courant alternatif et d'un redresseur. Les modèles "Super Meteor," "350 Clipper," et "Crusader 250" ont l'allumage à bobine, tandis que les "500 & 350 Bullets" sont munis de magnétos à aimant tournant Lucas pour l'allumage.

Les dimensions des pneus sont de 19" x 3,25" sur les modèles "350 Bullet" et "350 Clipper," à l'avant et à l'arrière, tandis que les modèles "500 Bullet" et "Super Meteor" sont munis de pneus de 19" x 3,50" sur les roues arrière seulement et de 19" x 3,25" sur les roues avant. Le modèle "Crusader 250" est muni de pneus de 17" x 3,25" sur les deux roues. A l'exception des modèles "Ensign," qui ont une finition en vert marine, la couleur standard de la série est noire, avec des combinaisons de deux couleurs facultatives, de noir/polychrome rouge bourguignon, noir/polychrome bleu, noir/polychrome gris, sur tous les modèles sauf le "350 Clipper."

Les "Super Meteor," les "500 & 350 Bullets" et "Crusader 250" sont tous munis de siège bi-place et de repose-pieds pour passager, de moyeu de largeur complète 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. Les freins avant doubles sont standards sur tous les modèles à l'exception du modèle "350 Clipper" et du "Crusader 250."

Le cadre articulé à bras oscillant des modèles à deux temps "Ensign II" et "Ensign III" supporte un bloc-moteur profilé à trois vitesses, une fourche télescopique, un indicateur de vitesse, un siège bi-place et repose-pieds pour passager; la finition de ces modèles est émaillée verte-marine et chromée, avec la couleur noire comme couleur facultative. Le modèle "Ensign III" est muni d'éclairage à batterie à courant alternatif redressé et d'un avertisseur électrique. En outre, ce modèle a un beau haut de fourche nouveau du type Casquette.

Accessoires supplémentaires disponibles: Réservoir avec revêtement en chrome, pour modèles "Ensign"; Roue arrière rapidement démontable, béquille latérale, siège bi-place, filtre à air et repose-pieds—Modèle "350 Clipper"; Protège-jambes d'un nouveau style; Fourches pour side-car, rapports spéciaux de boîte et frein de direction; Jeu de sacoches.

Lorsqu'une motocyclette est fournie en deux couleurs, les gardeboues, le réservoir, les couvertures "Compact" et la gardechaîne arrière sont émaillés dans le fini polychromatique qui convient, avec le bâti, le bras oscillant, les fourches, etc., émaillés en noir.

ALLGEMEINE TECHNI

Die 4-Takt-Modelle "Super Meteor," "500 & 350 Bullets," "350 Clipper" und "Crusader 250" sind alle mit einem schwenkbaren Rahmen, Teleskop-Vordergabel mit hydraulischem Stoßdämpfer, Casquette-Vorderrad, Ölfilter, Geschwindigkeitsschaltlampe, Luftfilter (außer beim Modell "350 Clipper") und Viergang-Getriebe ausgestattet. Alle erwähnten 4-Takt-Modelle sind mit Wechselscheiben "Super Meteor," "350 Clipper" und "Crusader 250" ausgestattet. Die Modelle "500 Bullet" und "350 Clipper" sind vorne mit 19" x 3,25" und hinten mit 19" x 3,50" und vorne mit 19" x 3,25" und hinten mit 19" x 3,50" und vorne mit 17" x 3,25" auf beiden Rädern. Ausgenommen die Modelle "Ensign," die eine marinegrüne Lackierung haben, ist die Standardfarbe der Serie schwarz, mit optionalen Zweifarbenschwarz/polychromatischrot, Schwarz/polychromatischblau oder Schwarz/polychromatischgrau. Alle Modelle außer dem "350 Clipper" haben einen alternierenden Stromerzeuger und einen Gleichrichter. Die Modelle "Super Meteor," "350 Clipper" und "Crusader 250" haben eine Zündanlage mit Zündspule, während die Modelle "500 & 350 Bullets" mit Magneten und Lucas-Schaltlampe ausgestattet sind.

Die Modelle "Super Meteor," "500 & 350 Bullets" und "Crusader 250" sind alle mit Doppelsitz und Beifahrerfuß ausgestattet, mit vollständiger Achsbreite und abnehmbarem Hinterrad. Die Transmission aller dieser Modelle, mit Ausnahme des Modells "Crusader 250," wird durch eine Duplexkette in Öl geschmiert. Alle Modelle haben Doppelbremse. Die 2-Takt-Modelle "Ensign II" und "Ensign III" sind ebenfalls mit 3-Gang-Getriebe, Teleskopgabel, Tachometer, Sitzpolsterlackierung ausgestattet. Die blanken Teile sind verchromt. Der Strom zur Beleuchtung und Betätigung der elektrischen Hilfsmittel wird durch eine Batterie mit Gleichrichter und elektrischer Warnlampe erzeugt. Weiterhin sind die Maschinen mit einem Stromlinien-Tank, optionaler Seitenbank, Luftfilter und Soziusraster bei Modell "Ensign" ausgestattet. Wenn ein Motorrad in zwei Farben geliefert ist, sind die Hinterradkettenschutz mit den zugehörigen polichromatischen Gabeln, usw., schwarzemalliert.

ve high efficiency aluminium alloy cylinder heads, fitted on cast-
 . The lubrication is by full dry sump lubrication incorporating
 ied in heavy duty ball and roller bearings. For more details see

ame with chrome-molybdenum tubing and hydraulic damping.
 orating the "Casquette" fork head.

n positive neutral selector, multi-plate clutch. Primary drive
 itch chain.

filter.
 powerful dual front brakes and 3.25 x 19-in. ribbed Dunlop tyre,
 udded tyre.

output A.C. generator with rectifier and battery for lighting.
 on advance for ignition. Electric horn. Headlamp, twin pilot
 ad. Combined stop and rear light.

ometer, centre stand, prop stand, pillion footrests, dual seat,
 are housed in a streamlined "Compact" with quickly detachable

with bright parts polished aluminium or heavy chromium plate.
 chromatic Burgundy; Black—Polychromatic Wedgwood Blue.

ENGINE: 692 c.c. Vertical twin cylinders, separate aluminium alloy cylinder heads and cast-iron cylinder barrels. Light alloy connecting rods, one piece Meehanite crankshafts, high level camshafts, large diameter ball and roller main bearings. Rapid circulation dry sump lubrication incorporating large capacity oil filter. The torque characteristics of the "SUPER METEOR" engine make it ideally suited for sidecar work and give it, in solo form, tremendous acceleration.

FRAME AND FORKS: Robust swinging arm spring frame with chrome-molybdenum tubing and hydraulic damping. Self-lubricating hydraulically damped telescopic forks incorporating "Casquette" fork head.

TRANSMISSION: 4-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. pitch chain.

CARBURETTOR: Amal "MONOBLOC" fitted with air filter.

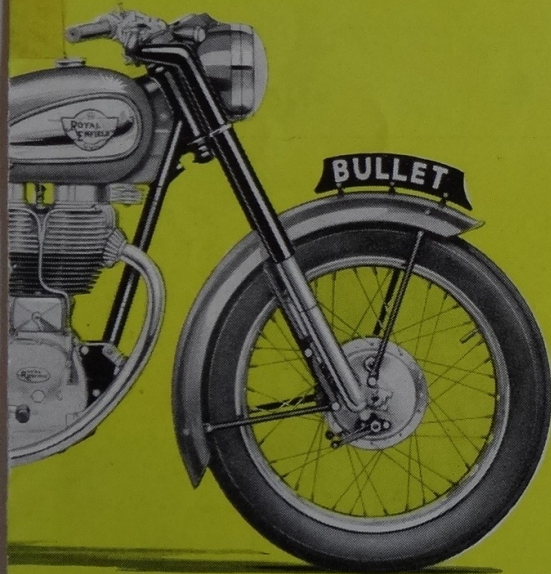
WHEELS: The front wheel is fitted with the well-known powerful dual front brakes and 3.25 x 19-in. ribbed Dunlop tyre, and the quickly detachable rear wheel with a 3.50 x 19-in. studded tyre.

ELECTRICAL EQUIPMENT: Lucas 6 volt 70 watt output A.C. generator with rectifier and battery. Coil ignition, automatic ignition advance control.

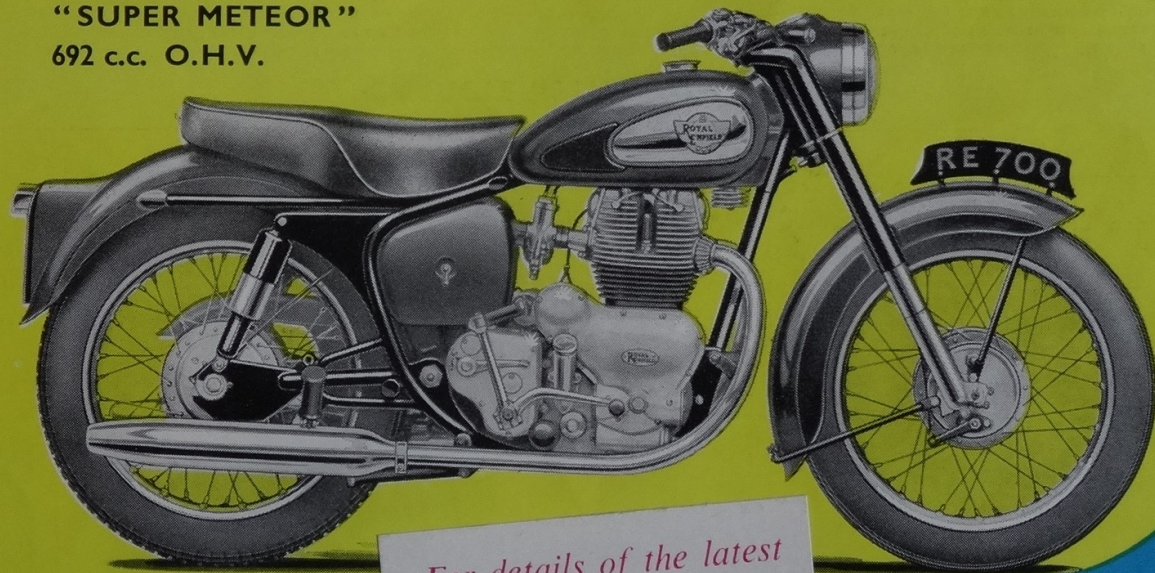
The machine is fitted with a "Casquette" fork head which carries the headlamp, twin sidelights and lamp switch. An electric horn and combined stop and rear light are also standard equipment.

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 cover.

FINISH: Lustrous black enamelled finish as standard with bright parts polished aluminium or heavy chromium plate. Two-tone finishes available as optional, viz.: Black—Polychromatic Burgundy; Black—Polychromatic Wedgwood Blue; Black—Polychromatic Silver Grey.



"SUPER METEOR"
 692 c.c. O.H.V.



inish, the mudguards, tank, "Compact"
 lled in the appropriate polychromatic
 arm, forks, etc., enamelled in black.

*For details of the latest
 ROYAL ENFIELD
 Crusader 'Airflow' and
 New '250 Clipper'
 See separate Folders*

F E A T U R E S



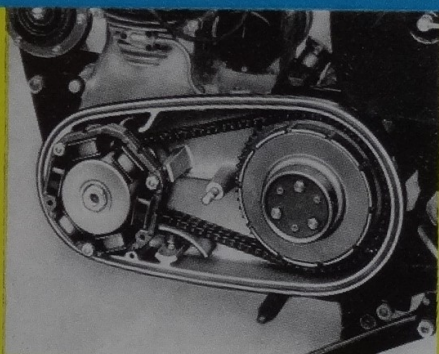
Selector

lected from either p gear by a single neutral selector convenience when necessary and in



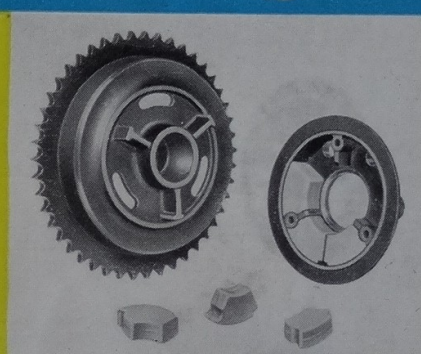
Dual Front Brakes

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.



Casquette Fork Head

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

TECHNISCHE ANGABEN

ts." "350 Clipper" und "Crusader 250" sind alle mit sdämpfer, Casquette-Gabelkopf, Ölfilter, Tachometer, Luftfilter etriebe ausgestattet.

rom-Generator und Gleichrichter versehen. Die Modelle n Batteriezündung, während bei den Modellen "500 und 350 det werden.

d hinten mit 19" x 3-25" bereift; die Modelle "500 Bullet" 19" x 3-25" bereift. Das Modell "Crusader 250" hat 17" x 3-25"

"Ensign," deren Ausstattung meergrün ist, ist die Farbe keit die Maschinen in Zweifalten-Ausstattung zu liefern u.zw. und Schwarz/polychromatischgrau, ausser dem Model

"Crusader 250" sind mit Sitzbank, Soziusrastern, Voll-Primärtrieb auf allen vorewähnten Modellen, mit Ausnahme ende Duplexkette. Alle Modelle, ausser den Modellen "350 in Vorderrad.

s mit Schwingrahmen, sowie ein em stromlinienförmigen Block-ank und Soziusrastern ausgestattet und werden in meergrüner kierung in Schwarz auf Wunsch.

ippe wird durch eine Wechselstrommaschine mit Gleichrichter förmigen Casquette-Gabelkopf versehen.

ei den Modellen "Ensign"; Schnell auswechselbares Hinterrad, "350 Clipper"; Beinschützer in neuer Form; Seitenwagen- odelle; Gepäckträger mit Tasche.

chutzbleche, der Behälter, die Decken "Compact" under der arben emailliert, mit dem Gerüste, dem Schwingarm, den

CARACTERISTICAS GENERALES

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

Todos los modelos de cuatro tiempos están provistos de generador de corriente alterna y rectificador. Los modelos "Super Meteor," "350 Clipper" y "Crusader 250" tienen bobina de encendido, mientras que los "500 y 350 Bullets" emplean magnetos de imán giratorio para el encendido.

Las dimensiones de los neumáticos son de 19 x 3,25 pulgadas en el "350 Bullet" y "350 Clipper" en las ruedas delanteras y traseras, mientras que los "500 Bullet" y "Super Meteor" tienen neumáticos de 19 x 3,50 pulgadas en las ruedas traseras solamente y de 19 x 3,25 pulgadas en las ruedas delanteras. El "Crusader 250" está provisto de neumáticos de 17 x 3,25 pulgadas en ambas ruedas. Con la excepción de los "Ensigns" que están acabados en color verde mar, el color standard para la serie es negro, con la combinación facultativa de dos colores negro/polichromático rojo, negro/polichromático azul, negro/polichromático gris en todos los modelos con la excepción del "350 Clipper."

Los "Super Meteor," "500 y 350 Bullets" y "Crusader 250" están todos equipados con asiento doble y reposapiés para acompañante, cubo de anchura total y rueda rápidamente desmontable. La transmisión primaria en todos estos modelos excepto el "Crusader 250," se realiza por cadena duplex en baño de aceite. Los frenos dobles delanteros son standard con todos los modelos con la excepción del "350 Clipper" y "Crusader 250."

Los modelos de dos tiempos "Ensign II" y "Ensign III," de bastidor articulado de brazo oscilante, están provistos de una unidad motor-caja de cambio de tres velocidades, de forma aerodinámica, horquilla telescópica, velocímetro, asiento doble, reposapiés para acompañante y están terminados en esmalte color verde mar con partes cromadas, con negro como color facultativo. El "Ensign III" está dotado de iluminación rectificadora de batería, a corriente alterna y de bocina eléctrica; además, tiene un hermoso cabezal de horquilla nuevo aerodinámica Casquette.

Equipo extra disponible: Depósito de gasolina cromado en los modelos "Ensign." Rueda trasera rápidamente desmontable, soporte de apoyo para estacionamiento, asiento doble, filtro de aire y reposapiés para acompañante—Modelo "350 Clipper"; Protector de piernas de estilo nuevo; Horquilla para "sidecar" con amortiguador de cambio y dirección; Juego de carteras.

Cuando se suministra una motocicleta en acabado de dos colores, los guardabarros, el depósito, las cubiertas "Compact" y el protector de cadenas trasero se esmaltan en el acabado polichromático que conviene, con el bastidor, el brazo oscilante, las horquillas, etc., esmaltados en negro.

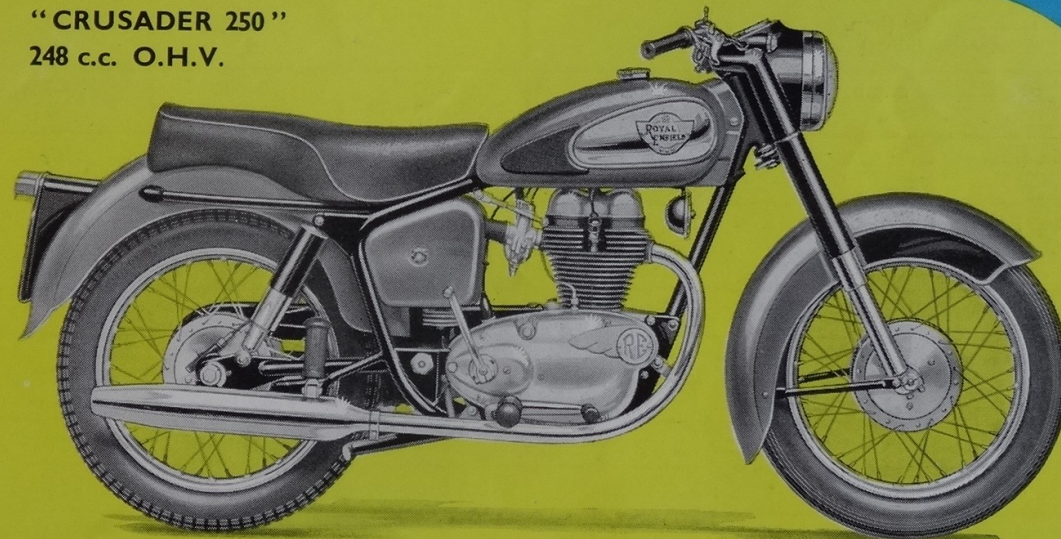
Enfield



Best of motor cycles in the world!



"CRUSADER 250"
248 c.c. O.H.V.



gear unit of modern streamlined design. The new aluminium improved performance and economy. Robust crankshaft 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 4-speed gearbox, oil bath and A.C. generator are all housed in the streamlined engine-gear "bloc."

chromium plated or polished aluminium.

leaner.

drive by $\frac{1}{2}$ -in. pitch chain. Powerful brakes on both wheels.

8 amp. hour wet battery which operates the lamps and electric

speedometer electric horn, centre stand, dual seat and pillion

chromium plated or polished aluminium.

ENGINE-GEAR UNIT: 248 c.c. o.h.v. short stroke single cylinder engine, 70 m.m. bore, 64.5 m.m. stroke, short R.R.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 4-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: 4-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: Lustrous black enamelled finish as standard, with bright parts polished aluminium or heavy chromium plate. Two-tone finishes available as optional, viz.: Black—Polychromatic Burgundy; Black—Polychromatic Wedgwood Blue; Black—Polychromatic Silver Grey.

1958

TECHNICAL DATA

	SUPER METEOR	500 BULLET	350 BULLET	350 CLIPPER	CRUSADER 250	ENSIGN II & III
Bore and Stroke (m.m.)	70×90	84×90	70×90	70×90	70×64.5	56×60
Cubic Capacity (c.c.)	692	499	346	346	248	148
Compression Ratio	7.25 to 1	6.5 to 1	7.25 to 1	6.75 to 1	8 to 1	6.5 to 1
Max. B.H.P. and R.P.M.	40 at 5500	25 at 5250	19 at 6000	16.5 at 5500	13 at 5750	6 at 4750
Gear Ratios—Solo	4.33 5.63 7.87 12.05	4.91 6.4 8.85 13.65	5.72 7.45 10.35 15.9	5.67 7.37 10.2 15.8	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	3	2
Oil Tank Capacity (pints)	4	4	4	4	3	—
Approx. Max. Speed m.p.h.—Solo	100	85-90	75-80	70-75	70	55
" " " " —Sidecar	75-80	70-75				
Weight (lbs.)	410	370	350	362	312	158 Ensign III, 168
Approx. Petrol Consumption m.p.g.— Solo	55-60	70-75	80-85	80-85	100	120-130
Sidecar	50-55	60-65				
Wheelbase (inches)	54	54	54	54	52	48
Brake diameter and width (inches)— Front	6×1 Dual.	6×1 Dual.	6×1 Dual.	6×1	6×1	5×1
Rear	7×1	7×1	6×1	6×1	6×1	5×1
Seat Height (inches)	31	31	31	31	29	27
Ground Clearance (inches)	5½	5½	5½	5½	5½	6
Overall Width (inches)	26½	26½	26½	26½	24½	25½

For sidecar use the "SUPER METEOR" and "500 BULLET" models are available with a front fork with reduced trail, stronger springs and a steering damper. For sidecar gear ratios see Technical Data.

GUARANTEE

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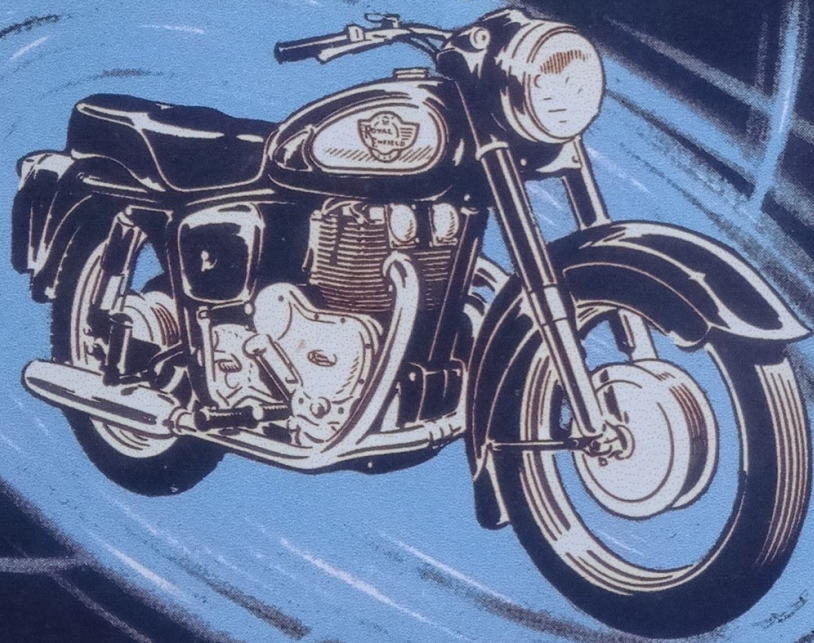
THE ENFIELD CYCLE CO. LTD., REDDITCH, ENGLAND

TELEGRAMS: "CYCLES, PHONE, REDDITCH"

TELEPHONE: REDDITCH 121 (8 LINES)

The New

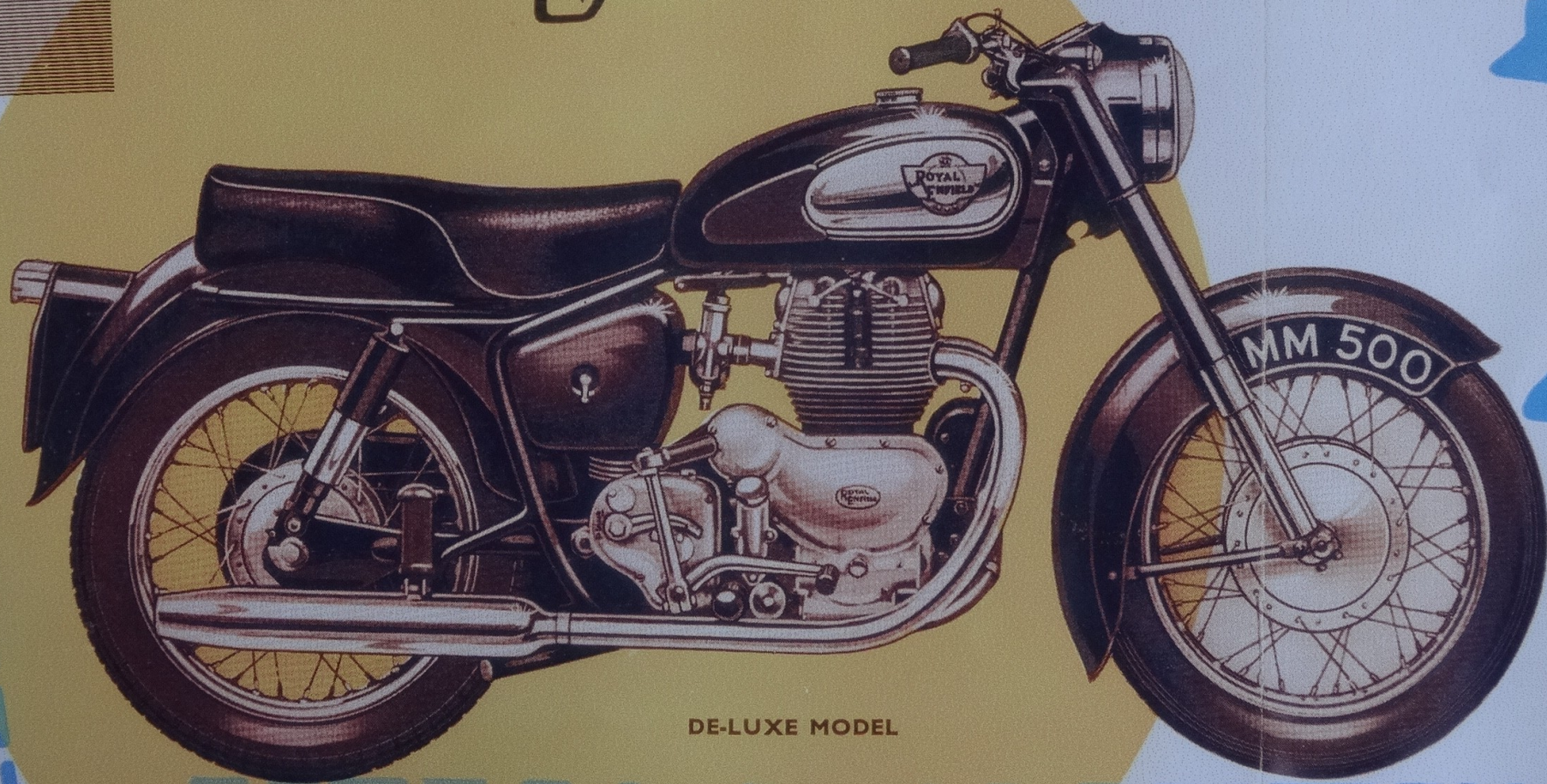
Royal Enfield



**METEOR
MINOR**

**COMPACT -
POWER-PACKED**

Royal Enfield



DE-LUXE MODEL

Technical Data

METEOR MINOR



Bore and Stroke (mm.)	...	...	70 x 64.5	Approx. Maximum Speed	...	90—95
Cubic Capacity (c.c.)	...	...	496	Weight (lbs.)	..	388
Compression Ratio	...	...	8 : 1	Approx. Petrol Consumption (m.p.g.)	..	70—75
Max. B.H.P. and R.P.M.	...	...	30 at 6,250	Wheelbase (inches)	...	53
Gear Ratios—Solo	...	...	4.67	Brake diameter and width (inches)	...	7 x 1½
			6.08				Front (de-luxe)
			8.42				Rear
			13.00				
Petrol Tank Capacity (Imp. Gals.)	...	...	3	Seat Height (inches)	...	29
Oil Tank Capacity (pints)	4	Ground Clearance (inches)	...	5½	
				Overall width (inches)	...	26	

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THE ENFIELD CYCLE CO. LTD.

Head Office and Works: REDDITCH, ENGLAND

'Grams : " Cycles, Phone, Redditch "

'Phone : Redditch 121 (8 lines)

Old

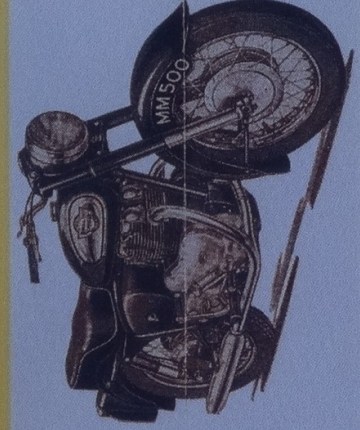
pioneers of

MODERN

MOTORCYCLING

go ahead again

with the



METEOR!
MINOR!

500 C.C. TWIN

ring

the "CRUSADER" 250, the
incorporates all the most up-to-date
week looking machine which has
with uncanny ease of handling
stability.

**full width
aluminium
alloy hubs**

**Totally enclosed rear
chain and quickly
detachable rear wheel**

STANDARD AND DE-LUXE VERSIONS

before been so easy to handle -

**new
short-stroke
over-square
30 bhp
engine**

**17" wheels - giving
a low riding position
for added safety**

OPTIONAL TWO TONE FINISHES

Beats

Following the modern style of

"METEOR MINOR" incor

features of design, giving a s

tremendous performance w

and s

- such performance has never

beat

Following the modern style of
"METEOR MINOR" incorporates
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and s

THE FINISHES

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writing

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week looking machine which has
with uncanny ease of handling
stability.

STANDARD AND

before been so

SPECIFICATION

ENGINE (Standard and De Luxe).

496 c.c. Short-Stroke O.H.V. high efficiency twin cylinder, separate cylinder barrels, light alloy cylinder heads with large diameter valves. Compression ratio 8 : 1. Light alloy connecting rods with shell big end bearings, running on a one-piece nodular iron crankshaft, which is carried in large diameter ball and roller bearings. Chain driven high level camshafts with new form cams. Dry-sump lubrication with large oil circulation and capacious oil filter incorporated in system. The engine develops 30 b.h.p. at 6,250 r.p.m., giving the machine a maximum speed of approximately 90-95 m.p.h.

FRAME AND FORKS (Standard and De Luxe).

The frame and forks are of the type first used on the 'CRUSADER' and in conjunction with the 17" diameter wheels give a low seating position and a degree of stability and "handleability" which is almost revolutionary. The frame has swinging arm type rear suspension and is constructed throughout of chrome molybdenum tubing. The front forks have hydraulically damped movement, and are automatically lubricated. The headlamp, speedometer and twin sidelamps are housed in a cast aluminium casquette.

STANDARD MODEL

TRANSMISSION (Standard).

Four-speed foot-operated gearbox with a positive neutral selector. Multi-plate clutch, primary drive by duplex chain totally enclosed and running in oil, final drive by $\frac{3}{8}$ " chain.

CARBURETTOR (Standard).

Amal "Monobloc."

WHEELS (Standard).

The front wheel is fitted with a 6" front brake with full width alloy hub, and 3.25 x 17" Dunlop ribbed tyre. The rear wheel has a powerful 7" brake, and is fitted with a 3.25 x 17" studded Dunlop tyre. The hub also incorporates the well known ROYAL ENFIELD cush drive.

ELECTRICAL EQUIPMENT (Standard).

Lucas 6 volt, 70 watt output A.C. generator with rectifier. Coil ignition with automatic ignition control and emergency start switch position, electric horn, twin pilot lights.

GENERAL EQUIPMENT (Standard).

Illuminated speedometer, centre stand, Terry spring seat saddle, inflator and tool-kit. The battery and toolbox are housed in a styled "Compact."

FINISH (Standard).

Lustrous black enamel with bright parts heavy chromium plate.

METEOR MINOR STANDARD MODEL

PRICE £249 10s. 0d. inc. £49 10s. 0d. P.T.

DE-LUXE MODEL

TRANSMISSION (De Luxe).

Four-speed foot-operated gearbox with a positive neutral selector. Multi-plate clutch, primary drive by duplex chain totally enclosed and running in oil. **Final drive by $\frac{3}{8}$ " chain, totally enclosed in handsome chaincase which ensures cleanliness and greatly increased chain life.**

CARBURETTOR (De Luxe).

Amal "Monobloc" fitted with highly efficient fabric air filter.

WHEELS (De Luxe).

The front wheel is fitted with a new powerful 7" diameter front brake, a full width aluminium alloy hub and 3.25 x 17" Dunlop ribbed tyre. The quickly detachable rear wheel has a powerful 7" brake full width aluminium alloy hub and is fitted with 3.25 x 17" studded Dunlop tyre. The hub also incorporates the well-known ROYAL ENFIELD cush drive.

ELECTRICAL EQUIPMENT (De Luxe).

Lucas 6 volt, 70 watt output A.C. generator with rectifier. Coil ignition with automatic ignition control and emergency start switch position, electric horn, twin pilot lights and **stop light.**

GENERAL EQUIPMENT (De Luxe).

Illuminated speedometer, centre stand and prop stand, dual seat and pillion foot-rests, chromium plated tank panels, deeply valenced front mudguards, inflator and toolbox. The battery, toolbox and air cleaner are housed in a styled "Compact."

FINISH (De Luxe).

Lustrous black enamel with bright parts heavy chromium plate or polished aluminium. **Optional two-tone finishes: Black/Polychromatic Burgundy, Black/Poly. Wedgwood Blue, Black/Poly. Silver Grey.** When a machine is two-tone finished the front and rear mudguards, tank, compact side covers and rear chainguard are enamelled in the polychromatic finish, with the frame, front forks, etc., enamelled black.

METEOR MINOR DE-LUXE MODEL

PRICE £274 9s. 0d. inc. £54 9s. 0d. P.T.

Royal Enfield

MOTOR CYCLES

PRICES OF 1958 MODELS

	Retail Price	Purchase Tax	Total
	£ s. d.	£ s. d.	£ s. d.
"Ensign II" 148 c.c. Two stroke ...	87 10 0	21 13 1	109 3 1
"Ensign III" 148 c.c. Two stroke, with rectified A.C. Lighting Set ...	92 17 6	22 19 9	115 17 3
"Crusader 250" 248 c.c. O.H.V. ...	170 0 0	42 1 6	212 1 6
"350 Clipper" 346 c.c. O.H.V. ...	160 5 0	39 13 3	199 18 3
"350 Bullet" 346 c.c. O.H.V. ...	185 0 0	45 15 9	230 15 9
"500 Bullet" 499 c.c. O.H.V. ...	196 0 0	48 10 2	244 10 2
"500 Twin" 496 c.c. O.H.V. ...	207 10 0	51 7 1	258 17 1
"Super Meteor" 692 c.c. O.H.V. ...	227 10 0	56 6 1	283 16 1

EXTRA EQUIPMENT

(Prices when supplied as original equipment on New Machines)

	£ s. d.	£ s. d.	£ s. d.
Legshields—All Models ...	3 10 0	*	3 10 0
Pannier Set—4-stroke Models ...	7 10 0	1 17 1	9 7 1
Sidecar Forks, Gears and Steering Damper	2 10 0	12 4	3 2 4
Prop Stand, "350 Clipper" ...	1 10 0	7 5	1 17 5
Dual Seat and Pillion Footrests, "350 Clipper" ...	5 0 0	1 4 9	6 4 9
Air Cleaner, "350 Clipper" ...	1 7 3	6 9	1 14 0

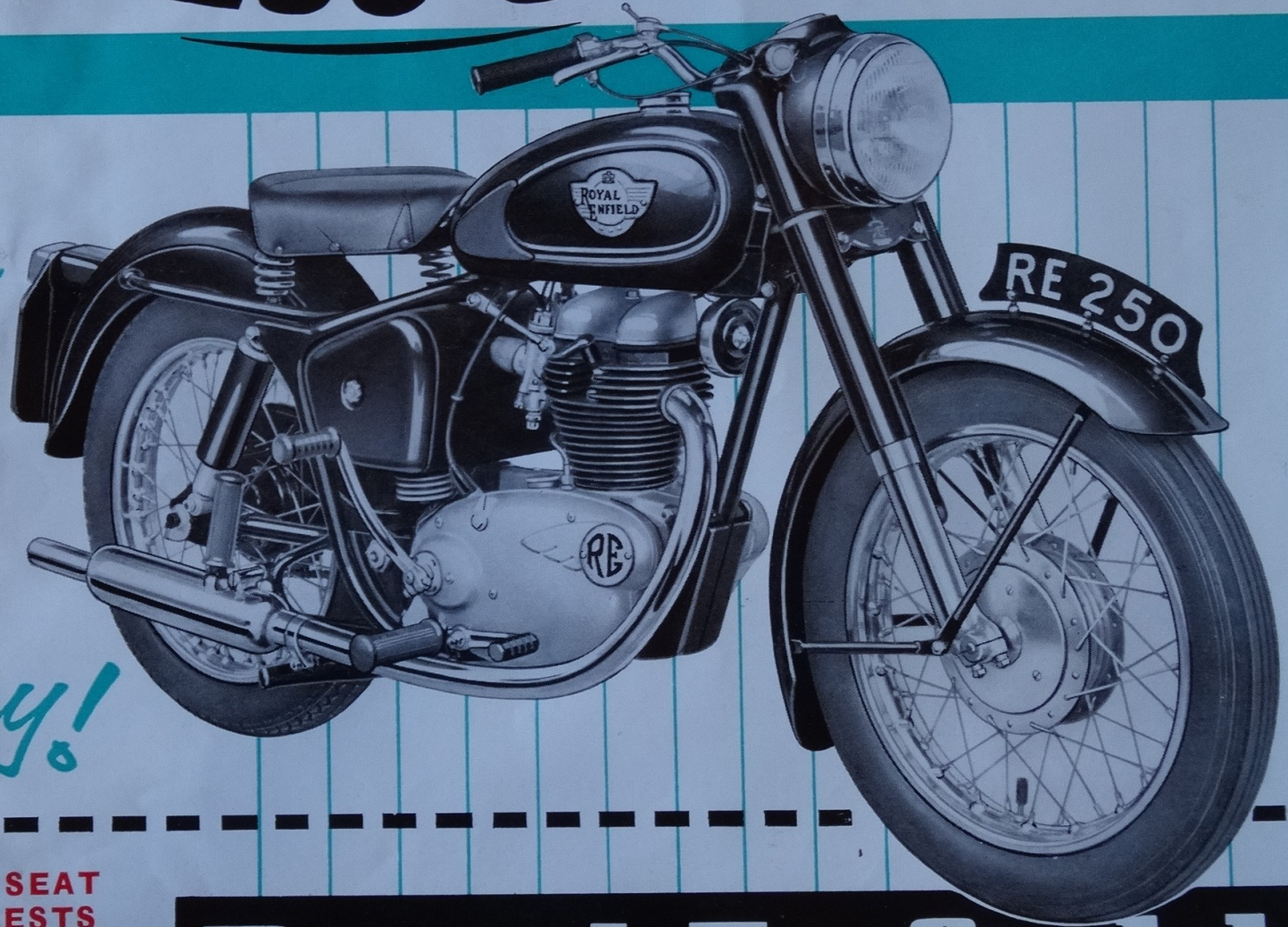
*Tax Free—Supplied separately.





the new
'250 CLIPPER'

*Modern
Motor
Cycling
with
Economy!*



PRICE
INCLUDING DUAL SEAT
and PILLION FOOTRESTS

£189 19s. 7d.
Inc. £37 13s. 10d. P.T.

EXTRA
Q.D. Rear Wheel £3 15s. 0d. inc. 14/11d. P.T.

Royal Enfield

Royal Enfield

'250 CLIPPER'

ENGINE-GEAR UNIT

248 c.c. o.h.v. short stroke single cylinder engine, 70 mm. bore, 64.5 mm. stroke, short R.R.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 mm. 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 4-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

4-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.

CARBURETTER

Amal "MONOBLOC."

WHEELS

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

ELECTRICAL EQUIPMENT

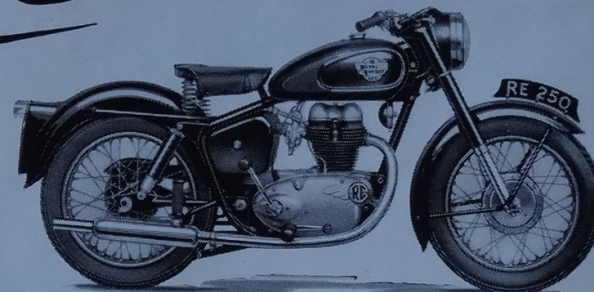
Lucas A.C. generator and rectifier giving 6 volt 60 watt output. Coil ignition. The ignition switch has an emergency start position. Electric horn. Head lamp, twin pilot lights, ammeter and light switch mounted in "Casquette" fork head.

EQUIPMENT

Smith's chronometric illuminated speedometer. Easy lift centre stand, inflater and tool kit.

FINISH

Lustrous black enamelled finish with bright parts heavily chromium plated.



TECHNICAL DATA

Bore and Stroke (mm.)	...	...	...	70 x 64.5
Cubic Capacity (c.c.)	...	...	...	248
Compression Ratio	...	...	...	7.3 to 1
Max B.H.P. and R.P.M.	...	...	...	13 at 5750
Gear Ratios—Solo	...	...	...	5.8
				7.83
				10.44
				16.97
Petrol Tank Capacity (Imp. gallons)	...	...	...	3
Oil Tank Capacity (pints)	...	...	...	3
Approx. Max. Speed m.p.h.—Solo	...	...	...	70
Weight (lbs.)	...	...	...	312
Approx. Petrol Consumption, m.p.g.—Solo	...	...	...	100
Wheelbase (inches)	...	...	...	52
Brake diameter and width (inches)—Front	...	...	...	6 x 1
" " " " " —Rear	...	...	...	6 x 1
Seat Height (inches)	29
Ground Clearance (inches)	5 $\frac{1}{2}$
Overall Width (inches)	24 $\frac{1}{2}$

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REDDITCH : ENGLAND

Telegrams: "CYCLES, PHONE, REDDITCH"

Telephone: REDDITCH 121 (8 LINES)