

Royal Enfield



*High
Performance*



1964

MOTOR CYCLES

Harley-Davidson

750 C.C.
Interceptor

Type
Stroke
Bore
Head
Cylinder
Compression Ratio
Ignition
Valves
Rings
Crankshaft
Rods
Cooling System
Capacity
Oil
Fuel System
Ignition
Speedometer
Tachometer
Front Forks
Front Suspension
Front Wheel
Rear Wheel
Rear Suspension
Dry Weight
Wet Weight
Seat Height
Ground Clearance
Wheelbase
Wheel Diameter
Tire Size
Exhaust

4 cycle OHV vertical twin
71 mm - 93 mm
44.9 cu in
Separate light alloy
Separate large finned iron
8.5-1
Two 1 3/8" Monobloc carbs with two float bowls
Magneto with automatic advance
Inlet 1 3/8" Ex. 1 1/2"
3 1/4" diameter
One piece Nodular Iron
Aluminium alloy K-16 bolts
3 galls
5 pints
Pressure dry-sump
Polished alloy
125 M.P.H.
8 000 R.P.M.
Oil damped telescopic
Swing arm with Girlings
Gold Seal K70 3-50-19
Gold Seal K70 4-00-18
Up to 120 M.P.H. "Cycle World" Road Test
20% More plate area; Multi-disc
4th gear—4.44 to 1
57 inches
31.5 inches. Seat may be lowered one inch
6 inches
414 lbs.
Light alloy full-width
7 inch dia. 1 1/2 inch width
7 inch diameter
2 pipes and 2 mufflers
7 inch quick detachable
Chrome plated



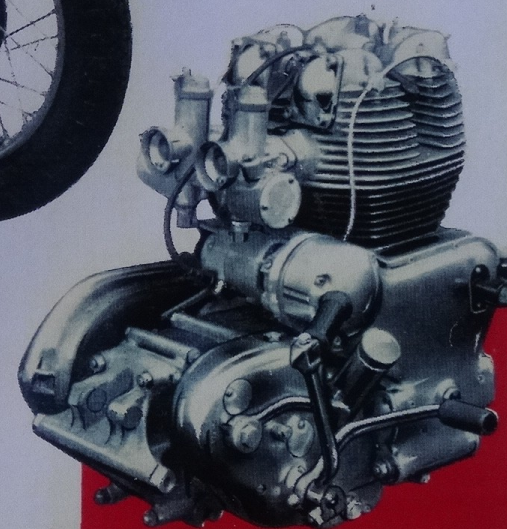
750 c.c. TT

Interceptor

NEW FEATURES FOR 1964

Magneto with automatic advance and retard.
Separate Alloy Cylinder Heads, mounting two 1 3/8" Monobloc Carburetors with two float bowls.
Two fuel taps.
Easy-release clutch with 20% more clutch lining area. Highly polished Alloy Fork Crown, mounting Tachometer and Speedometer.
New styled dual seat.
New headlight mountings.

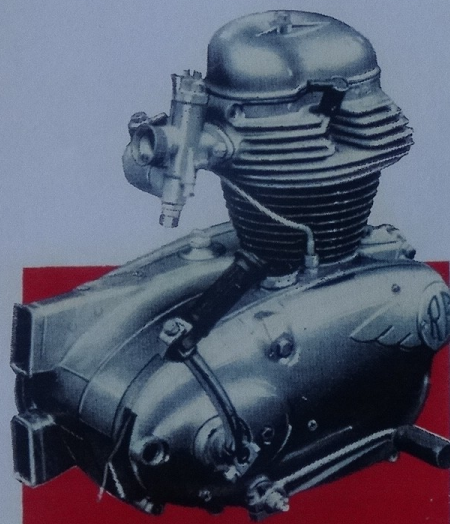
- ★ Strong, smooth, quiet Engine specially designed as a 750 c.c. for the American rider.
- ★ The long 93 mm. stroke, gives the Interceptor tremendous torque and acceleration at all speeds.
- ★ Speed of up to 120 m.p.h.—Proven by "Cycle World" Road Tests.
- ★ The T.T. Interceptor has done 100 m.p.h. in the quarter mile drags.
- ★ 57" wheelbase plus proper balance: gives firm, steady handling, at high speed.
- ★ The most comfortable riding motorcycle for both rider and passenger.
- ★ Exclusive neutral finder.
- ★ Lavishly finished with Chrome and Polished Alloy; painted in brilliant metallic Candy Apple Red or Hi-Fi Blue.





250. c.c.

Crusader



- ★ A robust 250 c.c. Sports Motorcycle, designed especially for the American rider and selling at a low price.
- ★ Snappy acceleration, and the ability to maintain Turnpike and Freeway speeds.
- ★ Low seating position and extremely fine handling.
- ★ Outstandingly economical and safe to ride.
- ★ Same sports components as the Interceptor, i.e. headlight, polished alloy fork crown, sports gas tank and new dual seat.
- ★ Lots of Chrome and Polished Alloy, painted bright red.
- ★ Built to the highest standards of quality.

1964

Royal Enfield

250 C.C.

Crusader

4 cycle OHV single
70 mm x 64.5
15 cu in
Light alloy
Large finned iron
9-1
1 1/8" Monobloc

Coil ignition
Inlet 1 1/8" - Ex. 1 3/8"
2 1/2" diameter
Nodular iron
Aluminium alloy

3 galls
3 pints
Pressure dry-sump
Polished Alloy
85 M.P.H.
None

Oil damped telescopic
Swing arm with Girdlings
3-25 x 17
3-25 x 17
80 M.P.H.

Multi-disc

4th gear—6-14 to 1
52 inches

29 1/2 inches. Seat may be lowered
one inch
5 1/2 inches
295 lbs

Alloy front: lightweight rear
6 inch diameter
6 inch diameter
Pipe and muffler
7 inch
Painted red

Engi
Bore a
Displ
Cylind
Cyl
Compre
Carb

Ign
Valv
Main
Cran
Conne
Fuel
Oil
Oil
Fork
Spee
Tach
Fron
Rear S
Tyre S
Tyre S
Top

Cl

Gear
Whe
Sadd

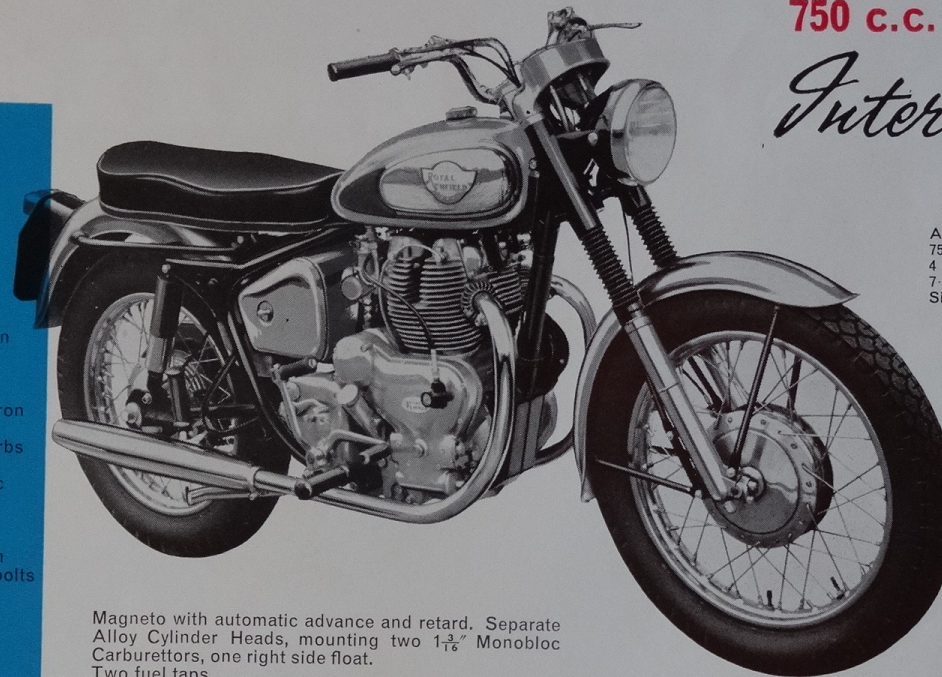
Ground
W
Whe
Fron
Rear
Ex
Hea
Sport

Royal Enfield

750 c.c. TT

Interceptor

Also available:
750 c.c. Custom Interceptor
4 gallon gas tank
7.5 to 1 compression ratio
Single carburettor



Engine Type
Bore and Stroke
Displacement
Cylinder Heads
Cylinders
Compression Ratio
Carburation

4 cycle OHV vertical twin
71 mm x 93 mm
44.9 cu in
Separate light alloy
Separate large finned iron
8.5-1

Ignition

Two 1 $\frac{3}{16}$ " Monobloc carbs
with two float bowls
Magneto with automatic
advance

Valve Sizes
Main Bearings
Crankshaft
Connecting Rods
Fuel Capacity
Oil Capacity
Oil System
Fork Head
Speedometer
Tachometer

Inlet 1 $\frac{7}{16}$ " Ex. 1 $\frac{3}{8}$ "
3 $\frac{1}{2}$ " diameter
One piece Nodular Iron
Aluminium alloy K-16 bolts
3 galls
5 pints
Pressure dry-sump
Polished alloy
125 M.P.H.
8 000 R.P.M.

Front Forks
Rear Suspension
Tyre Size, Front
Tyre Size, Rear
Top Speed

Oil damped telescopic
Swing arm with Girdlings
Gold Seal K70 3-50-19
Gold Seal K70 4-00-18
Up to 120 M.P.H. "Cycle
World" Road Test

Clutch

20% more plate area;
Multi-disc

Gear Ratio
Wheel Base
Saddle Height

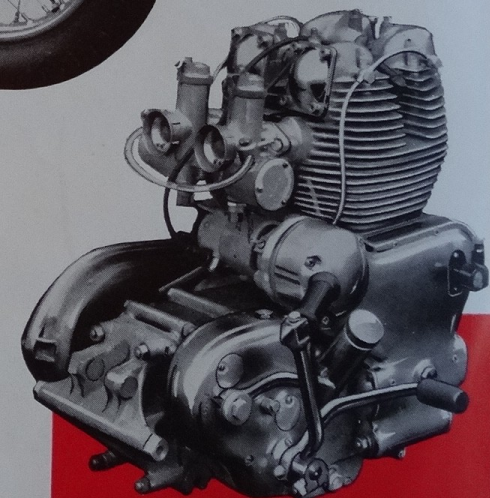
4th gear—4.44 to 1
57 inches
31.5 inches. Seat may be
lowered one inch
5 $\frac{1}{2}$ inches
414 lbs.

Ground Clearance
Weight
Wheel Hubs
Front Brake
Rear Brake
Exhaust
Headlights
Sport Fenders

Light alloy full-width
7 inch dia. 1 $\frac{1}{2}$ inch width
7 inch diameter
2 pipes and 2 mufflers
7 inch quick detachable
Chrome plated

Magneto with automatic advance and retard. Separate Alloy Cylinder Heads, mounting two 1 $\frac{3}{16}$ " Monobloc Carburettors, one right side float. Two fuel taps. Easy-release clutch with 20% more clutch lining area. Highly polished Alloy Fork Head, mounting Tachometer and Speedometer. New styled dual seat—all black. New headlight mountings.

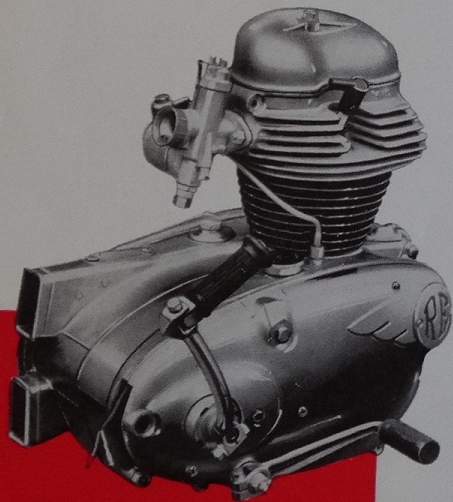
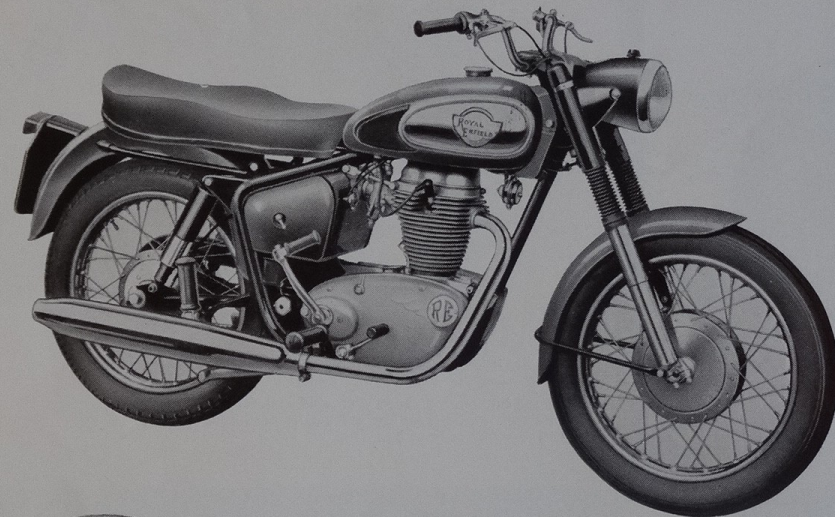
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- ★ The long 93 mm stroke, gives the Interceptor tremendous torque and acceleration at all speeds.
- ★ Speed of up to 120 m.p.h.—proven by "Cycle World" Road Tests.
- ★ The T.T. Interceptor has done 100 m.p.h. in the quarter mile drags.
- ★ 57" wheelbase plus proper balance; gives firm, steady handling, at high speed.
- ★ The most comfortable riding motor-cycle for both rider and passenger.
- ★ Exclusive neutral finder.
- ★ Lavishly finished with Chrome and Polished Alloy; painted in brilliant metallic Candy Apple Red or Hi-Fi Blue.



Royal Enfield

250 c.c.

Crusader



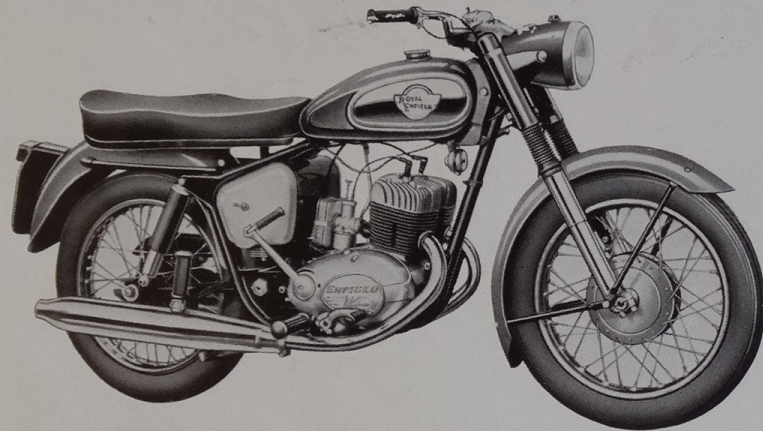
- ★ A robust 250 c.c. Sports Motor cycle, designed especially for the American rider and selling at a low price.
- ★ Snappy acceleration, and the ability to maintain Turnpike and Freeway speeds.
- ★ Low seating position and extremely fine handling.
- ★ Outstandingly economical and safe to ride.
- ★ Same sports components as the Interceptor, i.e. headlight, polished alloy fork crown, sports gas tank and new dual seat.
- ★ Lots of Chrome and Polished Alloy, painted bright red.
- ★ Built to the highest standards of quality.

Engine Type	4 cycle OHV single
Bore and Stroke	70 mm x 64.5
Displacement	15 cu in
Cylinder Head	Light alloy
Cylinders	Large finned iron
Compression Ratio	9-1
Carburation	1- $\frac{1}{8}$ " Monobloc
Ignition	Coil ignition
Valve Sizes	Inlet 1- $\frac{1}{8}$ " Ex. 1- $\frac{1}{8}$ "
Main Bearings	2- $\frac{1}{2}$ " diameter
Crankshaft	Nodular iron
Connecting Rods	Aluminium alloy
Fuel Capacity	3 galls
Oil Capacity	3 pints
Oil System	Pressure dry-sump
Speedometer	85 M.P.H.
Tachometer	None
Front Forks	Oil damped telescopic
Rear Suspension	Swing arm with Girdlings
Tyre Size, Front	3.25 x 18
Tyre Size, Rear	3.25 x 18
Top Speed	80 M.P.H.

Clutch Multi-disc

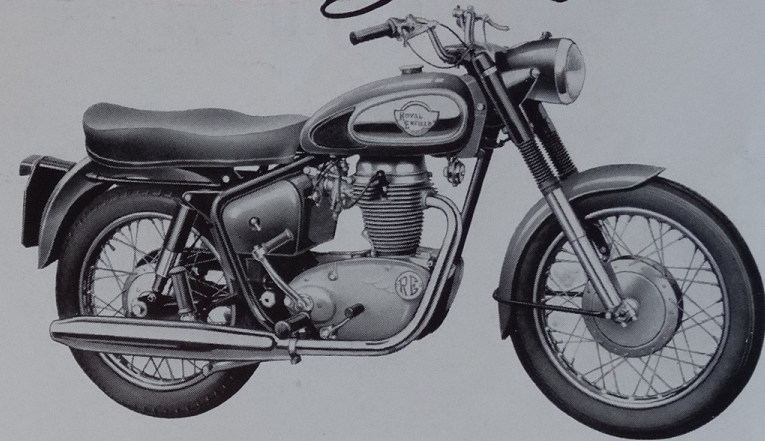
Gear Ratio	4th gear—6.14 to 1
Wheel Base	52 inches
Saddle Height	29 $\frac{1}{2}$ inches. Seat may be lowered one inch
Ground Clearance	5 $\frac{1}{2}$ inches
Weight	295 lbs.
Wheel Hubs	Alloy front: lightweight rear
Front Brake	6 inch diameter
Rear Brake	6 inch diameter
Exhaust	Pipe and muffler
Headlights	7 inch
Sport Fenders	Painted red

250 c.c. *Turbo Twin*



- ★ Real enthusiasts will thrill to this exciting new top twin—the acknowledged world leader in its class, and at an unbeatable price.
- ★ The sturdy, supremely reliable twin cylinder two-stroke power unit assures speedy get-away and smooth powerful performance at all times—and the steering and braking are of the same magnificent high standard.

Royal Enfield 350 c.c. *Bullet*



- ★ Straight from the gun, go into the lead on this handsome power-plus, compact 350 c.c. Bullet!
- ★ All the exhilarating speed you could wish for—combined with safe comfortable low seating, smooth suspension, and absolute ease of handling.

Engine type	Twin cylinder two stroke	Top Speed	75 M.P.H.
Bore and Stroke	50 x 63.5 mm	Clutch	Multi-plate
Displacement	15.15 cu in	Gear Ratios	4th gear 5.85 to 1
Cylinder Heads	Light alloy	Wheelbase	52 inches
Cylinders	Large finned iron	Saddle Height	29½ inches
Compression ratio	8.7 to 1	Ground Clearance	5½ inches
Carburation	Villiers S.25	Weight	296 lbs.
Ignition	Villiers energy transfer	Wheel Hubs	Alloy front; lightweight rear
Fuel capacity	3 gallons	Front Brake	6 inch dia. 1 inch width
Front Fork	Oil damped telescopic	Rear Brake	6 inch dia. 1 inch width
Rear Suspension	Swing arm with Armstrongs	Exhaust	Pipe and muffler
Tyre Size, Front	3.25 x 17	Headlamps	6 inch
Tyre Size, Rear	3.25 x 17	Sports Fenders	Painted red

Engine Type	4 cycle O.H.V. single	Tyre Size, Rear	3.25 x 18
Bore and Stroke	70 x 90 mm	Top Speed	85 M.P.H.
Displacement	21.2 cu in	Clutch	Multi-plate
Cylinder Head	Light alloy	Gear Ratios	4th gear 5.15 to 1
Cylinder	Large finned iron	Wheel Base	52 inches
Compression ratio	8 to 1	Saddle Height	29½ inches
Carburation	Amal monobloc	Ground Clearance	5½ inches
Ignition	Coil	Weight	298 lbs.
Connecting Rods	Aluminium alloy	Wheel Hubs	Alloy front; lightweight rear
Fuel Capacity	3 galls	Front Brake	6 inch dia. 1 inch width
Oil Capacity	3 pints	Rear Brake	6 inch dia. 1 in. width
Front Forks	Oil damped telescopic	Headlight	6 inch
Rear Suspension	Swing arm with Girlings	Sports Fenders	Painted red
Tyre Size, Front	3.25 x 18		

Manufactured by

ENFIELD CYCLE CO. LTD. REDDITCH ENGLAND

Printed in England

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