

Existing owners of the Royal Enfield "250"
owners, this aerodynamically designed
fairing gives weather protection and
increased performance, together with
a truly sporting and fashionable
appearance.

Sportsflow

STREAMLINING FOR

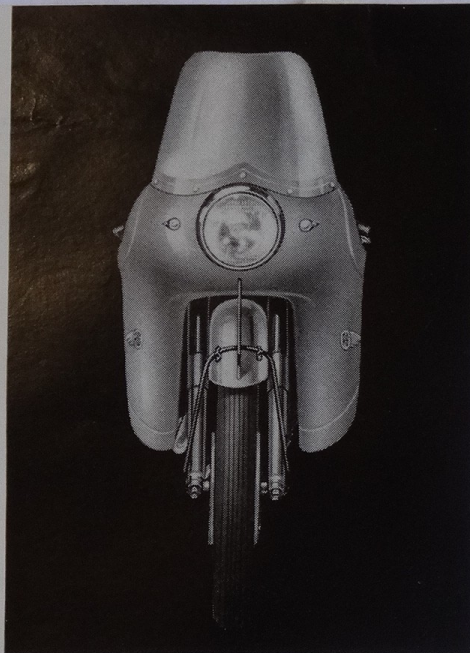
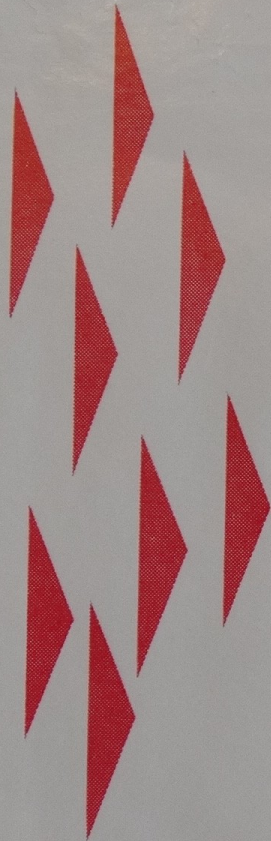
Royal Enfield

MOTOR CYCLES

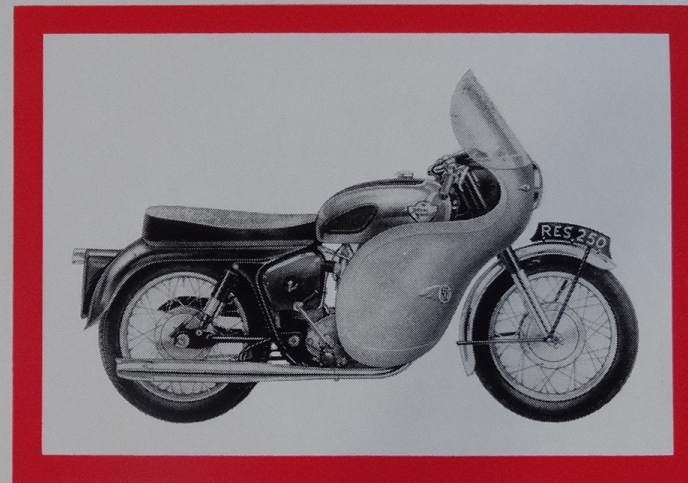
PRICE
£18/18/0
INCLUDING
FITTINGS



1962



Produced to fit easily and snugly to "250 Clipper", "Crusader 250", "Crusader Sports" and "Super-5" models, the "Sportsflow" may be attached in a very short time with the minimum of tools. The race-tailored glass fibre fairing is available in matching colours for your model.



Your local Royal Enfield Dealer will be pleased to give you further details or advice on fitting.

Royal Enfield

Sportsflow

THE ENFIELD CYCLE CO. LTD., REDDITCH, WORCESTERSHIRE, ENGLAND.
TELEPHONE: REDDITCH 4222 (9 LINES) TELEGRAMS: "CYCLES, REDDITCH".

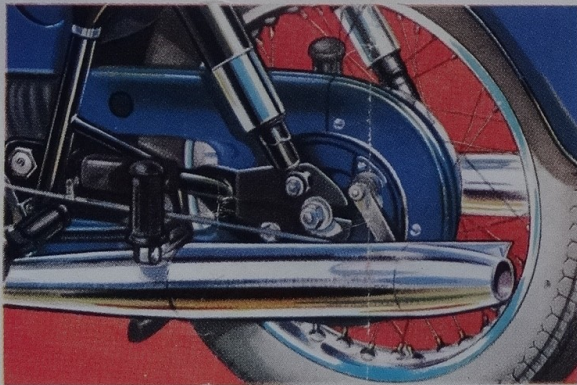




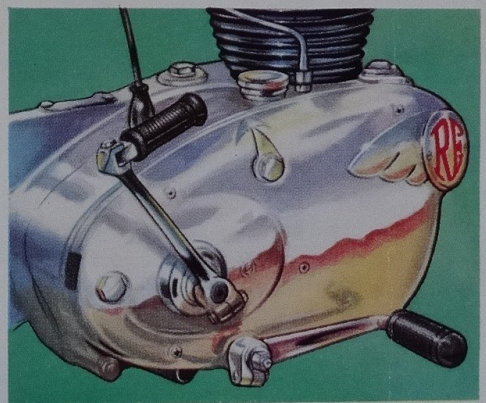
250 CLIPPER

The 250 c.c. Clipper, basically similar to the Crusader, has the same high standard of safety and stability, which is the result of the low seating position and 17-inch wheels. Exceptional economy in running and low initial cost make the 250 c.c. Clipper an outstanding utility machine. Finish—Burgundy/Cream.

Special features



Full enclosure of the rear chain is standard on Crusader 250 and Meteor Minor de Luxe machines and available as an extra on all other four-stroke models. It greatly increases the life of the rear chain and adds to the cleanliness of the machine.



On all four-stroke Royal Enfield machines the oil tank is cast integrally with the engine. This permits rapid warming up and circulation of the oil in the full dry sump lubricating system and reduces to the minimum the number of oil pipes and joints which might cause oil leakage.

1962

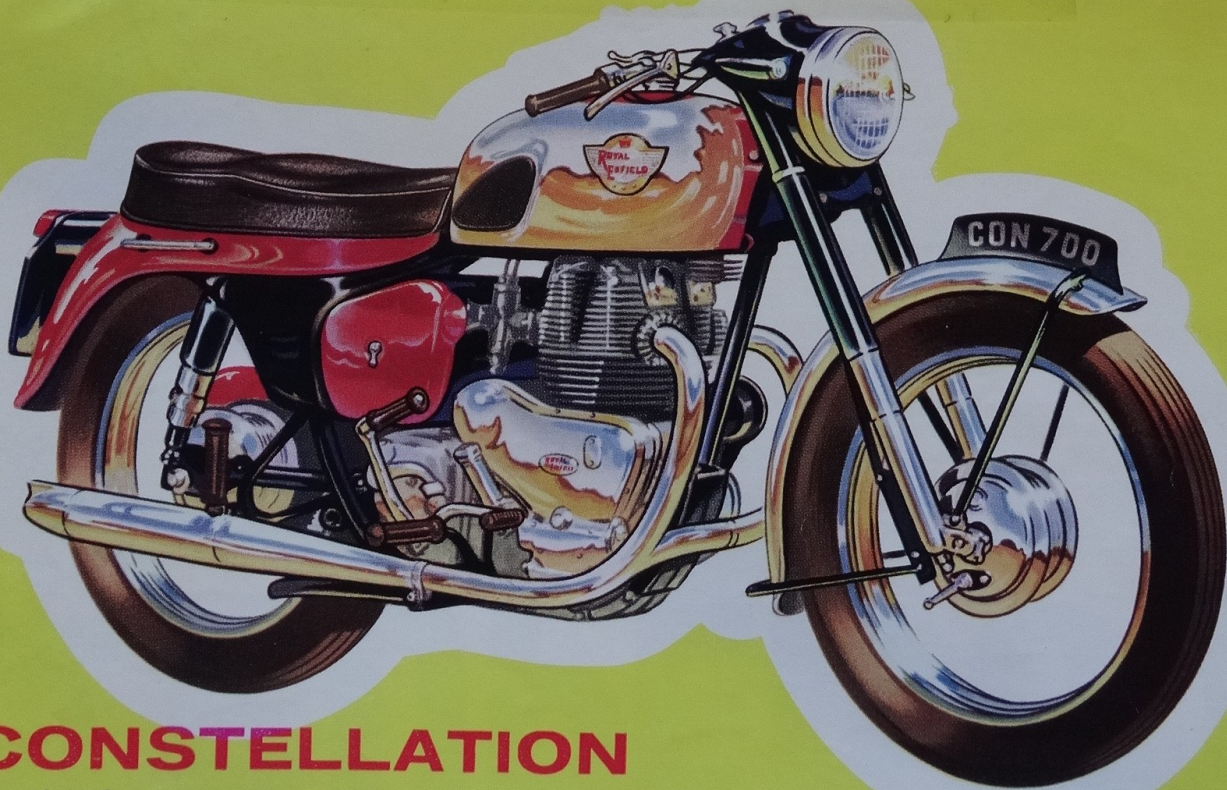


METEOR MINOR SPORTS

We offer this model for 1962 as a very high performance 500 twin at moderate cost. The over-square engine (output of 33 b.h.p.) remains unchanged and provides the machine with a maximum speed in the region of 95-100 m.p.h. Its Black/Polychromatic Burgundy or Peacock Blue finish, chromium-plated guards and petrol tank, give the machine a striking appearance.

METEOR MINOR DE LUXE

This over-square engine 30 b.h.p. 500 twin, with its very compact design, 17-inch wheels and low seating position, has already established itself as a fast touring machine. Capable of speeds of 90-95 m.p.h., the Meteor Minor de Luxe has fully enclosed rear chain and Q.D. rear wheel fitted as standard. As in the case of the Meteor Minor Sports, careful attention to detail has enabled us to offer this model at an extremely attractive price. Finish—Burgundy/Cream.



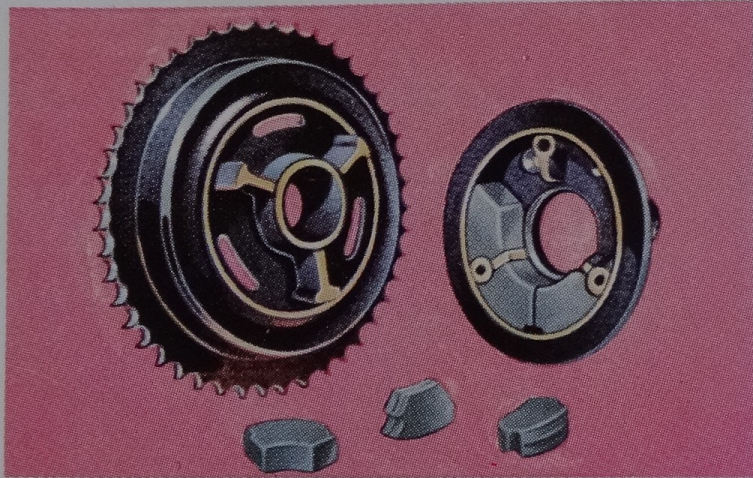
CONSTELLATION

One of the fastest production roadster motorcycles available today. The highly developed engine with special cams, high compression pistons, machined induction tracts, special valves, valve springs, etc., gives a maximum speed of approximately 115 m.p.h. The twin carburetors give improved power, particularly at the lower end and middle of the speed range. The attractively styled rear mudguard/dual seat assembly gives much improved protection for both rider and passenger, and at the same time adds to the already attractive lines of the Constellation. Finish—Black/Polychromatic Peacock Blue or Black/Polychromatic Burgundy.

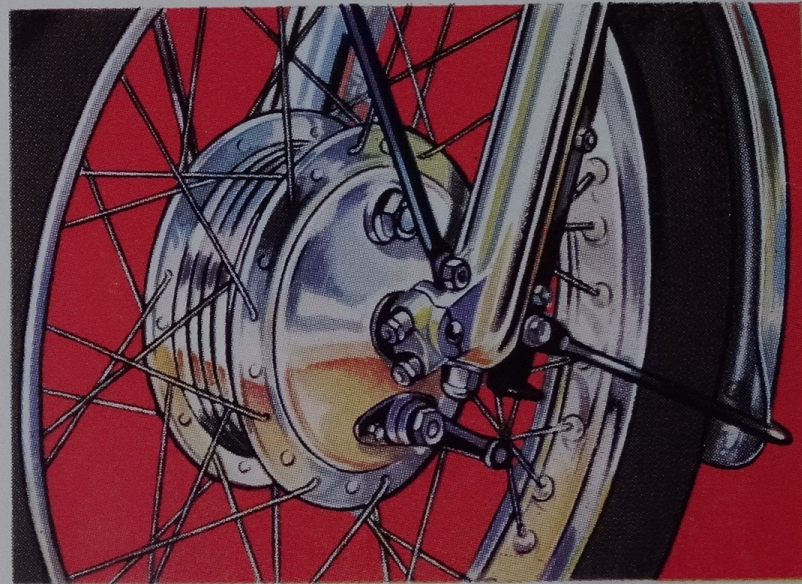
1962

the sensational NEW





The most effective Cush Drive incorporated in the rear wheel of the four-stroke machines prolongs the life of chains, bearings and tyres, at the same time giving traditional Royal Enfield smoothness of running.



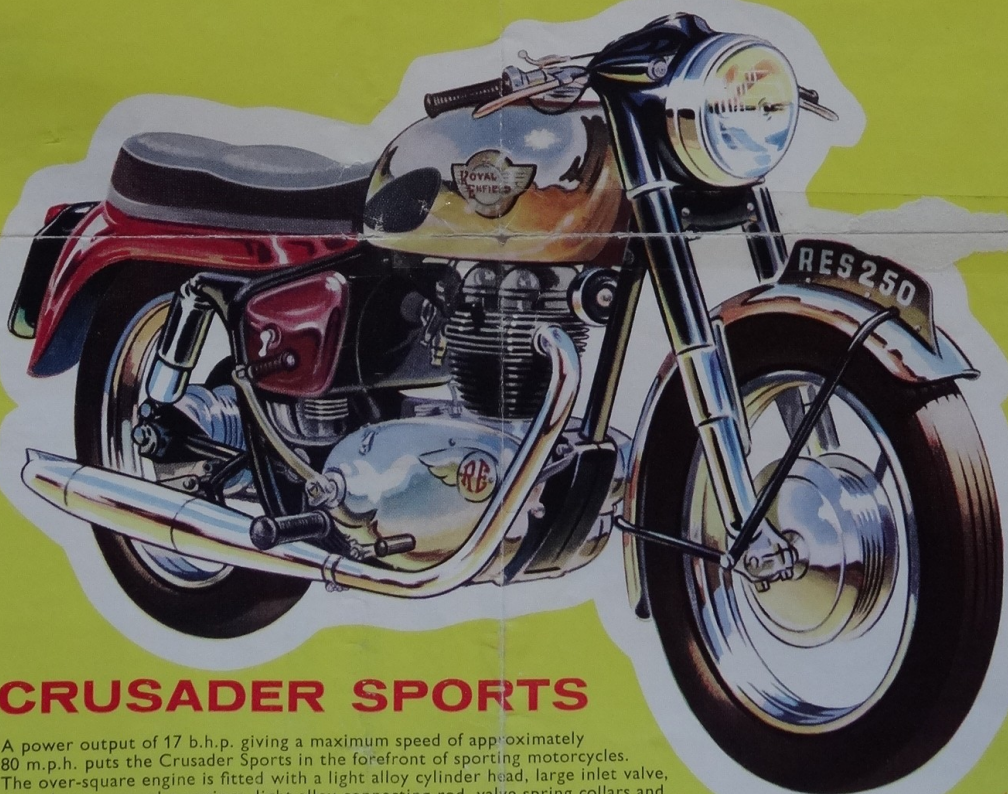
Dual front brakes fitted to the Constellation, Super Meteor and 500 Bullet machines give smooth yet powerful stopping from any speed and ensure stability when decelerating from high speeds. In these days with the accent on road safety, efficient braking is a feature of vital importance.

1962



CRUSADER 250

This economical De Luxe touring model is outstanding in the 250 class. Fitted as standard with totally enclosed rear chain, its attractive finish and smooth riding make it popular with all motorcyclists. Comprehensive equipment, which for 1962 includes the new deeply valanced rear mudguard, and a petrol consumption of better than 100 m.p.g., produce a most attractive machine. Finish—Burgundy/Cream.



CRUSADER SPORTS

A power output of 17 b.h.p. giving a maximum speed of approximately 80 m.p.h. puts the Crusader Sports in the forefront of sporting motorcycles. The over-square engine is fitted with a light alloy cylinder head, large inlet valve, special two-rate valve springs, light alloy connecting rod, valve spring collars and push rods, special racing cams and high-compression piston. A massive crankshaft carried on large diameter ball and roller bearings, and the short, very stiff, connecting rod, form a sound foundation for the high revolutions and power output of the engine. The handsome chromium-plated tank and front mudguard blend with the new deeply valanced rear mudguard to provide a distinctive sporting appeal. Finish—Black/Polychromatic Burgundy or Peacock Blue.

1962





350 CLIPPER

The 350 c.c. Clipper, with its new finish of Burgundy/Cream, continues the reputation of economical running and reliability. For value in initial cost and economy in use it cannot be equalled. The engine has ample power and the ability to cruise "two up" if necessary at 55-60 m.p.h. indefinitely. 17-inch wheels and low seating position give safe and stable riding in all conditions.

1962



BULLET 350 & 500

These two machines are pre-eminent in their respective classes. Both engines are fitted with sports cams, large bore carburettors, etc. Large capacity petrol tanks and chromium plated mudguards make the two Bullets handsome machines, which any owner may be proud to possess. The addition to the specification of the 350 Bullet of the new deeply valanced rear mudguard improves the appearance and cleanliness of this already attractive machine. Finish—Black/Polychromatic Burgundy or Peacock Blue.

Royal Enfield

Royal Enfield



Complete weather protection, overall performance and petrol consumption.

All current Royal Enfield machines with "Airflow" as original equipment glass-fibre reinforced polyester resin is possible on a two wheeled vehicle of the machine is increased by 5% improvement of approximately 20% rider or the "road burner" the riding, and permits higher average complete weather protection.

Your dealer can help you in choosing the best Royal Enfield model for your purpose. Ask him also for details of the latest Royal Enfield Hire Purchase scheme.

Guarantee

All Royal Enfield Motor Cycles are sold by our Dealer Cycle and Motor Cycle Industries Association Ltd leaflet, but a copy will be sent on application. Spent time without notice.

The Enfield Redditch, Warwickshire

Grams: "Cycles, Redditch"

Printed in England

as Extra Accessories on all models except the "Prince".

6 x 1 dual
7 x 1
31
54
26
5 1/2
403

6 x 1 dual
7 x 1
31
54
26
5 1/2
410

7 x 1 1/2
7 x 1
30
54
26
5 1/2
388



PRINCE

This popular lightweight has a frame incorporating swinging arm rear suspension, with hydraulically damped spring units. A deeply valanced rear mudguard and rear chain cover keep the rider and passenger clean. With its new Burgundy and Cream finish the Prince is a most attractive and extremely economical machine.



1962

TECHNICAL DATA

PRINCE

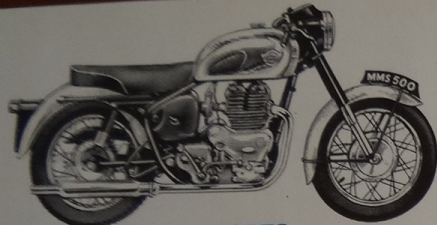
250 CLIPPER

CRUSADER 250

CRUSADER
SPORTS

CRUSA
SUPE

Engine type	Two-stroke	Four-stroke	Four-stroke	Four-stroke	Four-stroke
Number of Cylinders	1	1 o.h.v.	1 o.h.v.	1 o.h.v.	1 o.h.
Cylinder head	Light alloy	Cast iron	Light alloy*	Light alloy	Light a
Cubic capacity (c.c.)	148	248	248	248	248
Bore and stroke (mm.)	56 × 60	70 × 64.5	70 × 64.5	70 × 64.5	70 × 6
Compression ratio	6.5 to 1	7.5 to 1	8 to 1	8.75 to 1	9.75 to
B.H.P. × R.P.M.	7½ at 4,750	13 at 5,750	13½ at 5,750	17 at 7,250	20 at 7
Carburetter	Amal	Amal Monobloc	Amal Monobloc	Amal Monobloc	Amal Mon
Lighting and charging set	Miller A.C. Rectifier	Lucas A.C. Rectifier	Lucas A.C. Rectifier	Lucas A.C. Rectifier	Lucas A.C.
Ignition	A.C. Coil	D.C. Coil	D.C. Coil	D.C. Coil	D.C. C
Primary drive chain	⅜" pitch	⅜" pitch	⅜" pitch	⅜" pitch	⅜" pit
Final drive chain	½" pitch	½" pitch	½" pitch	½" pitch	½" pit
Rear suspension	Pivoted fork hydraulic damping	Pivoted fork hydraulic damping	Pivoted fork hydraulic damping	Pivoted fork hydraulic damping	Pivoted hydraulic d
Front fork	Telescopic automatic lubrication	Telescopic automatic lubrication	Telescopic automatic lubrication	Telescopic automatic lubrication	Leading hydraulic d
Hubs:					
Front	Full width	Light alloy full width	Light alloy full width	Light alloy full width	Light alloy fu
Rear	Full width	Standard	Q.D.	Q.D.	Q.D.
Gear ratios (solo)	6.95, 11.75, 20.35	6.14, 7.8, 11.05, 18.0	6.14, 7.8, 11.05, 18.0	6.14, 7.8, 11.05, 18.0	6.02, 7.52, 9.57,
Tyre sizes:					
**Front, Dunlop ribbed (ins.)	2.75 × 19	3.25 × 17	3.25 × 17	3.25 × 17	3.25 × 1
Rear, Dunlop studded (ins.)	2.75 × 19	3.25 × 17	3.25 × 17	3.25 × 17	3.25 × 1
M.P.H. per 1,000 r.p.m. in top gear	10.35	11.3	11.3	11.3	11.54
Approx. maximum speed (m.p.h.)	55	70	70	75-80	80-85
Approx. petrol consumption (m.p.g.)	120	100	100	95	90
Petrol tank capacity (gallons)	3	3¾	3¾	3¾	3¾
Oil tank capacity (pints)	—	3	3	3	3
Gearbox oil capacity (pints)	½	¾	¾	¾	¾

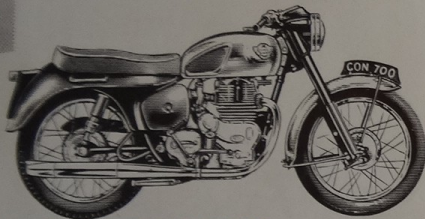


METEOR MINOR SPORTS

This offer this model for 1962 is a very high performance 500 twin at moderate cost. The over-square engine produces 33 b.h.p. and is fully enclosed and provides the machine with a maximum speed in the region of 85-100 m.p.h. Its Black Polychromatic Burgundy or Peacock Blue finish, chromomated gears and petrol tank, give the machine a striking appearance.

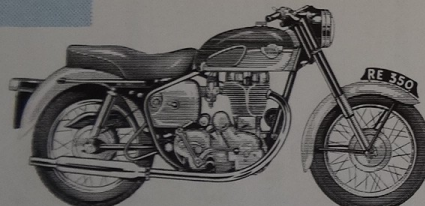
METEOR MINOR DE LUXE

This over-square engine 30 b.h.p. 500 twin, with its very compact design, 17-inch wheels and low seating position, has already established itself as a first touring machine. Capable of speeds of 80-95 m.p.h., the Meteor Minor de Luxe has a fully enclosed rear chain and Q.D. rear wheel fitted as standard. As in the case of the Meteor Minor Sports, carefully finished to detail has enabled us to offer this model at an extremely attractive price. Finish—Burgundy Cream.



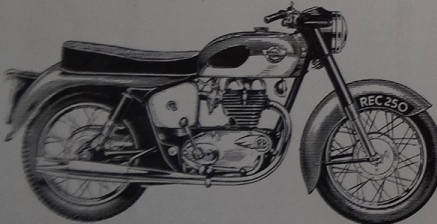
CONSTELLATION

One of the fastest production roadster motorcycles available today. The highly developed engine with special cams, high compression pistons, machined induction tracts, special valves, valve springs, etc., gives a maximum speed of approximately 115 m.p.h. The twin carburetors give improved power, particularly at the lower end and middle of the speed range. The attractively styled rear mudguard dual seat assembly gives much improved protection for both rider and passenger, and at the same time adds to the already attractive lines of the Constellation. Finish—Black/Polychromatic Peacock Blue or Black/Polychromatic Burgundy.



350 CLIPPER

The 350 c.c. Clipper, with its new finish of Burgundy Cream, continues the reputation of economical running and reliability. For value in initial cost and economy in use it cannot be equalled. The engine has ample power and the ability to cruise "two up" if necessary at 55-60 m.p.h. indefinitely. 17-inch wheels and low seating position give safe and stable riding in all conditions.



CRUSADER 250

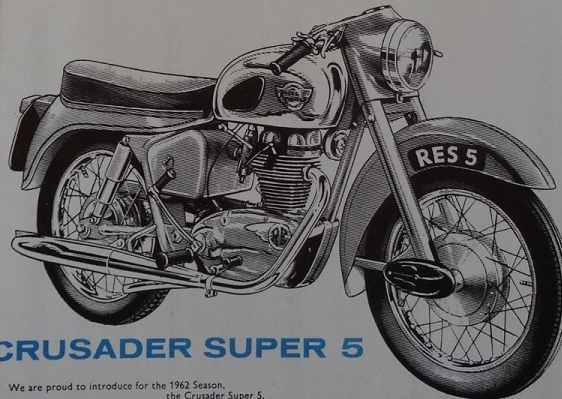
This economical De Luxe touring model is outstanding in the 250 class. Fitted as standard with totally enclosed rear chain, its attractive finish and smooth riding make it popular with all motorcyclists. Comprehensive equipment, which for 1962 includes the new deeply valved rear mudguard, and a petrol consumption of better than 100 m.p.g., produce a most attractive machine. Finish—Burgundy Cream.



CRUSADER SPORTS

A power output of 17 b.h.p. giving a maximum speed of approximately 80 m.p.h. puts the Crusader Sports in the forefront of sporting motorcycles. The over-square engine is fitted with a light alloy cylinder head, large inlet valve, special two-rate valve springs, light alloy connecting rod, valve spring collars and push rods, special racing cams and high-compression piston. A massive crankshaft carried on large diameter ball and roller bearings, and the short, very stiff, connecting rod, form a sound foundation for the high revolutions and power output of the engine. The handsome chromom-plated tank and front mudguard blend with the new deeply valved rear mudguard to provide a distinctive sporting appeal. Finish—Black/Polychromatic Burgundy or Peacock Blue.

Royal Enfield



CRUSADER SUPER 5

We are proud to introduce for the 1962 Season, the Crusader Super 5.

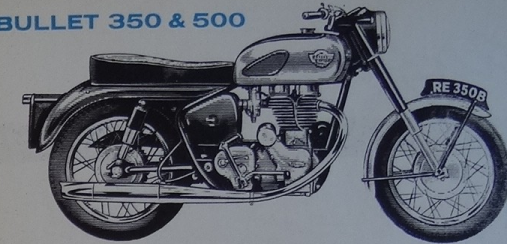
This latest of the famous Crusader range has a power output of 20 b.h.p., which gives this remarkable machine a maximum speed in the region of 85 m.p.h.

The fitment of a five-speed gearbox means full utilisation of the engine performance under any condition and much more economical running.

The leading link front fork fitted to the Crusader Super 5 provides magnificent steering and stable braking.

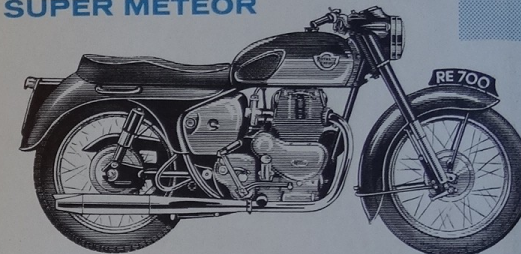
Finished in Marina Grey and Red, with plated petrol tank, the Super 5 is a machine which enthusiasts will welcome.

BULLET 350 & 500



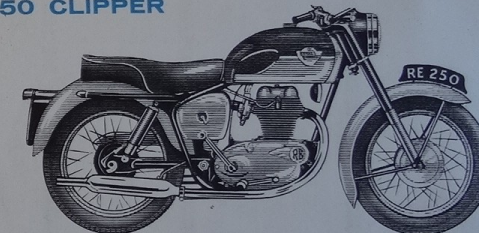
These two machines are pre-eminent in their respective classes. Both engines are fitted with sports cams, large bore carburetors, etc. Large capacity petrol tanks and chromom plated mudguards make the two Bullets handsome machines, which any owner may be proud to possess. The addition to the specification of the 350 Bullet of the new deeply valved rear mudguard improves the appearance and cleanliness of this already attractive machine. Finish—Black/Polychromatic Burgundy or Peacock Blue.

SUPER METEOR



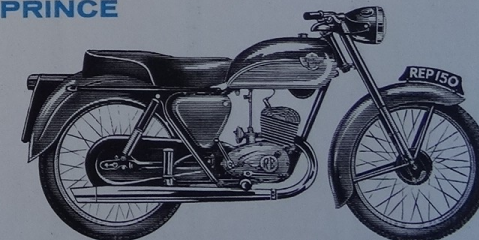
This machine is unrivalled in the big twin class. Its engine characteristics, with very high torque at relatively low engine speed, make it ideal for all-round sidecar work. As a solo machine the Super Meteor is extremely flexible and has vivid acceleration up to its maximum speed, which is in the region of 100 m.p.h. Finish—Burgundy Cream.

250 CLIPPER



The 250 c.c. Clipper, basically similar to the Crusader, has the same high standard of safety and stability, which is the result of the low seating position and 17-inch wheels. Exceptional economy in running and low initial cost make the 250 c.c. Clipper an outstanding utility machine. Finish—Burgundy Cream.

PRINCE



This popular lightweight has a frame incorporating swinging arm rear suspension, with hydraulically damped spring units. A deeply valved rear mudguard and rear chain cover keep the rider and passenger clean. With its new Burgundy and Cream finish the Prince is a most attractive and extremely economical machine.

REBEL
FOR MODERN MOTORCYCLING



Royal Enfield

NEW



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5

a
able

ull utilisation
nning.
Super 5
e braking.
with plated petrol
welcome.

ports 250!



Royal

CRUSAD

A dazzling ne
latest trend

the sensational NEW

CRUSADER

SUPER 5

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Finished in Marina Grey and Red, with plated petrol
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enthusiasts will welcome.

A truly amazing sports 250!



Royal

CRUSADER

A dazzling new
latest trend

Royal Enfield

CRUSADER SUPER 5

A dazzling new model brimful of the latest trends in motor cycle design!



LEADING
LINK
FORKS

5
SPEED
GEARBOX

EVEN
HIGHER
OUTPUT

SLEEK
SPORTING
STYLE

BRILLIANT
NEW COLOUR
FINISH

NEW

ER

5

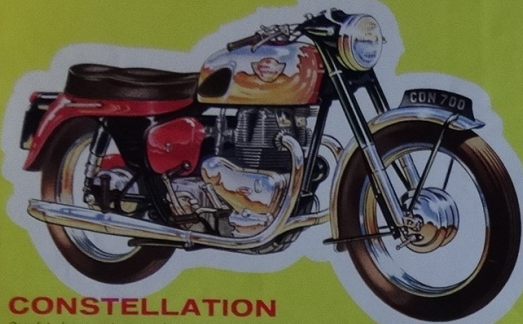
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at & 250!



CONSTELLATION

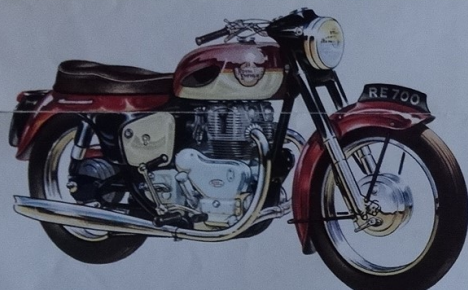
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CRUSADER 250

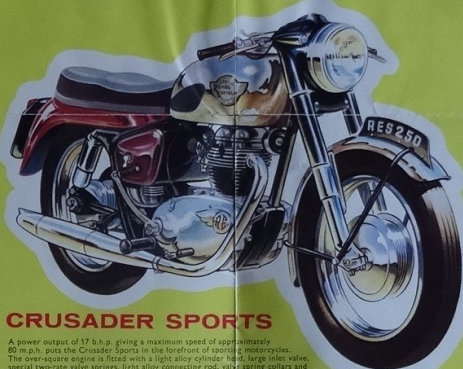
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Royal Enfield



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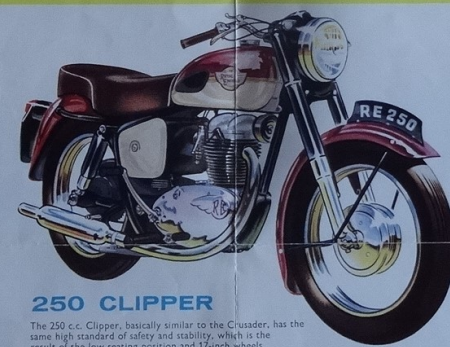


METEOR MINOR SPORTS

The Meteor Minor Sports for 1962 is a very high performance 250 c.c. roadster. The over-square engine (output of 22 b.h.p.) remains unchanged and provides the machine with a maximum speed in the region of 100 m.p.h. The Meteor Minor de Luxe has a fully enclosed rear chain and 200 m.p.g. petrol consumption. As in the case of the Meteor Minor Sports, careful attention to detail has resulted in an offer that stands as an extremely attractive price. Finish—Burgundy/Cream.

METEOR MINOR DE LUXE

This over-square engine, 22 b.h.p., 250 c.c., with its very compact design, 17-inch wheels and low seating position, has always retained a lead as a fast, sporting machine. Capable of speeds of 90 m.p.h., the Meteor Minor de Luxe has a fully enclosed rear chain and 200 m.p.g. petrol consumption. As in the case of the Meteor Minor Sports, careful attention to detail has resulted in an offer that stands as an extremely attractive price. Finish—Burgundy/Cream.



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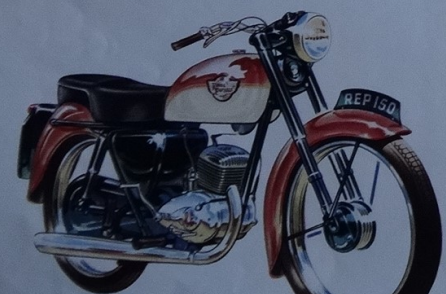
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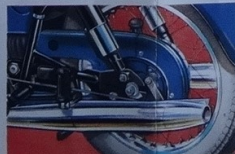
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Special features



PRINCE



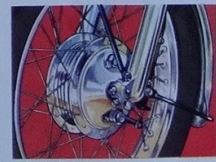
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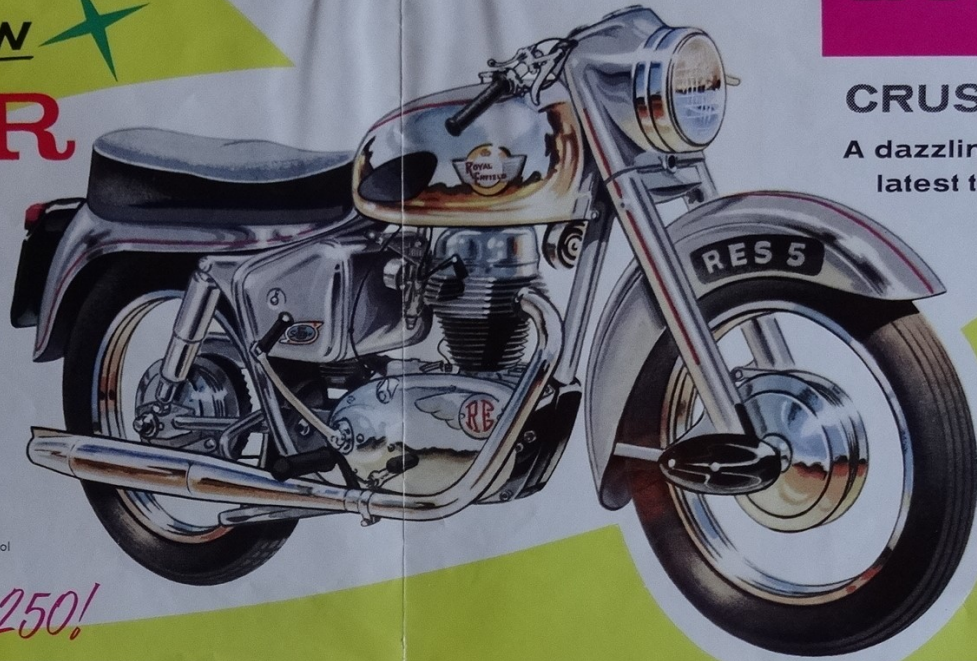
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Royal Enfield

the sensational NEW CRUSADER SUPER 5



CRUSADER SUPER 5

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LEADING LINK FORKS

5 SPEED GEARBOX

EVEN HIGHER OUTPUT

SLEEK SPORTING STYLE

BRILLIANT NEW COLOUR FINISH

METEOR MINOR SPORTS

Now offer this model for 1962 in a very high performance 500 c.c. at moderate cost. The overhead engine (output of 23 b.h.p.) remains unchanged and provides the machine with a maximum speed in the region of 75-100 m.p.h. In Black/Polychromatic Burgundy or Peacock Blue finish, chromium plated petrol tank, give the machine a striking appearance.

METEOR MINOR DE LUXE

Now offer this model for 1962 in a very compact design, 17-inch wheels and low seating position, has a newly machined tank as a fair touring machine. Capable of speeds of 90-95 m.p.h., the Meteor Minor de Luxe has a new chain and Q.D. rear wheel fitted as standard. As in the case of the Meteor Minor Sports, careful attention to detail has resulted in to offer this model at an extremely attractive price. Finish—Burgundy/Cream.

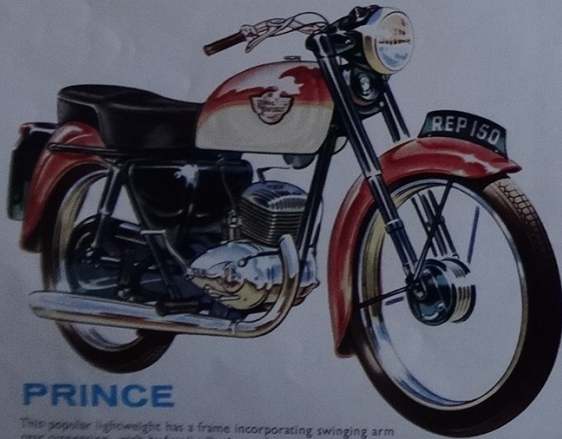
250 CLIPPER

The 250 c.c. Clipper, basically similar to the Crusader, has the same high standard of safety and stability, which is the result of the low seating position and 17-inch wheels. Exceptional economy in running and low initial cost make the 250 c.c. Clipper an outstanding utility machine. Finish—Burgundy/Cream.

BULLET 350 & 500

These two machines are pre-eminent in their respective classes. Both engines are fitted with sports cams, large bore carburetors, etc. Large capacity petrol tanks and chromium plated mudguards make the two Bullets handsome machines, which any owner may be proud to possess. The addition to the specification of the 350 Bullet of the new deeply valenced rear mudguard improves the appearance and cleanliness of this already attractive machine. Finish—Black/Polychromatic Burgundy or Peacock Blue.

Special features

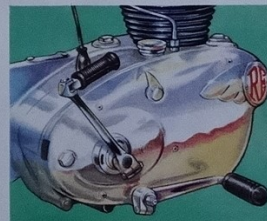


PRINCE

This popular lightweight has a frame incorporating swinging arm rear suspension, with hydraulically damped spring units. A deeply valenced rear mudguard and rear chain cover keep the rider and passenger clean. With its new Burgundy and Cream finish the Prince is a more attractive and extremely economical machine.



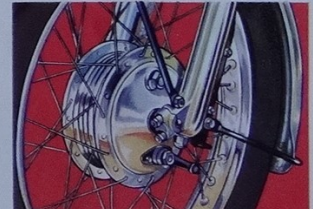
Full enclosure of the rear chain is standard on Crusader 250 and Meteor Minor de Luxe machines and available as an extra on all other four-stroke models. It greatly increases the life of the rear chain and adds to the cleanliness of the machine.



On all four-stroke Royal Enfield machines the oil tank is cast integrally with the engine. This permits rapid warming up and circulation of the oil in the full dry sump lubricating system and reduces to the minimum the number of oil pipes and joints which might cause oil leakage.



The most effective Cush Drive incorporated in the rear wheel of the four-stroke machines prolongs the life of chains, bearings and tyres, at the same time giving traditional Royal Enfield smoothness of running.



Dual front brakes fitted to the Constellation, Super Meteor and 500 Bullet machines give smooth yet powerful stopping from any speed and ensure stability when decelerating from high speeds. In these days with the accent on road safety, efficient braking is a feature of vital importance.

Royal Enfield MOTOR CYCLES

Prices of 1962 Models

MODEL	Basic Retail			Purchase Tax			Retail Inc. Purchase Tax		
	£	s.	d.	£	s.	d.	£	s.	d.
"Prince" 148 c.c. Two stroke	103	2	2	23	7	10	126	10	0
"250 Clipper" 248 c.c. O.H.V.	150	15	10	34	4	2	185	0	0
"Crusader" 248 c.c. O.H.V.	174	0	5	39	9	7	213	10	0
"Crusader Sports" 248 c.c. O.H.V.	183	7	6	41	12	0	224	19	6
"Crusader Super 5" 248 c.c. O.H.V.	195	4	3	44	5	9	239	10	0
"250 Trials" 248 c.c. O.H.V.	175	4	10	39	15	2	215	0	0
"350 Clipper" 346 c.c. O.H.V.	183	7	6	41	12	0	224	19	6
"350 Bullet" 346 c.c. O.H.V.	199	13	6	45	6	0	244	19	6
"500 Bullet" 499 c.c. O.H.V.	208	5	1	47	4	11	255	10	0
"Meteor Minor Sports" 496 c.c. O.H.V.	211	18	5	48	1	7	260	0	0
"Meteor Minor" De Luxe 496 c.c. O.H.V.	217	4	5	49	5	7	266	10	0
"Super Meteor" Solo or Sidecar 692 c.c. O.H.V.	234	6	9	53	3	3	287	10	0
"Constellation" 692 c.c. O.H.V.	248	12	0	56	8	0	305	0	0

ADDITIONAL EQUIPMENT AND ACCESSORIES

(Prices when supplied as original equipment on new machines)

	£	s.	d.	£	s.	d.	£	s.	d.
Legshields—All models	3	13	6	*			3	13	6
"Airflow" Prince	20	4	9	4	11	10	24	16	7
"Airflow" 4-stroke models up to 500 c.c.	21	2	2	4	15	9	25	17	11
"Airflow" Super Meteor and Constellation	25	9	3	5	15	6	31	4	9
Pannier Set 4-stroke models only	7	16	8	1	15	6	9	12	2
Chromium Plated Tank	2	18	0	13	2		3	11	2
Air Cleaner	1	8	2	6	5		1	14	7
Prop Stand	1	0	0	4	6		1	4	6
Total rear chain enclosure on 4-stroke models where not standard	4	5	0	19	3		5	4	3
Close Ratio Gears "Crusader Sports" and "Constellation"	1	2	0	5	0		1	7	0
Rev. Counter "Constellation," "Crusader Sports" and "Super 5"	5	14	3	1	5	11	7	0	2
Pillion Footrests	17	5		3	11		1	1	4
Q.D. Rear Wheel 4-stroke models where not standard	3	10	6	16	0		4	6	6
Stop Light	1	0	0	4	6		1	4	6

*Tax Free—Supplied separately

Ref. 788/5M/961



