

SPARE PARTS LIST

for

Royal Enfield
* Made like a Gun *

“ENSIGN IV”

SUPPLEMENTARY TO 1955-6 “ENSIGN” SPARES
BOOKLET—REF. 482—DATED DECEMBER, 1956

Part No.	Description	No. per set
M/74R	Headlamp	1
M/S109A	Headlamp complete	1
M/S110	body	1
M/75V/832	fixing bolt and washer	2
M/S133	Ammeter	1
M/S136	rubber ring	1
M/74R/Cab	fixing bridge	1
M/S100	Set of cables	1
M/S102F	Front rim with glass	1
M/S105	glass	1
M/S103	fixing wire	4
M/S106	Reflector, less bulb holder	1
M/S106B	Bulb holder	1
M/S107	Main bulb, 6v., 24 x 24w., S.B.C.	1
M/S108	Pilot bulb, 6v., 3w., S.C.C.	1
M/SI/DAC	Switch assembly, complete	1
M/69V10	cover	1
M/R228	lever	1
M/R228A	and screw	1
M/R229	rotary centre	1
M/S2/DAC	bases c/w contacts and resistance	1
M/S3/DAC	resistance carrier, complete	1
M/S147	fibre washer	1
M/S148	fixing nut and washer	2
M/S149	contact screw	8
M/R267	Cable protection tube	1
M/S157HV	Horn/dipper switch, less cable	1
M/S157A	Dipper switch cable	1
M/S157A	Tail Lamp and Reflector	1
	Use parts on page 34.	
	Rectifier	
M/LAS146	clip	1
39698	pin	1
16330	washer	1
27918	nut	1
26995	fixing pin	1
29419	washer	1
27916	nut	1
26998	Electric Horn	1
CH/150	Horn	1
22655	pin	1
23941	collar	1
39818	nut	1

THE ENFIELD CYCLE CO. LTD., REDDITCH

594/11M.257

Printed in England.

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for

Royal Enfield
* Made like a Gun *

“ENSIGN IV”

SUPPLEMENTARY TO 1955-6 “ENSIGN” SPARES
BOOKLET—REF. 482—DATED DECEMBER, 1956

Part No.	Description	Quantity
43193	Engine Assy. with carburettor	replaces 40687
43194	less	40688
40650	Cylinder head	39013
40582	barrel	38411
	Drain plug	replaces 35774
41700	Driving plate	40693
41622	Pressure plate	40695
41623	Driven sprocket key. Corrected Part No. for 8693	
17504		
	Frame with head traces less chainstay	replaces 38367
42388	Head race	26200
41650	Chainstay	38368
42373	Delete Parts Nos. 38296 to 40057 inclusive.	
42629	Springbox Assy.	2 per set, added
28290	pivot pin, top	2
6740	washer	2
26374	nut	2
DE394	nut, bottom	2
33783	lock washer	2
27918	s'proof washer	2
38979	Footrest arm	2 per set, replaces 38975 and 38978

PAGE 4

PAGE 6

PAGE 12

PAGE 14

For Direct Lighting Set

42729 Fork assembly ... replaces 40832
 11509 Handlebar clip nut ... 33177
 42874 Top spring post ... 36086
 42873 Spring ... 35914

For Rectified Lighting Set

42875 Front fork assembly ... replaces 40832
 11509 Handlebar clip nut ... 33177
 42496 Dust cover, R.H. ... 40818
 42497 " " L.H. ... 40819
 42874 Top spring post ... 36086
 42873 Spring ... 35914
 42801 Main tube distance piece ... 2 per set, added

PAGE 16

42623 Flexible drive guide tag ... 1 per set, added
 40183 " " grommet ... 1
 38767 " " tag pin ... 1
 27916 " " tag pin s' proof washer ... 1
 26998 " " " " nut ... 1

PAGE 20

42320 Front mudguard ... replaces 40834
 42387 Rear mudguard ... 38399
 27916 Delete ST77 Backstay and 27000 Nut, S'proof washer ... 1 per set, amended
 36174 Rear mudguard pin ... 4
 27917 " " s'proof washer ... 4
 42443 " " spacer ... 2
 39767 " " support tube end cover ... 2
 41196 " " tube stiffener ... 2
 Delete 38401 Carrier to 27685 Cable Clip inclusive.

PAGE 22

42263 Petrol pipe ... replaces 36268
 42327 Delete 5657 Nut and 5663 Nipple, Chainguard (fixed front) ... replaces 38800
 42323 " " (moving part) ... 1 per set, added
 27001 " " fixing nut ... 1
 27917 " " nut s' proof washer ... 1
 42370 Brake rod link and pivot ... replaces 38384

PAGE 24

41661 Decompressor cable assembly ... replaces 36505
 30811 Delete 27669 Nipple and 32483 Screw, Locknut ... 25498
 35603 Cable band, 3 1/2" long ... 35605

PAGE 26

42257 Exhaust pipe only ... 38476
 42937 Clip ... 38084
 Delete 31246 Stud, 26998 Nut and 82 Washer.

PAGE 26—continued

42080 Silencer ...
 26998 fixing nut ... 1 per set, added
 5915 " " washer ... 1
 42070 exhaust pipe seal ... 1
 Delete 35877 Decompressor body and 14750 and 5405 Joint washers.

41657 Valve ... replaces 32356
 41658 Cable lock screw ... 27998
 41659 Decompressor valve circlip ... 2 per set, added
 42332 " " seal ... 1
 38968A Stand assembly ... replaces 38968
 38893A Stand only ... 38893
 41526 Delete 38523 Footrest bracket to 27917 Washer, inclusive, Pillion footrest ... 2 per set, added
 41523 " " pivot block ... 2
 41331 " " stud ... 2
 27919 " " washer ... 2
 30807 " " nut ... 2
 41499 " " pin ... 2
 3257 " " " " nut ... 2
 26324 " " rubber ... replaces 25838

PAGE 28

38460 Toolbox with lid. For direct lighting set only
 42624 " " and battery carrier. For rectified lighting set only

Dualseat

Alternative equipment to saddle. 1 per set
 Dualseat stud 5/8" x 1 1/8" x 26 ... 2
 " " nut ... 2
 " " washer ... 4
 " " distance tube ... 1
 " " stud 5/8" x 2" x 26 ... 2
 " " nut ... 2
 " " " " washer ... 2

PAGE 30

AM/223/019/5 Throttle valve, No. 5 ... replaces AM/223/024/5D
 AM/223/017 Jet needle ... AM/223/025
 AM/4/042/90 Main jet, No. 90 ... AM/4/042/110

PAGE 32

36935 Alternator wiring tag ... 1 per set, added
 42984 Ignition coil clip bolt ... replaces 29419
 The parts on this page are correct for direct lighting sets.

PAGE 34

MI/S157HV Horn/dipper switch ... replaces MI/157
 The parts on this page are correct for direct lighting sets.

Rectifier Lighting Set

Generator Use parts on page 32, except :—
 Flywheel ... replaces 37401

43192

"MOTO CROSS BULLET".

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.

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 carburettor.

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 $\frac{5}{8}$ in. pitch chain. Standard internal ratios for both "350" and "500" Models are 1, 1.3, 1.8, 2.78. For alternative ratios and sprockets available see overleaf.

Wheels: Front - 3.00-21 in. Dunlop Sports tyre fitted with one security bolt. Dual 6 in. diameter front 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.

TECHNICAL DATA.

	<u>350 c.c.</u>	<u>500 c.c.</u>
Bore and stroke m.m.	70 x 90	84 x 90
Approx. b.h.p. - 8.5:1 Compression.	25 @ 6,000 r.p.m.	32 @ 5,300 r.p.m.
" " 10.5:1 Compression.	27 @ 6,000 r.p.m.	-
" " 9.5:1 Compression.	-	35 @ 5,500 r.p.m.
Petrol tank capacity - gallons.	2	2
Oil tank capacity - pints.	4	4
Weight - lb.	320	328
Ground clearance - inches.	7	7

The following alternative gear ratios are available:-

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:-

<u>Model.</u>	<u>Engine Sprocket.</u>	<u>Countershaft sprocket.</u>
"350"	25	14, 16, 17, 18, 19.
"500"	29	14, 15, 16, 18, 19, 20, 21.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS-

REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A.B.C. 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE



TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

Our Reference:-

VTM/MJH/91.

7th November 1955.

Dear Sirs,

ROYAL ENFIELD MOTOR CYCLES - Two New Models.

We are pleased to announce advance details of two new ROYAL ENFIELD Motor Cycles which will be introduced at the Earls Court Show.

The "Ensign II" is a new de-Luxe version of our 150 c.c. two-stroke Model. Outstanding features are a redesigned engine incorporating a new cylinder and head, which give an increased maximum power output and a considerably improved performance throughout the speed range with a maximum speed in the region of 55-60 m.p.h. The standard specification includes a dual seat and pillion footrests and the machine is attractively finished in Surf Green enamel and gleaming chromium plate.

The retail price of this new Model is £85. 0. 0d plus £20. 8. 0d Purchase Tax, i.e. a total inclusive figure of £105. 8. 0d.

A "Moto-Cross Bullet" of either 350 c.c. or 500 c.c. engine capacity is also introduced. This machine incorporates many new improvements which are based on the experience gained during the very successful performance of our special competition Models in events in all parts of the world. A brief specification of the Moto-Cross Models is enclosed.

The basic retail price of either the 350 c.c. or 500 c.c. machine is £181. 5. 0d plus £43. 10. 0d Purchase Tax - a total inclusive price of £224. 15. 0d.

Royal Enfield.

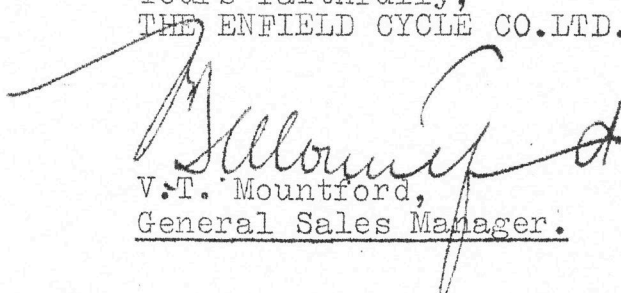
CUSTOMERS MOTOR CYCLES, CYCLES OR PARTS THEREOF ARE RECEIVED AND HELD BY US ENTIRELY AT OWNER'S RISK AND WE ACCEPT NO RESPONSIBILITY FOR LOSS OR DAMAGE TO THEM ARISING FROM FIRE, THEFT, BURGLARY OR ANY OTHER CAUSE.

- 2 -

Both new Models will be exhibited on our Stand at Earls Court and brochures illustrating and describing them are being printed and will be posted to you within the course of the next few days.

In the meantime, we thank you in anticipation of your orders for your immediate requirements of these attractive new Models.

Yours faithfully,
THE ENFIELD CYCLE CO.LTD.


V.T. Mountford,
General Sales Manager.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A B C 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

HEAD OFFICE AND WORKS:-
REDDITCH



TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

Our Reference:-
VTM/MJH/83

1st September, 1955.

Dear Sirs,

ROYAL ENFIELD MOTOR CYCLES - 1956 SEASON.

We have pleasure in announcing the new range of ROYAL ENFIELD Motor Cycles for the 1956 Season, illustrated and described in detail in the enclosed catalogue.

Our programme comprises a comprehensive range of Models, extending from the 150 c.c. two-stroke "Ensign" Model to the entirely new 700 c.c. vertical twin cylinder "Super Meteor" and caters for the requirements of every type of rider.

All 1956 Models have swinging arm rear suspension and incorporate modifications and improvements which are the result of the continual research and development which is carried out to ensure the high standard of reliability and performance for which ROYAL ENFIELD Motor Cycles are world renowned.

Probably the greatest interest will be attached to the new "Super Meteor" 700 c.c. Twin which has been entirely redesigned and greatly improved. The engine has new cylinder heads, larger ports, a stiffer crankshaft and higher compression ratio than its predecessor. The rate of oil circulation has also been doubled. As a result of these improvements the engine has considerably increased power output and is capable of producing speeds in excess of 100 m.p.h. It is mounted in a new design of frame incorporating a styled "locker" which houses the battery, air filter and tool-box in one streamlined unit. The electrical equipment consists of an A.C. Generator with rectifier for lighting purposes and a separate magneto for ignition, thus the simplicity of the A.C. generator and the reliability of the magneto are combined for the benefit of the user.

In view of the popularity of the "250 Clipper" we have decided to introduce a 350 c.c. version of this model - the "350 CLIPPER" - which has a similar specification to the 250 c.c. model except for a larger casquette and headlamp, Lucas Magdyno lighting and ignition, larger tyres, and olive green finish.

Royal Enfield

CUSTOMERS MOTOR CYCLES, CYCLES OR PARTS THEREOF ARE RECEIVED AND HELD BY US ENTIRELY AT OWNER'S RISK AND WE ACCEPT NO RESPONSIBILITY FOR LOSS OR DAMAGE TO THEM ARISING FROM FIRE, THEFT, BURGLARY OR ANY OTHER CAUSE.

A new design of quickly detachable rear hub which enables the wheel to be removed by unscrewing one nut only is available at an extra charge on "Bullet" and Twin Cylinder Models. The hub has a full width barrel and incorporates a 7" brake and the well-known Enfield cush drive.

At the other end of the range the "150 Ensign" has a re-designed and much improved clutch and wider brakes, giving an increase of 60% in the lining area. The appearance of the machine is improved by fitting larger diameter cover tubes to the front fork.

The "350 Bullet" and "500 Bullet" Models have the same new type of frame incorporating the "locker" as the "Super Meteor" and also employ an A.C. Generator with rectifier for lighting and magneto ignition.

The "250 Clipper" and "500 Twin" remain substantially unaltered except for minor refinements.

All the 1956 Models except the "350 Clipper" are attractively and durably finished in rich maroon enamel and chromium plating, and the petrol tanks of the "Bullet" and Twin Cylinder Models are embellished with a handsome plastic motif of new design.

The enclosed lists give the retail and trade prices applicable to the new Season's Models, at which they offer unrivalled value.

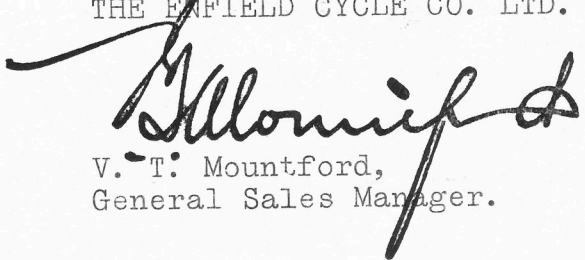
In the interests of ROYAL ENFIELD Dealers we shall continue to operate the Sale or Return Scheme, which, thanks to the co-operation of all dealers, has functioned so successfully during the past two seasons.

Production of the new Models is well advanced and we recommend you to place orders at once for your immediate requirements.

Our Representative will be calling upon you in the near future to discuss Agency arrangements for the 1956 Season and we shall look forward to receiving a visit from you at our Stand No. 81 and Office No. O. 31 at Earls Court Show in November.

In conclusion we take this opportunity of thanking you for your support and co-operation in the past and we look forward with confidence to increased sales of ROYAL ENFIELD Motor Cycles in 1956 to our mutual benefit.

Yours faithfully
THE ENFIELD CYCLE CO. LTD.


V. T. Mountford,
General Sales Manager.

STRICTLY PRIVATE & CONFIDENTIAL

ROYAL ENFIELD MOTOR CYCLES.

RETAIL & TRADE PRICES - 1956 SEASON.

MODEL	Retail Price			Trade Price			Purchase Tax			Retail Price inc. Purchase Tax		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
" Ensign " 148 c.c. Two-stroke	83	6	3	66	13	0	16	13	3	99	19	6
" 250 Clipper " 248 c.c. O.H.V.	142	10	0	114	0	0	28	10	0	171	0	0
" 350 Clipper " 346 c.c. O.H.V.	152	10	0	122	0	0	30	10	0	183	0	0
" 350 Bullet " 346 c.c. O.H.V.	170	0	0	136	0	0	34	0	0	204	0	0
" 500 Bullet " 499 c.c. O.H.V.	180	0	0	144	0	0	36	0	0	216	0	0
" 500 Twin " 496 c.c. O.H.V.	195	0	0	156	0	0	39	0	0	234	0	0
" Super Meteor " 692 c.c. O.H.V.	208	0	0	166	8	0	41	12	0	249	12	0
<u>Extra Equipment.</u>												
Legshields	2	5	0	1	16	0	*			2	5	0
Pillion Seat & Footrests on " Ensign "	2	2	0	1	13	7	*			2	2	0
Dual Seat & Pillion Footrests on " Clipper " Models	3	15	0	3	0	0	15	0		4	10	0
Pannier Set - 4-stroke Models	6	5	0	5	0	0	1	5	0	7	10	0
Sidecar Forks, Gears and Steering Damper	2	2	0	1	13	7	8	5		2	10	5
Quickly Detachable Rear Wheel on " Bullets ", " 500 Twin " and " Super Meteor "	2	10	0	2	0	0	10	0		3	0	0
Prop Stand on " Clipper " Models	1	5	0	1	0	0	5	0		1	10	0

* Tax Free - supplied separately.

1st September, 1955.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS



HEAD OFFICE AND WORKS:-
REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A B C 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

YOUR REF.

OUR REF.

FWS/MJH

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (6 LINES)

19th December, 1955

Dear Sirs,

We beg to advise you that Mr. R. Whitworth has resigned from his position as Export Manager, and for the time being Major V. T. Mountford, in his capacity as General Sales Manager, will be devoting his personal attention to all matters concerning the export of ROYAL ENFIELD Bicycles and Motor Cycles.

Yours very truly,

THE ENFIELD CYCLE CO. LTD.

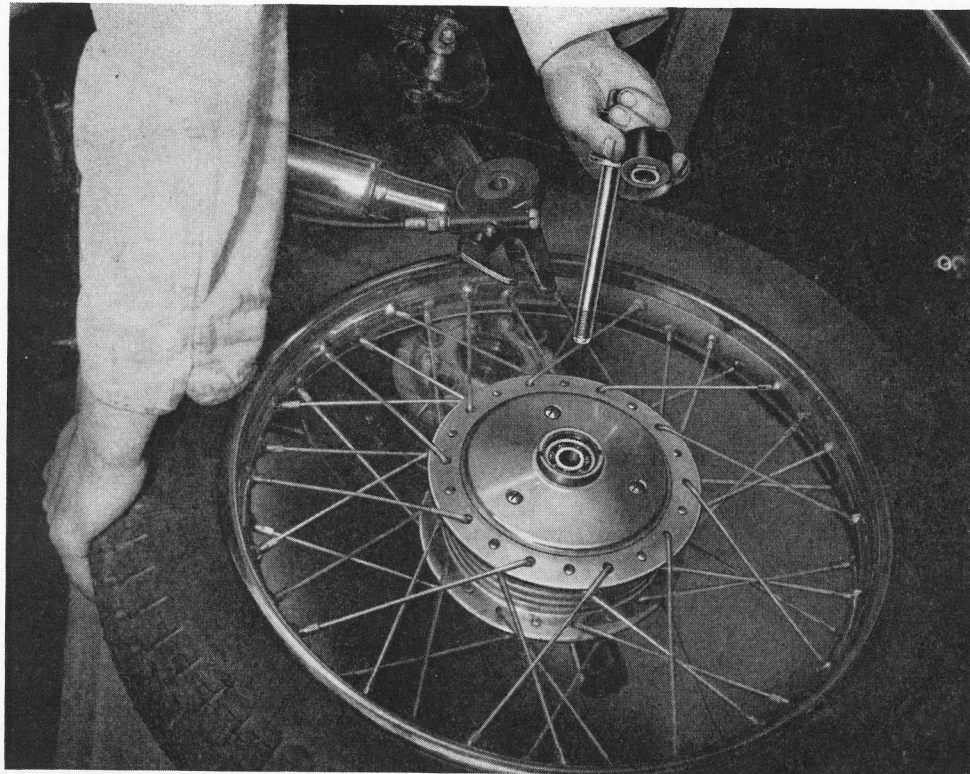
F. W. Smith.

Chairman & Managing Director.

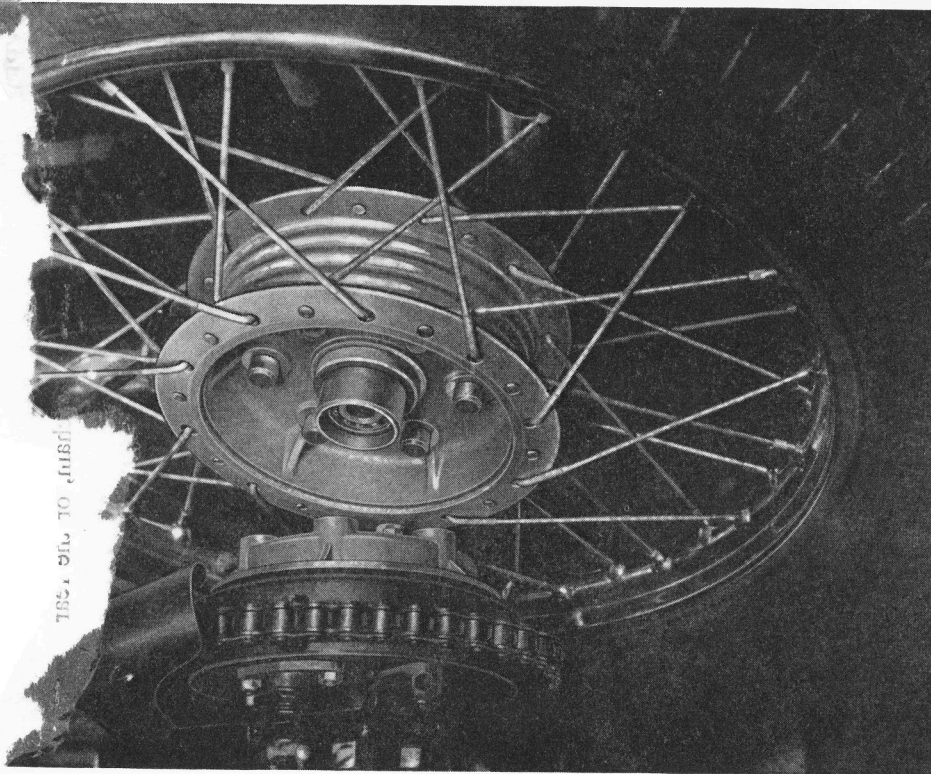
Royal Enfield •

CUSTOMERS MOTOR CYCLES, CYCLES OR PARTS THEREOF ARE RECEIVED AND HELD BY US ENTIRELY AT OWNER'S RISK AND WE ACCEPT NO RESPONSIBILITY FOR LOSS OR DAMAGE TO THEM ARISING FROM FIRE, THEFT, BURGLARY OR ANY OTHER CAUSE.

**INSTRUCTIONS FOR REMOVAL OF ROYAL
ENFIELD QUICKLY DETACHABLE
REAR WHEEL (Full Width Type)**



REMOVAL OF WHEEL (OFFSIDE)



CLOSE-UP VIEW OF WHEEL (NEAR SIDE)

THE ENFIELD CYCLE CO. LTD., REDDITCH, WORCS.

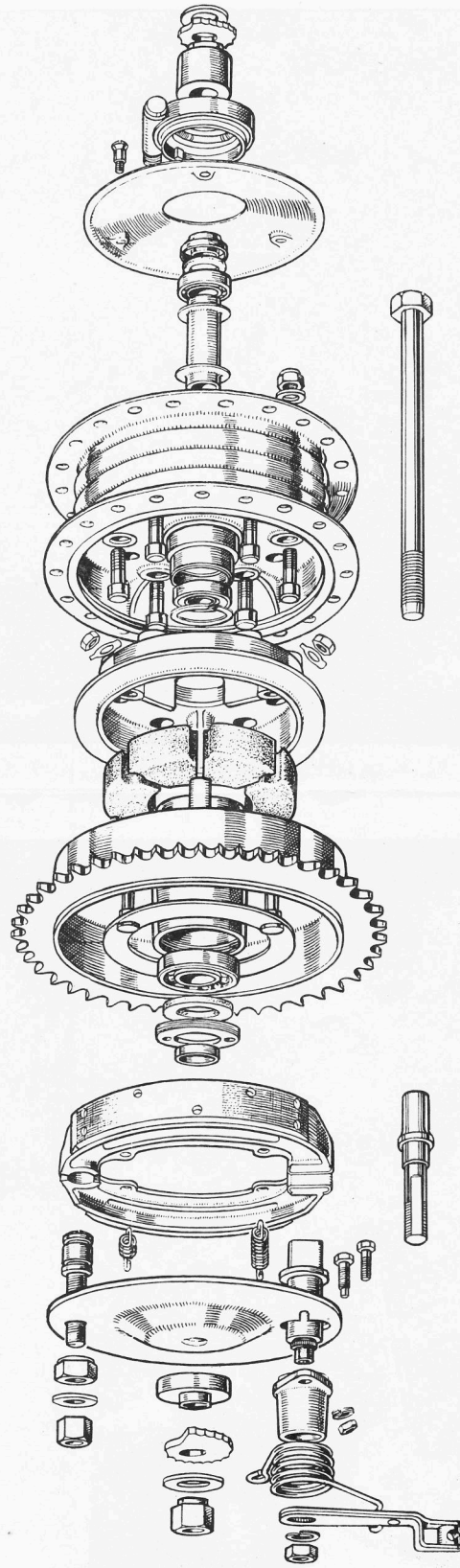
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Printed in England

INSTRUCTIONS FOR REMOVAL OF ROYAL ENFIELD (FULL-WIDTH TYPE).

The main portion of this wheel can be removed from the machine without disturbing the chain, or the rear brake operation and anchorage.

Place the machine on the centre stand and remove the detachable rear mudguard. Unscrew the right-hand spindle nut and withdraw the loose section of the spindle together with the chain adjuster cam, preferably marking this to ensure that it is replaced in the same position. Slide the distance collar out of the fork end and lift away the speedometer drive gearbox which can be left attached to the driving cable. Remove the spacing collar and felt washer. The main body of the wheel can now be pulled across to the right-hand side of the machine, thus disengaging the six driving pins from the cush drive shell and enabling the wheel to be lifted out of the machine.



EXPLODED VIEW OF HUB

When replacing the wheel reverse the foregoing procedure, taking care, when replacing the speedometer drive gearbox, that the driving dogs inside the gearbox engage with the slots in the end of the hub barrel. Before tightening the centre spindle make sure that the speedometer drive gearbox is correctly positioned so that there is no sharp bend in the driving cable.

To remove the wheel complete with sprocket and brake drum first disconnect the rear driving chain and remove the brake cover plate anchor nut and the brake adjusting wing nut. Unscrew the loose section of the spindle two or three turns and the left-hand spindle nut by a similar amount. Disconnect the speedometer driving cable and slide the wheel out of the fork ends, tilting it so as to disengage the end of the brake shoe pivot pin from the slot in the fork end.

Patented December 1923

PRICE LIST OF SPARE PARTS FOR THE ROYAL ARMY LIGHT MACHINE GUN

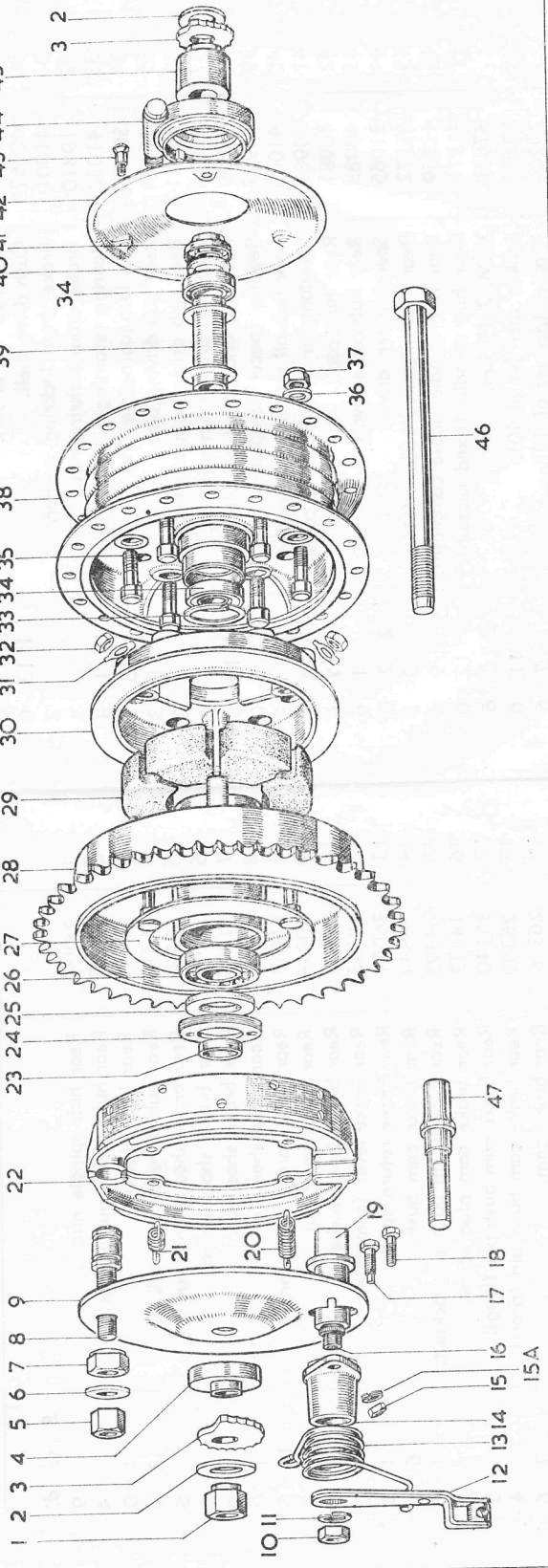
(SHEET WITHIN LIST)

The following prices are for the parts specified in the list.

1923

1923

1923



15A

Revised December, 1955.

PRICE LIST OF SPARE PARTS FOR THE ROYAL ENFIELD 7-INCH QUICKLY DETACHABLE REAR WHEEL (FULL WIDTH TYPE).

This list supersedes the list dated September, 1955.

Illus. No.	Part No.	Description	Retail Price
			£ s. d.
24	41108	Bearing retaining ring.	4 9
25	41106	Rear hub oil retaining washer.	3
26	SK/RLS7	Rear hub journal bearing.	15 0
27	41003	Lockring complete with studs.	9 3
28	41233	Brake drum and sprocket.	4 10 0
29	26193	Cush drive rubber blocks (price per set of six).	9 6
30	40967	Cush drive shell.	1 13 6
31	41001	Brake drum lockring washer.	2
32	19870	Brake drum lockring nut.	3
33	41032	Bearing retaining circlip.	1 3
34	SK/RLS5	Rear hub journal bearing.	13 2
35	41000	Rear hub driving pin.	3 3
36	15641	Rear hub driving pin washer.	2
37	41033	Rear hub driving pin nut.	5
38	41090	Rear hub and barrel complete.	4 10 0
39	40995	Bearing spacer complete.	5 0
40	41006	Rear hub oil retaining washer.	3 3
41	40989	Speedometer drive spacing collar.	3 3
42	40981	Rear hub cap.	7 6
43	40983	Rear hub cap screw.	1 6
44	31965	Speedometer drive.	2 2 6
45	41372	Rear hub distance collar (R.H.)	3 3
46	41369	Rear hub spindle (loose complete).	9 6
47	41371	Rear hub spindle (fixed section).	12 0
	37639	W.M. 2/19 rim.	2 2 6
	29205	Spokes (per set of 40).	11 0
	29206	Nipples (per set of 40).	7 6
	37906	Cam bush pin spring washer.	1
		MAJOR ASSEMBLY.	
	41172	Rear wheel complete (less tyre).	15 0 0

The Enfield Cycle Co. Ltd., Redditch, Worcestershire.

527/2½m. 1255

Printed in England.

Illus. No.	Part No.	Description.	Retail Price
			£ s. d.
1	28832	Rear hub spindle nut.	9
2	41185	Rear hub spindle nut washer	4
3	36649	Rear hub adjuster.	1 0
4	41373	Rear hub distance collar (L.H.).	3 9
5	7598	Rear brake shoe anchor nut.	6
6	20112	Rear brake shoe washer.	4
7	41375	Rear brake shoe nut.	1 0
8	41374	Rear brake shoe pin.	1 0
9	41883	Rear brake torque plate (only).	14 6
10	10314	Rear brake lever nut.	4
11	14613	Rear brake lever washer.	1
12	40553	Rear brake lever (complete).	4 0
13	36904	Rear brake return spring.	1 9
14	26347	Rear brake cam bush.	6 0
15	4395	Rear brake cam bush pin locknut.	2
16	14472	Rear brake cam plug screw.	2
17	35140	Rear brake cam bush pin (long).	5
18	26309	Rear brake cam bush pin (short).	4
19	26346	Rear brake cam.	7 6
20	26033	Rear brake shoe spring (long).	6
21	26034	Rear brake shoe spring (short).	4
22	38043	Rear brake shoe complete with lining (price per pair).	1 10 0
23	41105	Cover plate distance collar.	1 3