

Manufacturers

of
Royal

Enfield

BICYCLES and
MOTOR CYCLES

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE AND WORKS
REDDITCH
WORCS. ENGLAND

1960

Your Ref.

Our Ref. PG/PCM/2EX.

28th September, 1960.

Dear Sirs,

Royal Enfield Motorcycles - 1961 Season.

We have pleasure in giving you advance details of the ROYAL ENFIELD motorcycle range for the 1961 Season.

In view of the outstanding popularity of ROYAL ENFIELD machines during the 1960 Season, we are confident in continuing our comprehensive range of models with certain improvements to specification.

A new attractively shaped silencer, which is to be fitted to all four stroke machines except the METEOR MINOR DE LUXE, METEOR MINOR SPORTS and the two CLIPPER models, gives a greater degree of silencing without impairing performance, and on both the 700 c.c. models (SUPER METEOR and CONSTELLATION), we are introducing a beautifully styled "new look" rear mudguard and dual seat assembly. This, whilst giving greatly improved weather protection for both rider and passenger, also adds to the already appealing lines of these two machines.

The popular PRINCE remains unchanged finished in cherry red, and the 250 CLIPPER is also to have the same specification as 1960 except that it will be fitted with a larger and more attractively shaped petrol tank, and finished in two tone mist grey and black. The de luxe CRUSADER 250 will also be fitted with this new tank, and in addition carries the new silencer. The CRUSADER 250 will again be available finished either in polychromatic burgundy or polychromatic peacock blue. The CRUSADER SPORTS machine which has, of course, been one of the most successful models during the last few Seasons, remains unaltered except for the addition of the new silencer to its specification. This too is to be available with enamelled parts finished in either polychromatic burgundy or polychromatic peacock blue.

In the 350 c.c. class the 350 CLIPPER remains unchanged, finished in mist grey and black, as does the 350 BULLET except that the latter model is to be equipped with the new silencer. The 350 Bullet is offered finished with enamelled parts finished in either polychromatic burgundy or polychromatic peacock blue.

The 500 BULLET, which is unsurpassed in the 500 c.c. single cylinder class, is **unaltered except for the** addition of the new silencer. This too is offered with enamelled parts finished in either polychromatic burgundy or polychromatic peacock blue.

We have paid particular attention to the 500 c.c. twin cylinder category and by careful attention to detail we are able to offer the new METEOR MINOR SPORTS machine as a model having a combination of outstandingly high performance and an attractively low price, which we are sure cannot be equalled on the market today. The finish of this powerful model is to be two tone mist grey and black with the engine crankcase timing cover having a distinctive satin finish. The output of the over square sports engine is 33 brake horse power and gives outstanding performance for a machine of this capacity.

In keeping with modern practice both the '350 and 500 Bullets' will be fitted with A.C. Generator and Coil Ignition, and these and the other Sports Models in our range, which are equipped with chromium plated mudguards, will have strengthened and improved tubular front mudguard stays.

The demand for the 'METEOR MINOR' during the 1959 Season has been almost entirely for the de-Luxe Model, and we have, therefore, decided to concentrate our production on the de-Luxe version and the new 'METEOR MINOR SPORTS' Model, of which details are given above.

The 'SUPER METEOR' has continued in heavy demand as an outstanding solo mount and particularly as an ideal sidecar machine, and will continue in our range for 1960, with those modifications detailed below which are common to all our Twin Cylinder engines.

The 1960 'CONSTELLATION' incorporates several modifications which improve further the performance of this exciting Model. It will be fitted with twin 1.1/16" bore Monobloc Carburettors and the smooth running of the engine will be improved by the fitment of lighter pistons, redesigned head steady and modified balance.

All twin cylinder Models will be fitted with a redesigned exhaust system, which dispenses with the bend in the exhaust pipe immediately on the front of the silencer.

All 1960 ROYAL ENFIELDS of 346 c.c. capacity and over will be fitted with clutch plates having a bonded cork friction material, which eliminates clutch slip under all normal conditions.

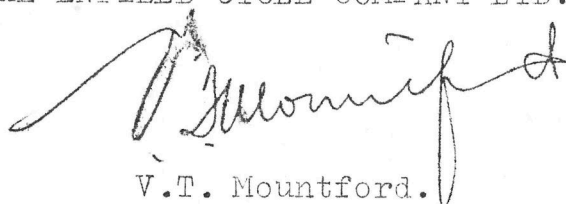
The exclusive 'Airflow' enclosure has continued to increase in popularity and demand since its introduction in 1958 and will continue to be offered as original equipment on new machines.

The recent dispute in the Printing Industry has unfortunately delayed the printing of our new folder, illustrating and describing the new range of Models, but supplies will be sent to you as soon as they are available from the Printers. In the meantime, we enclose herewith a list giving net export prices for the 1960 range of Models.

1959 has undoubtedly been a ROYAL ENFIELD year; the demand for our machines remains undiminished and we therefore urge you to assist us in ensuring adequate stocks of our machines to meet the demand, by placing your orders for 1960 Models without delay.

Assuring you of our best attention at all times, we are,

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.



V.T. Mountford.
Director.

RETAIL & TRADE PRICES - 1960 SEASON.

MODEL	BASIC RETAIL			TRADE			PURCHASE TAX			RETAIL INC. PURCHASE TAX		
	£	s	d	£	s	d	£	s	d	£	s	d
"PRINCE"	101	11	1	83	15	8	20	18	11	122	10	0
"250 CLIPPER"	151	14	2	125	3	2	31	5	10	183	0	0
"CRUSADER"	170	3	1	140	7	7	35	1	11	205	5	0
"CRUSADER SPORTS"	178	8	11	147	4	4	36	16	1	215	5	0
NEW "350 CLIPPER"	176	7	5	145	10	1	36	7	7	212	15	0
"350 BULLET"	195	12	11	161	8	2	40	7	1	236	0	0
TRIALS "WORKS REPLICA"	204	11	2	168	15	2	42	3	10	246	15	0
"500 BULLET"	207	0	11	170	16	3	42	14	1	249	15	0
"METEOR MINOR"	223	16	8	184	13	3	46	3	4	270	0	0
"METEOR MINOR SPORTS"	229	12	9	189	9	0	47	7	3	277	0	0
"SUPER METEOR"	225	18	2	186	7	6	46	11	10	272	10	0
"CONSTELLATION"	244	11	2	201	15	2	50	8	10	295	0	0

EXTRA EQUIPMENT

(Prices when supplied as original equipment on new machines)

LEGSIELDS-All Models	3	13	6	3	0	8	-	-	-	3	13	6
"AIRFLOW" PRINCE	20	4	9	16	13	11	4	3	6	24	8	3
"AIRFLOW" 4-stroke models up to 500 c.c.	21	2	2	17	8	3	4	7	1	25	9	3
"AIRFLOW" SUPER METEOR AND CONSTELLATION	25	9	3	21	0	1	5	5	0	30	14	3
PANNIER SET 4-stroke models	7	16	8	6	9	3	1	12	4	9	9	0
AIRCLEANER "250 CLIPPER"	18	3			15	0		3	9	1	2	0
AIRCLEANER "350 CLIPPER"	1	8	2	1	3	3		5	10	1	14	0
PROP STAND "250 CLIPPER", "CRUSADER", "CRUSADER SPORTS" AND "350 CLIPPER"	1	13	2	1	7	4		6	10	2	0	0
TOTAL REAR CHAIN ENCLOSURE ON 4-STROKE MODELS WHERE NOT STANDARD	4	5	0	3	10	1		17	6	5	2	6
CLOSE RATIO GEARS "CONSTELLATION" AND "CRUSADER SPORTS"	1	2	0		18	2		4	6	1	6	6
REV COUNTER "CONSTELLATION" AND "CRUSADER SPORTS"	5	14	3	4	14	2	1	3	6	6	17	9



☐ Telegrams
CYCLES, PHONE, REDDITCH

☐ Telephone
REDDITCH 121 (9 Lines)

Manufacturers
of
Royal
Enfield
BICYCLES and
MOTOR CYCLES

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE AND WORKS
REDDITCH
WORCS. ENGLAND

Your Ref.
Our Ref. CAEB/MJC

6th April, 1960.

Dear Sirs,

SPARE PARTS PRICE INCREASE

We regret to advise that owing to rising costs, particularly those associated with the recent reduction in weekly working hours, it is necessary to make a small increase in spare parts prices, which will therefore be increased by 5% from Monday the 11th instant.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LIMITED.

Robert Peeples
Service Manager.

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.

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 44.

Date: 11th April, 1960.

"350 and 500 Bullet", "350 Clipper"
and Trials "Works Replica".

We have pleasure in enclosing a complimentary set of the following new loose leaves, which bring up-to-date the "Bullet" Workshop Manual issued to you originally, with the addition of Section F4 for carburettors already posted to you recently with "Super Meteor" Workshop Manual Sections:-

Title Page.	C10.
Frontispiece.	D9.
Contents.	K7.
A10a.	L12.
A10b.	L13.
B10.	

Your Ref.

Our Ref.

JJB/AK/23

22nd September, 1960

Dear Sir(s),

Royal Enfield Motor Cycles - 1961 Season

We have pleasure in giving you advance details of the ROYAL ENFIELD motor cycle range for the 1961 Season of which full details will be publicly announced in the technical press during the week commencing September 26th.

In view of the outstanding popularity of ROYAL ENFIELD machines during the 1960 Season we are confident in continuing our comprehensive range of models with certain improvements to specification.

A new attractively shaped silencer, which is to be fitted to all four-stroke machines except the Meteor Minor de Luxe, Meteor Minor Sports and the two Clipper models, gives a greater degree of silence without impairing performance, and on both the 700c.c. models, the Super Meteor and Constellation, we are introducing a beautifully styled "new look" rear mudguard and dual seat assembly. This, whilst giving greatly improved weather protection for both rider and passenger, also adds to the already appealing lines of these two machines.

With regard to the other models of our range: The popular Prince remains unchanged finished in cherry red, and the 250 Clipper is also to have the same specification as for 1960 except that it will be fitted with a larger and more attractively shaped petrol tank, and finished in two tone mist grey and black. The de Luxe Crusader 250 will also be fitted with this new tank, and, in addition, carries the new silencer. The Crusader 250 will again be available finished either in polychromatic burgundy or polychromatic peacock blue. The Crusader Sports machine which has, of course, been one of the most successful models during the last few Seasons remains unaltered except for the addition of the new silencer to its specification. This too is to be available with enamelled parts finished in either polychromatic burgundy or polychromatic peacock blue.

In the 350c.c. class the 350 Clipper remains unchanged, finished in mist grey and black, as does the 350 Bullet, except that the latter model is to be equipped with the new silencer. The 350 Bullet is offered with enamelled parts finished in either polychromatic burgundy or polychromatic peacock blue.

The 500 Bullet which is unsurpassed in the 500c.c. single cylinder class is unchanged except for the addition of the new silencer. This too is offered with enamelled parts finished in either polychromatic burgundy or polychromatic peacock blue.

We have paid particular attention to the 500c.c. twin cylinder category and by careful attention to detail we are able to offer the new Meteor Minor Sports machine as a model having a combination of outstandingly high performance at an attractively low price, which we are sure cannot be equalled on the market today. The finish of this appealing model is to be two tone mist grey and black with the engine crankcase timing cover having a distinctive satin finish. The output of the over square sports engine is 33 brake horse power and gives outstanding performance for a machine of this capacity.

The Meteor Minor de Luxe retains all its characteristics of a fast smooth luxury machine and with its new and larger capacity tank, finished in either polychromatic burgundy or polychromatic peacock blue is even more attractive in appearance.

Both the Super Meteor and Constellation machines will be fitted with the new silencer in addition to the "new look" rear styling already described. The Super Meteor will also have a new tank similar in shape to that fitted to the Constellation.

The Super Meteor is pre-eminent as a heavy duty sidecar machine, but we offer in addition to this model the 500 Bullet and Constellation machines in sidecar trim at no extra charge; that is, with reduced overall gearing, sidecar strength front and rear suspension springs and reduced trail of the front fork to give easier sidecar steering.

Since the Airflow fairing was introduced in 1958 there has been a growing appreciation of the protection offered by this attractively styled frontal fairing and the demand has increased accordingly. We shall continue to offer the Airflow as an optional extra on new machines throughout the whole range.

We have pleasure in enclosing a list giving details of trade and retail prices for our 1961 range. The new folder is at the moment in our printer's hands, and we anticipate being able to send you supplies around the middle of October.

The demand for ROYAL ENFIELD machines has been so great during the past year or two that we were unable to let you have all the machines you required, but you may rest assured that we are making every effort to ensure that during the forthcoming Season maximum supplies will be available.

In view of the greatly increased popularity of ROYAL ENFIELD machines we would ask you to assist us in catering for this demand by placing your orders for 1961 models at the earliest opportunity, and in this respect we intend to carry forward all orders placed during the 1960 Season which have not been executed to date unless we receive your instructions to the contrary in the next few days.

We shall continue to operate the S.O.R. Scheme which has in the past proved so valuable to dealers when there has been a reduction in purchase tax. Our representative for your district will be calling upon you in the near future for the purpose of discussing arrangements and completing agreements for the 1961 Season.

A full range of our models will be displayed at the Cycle and Motor Cycle Show to be held at Earls Court from November 12th to November 19th, and we would like to take this opportunity of cordially inviting you to visit us at Stand No. 46 and Office No. 11 at any time during that period so that you may examine these machines for yourself and meet members of our staff.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.

H. Boone

STRICTLY PRIVATE & CONFIDENTIAL.

ROYAL ENFIELD MOTOR CYCLES.

RETAIL & TRADE PRICES - 1960 SEASON.

MODEL	BASIC RETAIL			TRADE			PURCHASE TAX			RETAIL INC. PURCHASE TAX.		
	£	s	d	£	s	d	£	s	d	£	s	d
"PRINCE"	99	1	4	81	14	7	20	8	8	119	10	0
"250 CLIPPER"	146	6	5	120	14	5	30	3	7	176	10	0
"CRUSADER"	164	11	2	135	15	2	33	18	10	198	10	0
"CRUSADER SPORTS"	169	19	0	140	4	2	35	1	0	205	0	0
NEW "350 CLIPPER"	169	19	0	140	4	2	35	1	0	205	0	0
"350 BULLET"	188	12	0	155	11	11	38	18	0	227	10	0
TRIALS "WORKS REPLICA"	194	16	4	160	14	6	40	3	8	235	0	0
"500 BULLET"	196	17	10	162	8	9	40	12	2	237	10	0
"METEOR MINOR"	217	12	4	179	10	8	44	17	8	262	10	0
"METEOR MINOR SPORTS"	223	16	8	184	13	4	46	3	4	270	0	0
"SUPER METEOR"	220	10	4	181	18	7	45	9	8	266	0	0
"CONSTELLATION"	237	2	0	195	12	2	48	18	0	286	0	0

EXTRA EQUIPMENT

(Prices when supplied as original equipment on new machines)

LEGSHIELDS-All Models	3	10	0	2	17	9	x			3	10	0
"AIRFLOW" PRINCE	19	5	6	15	18	1	3	19	6	23	5	0
"AIRFLOW" 4-stroke models up to 500 c.c.	20	2	1	16	11	9	4	2	11	24	5	0
"AIRFLOW" SUPER METEOR AND CONSTELLATION	24	5	0	20	0	2	5	0	0	29	5	0
PANNIER SET 4-stroke models	7	9	3	6	3	2	1	10	9	9	0	0
AIRCLEANER "250 CLIPPER"	17	5		14	4		3	7		1	1	0
AIRCLEANER "350 CLIPPER"	1	7	0	1	2	3	5	6		1	12	6
PROP STAND "250 CLIPPER", "CRUSADER", "CRUSADER SPORTS" AND "350 CLIPPER"	1	11	6	1	6	0	6	6		1	18	0
TOTAL REAR CHAIN ENCLOSURE ON 4-STROKE MODELS WHERE NOT STANDARD	4	0	10	3	6	9	16	8		4	17	6

x TAX FREE - SUPPLIED SEPARATELY.

ROYAL ENFIELD MOTOR CYCLES
EXPORT TRADE PRICES - 1960 SEASON

<u>MODEL</u>	<u>SPECIFICATION</u>	<u>NETT EXPORT PRICE</u>		
<u>PRINCE</u>	DE-LUXE 148 c.c. spring frame two-stroke	£ 79	0	0d
<u>250 CLIPPER</u>	248 c.c. O.H.V. spring frame four-stroke	£ 117	10	0d
<u>CRUSADER 250</u>	DE-LUXE 248 c.c. O.H.V. spring frame four-stroke	£ 131	10	0d
<u>CRUSADER SPORTS</u>	SUPER SPORTS 248 c.c. O.H.V. spring frame four-stroke	£ 136	10	0d
<u>350 CLIPPER</u>	NEW DE-LUXE 346 c.c. O.H.V. spring frame four-stroke	£ 136	10	0d
<u>350 BULLET</u>	SUPER SPORTS 346 c.c. O.H.V. spring frame four-stroke	£ 151	0	0d
<u>TRIALS WORKS REPLICA</u>	346 c.c. Competition Model	£ 157	10	0d
<u>500 BULLET</u>	SUPER SPORTS 499 c.c. O.H.V. spring frame four-stroke	£ 157	10	0d
<u>METEOR MINOR DE-LUXE</u>	496 c.c. O.H.V. spring frame vertical twin cylinder four-stroke	£ 174	0	0d
<u>METEOR MINOR SPORTS</u>	SUPER SPORTS - as above	£ 180	0	0d
<u>SUPER METEOR</u>	692 c.c. O.H.V. spring frame vertical twin cylinder four- stroke	£ 176	10	0d
<u>CONSTELLATION</u>	SUPER SPORTS 692 c.c. O.H.V. spring frame vertical twin cylinder four-stroke	£ 190	0	0d
<u>PACKING IN SHIPPING CASE AND DELIVERY TO ENGLISH PORT</u>				
2-stroke Models (1 m/c per case) - each	...	£ 4	0	0d
" " " (2 " " ") - "	...	£ 3	10	0d
4-stroke " (1 " " ") - "	...	£ 7	0	0d
"AIRFLOW" MODELS - extra per machine	...	£ 1	0	0d
<u>ADDITIONAL EQUIPMENT (When supplied as original equipment on new machines)</u>				
<u>"AIRFLOW" ENCLOSURE - CONSTELLATION Model</u>	...	£ 22	10	0d
On all other Models	...	£ 19	0	0d
Pannier Equipment	...	£ 6	0	0d
Chromium Plated Tank - two-stroke models	...	£ 2	2	0d
Legshields	...	£ 2	17	6d
Air-Cleaner - where not included in standard specification	...	£ 1	2	6d
Prop Stand - ditto	...	£ 1	4	0d
Total Rear Chain enclosure - where not included in standard specification. (Not available on 2-stroke Models)	...	£ 3	10	0d

Approximate Shipping Specifications overleaf.

APPROXIMATE SHIPPING SPECIFICATIONS

	Cwts.	Qrs.	Lbs.	Kilos.	Measurements	Cubic Feet	Cubic Metres
PRINCE (1 per case)	Gross 3. Nett 1.	0. 3.	4. 4.	154. 91.	5'5" x 1'7" x 2'8"	22.10	.626
PRINCE (2 per case)	Gross 5. Nett 3.	1. 3.	0. 0.	267. 191.	5'5" x 2'8" x 2'8"	38.6	1.094
GRUSADER SPORTS GRUSADER 250 & 250 CLIPPER	Gross 4. Nett 2.	0. 3.	4. 2.	205. 141.	5'7" x 1'8" x 2'8"	24.10	.682
350 CLIPPER	Gross 4. Nett 3.	2. 1.	20. 12.	238. 171.	5'10" x 1'8" x 2'9"	26.9	.762
350 BULLET & TRIALS WORKS HELLICA	Gross 4. Nett 3.	3. 1.	13. 13.	247. 171.	-do-	-do-	-do-
500 BULLET	Gross 4. Nett 3.	3. 1.	14. 14.	248. 171.	-do-	-do-	-do-
METEOR MINOR SPORTS OR DE-LUXE	Gross 4. Nett 3.	3. 2.	8. 8.	245. 181.	-do-	-do-	-do-
SUPER METEOR	Gross 5. Nett 3.	0. 2.	27. 27.	266. 190.	5'10" x 1'10" x 2'9"	29.5	0.834
CONSTELLATION	Gross 5. Nett 3.	1. 3.	9. 9.	271. 195.	-do-	-do-	-do-

AIRFLOW MODELS. Approx 2" longer than above measurements PLUS Additional case measuring 3'5" x 2'5" x 1'11".

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No:

43.

Date:

31st March, 1960.

"Super Meteor" Workshop Manual.

We have pleasure in enclosing a complimentary set of the following new loose leaves, which bring the above publication up-to-date for the period 1956-60, with the addition of G2g already issued for the "Meteor Minor":-

Title Page.
Contents List.
Section A12.
" B12.
" C12.
" F4.

The remaining sections in the Contents List were circulated with the earlier edition of the "Super Meteor" Workshop Manual.

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No. 50 Date :22nd November,1960.

CONSTELLATION OIL FILTER

Error in illustration

In the issue of 'The Motor Cycle' dated 25th August,1960, on pages 234 and 235 is an exploded view of the Constellation engine. Unfortunately, the assembly of the components securing the filter element (bottom right-hand corner, page 235) has been inverted, and if assembled as illustrated will cut off the oil supply to the big end bearings.

The correct order of assembly is as shewn in fig.1 of the Workshop Manuals relating to the later Twin cylinder engines, where the filter element is carried in the timing cover as opposed to being fitted in the oil reservoir. This assembly is as follows:- filter element (and then on the stud) spacer, magnet (where fitted), brass cup, felt and steel washers, coil spring, aluminium end cap with washer, fibre and steel washers, nut.

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No. 49:

Date: 4th October, 1960.

"PRINCE" AND "ENSIGN" MOTORCYCLES.

The rear suspension swinging arm pivots in the lug on the seat tube. There is considerable clearance in the lug between the bearing areas at each end, and, when greasing, it is essential to fill this clearance space with grease which should be pumped in until it exudes freely at each end.

1960 "METEOR MINOR" SPARE PARTS BOOK.

Errata, page 38.

44806 should read, Mudguard, chrome - Sports.

45732 " " " enamelled. - De Luxe.

WORKSHOP MANUAL FOR "ENSIGN I, II & III" AND "PRINCE".

We regret to bring to your notice an error on page 15 of the above, published recently.

The top illustration should read : Exploded View of Full Width Front Hub.

The lower illustration should read : Exploded View of Full Width Rear Hub.

The bottom illustration should be obliterated entirely.

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No. 52 Date: 30. 12. 60.

LUCAS SPARE PARTS PRICE INCREASE

Messrs.J.Lucas advise that from 1st January, 1961 there is a general surcharge of 10% on spare parts prices etc. There are certain exceptions, the principle of which, as affecting motorcycles, are Ball Bearings, Bulbs, Batteries and Spares, Lighting conversion Sets, Suppressors.

350 CLIPPER MOTORCYCLE

Herewith supplementary leaflet for the 1960 Spare Parts Book.

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No. 51

Date: 22nd November, 1960

WINTER LIGHTING

A number of owners find during the Winter period, with little daylight running, that they have difficulty in keeping the battery charged. This is especially the case with combinations and where a machine is parked where the lights must be left on.

When a machine is fitted with the Lucas RML3, RML4 or RML5 Alternator the charging rate may be increased in the 'OFF' and 'PILOT' positions by interchanging two of the three alternator cables where these are joined by snap connectors to the main cable harness.

Two cable colour codes have been used, as follows: (a) Mid-green, Dark-green, Light-green (b) Green and yellow, Green and black, Green and white.

To increase the charging rate, first place lighting and ignition switches at OFF, then, with colour code (a) connect alternator lead Mid-green to harness lead Dark green and alternator lead Dark green to harness lead Mid-green. Leave the Light-green cables connected together. With colour code (b) connect alternator lead Green and yellow to harness lead Green and black and alternator lead Green and black to harness lead Green and yellow. Leave the Green and white cables connected together.

Note that the altered connections may adversely affect emergency ignition. If this happens and emergency ignition becomes essential, reconnect original like colours.

This increased charge is not obtained in the 'High' light position. To ensure maximum charge at all times, pay attention to the following points:

- Maintain battery as directed.
- Use recommended wattage bulbs.
- See that all electrical connections are sound, with special attention to snap connectors, and battery and rectifier earthing points.

Owners must be warned against going for a long run with the connections altered to give increased charge, as under these conditions the battery will be overcharged with loss of acid and resultant trouble. With a return to summer riding conditions, when lights are seldom used, it is essential to revert to the original "like colour" connections, to avoid overcharging.

THE ENFIELD CYCLE COMPANY LIMITED

The Registrar's department of the Company will be transferred on the 1st January, 1959 to the offices of Messrs. Agar, Bates, Neal & Co., 106, Edmund Street, Birmingham, 3. (Telephone: Central 2741. Telegrams: "Accounts, Birmingham").

From the above date, correspondence or enquiries relating to Shareholdings should be addressed as above.

The Enfield Cycle Company Limited

NOTICE IS HEREBY GIVEN that the SIXTY THIRD Annual General Meeting of this Company will be held at THE ENFIELD WORKS, HEWELL ROAD, REDDITCH, at 12 noon on Thursday, 1st January 1959, for the following purposes:—

1. To receive the Directors' Report and Accounts.
2. To declare Dividends.
3. To elect Directors.
4. To fix the remuneration of the Auditors.
5. To transact any other business of an Annual General Meeting.

Any member of the Company entitled to attend and vote at the meeting may appoint another person (whether a member or not) as his proxy, to attend, and on a poll to vote instead of him.

The instrument appointing such a proxy and any document necessary to show the validity thereof, or otherwise relating to the appointment, shall be deposited at the Registered Office of the Company not less than forty-eight hours before the time of the above meeting.

6th December, 1958.

Enfield Works,
Redditch.

By order of the Board,

G. H. SMITH,

Secretary.



ROYAL ENFIELD OWNERS CLUB

(Affiliated to A.C.U.)

HAVE YOU JOINED THE
ROYAL ENFIELD OWNERS CLUB?

Our activities include:

SPORTS MEETINGS
TOURING EVENTS
SOCIAL FUNCTIONS

Branches in:

LONDON, MANCHESTER and SHEFFIELD

Applications for Membership and further information
should be addressed to :

Mrs. C. J. EMMENS

52 Harlesden Gardens

Harlesden, London, N.W.10

Telephone:- **ELGAR 4600**

P.T.O.

Application For Membership

Name

Address

Telephone No.....

Machine particulars.....

Special interests.....

Full Membership	....	....	12 6 per annum
Full Membership under 21	....	....	7 6 per annum
Full Membership Ladies	....	....	7 6 per annum
Associate Membership	....	....	5 0 per annum
Associate Membership Ladies	....	....	2 6 per annum
Machine Badge	....	....	10 0
<small>The Badge remains the property of the Club</small>			
Lapel Badges	....	....	4 6

TOTAL

Delete items not applicable

(Payable to the Royal Enfield Owners Club)

I, the undersigned, hereby apply for membership of the Royal Enfield Owners Club, and agree, if accepted, to abide by the Club Rules.

DATE..... SIGNED.....

Proposer.....

Apprentice weekly day-rate for 42 hours.

At age 15	...	...	...	...	£2	11	4.
" " 16	...	...	...	...	£3	2	3.
" " 17	...	...	...	...	£3	14	8.
" " 18	...	...	...	...	£5	3	3.
" " 19	...	...	...	...	£6	2	1.
" " 20	...	...	...	...	£7	4	8.
" " 21	...	...	...	...	£8	7	0.

The Enfield Co. Ltd.,
Redditch. Worcs.

August 1960.

NAME PLATES

SINGLE COLUMN STEREOS

Royal Enfield
Made like a Gun
Royal Enfield

Ref. N.160

Ref. N.460



Airflow

Ref. N.660

Ref. N.860

DOUBLE COLUMN STEREOS

Royal Enfield
Made like a Gun
Royal Enfield

Ref. N.260

Ref. N.960

Airflow

Royal Enfield

Ref. N.560

Constellation

Ref. N.1060

1960

Royal Enfield

DEALER

ADVERTISING STEREOS

In order to assist Royal Enfield Dealers with their local advertising we have pleasure in offering advertisement stereos—

FREE-OF-CHARGE

To take advantage of this service, please quote the reference number given in this folder and requisition from:

THE ENFIELD CYCLE CO. LTD.

PUBLICITY DEPARTMENT,

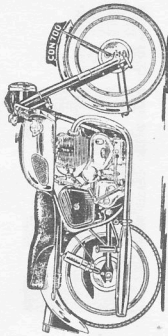
REDDITCH,

WORCS.

1 3/4" WIDE SINGLE COLUMN STEREOS OF

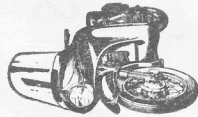
INDIVIDUAL MOTORCYCLES

Constellation M.260



Also available as
"Constellation"
specimen:
Super Meteor M.460.
Meteor Minor Sports M.860.
Meteor Minor de Luxe M.3160
500 Bullet M.660.
350 Bullet M.1060.

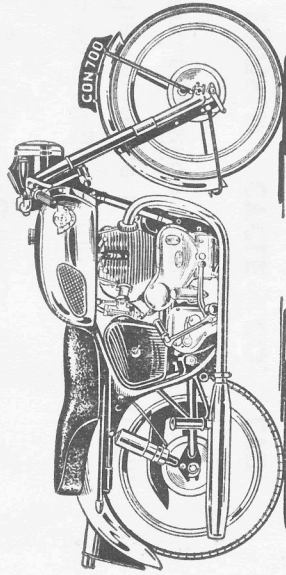
350 Clipper M.1460, 250 Clipper M.1860, Crusader 250 M.2060,
Crusader Sports M.1660, Prince M.2260, Constellation Airflow M.2460.



Specimen
Crusader
"Airflow"
(1/2" wide)
M.2760

Also available: Crusader "Airflow"
(1" wide x 1 3/4" deep) M.2660. Crusader
"Airflow" (1 3/4" wide x 3" deep) M.2560
and Prince "Airflow" 1 3/4" wide M.2860.

3" WIDE DOUBLE COLUMN STEREOS OF INDIVIDUAL MOTORCYCLES



Also available
as
"Constellation"
specimen:
Super Meteor
M.360.
Meteor Minor
de Luxe M.3060

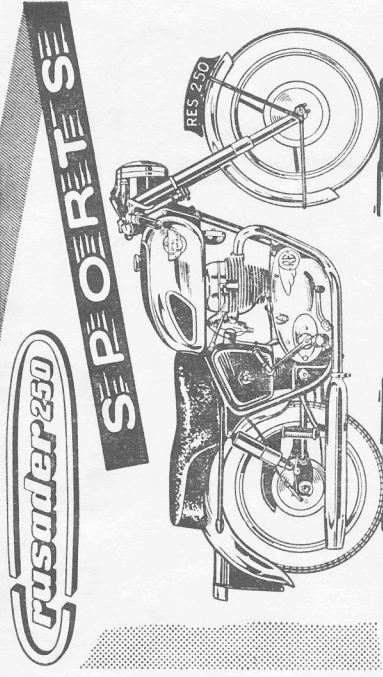
Constellation M.160

Meteor Minor Sports M.760, 500 Bullet M.560, 350 Bullet M.960
350 Clipper M.1360, 250 Clipper M.1760, Crusader 250 M.1960
Crusader Sports M.1560, Prince M.1260, Constellation Airflow M.2360.

MOTOR CYCLES

4" DOUBLE COLUMN STEREOS

SPECIMEN LAYOUT



A compactly
designed
250 c.c. with an
invigorating
performance

**Royal
Enfield**

GET ASTRIDE IT AT YOUR
LOCAL DEALERS TODAY!

DEALER'S ADDRESS PANEL

Ref. M.4760

4" double column stereos, similar to the above, are also available, advertising the following models:-
Constellation M.4060, Super Meteor M.4160, Meteor Minor Sports M.4260, Bullet M.4360, 350 Clipper M.4460, 250 Clipper M.4560, Crusader 250 M.4660, Prince M.4860, Airflow M.4960.

BICYCLES

4" DOUBLE COLUMN STEREO

SPECIMEN LAYOUT



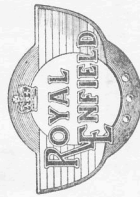
Ref. G.160



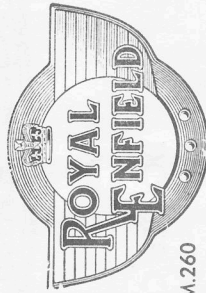
Ref. G.360



Ref. G.260



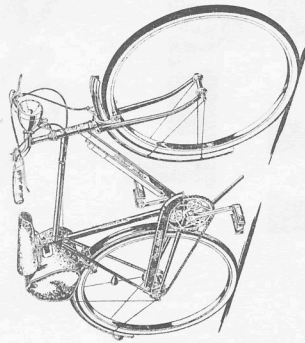
Ref. TM.160



Ref. TM.260

1 3/4" WIDE SINGLE COLUMN STEREOS OF

INDIVIDUAL BICYCLES



Also available as
"Bermuda"
specimen:

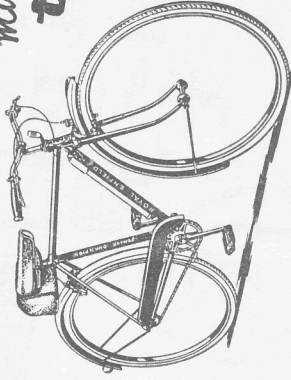
WR de Luxe C.260,
WT de Luxe C.360,

"Bermuda" Ref. C.160

"Superlight" C.460, Junior Champion C.560, "Zephyr" C.660,
Sports Champion C.760, Explorer C.860.

A 'JUNIOR CHAMPION'

*makes you
tops!*



There is
also a
"JUNIOR
CHAMPION"
for girls.

The Junior Champion is really the tops, and so will you be when you set out, riding the 'Champion'. With the super three-tone styling and accessories included with this model, it will be the envy of all your friends.

Royal Enfield Bicycles

DEALER'S ADDRESS PANEL

Ref. C.1060

4" double column stereos, similar to the above, are also available, advertising the following models:-

WT de Luxe C.1160, Zephyr C.1260, Combined WT de Luxe, Bermuda and Zephyr C.1360, Junior Champion C.1460, Sports Champion C.1560, and Explorer C.1660.

702/3M. 1259

Printed in England.

Addition to Para. 43, Steering Head Adjustment :—“Works Replica.”
“Works Replica”. The clamp bolt on this model is the long one just below and parallel with the handlebars.

Substitute in Para. 45, Dismantling.

Front Fork. On the “350 Bullet”, “350 Clipper” and “Works Replica”, the wheel is held by two fork end caps. These will have to be removed and the stud now protruding from the centre of the fork leg should be tapped upwards. Other dismantling should be carried out as described above.

Addition to Para. 47.

All 1960 Models. Miscellaneous.

Removal of Detachable Rear Mudguard. To facilitate tyre repairs and the removal of the rear wheel, the rear mudguard on these machines is made quickly detachable, it being only necessary to slacken the two nuts securing the mudguard carrier and spring boxes. The carrier with dual seat and mudguard attached can then be lifted off.

October, 1959

SUPPLEMENTARY INSTRUCTIONS FOR 1960

Royal Enfield

· Made like a Gun ·

“350 Clipper,” “350 Bullet,” “500 Bullet” and Trials “Works Replica”

This Supplement must be used in conjunction with
Instruction Book ref. 712

Addition to Para. 11, Lubrication of the Gearbox.

On the “Works Replica” the filler plug is situated immediately below the gear position indicator. With the machine on an even keel, top up the gearbox with oil to the level of the filler.

Addition to Para. 21, Removal of Cylinder Head.

All 1960 “Bullet”, “350 Clipper” and “Works Replica” models have one stud at the front of the petrol tank. Remove this, and raise the rear of the tank, thereby disengaging the clip from the frame. The tank may then be removed.

Addition to Para. 23, Removal of Valves.

The valves of 1960 “350 & 500 Bullets” are not fitted with removable end caps.

Delete paragraph 27 of the Instruction Book, and substitute the following :

27. Tappet Adjustment. To adjust the tappets of all but the 1958-59 “350 Clipper” models, remove the inspection cover from the side of the crankcase. The exhaust tappet should be adjusted so that the push rod is just free, and the inlet so that the push rod is just binding when the engine is cold.

To make the adjustment (see Fig 5) hold the push rod bottom end (top hexagon) and the locknut (middle hexagon). Unlock by turning the locknut to the left and make the adjustment by screwing the push rod cup (bottom hexagon) to the left to take up clearance or to the right to give more clearance, at the same time holding the push rod bottom end. Finally, lock up the locknut against the push rod end and check the clearance after finally tightening the locknut.

On the 1958-59 “350 Clipper” engine the inlet tappet must be set so that the push rod is free to spin (.002 in. clearance) and the exhaust tappet with very slight up and down clearance (.004 in. clearance).

THE ENFIELD CYCLE CO. LIMITED, REDDITCH, WORCS.

729/24M. 11/59.

PRINTED IN ENGLAND

Owing to the initial bedding down of the wearing surfaces, the tappets on new machines may require adjustment after the first few hundred miles have been run.

Delete paragraph 29 of the Instruction Book, and substitute the following :

29. *Removal of the Engine from the Frame.* Disconnect the stop-lamp and tail-lamp leads at the socket and remove the rear mud-guard and dual seat. Turn off the petrol tap and disconnect the petrol pipe. On 1960 "Bullets", "350 Clippers" and "Works Replica" models, remove the front tank stud and lift away the petrol tank. In the case of earlier models it is necessary to remove two bolts to free the petrol tank. Empty the tool and battery box of all the contents and remove the box from the frame; it is held by four pins and nuts, two at the rear and two at the top.

Remove the rear chainguard and the short guard at the gearbox end; disconnect the chain link and remove the chain. Disconnect the horn and earth wire from the rectifier.

Remove the exhaust pipe and the carburettor or take out the carburettor slides, leaving the carburettor secured to the induction pipe. Detach the cylinder head steady.

Leave the machine on the stand, but have a box or block to take the weight of the engine. Take the 5/16 in. studs from the front engine plates and the 5/16 in. stud from below the gearbox. Slacken the 1/2 in. stud from below the gearbox. Slacken the 1/2 in. stud further along and disconnect the stand spring. Remove the right-hand footrest and ease the engine and gearbox free from the right-hand side of the machine.

Removal of the engine and gearbox will be facilitated if the cylinder head, cylinder, piston and primary chain case are removed first. The method of removal of the cylinder head, cylinder and piston is described in paragraphs 21 and 22. To remove the primary chain case unscrew the single bolt which secures the cover.

On 1960 "Bullet", "350 Clipper" and "Works Replica" models, undo the three nuts which secure the alternator to the locating ring within the chain case. Withdraw the stator of the alternator, and remove the locating ring after unscrewing the three attachment screws.

Earlier models have three small distance pieces butting against the lugs in the chaincase for positioning the stator and not an adaptor ring.

Undo the large hexagon securing the rotor to its shaft and withdraw the rotor. The chain is endless so that it is necessary to remove both engine and clutch sprockets simultaneously. Both 350 c.c. and 500 c.c. engines have drive sprockets splined to the drive shaft and secured by a large hexagon nut and washer.

To remove the clutch sprocket, unscrew the three clutch spring pins, then lift away the spring cap, springs and distance pieces, clutch front plate, centre retaining ring and the assembly of driving and driven clutch plates. The clutch sprocket can be withdrawn from the centre after removal of the large circlip which secures it.

Ignition Timing—1960 "350 Bullet", "500 Bullet" and 1958-60 "350 Clipper".

The engine must be checked and set in the fully retard position. Gap setting should be .015 in. to .018 in. and the engine should be timed so that the contacts are on the point of opening when the piston is 1/2 in. to 7/16 in. ("350 Bullet"), 3/8 in. to 5/16 in. ("500 Bullet"), and 1/16 in. ("350 Clipper"), before top dead centre on the compression stroke.

The best way to check the opening point is to switch on the ignition and rotate the engine slowly until the ammeter needle returns to its central position.

To adjust the timing, slacken the clamping bolt on the contact breaker housing and rotate the housing. If the timing cover has been dismantled, start with the contact breaker housing so that the name on the cover is roughly horizontal.

Delete paragraph 39 of the Instruction Book, and substitute the following :

39. *Clutch Control—"350" and "500 Bullet", and "350 Clipper".* On the gearbox end cover are two inspection holes covered by metal discs. The upper one of these gives access to the cable end of the clutch operating lever, which should have 1/16 in. free movement. This is important if clutch slip and subsequent damage to the clutch plates are to be avoided.

The lower hole gives access to the adjustment which is made by slackening back the nut and screwing the slotted adjuster inwards or outwards until the desired clearance is obtained.

There is also an adjuster for the clutch cable just behind the oil filler and this is used to take up stretch that may occur in the cable.

"Works Replica" For adjustment on this model, slacken the pinch bolt securing the operating lever to its shaft and rotate the shaft by means of a spanner on the flats provided for this purpose. This shaft rotates on a worm type thread, and by turning in a clockwise direction it is moved in towards the gearbox, so reducing the free movement, and vice versa.

Turn the shaft in an anti-clockwise direction, half a turn or so, in order to ensure free movement in the withdrawal mechanism. Then turn the shaft in a clockwise direction until resistance is felt. Turn back a quarter of a turn to give the necessary free play. Push the operating lever downwards to ensure that the handle bar lever is fully home, and tighten the pinch bolt. If, after checking, there is not quite the correct amount of free movement, this can be rectified at the cable adjuster on the gearbox. There should be approximately 1/8 in. free movement at the hand lever before clutch spring tension is felt.

Addition to Para. 42, Brake Adjustment.

The "500 Bullet" has the dual front brake with the two adjustments, but the "350 Bullet", "350 Clipper" and "Works Replica" have a single front brake with a single adjustment nut.

The clutch centre itself must now be withdrawn, this being mounted on splines on the gearbox mainshaft held up with a nut with a right-hand thread. The back half of the chaincase can now be lifted off after removal of the three nuts securing it to the crankcase.

Addition to Para. 30, Dismantling the Crankcase.

1960 "Bullet" and "350 Clipper" models have coil ignition, a contact breaker housing, complete with automatic advance and retard, replacing the magneto of earlier models. The "Works Replica" still retains magneto ignition.

Delete paragraph 31 of the Instruction Book, and substitute the following:

31. *Re-assembly of Crankcase—Valve Timing.* No difficulty should be experienced with this. Take care to have all parts scrupulously clean and put some clean oil on all bearings and on the cams.

Fitting the Alternator. The alternator consists of two parts, the stator and the rotor. The stator, mounted on the adaptor ring in the case of the 1960 "Bullets", "350 Clipper" and "Works Replica", is fitted to the back half of the primary chaincase, being held in position by three screws. Earlier models have the stator held in position by three studs and distance pieces. The rotor, which contains the permanent magnets, is mounted on the end of the crankshaft and is secured by a nut and located by a key.

The radial air gap between the rotor and the poles of the stator should be .020 in. in all positions and care must be taken when refitting to see that it is not less than .010 in. at any point.

Fit the rotor first, making sure that it is located concentrically on the end of the crankshaft. Attention must be given to the seating of the key because a badly fitting key may cause the rotor to run unevenly. The nut holding the rotor in position is secured by a tab washer.

Having fitted the rotor, replace the adaptor ring with the three screws and put the stator in position with the coil connections facing outwards on the 1960 "Bullet", "350 Clipper" and "Works Replica". With earlier models it is necessary to fit the three distance pieces over the three studs in the chaincase and then to fit the stator with coil connections facing outwards.

Replace the nuts and shakeproof washers only finger-tight and insert six strips (preferably of magnetic material) .015 in. thick and about 1/8 in. wide between the rotor and each pole piece.

Tighten the stator nuts and withdraw the strips.

Check the air gap with narrow feelers and, if less than .010 in. at any point, remove the stator and file or grind the pole piece carefully until the correct gap is obtained.

The valve timing is marked and the cam wheels should be so assembled that the two dots on the small pinion are in line with the two on the exhaust cam wheel, while at the same time the single dot on the exhaust cam wheel is in line with the single dot on the inlet cam wheel (see Fig. 6).

For those who wish to check the valve timing, the opening and closing points are given below:

"350 Bullet", "500 Bullet", "350 Clipper" and "Works Replica"

Exhaust opens 75° before bottom dead centre.

Exhaust closes 35° after top dead centre.

Inlet opens 40° before top dead centre.

Inlet closes 70° after bottom dead centre.

These points are all given at .010 in. tappet clearance for "350 Bullet", and at .012 in. for the "500 Bullet", "350 Clipper" and "Works Replica". It is important that these clearances should be used when checking, as the first part of the valve lift is comparatively slow and a small variation in clearance considerably alters the opening and closing points. For running, set to the clearance given in paragraph 27.

The joint between the halves of the crankcase should be made with shellac, secotone, or a similar jointing. The timing cover joint must be made with the special washer between the surfaces.

When replacing the tappets and guides note that the longer tappet operates the exhaust valve.

If the oil pumps have been stripped down, see that they are assembled correctly—the large plunger goes in the return pump, which is the one in front of the timing cover. Do not omit the spring washer between the pump disc and the cover plate. This is essential to the correct functioning of the pump.

Delete paragraph 32 of the Instruction Book, and substitute the following:

32. *Ignition Timing—1958-60 "Works Replica".* The setting of the ignition depends upon the position of the sprocket relative to the magneto shaft.

To obtain access to the magneto sprocket it is necessary to remove the timing cover.

The sprocket is mounted on a smooth taper on the magneto shaft. It is held in position by a nut (right-hand thread).

To remove the sprocket, unscrew the nut and screw in Extractor W 14835, which will withdraw the sprocket from the shaft.

Before setting and timing, adjust the contact breaker points to a clearance of .012 in. when fully opened.

To set the timing, turn the engine until the piston is 7/16 in. before top dead centre on the compression stroke, i.e., with both valves closed, and ignition fully advanced.

Insert a thin piece of tissue paper between the points of the contact breaker and turn the magneto forwards until the paper can just be pulled out.

Tighten the sprocket on to the magneto shaft; taking care that it does not clip.