



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

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Our Reference:-

VTM/MMcG/101.

24th July, 1956.

Dear Sirs,

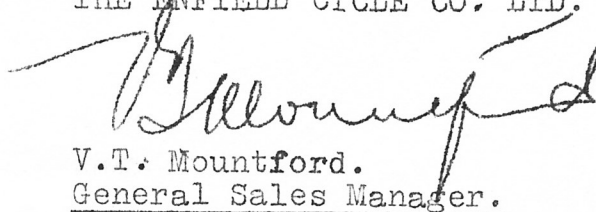
We have pleasure in enclosing herewith a leaflet illustrating and describing the new legshields which are now available for fitment to ROYAL ENFIELD motorcycles.

These legshields have been specially styled to blend with the lines of our machines and can be supplied with the appropriate fittings and in the correct finish for any Model of our range.

They are available at a nett price of £2.10.0d. per set ex Works.

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

Yours faithfully,
THE ENFIELD CYCLE CO. LTD.

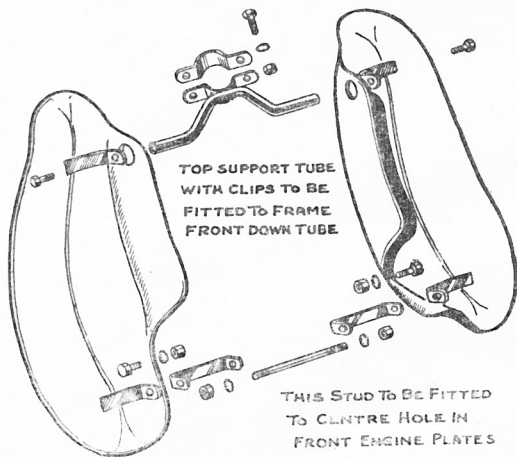


V.T. Mountford.
General Sales Manager.

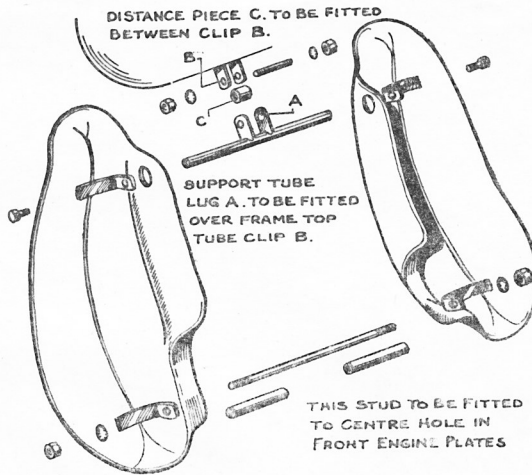
Royal Enfield •

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.

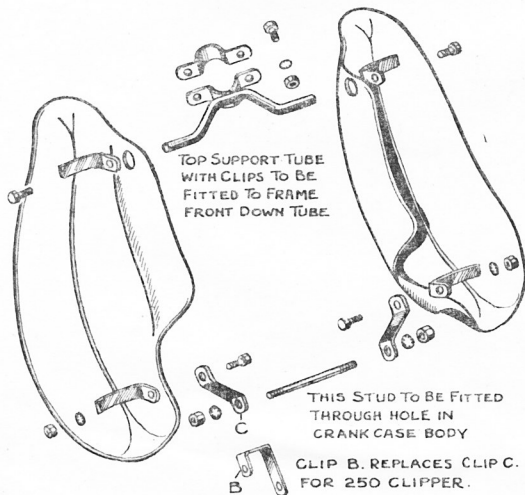
INSTRUCTIONS FOR FITTING LEGSHIELDS TO ROYAL ENFIELD MOTORCYCLES



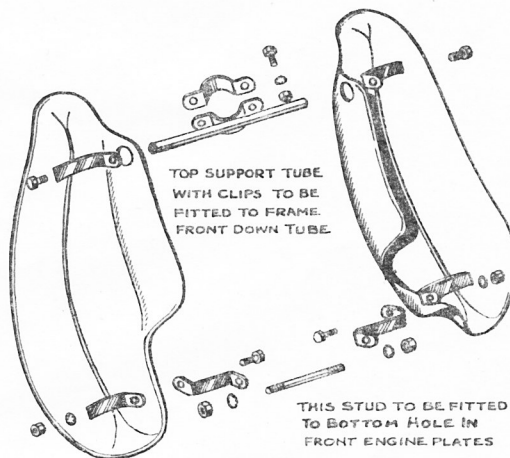
**SUPER METEOR AND 500TWIN
500 BULLET AND 350 BULLET**
500 TWIN - 1957 ONLY. BULLETS 1956-57 ONLY



CRUSADER 250



350.CLIPPER 250.CLIPPER. MOD.G.DE-LUXE



150 ENSIGN II

THE ENFIELD CYCLE CO. LIMITED, REDDITCH, WORCESTERSHIRE

589/2M. 1256

PRINTED IN ENGLAND

5—1960 "350 Bullet", "500 Bullet" and 1958-60 must be checked and set in the fully retard position. should be .015 in. to .018 in. and the engine should be checked on the point of opening when the contacts are on the point of opening when the 7/16 in. ("350 Bullet"), 3/8 in. to 5/16 in. ("500 in. ("350 Clipper"), before top dead centre on the.

to check the opening point is to switch on the engine slowly until the ammeter needle returns to zero. Then, slacken the clamping bolt on the contact and rotate the housing. If the timing cover has contact with the contact breaker housing so that the contact is roughly horizontal.

39 of the Instruction Book, and substitute the following:
Control—"350" and "500 Bullet", and "350 Clipper"
The end cover are two inspection holes covered by a cap. The upper one of these gives access to the cable operating lever, which should have 1/16 in. free clearance. It is important if clutch slip and subsequent damage to the cable are to be avoided.

The cable gives access to the adjustment which is made by the nut and screwing the slotted adjuster inwards until the desired clearance is obtained.
An adjuster for the clutch cable just behind the cable. For adjustment on this model, slacken the operating lever to its shaft, and rotate the adjuster on the flats provided for this purpose. Then, turn the worm type thread, and by turning in a clockwise direction towards the gearbox, so reducing the clearance in vice versa.

in an anti-clockwise direction, half a turn or so, to give movement in the withdrawal mechanism. Then, turn the cable clockwise until resistance is felt. Turn the adjuster to give the necessary free play. Push the adjuster inwards to ensure that the handle bar lever is in the correct position. If, after checking, there is still a small amount of free movement, this can be rectified by turning the worm type thread in a clockwise direction on the gearbox. There should be approximately 1/16 in. clearance at the hand lever before clutch spring tension is reached.

2. Brake Adjustment.

The dual front brake with the two adjusters on "500 Bullet", "350 Clipper" and "Works Replica" models should be adjusted with a single adjustment nut.

Addition to Para. 43, Steering Head Adjustment :—"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.

SUPPLEMENTARY INSTRUCTIONS FOR 1960



"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).

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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 $\frac{1}{2}$ in. to $\frac{7}{16}$ in. ("350 Bullet"), $\frac{3}{8}$ in. to $\frac{5}{16}$ in. ("500 Bullet"), and $\frac{1}{16}$ 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 89 of the Instruction Book, and substitute the following:

89. *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 $\frac{1}{16}$ 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 $\frac{1}{8}$ 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.

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.

THE ENFIELD CYCLE CO. LIMITED, REDDITCH, WORCS.

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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.

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, seccotine, 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 14885, 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.

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 3/8 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).

of the wearing surfaces, the adjustment after the first few

Book, and substitute the

the Frame. Disconnect the nut and remove the rear mud-roller tap and disconnect the tappets and "Works Replica" lift away the petrol tank. In every box of all the contents it is held by four pins and

a short guard at the gearbox move the chain. Disconnect

carburettor or take out the or secured to the induction

but have a box or block to the 5/16 in. studs from the gear from below the gearbox. Stand spring. Remove the and gearbox free from the

ox will be facilitated if the primary chain case are removed cylinder head, cylinder and 22. To remove the primary

h secures the cover. and "Works Replica" models, alternator to the locating ring stator of the alternator, and of the three attachment screws.

distance pieces butting against the stator and not an adaptor

ae rotor to its shaft and with- that it is necessary to remove taneously. Both 350 c.c. and plined to the drive shaft and washer.

screw the three clutch spring springs and distance pieces, and the assembly of driving sprocket can be withdrawn large circlip which secures it.

January 1957

SUPPLEMENTARY INSTRUCTIONS for

Royal Enfield

"ENSIGN II" with Rectifier

LIGHTING SET

On machines having rectifier units the lights are controlled by a switch having four positions, namely, CH., D., H., and L. When the switch is in position CH. uni-directional current is taken from the rectifier to charge the battery. In switch position D. alternating current is used to light the head lamp, tail lamp and speedometer light which are lit only when the engine is running. At the same time a small charge of uni-directional current passes from the rectifier to charge the battery. In switch position H., the headlamp, tail lamp and speedometer light are lit by direct current from the battery which, while the engine is running, receives a charge of uni-directional current from the rectifier. If the engine is running at a high enough speed the charging current to the battery may exceed the lamp load but at low speeds or when the engine is stopped there will be a discharge from the battery. In position L., the headlamp, pilot bulb, tail lamp and speedometer light are lit with direct current from the battery, which will receive a charge whenever the engine is running at more than idling speed.

The advantage of position H. is that the lights do not go down when the engine slows or stops but position D. has the advantage that the battery does not discharge under these conditions. It will usually be found also that at high speeds the headlamp is rather brighter with the switch in position D. than it is in position H.

A dipper switch on the handlebar permits the main light to be dipped when required. This operates with the switch either in position D. or H.

The correct bulbs for use in this set are as shown in the table in paragraph 12 of the Instruction Book with the exception that the pilot bulb is of the same type as that used in the tail lamp, i.e. 6 volt 3 watt single contact with small bayonet cap.

This Supplement must be used in conjunction with Instruction Book Ref. 487, covering "Ensign I & II" Models.

THE ENFIELD CYCLE CO. LTD. REDDITCH WORCS.
590/2½M. 157. PRINTED IN ENGLAND

SUPPLEMENTARY INSTRUCTIONS FOR THE NEW 1958 ROYAL ENFIELD "250 CLIPPER"

This Supplement must be used in conjunction with "Crusader 250", Instruction Book ref. 645.

ADDITION TO PARAGRAPH 42.

Chain adjustment on the "250 Clipper" is carried out by means of cam plates as described above, but since there is no chain enclosure it is not necessary to slacken any screws on the chain guard which, in this case, protects the top run of the chain.

ADDITION TO PARAGRAPH 47.

In the case of the "250 Clipper," which is not fitted with a quickly detachable rear wheel, the method of rear wheel removal is as follows.

Disconnect the driving chain at the spring link; remove the wing nut from the brake rod and slide the rod from the lever; disconnect the brake anchorage from the rear fork lug; unscrew the hexagon nut connecting the speedometer cable to the speedometer gearbox, withdraw the speedometer cable, undo the wheel spindle nuts and withdraw the wheel.

ADDITION TO PARAGRAPH 48.

The rear mudguard on the "250 Clipper" may be removed in exactly the same way as described above, but first of all the saddle nose anchorage must be disconnected. This is a single bolt passing through a lug on the main frame and it will be noted that this bolt is used to secure the cylinder head steady. The saddle springs are held by short bolts and nuts to brackets welded to the carrier.

THE ENFIELD CYCLE CO. LTD.,

REDDITCH, WORCS.

678/2½M. 658.

Printed in England.

The following are the correct carburettor settings :—

Main jet	480
Needle jet	109
Throttle valve	No. 7

Needle clip in third groove from top.

Removing Camshafts.—When employing the machine for special purposes involving performances differing from the normal road performance, it may be desirable to employ different cams. On this engine it is comparatively easy to change the camshafts.

It will be noticed that opposite the end of each camshaft a cap is fitted to the side of the crankcase. To withdraw the camshafts, remove the engine oil filler, timing case cover, magneto sprocket, exhaust and inlet sprockets and the chain tensioner. Remove the three screws holding each of the camshaft end caps, compress the valve springs and withdraw the shafts. It will be necessary to rotate the shaft back and forth a little while withdrawing it since it will come out only when it is in a certain position. Also, when replacing the shafts, hold the inlet and exhaust tappets on the driving side out of the way.

Rear Suspension.—Each rear suspension unit may be adjusted for load by turning the knurled ring which is just above the sliding member.

Rear Wheel Removal.—Remove the wheel spindle from the right hand side of the machine ; remove distance pieces, speedometer drive and oil seal. Withdraw the wheel from the driving pegs.

Petrol Tank Removal.—Turn off the petrol, detach the petrol pipe, remove the front tank holding bolt. Pull up the rear end of the tank to free the clip which encircles the frame top tube.

SUPPLEMENTARY INSTRUCTIONS for the 1958

Royal Enfield

‘Made like a Gun’

“CONSTELLATION”

This Supplement must be used in conjunction with
“Super Meteor” Instruction Book, Ref. 521.

Basically, the design of the “Constellation” follows that of the “Super Meteor” and, except for the points mentioned here, the instructions given in the main instruction book will serve.

Controls.—Reference to the use of the controls and to the plan of the controls shown in Fig. 1 of the instruction book will reveal two omissions. In the “Constellation,” which has magneto ignition, the control of the ignition point is manual instead of being automatic. Therefore, a magneto control lever is added to the left handlebar.

Again, in view of the superior performance of this machine and the uses to which it is likely to be put, a steering damper is included, operated by a wing nut from the top of the steering head above the instrument “Casquette.”

Lubrication.—Engine lubrication is in accordance with well known Royal Enfield practice in which twin pumps, one for delivery and one for return of lubricant, are employed. Oil is contained in a separate compartment of the crankcase.

In the removal of the oil filter element for cleaning, it is reached by removing the nut and the end cap from the casing when the element may be withdrawn.

Gearbox Lubrication.—A modification in gearbox design places the oil filler hole towards the top-front of the box and the level plug at the rear. To replenish with lubricant, pour the correct grade through the filler hole until oil

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

668/11M/4.58

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overflows from the level hole, the plug for which should first have been removed. Replace both plugs after the operation.

Grease Gun Lubrication.—Paragraph 12 of the main instruction book mentions, especially, the greasing of the clutch push rod.

This no longer applies with the newly designed clutch, neither is grease gun lubrication provided for the wheel hubs.

Clutch Control.—Precise adjustment of the clutch control must be maintained if drag or slip are to be avoided. The hand lever should move about $\frac{1}{4}$ in. away from its stop before clutch spring tension is felt.

Slackness in the control is taken up by removing the plug to be found towards the rear of the chain cover, this reveals a screw with a locknut. Slacken the locknut, turn the screw in an anti-clockwise direction to take up slack or clockwise to eliminate clutch slip and, afterwards, retighten the locknut and replace the chain cover plug. Stretch in the clutch cable may be remedied by operating the cable adjuster provided.

Removal of Valves.—No steel thimbles are fitted to the ends of the valve stems as in previous models, otherwise the instructions in the main book for valve removal may be followed.

Tappet Adjustment.—When adjusting the tappets, make certain that the appropriate valve is on its seat by turning the engine slowly until the other valve in the same head is fully open. Make the adjustment in the manner given in the main instructions.

Removal of Engine from Frame.—While following the general instructions for this, it may not be necessary to remove the footrest bar or to swing the lower engine plates down.

Ignition Timing.—To set the ignition timing, remove the engine oil filler and then the timing case cover, which is held by twelve screws. Remove the magneto sprocket nut and withdraw the sprocket. Set the contact points to

.012 in., fully opened. Remove the sparking plugs and set the piston in the left hand cylinder to $\frac{3}{8}$ in. before top dead centre on the compression stroke; i.e., both valves closed. Set the points to be just breaking with the ignition control fully advanced. Refix the driving sprocket, replace the timing case cover and oil filler.

Magneto Chain Adjustment.—Some adjustment may be obtained by removing the timing case cover and undoing the three bolts which hold the magneto and its adaptor plate to the timing case. The slots in the latter are slightly elongated and the magneto may be slid in the desired direction to give about $\frac{3}{8}$ in. up and down movement of the chain midway between the sprockets.

Sparking Plugs.—The following are the plugs most suited to this engine:—

LODGE 3HLN; KLG FE100; CHAMPION NA10.

Carburettor.—This is an Amal type 10TT, having a choke diameter of $1\frac{3}{16}$ in. It is flange mounted on a Y-shaped induction stub attached to the cylinder heads. The float chamber is attached to the mixing chamber body by a large hexagon which also forms the jet holder. Beneath this is a jet holder plug screw which must be removed to gain access to the jet.

On the side of the mixing chamber is formed the mixture control boss. Air is fed into this through a long slot and is controlled by a slide operated by a cable from a lever on the handlebar. An adjuster and a locknut are provided for this cable. Alongside the mixture control boss is a milled screw with a spring retaining catch and this is the pilot needle for adjusting the slow running.

The twist grip operates the throttle slide and the needle controlling the needle jet. The cable for this control also has an adjuster and locknut. Alongside this adjuster is a small, square headed screw which adjusts the lock plunger securing the screwed ring encircling the mixing chamber cap. Hexagon headed screws secure the float chamber lid, a tickler for flooding the carburettor is provided, and the nut holding the twin banjo to the float chamber has provision for a locking wire.

Revised December, 1955.

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

WHEEL (FULL WIDTH TYPE).

This list supersedes the list dated September, 1955.

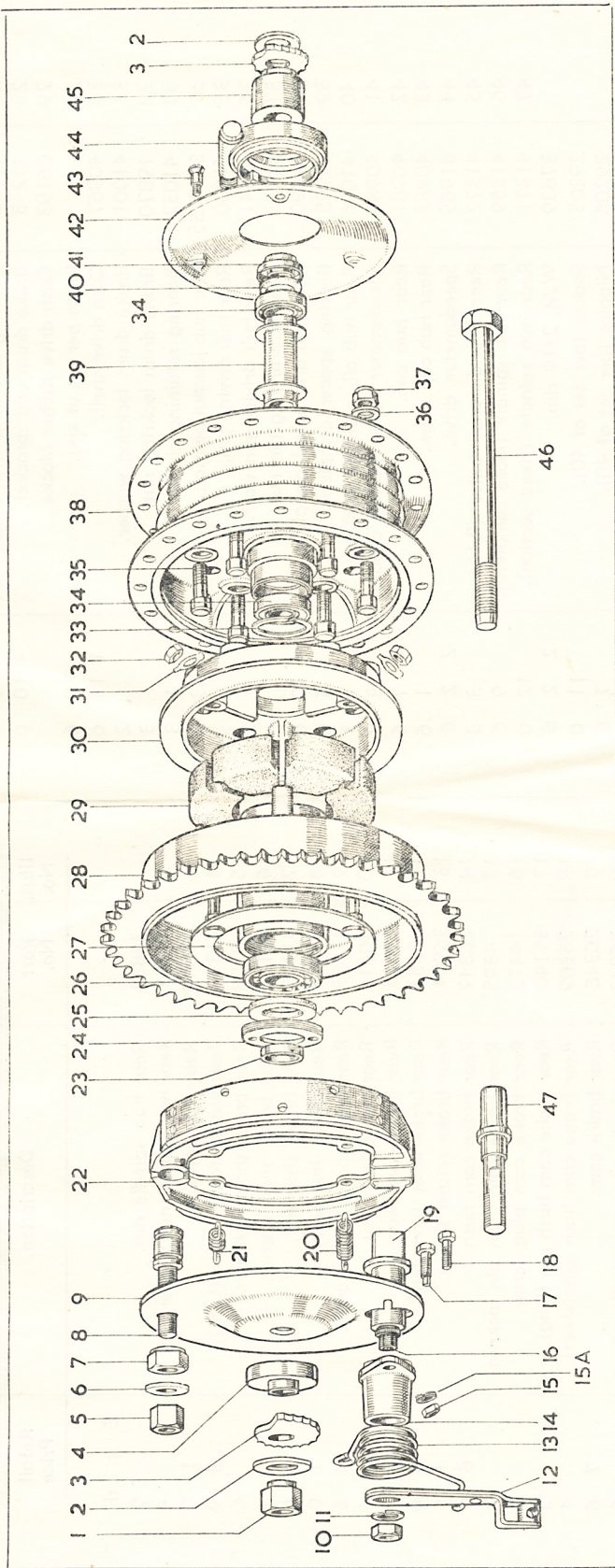
Illus. No.	Part No.	Description	Retail Price
			£ s. d.
24	41108	Bearing retaining ring.	4 9
25	41106	Rear hub oil retaining washer.	3
26	SK/RLS7	Rear hub journal bearing.	15 0
27	41003	Lockring complete with studs.	9 3
28	41233	Brake drum and sprocket.	4 10 0
29	26193	Cush drive rubber blocks (price 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
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.

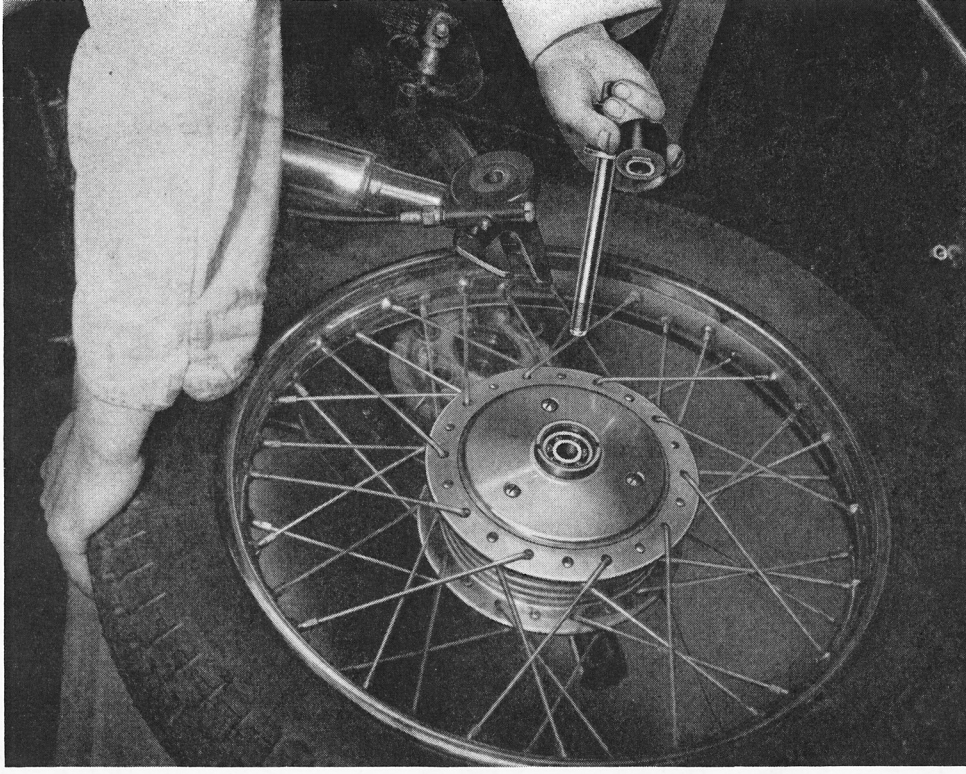
527/2½m. 1255

Printed in England.

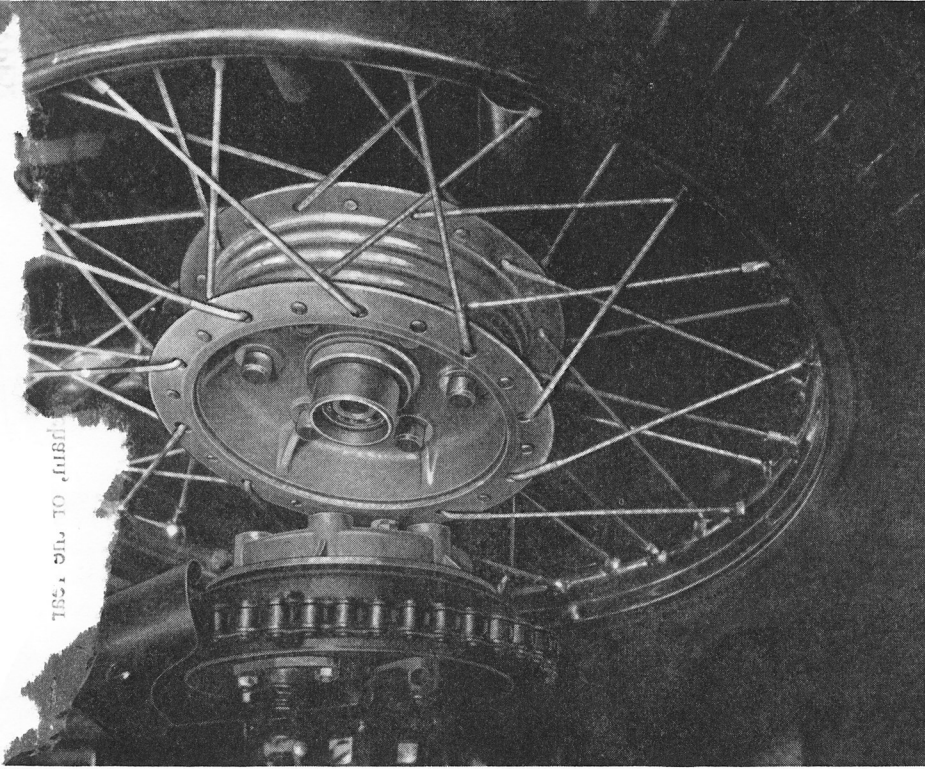
Illus. No.	Part No.	Description.	Retail Price
			£ s. d.
1	28832	Rear hub spindle nut.	9
2	41185	Rear hub spindle nut washer	4
3	36649	Rear hub adjuster.	1 0
4	41373	Rear hub distance collar (L.H.).	3 9
5	7598	Rear brake shoe anchor nut .	6
6	20112	Rear brake shoe washer.	4
7	41375	Rear brake shoe nut.	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



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



REMOVAL OF WHEEL (OFFSIDE)



CLOSE-UP VIEW OF WHEEL (NEARSIDE)

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

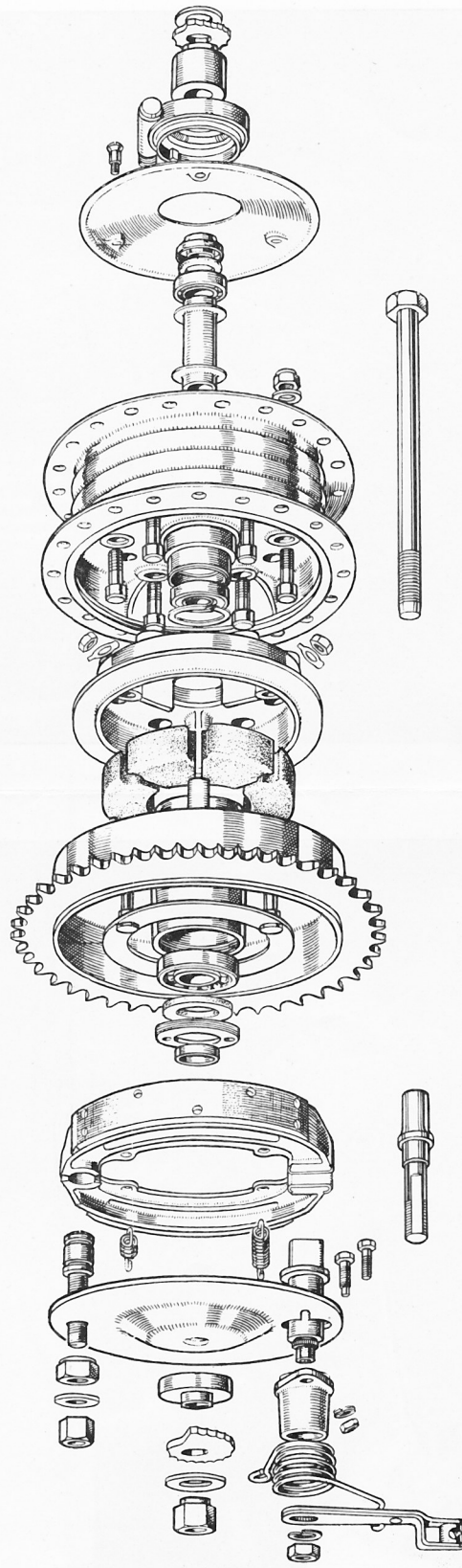
495/113.M.955

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.

**SUPPLEMENTARY INSTRUCTIONS FOR
ROYAL ENFIELD
"METEOR 700" AND "500 TWIN" — 1955 MODELS**

Bolt the ... lives together. The crankst ... i
now be drawn i to its correct position by fitting the ...
sprocket temporarily and tightening the nut whilst the crank-
case is still hot.

When fitting the timing sprockets see that they are
assembled with the timing marks as shown in Fig. 14.

Ignition. The ignition should be timed by removing the
timing cover and loosening the driving sprocket of the
magdyno. This is held on a smooth taper by a nut with a
right-hand thread. Undo the nut and extract the sprocket
with a suitable tool.

Adjust the contact breaker points to a clearance of .015in.
when fully open. Turn the engine until the left-hand piston
is $3/8$ in. to $7/16$ in. before top dead centre on the compression
stroke, i.e., with both valves closed.

Insert a piece of thin tissue paper between the point of
the contact breaker and turn the magneto forwards until the
paper can just be pulled out, making sure that the magneto
rotor is in a position to cause a spark at the sparking plug
in the left-hand cylinder.

Tap the sprocket smartly to secure it on to its shaft and
lock it by tightening the nut.

To adjust the driving chain, remove the timing case cover,
slacken the three magdyno securing screws, loosen the plat-
form nut and move the magdyno in the desired direction.
Lock up all screws and test the chain for tension; if correct,
replace the timing case cover.

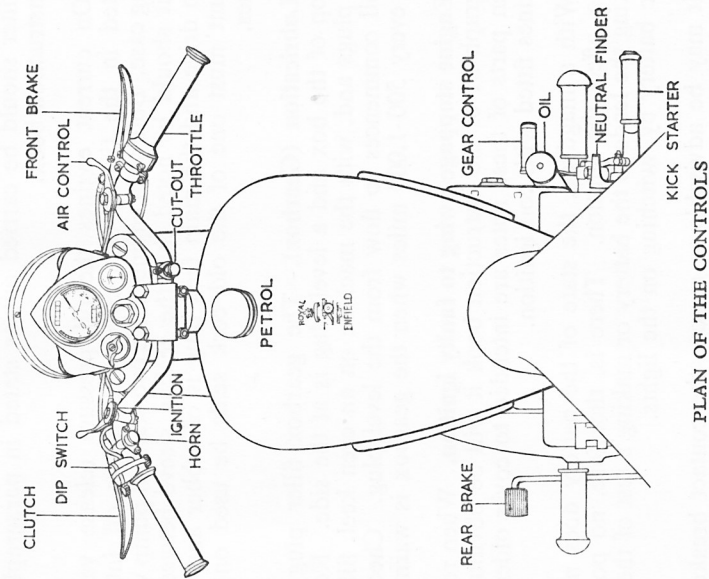
Between the instrument and the timing case is a distance
plate which will come away with the magdyno if the latter
is being removed. This, of course, is effected by removing
completely the three screws and the platform nut.

Should it be necessary to change the magdyno the distance
plate must be detached and used with the new instrument.

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

486/2M.655

Printed in England



Foreword. Where components included in the specifica-
tions of Royal Enfield "Twins" differ from those described in
the main handbook, the following notes on their maintenance
and construction should be given attention. Otherwise, the
general instructions given in the book hold good for the
"500 Twin" and the "Meteor 700".

Driving Instructions. Stopping the Engine. Machines with magdyno equipment have no ignition switch and, if the carburettor is set to give "tick-over" with a fully-closed twist grip, the engine must be stopped by pressing the magneto cut-out button on the handlebar.

Lubrication (Engine). The primary side of the oil pump now delivers oil through the felt filter before it reaches the jet directing it to the big end bearings. Maintenance of the felt filter should be carried out as stated in paragraph 8 of the instruction book.

On current engines the oil pressure release valve is situated in the timing case cover and blows off into the timing case. Both twin engines have two-start oil pump worms and it should be noted that the sealing sleeve between the pump drive and the main feed plug is of rubber and on no account must one of the old cork seals be used on these engines.

Lubrication (Gearbox). The gearbox filler plug is at the top of the box and a level plug is at the side. Remove both plugs and, with the machine on an even keel, fill until the oil commences to flow from the level plug. Check the level every 500-1,000 miles when the gearbox is warm.

Engine stoppage owing to faulty ignition. When reading paragraph 21 of the instruction book it will be obvious that certain parts of these notes are intended to cover older type machines fitted with coil ignition.

With a magdyno, the state of the battery does not, of course, affect the ignition. There is, therefore, no point in checking the leads to the battery or making a test of the state of the battery by switching on the lights.

It may be advisable to remove the contact breaker, by unscrewing the centre screw, and clean the housing behind it, removing oil or dampness. Also remove the carbon "brush" holders and "brushes"—carefully—and clean the slip ring with a cloth pushed in on a pencil or similar piece of wood.

Re-assembling the Engine. It is important to note that when fitting new cylinder base and head gaskets, a "Meteor" gasket must not be fitted to a "500 Twin".

Tappet Adjustment. The use of a feeler gauge as described in paragraph 31 of the instruction book is not now advised.

Removal of Engine from Frame. At the end of paragraph 33 it should be noted that three screws, not nuts, secure the back half of the chain case. Also, the chain tensioner pivot stud should be removed when attempting to remove the back half of the chain case.

Magdyno Removal. Removal of the magdyno is carried out by undoing the three screws securing it to the back of the timing case and the nut holding it on to its platform.

Timing Chain Removal. When dealing with this the instructions given in paragraph 34 may be followed but the chain tensioner now takes the form of an eccentric and quadrant and the nut securing the quadrant on the jockey sprocket sleeve must be removed. Slacken the chain, remove the jockey sprocket and its spindle and quadrant. Note, when removing the sprockets, that a claw type extractor will be required where the sprockets are not provided with tapped holes to take an extractor.

Re-assembly of Crankcase. Fit the outer roller race in the timing side, the ball bearing in the driving side and the inner roller race on to the crankshaft until it is just flush with the end and no further.

Heat the timing side crankcase with the outer roller race in position to about 100° C.

Lay the crankcase flat on the bench and insert the shaft, with the inner roller race in position, arranging the connecting rods so that they do not foul the crankcase.

Insert the camshafts in their correct positions (exhaust front, inlet rear) and see that the filter housing is in position.

Put the distance piece in position on the driving side of the crankshaft.

Apply jointing compound to the timing side crankcase.

Heat the driving side case and bearing to 100° C. and drop it over the crankshaft, **making sure to lift the tappets clear of the cams.**

Service Instructions for the Royal Enfield 346 c.c. O.H.V. Model G de luxe Motor Cycle with Spring Frame.

The main instruction book covering Models S, G and J2, will suffice for Model G de luxe, but the following supplementary instructions should be followed instead of those under similar headings in the main book.

REMOVAL OF ENGINE FROM FRAME

Remove all external fittings such as exhaust pipes and silencers, cylinder head steady, sparking plug lead, exhaust lifter cable. Detach the petrol pipes and remove the throttle slide from the carburettor. Remove the footrests and footrest rod and the centre stand.

Have a tray to catch the oil and take off the primary chain case cover. Withdraw the engine sprocket and the clutch, having removed the chain and detach the back half of the chain case.

Support the engine on a substantial block, placed beneath it. Remove the upper and lower bolts which hold the rearmost points of the rear engine plates to the frame. Remove the front engine plate bolts and gently coax the engine from its position, complete with the gearbox and rear engine plates.

REAR WHEEL SUSPENSION

The rear wheel fork is pivoted at its forward end, bronze bushes embracing a sleeve through which is passed a spindle. Thrust washers are inserted on either side and the assembly is secured by large nuts. Dismantling of this pivot is not a job for the ordinary user, since a special tool is needed to expand the frame.

LUBRICATION

There is a grease nipple in each end of the spindle and a grease gun, containing one of the brands of grease mentioned in paragraph 13 of the instruction book, should be applied periodically.

control collar at the base of the sliding tube comes into play, trapping oil, and forming a cushion to check movement. On the rebound, both flap valves close, and oil is forced to return through very restricted passages, thus damping the rebound movement of the fork.

Dismantling. Remove the wheel, having first disconnected the brake cable. Remove the screwed plugs from the "Casquette" above the fork legs, slacken the clamp bolts which hold the main tube in the fork crown; and then, using a special key, unscrew the fork main tube from the "Casquette." The bottom tube, main tube and all internal parts may now be withdrawn downwards. During this operation, it will, of course, be necessary to support the engine on a suitable block or box.

Remove the nut from below the bottom sliding tube and, with a tin below the fork leg to catch escaping oil, tap the hollow bolt upwards with a hammer and a soft drift. Allow the oil to drain away. Unscrew the oil seal housing from the top of the sliding tube and slide it clear of the main tube together with the top bush. The sliding tube can now be slid downwards off the main tube. Since the spring is not anchored at either end, it may be withdrawn without difficulty.

Unscrew the bottom valve port from the main tube, thus freeing the bottom bush and slide it over the lower end of the hollow stud. Remove the stud from the main tube and, if desired, unscrew the nut from the top of the stud to remove the valve port.

The Enfield Cycle Co. Ltd., Redditch, England

' Grams : Cycles, Phone, Redditch. ' Phone : Redditch 121 (8 lines).

476/1m.455.

SPRING BOXES

Access to the interior of the rear suspension spring boxes, for the removal of springs, can be gained by removing the units from the frame, pressing down the top cover and removing the split collar. Any further internal maintenance should be done only by the manufacturers, but rubber bushes may be renewed if necessary.

TELESCOPIC FRONT FORK

Construction. A light alloy casting known as a "Casquette," houses the headlamp, parking lamps, ammeter, switch and speedometer.

The ammeter, switch and small lamps are held in place by rubber sleeves and the lamp glasses of the small lamps are held in rubbers which are tightened on to them by the plated rims.

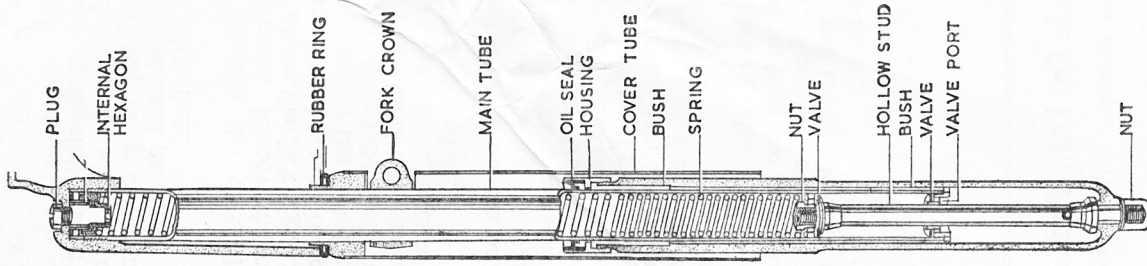
Each fork leg is thrust upwards into this light casting and the main tubes are screwed into it, a key, fitting into an internal hexagon at the top of each tube, being used for the purpose. The main tubes are further secured by clamp bolts at the fork crown, and a wedge bolt holds the steering head stem at the upper end. This latter is accessible from behind the handlebar mounting.

Between the top tube covers—which are part of the "Casquette"—and the fork crown are rubber washers which allow for any variation brought about by adjustment of the head bearings.

The bottom or sliding tube encases the lower part of the main tube and has, screwed to its upper end, an oil seal housing which, besides containing the oil seal, retains the top bush in the sliding tube. Screwed into the base of the main tube is a valve port which also secures the bottom bush.

In this fork a two-phase spring is used, and it abuts against spring guides at top and bottom.

Thrusting upwards from the base of the sliding tube is a hollow spring stud which passes through the bottom valve port and has the bottom spring guide attached to its upper end by a nut. This spring guide has a ring of ports similar to those in the bottom valve port and each ring of ports is controlled by a valve plate or flap valve.



INSTRUCTIONS FOR THE 1958 "350 CLIPPER" MODEL

The 1958 "350 Clipper" Model is a modification of the "350 Bullet", the accompanying Instruction Booklet for which applies with the following exceptions:-

Page 5, Paragraph 2:

In addition to the lighting switch there is an ignition key type switch mounted in the toolbox. When the key is in the central position the ignition is switched off, turning to the right gives the position for normal starting and running, and turning to the left gives the position for emergency starting when the battery is completely discharged. The ignition should always be switched off when the machine is left standing.

Page 16, Paragraph 17:

When checking for a spark at the plug or plug lead the ignition must be switched on. Failure to obtain a spark may be due to the battery being discharged, in which case a spark should be obtained if the ignition switch is set to the emergency start position.

Page 22, Paragraph 27:

The inlet tappet must be set so that the push rod is free to spin (.002" clearance) and the exhaust tappet with very slight up and down clearance (.004" clearance).

Page 28, Paragraph 32:

The automatic advance mechanism used is of a different type from that on the "350 Bullet" and the engine must be checked and set in the fully retard position.

Gap setting should be .015-.018" and the engine should be timed so that the contacts are on the point of opening when the piston is 1/16" before top dead centre.

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.

Page 40, Paragraph 48:

The "350 Clipper" is not fitted with a quickly detachable rear wheel and this paragraph does not apply.

Ref. 1257.



1 Telegrams
CYCLES, REDDITCH

1 Telephone
REDDITCH 4222 (9 Lines)

Manufacturers
of
Royal
Enfield
BICYCLES and
MOTOR CYCLES

THE ENFIELD CYCLE COMPANY LIMITED

Our Ref. LHD/VBT

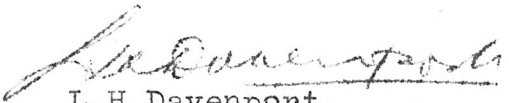
HEAD OFFICE AND WORKS
REDDITCH
WORCS. ENGLAND

Dear Sirs,

We at Enfield are anxious to produce Motor Cycles that have the widest appeal to the motorcycling public, and we have to make plans for the future.

In our opinion, you, as an Agent, can offer much useful advice, and the purpose of this letter is to seek your guidance. Would you please complete the attached Form and return it to us as soon as possible. The information we receive from our Agents will be studied by our experts, and we know that it will assist us greatly in deciding our future designs and policy.

Yours sincerely,
THE ENFIELD CYCLE COMPANY LTD.


L.H. Davenport.
Joint Managing Director.



Telegram
CYCLES, REDDITCH

Telephone
REDDITCH 4222 (9 Lines)

Manufacturers
of
Royal
Enfield
BICYCLES and
MOTOR CYCLES

THE ENFIELD CYCLE COMPANY LIMITED

Our Ref. LHD/VBT


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Yours sincerely,
THE ENFIELD CYCLE COMPANY LTD.


L.H. Davenport.
Joint Managing Director.



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CYCLES, REDDITCH

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Manufacturers
of

Royal

Enfield

BICYCLES and
MOTOR CYCLES

THE ENFIELD CYCLE COMPANY LIMITED

Our Ref.

HEAD OFFICE AND WORKS
REDDITCH
WORCS. ENGLAND

Reply from:-

- 1.- What in your opinion is the cause of the reduced sales of motor-cycles ?
- 2.- Do you consider sales will improve in the future and continue to do so ?
- 3.- Where and how do you think Enfield motor-cycles could be improved ?
- 4.- What do you consider future demands are likely to be ?
 - (a) Maximum and minimum capacity.
 - (b) Style.
- 5.- Any other suggestions.



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CYCLES, REDDITCH

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Manufacturers

of

Royal

Enfield

BICYCLES and
MOTOR CYCLES

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE AND WORKS

REDDITCH

WORCS. ENGLAND

Our Ref. JJB/VBT

28th August, 1962.

Dear Sir,

We shall in the very near future be sending you details of our 1963 models and prices.

IN THE MEANTIME, WE ARE SURE YOU WILL BE PLEASED TO LEARN THAT IT IS OUR INTENTION FOR THE 1963 SEASON TO ALLOW A TRADE DISCOUNT OF 20% ON THE BASIC RETAIL PRICE PLUS A SETTLEMENT DISCOUNT OF 3 $\frac{3}{4}$ %.

Whilst the 1962 Season has been disappointing, we are confident that we can look forward to improved conditions during the forthcoming Season.

Yours faithfully,
for THE ENFIELD CYCLE CO. LTD.


(J.J. Booker.)
Motorcycle Manager.



Telegrams
CYCLES, REDDITCH

Telephone
REDDITCH 4222 (9 Lines)

Manufacturers
of

Royal

Enfield

BICYCLES and
MOTOR CYCLES

THE ENFIELD CYCLE COMPANY LIMITED

Our Ref. JJB/PCM/30.

HEAD OFFICE AND WORKS
REDDITCH
WORCS. ENGLAND

9th April, 1962.

Dear Sir(s),

PURCHASE TAX REDUCTION.

In view of the reduction in purchase tax announced today, it is necessary for you to send us details of all Royal Enfield machines purchased by you under the S.O.R. Scheme which remain in your stock, unsold or not otherwise appropriated at the commencement of your business on the day the change becomes effective (10th April, 1962).

We enclose a copy of the special report form referred to in paragraph 5 of the 1962 M/D S.O.R. Agreement, which you should complete and let us have by return of post.

We must emphasize the need for accuracy in completing this return form, which will greatly simplify our work with H.M. Customs and Excise.

Yours faithfully,
THE ENFIELD CYCLE CO. LTD.

J.J. Booker.
Motorcycle Manager.



Telegrams
CYCLES, REDDITCH

Telephone
REDDITCH 4222 (9 Lines)

Manufacturers
of
Royal
Enfield
BICYCLES and
MOTOR CYCLES

THE ENFIELD CYCLE COMPANY LIMITED

Our Ref.

HDS/DEC

HEAD OFFICE AND WORKS
REDDITCH
WORCS. ENGLAND

5th May, 1966.

Re. Guarantee Claims.

Dear Sir/s,

When the new scheme was put into operation some twelve months ago, it was obviously felt to provide a substantial contribution towards the cost of the dealers labour expenses incurred on guarantee repairs and with the co-operation of all dealers we feel that a certain amount of success has been achieved.

We therefore feel that the time has come for the price revision and have therefore much pleasure in enclosing a revised list which will take effect as and from May the 16th 1966.

Yours faithfully,
THE ENFIELD CYCLE CO. LTD.

H.D. Spencer.
Service Manager.



📠 Telegrams
CYCLES, REDDITCH

📞 Telephone
REDDITCH 4222 (9 Lines)

Manufacturers
of
Royal
Enfield
BICYCLES and
MOTOR CYCLES

THE ENFIELD CYCLE COMPANY LIMITED

Our Ref. CAEB/MJC

HEAD OFFICE AND WORKS
REDDITCH
WORCS. ENGLAND

18th December, 1963

Dear Sirs,

5% SPARE PARTS PRICE INCREASE

We much regret that due to steadily rising costs, including two wage awards to Engineering workers during the last eighteen months, it is necessary to increase the cost of spare parts, and consequently all Royal Enfield spare parts prices will be increased by 5% on all orders despatched from our works on and after the 1st of January, 1964.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LIMITED.

P. C. Campbell-Becker
Service Manager.



Telegram
CYCLES, REDDITCH

Telephone
REDDITCH 4222 (9 Lines)

Manufacturers
of
Royal
Enfield
BICYCLES and
MOTOR CYCLES

THE ENFIELD CYCLE COMPANY LIMITED
VTM/SP.

Our Ref.

HEAD OFFICE AND WORKS
REDDITCH
WORCS. ENGLAND
25th March, 1964.

Dear Sirs,

We seek your assistance and co-operation in obtaining publicity for ROYAL ENFIELD machines in a way in which we feel sure you can help us and also benefit yourself.

We have a regular and continuous demand for photographs of our Models taken in interesting surroundings - these are required for reproduction in important newspapers, magazines and journals, which are distributed worldwide.

What may be a common place scene to you may be of absorbing interest to people in other parts of the world by reason of the difference in scenery, surroundings, costumes and perhaps the purpose for which the machines are used.

The photographs should feature not only the machines but must have a "human interest" appeal by including people, e.g. riders - and of course they should be of sufficiently good quality photographically to be suitable for reproduction.

We therefore invite you to consider whether you can let us have suitable photographs of this type which must of course be free of copyright. If you can we shall be most grateful and where possible will arrange for some mention to be made in the accompanying articles of your business with us.

In this way publicity should result to our mutual benefit and we accordingly thank you in anticipation of your kind co-operation.

Yours faithfully,
The Enfield Cycle Co. Limited.

V.T. Mountford.
Joint Managing Director.



BROADFIELD, PRICE & PARTNERS LIMITED

REGISTERED PRACTITIONERS IN ADVERTISING

46 FREDERICK ROAD, EDGBASTON, BIRMINGHAM 15.

Telephone: EDGbaston 2165-6-7.

April 1964

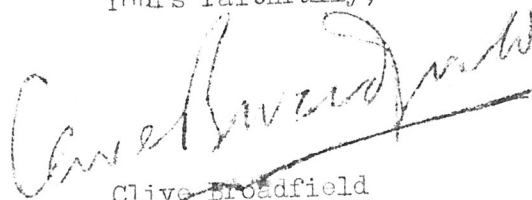
Dear Sir,

As newly appointed Advertising Agents for "Royal Enfield" Motor Cycles, we enclose herewith a copy of the leaflet we have prepared containing some of the activities our client is carrying out in a wide scale sales drive.

You will have received your copy of the colourful poster but if you want further supplies please let us know.

On the back of the leaflet you will see offered a free 6" double column block for use in your local paper - please let us know if you require this block along with the name of the paper in which it is to appear and we will gladly send it to you by return.

Yours faithfully,


Clive Broadfield

Directors: C. Broadfield, M.I.P.A., A. Price, J. F. Vernon

September 1967.

NORTON VILLIERS LIMITED.
ENFIELD CYCLE DIVISION.
MARSTON ROAD.
WOLVERHAMPTON.

CURRENT PRICE LIST.

		<u>BASIC.</u>	<u>PURCHASE TAX.</u>	<u>TOTAL.</u>
Interceptor.	750cc	£315.5. -d.	£67. 8. 1d.	£382.13.1d.
Fantabulus Scooter. With Self Starter.	197cc	£144.3. 8d.	£30.16. 4d.	£175. 0.-d.

Prices subject to alteration without notice.

All prices quoted in this list are those recommended as appropriate for the re-sale of these machines.

Telephone 0902 -- 22399.

Telex. 338517.

STRICTLY PRIVATE AND CONFIDENTIAL.

ROYAL ENFIELD MOTORCYCLE EXPORT TRADE PRICES - 1966 SEASON.

<u>MODEL.</u>	<u>SPECIFICATION.</u>	<u>NET EXPORT PRICE.</u>		
<u>TURBO TWIN SPORTS.</u>	248 c.c. Spring Frame Twin two-stroke.	£147.	0s.	0d.
<u>CRUSADER SPORTS.</u>	Sports 248 c.c. O.H.V. Spring Frame Four Stroke.	£170.	10s.	0d.
<u>CONTINENTAL G.T.</u>	Super Sports 248 c.c. O.H.V. Spring Frame Four Stroke.	£184.	0s.	0d.

ADDITIONAL EQUIPMENT AND ACCESSORIES,
WHEN SUPPLIED AS ORIGINAL EQUIPMENT WITH NEW MACHINES.

Airflow	£22.	0s.	0d.
Sportsflow	£14.	10s.	0d.
Air Cleaner except on Turbo Twin	£ 1.	5s.	0d.
Prop Stand 250.	£ 1.	0s.	0s.
Total rear chain enclosure except on Turbo Twin	£ 3.	15s.	0d.
Five Speed gear box on Crusader Sports	£ 5.	0s.	0d.
Rev. Counter except on Turbo Twin	£ 5.	17s.	6d.
Anti theft lock on Crusader Sports		10s.	0d.

PACKING IN SHIPPING CASE
AND DELIVERY TO ENGLISH PORT.

One motorcycle per case	£ 8.	0s.	0d.
Airflow models - extra per machine	£ 1.	10s.	0d.
Sportsflow Fairing each.	£ 2.	10s.	0d.

A P P R O X I M A T E - S H I P P I N G - S P E C I F I C A T I O N S

Cwts. qrs. lbs. Kilos. Measurements. Cubic Feet Cubic Metres.

250 TURBO TWIN

Gross	3	20	199	5'7"x1'8"x2'8"	24.10	.682
Net	2	18	135			

CONTINENTAL G.T. }
CRUSADER SPORTS. }

Gross	4	0	205	5'7"x1'8"x2'8"	24.10	.682
Net	2	3	141			

AIRFLOW MODELS.

Approximately 2" longer than above measurements PLUS additional case measuring 3'5" x 2'5" x 1'11".

SPORTSFLOW FAIRING.

One additional case measuring 3'2" x 2'5" x 1'6".

SPORTSFLOW FAIRING

FLOW MODELS.

Gross
Net

CONTINENTAL G.T. }
CRUSADER SPORTS. }

Gross
Net

TURBO TWIN

CW

AP

Manufacturers

of

Royal

Enfield

BICYCLES and
MOTOR CYCLES

THE ENFIELD CYCLE COMPANY LIMITED

Our Ref. JJB/PGM/31.

HEAD OFFICE AND WORKS

REDDITCH

WORCS. ENGLAND

10th April, 1962.

REDUCED ROYAL ENFIELD MOTORCYCLE RETAIL PRICES.

As a result of the reduction in Purchase Tax introduced by the Chancellor of the Exchequer in his Budget yesterday, Royal Enfield Motorcycle Prices have been reduced. The following are the current prices:-

<u>MODEL</u>	<u>BASIC RETAIL</u>			<u>PURCHASE TAX</u>			<u>RETAIL INC. PURCHASE TAX</u>		
	£	s	d	£	s	d	£	s	d
PRINCE	103	2	2	21	5	4	124	7	6
250 CLIPPER	150	15	10	31	2	0	181	17	10
CRUSADER	174	0	5	35	17	10	209	18	3
CRUSADER SPORTS	183	7	6	37	16	5	221	3	11
SUPER 5	195	4	3	40	5	3	235	9	6
250 TRIALS	175	4	10	36	2	11	211	7	9
350 CLIPPER	183	7	6	37	16	5	221	3	11
350 BULLET	199	13	6	41	3	8	240	17	2
500 BULLET	208	5	1	42	19	1	251	4	2
METEOR M. DE LUXE	217	4	5	44	16	1	262	0	6
METEOR M. SPORTS	211	18	5	43	14	2	255	12	7
SUPER METEOR	234	6	9	48	6	8	282	13	5
CONSTELLATION	248	12	0	51	5	6	299	17	6

P.T.O.

ADDITIONAL EQUIPMENT AND ACCESSORIES

(Prices when supplied as original equipment on new machines).

LEGSHIELDS	3	13	6	*		3	13	6
AIRFLOW-Prince	20	4	9	4	3	6	24	8
AIRFLOW-4 stroke models up to 500 c.c.	21	2	2	4	7	1	25	9
AIRFLOW-Super Meteor and Constellation	25	9	3	5	5	0	30	14
PANNIER SET (4 stroke models only)	7	16	8	1	12	4	9	9
PLATED TANK	2	18	0		12	0	3	10
AIRCLEANER	1	8	2		5	10	1	14
PROP STAND	1	0	0		4	1	1	4
TOTAL REAR CHAIN ENCLOSURE 4 stroke models where not std.	4	5	0		17	6	5	2
CLOSE RATIO GEARS-Crusader Sports and Constellation	1	2	0		4	6	1	6
REV-COUNTER-Crusader Sports and Constellation	5	14	3	1	3	6	6	17
PILLION FOOTRESTS		17	5		3	7	1	1
Q.D. REAR WHEEL-4 stroke models where not std.	3	10	6		14	6	4	5
STOP LIGHT	1	0	0		4	1	1	4
ANTI-THEFT LOCK-Crusader 250, Crusader Sports, Super-5, 350 & 500 Bullets, Super Meteor and Constellation.		16	4		3	4		19
								8

* TAX FREE - SUPPLIED SEPARATELY.

MADE LIKE A GUN

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/87.

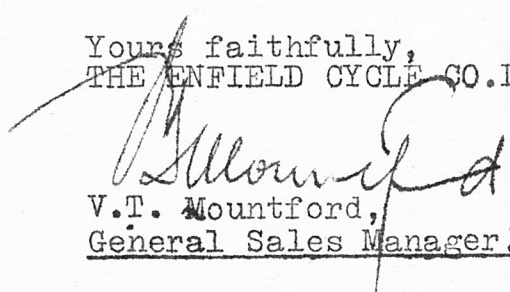
14th October 1955.

Dear Sirs,

We are pleased to announce that our "350 and 500 Bullet", "500 Twin" and "Super Meteor" Models can now be supplied with chromium plated tank panels at a nett extra charge of 13/0d per machine.

This distinctive feature will undoubtedly appeal to prospective customers and we invite you to order machines incorporating chromium plated tank panels, which are immediately available.

Yours faithfully,
THE ENFIELD CYCLE CO. LTD.


V.T. Mountford,
General Sales Manager.

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.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS:-

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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/86.

14th October 1955.

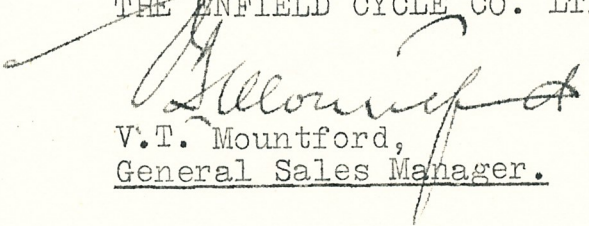
Dear Sirs,

We are pleased to announce that the ROYAL ENFIELD "350 and 500 Bullet", "500 Twin" and "Super Meteor" Models can now be supplied with chromium plated tank panels at a retail extra charge of 20/- per machine, inclusive of Purchase Tax.

This attractive feature will undoubtedly appeal to many prospective customers and we would recommend that you should favour us with your instructions to supply some of your stock Models with plated panels.

Motorcycles fitted with this additional refinement will be displayed on our Stand at the Earls Court Show.

Yours faithfully,
THE ENFIELD CYCLE CO. LTD.


V.T. Mountford,
General Sales Manager.

Royal Enfield •

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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.

VTM/MJH/84



TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

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 re-designed 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.

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. This hub has a full width barrel and incorporates a 7" brake and the well-known Enfield cush drive.

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.

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 for ignition.

The "250 Clipper", "G de-Luxe" and "500 Twin" remain substantially unaltered except for minor refinements.

All the 1956 Models will be attractively and durably finished in rich maroon enamel and chromium plating, except the Model "G de-Luxe", which will continue to be enamelled in olive green. 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 net export prices applicable to the new Season's Models, at which they offer unrivalled value.

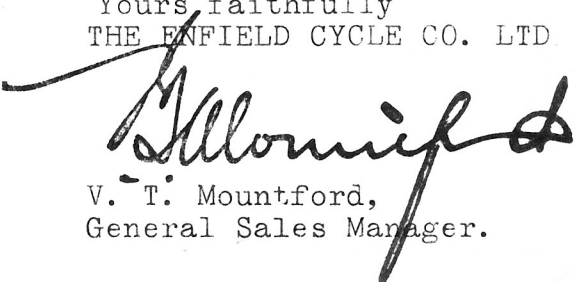
Details of Special Competition Models will be the subject of a separate announcement to be made at a later date.

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

We shall be exhibiting a full range of Models at the Cycle & Motor Cycle Show, which is to be held at Earls Court, London, during the period 12th to the 19th November, and if you or your representative are able to visit the show, the undersigned will be pleased to receive a visit at our stand (No.81) and Office (No.0.31).

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.