

Royal Enfield Motorcycles

General Specification

FRAME : Both spring and rigid frames have all the main tubes of chrome molybdenum tube and are designed to give maximum strength combined with lightness.

The frames of the "Meteor 700," "500 Twin," "500 Bullet" and "350 Bullet" incorporate the scientifically correct swinging arm principle of rear wheel mounting and utilize hydraulic damping on both shock and rebound. The rear suspension of the new "Ensign" is also of the "swinging arm" type with coil springs controlling the movement. These latest Royal Enfield spring frames provide the ultimate in modern motor cycle suspension.

FRONT FORK : Telescopic on all models. The front forks fitted to all four-stroke machines are hydraulically damped and automatically lubricated. The front forks of the "R.E." and "Ensign" are automatically lubricated.

WHEELS : The Rear wheels of all models, except the "R.E." and "Ensign," incorporate the Royal Enfield patented Cush Drive, which eliminates transmission shocks and prolongs the life of the tyres, chains and bearings.

TRANSMISSION : On Models "Meteor 700," "500 Twin," "500 Bullet" and "350 Bullet," primary drive by Duplex $\frac{3}{8}$ in. pitch chain running in oil, final drive by $\frac{3}{8}$ in. pitch chain.

On models "G," "J.2," and "S.51," primary drive by $\frac{1}{2}$ in. pitch chain, totally enclosed and running in oil, final drive by $\frac{3}{8}$ in. pitch chain.

The "Ensign" and "R.E." models have $\frac{3}{8}$ in. pitch primary drive chain running in oil, and the final drive on these two machines is by $\frac{1}{2}$ in. pitch chain.

GEARBOX : Models "G," "J.2," "350 Bullet," "500 Twin," "500 Bullet" and "Meteor 700" are all equipped with four-speed foot-operated gearboxes, incorporating a positive neutral finder, by which neutral may be obtained at any time from either 2nd, 3rd, or 4th gear. The Model "S.51" is equipped with a four-speed foot-operated gearbox, and the "Ensign" and "R.E." both have three-speed foot-operated gearboxes.

LIGHTING AND IGNITION EQUIPMENT : Models "G," "J.2," "350 Bullet" and "500 Bullet," are fitted with Lucas 60 watt output Magdyno, automatic voltage control and 30 watt head-lamp.

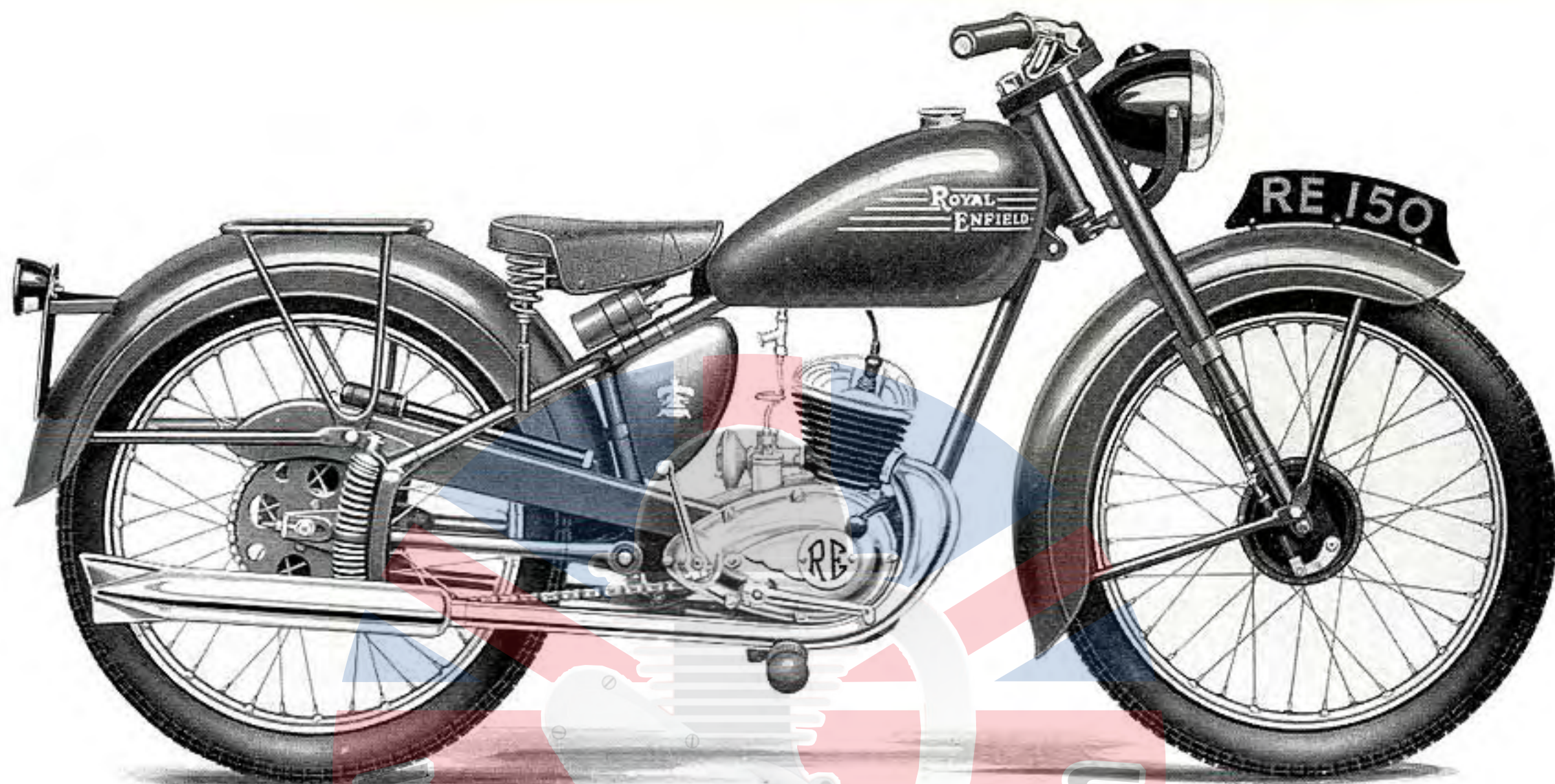
The "Meteor 700" and "500 Twin" are fitted with Lucas 6 volt 75 watt output Dyno-distributor, with automatic voltage control, and coil ignition. Automatic control of advance and retard mechanism gives optimum ignition at all speeds.

The Model "S.51" is equipped with Miller 6 volt 45 watt generator with automatic voltage control and coil ignition.

The "Ensign" and "R.E." models have a new high output Miller generator which supplies current for the 24 watt Lighting Set and low tension current for a full-sized ignition coil.

SPEEDOMETER : "Meteor 700," "500 Twin," "500 Bullet" and "J.2," Smith's 120 m.p.h. (180 k.p.h.) Chronometric; Models "G" and "350 Bullet," Smith's 80 m.p.h. (140 k.p.h.) Chronometric. "Ensign" and "R.E.," Smith's Lightweight Chronometric.

AIR CLEANER : The Amal Carburettors of all models are fitted with high efficiency oil-wetted air cleaners.



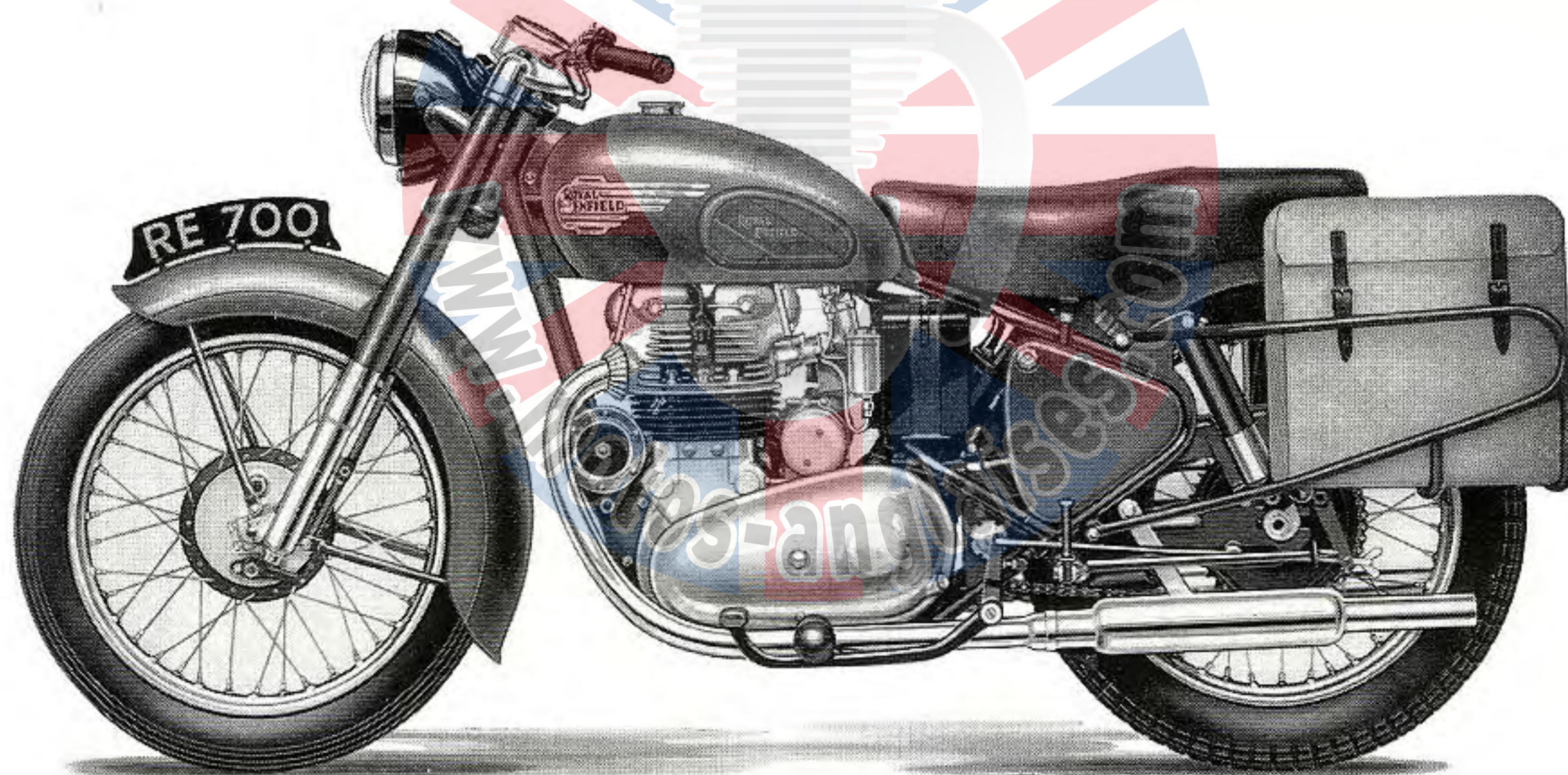
150 Ensign

ENGINE-GEAR UNIT : New 148 c.c. engine unit of pleasing streamlined design. Foot-controlled three-speed gear. Clutch running at engine speed ensuring super-light operation. Miller generator and ignition system which ensures easy starting under all conditions. **FRAME :** Entirely new design, incorporating swinging arm rear suspension which gives complete absorption of road shocks. All main tubes of chrome molybdenum alloy steel. Easy lift, spring-up, centre stand. **WHEELS :** 2.75 x 19in. Dunlop tyres front and rear. Powerful 5in. brakes on both wheels. **EXHAUST SYSTEM :** Incorporates special streamlined expansion chamber in addition to silencer. **FINISH :** Copper Beech Polychromatic enamel with bright parts heavily chromium plated. Attractive new tank transfer of modern design

Royal Enfield

FRAME MODELS FOR PERFECT SU

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ENGINE : 692 c.c. O.H.V. vertical Twin. High efficiency cylinder heads fitted on separate cylinders. R.R.56 light alloy connecting rods. Massive one-piece crankshaft. Chain-driven high level camshafts. Lubrication of all working parts ensured by the well-known Royal Enfield Dry-sump system, which incorporates a large capacity felt oil filter. **CARBURETTER :** Amal, with air filter. **GEARBOX :** Four-speed foot-controlled with positive neutral finder. **WHEELS :** Front, 3.25-19in. Dunlop ribbed tyre. Rear, 3.50-19in. Dunlop Universal tyre. **BRAKES :** Front, Dual 6in. diameter, giving maximum stopping power combined with smoothness. Rear, 7in. diameter, incorporating cush drive. **FINISH :** Distinctive Copper Beech polychromatic enamel with bright parts heavily chromium plated. Attractive metal tank motif in chromium, red and gold. For sidecar use a front fork with reduced trail, stronger springs and a steering damper is fitted. For sidecar gear ratios, see technical data on back page. When ordering, please specify whether machine is intended for Solo or Sidecar use.

The Dual Seat and Pannier set illustrated above, are available as extras, see separate leaflets.

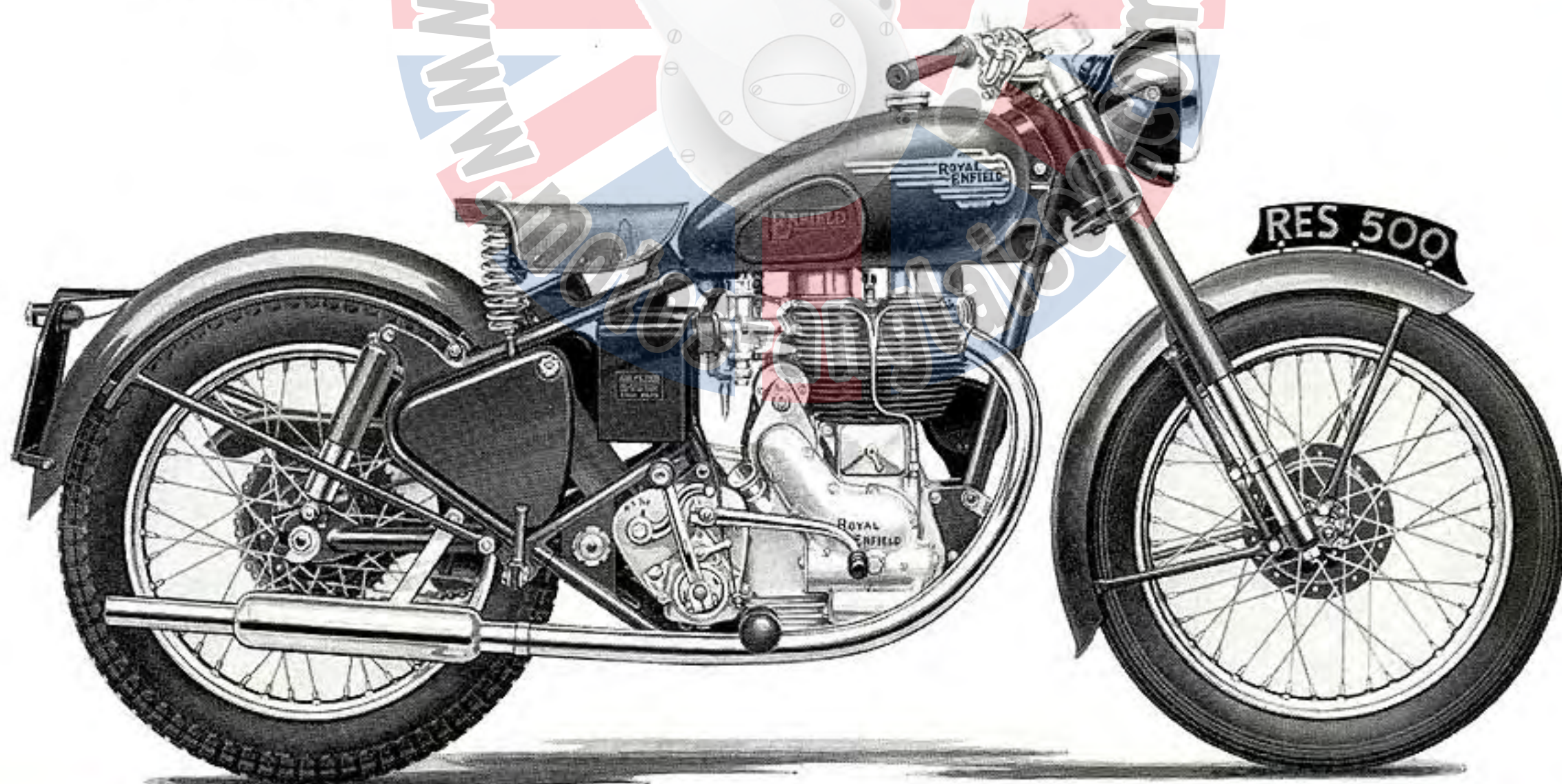
Meteor 700



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500 Bullet

ENGINE : 499 c.c. single-cylinder. High efficiency aluminium alloy cylinder head. R.R.56 light alloy connecting rod. Lubrication of all working parts ensured by the well-known Royal Enfield Dry-sump system, which incorporates a large capacity felt oil filter. **CARBURETTER :** Amal, with air filter. **GEARBOX :** Four-speed foot-controlled with positive neutral finder. **WHEELS :** Front, 3-25-19in. Dunlop ribbed tyre. Rear, 3-50-19in. Dunlop Universal tyre. **FINISH :** Distinctive Copper Beech polychromatic enamel. Bright parts heavily chromium plated. Attractive metal tank motif in chromium, red and gold. For sidecar use a front fork with reduced trail, stronger springs and a steering damper is fitted. For sidecar gear ratios see Technical data on back page. When ordering, please specify whether Machine is intended for Solo or Sidecar use.

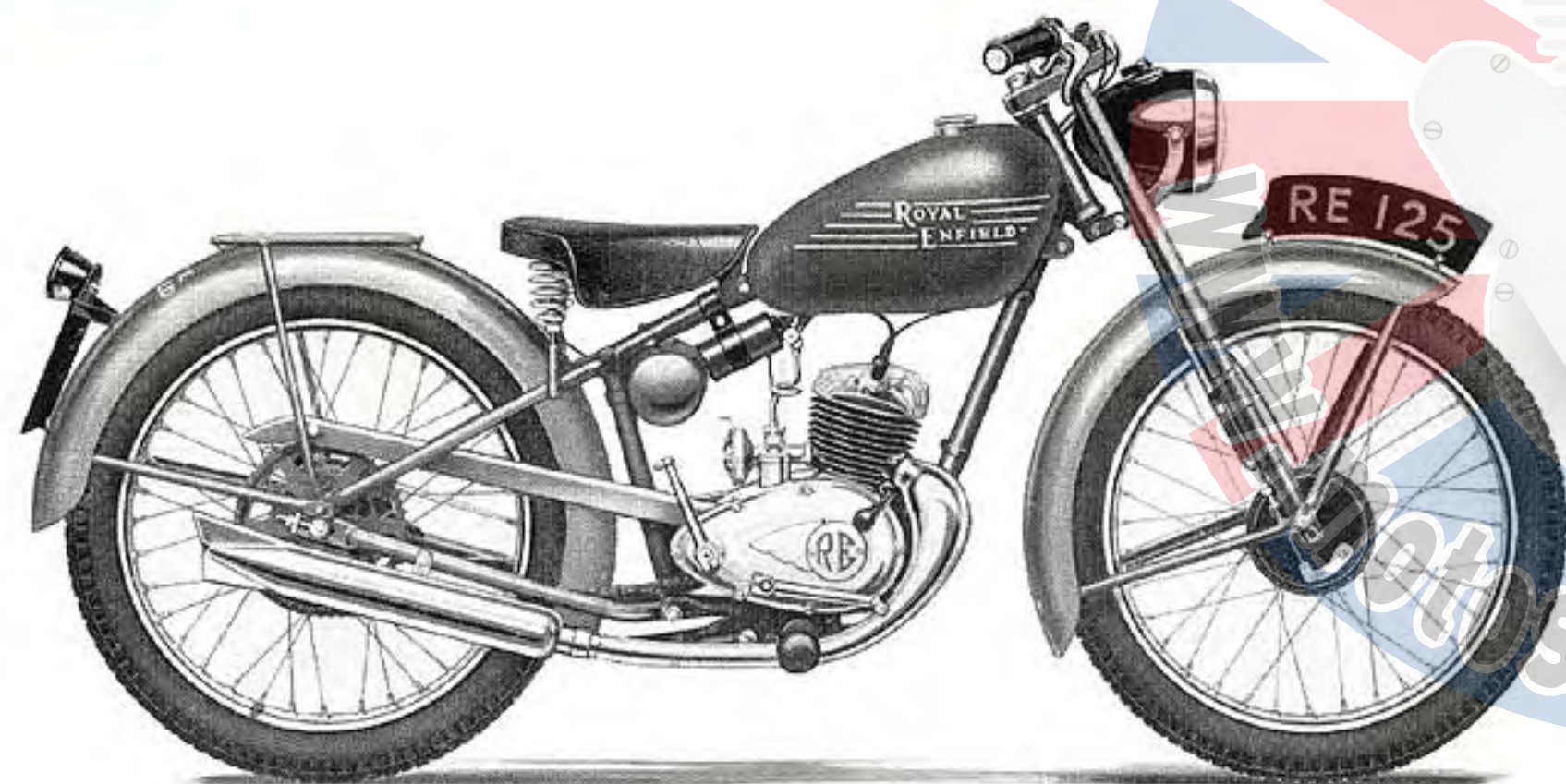


SPENSION

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RENOWNED FOR RELIABILITY, ECONOMY AND SUPERLATIV

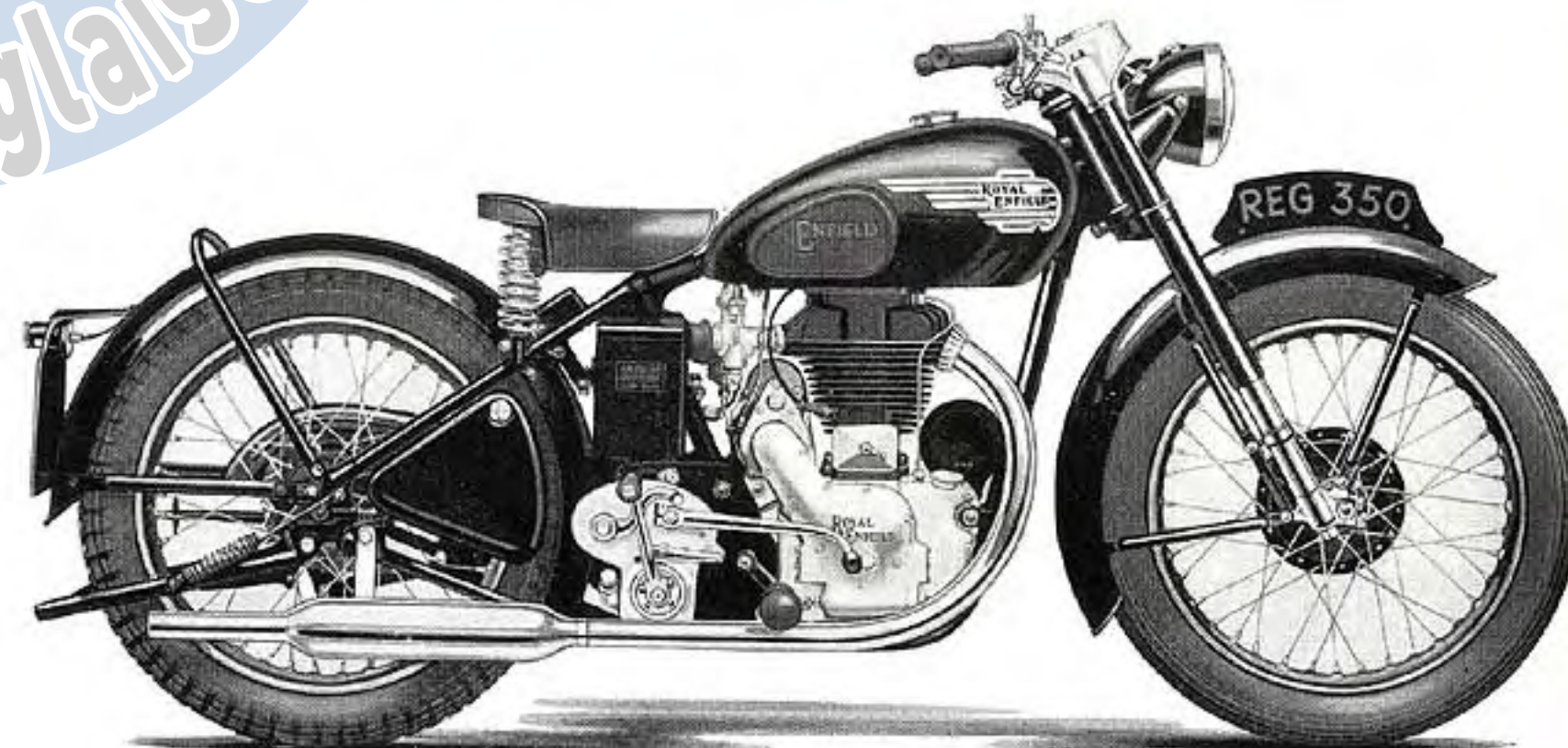


ENGINE-GEAR UNIT : 125 c.c. two-stroke engine-gear unit of pleasing streamlined design. Foot-operated three-speed gear. Clutch running at engine speed giving super-light operation. The new Miller generator and ignition system ensures certain starting under all conditions. **FRAME :** Cradle type having all main tubes of chrome molybdenum alloy steel. Easy lift, spring-up, centre stand. **WHEELS :** 2.75 x 19in. Dunlop tyres front and rear. Powerful 5in. brakes on both wheels. **EXHAUST SYSTEM :** Incorporates special streamlined expansion chamber in addition to silencer. **FINISH :** Lustrous silver grey enamel, bright parts heavily chromium plated. Attractive new tank transfer of modern design.

125 c.c. Model RE—The Prince of Lightweights

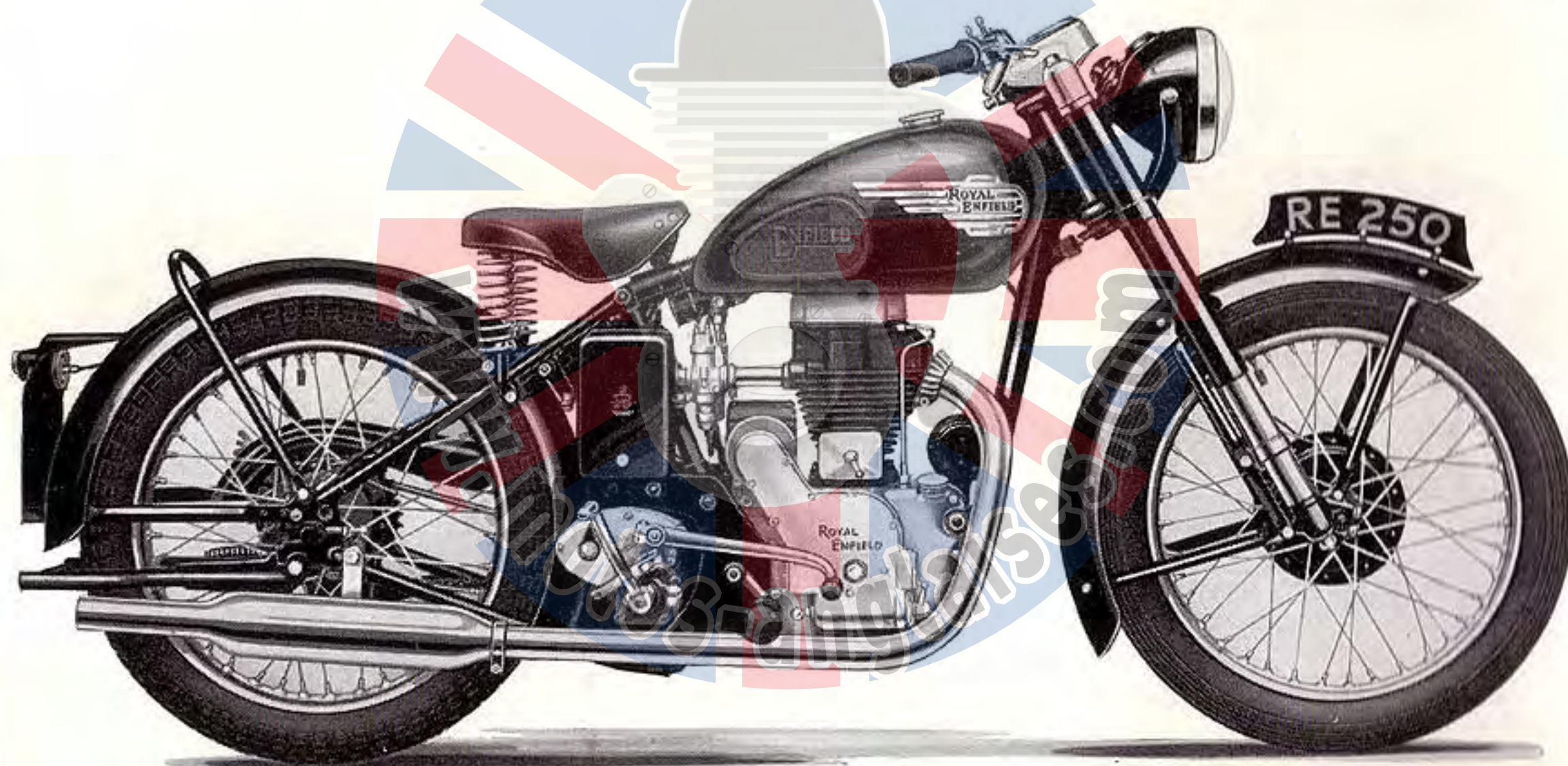
ENGINE : 346 c.c. O.H.V. single cylinder, fitted with light alloy connecting rod. All working parts are lubricated by the well-known Royal Enfield dry sump system, which incorporates a large capacity felt oil filter. **CARBURETTOR :** Amal, with air filter. **GEARBOX :** Four-speed foot-controlled with positive neutral finder. **WHEELS :** Front, 3.25-19in. Dunlop ribbed tyre. Rear, 3.25-19in. Dunlop Universal tyre. **FINISH :** Black enamel with bright parts heavily chromium plated. Attractive metal tank motif in chromium, red and gold.

346 c.c. O.H.V. Model G



248 c.c. O.H.V. Model S51

ENGINE : 248 c.c. O.H.V. single cylinder. Lubrication of all working parts is ensured by the well-known Royal Enfield dry-sump system and incorporates a large capacity felt oil filter. **CARBURETTER :** Amal, fitted with air filter. **IGNITION AND LIGHTING :** Miller 6-volt 45-watt output generator with Automatic voltage control, coil ignition. Lucas Magdyno with automatic voltage control, available at extra charge. **GEARBOX :** Four-speed foot-operated. **WHEELS :** Front, 3.00-19in. Dunlop Universal tyre. Rear, 3.00-19in. Dunlop Universal tyre. **FINISH :** Black enamel with bright parts heavily chromium plated. Attractive metal tank motif in chromium, red and gold.



“MADE LIKE A GUN”

Royal Enfield

Motorcycles



Technical Data

	Meteor 700	500 Twin	500 Bullet	350 Bullet	Ensign	Model J2	Model G	Model RE	Model S.51
Bore and Stroke mm.	70×90	64×77	84×90	70×90	56×60	84×90	70×90	53.79 ×55	64×77
Cubic Capacity c.c.	692	496	499	346	148	499	346	125	243
Compression Ratio	6½ to 1	6½ to 1	6½ to 1	6½ to 1	6½ to 1	5½ to 1	6 to 1	6 to 1	6½ to 1
Gear Ratios (Std. Solo)	4.47 5.8 8.05 12.4 : 1	5 6.5 9 13.9 : 1	4.91 6.4 8.85 13.65 : 1	5.67 7.37 10.2 15.8 : 1	6.95 11.3 20.35 : 1 —	5.1 6.6 9.2 14.2 : 1	5.6 7.3 10.1 15.6 : 1	7.55 12.3 22.1 : 1 —	6.25 8.45 13.1 18.5 : 1
Gear Ratios (Sidecar)	5.03 6.53 9.05 13.95 : 1		5.72 7.45 10.3 15.9 : 1			5.95 7.7 10.7 16.6 : 1			
Petrol Tank Capacity Imp. Gals.	4 gals. (18 litres)	3¼ gals. (15 litres)	3¼ gals. (15 litres)	3¼ gals. (15 litres)	2 gals. (9 litres)	2¾ gals. (12½ litres)	2¾ gals. (12½ litres)	1¾ gals. (8 litres)	2¾ gals. (12½ litres)
Oil Tank Capacity	4 pints	4 pints	4 pints	4 pints	—	4 pints	4 pints	—	4 pints
Approx. Max. Speed m.p.h.	95-100	85-90	85-90	75-80	50-55	80-85	70-75	45-50	60-65
Approx. Petrol Consumption m.p.g.	55-60	65-70	70-75	75-80	110-120	70-75	75-80	120-150	95-100
Weight ... lbs.	405	390	379	350	155	395	370	140	336
Wheelbase ...	4ft. 6in.	4ft. 6in.	4ft. 6in.	4ft. 6in.	4ft. 0in.	4ft. 6½in.	4ft. 5½in.	4ft. 0in.	4ft. 5½in.
Saddle Height ...	29½in.	29½in.	29½in.	29½in.	28in.	28½in.	29in.	28in.	29in.
Ground Clearance ...	5½in.	5½in.	6¼in.	6¼in.	6in.	4¾in.	5½in.	5¾in.	5¼in.
Overall Width ...	2ft. 4in.	2ft. 4in.	2ft. 4in.	2ft. 4in.	2ft. 1½in.	2ft. 4in.	2ft. 4in.	2ft. 1½in.	2ft. 4in.

All Royal Enfield Motor Cycles are sold by our Dealers subject to the limited Guarantee adopted by the British Cycle and Motor Cycle Manufacturers and Traders Union Ltd. Shortage of space prevents this being Printed in full in this list, but a copy will be sent on application.

THE ENFIELD CYCLE CO. LTD.

Head Office and Works : **REDDITCH, ENGLAND**

'Grams : "Cycles, Phone, Redditch."

'Phone : Redditch 121 (8 lines).