

1964

Royal Enfield



Geoff Duke O.B.E. (FIVE TIMES WORLD CHAMPION)
rides Royal Enfield

Royal Enfield

MOTORCYCLES

... are backed by over sixty years experience.

Sound British workmanship and first-class materials ensure that every motor cycle built in our up-to-date factory is of the highest possible quality.

Chosen for use by the Armed Forces in two world wars and today used and appreciated by many Police Forces for their performance, efficiency and reliability, Royal Enfield machines are in use all over the world, giving unfailing service in all extremes of climate and terrain.

Royal Enfield are proud of their outstanding record in the International Six Days Trial, with an enviable collection of Gold medals and team awards. Royal Enfield riders and machines have been consistently selected to represent Great Britain and their record in this arduous and proving event is unsurpassed.

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**250 TURBO
TWIN**



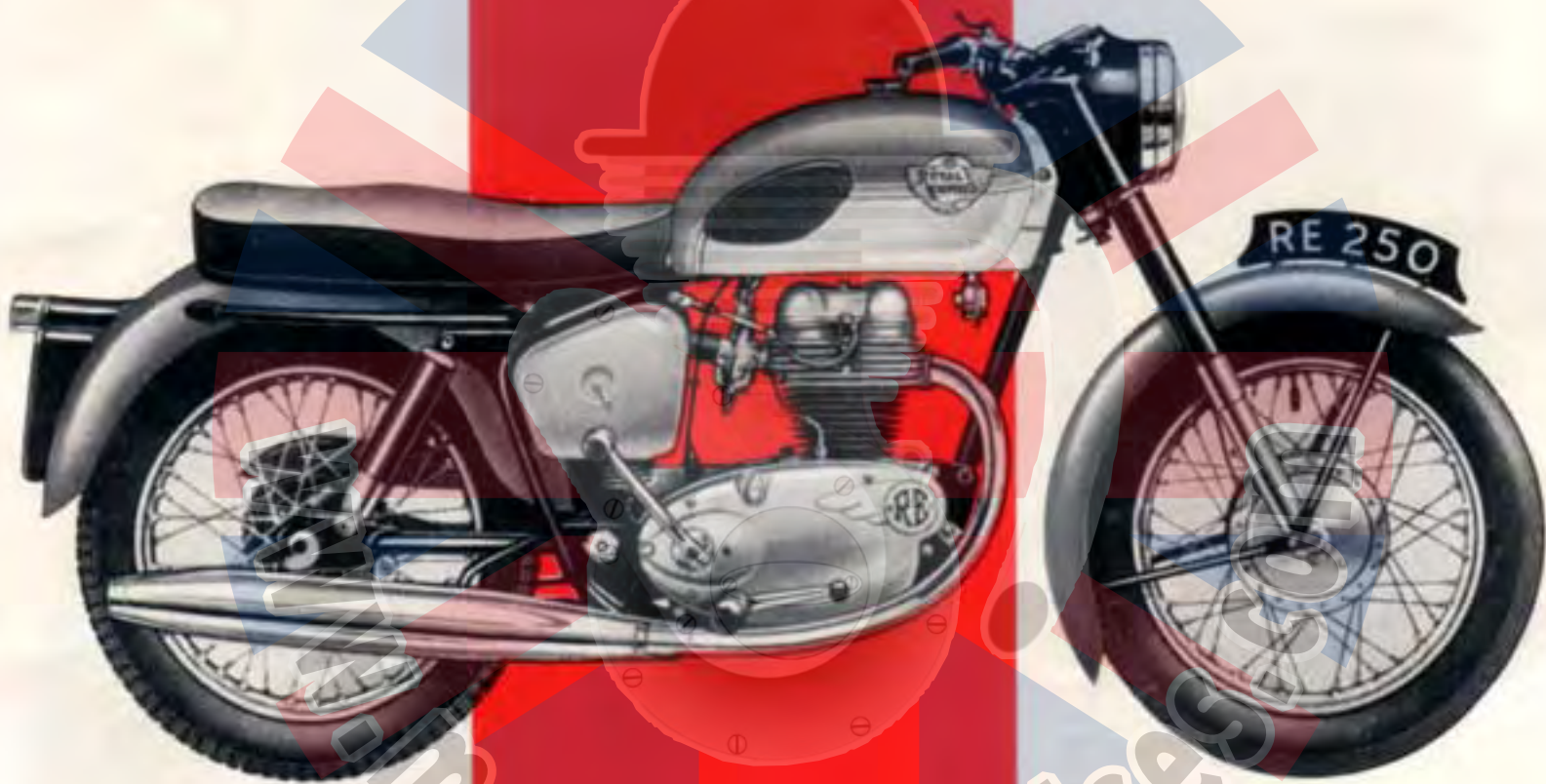
TURBO TWIN:

An exciting new model of thoroughbred strain. The new Villiers 4T twin cylinder two-stroke power unit married to the famous Royal Enfield frame, produces a certain winner. Super smooth power, magnificent steering and braking combined with first-class British workmanship makes this model the natural choice of the rider who seeks effortless performance and value for money.

FINISH: Flame/Cream.

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250 CLIPPER



250 CLIPPER

Low seating position, low petrol consumption and low initial cost have earned this model the high reputation of an outstandingly economical and safe general purpose machine.

FINISH: Flame/Cream.

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CRUSADER SPORTS



CRUSADER SPORTS DE LUXE:

Without doubt the most successful machine of its type ever produced. This model remains a firm favourite among the sporting riders. Its new highly efficient silencer and a power unit developing 17 B.H.P. ensures swift, silent travel.

FINISH: Polychromatic Blaze or Hi-Fi Blue, with chromium plated petrol tank, mudguards, etc.

STANDARD MODEL:

With mudguards and petrol tank Polychromatic Silver enamel; Polychromatic Blaze or Hi-Fi Blue panels.

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CONTINENTAL



CONTINENTAL DE LUXE:

Five speed gearbox as standard, a power unit developing 20 B.H.P. Magnificent steering, superb brakes and a distinctive sporting appearance puts the Continental top of its class.

FINISH: Polychromatic Blaze or Hi-Fi Blue, with chromium plated petrol tank, mudguards, etc.

STANDARD MODEL:

Available less rev. counter and flyscreen, with Polychromatic enamelled Blue or Blaze petrol tank and mudguards.

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350 BULLET



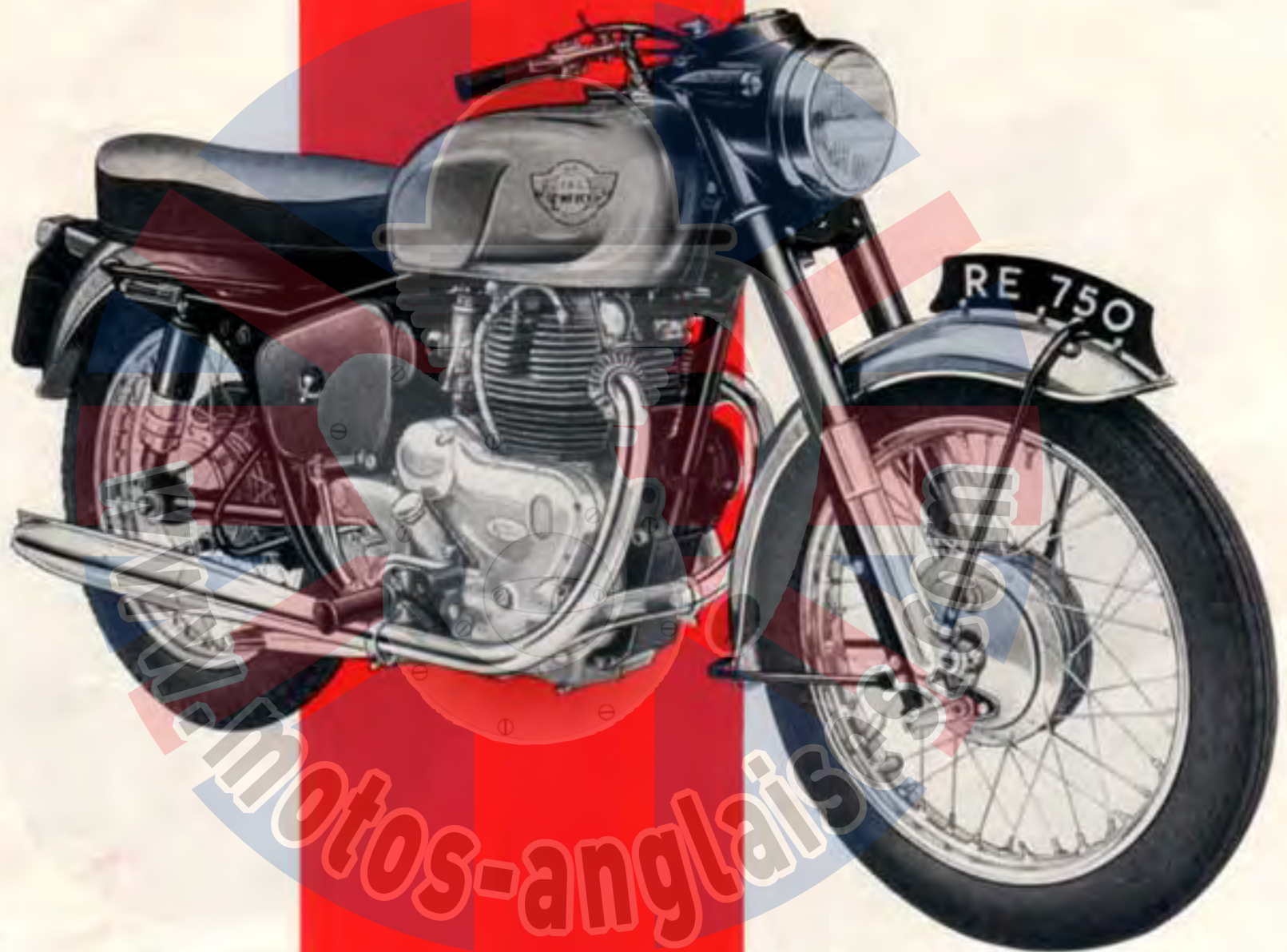
350 BULLET

The Bullet with its compact design, 17" wheels and low seating position, sets a new standard of safety in the 350 c.c. class. With a power unit producing 22.5 B.H.P. high performance is assured.

FINISH: Flame/Cream.

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INTERCEPTOR



750 INTERCEPTOR:

Super powerful Dual front brakes give the rider of an Interceptor complete confidence when using this machine's breathtaking power. With its high performance and fantastic tractability it is equally at home on the Motorway or when used on ordinary main roads. De Luxe model fitted with 12 volt lighting system as standard. **Special sidecar version also available.**

FINISH: Polychromatic Blaze or Hi-Fi Blue.

STANDARD MODEL:

Fitted with 6 volt lighting system. Mudguards and petrol tank Polychromatic Silver enamel with Polychromatic Blaze or Hi-Fi Blue panels.

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This superbly styled fairing made from glass fibre reinforced polyester resin, gives as near 100% weather protection as is possible on a two-wheeled vehicle. Available as original equipment on all current Royal Enfield machines except the Turbo-Twin, the Airflow actually increases overall performance and gives up to 20% improvement in petrol consumption.

Airflow

**COMPLETE
WEATHER
PROTECTION**



Sportsflow

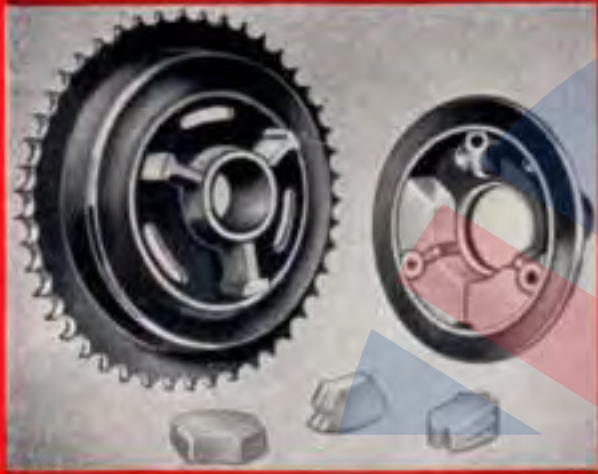
Exclusive to Royal Enfield "250" owners, this race-tailored aerodynamically designed fairing gives weather protection and increased performance, together with a truly sporting and fashionable appearance.

Easily fitted in a very short time the "Sportsflow" is supplied in matching colours for your model. Also available in white.

**BRILLIANT MODERN
STYLING**

Royal Enfield

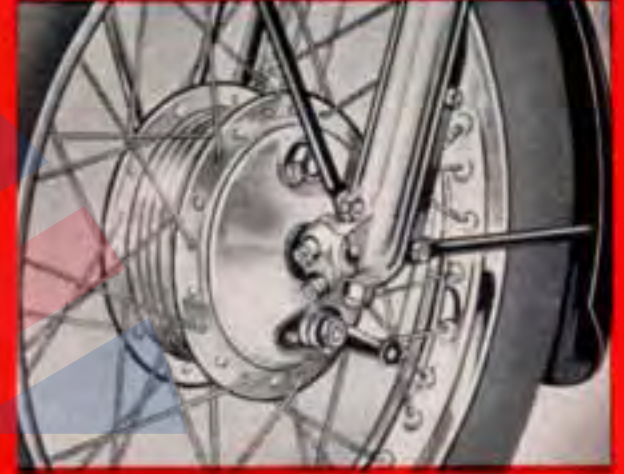
EXCLUSIVE FEATURES



This most effective Cush Drive incorporated in the rear wheel of all models prolongs the life of chains, bearings and tyres, at the same time giving traditional Royal Enfield smoothness of running.



Headlamp, pilot lights, speedometer, ammeter and light switch are all enclosed in one attractive streamlined easily cleaned unit.



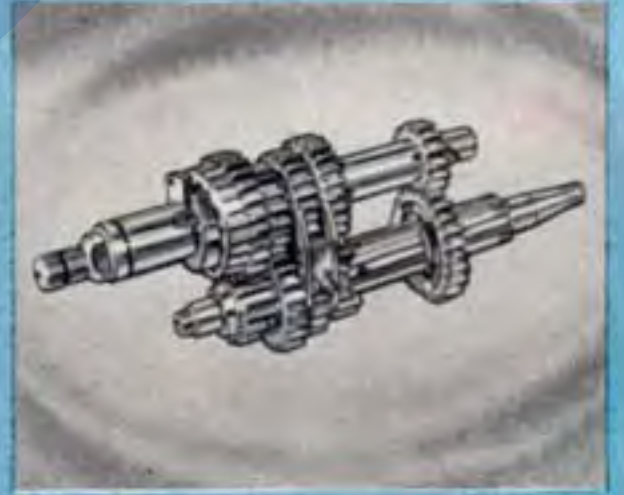
Dual front brakes fitted to the Interceptor give smooth yet powerful stopping from any speed and ensure stability when decelerating from high speeds. In these days with the accent on road safety, efficient braking is a feature of vital importance.



A spheroidal Graphite cast iron one piece crankshaft ensures absolute accuracy and alignment in manufacture and in servicing. Long big end life is assured by the use of white metal lined shell bearings running direct on the crankshaft, oil being fed to the bearing by a high pressure oil pump.



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



The Five Speed Gearbox which is fitted as standard on the Continental model, and is an optional extra on the Crusader Sports, allows maximum utilization of engine performance under every condition.

TECHNICAL DATA

	TURBO TWIN	250 CLIPPER	CRUSADER SPORTS	CONTINENTAL	350 BULLET	INTERCEPTOR
Engine type	Two stroke	Four stroke	Four stroke	Four stroke	Four stroke	* Four stroke
No. of Cylinders	Twin	1 o.h.v.	1 o.h.v.	1 o.h.v.	1 o.h.v.	2 o.h.v.
Cylinder head	Light alloy	Light alloy	Light alloy	Light alloy	Light alloy	Light alloy
Cubic capacity	248	248	248	248	346	736
Bore and stroke	50 x 63.5	70 x 64.5	70 x 64.5	70 x 64.5	70 x 90	71 x 93
Compression ratio	8.7 to 1	9 to 1	9 to 1	9 to 1	7.5 to 1	8 to 1
B.H.P. x R.P.M.	17 at 6,000	14½ at 5,750	17 at 7,250	20 at 7,500	22 at 6,500	52½ at 6,000
Carburettor	Villiers S25	Amal Monobloc	Amal Monobloc	Amal Monobloc	Amal Monobloc	Two Amal Monoblocs
Lighting and charging set	A.C. rectified Villiers/Lucas	Lucas A.C. Rectifier	Lucas A.C. Rectifier	Lucas A.C. Rectifier	Lucas A.C. Rectifier	Lucas A.C. Rectifier
Ignition	Villiers energy transfer	D.C. Coil	D.C. Coil	D.C. Coil	D.C. Coil	Magneto
Primary drive chain	½" pitch	½" pitch	½" pitch	½" pitch	½" pitch	½" duplex
Final drive chain	½" pitch	½" pitch	½" pitch	½" pitch	½" pitch	½" pitch
Rear suspension:	Pivoted Fork Hydraulic damping	Pivoted Fork Hydraulic damping	Pivoted Fork Hydraulic damping	Pivoted Fork Hydraulic damping	Pivoted Fork Hydraulic damping	Pivoted Fork Hydraulic damping
Front Fork:	Telescopic Automatic lubrication	Telescopic Automatic lubrication	Telescopic Automatic lubrication	Telescopic Automatic lubrication	Telescopic Automatic lubrication	Telescopic Hydraulic damping
Hubs: Front	Light alloy full width	Light alloy full width	Light alloy full width	Light alloy full width	Light alloy full width	Light alloy full width
Rear	Standard	Standard	Q.D.	Q.D.	Q.D.	Q.D.
Gear ratios	5.85, 7.75, 11.12, 17.9	6.14, 7.8, 11.05, 18.0	6.14, 7.8, 11.05, 18.0	6.02, 7.52, 9.57, 12.82, 17.4	5.15, 6.57, 9.27, 15.1	4.22, 5.72, 7.8, 11.75
Tyre sizes: Front	3.25 x 17	3.25 x 17	3.25 x 17	3.25 x 17	3.25 x 17	3.25 x 19
Rear	3.25 x 17	3.25 x 17	3.25 x 17	3.25 x 17	3.25 x 17	3.50 x 19
M.P.H. per 1,000 r.p.m. in top gear	11.8	11.3	11.3	11.54	13.65	18.4
Approx. maximum speed (m.p.h.)	75	75	75 - 80	80 - 85	85	110 - 115
Approx. petrol consumption (m.p.g.)	80 - 85	100	95	90	80 - 85	55
Petrol tank capacity (galls.)	3½	3½	3½	3½	3½	4½
Oil tank capacity (pints)	—	3	3	3	3	4
Gearbox oil capacity (pints)	½	¾	¾	¾	¾	¾
Brake dia. and width: Front (ins.)	6 x 1	6 x 1	7 x 1½	7 x 1½	7 x 1½	6 x 1 dual
Rear (ins.)	6 x 1	6 x 1	6 x 1	6 x 1	6 x 1	7 x 1
Seat height approx. (ins.)	29½	29	29½	29½	29½	31
Wheelbase (ins.)	52	52	52	52	52	54
Overall width (ins.)	25½	25½	26	26	26	26
Ground Clearance (ins.)	5½	5½	5½	5½	5½	5½
Weight (lbs.)	298	300	305	305	310	410

All models are equipped with Electric Horn, inflator, toolkit, speedometer and centre stand.

* The Interceptor to sidecar specification is supplied with a reduced compression ratio (7.25-1) sidecar type tyres, raised handlebars, stiffened front and rear suspension and a reduction in overall gearing as follows:

4.93, 6.75, 9.07, 13.70.

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BE SAFE ON TWO WHEELS

GUARANTEE

All Royal Enfield Motor Cycles are sold by our Dealers subject to the limited Guarantee adopted by the British Cycle and Motor Cycle Industries Association Ltd. A copy will be sent on application. Specifications in this publication are subject to alteration at any time without notice.



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