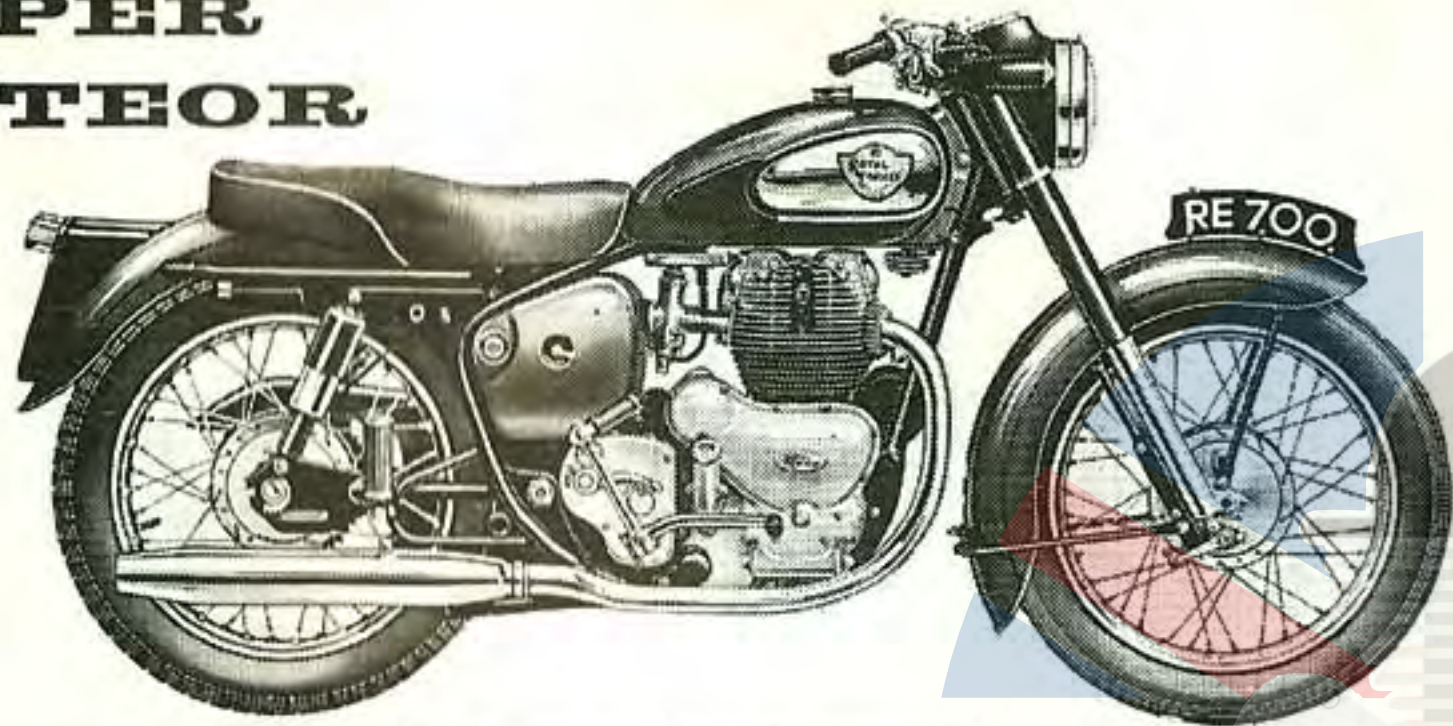


Royal Enfield



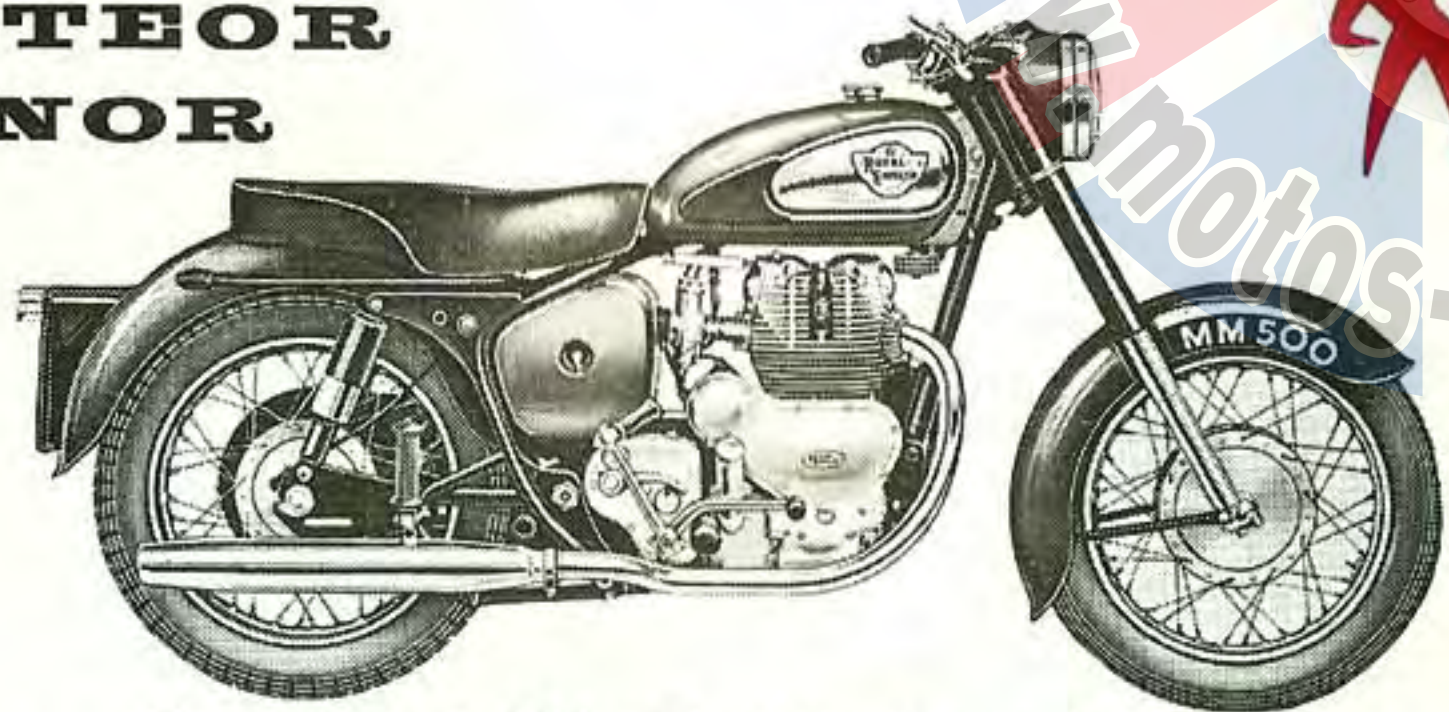
for modern motorcycling!

SUPER METEOR



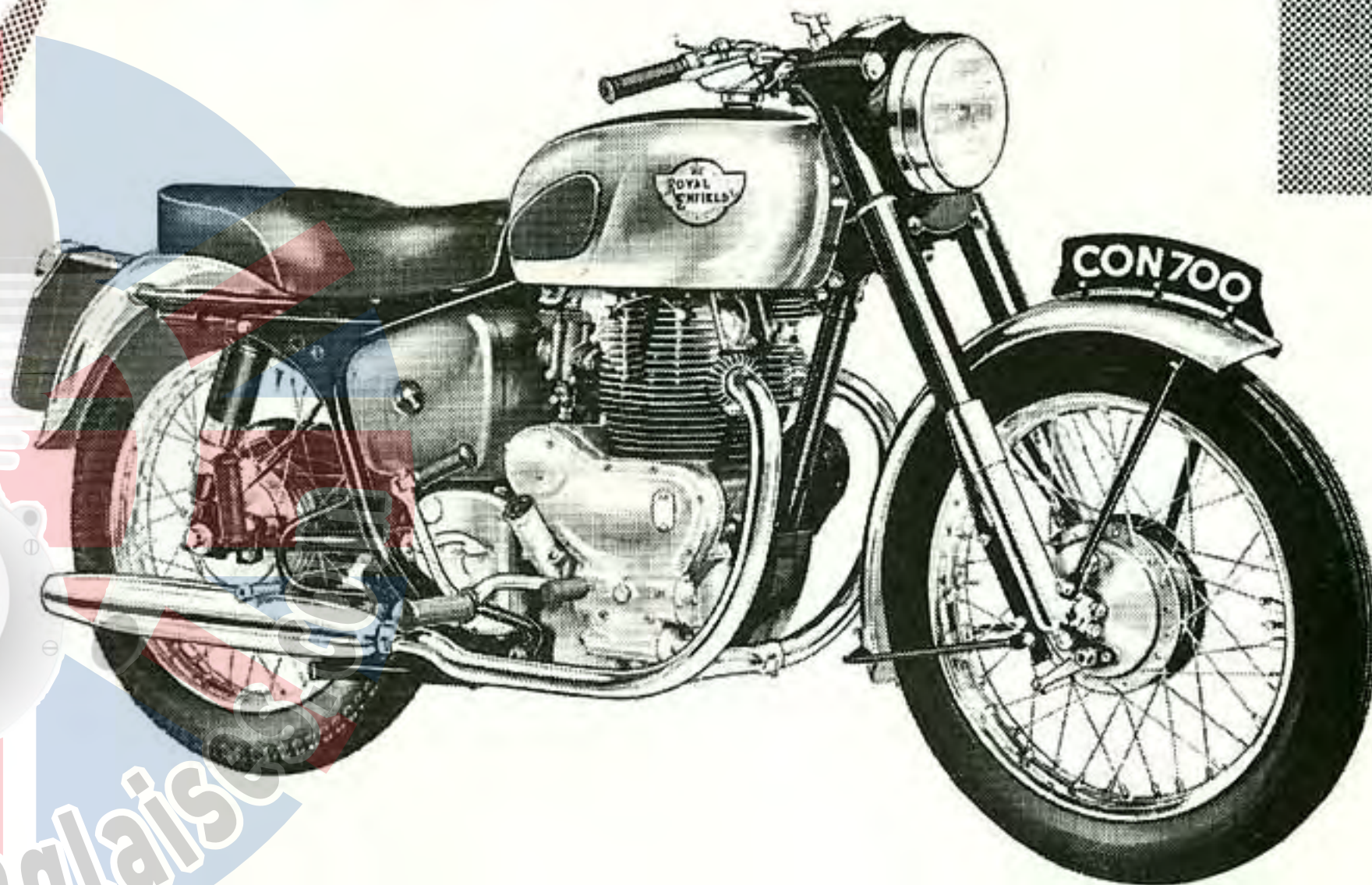
The Super Meteor is recognised as predominant in the "Big Twin" class. The engine characteristics, with very high torque at relatively low engine speed and a maximum output of 40 b.h.p. at 5,500 r.p.m. make it ideal for heavy duty sidecar work. In solo form it has flashing acceleration up to maximum speed, in the region of 100 m.p.h.

METEOR MINOR



This over-square engine 30 b.h.p. Twin with its very compact design, 17" wheels and low seating position has already established itself in the forefront of luxury fast touring machines. Capable of speeds in the region of 95 m.p.h., the Meteor Minor is offered in Standard and De Luxe versions.

CONSTELLATION



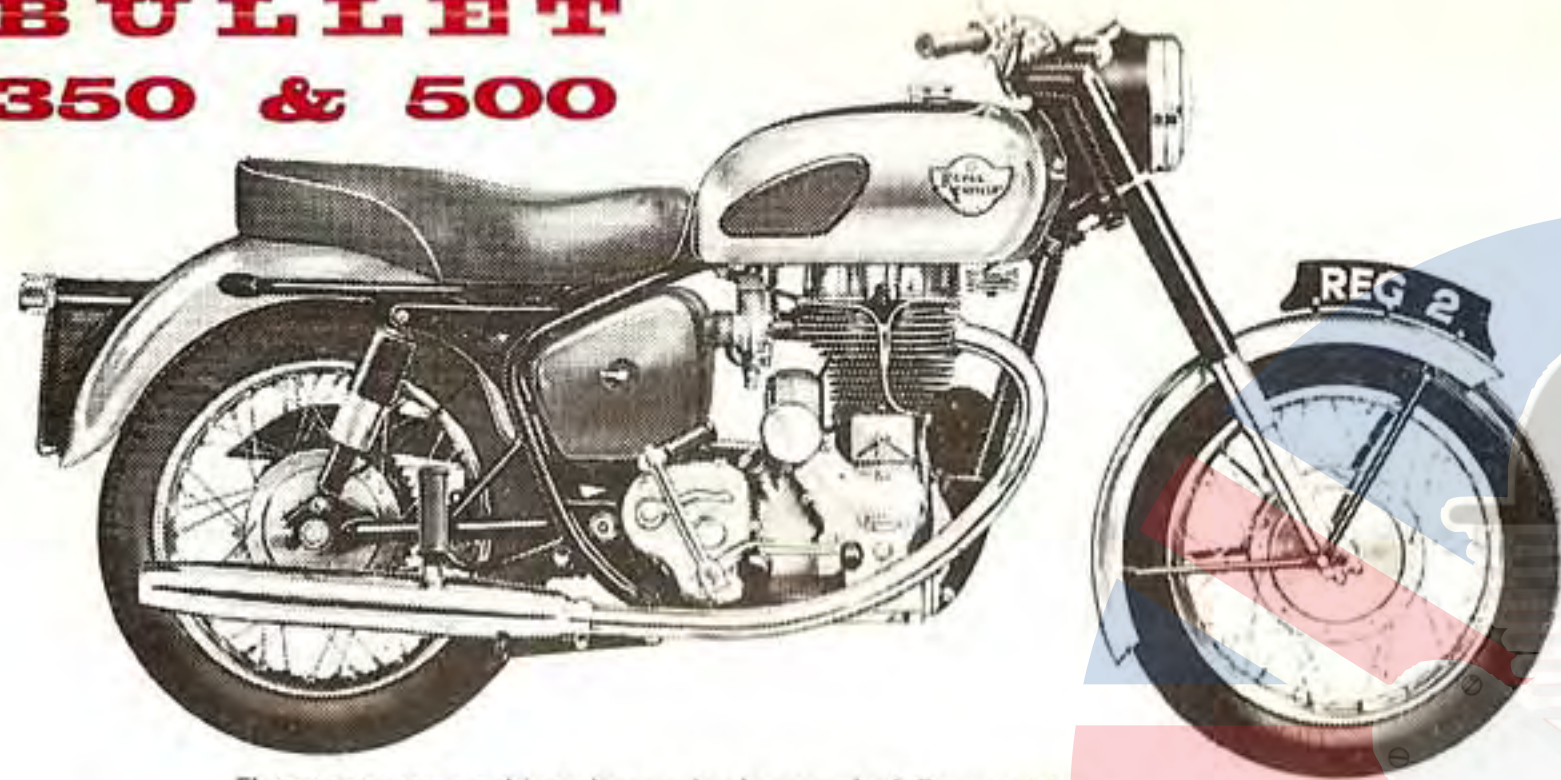
Probably the fastest production roadster motorcycle being made today, the Constellation is a real enthusiast's machine. The specially developed engine has special cams, high compression pistons, machined induction tracts, special valves, valve springs, etc. It produces a maximum b.h.p. of 50 at 6,250 r.p.m. and has a maximum speed of approximately 115 m.p.h. Magnificent steering and the well known dual front brake and powerful 7" diameter rear brake make the Constellation a machine which can more than hold its own in any company. Its looks, with handsome fully plated 4½ gallon petrol tank and plated mudguards, make it the centre of attraction wherever sporting motorcyclists meet.



Royal Enfield

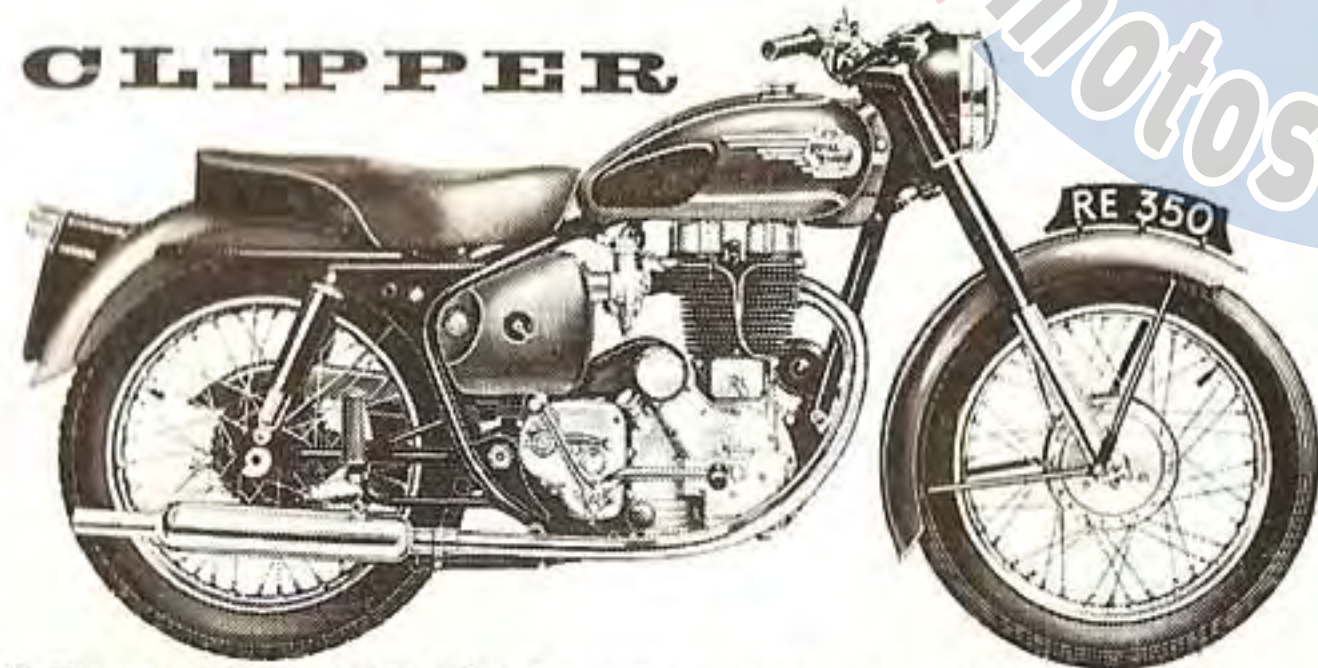
luxury fast touring machines. Capable of speeds in the region of 95 m.p.h., the Meteor Minor is offered in Standard and De Luxe versions.

BULLET 350 & 500



These popular machines have a background of Competition successes second to none and in their 1959 form have still more efficient engines with redesigned cams, larger bore carburettors and inlet ports, etc. The 500 c.c. model has a completely new and redesigned cylinder head with downdraught carburettor and larger inlet valve. The machines have been restyled with large capacity chromium plated petrol tanks, chromium plated mudguards and new exhaust system.

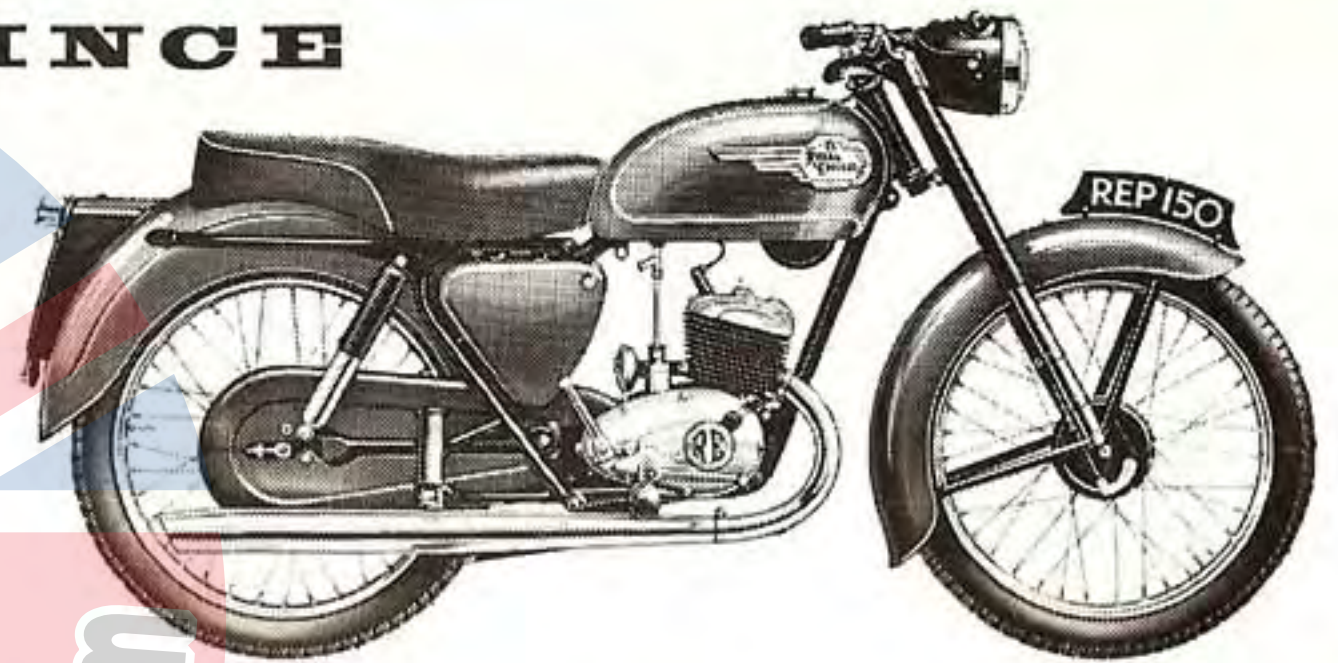
350 CLIPPER



The 350 Clipper, with its modified 350 Bullet engine, worthily carries on the reputation of economical running and reliability created by its predecessors. For value in initial cost and economy in use it cannot be equalled. The engine has ample power and the ability to cruise, two up if necessary, at 55-60 m.p.h. indefinitely.

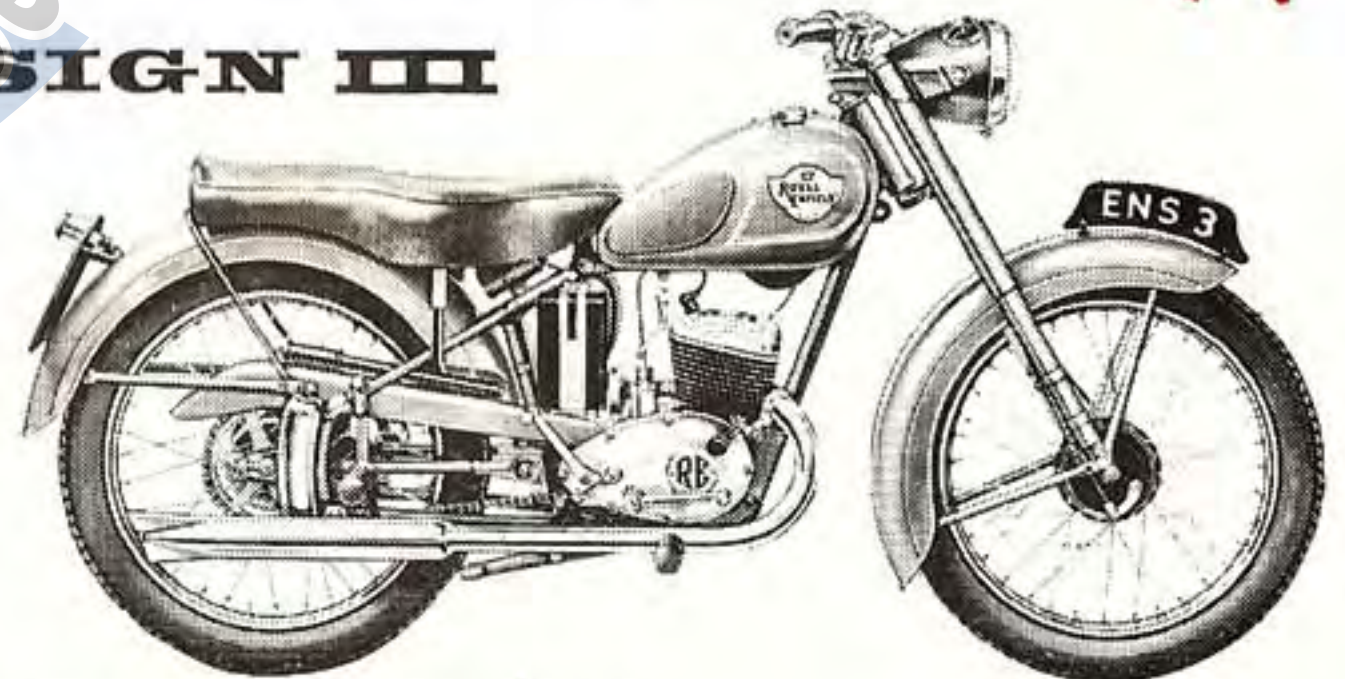
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PRINCE



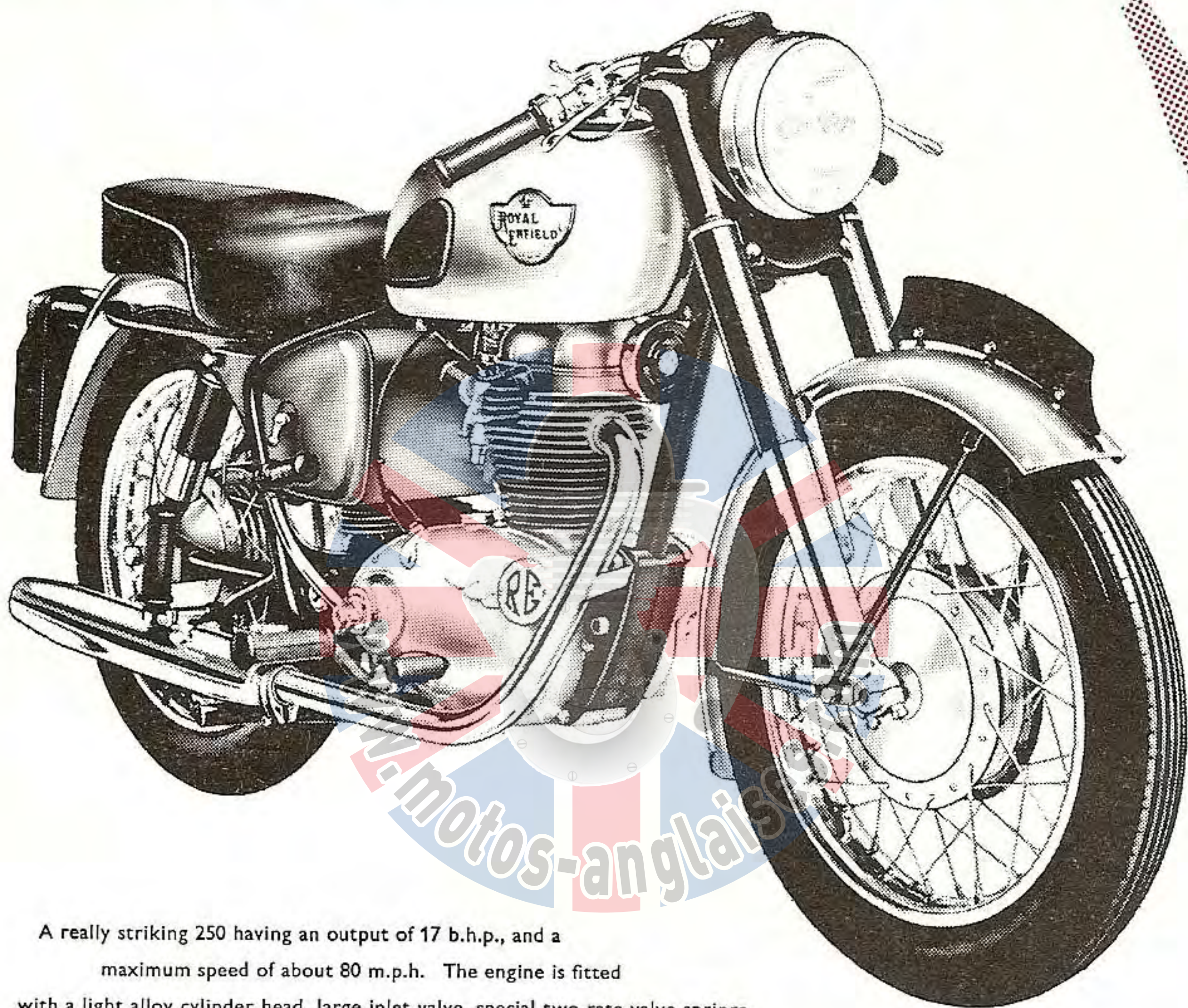
An entirely new model having a frame incorporating swinging arm rear suspension, with hydraulically damped spring units. A deeply valanced rear mudguard and rear chain cover keep rider and passenger clean. The Prince is an ideal machine for everyday use and economical touring.

ENSIGN III



The Ensign III is an outstanding lightweight and gives comfortable and economical running at speeds up to 55 m.p.h.

250 CRUSADER SPORTS



A really striking 250 having an output of 17 b.h.p., and a maximum speed of about 80 m.p.h. The engine is fitted with a light alloy cylinder head, large inlet valve, special two-rate valve springs, light alloy spring collars and push rods, special racing cams and high compression piston.

The massive crankshaft carried on large diameter ball and roller bearings, and the short, very stiff, connecting rod form a sound foundation for the high revolutions and power output. A handsome tank and plated mudguards give the Crusader "Sports" an attractive and sporting appearance.

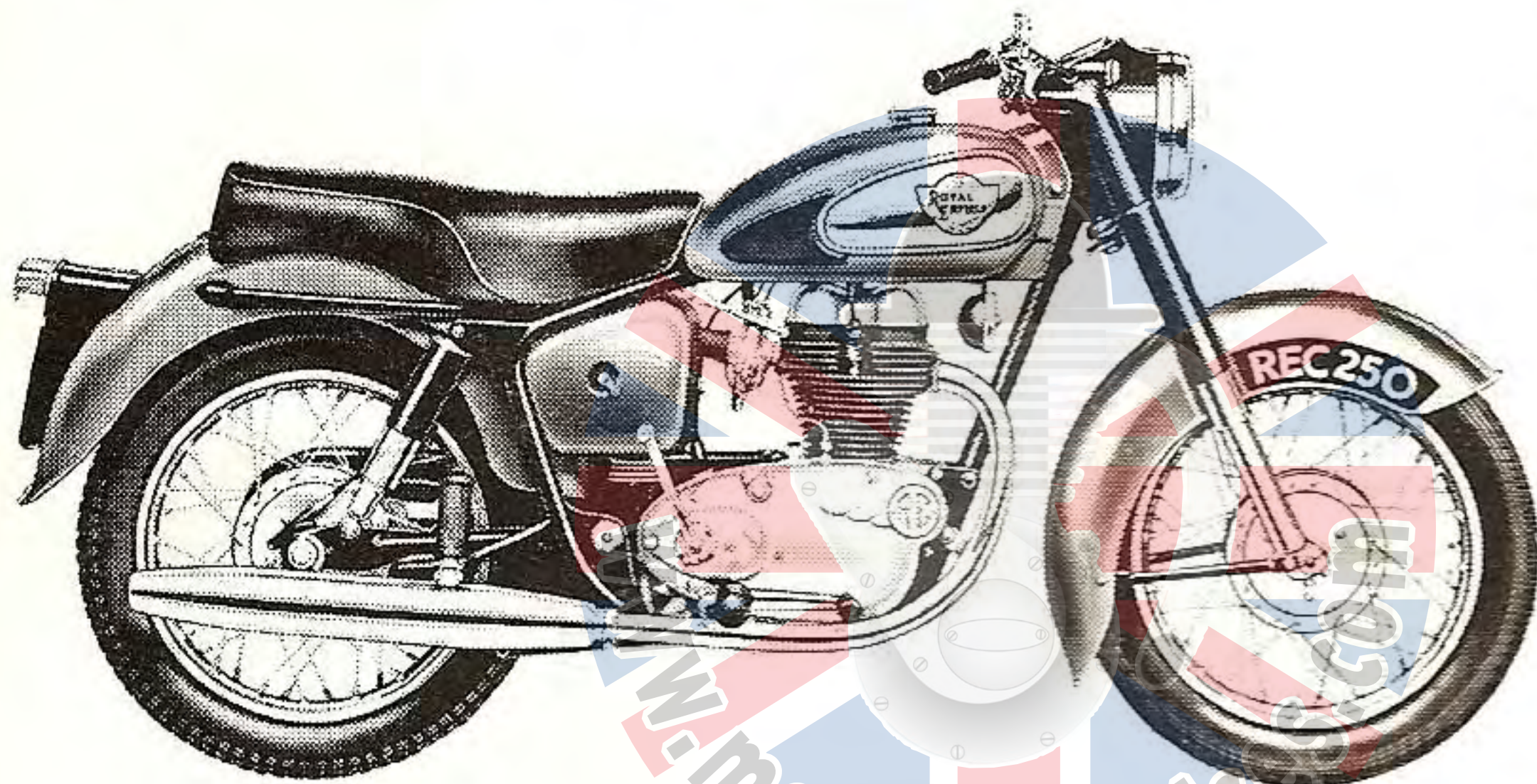


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Royal Enfield

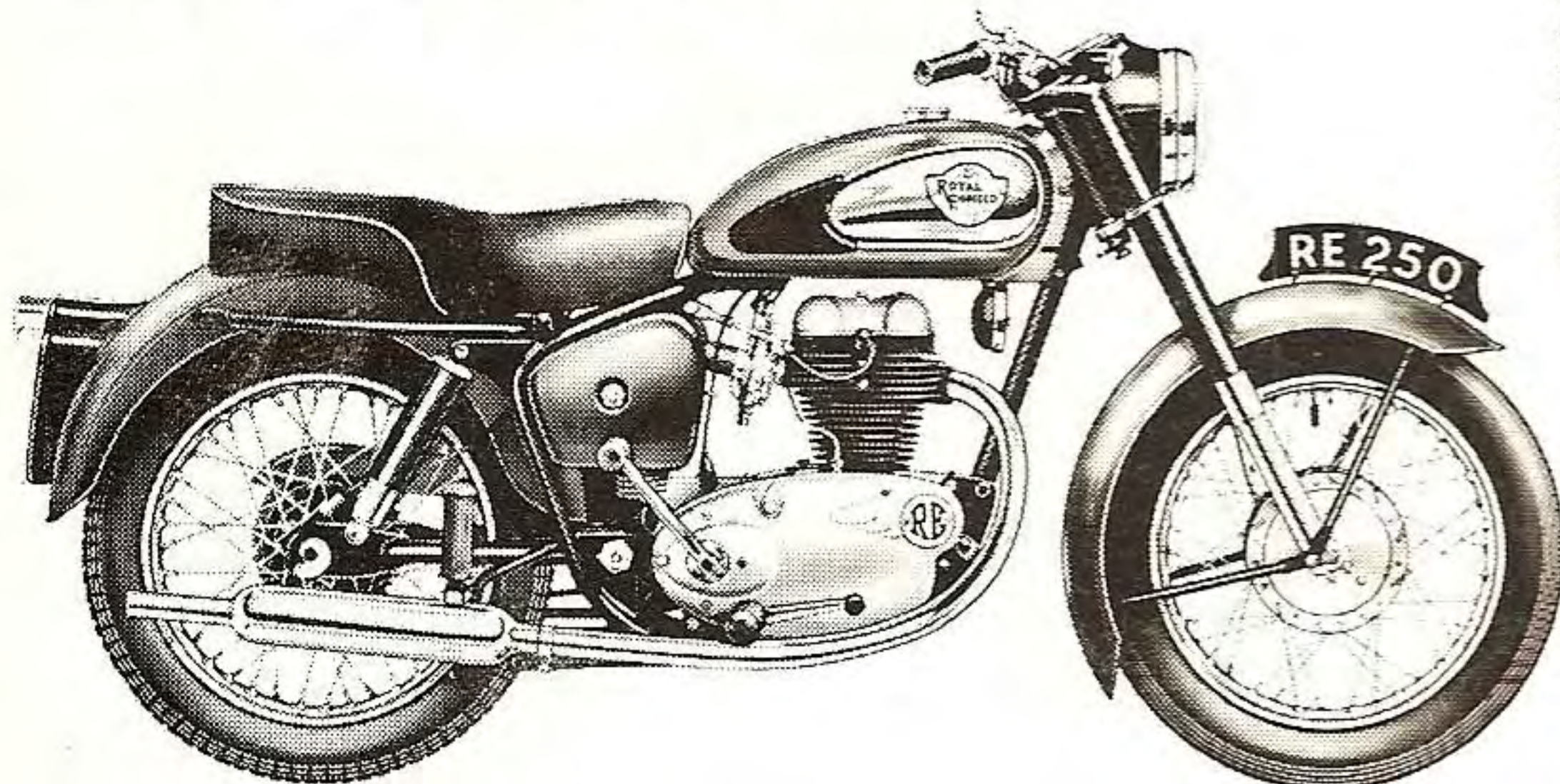


CRUSADER 250



The luxury touring Crusader 250 is acknowledged as the outstanding machine of its class and gives smooth and safe motorcycling with exceptionally economical running. Crusader owners often record petrol consumption figures of well over 110 m.p.g.

250 CLIPPER



The 250 Clipper, basically similar to the Crusader, has the same high standard of safety and stability which are the result of the low seating position and 17" wheels.

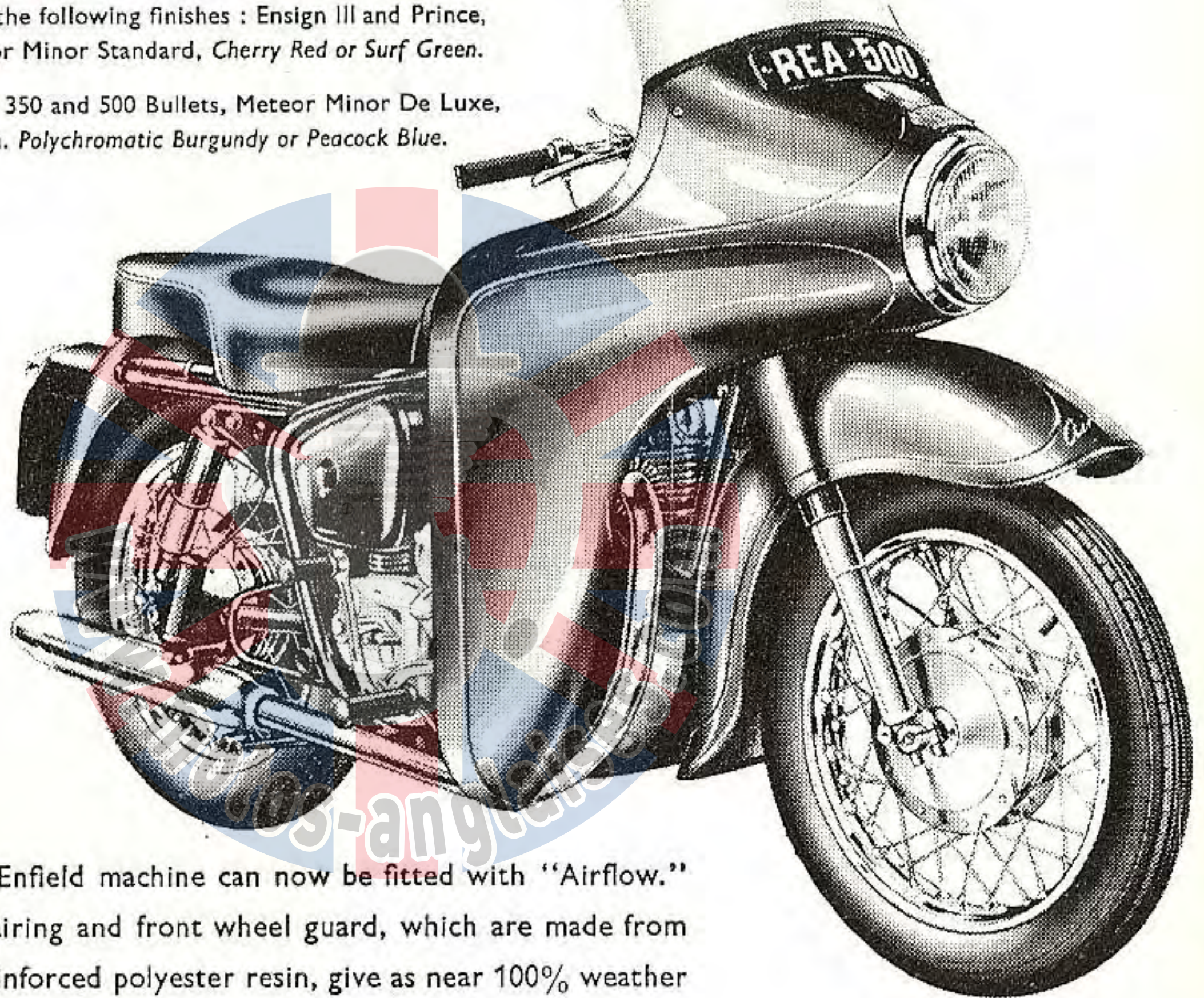
Exceptional economy in running and low initial cost make the 250 Clipper an outstanding utility machine.



Airflow

Airflow models are available in the following finishes : Ensign III and Prince, 250 Clipper, 350 Clipper, Meteor Minor Standard, *Cherry Red or Surf Green.*

Crusader 250, Crusader Sports, 350 and 500 Bullets, Meteor Minor De Luxe, Super Meteor and Constellation. *Polychromatic Burgundy or Peacock Blue.*



Any current Royal Enfield machine can now be fitted with "Airflow." The superbly styled fairing and front wheel guard, which are made from fibre-glass reinforced polyester resin, give as near 100% weather protection as is possible on a two wheeled vehicle.

The "normally seated" maximum speed of the machine is increased by 5%-8% when Airflow is fitted, with an improvement of 20% in petrol consumption. For the touring rider or the "road burner" the Airflow takes the sting out of bad weather riding, and permits higher average speeds in perfect comfort and with complete weather protection.



Royal Enfield

Facts

	ENSIGN	PRINCE	250 CLIPPER	CRUSADER 250	CRUSADER SPORTS	350 CLIPPER	350 BULLET	500 BULLET	METEOR MINOR	SUPER METEOR	CONSTELLATION
Engine type	Two-stroke	Two-stroke	Four-stroke	Four-stroke	Four-stroke	Four-stroke	Four-stroke	Four-stroke	Four-stroke	Four-stroke	Four-stroke
Number of cylinders	1	1	1 o.h.v.	1 o.h.v.	1 o.h.v.	1 o.h.v.	1 o.h.v.	1 o.h.v.	2 o.h.v.	2 o.h.v.	2 o.h.v.
Cylinder head	Light alloy	Light alloy	Cast iron	Light alloy†	Light alloy	Cast iron	Light alloy	Light alloy	Light alloy	Light alloy	Light alloy
Cubic capacity (c.c.m.)	148	148	248	248	248	346	346	499	496	692	692
Bore and stroke (mm.)	56×60	56×60	70×64.5	70×64.5	70×64.5	70×90	70×90	84×90	70×64.5	70×90	70×90
Compression ratio	6.5 to 1	6.5 to 1	7.5 to 1	8 to 1	8.5 to 1	6.75 to 1	7.75 to 1	7.25 to 1	8 to 1	7.25 to 1	8 to 1
B.H.P.×R.P.M.	6 at 4,750	6 at 4,750	13½ at 5,750	13½ at 5,750	17 at 6,250	16.5 at 5,500	20 at 5,750	27 at 5,750	30 at 6,250	40 at 5,500	50 at 6,250
Carburetter	Amal	Amal	Amal	Amal	Amal	Amal	Amal	Amal	Amal	Amal	Amal T.T.
Ignition lighting	Miller A.C. battery	Miller A.C. battery	Lucas A.C. coil	Lucas A.C. coil	Lucas A.C. coil	Lucas A.C. coil	Lucas A.C. magneto	Lucas A.C. magneto	Lucas A.C. coil	Lucas A.C. coil	Lucas A.C. magneto
Primary drive chain	⅜" pitch	⅜" pitch	⅜" pitch	⅜" pitch	⅜" pitch	⅜" p. Duplex	⅜" p. Duplex	⅜" p. Duplex	⅜" p. Duplex	⅜" p. Duplex	⅜" p. Duplex
Final drive chain	½" pitch	½" pitch	½" pitch	½" pitch	½" pitch	⅝" pitch	⅝" pitch	⅝" pitch	⅝" pitch	⅝" pitch	⅝" pitch
Rear Suspension	Pivoted fork	Pivoted fork hydraulically damped	Pivoted fork hydraulically damped	Pivoted fork hydraulically damped	Pivoted fork hydraulically damped	Pivoted fork hydraulically damped	Pivoted fork hydraulically damped	Pivoted fork hydraulically damped	Pivoted fork hydraulically damped	Pivoted fork hydraulically damped	Pivoted fork hydraulically damped
Front fork	Telescopic automatic lubrication	Telescopic automatic lubrication	Telescopic hydraulically damped	Telescopic hydraulically damped	Telescopic hydraulically damped	Telescopic hydraulically damped	Telescopic hydraulically damped	Telescopic hydraulically damped	Telescopic hydraulically damped	Telescopic hydraulically damped	Telescopic hydraulically damped
Hubs:											
Front	Standard	Full width	Light alloy full width	Light alloy full width	Light alloy full width	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	Full width	Standard	Q.D.	Q.D.	Standard	Q.D.	Q.D.	*	Q.D.	Q.D.
Gear ratios	6-95, 12-0 21-7	6-95, 12-0 21-7	5-8, 7-83 10-44, 16-97	5-8, 7-83 10-44, 16-97	5-8, 7-83 10-44, 16-97	5-67, 7-37 10-2, 15-8	5-15, 6-69 9-25, 14-32	4-91, 6-4 8-85, 13-65	4-67, 6-08 8-42, 13-00	4-44, 6-04 8-16, 12-35	4-44, 6-04 8-16, 12-35
Approx. maximum speed (m.p.h.)	55	55	70	70	75-80	70-75	80-85	95-100	90-95	100	110-115
Approx. petrol consumption (m.p.g.)	120	120	100	100	95	80-85	80-85	70-75	70-75	55-60	50-55
Petrol tank capacity (gallons)	2	3	3	3	3½	3½	3½	4½	3½	4	4½
Oil tank capacity (pints)	—	—	3	3	3	4	4	4	4	4	4
Tyre sizes:											
Front—Dunlop ribbed	2.75×19	2.75×19	3.25×17	3.25×17	3.25×17	3.25×19	3.25×17	3.25×19	3.25×17	3.25×19	3.25×19
Rear—Dunlop studded	2.75×19	2.75×19	3.25×17	3.25×17	3.25×17	3.25×19	3.25×17	3.25×19	3.50×17	3.50×19	3.50×19
Brake diameter and width:											
Front (ins.)	5×1	5×1	6×1	6×1	7×1½	6×1	7×1½	6×1 dual	De Luxe 7×1½	6×1 dual	6×1 dual
Rear (ins.)	5×1	5×1	6×1	6×1	6×1	7×1	7×1	7×1	7×1	7×1	7×1
Seat height (ins.)	27	28½	29	29	29	31	30	31	29	31	31
Wheelbase (ins.)	48	48	52	52	52	54	54	54	52	54	54
Overall width (ins.)	25½	25½	25½	25½	25½	25½	27½	27½	27	26½	26½
Ground clearance (ins.)	6	6	5½	5½	5½	6½	6	5½	5½	5½	5½
Weight (lbs.)	168	200	305	305	305	362	367	375	388	410	403
Equipment	Electric Horn, Inflator, Toolkit, Speedometer, Centre Stand and Air Cleaner	Electric Horn, Inflator, Toolkit, Speedometer, Centre Stand and Air Cleaner	Electric Horn, Inflator, Toolkit, Speedometer, and Centre Stand	Electric Horn, Inflator, Toolkit, Speedometer, Air Cleaner, Centre Stand and Stoplight	Electric Horn, Inflator, Toolkit, Speedometer, Centre Stand and Stoplight	Electric Horn, Inflator, Toolkit, Speedometer, and Centre Stand	Electric Horn, Inflator, Toolkit, Speedometer, Stoplight, Centre Stand, and Prop Stand	Electric Horn, Inflator, Toolkit, Speedometer, Stoplight, Centre Stand and Prop Stand	Electric Horn, Inflator, Toolkit, Centre Stand, Speedometer, **Air Cleaner, **Stoplight and **Prop Stand	Electric Horn, Inflator, Toolkit, Speedometer, Centre Stand, Air Cleaner, Stoplight and Prop Stand	Electric Horn, Inflator, Toolkit, Speedometer, Stoplight, Centre Stand and Prop Stand