

1965



**Royal Enfield**

BACKGROUND to RELIABILITY

# INTRODUCTION

Glance at the following pages, get 'genned' up on the super specifications of the new Royal Enfield range for 1965 . . . . and you will realise that there's plenty to get excited about and every reason for calling at your Royal Enfield stockist to see the machines for yourself.

The firm favourites are here, still the leaders in their class, and they have the latest refinements and improvements. In addition, there are three great new models — the Continental G.T., the Olympic, and the Turbo-Twin Sports. All are distinguished by those qualities you rightly expect in a Royal Enfield — the very best in performance, appearance and service, resulting from the use of only the finest quality materials at every stage of manufacture, and first-class British craftsmanship throughout.

# Turbo-Twin 250cc

## TURBO TWIN and TURBO TWIN SPORTS

Engine type	Two stroke
No. of Cylinders	Twin
Cylinder head	Light alloy
Cubic capacity	248
Bore and stroke	50 x 63.5
Compression ratio	8.7 to 1
B.H.P. x R.P.M.	17 and 6,000
Carburettor	Villiers S25
Lighting and charging set	A.C. rectified Villiers/Lucas
Ignition	Villiers energy transfer
Primary drive chain	$\frac{3}{4}$ " pitch
Final drive chain	$\frac{1}{2}$ " pitch
Rear suspension:	Pivoted Fork Hydraulic damping
Front Fork:	Telescopic
Hubs: Front	Automatic lubrication
Rear	Light alloy full width Standard
Gear ratios	5.85, 7.75, 11.12, 17.9
Tyre sizes: Front	3.25 x 17
Rear	3.25 x 17
M.P.H. per 1,000 r.p.m. in top gear	11.8
Approx. maximum speed (m.p.h.)	75
Approx. petrol consumption (m.p.g.)	80 - 85
Petrol tank capacity (galls.)	3 $\frac{1}{2}$
Oil tank capacity (pints)	—
Gearbox oil capacity (pints)	$\frac{1}{2}$
Brake dia. and width	
Front (ins.)	6 x 1
Rear (ins.)	6 x 1
Seat height approx. (ins.)	29 $\frac{1}{2}$
Wheelbase (ins.)	52
Overall width (ins.)	25 $\frac{1}{2}$
Ground Clearance (ins.)	5 $\frac{1}{2}$
Weight (lbs.)	298

Complete with electric horn, inflator, toolkit, speedometer and centre stand.

Standard Finish: Flame/Cream

Sports Finish: Flame only.

Chromium plated petrol tank and mudguards.

Sports-type handlebars.

# Standard & Sports

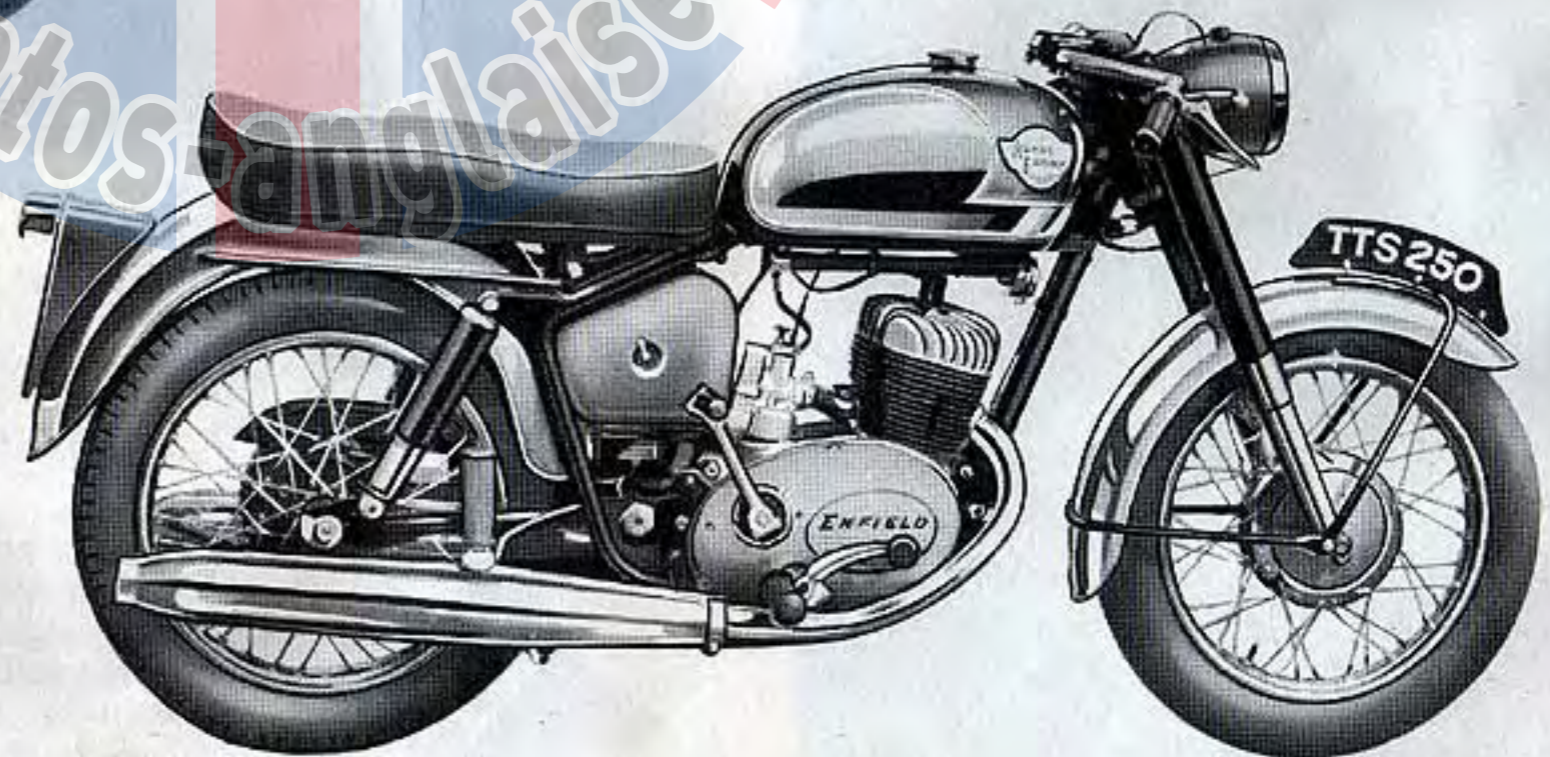
Royal Enfield



TURBO TWIN

**Geoff Duke says . . .**

*“Whether your choice is a Standard or Sports model, you’ll be thrilled with the exciting new Turbo-Twins—genuine value-for-money machines that lead the way in the twin cylinder two-stroke field.”*



TURBO TWIN SPORTS

# Royal Enfield

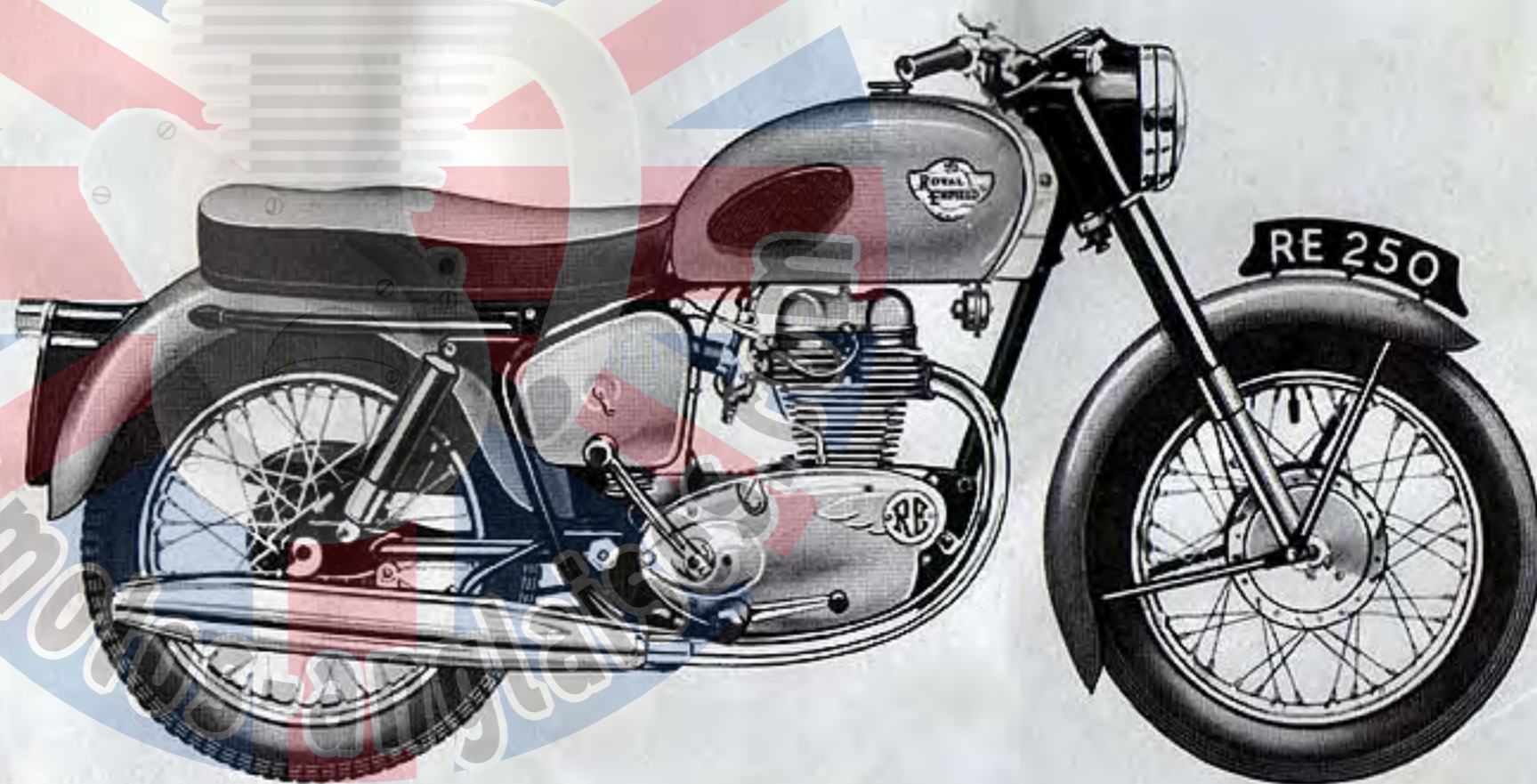
# 250 Clipper CC

## 250 CLIPPER

Engine type	Four stroke
No. of Cylinders	1 o.h.v.
Cylinder head	Light alloy
Cubic capacity	248
Bore and stroke	70 x 64.5
Compression ratio	9 to 1
B.H.P. x R.P.M.	14½ at 5,750
Carburettor	Amal Monobloc
Lighting and charging set	Lucas A.C. Rectifier
Ignition	D.C. Coil
Primary drive chain	¾" pitch
Final drive chain	½" pitch
Rear suspension:	Pivoted Fork
Front Fork:	Hydraulic damping
Hubs: Front	Telescopic
Rear	Automatic lubrication
Gear ratios	Light alloy full width
Tyre sizes: Front	Standard
Rear	6:14, 7-8, 11-05, 18-0
M.P.H. per 1,000 r.p.m. in top gear	3-25 x 17
Approx. maximum speed (m.p.h.)	3-25 x 17
Approx. petrol consumption (m.p.g.)	11-3
Petrol tank capacity (galls.)	75
Oil tank capacity (pints)	100
Gearbox oil capacity (pints)	3½
Brake dia. and width	3
Front (ins.)	¾
Rear (ins.)	6 x 1
Seat height approx. (ins.)	6 x 1
Wheelbase (ins.)	29
Overall width (ins.)	52
Ground Clearance (ins.)	25½
Weight (lbs.)	5½
	300

Complete with electric Horn, inflator, toolkit, speedometer and centre stand.

Finish: Flame/Cream

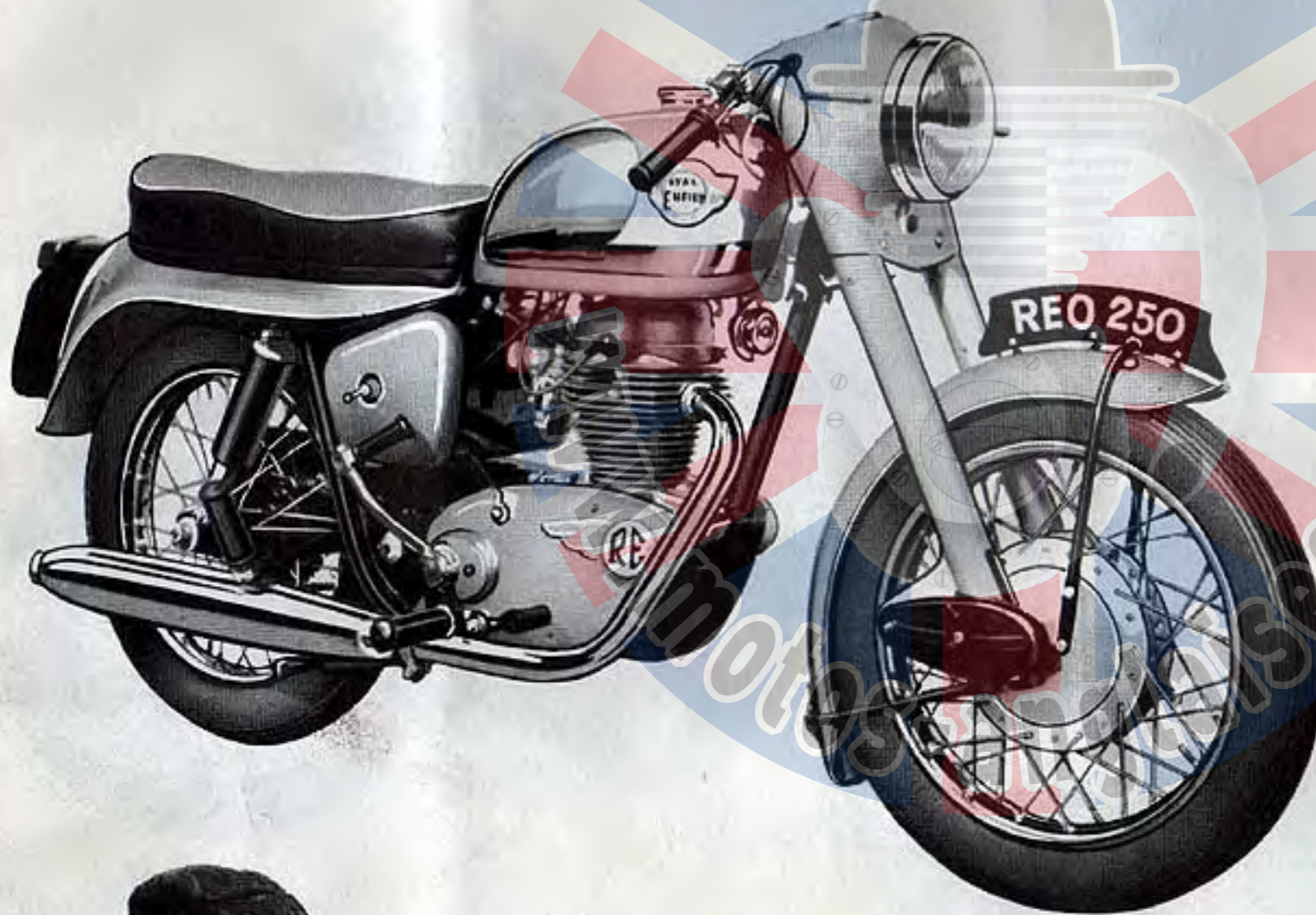


**Geoff Duke says . . .**

“If you’re looking for the safest and most economical general purpose machine—and a real good-looker, too—it’s the Clipper every time. Modest in cost and remarkably low on petrol consumption, it will save you money mile after mile.”

# Olympic 250 CC

## Royal Enfield



### OLYMPIC

Engine type	Four stroke
No. of Cylinders	1 o.h.v.
Cylinder head	Light alloy
Cubic capacity	248
Bore and stroke	70 x 64.5
Compression ratio	9 to 1
B.H.P. x R.P.M.	14½ at 5,750
Carburettor	Amal Monobloc
Lighting and charging set	Lucas A.C. Rectifier

Ignition	D.C. Coil
Primary drive chain	¾" pitch
Final drive chain	½" pitch
Rear suspension:	Pivoted Fork
	Hydraulic damping
Front Fork:	Leading link
	Hydraulic damping
Hubs: Front	Light alloy full width
Rear	Standard
Gear ratios	6-14, 7-8, 11-05, 18-0

Tyre sizes: Front	3-25 x 17
Rear	3-25 x 17

M.P.H. per 1,000 r.p.m. in top gear	11.3
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Approx. maximum speed (m.p.h.)	75
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Approx. petrol consumption (m.p.g.)	100
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Petrol tank capacity (galls.)	3½
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Oil tank capacity (pints)	3
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Gearbox oil capacity (pints)	½
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Brake dia. and width	
Front (ins.)	7 x 1½
Rear (ins.)	6 x 1

Seat height approx. (ins.)	29½
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Wheelbase (ins.)	52
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Overall width (ins.)	26
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Ground Clearance (ins.)	5½
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Weight (lbs.)	305
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**Geoff Duke says . . .**

*"A luxury sports model with smooth clean lines, the Olympic utilises the fabulous leading-link type front fork which provide such magnificent steering and stability."*

Complete with electric horn, inflator, toolkit, speedometer and centre stand

Finish: Polychromatic Blaze and Silver or Hi-Fi Blue and Silver

# Royal Enfield

# Crusader Sports

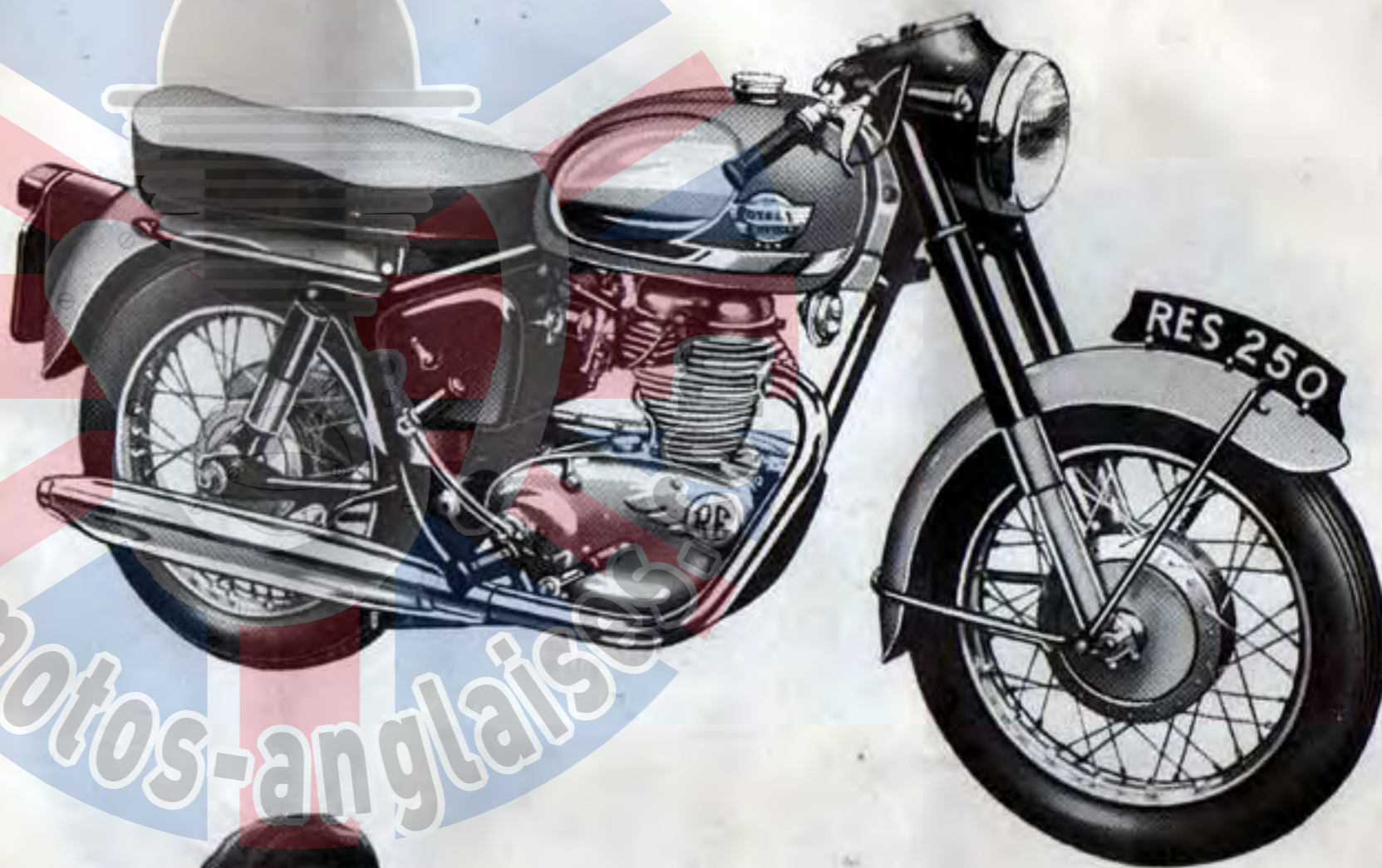
## 250 CC

### CRUSADER SPORTS

Engine type	Four stroke
No. of Cylinders	1 o.h.v.
Cylinder head	Light alloy
Cubic capacity	248
Bore and stroke	70 x 64.5
Compression ratio	9 to 1
B.H.P. x R.P.M.	17 at 7,250
Carburettor	Amal Monobloc
Lighting and charging set	Lucas A.C. Rectifier
Ignition	D.C. Coil
Primary drive chain	$\frac{3}{4}$ " pitch
Final drive chain	$\frac{1}{2}$ " pitch
Rear suspension:	Pivoted Fork
Front Fork:	Hydraulic damping Telescopic
Hubs: Front	Automatic lubrication
Rear	Light alloy full width Q.D.
Gear ratios	6:14, 7:8, 11:05, 18:0
Tyre sizes: Front	3.25 x 17
Rear	3.25 x 17
M.P.H. per 1,000 r.p.m. in top gear	11.3
Approx. maximum speed (m.p.h.)	75 - 80
Approx. petrol consumption (m.p.g.)	95
Petrol tank capacity (galls.)	$3\frac{1}{2}$
Oil tank capacity (pints)	3
Gearbox oil capacity (pints)	$\frac{1}{2}$
Brake dia. and width	
Front (ins.)	$7 \times 1\frac{1}{4}$
Rear (ins.)	$6 \times 1$
Seat height approx. (ins.)	29 $\frac{1}{2}$
Wheelbase (ins.)	52
Overall width (ins.)	26
Ground Clearance (ins.)	$5\frac{1}{2}$
Weight (lbs.)	305

Complete with electric Horn, inflator,  
toolkit, speedometer and centre stand.

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



**Geoff Duke says . . .**

*“Sporting riders have a genuine affection  
for the Crusader Sports. Get astride it,  
and you’ll realise why it is the most  
successful sports machine ever.”*

# Continental

## 250 CC

Royal Enfield



**Geoff Duke says . . .**

“This most distinctive sporting type has everything you could wish for—five-speed gearbox, rev counter, sweet purring power, magnificent steering and superb brakes—and look at that brilliant Polychromatic Blaze or Hi-Fi Blue finish!”

### CONTINENTAL

Engine type	Four stroke
No. of Cylinders	1 o.h.v.
Cylinder head	Light alloy
Cubic capacity	248
Bore and stroke	70 x 64.5
Compression ratio	9 to 1
B.H.P. x R.P.M.	20 at 7,500
Carburettor	Amal Monobloc
Lighting and charging set	Lucas A.C. Rectifier
Ignition	D.C. Coil
Primary drive chain	$\frac{3}{8}$ " pitch
Final drive chain	$\frac{1}{2}$ " pitch
Rear suspension:	Pivoted Fork
	Hydraulic damping
Front Fork:	Telescopic
	Automatic lubrication
Hubs: Front	Light alloy full width
Rear	Q.D.
Gear ratios (5-speed)	6.02, 7.52, 9.57 12.82, 17.4
Tyre sizes: Front	3.25 x 17
Rear	3.25 x 17
M.P.H. per 1,000 r.p.m. in top gear	11.54
Approx. maximum speed (m.p.h.)	80 - 85
Approx. petrol consumption (m.p.g.)	90
Petrol tank capacity (galls.)	3 $\frac{1}{2}$
Oil tank capacity (pints)	3
Gearbox oil capacity (pints)	$\frac{1}{2}$
Brake dia. and width	
Front (ins.)	7 x 1 $\frac{1}{2}$
Rear (ins.)	6 x 1
Seat height approx. (ins.)	29 $\frac{1}{2}$
Wheelbase (ins.)	52
Overall width (ins.)	26
Ground Clearance (ins.)	5 $\frac{1}{2}$
Weight (lbs.)	305

Complete with electric horn, inflator, toolkit, speedometer and centre stand

Finish: White as Standard Finish but also available in Polychromatic Blaze or Hi-Fi Blue with chromium plated petrol tank, mudguards, etc.

# Royal Enfield

# 250 CC Continental 'GT'

## CONTINENTAL G.T.

Engine type	Four stroke
No. of Cylinders	1 o.h.v.
Cylinder head	Light alloy
Cubic capacity	248
Bore and stroke	70 x 64.5
Compression ratio	9 to 1
B.H.P. x R.P.M.	20 at 7,500
Carburettor	Amal Monobloc
Lighting and charging set	Lucas A.C. Rectifier
Ignition	D.C. Coil
Primary drive chain	$\frac{3}{8}$ " pitch
Final drive chain	$\frac{1}{2}$ " pitch
Rear suspension:	Pivoted Fork
	Hydraulic damping
Front Fork:	Telescopic
	Automatic lubrication
Hubs: Front	Light alloy full width
Rear	Q.D.
Gear ratios (5-speed)	6.02, 7.52, 9.57 12.82, 17.4
Tyre sizes: Front	3.25 x 17
Rear	3.25 x 17
M.P.H. per 1,000 r.p.m. in top gear	11.54
Approx. maximum speed (m.p.h.)	80 - 85
Approx. petrol consumption (m.p.g.)	90
Petrol tank capacity (galls.)	3 $\frac{1}{2}$
Oil tank capacity (pints)	3
Gearbox oil capacity (pints)	$\frac{1}{2}$
Brake dia. and width	
Front (ins.)	7 x 1 $\frac{1}{2}$
Rear (ins.)	6 x 1
Seat height approx. (ins.)	29 $\frac{1}{2}$
Wheelbase (ins.)	52
Overall width (ins.)	26
Ground Clearance (ins.)	5 $\frac{1}{2}$
Weight (lbs.)	300

Complete with electric Horn, inflator, toolkit, speedometer and centre stand.

Finish: Polychromatic Silver with brilliant red petrol tank!

- \* Race proved Fibreglass petrol tank!
- \* Race styled dual seat!
- \* Clip-on handlebars!
- \* Sporty-style exhaust pipe!
- \* Polished front brake hub flanges!
- \* Polished aluminium mudguards!
- \* Chromed rear springs!



*Geoff Duke says . . .*

*"This is a really super version of the 'Continental' which will delight the young enthusiast with its sporty looks and traditional 'Continental' performance."*



# Bullet

# 350 CC

# Royal Enfield



## Geoff Duke says . . .

“Big brother to the ‘Crusader’, the ‘Bullet’ is a powerful compact job, with 17” diameter wheels and low seating it sets a new standard in safety and ease of handling.”

## 350 BULLET

Engine type	Four stroke
No. of Cylinders	1 o.h.v.
Cylinder head	Light alloy
Cubic capacity	346
Bore and stroke	70 x 90
Compression ratio	7.5 to 1
B.H.P. x R.P.M.	22 at 6,500
Carburettor	Amal Monobloc
Lighting and charging set	Lucas A.C. Rectifier
Ignition	D.C. Coil
Primary drive chain	1/2" pitch
Final drive chain	1/2" pitch
Rear suspension:	Pivoted Fork
	Hydraulic damping
Front Fork:	Telescopic
	Automatic lubrication
Hubs: Front	Light alloy full width
Rear	Q.D.
Gear ratios	5.15, 6.57, 9.27, 15.1
Tyre sizes: Front	3.25 x 17
Rear	3.25 x 17
M.P.H. per 1,000 r.p.m. in top gear	13-65
Approx. maximum speed (m.p.h.)	85
Approx. petrol consumption (m.p.g.)	80 - 85
Petrol tank capacity (galls.)	3 1/2
Oil tank capacity (pints)	3
Gearbox oil capacity (pints)	1/2
Brake dia. and width	
Front (ins.)	7 x 1 1/2
Rear (ins.)	6 x 1
Seat height approx. (ins.)	29 1/2
Wheelbase (ins.)	52
Overall width (ins.)	26
Ground Clearance (ins.)	5 1/2
Weight (lbs.)	310

Complete with electric horn, infistor, toolkit, speedometer and centre stand

Finish: Cambridge Blue and White

# Royal Enfield

# 750 Interceptor CC

## INTERCEPTOR

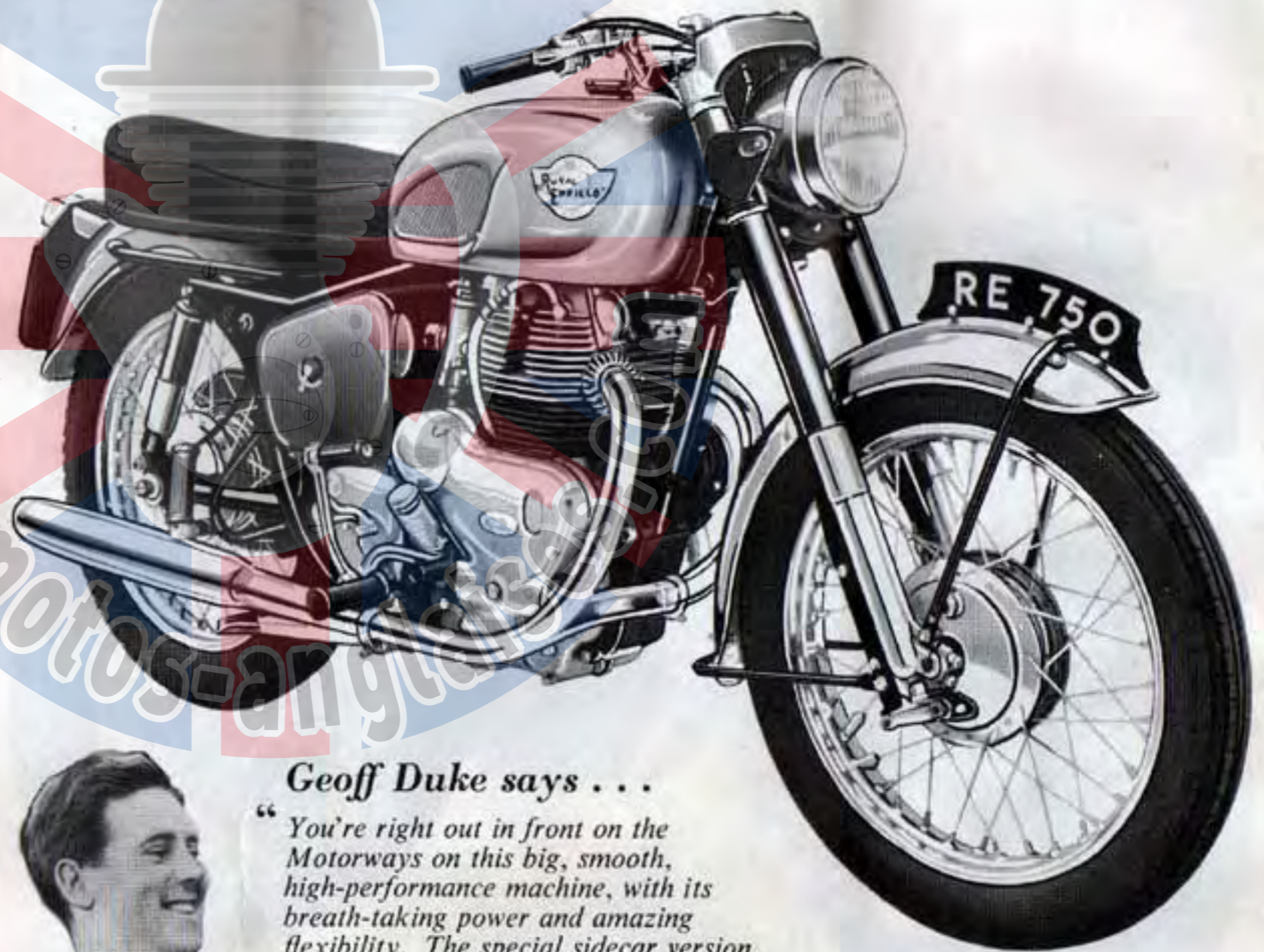
Engine type	Four stroke
No. of Cylinders	2 o.h.v.
Cylinder head	Light alloy
Cubic capacity	736
Bore and stroke	71 x 93
Compression ratio	8 to 1
B.H.P. x R.P.M.	52½ at 6,000
Carburettor	Two Amal Monoblocs
Lighting and charging set	Lucas A.C. Rectifier 12 volt
Ignition	Magneto
Primary drive chain	¾" duplex
Final drive chain	¾" pitch
Rear suspension:	Pivoted Fork
Front Fork:	Hydraulic damping Telescopic
Hubs: Front	Hydraulic damping
Rear	Light alloy full width Q.D.
Gear ratios	4-22, 5-72, 7-8, 11-75
Tyre sizes: Front	3-25 x 19
Rear	3-50 x 19
M.P.H. per 1,000 r.p.m. in top gear	18-4
Approx. maximum speed (m.p.h.)	110 - 115
Approx. petrol consumption (m.p.g.)	55
Petrol tank capacity (galls.)	4½
Oil tank capacity (pints)	4
Gearbox oil capacity (pints)	2
Brake dia. and width	
Front (ins.)	6 x 1 dual
Rear (ins.)	7 x 1
Seat height approx. (ins.)	31
Wheelbase (ins.)	57
Overall width (ins.)	26
Ground Clearance (ins.)	5½
Weight (lbs.)	410

complete with electric horn, inflator, toolkit, speedometer and centre stand.

American-type fascia panel containing speedometer, (and rev. counter if required).

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

Powerful dual front brakes. 12 volt lighting fitted as standard.



**Geoff Duke says . . .**

*"You're right out in front on the Motorways on this big, smooth, high-performance machine, with its breath-taking power and amazing flexibility. The special sidecar version is a must for sidecar enthusiasts."*

\* 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.



## *Sportsflow*

### BRILLIANT MODERN STYLING

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.



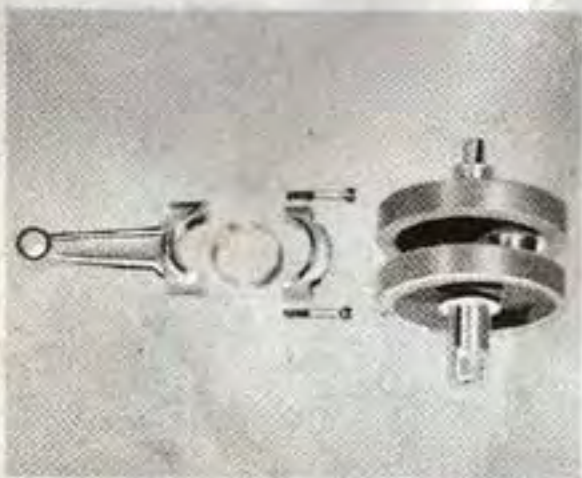
## *Airflow*

### COMPLETE WEATHER PROTECTION

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, and Olympic, the Airflow actually increases overall performance and gives up to 20% improvement in petrol consumption.

# Royal Enfield

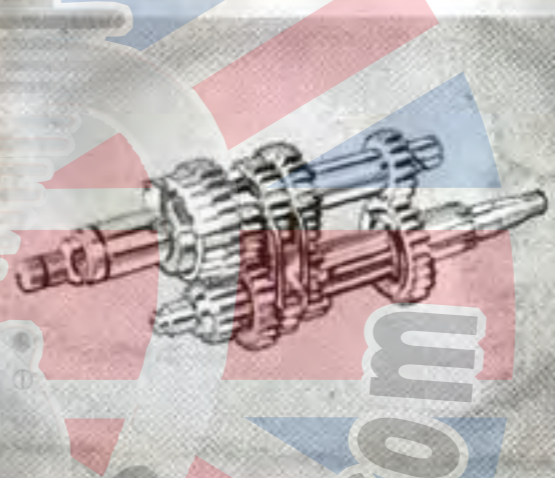
## EXCLUSIVE FEATURES



A spheroidal Graphite cast iron one piece crankshaft ensures absolute accuracy and alignment in manufacture and in servicing. Long life and 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.



Chain driven camshaft, which ensure long life and silence. Fitted to all 4-stroke engines.



### 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.

**THE ENFIELD CYCLE CO. LTD.**  
**REDDITCH WORCESTERSHIRE ENGLAND**

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