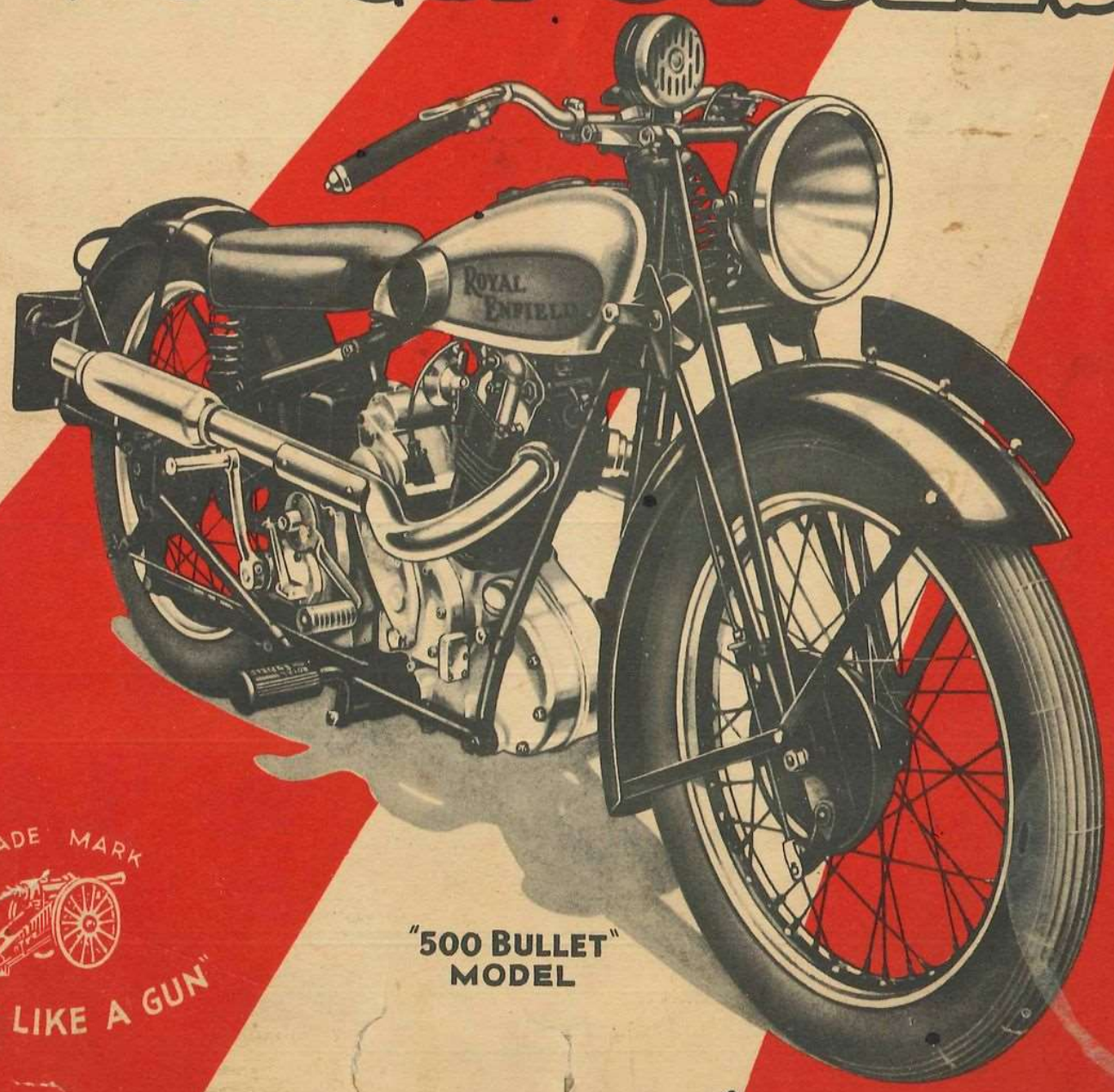


X.E.

ROYAL ENFIELD MOTOR CYCLES



TRADE MARK



MADE LIKE A GUN

"500 BULLET"
MODEL

ROYAL ENFIELD

MOTOR CYCLES

THE owner of a Royal Enfield motor cycle may well be proud of his choice. He possesses a motor cycle of the highest quality—a product of a famous factory. The first Royal Enfield motor vehicle was made as long ago as 1897. Since that date the name has been closely associated with the development of all phases of motor cycling. Many of the features which distinguish modern motor cycles were first introduced on Royal Enfield machines.

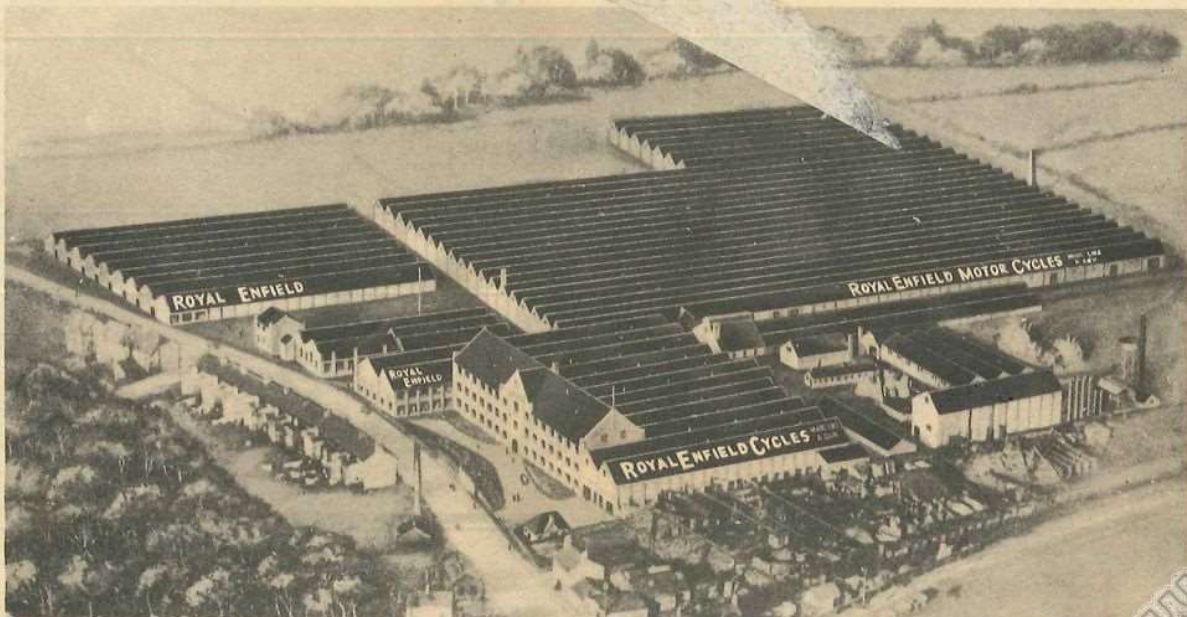
Throughout the world Royal Enfield motor cycles have an enviable reputation for reliability and longevity. Letters reach us from riders who still have in use Royal Enfields which they have ridden for tens of thousands of miles over a long period of years. Others relate enthusiastically of the performance of a fourth—fifth—or sixth Royal Enfield.

Behind every Royal Enfield is a tradition of many years of exhaustive research, clever design, careful manufacture, handsome appearance and impressive performance. The new models will enhance the high reputation earned by their predecessors.

The Royal Enfield Works are scientifically equipped with the most modern machinery for the production of first quality motor cycles on a large scale. From the 148 c.c. "Cycar" to the 976 c.c. "Big Twin" there is a model for every motor cyclist—every model a leader in its class. Thoroughbreds every one!

ROYAL ENFIELD SIDECARS

The Sidecars illustrated in this Catalogue are made throughout in the Royal Enfield Works. They are modern in every way and cater to all tastes. The chassis are made of finest welded steel tubing, and specially selected timber is used for the framework of the bodies. The latter are panelled in sheet metal, polished aluminium or figured fabric on plywood.



AERIAL VIEW OF THE ROYAL ENFIELD WORKS

ROYAL ENFIELD

"BULLET" MODELS

250 c.c.—350 c.c.—500 c.c.

Introducing a New Range of Sports Machines

THE vogue of the high efficiency sports motor cycle has produced nothing finer than the Royal Enfield "Bullet" models.

Whether your choice is a 250 c.c., a 350 c.c. or a 500 c.c. machine, there is a Royal Enfield "Bullet" which exactly meets your requirements.

These models incorporate the very latest ideas of the motor cycle world, have an extremely high standard of performance, handle perfectly, are handsomely finished and superbly equipped.

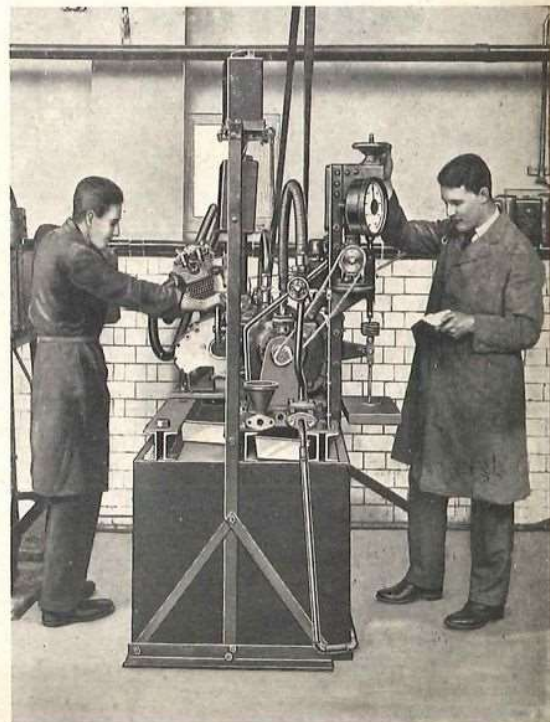
The inclined two-port O.H.V. engines have high compression pistons and are specially tuned. The valve springs are of Air Board Specification D.T.D.5A spring steel. Four-speed gear boxes with positive change foot control are fitted. The exhaust pipes and round silencers are attractively upswept and leg-guards are provided on the pipes.

The "Bullet" models have every modern refinement for ensuring the highest degree of performance, comfort and appearance, including Duplex frame, Pump Carburettor with twist grip control, "tidy" Handlebar with outside cables for clutch, front brake, etc., Aluminium Chain-case for primary drive, Cush Drive in rear hub, quickly detachable Rear Mudguard, finger adjustment to both Brakes, spring seat Saddle, and large saddle Tank incorporating control panel. The tank, handlebars, wheel rims and other bright parts are all heavily chromium plated.

On another page will be found a table giving details of the performance of Royal Enfield models, and we direct your attention to these figures with a certain amount of pride in the capabilities of our machines.

The figures shown for "Bullet" Models are for engines fitted with standard pistons, giving compression ratios suitable for use with fuels ordinarily obtainable. For racing purposes, where a proportion of pure Benzole can be used, special higher compression pistons can be supplied, which will give higher speeds.

If you wish to purchase a sports motor cycle which is capable of a very high performance, has a most impressive appearance, and will give you long and faithful service, you will buy a Royal Enfield "Bullet."



A ROYAL ENFIELD "BULLET" ENGINE BEING TESTED IN THE DYNAMOTOR HOUSE.

OUTSTANDING FEATURES OF

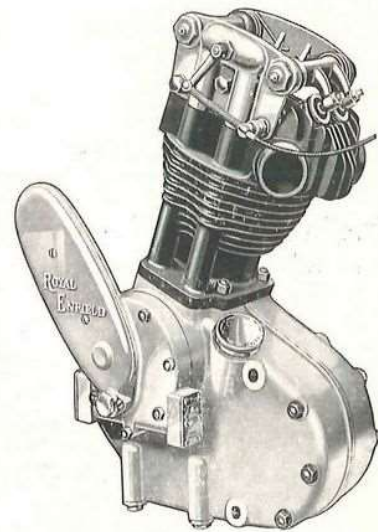
THE ENGINE

Every Royal Enfield engine has a performance high in its class combining speed, reliability, smoothness, silence and economy.

The O.H.V. "Bullet" models are fitted with tuned engines of outstanding speed and power and will appeal immediately to the sporting rider and to all who appreciate high performance.

All engines, including side-valve models and the 225 c.c. two-stroke, have detachable cylinder heads, which considerably reduce the time necessary for decarbonisation. All Models, except A and K, have the oil reservoir cast integral with the crankcase.

The oil feed is direct to the big end and there are no external oil pipes. The accompanying illustration shows the clean exterior of the four-valve engine fitted to the "500 Bullet."



CUSH DRIVE REAR HUB

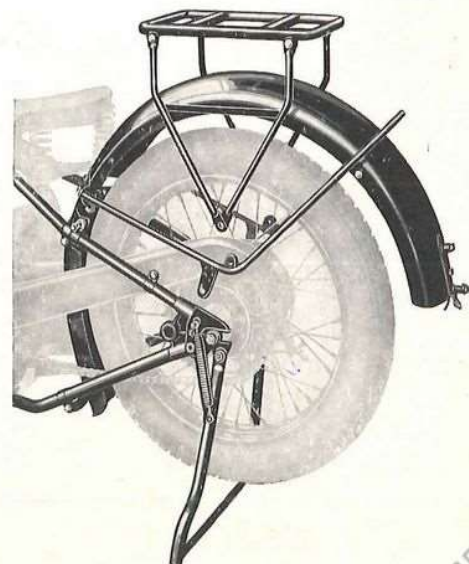
The patent cush drive hub fitted in the rear wheel of all Royal Enfield motor cycles takes up the drive with great flexibility and smoothness, entirely eliminating the harshness otherwise

present in a chain drive. Both driving and rebound shocks are absorbed by blocks of solid rubber enclosed in the rear driving sprocket. The accompanying illustration shows the inside of the driving sprocket and the outside of the hub. When in position the rubber blocks act as buffers between the metal vanes.

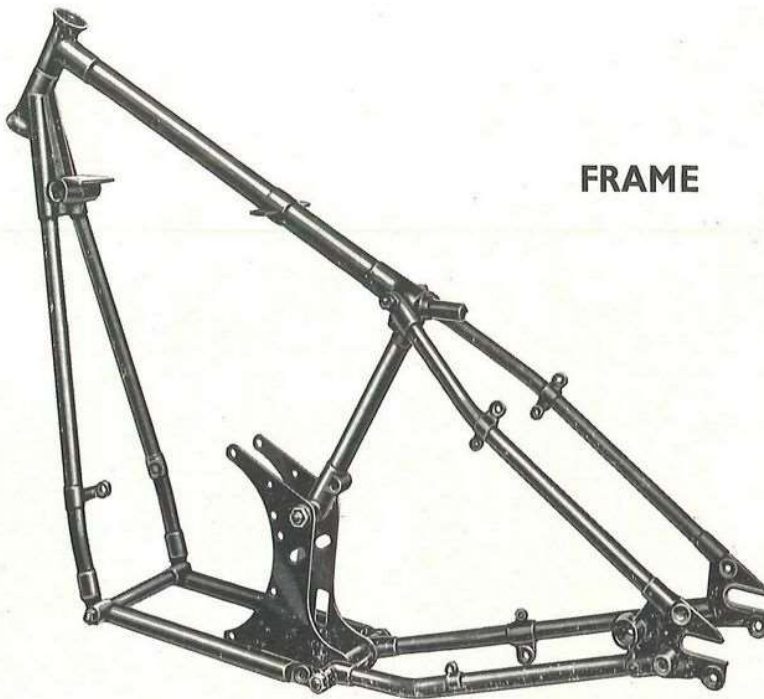


DETACHABLE REAR MUDGUARD AND CARRIER

On all Royal Enfield motor cycles the rear mudguard (and carrier when fitted) can be instantly detached by loosening four nuts only and swinging the entire assembly out of the slotted lugs which secure it. This will be found to be a great advantage when removing the rear wheel. In addition, tyre repairs can be undertaken with the wheel in position in the machine. As shown, the carrier alone can be readily removed when not required.



ROYAL ENFIELD MOTOR CYCLES



FRAME

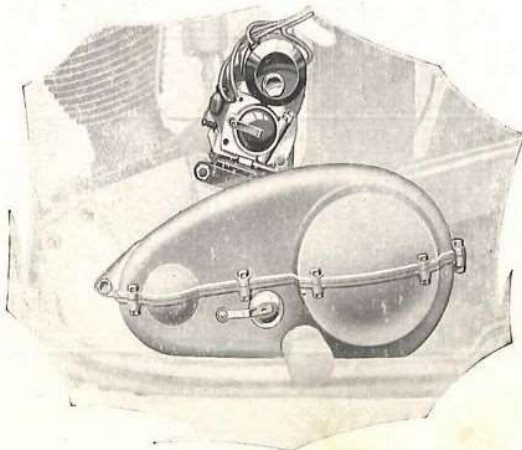
Every Royal Enfield motor cycle is fitted with a duplex frame of great strength and rigidity. These withstand the stresses imposed by the powerful engines and are designed to maintain perfect alignment when used continually at high speeds on the roughest roads. By careful design, scientific brazing and the use of only the best quality weldless steel tubing, the weight of

these frames has been kept as low as possible consistent with their great strength. A feature of the design is that the engine crankcase is relieved of all stress due to road shocks. On the larger models, which are suitable for use with a sidecar, integral lugs are built-in for sidecar attachment.

POSITION OF MAGNETO

The magneto (or magdyno) on every Royal Enfield motor cycle is placed behind the engine. It is obvious that this is the correct situation for so vital an instrument. Placed well up behind the cylinder, and above the gear box, it is completely protected from mud and wet and is kept warm and dry by the heat from the engine. An additional advantage of housing the magneto (or magdyno) in this position is that it does not impair the cooling of the engine as is the case when placed in front.

OIL BATH CHAIN CASE



On all models except "A" the primary chain is completely enclosed in a cast aluminium case. This may be filled with oil up to the level of the lower run of the chain, which thus works under ideal conditions of perfect lubrication and freedom from road dirt, etc.

The difference in general sweetness of running which results from this lubrication of the chain is most remarkable, and in addition the chain will give many times the service of an unprotected one.

SOMETHING NEW IN MOTORING

ROYAL ENFIELD

1.48 h.p. "CYCAR"

SCIENTIFICALLY designed—all mechanical parts are enclosed, enabling you to ride it at a moment's notice without special motoring kit. Further, it can be wiped down in a few minutes. The controls are simplicity itself, ensuring easy management under all road conditions. Cost of petrol and oil is negligible.

Although totally enclosed the carburettor, sparking plug and magneto are immediately accessible. By a special design the cylinder holding-down bolts are also readily accessible, thus enabling the engine to be decarbonised as easily and quickly as in a conventional motor cycle.

The machine is built of finest quality materials, is strong and reliable, and embodies improvements that make for safety, comfort and efficiency.

It is light in weight and needs no effort to handle. It takes up very little space and can be garaged without difficulty. Handsomely finished in black, relieved with bronze lining, it is a machine you will be proud to own and to ride.

As suitable for a long tour as for a shopping expedition or the daily ride to business. Speedier than a bicycle—less costly and cheaper to maintain than a heavy motor cycle. The Royal Enfield "Cycar" is suitable for young and old of either sex.

In short, if business or pleasure takes you outdoors, the Royal Enfield "Cycar" is a necessity rather than a luxury. The very moderate price, brings it within reach of practically everyone.

Remember! the price quoted for the "Cycar" is for a machine complete with Electric Lighting Set and Legshields.

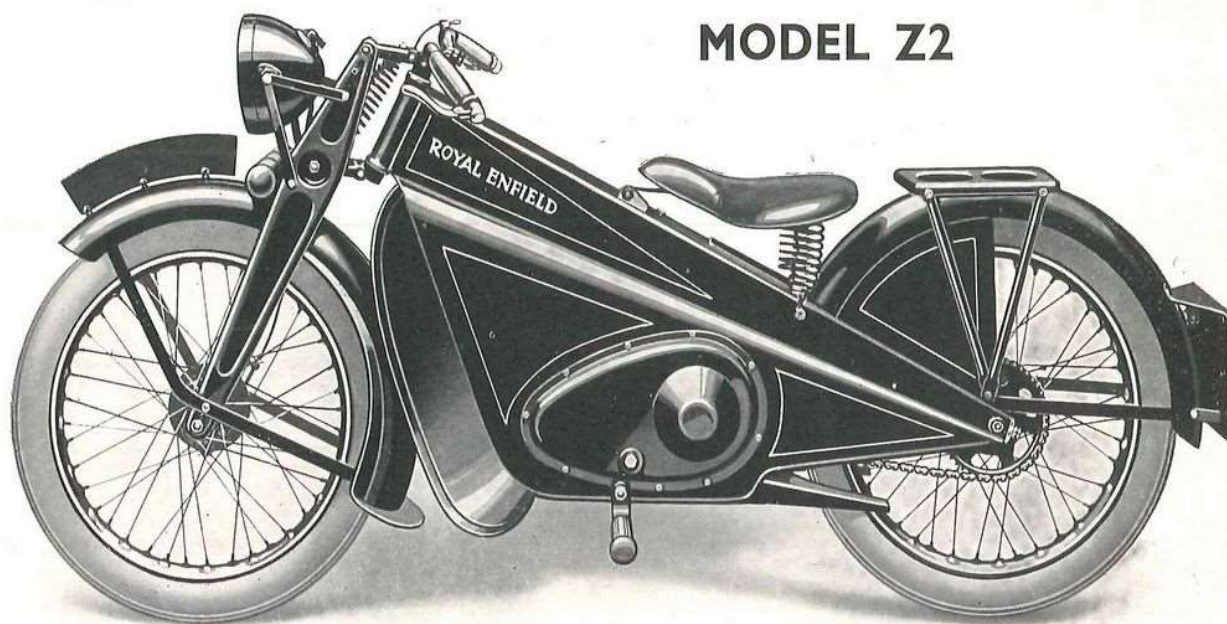
TESTIMONY THAT TELLS

One of the letters in our possession from satisfied "Cycar" Owners.

"To get there I had to go to Porlock Village, and as the machine had always pulled remarkably well I thought I would try it up **the hill**. I did so, and to my surprise only found it necessary to change into low gear for a very short distance. In fact, it pulled so well that I tried it on Lynton Hill and came up easily on middle gear. Since I have had the machine nothing has been adjusted. In fact, I have nothing but **praise** for the little machine."—*Mr. N. E. Sweet, Yeovil.*

ROYAL ENFIELD 1.48 h.p. "CYCAR"

MODEL Z2



SPECIFICATION

- FRAME** - - Of most advanced design and construction. Made from a single steel pressing, forming a light, rigid and unbreakable unit. It encloses the entire engine, gearbox, etc.; detachable pressed steel legshields adding further to the cleanliness of machine and rider. Adjustable handlebars and footrests.
- ENGINE** - - 148 c.c. single cylinder two-stroke, bore and stroke 56×60 m/m. Roller bearing big end. Piston of special aluminium alloy.
- LUBRICATION** By oil mixed with petrol.
- CARBURETTOR** Two lever type, fitted with air cleaner.
- IGNITION** - - Villiers flywheel magneto with fixed ignition.
- LIGHTING SET** Head lamp, 7in. diameter, and rear light. Direct lighting from special coils in flywheel magneto. Special magnets giving large dynamo output. Parking light from dry battery.
- GEAR BOX** - - Of substantial construction, the gears being of high tensile alloy steel. The pivotal mounting renders chain adjustment simple. Handlebar-controlled clutch and kick starter. Standard gear ratios: 7·2, 12·8 and 20 to 1.
- TRANSMISSION** Roller chains of highest quality. Front chain totally enclosed and running in oil. Patent cush drive in rear hub absorbs all transmission shocks.
- TANK** - - - Welded steel construction, capacity 1½ gallons. The tank is entirely separate from the frame. An oil measure is attached to the filler cap.
- BRAKES** - - - Internal expanding brakes to both wheels. Finger adjustment to both brakes.
- TYRES** - - - Dunlop cord, 25×2·75in., wired on.
- MUDGUARDS** - - Wide valanced front guard, and rear guard with large side valances. Rear guard and carrier quickly detachable.
- STAND** - - - Spring-up central stand.
- EQUIPMENT** - - Tool roll with set of tools and grease-gun, in container beneath the saddle. Inflator on clips welded to the frame.

MODEL Z2 to specification above, including Electric Lighting Set

Extra for Special Lighting Set with 6-volt accumulator, charged through a rectifier from flywheel generator,



GENERAL SPECIFICATION OF ROYAL ENFIELD MOTOR CYCLES

(MODELS A, C, BO, G, LF, L and K)

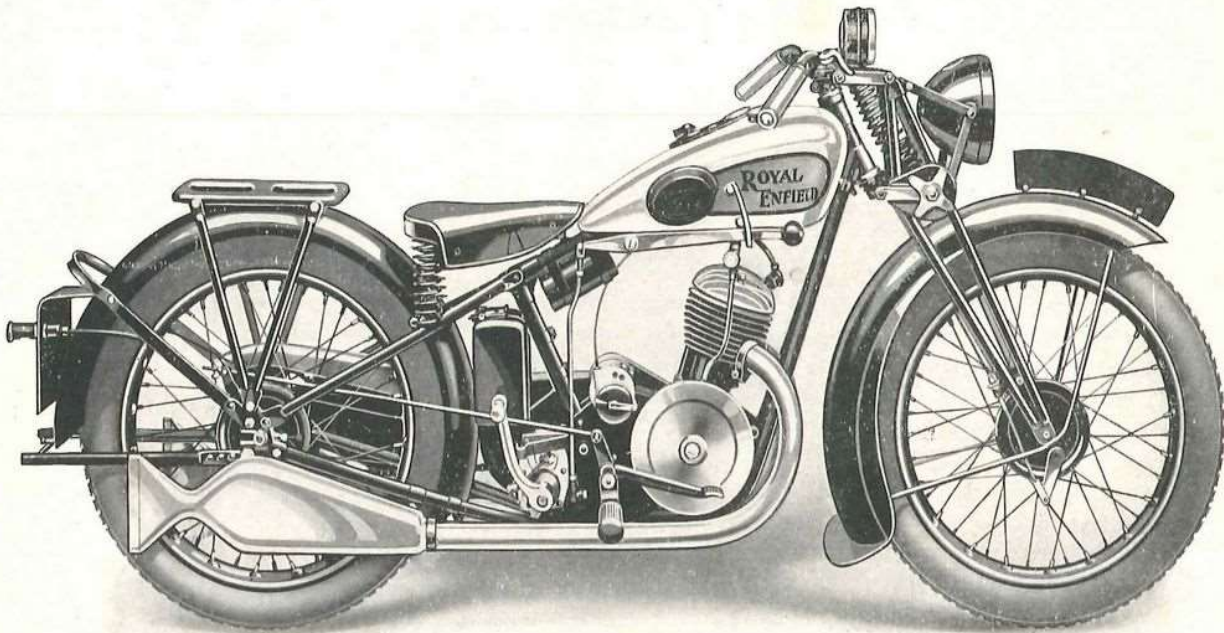
- ENGINE** - - Piston of special aluminium alloy, heat treated. Large floating gudgeon pin. Very rigid flywheel assembly, connecting rod and crankcase. Roller bearings to big end and both mainshafts. Valves of the finest quality valve steel, hardened by the nitride process. Hardened valve guides. Valve springs of specially tempered steel. All models have detachable cylinder heads. Side-valve models have enclosed tappets and valves. Overhead valve engines have enclosed push rods, and provision is made for grease-gun lubrication to inlet valve guides.
- LUBRICATION** Models A, C, BO and K have a variable feed mechanical pump. Other models are lubricated by the Royal Enfield dry-sump system. This is entirely self-contained and has no high-speed moving parts, ball or disc valves or external oil pipes. Oil is fed direct to the big end and can be seen returning to the oil compartment on removal of the filler cap. Two large and accessible filters are provided.
- FRAME** - - Of duplex type, combining strength and rigidity with moderate weight. Built throughout of the finest quality weldless steel tubing with liners where necessary. Lugs for sidecar attachment on all but lightweight models.
- FRONT FORK** - Central compression spring type, giving perfect steering and road-holding qualities. On all except lightweight machines finger adjusted shock absorbers are fitted and steering dampers are provided on all except Model A.
- GEAR BOX** - Four-speed gear on all except Model A. The gear box is pivotally mounted between the rear engine plates. Hand control on S.V. models; positive change foot control standard on O.H.V. models—hand controlled to order.
- TRANSMISSION** Roller chains throughout; patent cush drive in rear hub, absorbing all engine shocks. Primary chain on all except Model A enclosed in aluminium oil-bath case.
- TANK** - - - Welded steel construction, practically eliminating all risk of leakage. Rubber knee grips are a standard fitment.
- SADDLE** - - Comfortable spring seat saddle.
- MUDGUARDS** - Efficient wide mudguards. Rear guard quickly detachable for access to rear wheel.
- CARRIER** - - The two-stroke and side-valve machines have a pressed steel carrier which is fixed to the rear mudguard, and is removed when detaching the latter. It can also be detached separately if desired.
- HUBS** - - - Royal Enfield, fitted with non-adjustable deep-groove single row ball races.
- BRAKES** - - Internal expanding, of Royal Enfield manufacture. Special linings giving smooth, powerful action, long life and freedom from scoring. Finger adjustment to both brakes on all models.
- HANDLEBAR** - The handlebar is of the "clean" type, with twist grip throttle and outside cables to front brake, clutch and exhaust valve lifter. On machines with electric equipment a dipper switch is neatly incorporated.
- EQUIPMENT** - Tool bag, with complete set of tools, grease gun and inflator.
- ELECTRIC EQUIPMENT** - When an electric lighting set is fitted, a control panel containing the switch and ammeter is mounted in the tank top. In the case of Model A, fitted with coil ignition, the panel houses also the ignition switch and warning light. The large head lamp has a double filament bulb, giving a dipping beam, and incorporates a separate bulb for parking purposes. The bulb in the rear lamp is mounted on a rubber diaphragm. The battery is fitted neatly beneath the saddle on all except Model K, where it is placed between the front down tubes of the frame.



www.rpw.it

ROYAL ENFIELD MODEL A

2.25 h.p. TWO - STROKE



SPECIFICATION

- ENGINE** - - 225 c.c. single cylinder two-stroke, bore and stroke 64x70 m/m. Two exhaust ports. Detachable aluminium alloy cylinder head.
- LUBRICATION** Royal Enfield adjustable mechanical pump.
- CARBURETTOR** Twist grip control to throttle, air slide for starting operated by knob on carburettor. Large dust cap.
- GEAR BOX** - Three-speed. Standard ratios: 5, 7.4 and 14.8 to 1. Kick starter and handlebar-controlled clutch.
- IGNITION AND LIGHTING SET** Lucas 6-volt Coil Ignition and Electric Lighting Set. Handlebar control to ignition.
- BRAKES** - - Internal expanding, front and rear, 5in. diameter. Finger adjustment to both brakes.
- TYRES** - - - Dunlop cord, 25x3in.
- STAND** - - Rear spring-up stand.
- FINISH** - - **Best quality black enamel. Usual bright parts chromium plated. Chromium plated tank with green panels.**

This Model can be supplied with the frame, forks, mudguards and tank finished in maroon without extra charge.

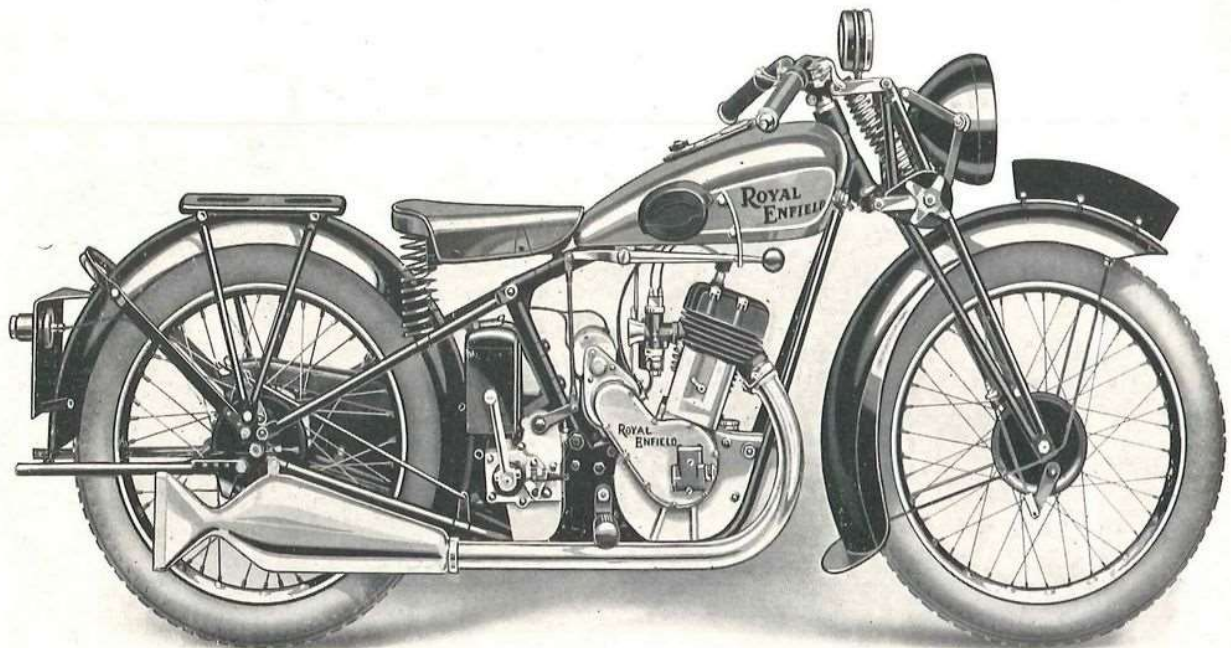
MODEL A to specification above, including 6-volt Coil Ignition and Electric Lighting Set.

Extra for Electric Horn,



ROYAL ENFIELD MODEL C

3.46 h.p. SIDE-VALVE



SPECIFICATION

- ENGINE** - - 346 c.c. single cylinder, bore and stroke 70×90 m/m. Side valves. Detachable cylinder head. Lubricating oil container in crankcase.
- LUBRICATION** Mechanical pump with adjustable sight feed. The entire system is self-contained and has no external oil pipes. Oil delivery direct to big end.
- CARBURETTOR** Twist grip control to throttle, handlebar lever control to air slide.
- GEAR BOX** - **Four-speed. Hand control.** Standard ratios: 6.2, 8.4, 11.1 and 18.1 to 1. Kick starter and handlebar-controlled clutch.
- IGNITION** - - High tension magneto placed behind engine.
- BRAKES** - - Internal expanding, front and rear, 5in. diameter. Finger adjustment to both brakes.
- TRANSMISSION** Front chain totally enclosed in cast aluminium oil-bath case.
- TYRES** - - - Dunlop cord, 26×3.25in.
- STAND** - - Rear spring-up stand.
- FINISH** - - **Best quality black enamel. Bright parts chromium plated. Chromium plated tank with green panels.**

MODEL C to specification above, without Lighting

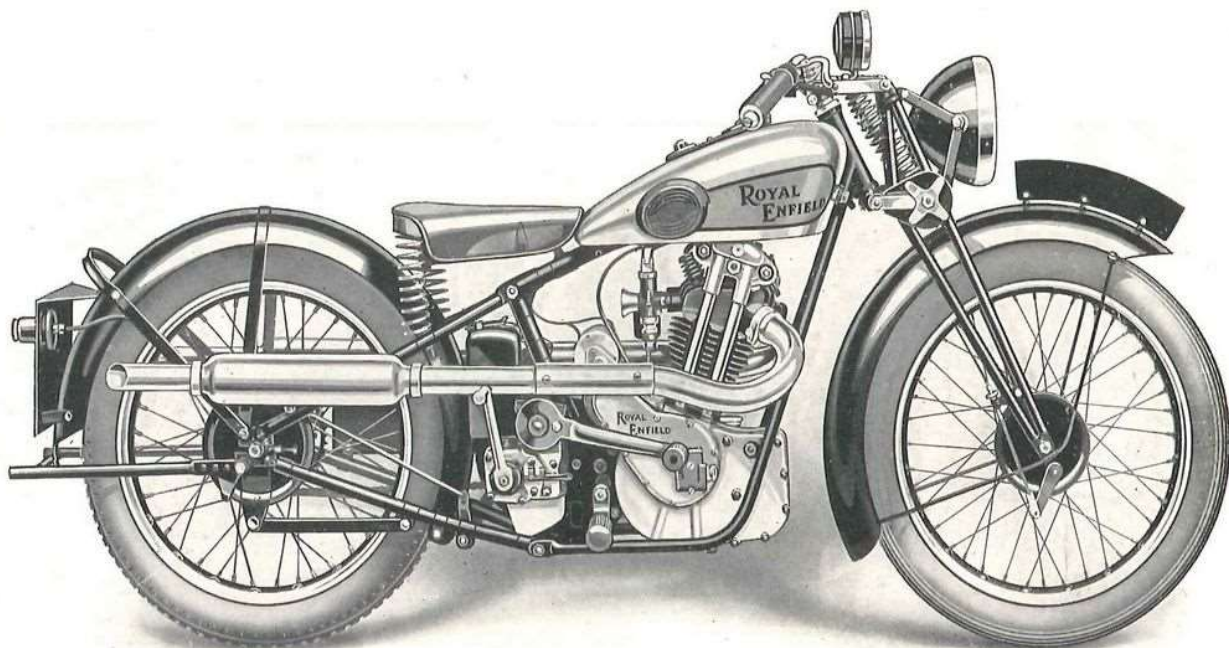
EXTRA FOR LUCAS MAGDYNO ELECTRIC LIGHTING SET,

ELECTRIC HORN,



ROYAL ENFIELD "250 BULLET"

TWO-PORT O.H.V.



SPECIFICATION

- ENGINE** - - 248 c.c. two-port O.H.V. single cylinder, bore and stroke 64×77 m/m. **Tuned engine with high compression piston.** Push rods and rockers enclosed and automatically lubricated. Lubricating oil container in crankcase.
- LUBRICATION** Mechanical pump with adjustable sight feed. The entire system is self-contained and has no external oil pipes. Oil delivery direct to big end.
- CARBURETTOR** Pump carburettor for quick acceleration, with twist grip control to throttle, handlebar lever control to air slide.
- GEAR BOX** - **Four-speed. Positive change foot control.*** Standard ratios: 6·2, 8·4, 11·1 and 18·1 to 1. Kick starter and handlebar-controlled clutch.
- IGNITION** - - High tension magneto placed behind engine.
- BRAKES** - - Internal expanding. Front 5in. diameter; rear 6½in. Finger adjustment to both brakes.
- TRANSMISSION** Front chain totally enclosed in cast aluminium oil-bath case.
- TYRES** - - - Dunlop cord, 25×3in. **STAND**—Rear spring-up stand.
- EXHAUST SYSTEM** Two upswept pipes with round silencers.* Leg guards fitted to pipes.
- FINISH** - - **Bright parts, including tank, wheel rims and handlebar, chromium plated. Frame, mudguards, etc., highest quality black enamel.**

* Hand-controlled four-speed gear and downswept exhaust pipes, if desired, without extra charge.

MODEL BO "250 BULLET" to specification above, without Lighting

EXTRA FOR LUCAS MAGDYNO ELECTRIC LIGHTING SET,

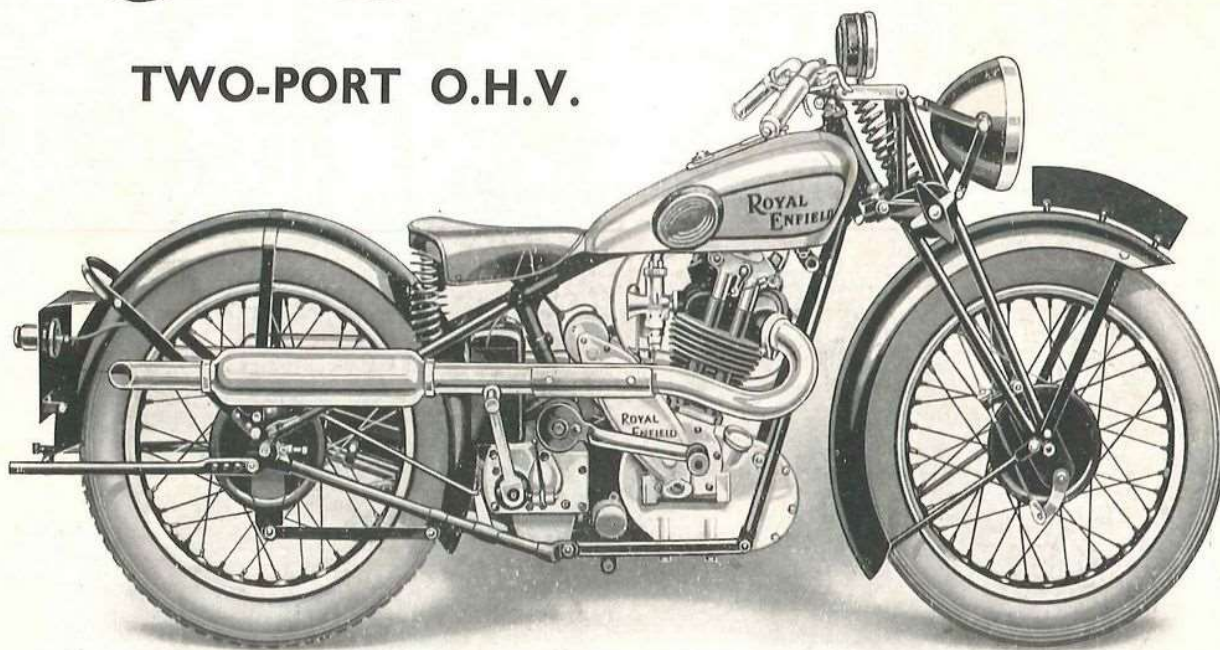
ELECTRIC HORN,



ROYAL ENFIELD

"350 BULLET"

TWO-PORT O.H.V.



SPECIFICATION

- ENGINE** - - 346 c.c. two-port O.H.V. single cylinder, bore and stroke 70×90 m/m. **Tuned engine with high compression piston.** Push rods and rockers enclosed and automatically lubricated. Two camshafts with wide cams operating directly on to large diameter flat base tappets.
- LUBRICATION** Royal Enfield dry-sump circulating system.
- CARBURETTOR** **Pump carburettor for quick acceleration.** Twist grip control to throttle, handlebar lever control to air slide.
- GEAR BOX** - **Heavyweight four-speed. Positive change foot control.*** Standard ratios: Solo, 5·5, 7·2, 9·9 and 15·3 to 1. Sidecar, 6·5, 8·5, 11·7 and 18 to 1. Kick starter and handlebar-controlled clutch.
- IGNITION** - - High tension magneto placed behind engine.
- BRAKES** - - Internal expanding, front and rear, 6½ in. diameter. Finger adjustment to both brakes.
- TRANSMISSION** Front chain totally enclosed in cast aluminium oil-bath case.
- TYRES** - - - Dunlop cord, 26×3 in. **STAND**—Rear spring-up stand.
- EXHAUST SYSTEM** Two upswept pipes with round silencers.* Leg guards fitted to pipes.
- FINISH** - - **Bright parts, including tank, wheel rims and handlebar, chromium plated. Frame, mudguards, etc., highest quality black enamel.**

* Hand-controlled four-speed gear and downswept exhaust pipes, if desired, without extra charge.

MODEL G "350 BULLET" to specification above, without Lighting

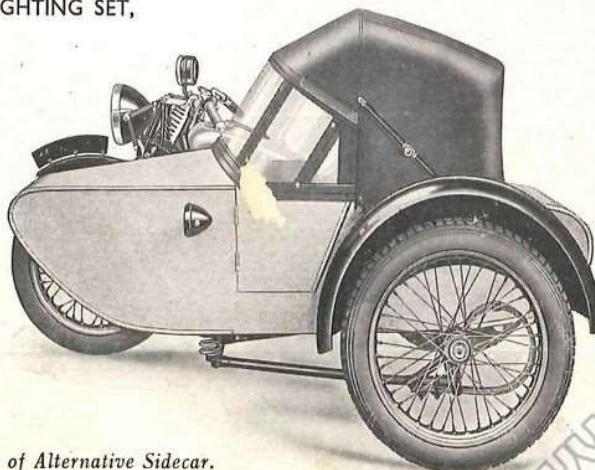
EXTRA FOR LUCAS MAGDYNO ELECTRIC LIGHTING SET,
ELECTRIC HORN,

"350 BULLET" COMBINATION

"350 Bullet" with Model 11 Sidecar. No. 1 Chassis. Body panelled in aluminium fabric. Windscreen and collapsible hood.



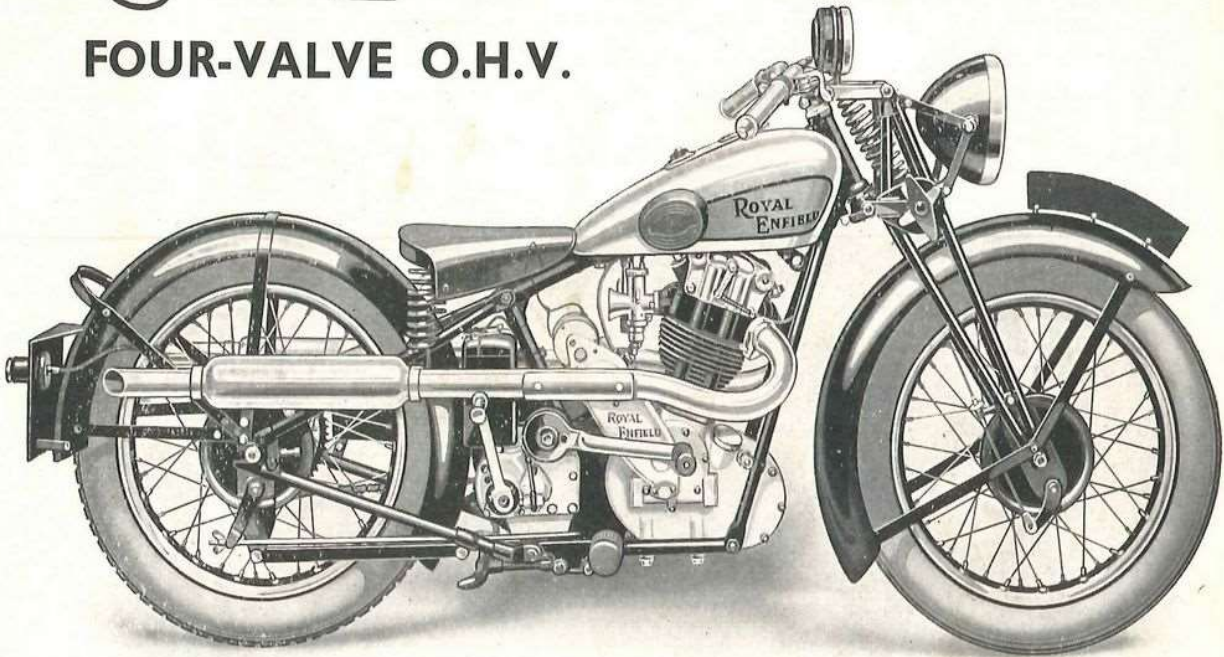
Extra or Lucas Magdyno
Electric Lighting Set -
Electric Horn



ROYAL ENFIELD

"500 BULLET"

FOUR-VALVE O.H.V.



SPECIFICATION

- ENGINE** - - 488 c.c. four-valve O.H.V. single cylinder, bore and stroke 85.5×85 m/m. **Tuned engine with high compression piston.** Valves operated by push rods and roller bearing rockers. Separate tappet adjustment for each valve. Extra strong valve springs. Two camshafts with wide cams operating directly on to large diameter flat base tappets.
- LUBRICATION** Royal Enfield dry-sump circulating system.
- CARBURETTOR** **Pump carburettor for quick acceleration,** with twist grip control to throttle, handlebar lever control to air slide.
- GEAR BOX** - **Heavyweight four-speed. Positive change foot control.*** Standard ratios: Solo, 5, 6.5, 9 and 13.9 to 1. Sidecar, 5.8, 7.6, 10.4 and 16.1 to 1. Kick starter and handlebar-controlled clutch.
- IGNITION** - - High tension magneto placed behind engine.
- BRAKES** - - Internal expanding, front and rear, 6½ in. diameter. Ribbed drum to rear brake. Finger adjustment to both brakes.
- TRANSMISSION** Front chain totally enclosed in cast aluminium oil-bath case.
- TYRES** - - - Dunlop cord, 26×3.25 in. **STAND**—Patent central prop stand.
- EXHAUST SYSTEM** Two upswept pipes with round silencers.* Leg guards fitted to pipes.
- FINISH** - - **Bright parts, including tank, wheel rims and handlebar, chromium plated. Frame, mudguards, etc., highest quality black enamel.**

* Hand-controlled four-speed gear and downswept exhaust pipes, if desired, without extra charge.

MODEL LF "500 BULLET" to specification above, without Lighting

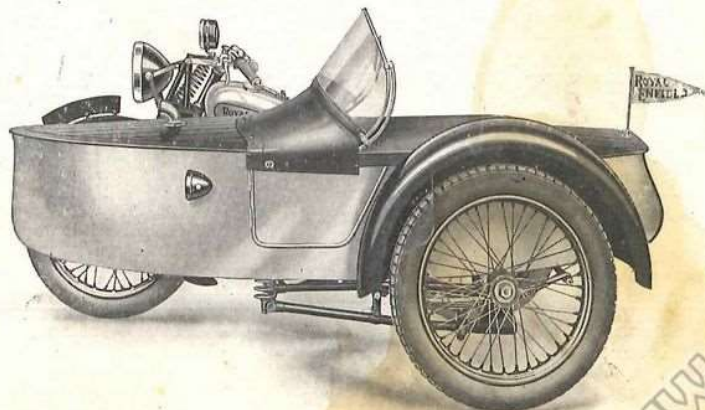
EXTRA FOR LUCAS MAGDYNO ELECTRIC LIGHTING SET,
ELECTRIC HORN,

"500 BULLET" COMBINATION

"500 Bullet" with Model 5 Sidecar, No. 2 Chassis. Sides of polished aluminium; "deck" mahogany finish. Curved wind-screen with plated edge.



Extra for Lucas Magdyno
Electric Lighting Set -
Electric Horn



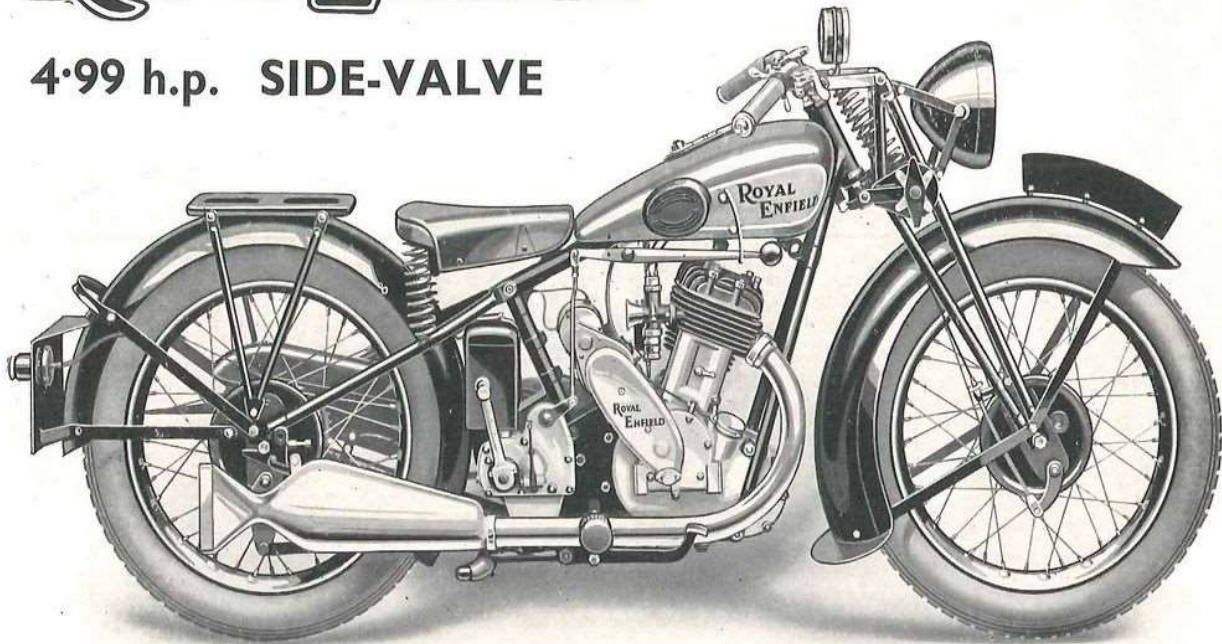
See page Sixteen for Prices of Alternative Sidecars.

Page Thirteen

ROYAL ENFIELD

MODEL L

4.99 h.p. SIDE-VALVE



SPECIFICATION

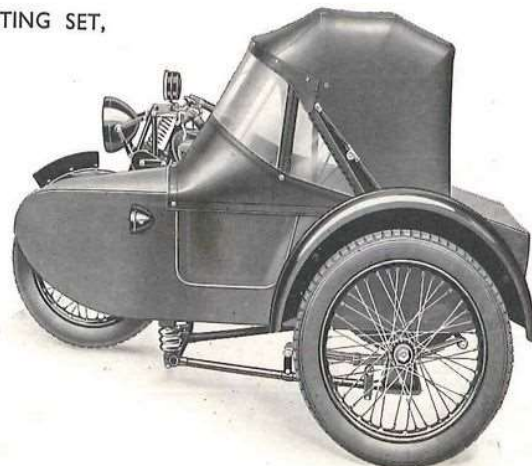
- ENGINE** - - 499 c.c. single cylinder side-valve, bore and stroke 80×99.25 m/m. Detachable cylinder head. Two camshafts with wide cams operating directly on to large diameter flat base tappets.
- LUBRICATION** Royal Enfield dry-sump circulating system.
- CARBURETTOR** Twist grip control to throttle. Handlebar lever control to air slide.
- GEAR BOX** - **Heavyweight four-speed. Hand control.** Standard ratios : Solo, 5, 6.5, 9 and 13.9 to 1. Sidecar, 5.8, 7.6, 10.4 and 16.1 to 1. Kick starter and handlebar-controlled clutch.
- IGNITION** - - High tension magneto placed behind engine.
- BRAKES** - - Internal expanding, front and rear, 6½ in. diameter. Finger adjustment to both brakes.
- TRANSMISSION** Front chain totally enclosed in cast aluminium oil-bath case.
- TYRES** - - - Dunlop cord, 26×3.25 in.
- STAND** - - Patent central prop stand.
- FINISH** - - **Best quality black enamel. Bright parts chromium plated. Chromium plated tank with green panels.**

MODEL L to specification above, without Lighting

EXTRA FOR LUCAS MAGDYNO ELECTRIC LIGHTING SET,
ELECTRIC HORN,

MODEL L COMBINATION

Model L with Model 9 mediumweight Touring Sidecar. No. 2 Chassis. Body covered with green fabric. Windscreen and hood.

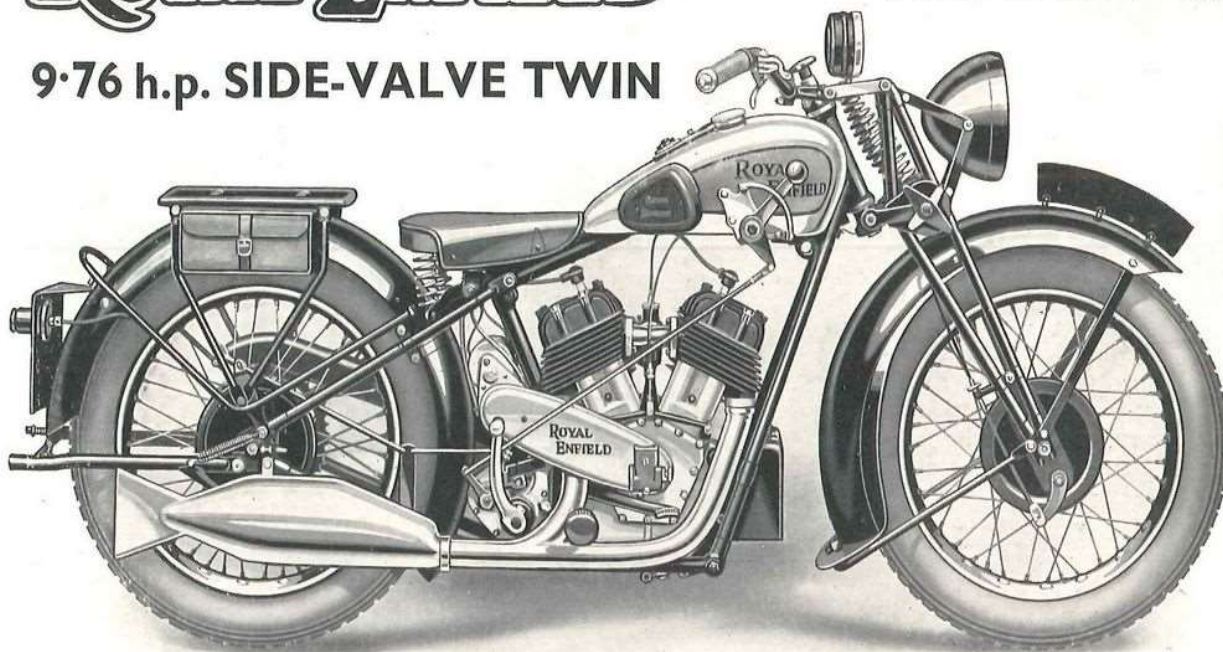


Extra for Lucas Magdyno
Electric Lighting Set -
Electric Horn

ROYAL ENFIELD

MODEL K

9.76 h.p. SIDE-VALVE TWIN



SPECIFICATION

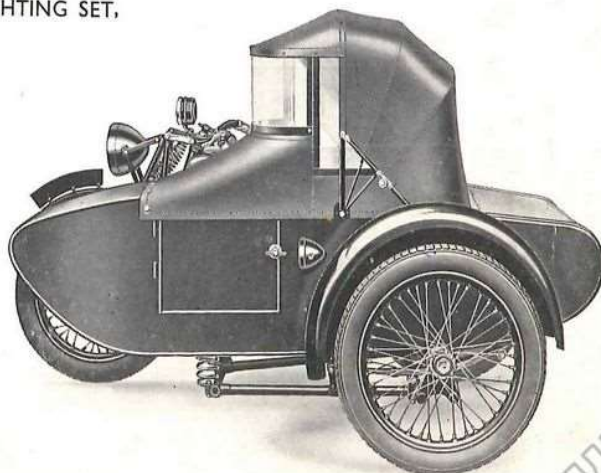
- ENGINE** - - 976 c.c. side-valve twin cylinder, bore and stroke 85.5×85 m/m. Detachable cylinder heads, enclosed tappets and valves.
- LUBRICATION** Mechanical pump with adjustable sight feed.
- CARBURETTOR** Twist grip control to throttle, handlebar control to air slide.
- GEAR BOX** - **Heavyweight four-speed. Hand control.** Standard ratios : Solo, 4, 5.2, 6.7 and 12.3 to 1. Sidecar, 4.5, 5.8, 7.6 and 13.9 to 1. Kick starter and handlebar-controlled clutch.
- IGNITION** - - High tension magneto placed behind engine.
- BRAKES** - - Internal expanding, front 7in. diameter, rear 8in. diameter. Finger adjustment to both brakes.
- TRANSMISSION** Front chain totally enclosed in cast aluminium oil-bath case.
- TYRES** - - - Dunlop cord, 26×3.5in.
- STANDS** - - - Front and rear, latter of spring-up type.
- FINISH** - - **Best quality black enamel, bright parts chromium plated. Tank chromium plated, with green panels.**

MODEL K to specification above, without Lighting -

EXTRA FOR LUCAS MAGDYNO ELECTRIC LIGHTING SET,
ELECTRIC HORN,

MODEL K TOURING COMBINATION

Model K with Model 2 Touring Sidecar.
No. 3 Chassis. Panels of sheet metal,
finished dark green. Windscreen and hood.



Extra for Lucas Magdyno
Electric Lighting Set -
Electric Horn

See page Sixteen for Prices of Alternative Sidecars.

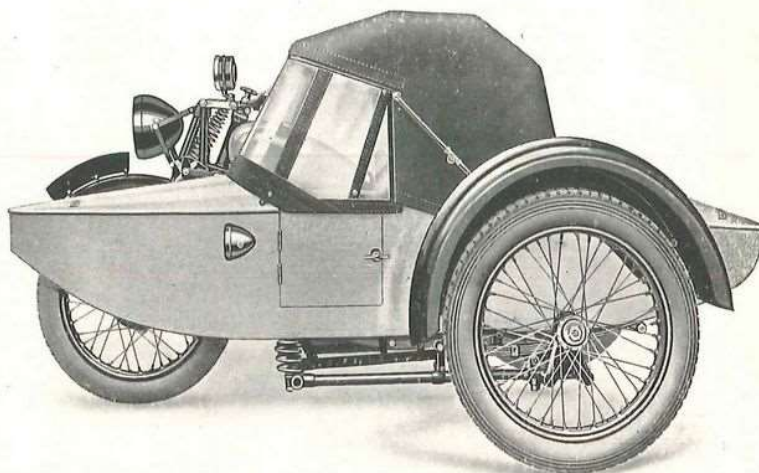
Page Fifteen

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ROYAL ENFIELD

MODEL K SPORTS COMBINATION

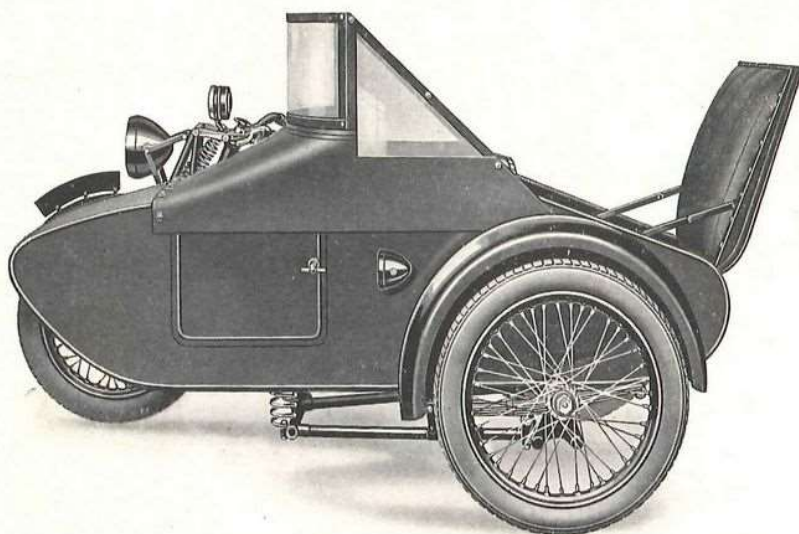
Model K with Model 8 Sports Sidecar, No. 3 Chassis. Body covered with figured aluminium fabric. Hammock seat. Footrest in nose of body. Long, useful locker behind seat. Hood and windscreen are standard fitments.



Extra for Lucas Magdyno Electric Lighting Set -
Electric Horn - - - - -

MODEL K TWO-SEATER COMBINATION

Model K with Model 22 Two-seater Sidecar, No. 3 Chassis. Sidecar will accommodate two adults. When rear seat is not in use it can be folded up, giving the appearance of an attractive single-seater body. Specification includes one windscreen. An additional one can be supplied



Extra for Lucas Magdyno
Electric Lighting Set -
Electric Horn - -

LIST OF ALTERNATIVE SIDECAR COMBINATION MODELS

Model G	with Model	9 Mediumweight Sidecar, No. 1	Chassis	...	...	...
" L	" "	11 Lightweight	" " 2	"	"	"
" L	" "	5 Launch	" " 2	"	"	"
" L	" "	8 Sports	" " 2	"	"	"
" LF	" "	11 Lightweight	" " 2	"	"	"
" LF	" "	9 Mediumweight	" " 2	"	"	"
" LF	" "	8 Sports	" " 2	"	"	"
" K	" "	11 Lightweight	" " 3	"	"	"
" K	" "	9 Mediumweight	" " 3	"	"	"
" K	" "	5 Launch	" " 3	"	"	"



ROYAL ENFIELD

ADDITIONAL EQUIPMENT

Extra for :—

Lucas Magdyno Electric Lighting Set (all models except A and Z)	...	...	...	...	...	...
Electric Horn	...	...	...	...	...	...
Smith's Trip Speedometer	...	...	...	...	...	...
Electric Lamp on Sidecar	...	...	...	...	...	...
Legshields	...	...	...	...	...	...
Footboards, Model K	...	...	...	...	...	...
Carriers on O.H.V. Models	...	...	...	...	...	...
27x 4in. tyres on Model K (per pair)	...	...	...	...	...	...
26 x 3.5in. tyres on Model L and "500 Bullet" (per pair)	...	...	...	...	...	...
Fort Dunlop tyres (per pair)	...	...	...	...	...	...
Competition tyres (per pair)	...	...	...	...	...	...
Pillion Footrests	...	...	...	...	...	...
Pillion Seat. Mudguard fitting	...	...	...	...	...	...
Extra Windscreen and Side Curtain on Model 22 Sidecar	...	...	...	...	...	...



USEFUL INFORMATION CONCERNING ROYAL ENFIELD MOTOR CYCLES

WEIGHTS AND MEASUREMENTS

MODEL.	Weight unladen, without Lamps.	Weight with Electric Lighting.	Overall Length.		Overall Width.	Wheel- base.	Ground Clearance.	Saddle Height.
	lbs.	lbs.	ft.	ins.	ins.	ins.	ins.	ins.
Z. "Cycar" ...	—	165	6	8	29	51	5½	26
A. 225 c.c. 2-stroke ...	193	209	6	11	30	53	5½	26
C. 346 c.c. S.V. ...	204	226	6	11	30	53	5½	26
B.O. "250 Bullet" ...	230	252	6	11	30	53	5½	26
G. "350 Bullet" ...	256	278	7	1*	30†	54*	5½*	27
L.F. "500 Bullet" ...	293	315	7	1*	30†	54*	5½*	27
L. 499 c.c. S.V. ...	283	305	7	1*	30†	54*	5½*	27
K. 976 c.c. S.V. Twin	345	365	7	2*	30†	55*	4½*	27

NOTES : (*) These figures apply to solo machines. When fitted with sidecar links, lengths and wheelbases are increased by 3ins., and ground clearances reduced by 1in.

(†) Overall widths of Sidecar Outfits :—

No. 1 Chassis, 5ft. 0in.

No. 2 Chassis, 5ft. 0in.

No. 3 Chassis, 5ft. 3in.

PERFORMANCE FIGURES

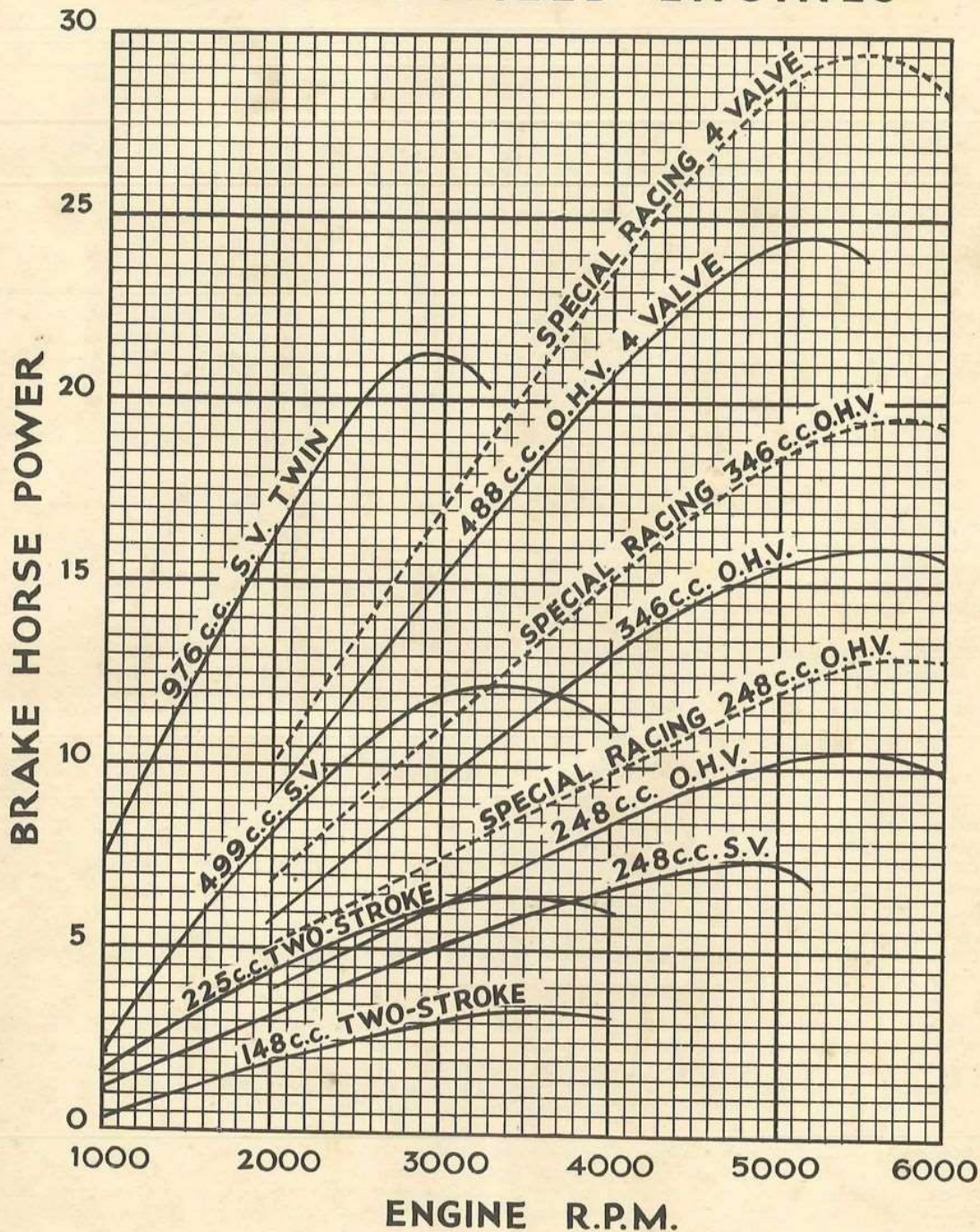
MODEL.	Gear- ratio.	Maximum Speed on level.		Petrol Consumption, m.p.g.		Oil Consumption, m.p.g.	
		Solo.	Sidecar.	Solo.	Sidecar.	Solo.	Sidecar.
Z. 148 c.c. "Cycar"...	6	40	—	130	—	2100	—
A. 225 c.c. 2-stroke ...	6½	50	—	100	—	1500	—
C. 346 c.c. S.V. ...	5	53	—	100	—	1500	—
B.O. "250 Bullet" ...	6½†	65†	—	120	—	1500	—
G. "350 Bullet" ...	6½†	70†	50-55	100	70	1500-2000	1200-1800
L.F. "500 Bullet" ...	6†	80†	60-65	90	65	1500-2000	1200-1800
L. 499 c.c. S.V. ...	5	60	45-50	80	60	1500-2000	1200-1800
K. 976 c.c. Twin ...	5	75	60-65	65	50	1000-1200	900-1000

NOTES : The above figures represent average performances of standard machines in good condition after careful running in. No guarantee is given that any particular machine will have the performance given above. Consumption figures assume moderate speeds on good roads.

† See opposite page.



POWER CURVES OF 1933 ROYAL ENFIELD ENGINES



‡ Pistons giving a higher compression ratio (approximately 8:1) are available for the "Bullet" models. With this compression ratio and open exhaust pipes speeds of approximately 10 m.p.h. higher than those shown in the table opposite may be obtained. These pistons are, however, recommended only for racing conditions and not for touring or reliability trials. They require the use of a proportion of pure benzole, and also call for more frequent decarbonisation and for more use of the ignition and gear controls.

The "350 Bullet" can also be supplied with a special low compression piston giving a ratio of $5\frac{1}{2} : 1$, which may be preferred when using this model for light sidecar work.



ROYAL ENFIELD

GUARANTEE

The following is a copy of the Guarantee given by dealers in Royal Enfield Motor Cycles :-

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or over-riding this guarantee. In the case of machines (a) which have been used for " hiring out " purposes ; or (b) any motor cycle and/or sidecar used for any dirt track, cinder track, or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) ; or (c) machines from which the trade mark, name, or manufacturing number has been removed, no guarantee of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination or sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing, such new part in the motor cycle, motor cycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term " misuse " shall include amongst others the following acts :-

1. The attaching of a sidecar to the motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
3. The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied or approved by the manufacturers or to a motor cycle which is not designed for such use.

Any motor cycle or motor cycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition, and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

CONDITIONS OF GUARANTEE

If a defective part should be found in our motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase, or the date when the alleged defective part was exchanged as the case may be. Failing compliance with the above, such articles will lie here AT THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

We do not guarantee specialities such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the purchaser differing from standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

CONDITIONS OF SALE

The prices appearing in this catalogue are STRICTLY NET. All goods are sold subject only to the conditions of guarantee given above. The Royal Enfield Motor Cycle and Sidecar Combinations are sold subject to the further condition that we cannot accept responsibility if used with any sidecars other than the ones supplied by us. Models Z.A, B and C are sold subject to the further condition that we cannot accept responsibility if they are used with sidecars of whatsoever make or type. The prices and specifications in this list are subject to alteration at any time without previous notice.

CARRIAGE.—1. All machines are sent Carriage Paid to the nearest railway station.

2. Notwithstanding payment of carriage, all goods are to be considered as delivered to the customer when put on rail at Redditch Station, and all orders are accepted and executed upon this understanding.
3. Upon receipt of goods by customer, it is essential that the Railway Company's Delivery Sheet should in all cases be signed " not examined." The goods should then be carefully inspected, and in the event of any damage, notice should at once be sent to the Carriers and claim made from them.
4. We reserve the right to despatch either by Goods or Passenger Train, but when machines are sent by Goods Train in Crates, the Crates are charged, and half the amount charged is allowed when returned in good condition.
5. Cases and Crates for shipment abroad are charged at Cost Price.

NOTICE

We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle dealers areas in which we supply to such dealers exclusively for re-sale in such areas. No such dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf.

THE ENFIELD CYCLE COMPANY LIMITED

Head Office and Works :

REDDITCH

Telephone :
REDDITCH 121 (5 Lines)

Telegrams :
"CYCLES, PHONE, REDDITCH"

London Office and Showrooms :

48, HOLBORN VIADUCT, E.C.1

Telephones :
5822 and 5823 HOLBORN

Telegrams :
"JIGGER, CENT, LONDON"

London Service Depot :

5, 7, 9, HATTON WALL, HATTON GARDEN, E.C.1

Telephone : 2508 HOLBORN

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