

## 1955 ROYAL ENFIELD PROGRAMME

Modifications and Improvements to a 13-model Redditch-made Range.  
New Gearbox Mechanism and Dual Brakes

BY the dropping of two rigid-framed machines, the 248 c.c. "S" and long-in-the-tooth 346 c.c. "G," the range of the Enfield Cycle Co., Ltd., for 1955 is reduced from a total of 15 models to 13, all of which, save for the 499 c.c. model J2—retained especially because of its suitability for sidecar work—have swinging-fork rear wheel suspension. Rising costs, common to the entire engineering industry, have been absorbed at Royal Enfield's Redditch factory by sustained production and improved methods, and the benefit is now passed on to the customer in the form of continued 1954 prices. A single

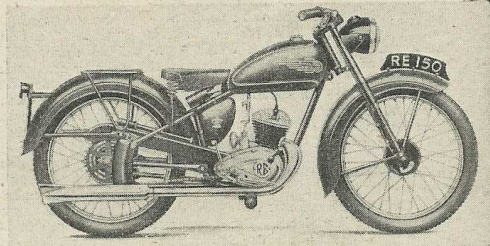
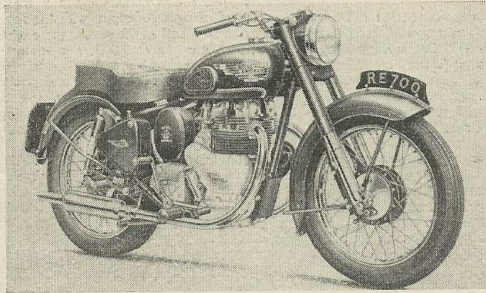
exception to this arrangement is seen in the 346 c.c. "Bullet," now listed with a number of obvious improvements, including a dual seat.

### "Ensign" Modifications

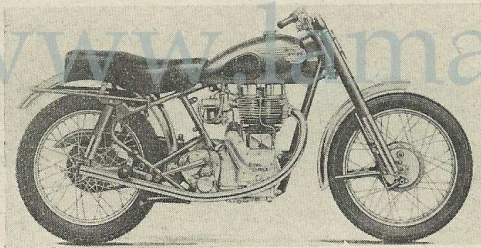
Considerable work has, in fact, been carried out on the majority of the models. The smallest-of-range 148 c.c. "Ensign," for example, has been equipped with protective shrouds covering the coil springs controlling the rear springing; these working parts, therefore, are now shielded from possible impact and the assembly is neater and easier to keep clean.

Less obvious are the "Ensign" clutch modifications which comprise the use of a smaller-gauge insert plate fitted with segment-type, instead of circular, corks. By this means clutch efficiency and length of life is increased.

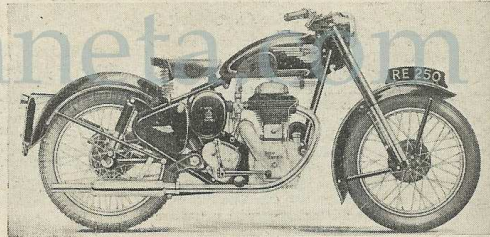
Introduced last year, the 248 c.c. "Clipper" has enjoyed a fine first season and is to be carried on without change to basic specification items. It is standard with an o.h.v. four-stroke engine, the crankcase of which incorporates, in keeping with Redditch tradition, a cast-in oil reservoir and reciprocating plunger oil pump, worm-driven from the mainshaft.



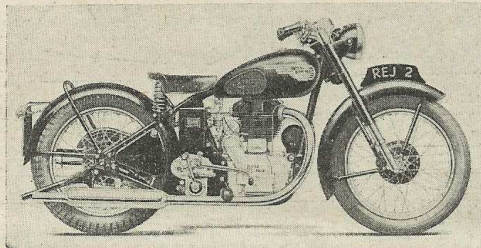
(Left) The 700 c.c. "Meteor" twin. (Above) The 148 c.c. "Ensign" two-stroke with rear-spring covers.



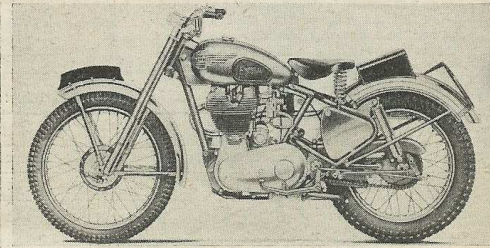
"Short Circuit Racer"—the 350 c.c. edition.



Of 248 c.c.—the o.h.v. rear-sprung Clipper.



Royal Enfields' only "rigid" model—the J2.



Of distinguished lineage—the 500 c.c. trials "Bullet."

Built into the primary chaincase is a crankshaft-driven A.C. generator, the output from which is converted to D.C. by means of a "Sentercel" rectifier, mounted below the tank in a position where it is adequately cooled. Royal Enfields have experienced a virtually trouble-free year with this type of installation, a circumstance which is probably due largely to their wise provision for 100% efficient cooling of the rectifier unit. An extension gear-train from the timing pinions is employed to drive the contact-breaker which is mounted in a housing behind the cylinder.

New on the "Clipper" are a fabric-type air cleaner, housed in an attractive-looking oval container, and a redesigned gearbox end-cover in which the gear control lever and kickstarter levers are mounted on a common spindle. The result is improved appearance and better access to the neutral-selector.

**New Clutch Operation**

For many years, Royal Enfield clutch operation has been effected by means of a lever and quick-thread nut; this arrangement is superseded on the "Clipper" by the use of a conventional thrust lever impinging directly on to a through push-rod. This mechanism is totally enclosed.

A gearbox with this type of end-cover is fitted also to the 346 c.c. "Bullet" group,

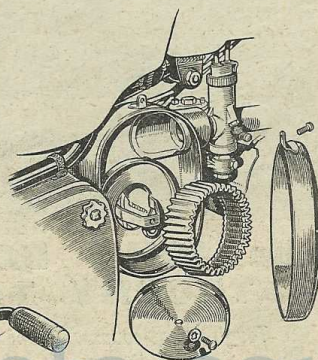
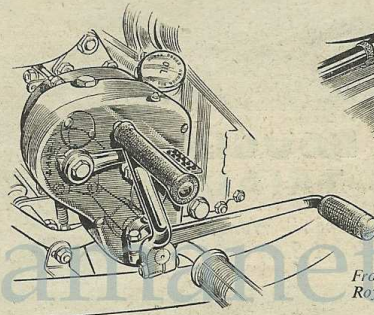
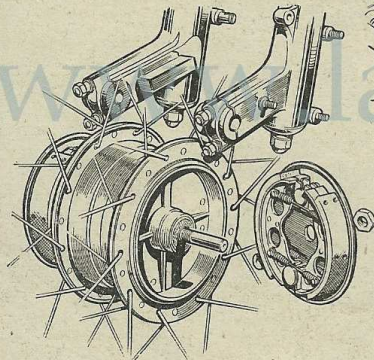
which includes a touring model, a trials machine, a scrambler and short-circuit racer, and one of the two outstanding modifications is the fitting of high-compression pistons in the engine of the standard road "Bullet," which is now given a 7.25:1 C.R. and a corresponding increase in B.H.P. output.

A second, and very important, change to the "Bullet" specification is the employment of a dual front brake. A positive pull-up with equal stress on both telescopic fork components results.

In the 499 c.c. engine size a similar group of "Bullets" is available with the dual brake, but retaining the 1954 C.R. figure. All the "Bullets" have a slightly modified frame, with a rear swinging-fork pivot lug similar to that used for the "Clipper." The "Bullets" in both capacities, and also the two twins, now have new cams with a modified form designed to obviate mechanical noise.

The comprehensive 1955 range is completed by the two well-known twins in 496 c.c. and 692 c.c. capacities. Both models benefit from the improvements already specified—the new gearbox end-cover and modified frame structure. The dual brake and air cleaner were new on the big twin—the "Meteor 700"—last year, but a change for next season is the stepping up of the "Meteor" compression ratio from 6.5 to 7.25:1 and, again, a proportionate rise in power output.

All the over-250 c.c. road models have Lucas Magdyno electrical equipment and the



From 250 c.c. and upwards, 1955 Royal Enfields employ this new air cleaner.

(Above) All road-going four-stroke Royal Enfields for next year are fitted with this new type of gearbox end cover. Note the pedal operated neutral selector and co-axially mounted kickstarter and gear change levers.

(Left) Modified for sidecar use, these front fork ends appear on certain 1955 models. All "Bullets" and the twins have these dual front brakes with full-width hubs.

snug-fitting "casquette" mounted on the fork head and carrying the instruments and twin pilot lamps is featured on all except the J2 and "150." Lucas "Wader"-type magnets are used on the sports "Bullets."

Finish throughout the standard road range is consistent, being maroon, olive green or polychromatic silver grey with bright parts chromium plated or polished. Polychromatic copper beech finishes have been dropped except for the competition models, in which case silver grey is an optional alternative.

**SPECIFICATIONS AND PRICES**

Model and type	Engine capacity	C.R.	Approx. b.h.p.	Suspension		Gear ratios	Weight	Tank capacity	Wheel-base	Ground clearance	Saddle height	Basic price	Total inc. P.T.	
				Front	Rear									
								lb.	gal.	in.	in.	in.	£ s. d.	£ s. d.
"Ensign" s.s. . . . .	148	6.5	5.25/4,500	T	SF	6.95, 11.3, 20.35 . .	155	2	48	6	28	78 0 0	93 12 0	
"Clipper" o.h.v. . . . .	248	6.5	11/5,500	T	SF	6.25, 8.45, 13.1, 18.5 . .	330	3½	54	6	29½	135 0 0	162 0 0	
"Bullet" o.h.v. . . . .	346	7.25	19.5/5,750	T	SF	5.67, 7.37, 10.2, 15.8 . .	350	3½	54	6½	29½	160 0 0	192 0 0	
"Bullet" Trials o.h.v. . . . .	346	6.5	17/5,500	T	SF	7.1, 9.95, 15.25, 21.3 . .	320	2	54	7	29½	160 0 0	192 0 0	
"Bullet" Scrambler o.h.v. . . . .	346	Opt.	—	T	SF	7.08, 9.2, 12.7, 19.7 . .	320	2	54	7	30	160 0 0	192 0 0	
"Bullet" Racer o.h.v. . . . .	346	Opt.	—	T	SF	5.72, 6.75, 8.01, 10.3 . .	305	2	54	6½	30	175 0 0	210 0 0	
"500 Twin" o.h.v. twin . . . . .	496	6.5	26.5/6,000	T	SF	5.0, 6.5, 9.2, 13.9 . .	390	3½	54	5½	29½	185 0 0	222 0 0	
J2 o.h.v. . . . .	499	5.5	21/4,750	T	Rigid	5.1, 6.6, 9.2, 14.2 (solo) . .	395	2½	54½	4½	28½	145 0 0	174 0 0	
						5.95, 7.7, 10.7, 16.6 (sidecar) . . . . .								
"Bullet" o.h.v. . . . .	499	6.5	25/5,250	T	SF	4.91, 6.4, 8.85, 13.65 (solo) . . . . .	370	3½	54	6½	29½	170 0 0	204 0 0	
						5.72, 7.45, 10.3, 15.9 (sidecar) . . . . .								
"Bullet" Trials o.h.v. . . . .	499	6.5	23/5,000	T	SF	6.06, 8.5, 13.03, 18.2 . .	328	2	54	7	29½	175 0 0	210 0 0	
"Bullet" Scrambler o.h.v. . . . .	499	Opt.	—	T	SF	6.06, 7.9, 10.1, 16.8 . .	328	2	54	7	30	175 0 0	210 0 0	
"Bullet" Racer o.h.v. . . . .	499	Opt.	—	T	SF	4.91, 5.35, 6.28, 8.1 . .	315	2	54	6½	30	190 0 0	228 0 0	
"Meteor 700" o.h.v. twin . . . . .	692	7.25	39/6,000	T	SF	4.47, 5.8, 8.05, 12.4 (solo) . . . . .	405	4	54	5½	29½	195 0 0	234 0 0	
						5.03, 6.53, 9.05, 13.95 (sidecar) . . . . .								