

SPARE PARTS LIST

for

Royal Enfield

★ ★ ★ *'Made like a Gun'* ★ ★ ★

"ENSIGN II"

Supplementary to 1955-6 "Ensign" List
dated November 1955.

Commencing Frame Number RE3/47201.

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41469	.. Engine assy. with carburettor	replaces	40687
41470	.. " " " less " " " " " " " "	"	40688
40650	.. Cylinder head	"	39013
40582	.. " barrel	"	38411

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41622	.. Clutch drive plate	"	40693
41623	.. " pressure plate	"	40695

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41650	.. Head ball race	"	26200
41587	.. Suspension Spring	"	38296

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Carrier assembly not used.

39878	.. Rear mudguard stay (for Dualseat)	No. per set	1
38767	.. Stay pin, round head $\frac{1}{4} \times \frac{1}{2} \times 26$	"	1
26998	.. " " nut	"	1
27916	.. " " washer	"	1

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41967	.. Petrol tank with knee grips, less loose fittings	replaces	38475
41852	.. Badge "Royal Enfield"	No. per set	2
41307	.. " rubber mount	"	2
41606	.. " screw, 2 B.A. $\times \frac{5}{16}$	"	4
41522	.. Knee grip, R.H.	"	1
41521	.. " " L.H.	"	1
40833	.. Petrol pipe, Flow Flex	replaces	38268

SUPPLEMENTARY INSTRUCTIONS

for

Royal Enfield

"ENSIGN II" with Rectifier

LIGHTING SET

On machines having rectifier units the lights are controlled by a switch having four positions, namely, CH., D., H., and L. When the switch is in position CH. uni-directional current is taken from the rectifier to charge the battery. In switch position D. alternating current is used to light the head lamp, tail lamp and speedometer light which are lit only when the engine is running. At the same time a small charge of uni-directional current passes from the rectifier to charge the battery. In switch position H., the headlamp, tail lamp and speedometer light are lit by direct current from the battery which, while the engine is running, receives a charge of uni-directional current from the rectifier. If the engine is running at a high enough speed the charging current to the battery may exceed the lamp load but at low speeds or when the engine is stopped there will be a discharge from the battery. In position L., the headlamp, pilot bulb, tail lamp and speedometer light are lit with direct current from the battery, which will receive a charge whenever the engine is running at more than idling speed.

The advantage of position H. is that the lights do not go down when the engine slows or stops but position D. has the advantage that the battery does not discharge under these conditions. It will usually be found also that at high speeds the headlamp is rather brighter with the switch in position D. than it is in position H.

A dipper switch on the handlebar permits the main light to be dipped when required. This operates with the switch either in position D. or H.

The correct bulbs for use in this set are as shown in the table in paragraph 12 of the Instruction Book with the exception that the pilot bulb is of the same type as that used in the tail lamp, i.e. 6 volt 3 watt single contact with small bayonet cap.

This Supplement must be used in conjunction with Instruction Book Ref. 487, covering "Ensign I & II" Models.

THE ENFIELD CYCLE CO. LTD. REDDITCH WORCS.
590/24M. 157. PRINTED IN ENGLAND