

THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS



HEAD OFFICE AND WORKS:-
REDDITCH

CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A B.C. 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

Our Reference:-
VTM/AK/134X.

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (9 LINES)

24th February, 1959.

Dear Sir(s),

We have found it necessary to modify the "Airflow" enclosure when fitted to our high performance "Constellation" Model.

The modifications have increased the cost of production and we are, therefore, obliged to announce that the extra charge for "Airflow" enclosure of "Constellation" Models supplied against orders received on, and after, today's date will be £22.10.0d each nett. On all other Models the extra charge for "Airflow" enclosure will remain unaltered at £19 each nett.

Assuring you of our best attention at all times.

Yours faithfully,
THE ENFIELD CYCLE CO., LTD.

Blount
V. T. Mountford,
Sales Director.

SUPPLEMENTARY INSTRUCTIONS

for

Royal Enfield

"AIRFLOW" MODELS

The removal of the fairing and the front mudguard from the machine presents no particular difficulty and, in any case, there will be but few occasions on which their removal will be necessary.

We recommend the following sequence of operations:—

- Remove the windscreen;
- Remove the headlamps;
- Remove the lighting switch, speedometer and ammeter;
- Remove the front wheel;
- Remove the fork legs;
- Remove the front mudguard;
- Remove the exhaust pipe;
- Finally, remove the "Airflow" fairing.

To remove the headlamp, disconnect the speedometer drive and the leads to the headlamp, instruments and switch. Unscrew the nuts and push out the stud which secures the upper part of the fairing to the tube extending forward from the steering head.

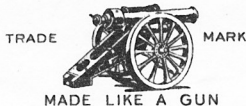
Removal of the fairing cannot be carried out with the front mudguard in position. To remove the mudguard, first take out the front wheel, then unscrew the two plug screws which are screwed through the fascia panel into the fork spring tubes. Drop out the fork sliding members and internal parts of the fork.

From the top of the fairing the two clamp bolts holding the mudguard to the fork crown can be reached. Unscrew the nuts and push out the bolts. From underneath the mudguard, unscrew the centre pin securing the guard to the bottom of the steering stem (the latest type of mudguard has two nuts and bolts). The mudguard may now be withdrawn.

Before removing the fairing, take off the exhaust pipe—it is held to one of the front engine plate bolts and to the pillar footrests stud at the rear.

Slacken the hose clips and remove the end caps from the ends of the cross tube to which the lower part of the fairing is anchored. The fairing is now free.

In the event of damage to the fairing, small repair kits consisting of a quantity of resin, catalyst and glass fibre are available from our Service Department. Instructions for carrying out minor repairs are issued with this kit.



THE ENFIELD CYCLE COMPANY LIMITED

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HEAD OFFICE AND WORKS:-

REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A B C 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE



TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

Our Reference:-
JJB/AK/17

16th February, 1959

Dear Sir(s),

We have found it necessary to modify our "Airflow" enclosure when fitted to our high performance "Constellation" Model.

The modifications have increased the cost of production and we are, therefore, obliged to announce that the extra charge for "Airflow" enclosure on "Constellation" Models supplied against orders received on, and after, today's date will be £30 including Purchase Tax.

Slips amending our current retail price lists are being prepared and will be sent to you under separate cover for inclusion in catalogues.

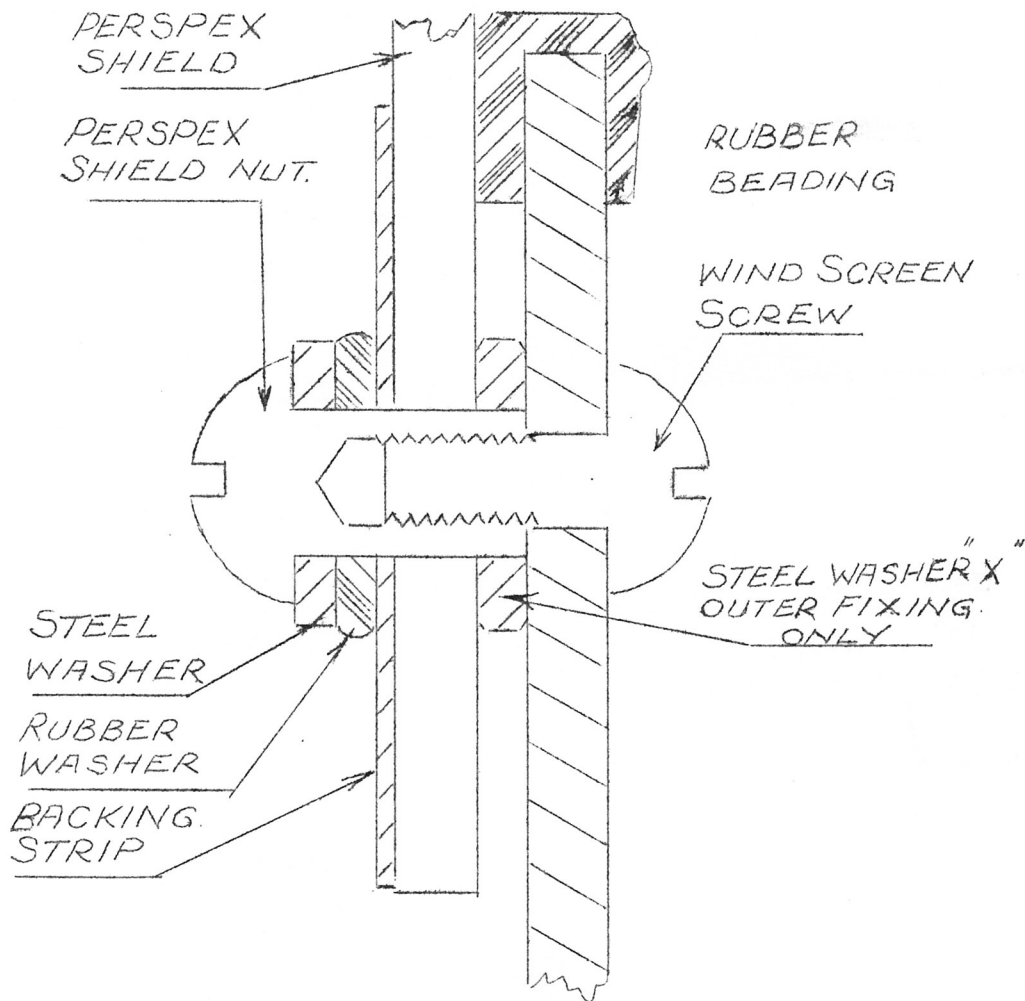
Assuring you of our best attention at all times.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.


J.J. Booker

Motor Cycle Sales Manager.

FITTING AIRFLOW WINDSCREEN



Care must be taken in fitting the windscreen, in order to avoid damage. The assembly of the fixing pins is shown in the diagram. There are 5 pins, 3 short and 2 long; the long pins go through the number plate. The steel washer 'X' is used only on the two corner pins. Do not overtighten the fixing pins, especially the two corner pins, or the screen is liable to crack.

All later models have a chrome plated backing plate on the rider's side of the perspex screen. Refit this, additional to the parts enumerated above.

February, 1958.

SUPPLEMENTARY INSTRUCTIONS FOR
1958
ROYAL ENFIELD CRUSADER "AIRFLOW"

The removal of the fairing and the front mudguard from the machine presents no particular difficulty and, in any case, there will be but few occasions on which their removal will be necessary.

Removal of the fairing cannot be carried out with the front mudguard in position. To remove it, disconnect the front brake cable, remove the end caps from the bases of the fork ends, take out the wheel.

Unscrew the two plug screws which are screwed through the "Casquette" casting into the fork spring tubes. Drop out the fork sliding members and internal parts of the fork.

From the top of the fairing the two clamp bolts holding the mudguard to the fork crown can be reached. Unscrew the nuts and push back the bolts clear of the fixing tabs. From underneath the mudguard, unscrew the centre screw securing the guard to the bottom of the steering stem. The mudguard may now be withdrawn.

Before removing the fairing, take off the exhaust pipe - it is held to one of the front engine plate bolts and to the pillion footrest stud at the rear.

Slacken the hose clips and remove the end caps from the ends of the cross tube to which the lower part of the fairing is anchored.

Disconnect the speedometer drive and the leads to the headlamp, instruments and switch. Unscrew the nuts and push out the stud which secures the upper part of the fairing to the forwardly extending tube welded to the steering head. The fairing is now free.

INSTRUCTIONS FOR THE REPAIR OF MINOR DAMAGE TO THE GLASS
FIBRE FAIRING OF THE ROYAL ENFIELD "AIRFLOW" MOTOR CYCLE.

1. Should a hole be formed in the fairing, do not wipe or touch the cut in any way; this will avoid contamination of the surfaces.

With a file, a chisel or a power driven sander, form a wide "V" around the damaged portion.

2. A mixture should be prepared as follows:

4oz. Beetle Polyester Resin 4128, 4116 or 4110
plus colour paste if required.
2oz. Beetle Thixotropic Paste 28T, 16T or 10T.
4cc. Catalyst 347.
2cc. Accelerator B.

Mix the resin, colour paste, if used, thixotropic paste and accelerator B together in stages and then add the catalyst 347. The polyester resin is now ready for use and work should be commenced immediately as the resin will harden within a very short period.

3. Lay pieces of glass fibre mat over the damaged area and, using a brush, apply the polyester resin to the mat with a stippling action; i.e. dab the brush downwards instead of using a stroking movement. Continue until the whole of the mat has lost its fibrous nature and is fully impregnated.

Sufficient mat should be used so that, when impregnated, it stands proud of the main surface.

Clean brushes, whilst still wet, with acetone and remove all traces of this before bringing the brushes into contact with the resin again.

4. Protect the repair whilst it is setting by placing over it a sheet of transparent cellulose. Roll this thoroughly to remove all traces of air from the impregnated mat. Secure the cellulose with adhesive tape.
5. Although the resin will set sufficiently in approximately four hours, if it can be left overnight so much the better. The cellulose may be stripped off readily after the repair has hardened.
6. Smooth down the repair by sanding, filing and flatting to bring the repaired surface flush with the main body. Paint or cellulose stoppers and fillers will fill any pits or scratches.
7. Stored in a cold place, resin should remain usable for six months.

**INSTRUCTIONS FOR THE REPAIR OF MINOR
DAMAGE TO THE GLASS FIBRE FAIRING OF THE
ROYAL ENFIELD "AIRFLOW" MOTOR CYCLE**

1. Should a hole be formed in the fairing, do not wipe or touch the cut in any way; this will avoid contamination of the surfaces.
With a file, a chisel or a power-driven sander, form a wide "V" around the damaged portion.

2. A mixture should be prepared by mixing together the pint of resin with the 5 c.c. of catalyst. If the whole quantity is not required, mix a smaller amount in the proportions indicated, as, once mixed together, the resin will rapidly harden.

Commence work immediately and use up the resin which has been prepared, within 10 to 15 minutes.



**THE ENFIELD CYCLE CO., LTD.
REDDITCH, Worcestershire**

713/1M-459

Printed in England

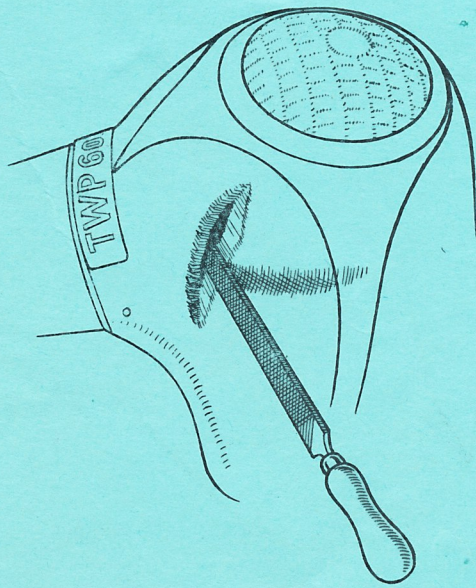


Fig. 1. PREPARING THE DAMAGED PORTION
With a file, a chisel or a power driven sander, form a wide "V" around the damaged portion.

3. Lay pieces of glass fibre mat over the damaged area and, using a brush, apply the polyester resin to the mat with a stippling action; i.e. dab the brush downwards instead of using a stroking movement. Continue until the whole of the mat has lost its fibrous nature and is fully impregnated. Sufficient mat should be used so that, when impregnated, it stands proud of the main surface.

A cheap brush, which may be thrown away after use, will make just as satisfactory a job as a more expensive one, as it is only required for dabbing. If, however, a better quality brush is used, it may be washed thoroughly (not just left to soak) with a good household detergent such as Daz. All traces of the detergent must be removed before bringing the brush into contact with the resin again.

4. Protect the repair whilst it is setting by placing over it a sheet of transparent cellulose. Roll this thoroughly to remove all traces of air from the impregnated mat. Secure the cellulose with adhesive tape.

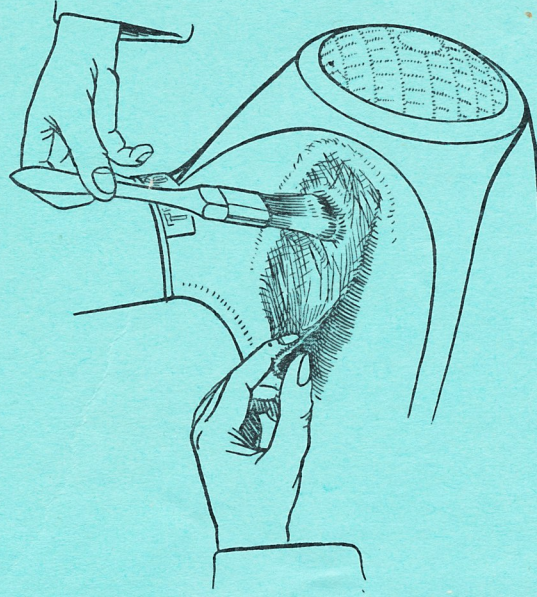


Fig. 2. APPLYING THE RESIN

Lay pieces of glass fibre mat over the damaged area and, using a brush, apply the polyester resin to the mat with a stippling action.

5. Although the resin will set sufficiently in approximately four hours, if it can be left overnight so much the better. The cellulose may be stripped off readily after the repair has hardened.

6. Smooth down the repair by sanding, filing and flattening to bring the repaired surface flush with the main body. Paint or cellulose stoppers and fillers will fill any pits or scratches.

7. Stored in a cold place, resin should remain usable for six months, if not mixed with the catalyst.

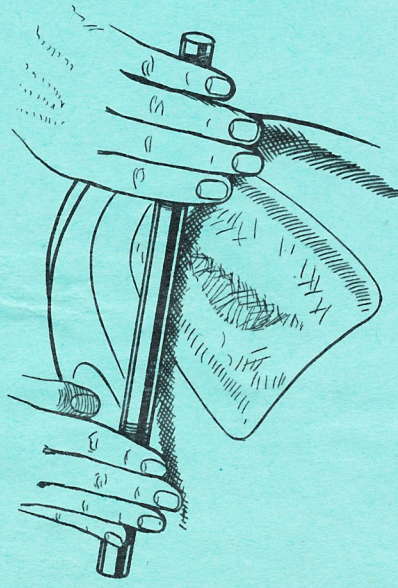


Fig. 3. Setting, rolling and securing the repair.