SUPPLEMENTARY INSTRUCTIONS FOR THE NEW 1958 ROYAL ENFIELD "250 CLIPPER"

This Supplement must be used in conjunction with "Crusader 250" Instruction Book ref. 645.

ADDITION TO PARAGRAPH 42.

Chain adjustment on the "250 Clipper" is carried out by means of cam plates as described above, but since there is no chain enclosure it is not necessary to slacken any screws on the chain guard which, in this case, protects the top run of the chain.

ADDITION TO PARAGRAPH 47.

In the case of the "250 Clipper," which is not fitted with a quickly detachable rear wheel, the method of rear wheel removal is as follows.

Disconnect the driving chain at the spring link; remove the wing nut from the brake rod and slide the rod from the lever; disconnect the brake anchorage from the rear fork lug; unscrew the hexagon nut connecting the speedometer cable to the speedometer gearbox, withdraw the speedometer cable, undo the wheel spindle nuts and withdraw the wheel.

ADDITION TO PARAGRAPH 48.

The rear mudguard on the "250 Clipper" may be removed in exactly the same way as described above, but first of all the saddle nose anchorage must be disconnected. This is a single bolt passing through a lug on the main frame and it will be noted that this bolt is used to secure the cylinder head steady. The saddle springs are held by short bolts and nuts to brackets welded to the carrier.

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FITTING MODIFIED FOOT CONTROL

FITTING MODIFIED FOOT CONTROL STOP PLATE TO ALL ROYAL ENFIELD "CRUSADER 250," "CRUSADER SPORTS," "CRUSADER SUPER-5" AND 1958/62 "250 CLIPPER" ENGINES.

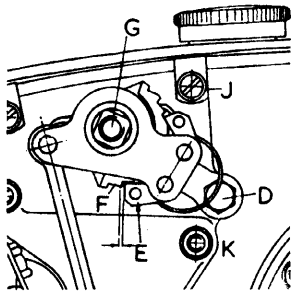
Engage third gear.

Remove generator cover and expose footchange mechanism.

Disconnect from the footchange lever (by removal of circlip) the link rod and adjustment, and remove rod and pawl and ratchet assembly.

Leave in position the adjuster plate secured by pin "D."

Remove from crankcase the two gearchange stop pegs on either side of gearchange lever. Should there by any oil leakage after removal of these pegs, fit the two smaller diameter pegs supplied. These are quite unnecessary if there is no oil leakage.



Undo nut "K," remove stud and fit longer one. Place distance piece on stud.

Remove adjuster assembly from old link rod, and ratchet from the pawl carrier; fit adjuster to new rod and ratchet to pawl carrier assembly. Screw up until there is approximately $5\frac{3}{16}$" between top pivot pin centre and lower fixing hole centre.

Fit new pawl and ratchet assembly, with longer indicator sleeve, and couple to gearchange lever.

Fit control stop plate "N" (recessed side to bottom as illustrated) with large round hole over gear operator shaft "G," and lower pawl pin through slotted centre hole, and stud through outer slotted hole. Place nut "K" loosely on stud.

With third gear still engaged, vary the adjustment on the link rod until there is equal clearance "E" between the end face of each pawl and the ratchet tooth; lock up the adjustment.

Fit foot control pedal, engage top gear and, *holding the pedal hard down*, swivel the control stop plate downwards until the pawl pin is at the top of the centre slot; tighten the nut "K" on its stud, locking the stop plate in position.

Before finally replacing generator cover, check all gears and make any final adjustment on the link rod.

Remove foot control pedal, refit generator cover with pedal, footstarter lever, gear indicator and spring assembly, etc.

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