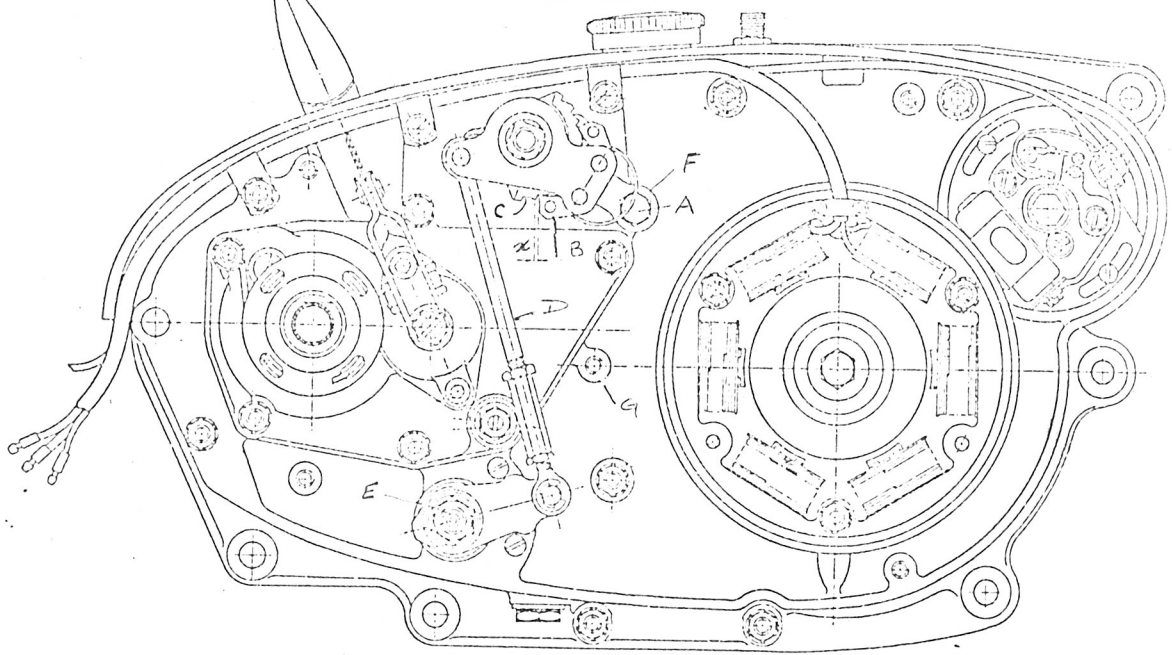


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The first & most important tool required is PATIENCE

Firstly take out the gear box oil filler plug and with a long screwdriver make sure that the gear operator anchor pin is tight. Next check that the gear lever pivot pin is tight. This means completely stripping down the selector mechanism. When reassembling the linkage go easy with the oil as too much picks up dust and causes stiffness. ENGAGE 3rd GEAR.

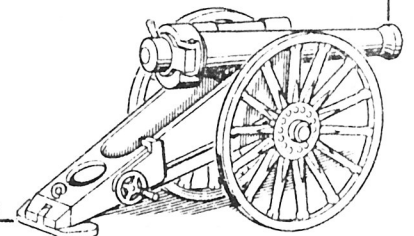
Slacken of A and move plate F until the pawls B are lying flat on the ratchet C. Now check that the distance "x" is the same both above and below - use feelers. Adjust this gap by altering the length of the rod D. Note that the adjuster has left & right hand threads. Check again that the pawls are lying flat on the faces.

Leaving the side cover off now take the machine for a road test but don't forget to plug the oil level G. If there is still any difficulty adjust the selector rod D $\frac{1}{16}$ th of a turn at a time and check the pawls in 3rd. It really is that critical!! Repeat until you get gears both up & down.

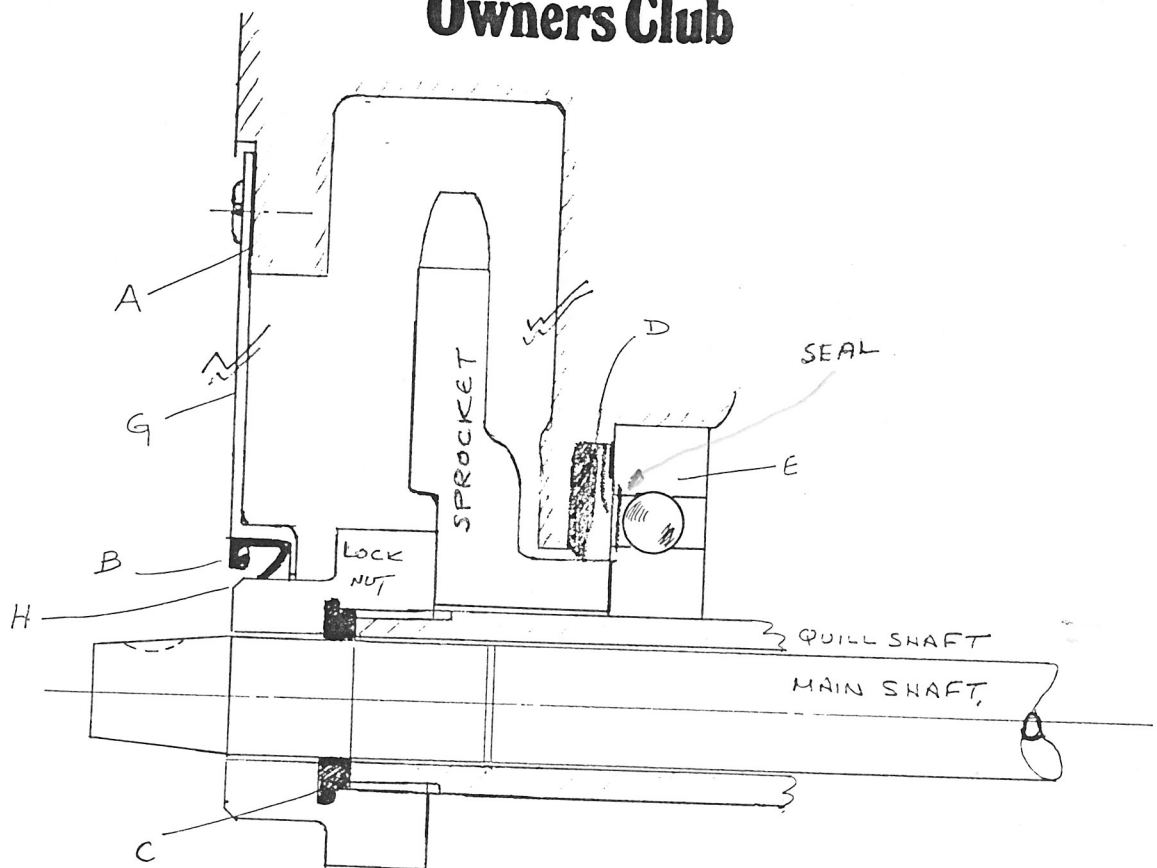
Title GEAR SELECTOR ADJUSTMENT.

Data Sheet No. _____

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There are a number of seals which, if they fail, leak oil into the rear chain area.

The plate behind the clutch "G" can become distorted due to overtightening of the retaining screws, allowing a leak at "A". The normal gasket is made out of paper. A thick layer of plastic gasket cement can overcome this, especially if used in conjunction with the paper one. Too thick a gasket can cause the screw heads to foul the clutch and push the lip seal "B" too close to the chamfer "H".

The lip seal "B" is subjected to a lot of wear, note the way round that it is fitted and when fitting onto the locknut care must be taken not to damage the lip. The locknut should be coated with grease where the plate is fitted. After fitting, check that the seal is fully onto the shoulder of the locknut - some have too large a chamfer at "H" leaving the lip in fresh air! If the locknut comes loose, then it can wobble on the thread and cause a pumping action - drawing oil through from the primary chaincase.

The felt oil seal "C" is still recommended by a local seal company as the best solution for this application but it can become compacted by age. Oil can then pass between the main shaft and the quill shaft of the gearbox then out past the threads. It can also pass through the clearance of the locknut as there is a pressure build-up in the primary chaincase.

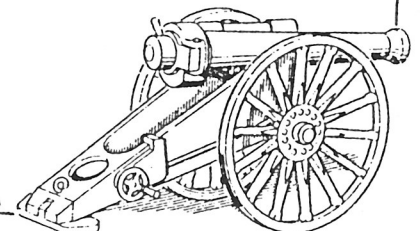
The main leakage from the gearbox is through the seal "D". This is a non standard seal special for Enfields. Any play in the sprocket can again cause the shoulder to wobble with a resultant leak. It is possible to get a replacement ball race with a built in seal which will take the pressure off "D". Note that the seal should be positioned to allow the oil to get to the balls.

Overfilling the gearbox can result in a build up of pressure in the chamber which puts undue load on all the seals.

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Data Sheet No. _____

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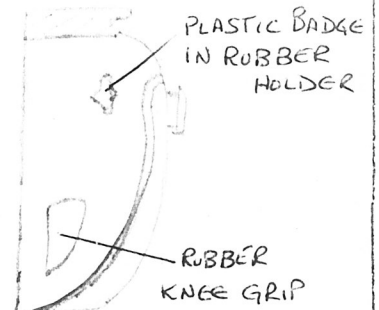
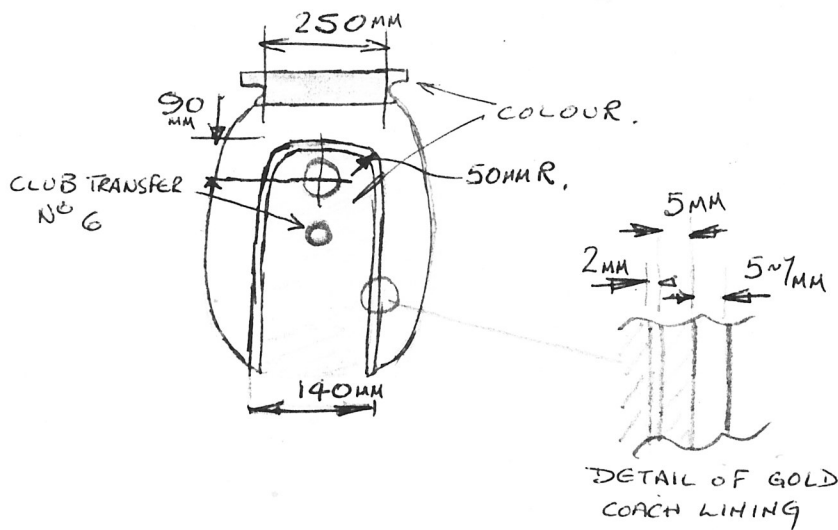
COLOUR. - (SEE "GUN" 52 P.7 FOR EQUIVALENTS)

Tank (see sketch below); - centre box lids - NOTE some had 1/8" (3MM) gold line round the edge; - chain guard or optional extra chaincase; - RE on Engine covers.

BLACK. Frame, - swinging fork, - centre box body, - seat subframe, - rear brake lever, - front mudguard stays, head light casquette, - fork shrouds and yokes, - engine plates, rear numberplate unit, rear spring upper covers and dampers. - foot rests.

CHROME PLATED Mudguards - tank - exhaust system - kickstart and gear levers - rear spring lower covers - handle bar, levers and clamp nuts, upper retaining screws for front forks, - rims (wheel), - 3 screws on rear hub cover head light rim and mounting ring - side light retainers. oil & petrol tank caps.

CADMIUM PLATED Most nuts and bolts - engine steady, both brake drum levers, - rear brake rod - oil pipe & fittings. oil filter retaining nut - G/Box filler screw - Kickstart spring cover



Title COLOUR LAYOUT. CR./SPORTS

Data Sheet No. _____

