

THE ENFIELD CYCLE COMPANY LIMITED  
HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No.:

28. Date:

24th January  
1956.

DIFFICULTY IN STARTING TWINS FROM  
COLD IN WINTER.

Assuming that carburation and ignition are in reasonable condition, difficult cold starting is usually due to inability to spin the engine fast enough to obtain a spark and procure the necessary suction in the carburettor to obtain a good mixture. The best way of overcoming this difficulty is to use a thin oil in the engine, and if any of your customers have difficulty in starting when using the brands of winter oil previously recommended, we would advise a change to Castrolite, which, as now produced, is a low viscosity oil with mild multi-grade characteristics. This oil also is only slightly detergent, and will not therefore create any serious difficulties due to loosening of sludge etc. if used in old engines.

Those who wish to use one of the low viscosity multi-grade oils, can do so, but due to the highly detergent nature of most of these oils should be reminded of the necessity for draining and refilling several times during the initial stages after the changeover, where this oil is put into an old engine which may be dirty internally.

The use of a thin oil, whether Castrolite or a full multi-grade type, is likely to result in some increase in oil consumption, especially in a worn engine, and the oil level should therefore be watched until the actual effect on oil consumption has been ascertained.

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**ROYAL ENFIELD SERVICE BULLETIN No: 33**

**Date: 17th Sept. 1957**

ROYAL ENFIELD "CRUSADER 250" MODEL

We have found it desirable to reduce the rate of oil supply to the "Crusader 250" engine by fitting a modified oil feed pump.

If any of your clients have a machine which shows symptoms of excessive oil consumption, we are prepared to supply a modified pump disc assembly if you will advise us of the frame and engine number of the machine concerned.

18 SEP 1957

# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No:

39

Date: 11.6.59

## CONSTELLATION TAPPET SETTING.

Experience has shewn that whilst the settings given in the Instruction Book and Workshop Manual are satisfactory for normal use, the exhaust tappet clearance must be increased for hard driving, and we recommend .005" clearance when cold for sustained high speed work.

## ELECTRIC HORN SHORTING ON FRAME

On machines having the horn mounted on the front engine plate bolt, it can happen that if the horn is loose and swivels forward, the terminal contacts the frame down tube and causes a dead short with burnt out harness. If, as is customary, the front terminal is the live one, reverse the leads, so that if contact is made the horn blows. This is a safeguard and a warning.

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ROYAL ENFIELD SERVICE BULLETIN No.

56 Date 20. 9. 61.

## CRUSADER, CRUSADER SPORTS & 250 CLIPPER, CRANKCASE MODIFICATION.

- (1) An extra pin Part No. 45666, securing the two crankcase halves, is located in the gear housing. Note when dismantling.
- (2) The gear operator assembly is modified.  
39227 Gear operator anchor pin is replaced by:-  
46729 Anchor pin (top)  
46731 " " (top) spacer.  
46730 " " (bottom).
- (3) The part No. of the modified crankcase is 46743.

### CORRECT ORDERING OF SPARES.

It is found that when two or more similar models, e.g. Crusader & Crusader Sports, are covered by one Spare Parts List, Dealers not infrequently quote the wrong part number for the model for which the item is required. Correct ordering helps speedy service and avoids disappointment to the owner.

# THE ENFIELD CYCLE COMPANY LIMITED

## HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No.

58

Date: 1st February, 1962

1958-1962 CRUSADER & 250 CLIPPER  
TYPE ENGINES.

### Lubrication

Attention is drawn to the fact that if the primary chain cover is removed, it is of the utmost importance, when refitting, to see that the

Oil feed seal 42192, feeding oil into the crankshaft  
and

Oil feed tube Neoprene washer 41814, sealing the joint between crankcase and chaincase are replaced correctly, otherwise the big end bearing may not receive any oil due to leakage at these points.