

# THE ENFIELD CYCLE COMPANY LIMITED

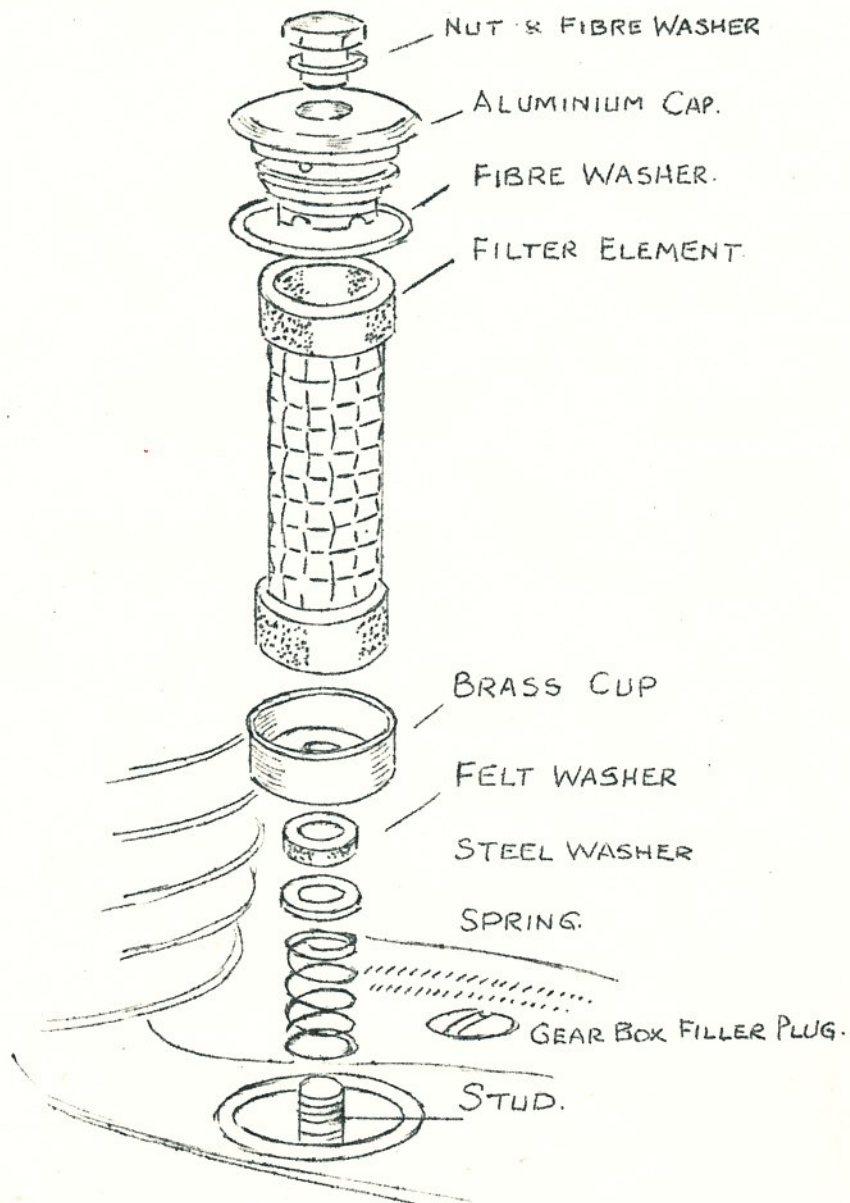
HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No:

65. Date: 21/2/66

## FITTING OF OIL FILTER. 40792.

The illustration Fig.2 in the Instruction book shows a spigoted brass end cap made to fit inside diameter of felt filter. This has now been replaced by a brass cup which is assembled to outside diameter of felt filter. It is important to see that the filter is assembled exactly as shown in illustration.



# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No:

64.

Date:

July, 1965.

MASTER PRICE LIST.

SUPPLEMENTARY LIST NO. 4 (ADDITIONAL TO LISTS NO'S. 2 & 3)  
TO BE USED WITH MASTER LIST DATED 1st APRIL 1964.

<u>PART. NO.</u>	<u>BIN. NO.</u>	<u>PRICE.</u>	<u>DESCRIPTION.</u>
10905		5. 0d.	Connection.
11179		9d.	Pin.
19352	to be	1. 0d.	
20363	to be	4d.	
24177	to be	2d.	
27914		9d.	Stud.
31160		4d.	Stud.
34380	to be	12. 0d.	
34614	to be	3. 9d.	
34762	to be	117. 6d.	
35032	to be	4. 0d.	
35773	to be	1. 2d.	
36017	to be	4. 4d.	
36540	to be	4. 3d.	
37824	to be	2. 4d.	
37825	to be	6. 0d.	
38018	to be	130. 0d.	
38027	to be	3. 6d.	
38418	to be	80. 0d.	
38893A	to be	40. 0d.	
38970	to be	55. 0d.	
40097	to be	2. 6d.	
40505	to be	5d.	
40774/40	to be	77. 6d.	
40975	to be	85. 0d.	
41551		1. 4d.	Collar.
41719B	to be	130. 0d.	
41825	2657		Spring Guide.
41952		19. 0d.	
42133/42143	inclusive	6d. each.	
42503	2206A	7d.	
44209		2. 6d.	Spacer.
44463		252. 6d.	
44490		78. 6d.	
44491		87. 6d.	
44783	4892	22. 6d.	Battery carrier.
44787	4954	1. 9d.	Strap.
44788	4956	4d.	Clip.
45428A	1481	8. 6d.	Locknut.
45517	3995	2. 0d.	Spacer.
45668		to be 105. 0d.	
45670		to be 105. 0d.	
46707	4312		Circlip.
46806EN		112. 6d.	Mudguard enamel.
46826CH		50. 0d.	Mudguard.
46857.		0d.	Drum & sprocket.
47119.		60. 0d.	Brake plate.
47243	4310		Bracket.
47305		to be 45. 0d.	
47478		1. 6d.	Stud.
47482	Rack MA	£14.2. 6d.	Fork Locknut
48011		6d.	Stud.
48015	2184A	1d.	Mills pin.



# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No. 61. Date: 1st April, 64.

SUPPLEMENT NO. 1

to MASTER SPARE PRICE LIST DATED 1st APRIL, 1964

+32343	Spring.	7d.	47061	Petrol Tank.	M.A	£15.10.0d
+39016A	Crankshaft.	320-0d	+47170	Pawl carrier.		44-0d
+39770	Spring.	9-3d	+47171	Stop plate.		2-9d
40770	Mag. Cable.	18-0d	47338	Petrol Tank	M.A	£9.10.0d
41668	Skid plate	22-6d	+47355	Cable.		7-0d
+42358	Spring	17-6d	47708	Screw.		4d
+43405	Chaincase.	104-0d	47763	Cyl. head.		295-0d
+44025	Cyl. head.	287-6d	47865	Cover tube.		32-6d
+44768	Cyl. head.	287-6d	48087	Petrol tank.	M.A	£10.10.0d
+44770	Crankshaft.	320-0d	48105	Silencer.		105-0d
+44772	Camshaft assy.	80-0d	48108	Exhaust pipe		75-0d
+44773	Camshaft.	67-6d	48139	Silencer.		105-0d
+45074	Chaincase.	117-6d	48140	"		105-0d
+45691	Cyl. head.	287-6d	E140	Drain plug.		9d
+45693	Cyl. head.	287-6d	LU/47613	Auto Advance Unit		145-0d
+45696	Cable.	12-6d	+LU/54940814A	Cable Harness		29-0d
46008	Air cable.	8-0d	+SM/SCL304/04	Speedo head.		100-0d
46839	Push rod.	10-0d	MI/HV157	Switch	Use MI/DH/2	
+46907	Cyl. head.	287-6d	TE/1224	Extractor.		9-6d

+ Indicates price amendment.

# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 60

Date: 30th July, 1963

## ROTOR ADAPTOR 43385 & 46188

This information relates primarily to the 1963 coil ignition sidecar Constellations, although it is applicable to any machines fitted with Lucas RML5 or RML9 alternators. If any difficulty is experienced in Emergency Starting check the rotor adaptor.

Adaptor 43385. Should be used for magneto ignition machines only.

Adaptor 46188. Is similar to 43385 but may have one or two keyways.

If it has 1 keyway, it is suitable for coil or magneto ignition.

If it has 2 keyways, 1st keyway is marked M for magneto only.

2nd keyway is marked C for coil or magneto.

## Identification

Adaptor 43385 has the keyway  $90^{\circ}$  to the flat on the flange.

Adaptor 46188. If 1 keyway, it is  $65^{\circ}$  to flat.

If 2 keyways, 1st (marked M) at  $90^{\circ}$  to flat.

2nd (marked C) at  $65^{\circ}$  to flat.

# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 57. Date: 7th February, 1962.

## Workshop Manual Loose Leaves.

We have pleasure in enclosing complimentary copies of the following new Sections, covering the New "Crusader Super-5" and "250 Trials", together with the 1962 "250 Clipper", "Crusader 250" and "Crusader Sports":-

Title Page.	Section C17. (Supersedes C15).
Frontispiece.	Section E10. (Supersedes E6).
Contents.	Section H6. (Supersedes H3).
Section A15. (Supersedes A9).	Section J7. (Supersedes J5).
Section B15. (Supersedes B9).	Section J8.

# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No. 55. Date: 28th July, 1961.

Lucas Battery Model MLZ9E.

We have pleasure in enclosing a new Workshop Manual Section G4c giving maintenance instructions for the above battery, which is now fitted to the following machines:-

- (i) "Crusader Sports".
  - (ii) "Super Meteor".
  - (iii) "Constellation".
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# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No. 53.      Date: 23rd March, 1961.

We have pleasure in enclosing complimentary copies of the following new Workshop Manual loose leaves for the "350 and 500 Bullets", "350 Clipper" and Trials "Works Replica":-

Title Page.  
Contents Page, revised and retrospective.  
Section A14a. Retrospective and supersedes A10a.  
Section A14b. Retrospective and supersedes A10b.  
Section B14 (4 pages). Retrospective and supersedes B10.  
Section C14 (9 pages). Retrospective and supersedes C10.  
Section E9 (4 pages). Retrospective and supersedes E1.  
Section G2k. (4 pages).  
Section J3. (4 pages). Covers the "Works Replica"  
Front Fork.

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# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No. 52 Date: 30. 12. 60.

## LUCAS SPARE PARTS PRICE INCREASE

Messrs.J.Lucas advise that from 1st January, 1961 there is a general surcharge of 10% on spare parts prices etc. There are certain exceptions, the principle of which, as affecting motorcycles, are Ball Bearings, Bulbs, Batteries and Spares, Lighting conversion Sets, Suppressors.

## 350 CLIPPER MOTORCYCLE

Herewith supplementary leaflet for the 1960 Spare Parts Book.



# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No. 51

Date: 22nd November, 1960

## WINTER LIGHTING

A number of owners find during the Winter period, with little daylight running, that they have difficulty in keeping the battery charged. This is especially the case with combinations and where a machine is parked where the lights must be left on.

When a machine is fitted with the Lucas RML3, RML4 or RML5 Alternator the charging rate may be increased in the 'OFF' and 'PILOT' positions by interchanging two of the three alternator cables where these are joined by snap connectors to the main cable harness.

Two cable colour codes have been used, as follows: (a) Mid-green, Dark-green, Light-green (b) Green and yellow, Green and black, Green and white.

To increase the charging rate, first place lighting and ignition switches at OFF, then, with colour code (a) connect alternator lead Mid-green to harness lead Dark green and alternator lead Dark green to harness lead Mid-green. Leave the Light-green cables connected together. With colour code (b) connect alternator lead Green and yellow to harness lead Green and black and alternator lead Green and black to harness lead Green and yellow. Leave the Green and white cables connected together.

Note that the altered connections may adversely affect emergency ignition. If this happens and emergency ignition becomes essential, reconnect original like colours.

This increased charge is not obtained in the 'High' light position. To ensure maximum charge at all times, pay attention to the following points:

- Maintain battery as directed.
- Use recommended wattage bulbs.
- See that all electrical connections are sound, with special attention to snap connectors, and battery and rectifier earthing points.

Owners must be warned against going for a long run with the connections altered to give increased charge, as under these conditions the battery will be overcharged with loss of acid and resultant trouble. With a return to summer riding conditions, when lights are seldom used, it is essential to revert to the original "like colour" connections, to avoid overcharging.

# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No. 50

Date: 22nd November, 1960.

## CONSTELLATION OIL FILTER

### Error in illustration

In the issue of 'The Motor Cycle' dated 25th August, 1960, on pages 234 and 235 is an exploded view of the Constellation engine. Unfortunately, the assembly of the components securing the filter element (bottom right-hand corner, page 235) has been inverted, and if assembled as illustrated will cut off the oil supply to the big end bearings.

The correct order of assembly is as shown in fig.1 of the Workshop Manuals relating to the later Twin cylinder engines, where the filter element is carried in the timing cover as opposed to being fitted in the oil reservoir. This assembly is as follows:- filter element (and then on the stud) spacer, magnet (where fitted), brass cup, felt and steel washers, coil spring, aluminium end cap with washer, fibre and steel washers, nut.



# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No. <sup>49</sup>:

Date: 4th October, 1960.

## "PRINCE" AND "ENSIGN" MOTORCYCLES.

The rear suspension swinging arm pivots in the lug on the seat tube. There is considerable clearance in the lug between the bearing areas at each end, and, when greasing, it is essential to fill this clearance space with grease which should be pumped in until it exudes freely at each end.

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## 1960 "METEOR MINOR" SPARE PARTS BOOK.

Errata, page 38.

44806 should read, Mudguard, chrome - Sports.

45732       "       "       "       enamelled. - De Luxe.

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## WORKSHOP MANUAL FOR "ENSIGN I, II & III" AND "PRINCE".

We regret to bring to your notice an error on page 15 of the above, published recently.

The top illustration should read : Exploded View of Full Width Front Hub.

The lower illustration should read : Exploded View of Full Width Rear Hub.

The bottom illustration should be obliterated entirely.

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# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No:

44.

Date:

11th April, 1960.

"350 and 500 Bullet", "350 Clipper"  
and Trials "Works Replica".

We have pleasure in enclosing a complimentary set of the following new loose leaves, which bring up-to-date the "Bullet" Workshop Manual issued to you originally, with the addition of Section F4 for carburettors already posted to you recently with "Super Meteor" Workshop Manual Sections:-

Title Page.	C10.
Frontispiece.	D9.
Contents.	K7.
A10a.	L12.
A10b.	L13.
B10.	

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# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No:

43.

Date:

31st March, 1960.

## "Super Meteor" Workshop Manual.

We have pleasure in enclosing a complimentary set of the following new loose leaves, which bring the above publication up-to-date for the period 1956-60, with the addition of G2g already issued for the "Meteor Minor":-

Title Page.  
Contents List.  
Section A12.  
" B12.  
" C12.  
" F4.

The remaining sections in the Contents List were circulated with the earlier edition of the "Super Meteor" Workshop Manual.

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# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 47. Date: 3rd June, 1960.

We have pleasure in enclosing your initial complimentary copy of the 1960 "Crusader 250", "Crusader Sports" and "Crusader Airflow" Spare Parts Book.

With reference to the modified Rocker Assembly Shown on page 56, kindly note when servicing these machines that there are now two head securing screws, 44026, in the push rod tunnel, instead of the previous one.

## 1959-60 "500 Bullet" Spare Parts Book.

### Errata

Page 8.

38055 Push rod, inlet, should be 41442.  
38056 " " Exhaust, " " 41443.

Page 32.

32018 Ball,  $\frac{1}{2}$ " dia. " "  $\frac{1}{4}$ " dia.

Page 44.

39984 Suspension Spring " " 39985.

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# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No:

42

Date:

28th August 1959

## LUCAS DRY CHARGED BATTERIES

Very Important - Putting into service.

It is most important that the instructions supplied with the battery are carefully observed, especially with respect to allowing to stand for one hour after filling with acid and then adjusting the acid level if necessary. If this is not done excessive gassing and acid spillage will take place.

On the MK9E battery with translucent polystyrene case, fitted to the Prince machine, the acid level is marked on the front face of the battery.

# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 41. Date: 17th July, 1959.

STRICTLY PRIVATE AND CONFIDENTIAL.

## ROYAL ENFIELD Bicycle Trade Price List.

The undernoted are revised prices of "Extras" in the Trade List dated 8th April, 1959. These new prices become effective on 1st August, 1959, as a result of increases announced by the manufacturers of Sturmey-Archer equipment:-

Component	Retail	Trade	Purchase	Total
	Price	Price	Tax	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Sturmey Archer } 3-Speed Gears } A.W.	2 0 9	1 9 6	7 2	2 7 11
Sturmey Archer (F.W.)	2 3 6	1 11 6	7 7	2 11 1
4-Speed Gears (F.M.)	2 0 9	1 9 6	7 2	2 7 11
Sturmey Archer Hub Dynamos:-				
G.H.6 on all models	2 8 6	1 15 3	8 6	2 17 0
A.G.3 on single speed models	4 0 9	2 18 6	14 1	4 14 10

We suggest that dealers alter the copies of this Trade Price List and our Retail Price List in their possession. We shall not be reprinting until making the announcement of our programme for 1960, as the current season is so far advanced.

# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 40. Date: 8.7.59

## CONSTELLATION & METEOR MINOR CLUTCH ADJUSTMENT

It must be noted that on these two machines clutch adjustment is quite independent of cable adjustment and each must be correct; slack in the cable is not sufficient; there must also be slack in the clutch operating adjustment. This matter is fully detailed in the Supplementary Instructions for the Constellation issued in February, 1959 and in the 1958-9 Instruction Book. Briefly, to adjust correctly:-

Slack off the cable adjustment.

Adjust clutch operation so that the operating lever in the chaincase has a few degrees of lost movement.

Adjust cable to give slight free movement to the handlebar lever.

Unless there is slight lost movement on each adjustment, there is the probability of clutch slip.

## CRUSADER MODELS WITH ALLOY CYLINDER HEADS.

"Removal of Cylinder Head" is as described in paragraph 22 of the 1959 Instruction Book covering 250 Crusader, Clipper and Crusader Sports models, except that with the Alloy Head there is an extra securing pin in the push rod tunnel. In addition to removing the five holding down nuts also undo this pin which has a hexagon socket head.



# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 38.

Date: 1st May, 1959.

## "Constellation" Workshop Manual.

We have pleasure in sending you herewith the following new workshop manual sections for the above:-

Title Page.  
Frontispiece.  
Contents List.  
Cutaway View of Engine.  
Section A8. (2pp).  
" B8. (4pp).  
" C8. (9pp).  
" D8. (3pp).  
" F3. (4pp).  
" G1f. (2pp).  
" G2h. (2pp).  
" K6. (4pp).  
" L9. (5pp).

As you will see from the Contents List, these sections make up the complete "Constellation" Workshop Manual with the addition of Sections G4a and G5d, (both of which have already been issued for the "Super Meteor" and "Meteor Minor" models); H2 and J1 ("Super Meteor"); and E5 and M6 ("Meteor Minor" only).

This initial set of the new sections is issued free-of-charge, with our compliments.

# 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

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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.



# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 37.

Date:

1st February, 1959.

## SUPPLEMENT TO MASTER SPARE PARTS PRICE LIST

DATED DECEMBER, 1957.

Herewith supplement to Master Spare Parts Price List; this consists of three parts:-

1. Errata to list dated December, 1957.
2. List of new parts.
3. Two sheets headed BJ23 (G75A on reverse) and H66/1007 (ST19 on reverse). These two sheets replace the corresponding two sheets in the present list.

It will be noted that in the list of New Parts certain numbers carry a suffix letter A,B,C, etc. These suffix letters indicate that the original part has been modified and that the modified part with the suffix letter (whilst being necessary for the assembly to which it relates in the relevant spare parts list) is also a proper replacement for the earlier part without suffix letter. Further, suffix letter B would supersede letter A, and suffix letter C would supersede A or B etc.

Example. In the list of new parts 41953A (Brake Pedal) supersedes 41953. Existing stocks of 41953 may still be used as correct replacement parts where 41953 is shown in the relevant spare parts list. When stocks have been exhausted, use 41953A. Where, however, 41953A is shown in the spare parts list, this must be used, 41953 not being a correct replacement. A part with a later alphabetical letter is always a correct replacement for a part with an earlier letter, i.e. B replaces A, C replaces A or B etc.

This method of showing supersession refers to Royal Enfield parts only and must not be applied to Proprietary Parts, concerning which it might have a different meaning.

Suffix letters in the original Master Price List definitely do not refer to supersession and must not be confused with those now in the Supplement. Supersession by suffix letters is introduced with the publication of this supplement.

Double suffix letters have nothing to do with supersession: R.H. means right hand, L.H. left hand, B.X. a set (of brake linings) etc. A letter following a suffix figure also does not relate to supersession.

Suffix figures do not refer to supersession. In general they refer to a related but not superseding component, such as oversize of undersize parts etc.

### Erratum to Supplement.

In Errata List, "40681 Use 42665" should read, "40691 Use 42665".



# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 36

Date: 14th July, 1958

## ROYAL ENFIELD "CONSTELLATION" MODEL

### FRONT WHEEL BALANCE

For maintained high speeds it has been found desirable to fit balance weights on the front wheel to counter balance the security bolt, in order to eliminate vibration.

We are therefore making available balance weights which should be fitted as follows:-

- (1) Raise the front wheel so that it revolves freely.
- (2) When the wheel comes to rest (with the heaviest point at the bottom) attach balance weights to two spokes at the top of this wheel (i.e., opposite the heaviest point).

The heaviest point will normally be near the security bolt which is fitted opposite the valve. Therefore, the balance weights will normally be fitted one on either side of the valve.

If the addition of the weights make the valve side of the wheel the heaviest, the weights should be moved apart spoke by spoke, until the wheel stays in any position in which it is placed, without turning.

N.B. It is important that each balance weight is fitted over the spoke nipple, for which purpose it is recessed, and fits closely against the rim.

When balance of the wheel is completed the balance weights must be locked in position by means of the grub screw.

# THE ENFIELD CYCLE COMPANY LIMITED

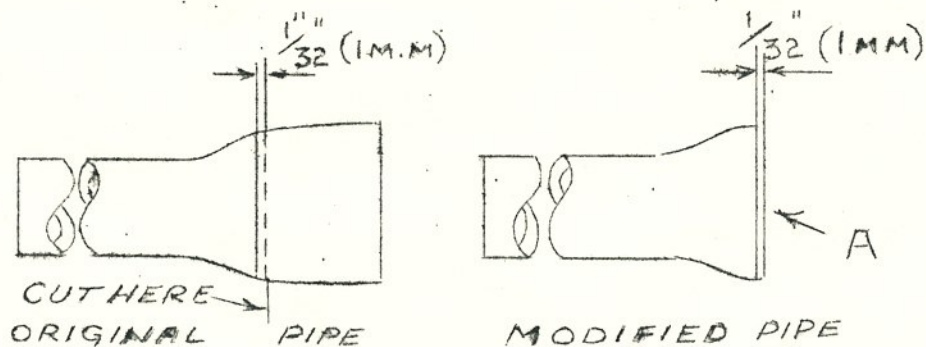
HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 35

Date: 1st Jan., 1958

## NEOPRENE BREATHER PIPE. Part No.41224

It has been found that the effectiveness of this breather is increased considerably by shortening the flat end (which is the non-return valve) to approx.  $1/32$ " (1 m m). This improvement is especially effective on CRUSADER models and it is recommended that all breather pipes of this type on machines in stock, in service or in spares stock should be modified.



If the pipe shows a small air gap at point 'A' after shortening, this is immaterial as the gap closes under suction.



# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 34.

Date: 2nd Dec., 1957.

## DRY CHARGED BATTERY FILLING INSTRUCTIONS.

Please note that we are advised by Joseph Lucas (Batteries) Limited that they are modifying the filler caps on their batteries and at the same time issuing revised filling instructions.

The type of filler cap previously used, which is designed to prevent over-filling, was found to be unsatisfactory in so far as, after standing for one hour, the level in the battery may be appreciably higher than that to which it was originally filled. This type of cap is therefore being replaced by one with an internal baffle and two small vent holes which are stopped up by red plastic plugs which should be removed and thrown away when the battery is put into service.

The battery should be filled with acid at specific gravity 1.270\* up to the level of the top of the plates. If, after standing for one hour, the level has risen the surplus should be syphoned off.

After standing for one hour the battery is 90% charged. If possible a freshening charge of four hours at  $1\frac{1}{2}$  amps. should be given. If after this the level has risen further the surplus should again be syphoned off.

Full instructions are given on the Tallies attached to the batteries.

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\* In tropical climates (above  $90^{\circ}\text{F}$  or  $32^{\circ}\text{C}$ ) the specific gravity should be 1.210. All gravities measured at  $60^{\circ}\text{F}$  ( $15.5^{\circ}\text{C}$ ).



# THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 30

Date: 18th July 1956

## CARBURETTOR FLOODING

(Re Bulletin No 29.)

As a further safeguard against this difficulty on Twin models, a small drain hole is now being provided in the induction pipe.

This drain hole is formed by a shallow groove machined in the lower part of the pipe immediately behind the carburettor flange joint with a 1/16" dia. outlet hole. Any petrol leaking through the carburettor whilst the machine is standing is caught in the groove and leaks out through the drain hole.

When the engine is running, a small amount of air is drawn in through this hole, weakening the slow running mixture; this is readily compensated for by slight re-adjustment of the slow running screw. A further effect is to increase the slow running speed; this also is readily corrected by attention to the throttle stop screw.

These adjustments will have been made on new machines leaving the Works, but will be required on any machine to which a modified induction pipe is fitted.

NOTE.- Whilst the original induction pipe could not be fitted incorrectly, the modified pattern must be fitted with the drain hole underneath.

# 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.

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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.