

## fitting the sportsflow

### Sportsflow Fairing

**1. Description of Fairing** – The "Sportsflow" fairing is a glass fibre unit and therefore very light, rigid and tough. The fairing, with the windscreen, provides excellent weather protection. It has two cubby holes and incorporates the headlamp and the two separate side lamps, which are fitted to all models except the "Super 5" (this has a single parking lamp in the headlamp unit).

Fitting the fairing to a standard machine is a simple and straightforward undertaking, if the following sequence is adopted:

**2. Preparation of the Machine for Fairing** (see fig.1) - Remove the headlamp by means of the slotted screw on top of the rim and disconnect the headlamp wires at the snap – in connectors. The plastic sheath covering the headlamp cables within the casquette should now be cut back 6 inches or so to ensure that they will reach the headlamp in its new position in the fairing. Where fitted, remove the side lamps by the single slotted screw and disconnect the wires at the snap – connector.

The short brown wire, provided with the fairing set, should be connected to the side lamp wire within the casquette. This is to give the extra length of cable required to reach the headlamp when in the fairing. The red earth wire, also in the fairing set, should have its tab end connected to the speedometer mounting nut.

Take out the two small slotted screws in the lower portion of the headlamp mounting rim, and remove the rim. Next attach the new plastic casquette cover by means of these two screws, after threading the headlamp, side lamp and earth wires through its central hole.

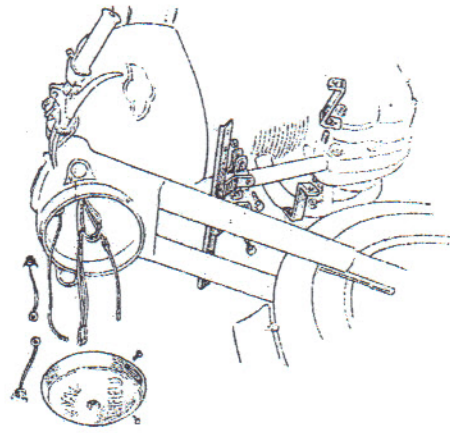


Fig 1. Fairing bracket arrangement and modified wiring

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**3. Fitting Fairing to Motor Cycle** (see Figs. 1 and 2) - Remove the two stud nuts from the top engine mounting stud at the front of the engine and loosely fit the two small angle brackets, the bracket with the right – angle bends on the right hand side, and the z shaped one on the left. Now loosely bolt up the top single bracket with the bracket forward of its clamps and the frame down tube. This bracket should be positioned as high as possible with the cross bar almost touching the steering stop.

The fairing can now be offered up to the machine and secured to the brackets with  $\frac{1}{4}$ " bolts, plain washers and self – locking nuts, one bolt to each lower bracket and two to each side of the top bracket. These mounting bolts can be easily reached through the cubby holes for the fitting of nuts and washers. After these nuts and bolts are tightened, the top bracket clamp bolts and the engine mounting stud nuts can be tightened. This procedure ensures that the brackets fit squarely onto the fairing.

**4 . Fitting the Headlamp** (see Fig. 2) - With 4BA nuts, bolts and washers, fit the two headlamp adjusters supplied with the fairing, into the lower securing holes of the headlamp mounting rim. The slotted angle bracket also supplied with the fairing should be bolted to the top hole in the fairing headlamp recess.

In the case of models fitted with two separate side lamps, the twin red side lamp earth wires should be attached to this bolts and the engine mounting rim can now be fitted to the fairing with the knurled nuts on the two adjusters. The rim fixing screw can then be dropped through the top rim hole and new bracket, and screwed in to the rim fixing plate.

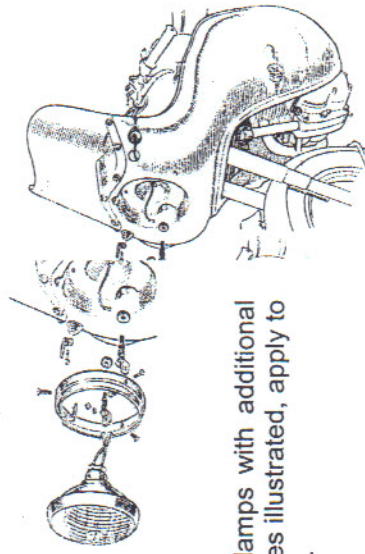


Fig 2. Sportsflow fairing assembly with headlamp exploded out.

Note:- The separate sidelamps with additional earth wires and fairing holes illustrated, apply to all models but the Super 5.

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Thread the headlamp wires through the central hole in the fairing recess and couple up the headlamp wires. Fit the red earth wire, already connected to the speedometer, into the earth connection to be found on the "Super 5". The parking lamp wire must be threaded through the fairing and coupled to the light unit. The headlamp unit can now be fitted to the fairing.

On all models (except the "Super 5") fit each side lamp with the single nut and bolt and connect the positive wires to the new brown extension wire behind the fairing. The two red earth wires should then be clipped onto the side lamps.

Bolt on the windscreen with seven bolts, washers and self-locking nuts.  
**Do not forget to adjust the headlamp at the first opportunity.**

**5. Removing Fairing Assembly** – It is a very simple and speedy job to remove the fairing for maintenance of the machine. First disconnect the head, side and earth wires behind the fairing. After removing the six 1/4" nuts from inside the cubby holes, the fairing, complete with head and side lamps and the screen, can be lifted clear of the motor cycle without disturbing the brackets.

Note – If a "Super 5" fairing is fitted to any of the "Crusader" models, it will be necessary to drill two 1 in. holes in the fairing to accommodate the side lamps, as shown in Fig.2. Be sure to drill these holes where the front and rear fairing mouldings are bonded together. A carpenter's drill provides the ideal tool for the job and after putting the lamps in position, a "drill can be run through each securing hole for the nuts and bolts.



THE 1963 Sales brochure states that "Exclusive to Royal Enfield 250 owners, this aerodynamically designed fairing gives weather protection and increased performance, together with a truly sporting and fashionable appearance"

*Ed:- Thanks to Fran Malloy who sent in this excellent article that I managed to transfer by typing in the text and scanning the drawings.*

## fire in the hold!

A calamitous occurrence has befallen the classic motorcycle movement. Notwithstanding the events surrounding the actual winding up of the long established British factories, the social and economic reasons behind the death of the UK bike industry, this event was nothing short of devastating. The event in question, of course, was the conflagration at the National Motorcycle Museum, which destroyed many of the finest examples of the motorcycles we hold so dear. Prototypes, racers, commuters and specials, none were immune to the flames.

How could this happen? How could a priceless collection such as this be reduced to ash and cinders? The answer is simple but incomprehensible. Inadequate precautions. No sprinklers. The odd fire extinguisher and sand filled fire bucket were considered adequate protection for one of our finest collections of motorcycles.

Personally, I am astounded that any insurance company was prepared to insure a museum of antique motorcycles without a sprinkler system.

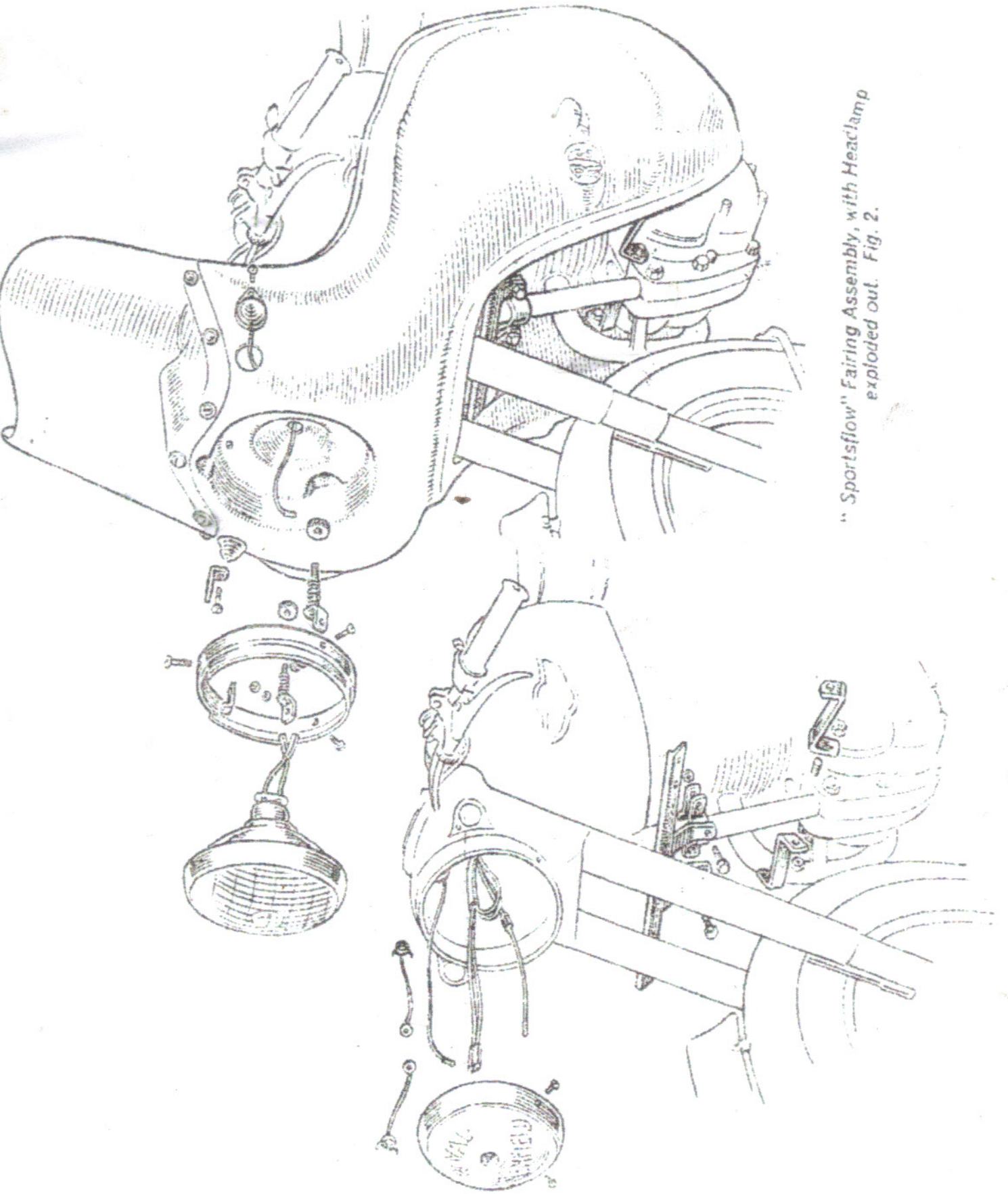
I find it astonishing that smoking was allowed in a building which housed working bikes with fume filled tanks. Try telling your own home insurance company that you keep a motorcycle in your bedroom with a full tank of petrol and see whether they come back with a quote. They would probably come back with Fire Brigade.

The provenance for many machines is now lost forever. Okay, some can be rebuilt, but a rebuilt bike is not the bike that won a T.T., or was developed as a factory prototype. Intrinsic value cannot be replaced. Rightly or wrongly, a lot of the value in some motorcycles comes from the fact that the last person to touch the inside of the engine was someone who worked at the factory. The last person to touch the throttle in anger was a long lost famous racer, the paint was actually applied in a factory paint shop. In most instances the factory sites are long gone, turned into housing estates and by-passes, and the racers long dead. The originality is lost, gone and gone forever, along with the factories.

Some of the machines were never used. They were taken straight from the crate and put on display, as pristine examples of originality for the enthusiast to refer to when attempting a restoration. This would seem a sad end to the life of a motorcycle, to be burnt without ever being used for the purpose it was built for.

However, it is important to remember where we started from, and these motorcycles deserve a place in collections, if only to compare with more modern machinery. Royal Enfield patented the cush drive, how many more millions of motorcycles have cush drives?

Whatever your viewpoint, it is indeed a sobering fact that future generations will not be able to enjoy such a varied selection of original classic motorcycles at the National Motorcycle Museum.



"Sportsflow" Fairing Assembly, with Headlamp exploded out. Fig. 2.

Fairing Bracket arrangement, and modified wiring. Fig. 1.

47248	..	—		M.A.		Sportsflo fairing
47250	..	4062	..	..	2 9	Clip
47252	..	4045	..	..	24 0	Bracket
47254	..	4230	..	..	4 6	Bracket
47255	..	4226	..	..	3 6	Bracket
47262	..	4067	..	..	5 6	Plastic cover
47265	..	4253	..	..	2 6	Adjusting screw
47268	..	4248	..	..	—	Bracket
47285	..	3710	..	..	10	Bracket

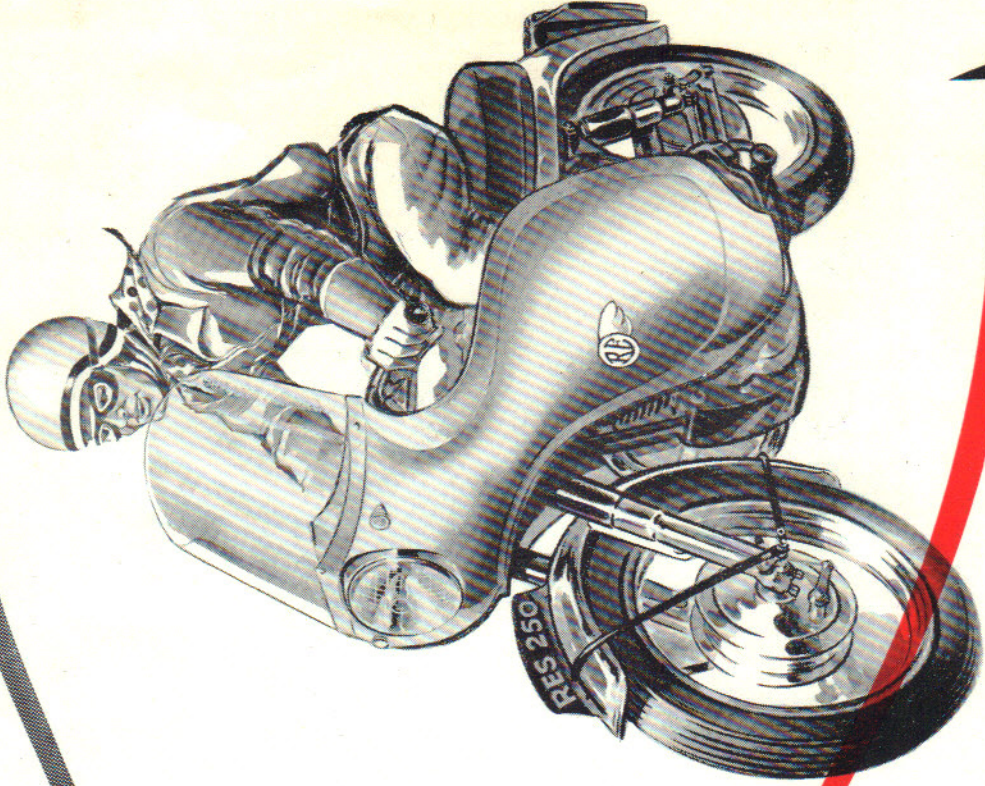
Exclusive to Royal Enfield "250"  
owners, this aerodynamically designed  
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appearance.

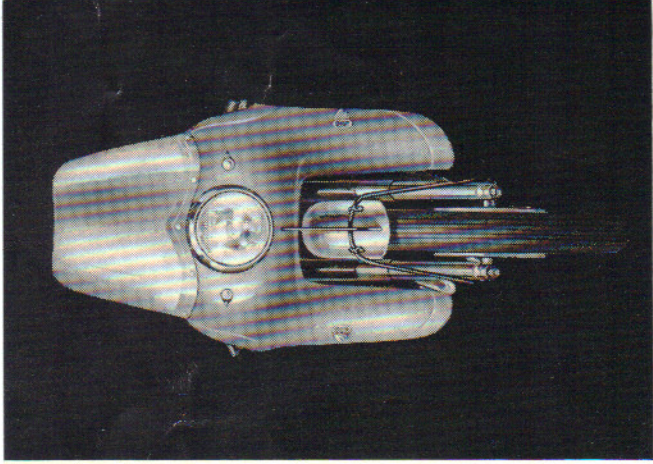
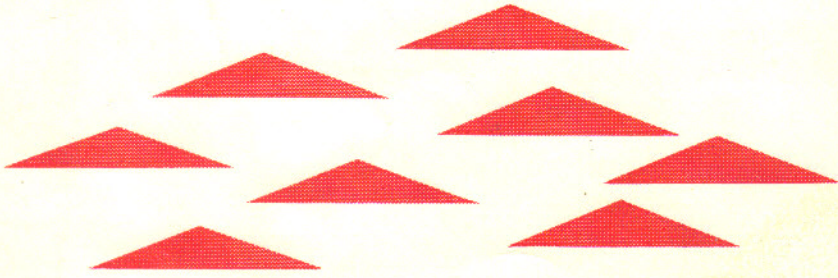


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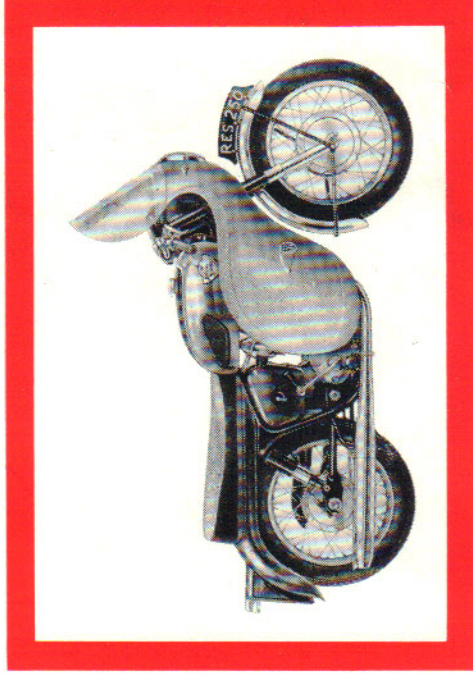


**MOTOR CYCLES**





Produced to fit easily and snugly to "250 Clipper", "Crusader 250", "Crusader Sports" and "Super-5" models, the "Sportsflow" may be attached in a very short time with the minimum of tools. The race-tailored glass fibre fairing is available in matching colours for your model.



Your local Royal Enfield Dealer will be pleased to give you further details or advice on fitting.

**Royal Enfield**

*Sportsflow*

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