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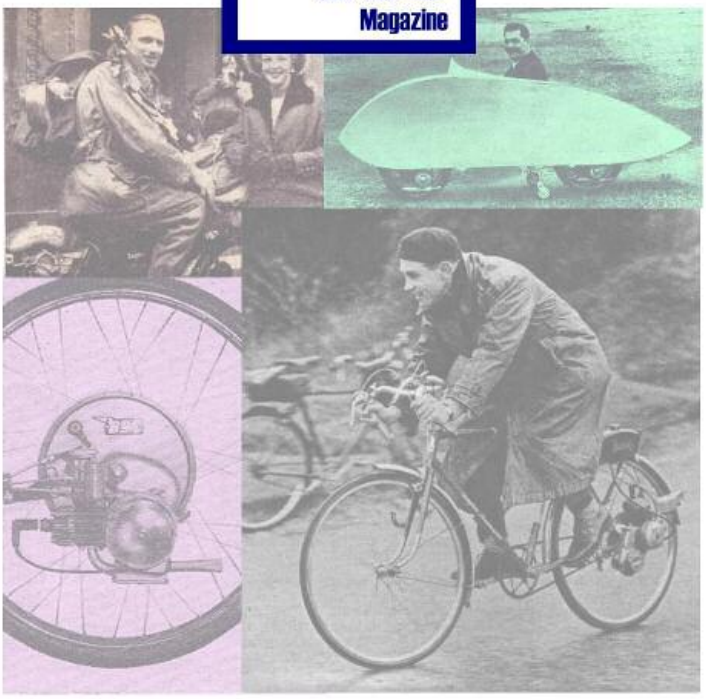

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5th Edition

INSTRUCTION BOOK

for the

Royal Enfield

'Made like a Gun'

125c.c. MODEL R.E.

MOTOR CYCLE

May, 1950

Price 2/-

May, 1950 *5th Edition*

INSTRUCTION BOOK

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Royal Enfield

* * *'Made like a Gun'* *

125c.c. MODEL R.E.

MOTOR CYCLE

THE
ENFIELD CYCLE COMPANY
LIMITED

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CONTENTS

The 125c.c. Royal Enfield
Model R.E.

1 **Foreword.** The machine dealt with in this booklet is designed as a simple and easily handled motor cycle to provide effortless transport with maximum economy.

The machine weighs very little more than a "motorised bicycle" and is actually easier to handle, while the provision of a 125c.c. engine and a three-speed gear box render pedals quite unnecessary. The relatively high top gear enables a good speed to be maintained, if desired, on undulating roads, while practically any main road hill can be climbed on the second ratio. The lowest gear enables any but freak gradients to be climbed without effort on the rider's part.

The absence of pedalling gear enables a low riding position to be used and this, together with the large saddle and spring fork, makes the machine very comfortable and safe to ride.

The two-stroke engine has no valves requiring grinding or adjustment, so that the machine is very easy to keep in tune. Nevertheless, a little attention is well repaid and the instructions given in this booklet should be carefully followed.

2 **Filling Up.** Fill the tank with a mixture of petrol and oil. The proportion for normal use is one part of oil to twenty-four of petrol, i.e., one-third of a pint of oil to each gallon of petrol. A measure is attached to the underside of the filler cap. Mix **two** measures of oil with each gallon of petrol. The oil and petrol should be mixed by shaking or stirring in a separate vessel before pouring into the tank. It is wise to insist on this point, otherwise trouble may be caused through oil settling in the bottom of the tank. If it is not possible to mix the oil and petrol, turn off the petrol tap, **put the oil in the tank first, then the petrol, and shake the machine thoroughly.** The following are the recommended grades of oil for this engine :—

Castrol Grand Prix. **S.A.E. 50.**
Esso Extra Motor Oil 40/50. **Mobiloil D.**
Shell X100 Motor Oil 50.

In addition to the above recommendations, we also approve the use of ready-mixed petrol-oil mixtures offered by any of the above-mentioned manufacturers and intended for use in motor cycle engines. We approve also the use of self-mixing oils offered by these manufacturers if used in the proportions recommended by them.

3 **Controls.** The controls are very simple. At the ends of the handlebar will be found two large levers. That on the left operates the clutch, that on the right the front brake.

The throttle is operated by the right-hand twist grip and is opened by turning the grip inwards.

On the right-hand side of the tank is a lever which controls the gears. When right forward, bottom gear is engaged, the central position engages second, the back position top gear. "Neutral" is provided between bottom and second gears.

The rear brake is operated by a toe pedal in front of the left footrest.

On the offside of the gearbox is the foot starter.

The switch controlling the lights is mounted in the headlamp. When in the central position the lights are "off," one notch to the left switches on the parking lights, and one notch to the right the main light, provided the engine is running. A small switch on the left handlebar enables the main light to be dipped if required.

The small trigger lever behind the left handlebar operates the compression release valve.

Behind the carburettor is an air filter fitted with moving shutters which form a strangler.

4 **Starting the Engine.** Having filled the petrol tank, push the machine off its stand, turn on the petrol tap and press down the "tickler" on the carburettor until petrol overflows from the top of the float chamber. Close the strangler behind the carburettor, place the gear control in neutral, open the throttle control about one quarter and operate the footstarter smartly. The engine should start after two or three kicks.

When the engine fires, open the strangler slightly and allow the engine to run for a few moments, opening the throttle two or three times to draw some petrol and oil into the crankcase; then open the strangler fully. In very cold weather it may be necessary to drive for a quarter of a mile or so with the strangler partly shut.

The above instructions refer to starting from **cold.** When the engine is **hot,** do not flood the carburettor or close the strangler. When **warm** it is usually sufficient to flood lightly, leaving the strangler open.

In case of difficulty in starting see Para. 21(c) and (h).

5 **Starting the Machine.** Lift the clutch control and engage the lowest gear by pushing the lever forward. If the gear does not engage, ease the machine a few inches backwards or forwards while pushing on the gear lever, until the gear goes home.

Next open the throttle slightly and very slowly release the clutch lever until the clutch begins to grip and the machine moves forward. As the clutch grips, the engine speed will drop. This should be counteracted by opening the throttle a little further. Letting in the clutch gently and getting away without jerking the machine or stopping the engine is an art which is soon acquired, but those not used to driving motor vehicles will do well to practice this procedure a few times until it becomes instinctive.

6 **Gear Changing (Up).** Having set the machine moving in bottom gear, open the throttle when it will rapidly gather speed, and in a few yards will require a change into middle gear. To do this, close the throttle, lift the clutch lever and pull the gear lever backwards past neutral into the middle gear position. Having engaged the middle gear, gently release the clutch lever and again open the throttle until the machine has attained sufficient speed to require a change into top gear. (As a rough guide, this speed should be about 20 m.p.h. If the road is uphill, stay in middle gear until a rather higher speed is attained.) To change into top gear, repeat the process of changing from bottom to middle gear, but this time pull the lever right back as far as it will go.

7 **Driving Hints—Gear Changing (Down).** All ordinary undulating roads and many main road hills can be negotiated easily in top gear, using the throttle to control the speed. **For the first 200-300 miles with a new machine, do not exceed 30 m.p.h. in top gear, 20 m.p.h. in second, or 10 m.p.h. in bottom gear.** Full throttle may be used when climbing hills, but the engine will climb better on three-quarter throttle. During this period we recommend the addition of one part of a

running-in compound containing **Acheson's Colloidal Graphite** to every eight parts of oil. This should be added before mixing the oil with the petrol.

The low speed pulling powers of the engine are considerable, but the best results are obtained by changing down early on hills, say, at 20-25 m.p.h. from top to second, and 10-12 m.p.h. from second to bottom.

To change down, momentarily close the throttle, de-clutch and push the gear lever forward.

To stop the machine, close the throttle and apply the brakes. It is wise to use both brakes gently rather than to use the rear brake only. By using both brakes, skids are prevented and the brakes are kept in good order, so that they are ready to pull up the machine quickly in an emergency. Before the machine stops, de-clutch and place the gear control in the neutral position. If the stop is a temporary one, such as might be caused by a traffic block, the throttle should be opened slightly before lifting the clutch lever so that the engine is kept running.

If the machine is to be left standing for several hours, it is wise, particularly in cold weather, to turn off the petrol tap and let the engine run so as to empty the carburettor. This prevents oil from collecting in the jet in the carburettor and so choking it.

8 **Lubrication.** The engine is lubricated by oil mixed with petrol (see paragraph 2). Other points requiring attention are the following :—

Gear Box. This is partly packed with soft grease during assembly. Engine oil should be added about every 500 miles to bring the level about half way up the box. This level can be gauged by means of a piece of wire inserted through the filling orifice.

Chains. The front chaincase is also partly packed with soft grease during assembly. In addition engine oil should be inserted through the filler until it reaches the level of the drain plug.

The rear chain should be lubricated frequently with engine oil or grease and should be removed about every 2,000 miles, and after washing in paraffin should be soaked in melted tallow.

Grease Gun Lubrication. The brake pedal and speed-meter drive should be greased with a grease gun every 200 miles or once a week. The hubs should be greased very sparingly and not too often or grease may find its way on to the brake linings.

Use one of the following greases in the gun :—

Castrolease (Heavy). Energrease C.3.
Esso Grease. Mobilgrease No. 4.
Shell Retinax A.

Lubrication of Front Fork. Lubrication of the telescopic fork is effected by one fluid ounce (approximately 28 c.c.) of oil in each leg, which is added when the machine is assembled. On normal roads this amount should last almost indefinitely but in the event of leakage occurring on exceptionally rough roads, this should be made up by the addition of oil through the small lubricators in the caps at the top of each leg. Use one of the following grades of oil :—

Castrolite. Mobiloil Arctic.
Essolube 20W./30. Shell X.100 Motor Oil 20/20W.
Energol S.A.E. 20W.

9 **Carburettor.** The carburettor is the Amal needle type with a restricting or main jet below the needle jet. A taper needle held in the throttle slide controls the mixture strength throughout practically the whole range of throttle movement.

To richen the mixture, the needle should be raised ; to weaken, it should be lowered. Too rich a mixture is indicated by an excessive tendency to four-stroking—too weak a mixture by poor pulling and a tendency to cut-out when opening the throttle.

To adjust the needle, unscrew the knurled mixing chamber top and withdraw the throttle slide and needle together. Now close the throttle control and push the slide up so as to disconnect the control wire. The needle and clip can now be lifted out of the slide. Spring the clip off the needle and replace it one groove higher or lower as required. When replacing the needle and clip see that the control wire lies in the V in the clip and that the throttle return spring lies squarely on top of the clip in the recess in the throttle slide.

The standard setting is :—

Needle Jet No. 107.
Main Jet No. 85.
Needle clip in Middle Groove

This gives a fairly rich setting suitable for running-in a new engine. After about 200 miles, it will probably be desirable to lower the taper needle one notch, i.e., to fit the clip in the second groove counting from the top.

10 **Sparking Plug.** The types of plug which we have found most suitable are the following :—

Lodge CN. Champion J8. KLG F20.

The plug points should be set to a gap of ·015in. to ·020in

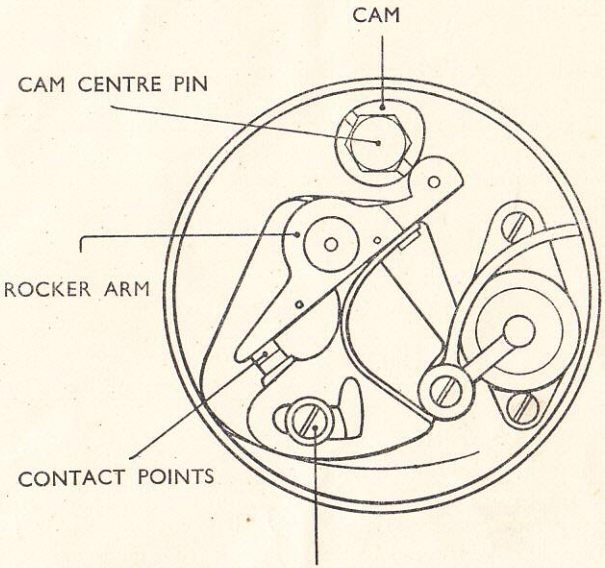
11 **The Flywheel Magneto.** This will give a powerful spark providing it is correctly adjusted and timed. As with any other magneto the magnet poles must be correctly placed relative to the coil at the instant when the contact points open, otherwise the spark will be weak. In order to provide a powerful light, six magnet poles are employed. This makes the instrument more sensitive to incorrect timing than the ordinary two-pole type.

In order to simplify the operation of timing, the flywheel is keyed on to the engine shaft. The keyways are so placed that the pole pieces are in the correct position when the piston of the engine is $\frac{5}{32}$in. to $\frac{3}{16}$in. before the top of the stroke. The contact breaker cam must be set so that the points are just about to open when the engine and the flywheel cover plate are in these positions.

The cam is tapped to receive a $\frac{5}{16}$in. B.S.F. bolt which will serve as an extractor.

The contact points should open ·012in. to ·015in. If they open beyond ·020in. the spark is likely to be very weak.

To adjust the gap, loosen the screw securing the triangular plate to which the fixed point is attached. (See illustration below).



The method of timing the engine is, therefore, as follows :—

(1) See that the contact points open ·012in. to ·015in.

(2) Remove the centre pin and loosen the cam on its shaft.

(3) Set the engine so that the piston is $\frac{5}{32}$in. to $\frac{3}{16}$in. before the top of the stroke.

(4) Turn the cam in a clockwise direction until the contact points are just about to open—this can be determined by feel.

(5) With the engine and cam in these positions, lock up the centre screw securing the cam to the shaft.

(6) Check to make sure that the cam has not moved when tightening the screw.

12 **Lighting Set.** The flywheel generator also provides current for the lighting set while the engine is running. For parking purposes provision is made for a dry battery in the head lamp.

The lights are controlled by a switch mounted in the back of the lamp. When this is in the middle position all lights are off. In the left-hand position the pilot bulb and tail lamp are lit from the dry battery. In the right-hand position the main head lamp bulb and tail lamp are lit from the flywheel generator. A dipper switch on the left handlebar enables the main light to be dipped if required. The speedometer is illuminated when the main light is on.

The correct bulbs are :—

Head Lamp :	6 volt, 24 and 24 watt, with small bayonet cap.
Pilot Bulb :	2·5 volt, 0·2 amp. screw fitting.
Tail Lamp :	6 volt, 3 watt, single contact with small bayonet cap.
Speedometer Light :	6 volt, 1·8 watt, (·3 amp.) with miniature bayonet cap.

Do not use a smaller capacity bulb in the head lamp or it will burn out quickly. Do not use a larger capacity bulb for the pilot light or the dry battery will quickly become exhausted.

The flywheel generator provides the correct voltage at about 20-25 m.p.h. in top gear. If the light is inadequate below this speed, change to a lower gear.

Do not leave the dry battery in the head lamp after it has become exhausted, otherwise it will cause corrosion of the contacts.

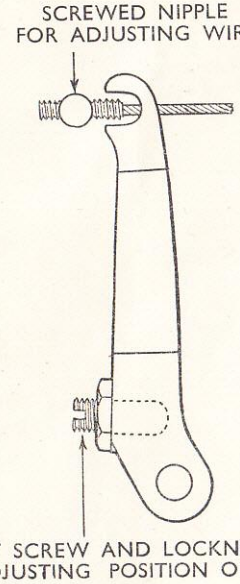
13 **Adjustment of Chains.** To adjust the rear chain, loosen the nuts on the rear wheel spindle and tighten the nuts on the chain adjusters. Take care to adjust both sides equally and do not forget to tighten up the spindle nuts. On no account should the chain be run quite tight. It should have about ½in. up and down movement.

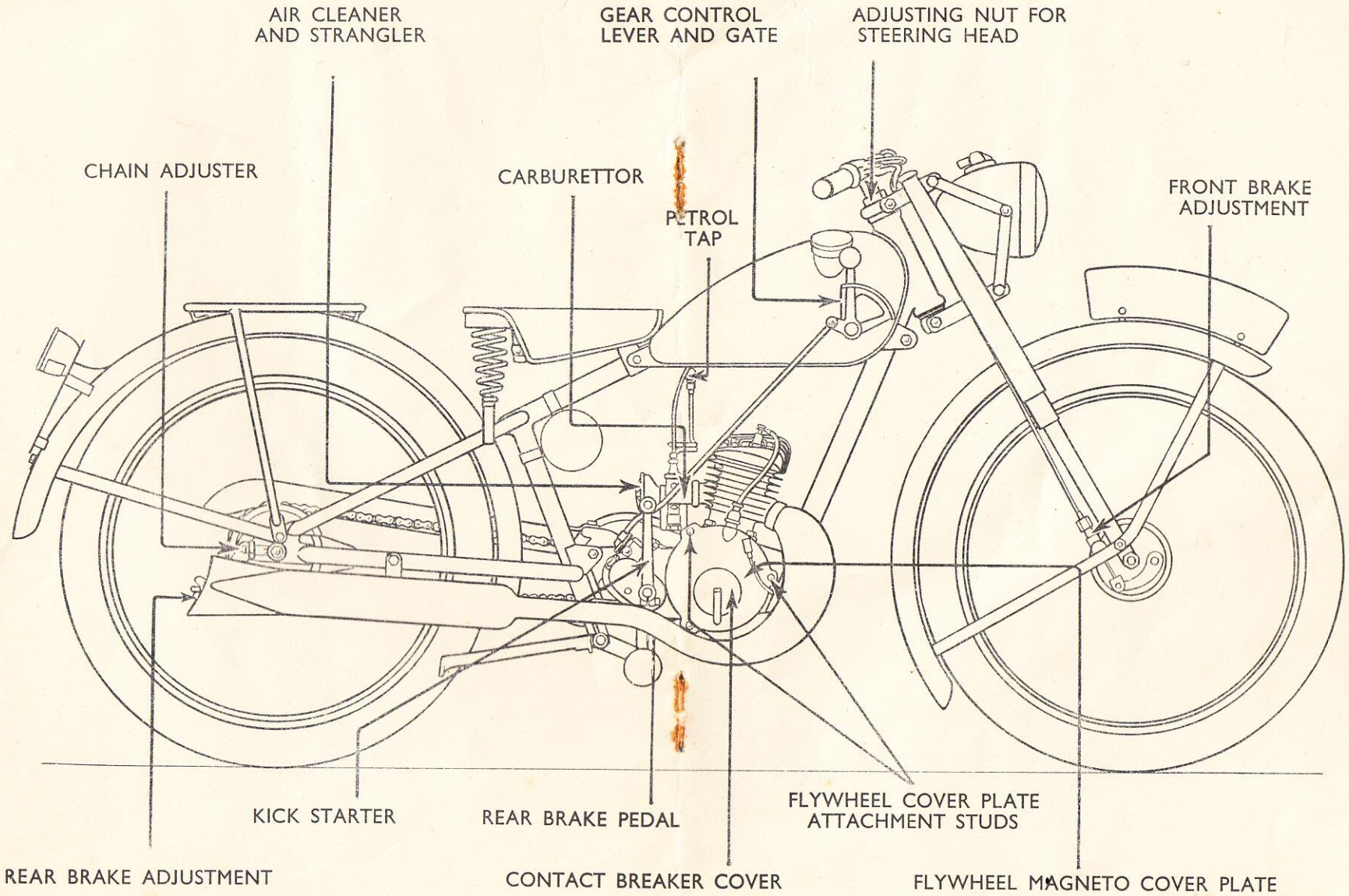
The primary chain has no adjustment. It is " run-in " before fitting and provided that it is kept well lubricated, will never need adjusting.

14 **Adjustment of Gear Control.** When in second gear, the lever should be central in the middle notch in the control gate. If it is not, slacken the pin securing the gate to the side of the tank and swing the gate about its lower attachment point until it is in the required position.

15 **Adjustment of Clutch Control. Important.** It is absolutely essential that the clutch lever on the gear box (see illustration below) should have a little free movement, otherwise the clutch will slip. An adjustable nipple is provided at the gear box end of the clutch cable. To adjust this, press on the clutch lever on the gear box, disconnect the control wire, adjust the threaded nipple and couple up the wire again.

If the adjustable nipple does not provide sufficient adjustment the position of the lever must be altered. To do this loosen the locknut and slacken the set screw a turn or two. If there is now excessive slack in the control wire, this can be taken up by the adjustable nipple on the cable.




AIR CLEANER
AND STRANGLER
GEAR CONTROL
LEVER AND GATE
ADJUSTING NUT FOR
STEERING HEAD
CHAIN ADJUSTER
CARBURETTOR
PETROL
TAP
FRONT BRAKE
ADJUSTMENT
KICK STARTER
REAR BRAKE PEDAL
FLYWHEEL COVER PLATE
ATTACHMENT STUDS
REAR BRAKE ADJUSTMENT
CONTACT BREAKER COVER
FLYWHEEL MAGNETO COVER PLATE

16 **Adjustment of Brake Controls.** Both brake controls are provided with finger adjustment, that for the rear brake being by means of a wing nut on the end of the brake rod, while the front brake adjustment is by a wing nut and locknut on the side of the fork girder. Always keep the brakes properly adjusted.

17 **Adjustment of Steering Head.** When the weight of the machine is taken off the front wheel the handlebar should swing over freely but without play in the steering head. If the head requires adjustment, loosen the nut on the pin through the ball head clip, also the nuts on the upper cross bolt securing the legs of the fork to the ball head clip. Adjust the head with the large plated nut through which the handlebar stem passes. Do not forget to tighten the nuts on the upper cross bolt and on the pin through the ball head clip after making the adjustment.

18 **Wheel Bearings.** The bearings of both wheels are single row, deep groove journal races. These have been proved by extensive tests to be superior to cup and cone bearings and are adequate to deal with both radial and thrust loads. They require no adjustment.

19 **Removal of Wheels. Rear Wheel.** Place the machine on the stand, unscrew the brake adjustment wing nut, disconnect the rear chain at the spring link, loosen the two spindle nuts and slide the wheel out of the slotted fork ends. When replacing the wheel, remember to fit the spring link so that the open end points away from the direction in which the chain travels.

Front Wheel. Place the machine on the stand. Disconnect the front brake by means of the pin through the stirrup (having first removed the small split pin). Remove the two spindle nuts. The fork girders are cut away sufficiently to allow the wheel to drop out if the girders are sprung very slightly. After removal of the wheel the machine will be found to stand securely on the centre stand and the rear wheel.

20 **Removal of Tyres.** The wired-on tyres fitted are easily removed if the correct procedure is adopted. Deflate the tyre by unscrewing the inside of the valve with the key formed on the dust cap. Remove the milled locknut securing the valve to the rim. At a point opposite the tyre valve, press the walls of the tyre down into the well in the centre of the rim and work the walls down into the well as far as possible in either direction. It will then be found possible to lever the cover off, starting at a point near the valve and working in either direction. When replacing the cover reverse this procedure, starting opposite the valve and finishing close to it with the tyre at the opposite side of the wheel pressed down into the rim. When only slightly inflated see that the wired edges are in their proper places, not down in the well. As a check on this, examine the fine line moulded on the wall of the tyre near the rim. This should be about a quarter of an inch from the rim, all the way round.

The recommended tyre pressures for a rider of normal weight are :—Front, 16 lbs. per sq. inch ; Rear, 18 lbs. per sq. inch.

21 **Location of Trouble.** In the unlikely event of trouble occurring on the road, the following hints may be of use in enabling the defect to be rapidly ascertained and rectified :—

(a) **Shortage of Petrol.** *Symptoms.* The engine cuts out more or less suddenly and on operating the tickler on top of the carburettor, the float chamber is found to be empty. *Remedy.* Lean the machine over on the right foot-rest. This will allow sufficient petrol to flow from the reserve in the left-hand side of the tank to enable the machine to run for a further two or three miles.

(b) **Sparking Plug Gap Short Circuited.** *Symptoms.* The engine suddenly ceases firing, perhaps after running at high speed on full throttle as, for instance, when climbing a hill in bottom or second gear.

Remedy. Remove the sparking plug and examine for a fine " whisker " of metal bridging the spark gap. If present, break this with a knife blade, replace the plug and carry on.

(c) **Engine Difficult to Start.** Examine the sparking plug for excessive gap, also contact breaker for incorrect gap or timing set too early. See also that the high tension lead is pushed well down into the ebonite bush on the flywheel cover—also that the lead and plug insulator are not wet.

Notes. (1) Too large a gap between the contact breaker points causes them to open too soon. Correcting the gap will correct the timing.

(2) If engine is difficult to start with the foot-starter, try pushing off in bottom gear with the de-compressor lifted. When moving at a fair walking pace, drop the decompressor and lift the clutch as soon as the engine fires.

(d) **Mixture Too Weak.** *Symptoms.* Engine cuts out on opening throttle, is inclined to spit back through carburettor and does not pull well on hills.

Remedy. If engine is cold, flood carburettor again or partly close strangler and carry on for half a mile or so to warm the engine up. If the trouble persists when the engine is warm, stop the machine, turn off the petrol, unscrew hexagon plug at base of carburettor, unscrew carburettor main jet and examine for a stoppage. If no stoppage can be found, unscrew the top of the carburettor mixing chamber, remove the throttle slide and detach it from the control wire. Push the taper needle and clip up out of the throttle slide, spring the clip off the needle and replace it one groove lower down.

(e) **Mixture Too Rich.** *Symptoms.* Engine shows pronounced tendency to four-stroking and the exhaust is very smoky.

Remedy. Make sure strangler is fully open and carburettor is not flooding. If these points are in order, remove top of carburettor and lower taper needle one notch.

(f) **Engine Seizes.** This is caused by running a new machine too fast, or with insufficient oil, or may be caused through running with a choked jet.

Symptoms. The engine locks up solid, causing the machine to stop suddenly.

Remedy. De-clutch, thus freeing the rear wheel. Allow the engine to cool for a few minutes when it will be found to have become free. Start up and proceed but at reduced speed. As soon as possible have the engine examined by a competent mechanic and any score marks removed.

(g) **Engine Requires Decarbonising.** After 1,000—2,000 miles the engine will become choked with carbon deposit.

Symptoms. The engine loses power and becomes very liable to four-stroking.

Remedy. Remove the cylinder, piston and silencer and decarbonise. (See paragraphs 22, 23 and 24.)

(h) **Clutch Slips.** If the clutch slips when starting the engine, ease it over compression by lifting the compression release valve.

If the clutch slips when the engine is pulling, first see that the clutch operating lever on the gear box has some free movement. (See paragraph 15.) If this is in order, remove the front half of the primary chain case thus exposing the clutch. Remove the six screws securing the clutch springs. Lift away the outer pressure plate and sprocket and wash any oil or grease from the plates with petrol. Replace the sprocket, pressure plate, springs and pins. If the clutch still slips, new cork inserts and/or springs are required.

22 **Removal of Cylinder for Decarbonisation.** Remove the complete exhaust pipe and silencer. Remove the carburettor, disconnect the release valve control wire from the handlebar lever, remove the lever from the lugs on the bar and unscrew the release valve from the cylinder. Remove the sparking plug, unscrew the four cylinder base nuts and lift the cylinder and head off the piston. Remove the wire circlip from one end of the gudgeon pin, push out the pin and lift away the piston. If desired, the cylinder head can be removed from the barrel after unscrewing the four attachment nuts.

23 **Decarbonisation.** In addition to removing carbon from the top of the piston and the cylinder head, pay particular attention to the exhaust port, the piston ring grooves and the inside of the piston. Do not, however, remove the carbon from the sides of the piston skirt. The silencer must also be decarbonised. It contains three conical baffles each with a central hole $\frac{1}{2}$in. in diameter. It can be cleaned by holding a piece of $\frac{3}{8}$in. diameter steel about 15 inches long in a vice, threading the silencer over it and working it about so as to clear the carbon from the holes in the baffles.

When replacing the piston rings, make sure that they fit freely in their grooves and that the pegs engage correctly in the gaps in the rings.

24 **Replacing the Piston and Cylinder.** In general, the procedure is a reversal of that employed in removing these parts.

Do not forget to replace the gudgeon pin circlip and **use a new circlip every time.** Take care that the piston is fitted the correct way round with the pegs in the ring grooves towards the rear. The joint between the cylinder base and crankcase must be air-tight. These faces must, therefore, be clean and free from any traces of the old joint washer. A new paper washer should be fitted. When tightening the holding down nuts give each a successive turn to ensure the base bedding down dead level.

Take care to have all the parts scrupulously clean and smear a little clean oil on the piston before assembly.

25 **Removal of Engine and Gear Unit from the Frame.** Remove the carburettor, exhaust pipe, release valve (see paragraph 22) and sparking plug. Disconnect the rear chain, also the clutch and gear controls. Remove the four bolts which attach the unit to the frame. The unit can now be lifted out quite easily.

26 **Dismantling Engine and Gear Unit.** First remove the contact breaker cam (see paragraph 11) and the flywheel cover plate. The flywheel itself is held on the engine mainshaft by means of a keyed taper and a nut with a right-hand thread. The boss of the flywheel is threaded to receive a special extractor which can be obtained from the Works.

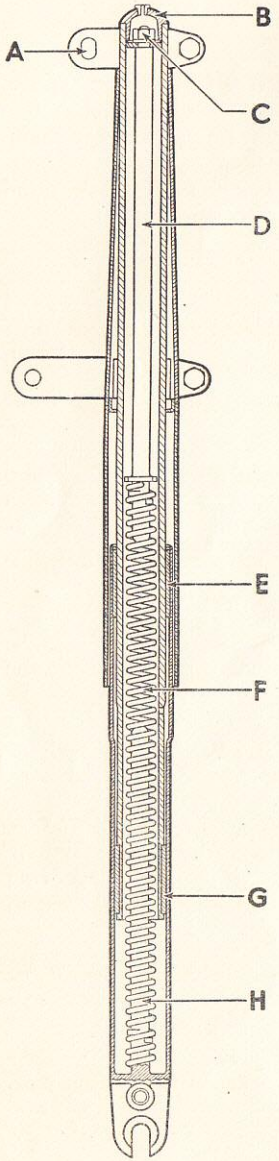
Next remove the primary chain cover, unscrew the six pins securing the clutch springs, dismantle the clutch and remove the primary chain. The engine sprocket and clutch centre are held on to their shafts by tapers and nuts with right-hand threads. Extractors should be used to draw these components off their shafts.

Then remove the nuts which hold the two halves of the case together. (There are three studs with nuts on both ends, five with nuts on the driving side and one with the nut on the footstarter side.) The two halves of the case can now be separated after removal of the cylinder and piston. It is not necessary to disturb the countershaft sprocket or the footstarter mechanism.

27 **Re-assembly of Engine.** Proceed in the reverse order to that employed when dismantling. See that everything is clean and free from grit ; put some clean oil on all moving parts. To time the magneto follow the instructions given in paragraph 11.

Before fitting the back half of the chain case and the clutch, the rear chain should be fitted round the countershaft sprocket. The joints between the two halves of the crankcase must be clean and should be made with seccotine, shellac varnish, or a similar jointing compound.

Partly fill the gear box and chain case with soft grease and add some engine oil after assembly.



28 **To Dismantle the Fork.** First remove the front wheel in the normal manner. Each leg can now be withdrawn from the machine after unscrewing the nut securing it to the fork crown and ball head clip. Now remove the cap B from the upper end of the leg and unscrew the nut C beneath it. The entire sliding member can now be withdrawn from the lower end of the leg bringing the spring F and both upper and lower spring posts D and H with it. The spring can now be unscrewed from the scrolls on the upper and lower posts.

The lower bearing bush G is split longitudinally into two parts and can readily be removed for replacement purposes. The upper bush E, however, is permanently fixed in the upper end of the sliding member and in the event of a new bush being required it is necessary to fit a new or a reconditioned sliding member complete.

To ensure free movement of the fork it is essential that the two legs should be strictly parallel. The distance between the legs at the lower end is controlled by the wheel hub, while at the upper end it can be adjusted by means of the nuts on the cross bolts securing the legs to the fork crown and to the ball head clip.

DO'S AND DON'TS FOR DRIVERS.

DO see that the petrol and oil are properly mixed.

DON'T use cheap grades of oil.

DO check plug and contact breaker setting every 1,000 miles.

DON'T fill the hubs and flywheel magneto with soft grease.

DO keep your brakes correctly adjusted.

DON'T leave the brakes alone until the last moment and then have to apply them hard.

DO use **both** brakes regularly.

DON'T slip the clutch to save changing gear.

DO see that the clutch control is correctly adjusted.

DON'T run your tyres too soft ; they cost money, air does not.

DO use the lower gear ratios when necessary—that is why they are provided.

DON'T race the engine on a low gear when it will readily pull a higher one.

MOTOR CYCLE GUARANTEE.

The following is a copy of the Guarantee given by Dealers in Royal Enfield Motor Cycles :—

We give the following Guarantee with our Motor Cycles, Motor Cycle Combinations and Sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication, shall not be construed as enlarging, varying or overriding this guarantee.

In the case of machines (*a*) which have been used for " hiring out " purposes or (*b*) any motor cycle and/or sidecar used for any dirt track, cinder track, or grass track racing or competitions or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition or (*c*) machines from which the trade mark, name or manufacturing number has been removed, no guarantee of any kind is given or is to be implied.

WE GUARANTEE, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and to be in force for six months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination or sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing, such new part in the motor cycle, motor cycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect. The term "misuse" shall include amongst others the following acts :—

1. The attaching of a sidecar to this motor cycle.
2. The use of a motor cycle when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.

Any motor cycle or motor cycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, *i.e.*, we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition, and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

CONDITIONS OF GUARANTEE.

If a defective part should be found in our motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase, or the date when the alleged defective part was exchanged as the case may be.

Failing compliance with the above, such articles will lie here AT THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

We do not guarantee specialities such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the purchaser differing from standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

NOTICE.

We do not appoint agents for the sale on our behalf of our motor cycles or other goods but we assign to motor cycle Dealers, areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf.

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