

REPRINT.

# HINTS and TIPS

FOR THE

# ROYAL ENFIELD

## TWO-STROKE

## 225 c.c. MODEL A.

1934 • 1937.

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# Hints and Tips

FOR THE



TWO-STROKE,  
225 c.c. MODEL A.

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# The 225 c.c. Royal Enfield

## Model A.

- 1 **Foreword.** The machine dealt with in this booklet provides a simple, light motor cycle with an ample margin of power, a good lighting set and all the essentials of a machine intended for hard use, at very moderate cost.

While no attempt has been made to provide a "super-sports" performance the machine has enough power to hold its own in the fast moving traffic streams of to-day. The performance on hills is particularly good, most main road gradients being climbed in top gear, while the lowest of the three ratios enables the steepest hills to be climbed with ease.

The two-stroke engine fitted has no valves requiring grinding or adjustment, so that the machine is very easy to keep in tune. Nevertheless, a little attention will be 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 sixteen of petrol, *i.e.*, half a pint of oil to each gallon of petrol. While the machine is new, however, it is preferable to use a little more oil, say three-quarters of a pint to each gallon of petrol. A measure is attached to the underside of the tank filler cap. Four full measures equal half a pint. (The instruction to use FIVE measures given on the filler cap applies to new machines. When run-in, FOUR measures are sufficient.) 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. Always use No. 1 petrol of a good brand and



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Wakefield's "Castrol Patent (XL)," Vacuum "Mobiloil D," or "Aeroshell" oil. Benzole mixtures and ethylised petrols are not necessary for this machine and are not recommended.

- 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.

Two small levers are mounted on the right handlebar. The upper one is the air control to the carburettor while the lower one operates the throttle. Certain machines of this type have outward-opening levers; others open inwards. In either case the control is open when the inner cable is visible wrapped round the disc portion of the lever.

On the right-hand side of the tank is a long lever which controls the gears. When right up, bottom gear is engaged, the central position engages second gear, and the bottom position top gear. A neutral notch is provided between bottom and second gear.

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

On the off side of the gearbox is the kickstarter crank.

The switch controlling the lights and dynamo charging is mounted in a panel in the top of the tank and the positions are marked on it. The ignition switch is controlled by a small key in the centre of the lighting switch. Turning the key to the right switches the ignition "on."

- 4 **Starting the Engine.** Having filled the petrol tank, turn on the tap and press down the "tickler" on the carburettor, holding it down till petrol overflows from the top of the float chamber. Next switch on the ignition, close the air lever, open the throttle lever a little way and, with the machine on the stand and the gear control in the neutral position, press smartly



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with the foot on the starter pedal. The engine should start after one or two kicks. If it does not, flood the carburettor a little more and try again.

The above instructions refer to starting the engine from cold. When the engine has just been running, and is hot, it is usually sufficient to press down on the starter without flooding the carburettor.

When the starter pedal is operated, a toothed quadrant in the gearbox is engaged with a pinion. There is a remote possibility that these gears may jam on engagement. Should this occur, *do not* try to force the pedal down or the gears will be damaged and will be more likely to jam on future occasions. If the clutch lever is lifted, the gears will probably engage easily. The clutch lever should then be dropped, the starter pedal allowed to return and then operated again. If the gears still jam when the clutch is lifted, place the machine in gear and turn the rear wheel slowly forwards.

- 5 Starting the Machine.** Leave the engine running gently and make sure that the gear is in neutral. (The best way to do this is to apply the foot brake and see that the rear wheel comes to rest while the engine is running.) Having checked this point, push the machine off its stand, sit astride it, lift the clutch lever and engage the lowest gear by pulling the gear lever upwards. If the gear does not engage, ease the machine a few inches backwards or forwards while pulling 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 and 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 practise this procedure a few times until it becomes instinctive.



- 6 **Gear Changing (Up).** Having set the machine moving in bottom gear, open the throttle and the machine 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 push the gear lever downwards, past neutral into the middle gear position. Having engaged 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 till a rather higher speed is attained.) To change into top gear repeat the process of changing from bottom to middle gear.

While getting away from cold it will be found best to keep the air lever partly closed. As soon as the engine has become warm, however, the air lever should be opened fully and need not be touched again except possibly when climbing steep hills, when it may be found necessary partly to close it.

- 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. While the machine is new it is desirable, in addition to using more lubricating oil (see paragraph 2), to keep the throttle lever not more than half-way open except when full throttle is required to negotiate steep hills.

On approaching a hill the speed should, if conditions permit, be increased slightly, as the machine will climb better at a fair speed. As the speed drops on the hill, the engine may emit a peculiar rattling sound, which is a sign that a change should be made to a lower gear. If the machine is almost at the top of the hill the gear change may be avoided by closing the throttle slightly (i.e., to about three-quarter throttle), when the engine will be found, at very low speeds, to pull better than on full throttle.

In general, however, there is nothing to be gained by remaining too long in top gear, and if a hill is long and steep enough to



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require a change to a lower gear this change should be made as soon as the engine starts to labour.

To change down to middle gear, leave the throttle open, lift the clutch and pull the gear lever upwards to the middle gear position. To change from middle gear to bottom gear, repeat the foregoing instructions but pull the gear lever right up as far as it will go.

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 declutch 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. A throttle stop is provided on the carburettor, which may be set to keep the throttle slightly open when the lever is shut. This prevents the engine from being stopped accidentally, but its use may cause erratic firing when running fast downhill.

**To stop the engine switch off the ignition. The warning light is a reminder.**

If the machine is to be left standing 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 jets in the carburettor and so choking them.

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

**Gear Box.** This is assembled with special grease. In addition, it should be filled with engine oil up to the level of the filling orifice. The filling plug should be removed about every 500 miles and the oil level made up as required. If preferred,



"Castrolase (Light)," "Mobilgrease No. 2" or "Shell Motor Grease (Soft)" may be used in addition to the engine oil.

**Chains.** These 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.

**Front Fork Spindles, etc.** These should be lubricated with the grease gun provided. The fork spindles require attention about every 200 miles, but the hubs and brake spindles require greasing very seldom and very sparingly.

- 9 **Lighting and Ignition Set.** The charging switch provides two alternative rates of charge. The "Summer Half Charge" position provides sufficient current for the ignition with a small surplus at normal speeds. This position should normally be used when the battery is already well charged. The "Winter Full Charge" position gives the full available output of the dynamo. This position should be used when driving mainly at low speeds (as in traffic) and also for the first hour or so of a long run if the battery is known to be nearly discharged through using the lights when the machine is standing. **The full charge rate should not be employed continually at high speeds or the battery will be damaged.**

The warning light shows when the ignition is switched on. On certain machines of this type the light shows at all engine speeds, but on other models the light goes out when the engine speed is such that the dynamo starts to charge. If the warning light bulb should burn out, the running of the machine is not affected, but the bulb should be replaced as soon as possible by one of the correct type, otherwise the absence of a warning may result in the ignition being left "on" when the engine is stopped.

The correct bulbs are as follows :—

For machines in which the light does not go out, 3.5 volt .3 amp.

For machines in which the light goes out, 2.5 volt .2 amp.



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If bulbs of lower voltage **or amperage** are used they will burn out very quickly.

The following are the correct bulbs for use in the head and tail lamps :—

Head Lamp (main light). 6 volt, 12 watt (2 amp.).

Tail lamp and head lamp (pilot light), 6 volt, 3 watt (.5 amp.).

When the lighting switch is in the "high" position, a finger-operated switch on the left handlebar can be used to dim the lights by switching out the main bulb and lighting the pilot bulb.

The various wires or leads in the system should be examined occasionally to make sure that they have not become disconnected or chafed. The two battery leads and the positive lead from the dynamo to the switch panel are particularly important. If the dynamo should cease charging, the cause may be a faulty lead. As a temporary expedient, disconnect the field circuit lead (green marking) from the dynamo. This will not make the dynamo charge, but may save it from damage.

The acid level in the battery should be maintained at  $\frac{1}{4}$  in. above the top of the plates by the addition of distilled water at regular intervals.

**Regular attention to the battery and wiring will ensure the satisfactory working of both lights and ignition.**

The lighting and ignition set is fully described in a booklet issued by the manufacturers, a copy of which we will forward on request.

- 10 Ignition Timing.** The correct timing for the ignition is such that the contact points just begin to break when the piston of the engine is  $\frac{1}{8}$  in. to  $\frac{3}{16}$  in. before the top of its stroke. The figure of  $\frac{1}{8}$  in. gives the best climbing,  $\frac{3}{16}$  in. gives slightly more speed.



To set the timing, remove the contact breaker cover from the end of the dynamo. This is attached by a single screw. If the large central screw is then loosened the contact breaker cam will be free on its shaft. Now set the engine to top dead centre as gauged by a piece of wire through the plug hole. (The engine can conveniently be turned by the flywheel.) Next turn the engine backwards until the piston has descended  $\frac{3}{16}$  in. (or  $\frac{1}{8}$  in. for a heavy rider in hilly country). Turn the contact breaker cam forwards until the contact points just break. The point of breaking can conveniently be gauged by using thin tissue paper between the points. Lock up the large central screw tightly, with the engine and cam in these positions and the ignition should be correctly timed. It is wise however to check the setting to make sure that it has not been disturbed when locking up the screw.

- 11 **Carburettor.** The carburettor consists essentially of a float chamber with a needle valve and two jets. Access to the jets is obtained by unscrewing the plug underneath the carburettor, taking away the float chamber and then removing the large nut at the base of the carburettor body. The jets can then be unscrewed with the special key provided.

The pilot jet is the one nearer the engine, while the main jet, which is the longer of the two, is screened by the throttle valve until the throttle is open about half way.

The carburettor is very simple and, provided it is clean internally, cannot give trouble. It is well, however, to dismantle it occasionally and clean it out to prevent foreign matter from accumulating and stopping up one of the jets or getting under the needle valve.

The jets fitted are No. 70 main and No. 30 pilot, which are suitable for a new machine and for general use in cold weather. If, when the machine is run in, it shows (in warm weather) a pronounced tendency to four-stroking, the spare pilot jet No. 25 should be fitted.



- 12      **Sparking Plug.** We have found the Lodge M.H.1 plug very suitable for ordinary conditions. If always driven very hard, the Lodge M.H.45 will stand up better, but this is more liable to oil up when starting, idling, etc. Corresponding plugs in the K.L.G. range are the K.S.5 and the 583 respectively.

- 13      **Adjustment of Chains.** The front chain is adjusted by moving the gear box. To do this, loosen the two nuts which hold the gear box into the frame and pivot the box about the lower of the two bolts.

The rear chain is adjusted by moving the back wheel. To do this, loosen the two spindle nuts and adjust the set pins in the rear fork ends. Take care to adjust both sides equally.

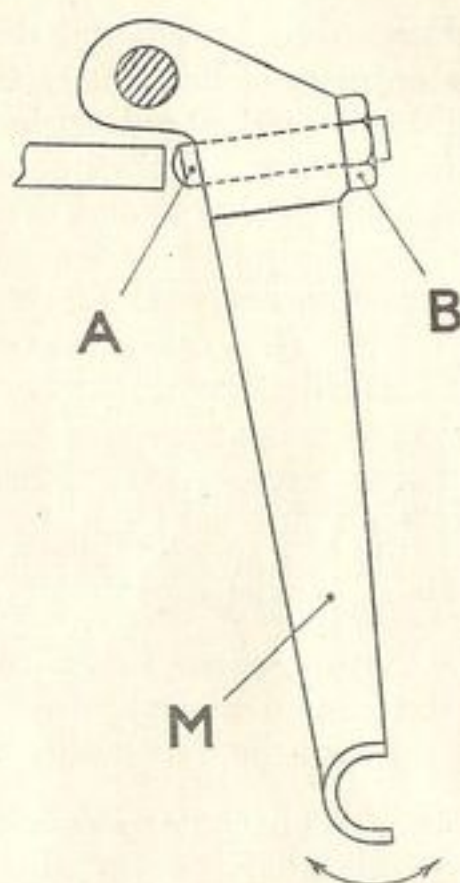
To adjust the dynamo chain, loosen the nut underneath the dynamo (below the engine plates) which secures the holding down strap and then turn the dynamo in its housing.

Do not let the chains become too slack so that they rattle or jump off. On the other hand, never adjust a chain so that it is quite tight. The front chain and dynamo chain should have about  $\frac{1}{4}$  in. up and down movement, the rear chain about  $\frac{1}{2}$  in.

- 14      **Adjustment of Gear Control.** If the gear box has been moved to adjust the primary chain, the gear control rod may require adjustment. To do this, disconnect the rod, place the gears in the second gear position and the control lever in the corresponding position. Lengthen or shorten the control rod by loosening the locknut and turning the forked end of the vertical rod. Connect up the control rod and tighten the locknut. Check the adjustment in all gears. When a gear is engaged, the control lever should lie freely in the middle of the corresponding notch in the gate.

- 15      **Adjustment of Clutch Control. Important.** It is essential that the clutch control should have a little slack in it, otherwise the clutch will slip.





Lever to have about  
 $\frac{1}{16}$  in. free movement.

An adjusting screw and lock nut will be found on the clutch operating lever on the gear box (see illustration above).

To adjust the lever, loosen the locknut B, and turn the adjusting screw A until the lever M has a little free motion (about  $\frac{1}{16}$  in.), then lock up the nut B.

- 16 **Adjustment of Brake Controls.** Both brake controls are provided with finger adjustment, that for the rear brake being by a wing nut on the end of the rod, while the front brake adjustment is by a milled nut on the fork girder. Keep the brakes always in good adjustment.

- 17 **Adjustment of Front Forks.** Side play in the front fork shackles can be taken up as follows:—*Rear top shackle*



*pin* : Unscrew the lock nut (near side) and adjust the pin as required, finally locking up the lock nut. *Front top shackle pin* : Loosen the lock nuts outside the fork, adjust the screwed bushes inside the fork girders as required and tighten the lock nuts. *Bottom shackle pins* : Loosen the nuts on the spindles and adjust the latter with the squares provided on their ends. Each spindle is provided with a right and left hand thread, which will open or close the fork links as required. The left hand threads are on the off side of the machine and the locknuts are loosened by turning in the direction of the arrows on the fork links.

The forks should not be adjusted so closely as to interfere with their free movement.

- 18     **Ball Head.** To adjust the ball head, unscrew the large plated nut on the top of the steering stem and adjust with the lower nut. Lock up the top nut tightly when the adjustment is completed.

- 19     **Detachable Rear Mudguard and Carrier.** The rear mudguard and carrier are instantly detachable by loosening the two nuts securing the mudguard stays to the frame near the wheel spindle and the two nuts securing the mudguard lugs to the frame close to the saddle. The back of the guard can then be lifted and the guard drawn away.

This will be found to be a great advantage when removing the rear wheel and also enables punctures to be dealt with while the wheel is in position.

- 20     **Removal of Wheels. Rear Wheel.** Remove the mudguard as described above, unscrew the brake adjustment wing nut and remove the pin securing the brake anchor arm, uncouple the rear chain at the spring link, loosen the spindle nuts and slide the wheel out.

**Front Wheel.** Raise the wheel by placing a suitable box under the crankcase. 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.

- 21      **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 lock nut 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.

- 22      **Patent Cush Drive Rear Hub.** Enclosed in the driving sprocket on the rear hub is a "cush drive," consisting of blocks of solid rubber through which the drive is transmitted. This cush drive is so simple that no adjustment is ever required beyond occasionally checking the three nuts (inside the flange on the wheel) for tightness. After a long period of use it may be desirable to fit new rubbers.

- 23      **Adjustment of Wheel Bearings.** The front wheel bearings are cup and cone type ball races. These are adjustable by means of a screw-mounted cone and a lock nut.

The adjustment is best carried out when the wheel is removed, and should be such that the wheel spindle can be spun readily with the fingers without any "grinding" feeling.



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It is a common mistake to adjust wheel bearings too tightly. Actually a little side play does no harm, while a bearing which is too tight will soon be worn out. The rear wheel is fitted with single-row deep-groove non-adjustable ball races.

- 24 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) **Choked Jet in Carburettor.** *Symptoms:* Engine cuts out on opening throttle, especially at low speeds, and is very prone to "rattle" on hills.

*Remedy:* The jet can sometimes be cleared by closing the air lever and opening the throttle so as to race the engine in neutral. In obstinate cases, remove jets (see paragraph 11), clean them and replace. Make sure also that the filter in the large base nut below the jets is not choked.

- (b) **Choked Petrol Supply.** *Symptoms:* Carburettor is difficult to flood with tickler, engine runs well on small throttle openings and opens up well (not cutting out), but becomes erratic when throttle is kept wide open for some seconds.

*Remedy:* Remove petrol pipe and top of float chamber, clean and replace.

*Notes:* (1) Before looking for a choked jet or other stoppage make sure that there is plenty of petrol in the tank. An empty tank is probably the most common cause of engine stoppages.

(2) In very cold weather (severe frost) it may be found necessary with a cold engine to drive about half a mile with the air lever partly shut, as otherwise the machine will display the symptoms of a choked jet.



- (c) **Jet Too Large.** The jets fitted are suitable for running-in a new machine. As the bearing surfaces settle down, however, and the whole machine runs more freely, it may be found that the engine tends to "four-stroke" instead of "two-stroking" evenly as it should. A certain tendency to four-stroking will generally be present when running fast down slight inclines on part throttle and when idling, but if this becomes excessive the spare pilot jet No. 25 (included in the tool kit) should be fitted.

- (d) **Spark Plug Defective.** *Symptoms* :—Engine difficult to start and runs erratically although carburettor is in order.

*Remedy* :—Remove plug and examine it. If oily or sooty take it apart and clean it. If the sparking points are more than  $\frac{1}{32}$  in. apart, close them down. (The correct gap is .018 in. or slightly more than  $\frac{1}{4}$  in.). Hold the plug body against the cylinder fins with the high tension lead attached. Switch on the ignition and turn the engine round by the foot-starter pedal and watch the spark. A crisp blue spark should be obtained at the points. If the plug fires up inside the body, take it apart, clean the insulation, reassemble and set the points closer. If the spark still occurs up the body the plug should be replaced.

A spare sparking plug in good condition is one of the few spares which it is desirable to carry, at any rate on a long journey.

- (e) **Ignition Timing Slipped.** *Symptoms* :—The engine has a "woolly" feeling with no power, or will not run at all, according to the extent to which the timing has slipped.

*Remedy* :—Re-time ignition (see paragraph 10) having first removed the chain cover and made sure that the dynamo sprocket is locked up tightly.

- (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* :—Declutch immediately the engine shows signs of seizing and shut the throttle. Allow the engine to cool for a few minutes when it will be found to have become free. Start up and proceed, but at a 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 25, 26 and 27).

- (h) **Clutch Slips.** *Symptoms* :—The engine responds readily to the throttle but the machine does not gather speed in proportion to the increased engine speed.

*Remedy* :—Adjust clutch control so as to give a little slack in the wire (see paragraph 15). If the clutch still slips new cork inserts or new springs may be required.

- 25 **Removal of Cylinder for Decarbonisation.** Remove the exhaust pipe and silencer, carburettor (with the induction pipe) and sparking plug. Unscrew the four cylinder base nuts, place the piston at the bottom of its stroke and lift the cylinder till the end of the gudgeon pin is exposed. Push out the gudgeon pin and lift the cylinder and piston away together.

- 26 **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. **The silencer should also be dismantled and cleaned.**



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.

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

Take care that the piston is fitted the correct way round (the steep side of the deflector head to the rear). The joint between the cylinder base and the 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 great care to have all parts scrupulously clean and smear a little clean oil on the piston before assembly.

- 28      **Removal of Engine and Gear Box.** If new bearings or other parts are required after a long period of use, the engine or gear box should be removed from the frame and returned to the works for attention.

Removal of these is quite straightforward and calls for no special instructions. The only points to note are that the removal of the chainguard will be much easier if the rear chain is disconnected and that, if the gear box is to be removed, the weight of the machine must be taken on a box beneath the engine since one of the gearbox bolts also secures the chain stays to the engine plates.



### A DOZEN "DONT'S" FOR DRIVERS.

DON'T forget to mix the proper quantity of oil with the petrol.

DON'T leave the ignition switched on when the machine is standing.

DON'T let in the clutch with a jerk. This practice places unfair strains on the engine, transmission and tyres.

DON'T leave the brakes alone till the last moment and then have to apply them hard. This is only asking for skids and tearing miles off your tyres.

DON'T slip the clutch to save changing gear. The clutch is for use, but this is abusing it.

DON'T be afraid of the lower gears. They also are for use. On the other hand—

DON'T race the engine in a low gear when it will readily pull a higher one. This is abuse.

DON'T try to economise in grease or oil. They are cheaper than repair bills.

DON'T neglect the essential adjustments, particularly the brakes and the clutch control. If you do—

DON'T blame the makers for the inevitable consequences.

DON'T run your tyres too soft. They cost money, but air is cheap.

DON'T neglect to consult our Service Department at any time.



# ROYAL ENFIELD 225 c.c. MODEL A.

## MOTOR CYCLE GUARANTEE.

Reprinted from our current Motor Cycle Catalogue.

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 over-riding 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 the motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
3. The attaching of a sidecar to a motor cycle by any form of attachment not provided or supplied by the manufacturers or to a motor cycle which is not designed for such use.

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.

Model A is sold subject to the condition that we cannot accept responsibility if used with a sidecar.

## 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.



