

Royal Enfield

Airflow

**FITTING INSTRUCTIONS FOR
FRONT FAIRING AND MUDGUARD ASSEMBLY**

**The Enfield Cycle Co. Ltd.,
Head Office and Works:
Redditch, Worcestershire.**

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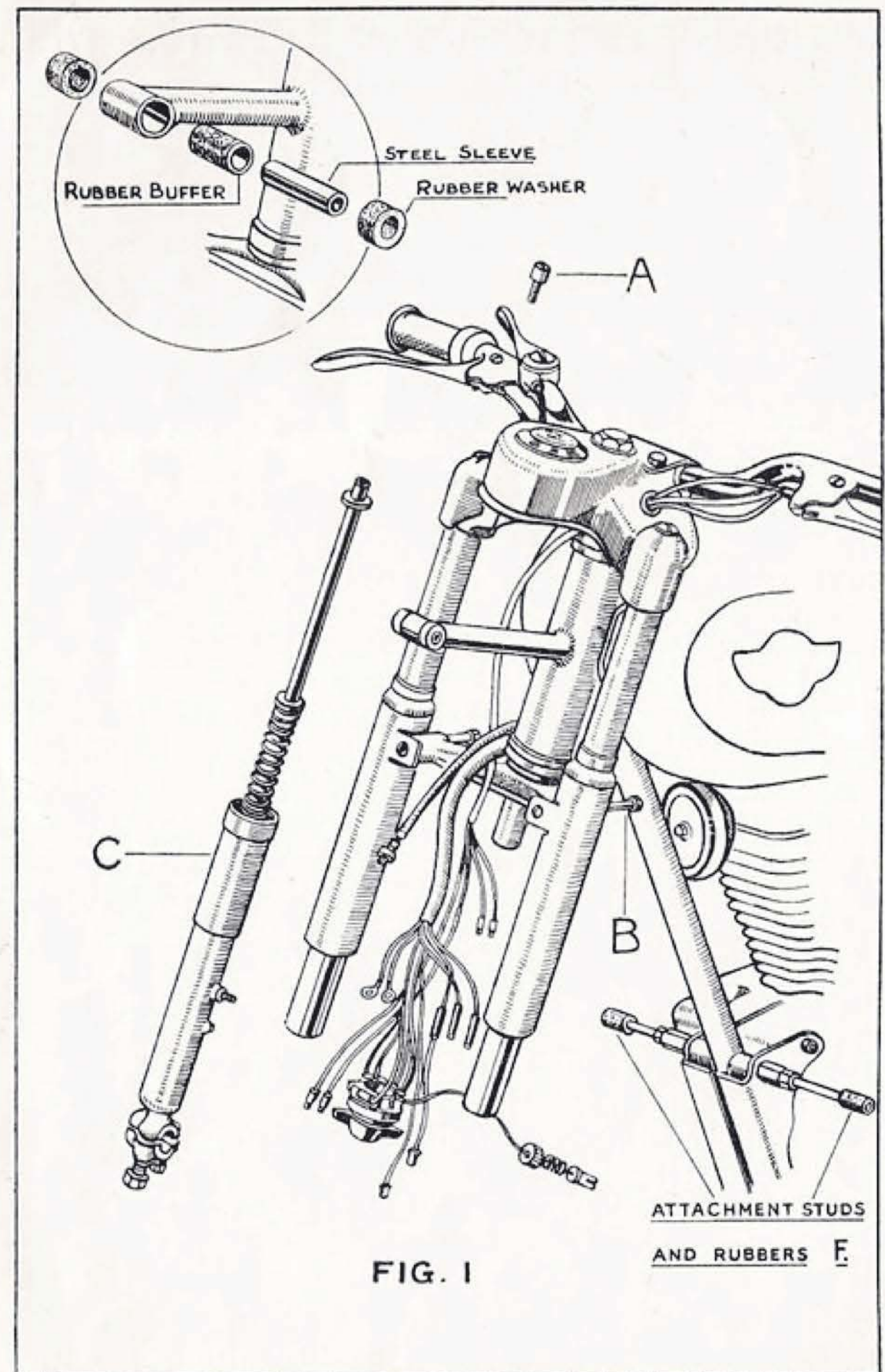
PREPARATION OF MACHINE FOR FRONT FAIRING ASSEMBLY (Fig. 1).

To fit the front fairing, first assemble to the front engine stud the two long attachment stud nuts and tighten up; next fit the two fairing legshield attachment studs to the nuts. To complete this assembly fit the attachment stud rubbers to the studs. The following parts must now be removed from the machine, viz: exhaust pipe, silencer, front wheel and the bottom fork legs.

To remove the bottom fork legs, first undo and remove the fork end screw "A" from the fork head, next undo the nuts on fork crown clip bolts "B." The two bottom fork leg assemblies "C" can now be removed from the main tube and fork head as illustrated in Fig. 1.

The illustrations in Fig. 1 apply to the "Crusader 250" only. For models other than "Crusader 250," the main tube and bottom fork leg assemblies are removed from the fork head. This is done by first removing the fork head end plug located in the same relative position as the fork end screw "A" and also removing the two nuts securing the fork crown clip bolts. The fork main tubes must now be unscrewed from the fork head using an Allen key $\frac{1}{2}$ " across flats for this purpose, and removed from fork crown and cover tubes.

The main switch harness, dip switch and electric horn cable and speedometer drive cable should now be located through the forks as shown on Fig. 1. A block of suitable height placed underneath the front end of the crank case will facilitate the removal of the above parts and stabilise the machine during assembly of the fairing on the machine.



ASSEMBLY OF FRONT FAIRING TO MOTOR CYCLE

(Figs. 1 and 2).

This fairing assembly procedure is the same for all models.

To fit the fairing to the motor cycle, support and raise the fairing over the fork cover tubes "D."

Now locate the fairing legshield attachment plate "E" over attachment stud and rubber "F," already fitted to the machine (see Fig. 1).

Incline the fairing outwards and thread the main harness complete with switch, together with dip switch and electric horn cable, through aperture "G," after which fit the speedometer drive cable through the hole immediately underneath.

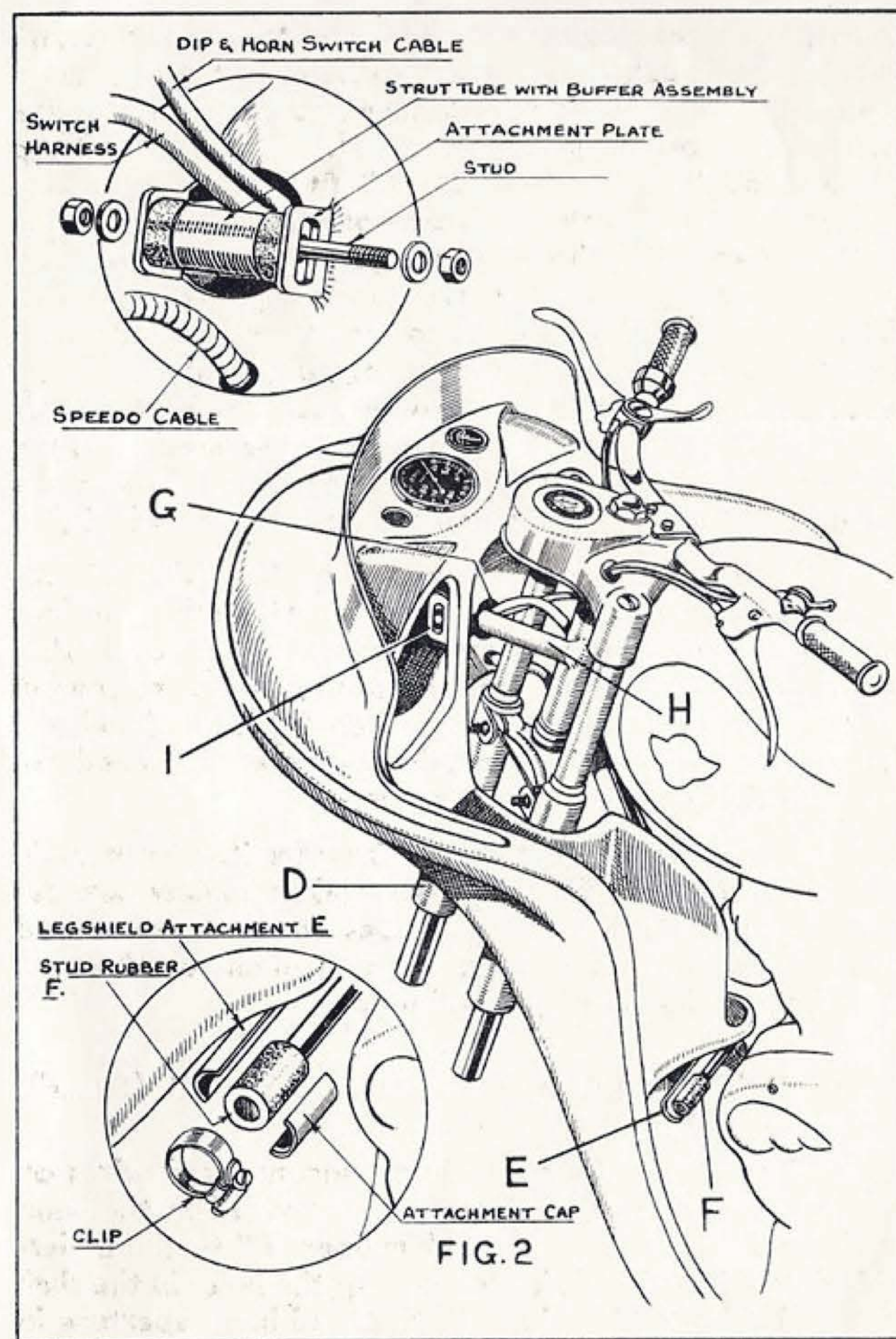
Push the fairing forward so that strut tube "H," complete with buffer assembly (see top inset, Fig. 1), enters aperture "G" and locates between strut tube attachment plates "I."

Fit the stud through the buffer assembly and attachment plates, fit nuts and washers at either end and tighten up, as illustrated in Fig. 2 (top inset).

Complete the fairing assembly to the machine by fixing attachment cap over attachment stud rubber, compress these parts together and secure with the attachment clip as illustrated in Fig. 2 (bottom inset).

FRONT MUDGUARD ASSEMBLY TO MACHINE (Fig. 3).

Fit small mudguard sealing washer "J" to fork crown extension tube "K," and the two large mudguard sealing washers "L" to cover tubes "D." Raise the mud-



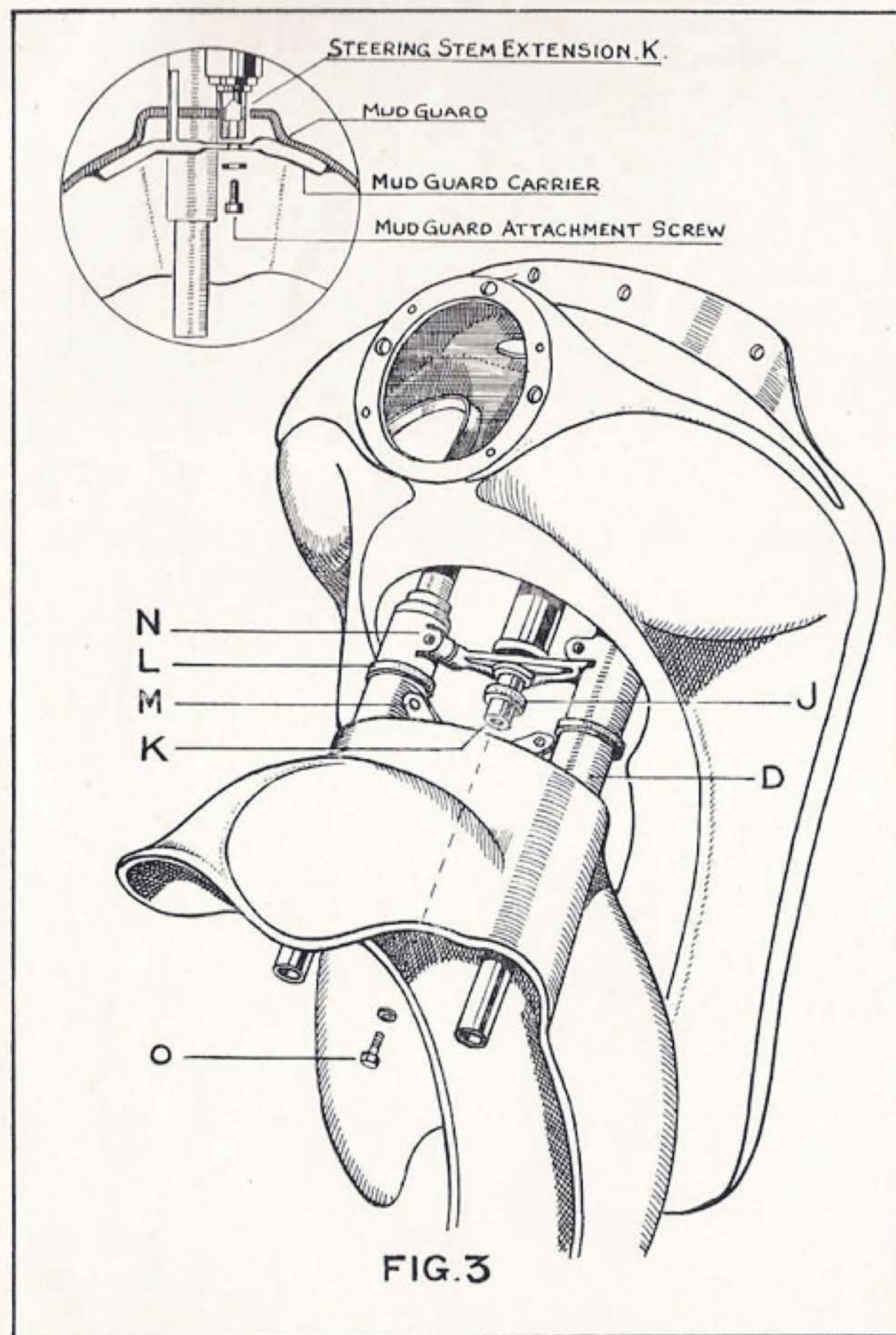
guard and thread cover tubes "D" and fork crown extension "K" through their respective holes in the mudguard top. Raise mudguard until bracket holes "M" are in line with fork crown clip bolt holes "N." Position the clip bolts through holes "M" and "N," fit nuts and washers finger tight. From the underside of the mudguard fit pin and washer "O" through mudguard carrier into fork crown extension "K" as illustrated in Fig. 3 (top inset). The above procedure applies to the "Crusader 250" only. For other models a separate mudguard attachment clip is first fitted to the fork crown clip bolts and afterwards fitted to the mudguard by two bolts and secured from the underside with two nuts and washers. Also the small sealing washer "J" is only required on the "Crusader 250."

The bottom fork leg assembly "C" (Fig. 1) can now be reassembled to the fork head by inserting the fork spring and tube assembly into the main tube. Centralise fork leg top with cover tube and push upwards to the full extent; fit fork end screw "A" (see Fig. 1) and tighten. The fork crown clip bolts previously finger tightened can now be tightened up to the full extent.

For models other than "Crusader 250," the main tube and bottom fork leg assembly complete are re-assembled through the cover tubes and fork crown and then screwed into the fork head using Allen key $\frac{1}{2}$ " across flats. Refit the fork head end plug.

FITTING HEAD LAMP TO FRONT FAIRING (Fig. 4).

Thread the four remaining unconnected wires on the main harness through the hole provided in the lamp body shell "Q." Fit body shell rubber "P" to the underside of the body shell rim and line up the holes in the shell rim and rubber with those in the head lamp aperture in



front fairing "R." Fit and secure head lamp body shell "Q" to fairing with the four screws "T" and locking plates "U," keeping the screwed plate "S" at the bottom. Connect earth wire coloured red No. 1 to No. 1 on light unit body and black pilot light wire No. 2 to No. 2 pilot light connection on light unit body. Next connect the two black head light bulb wires Nos. 3 and 4 to their respective connections 3 and 4. Now slacken off light unit adjusters "V," place slotted holes in light unit "W" over adjuster screws and turn in a clockwise direction to secure. To fit head lamp rim "Y" to light unit "W," place rubber "X" over the light unit with face marked "BACK" facing the light unit rim. Locate spigot plate situated on top underside of rim "Y" with corresponding slot in lamp body shell "Q." Press rim downwards and fit pin "Z" to secure.

FITTING HEAD LAMP SWITCH (Fig. 5).

Undo switch knob screw "A" from switch body and remove knob "B." Unscrew switch plate nut "C," and remove switch plate "D." From the underside of the instrument panel, push the switch body through the switch body hole. Replace switch plate "D," secure with nut "C," refit knob "B" and tighten with screw "A."

The front wheel can now be reassembled to the front fork, and the exhaust pipe and silencer fitted, to complete the assembly.

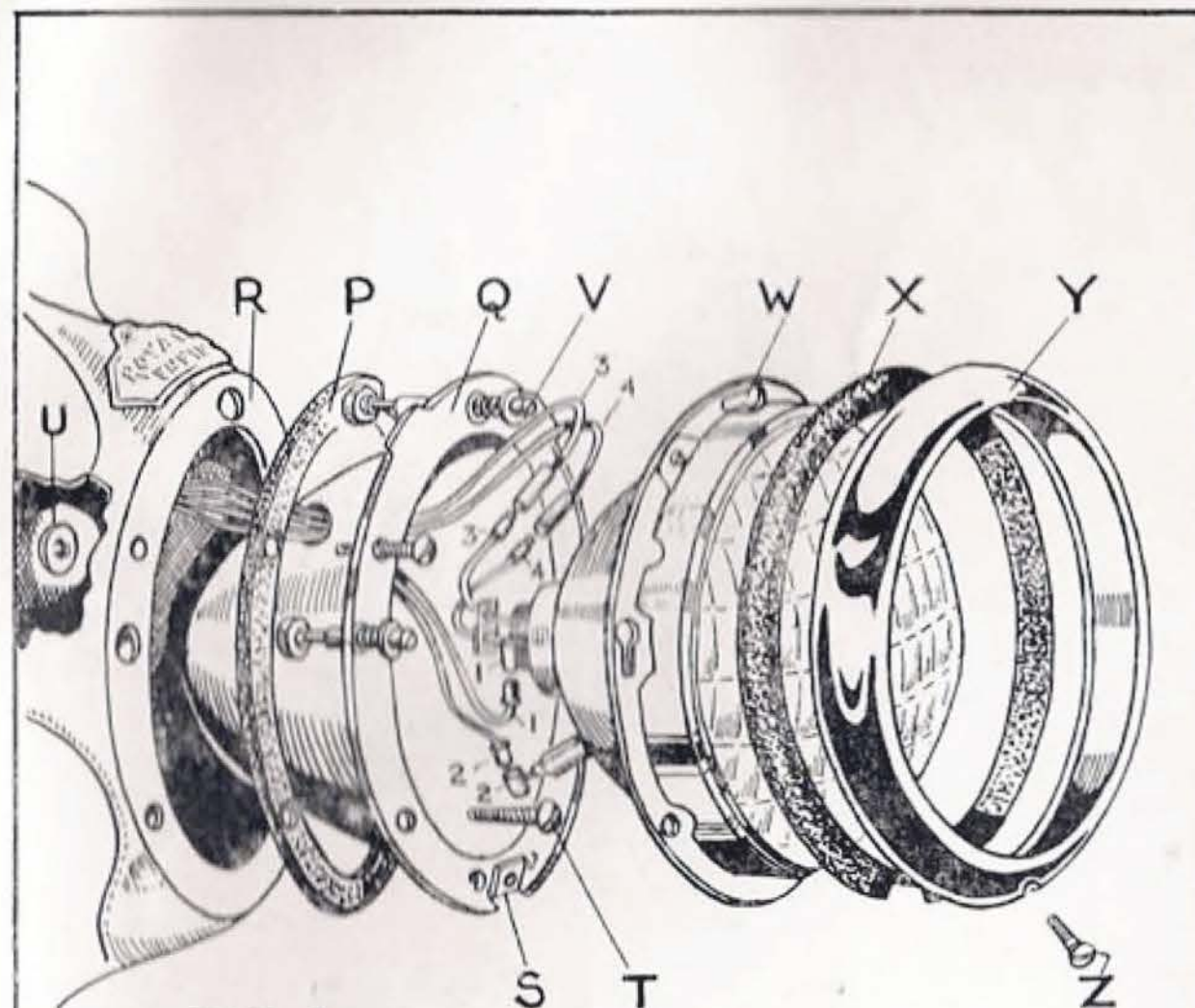


FIG. 4

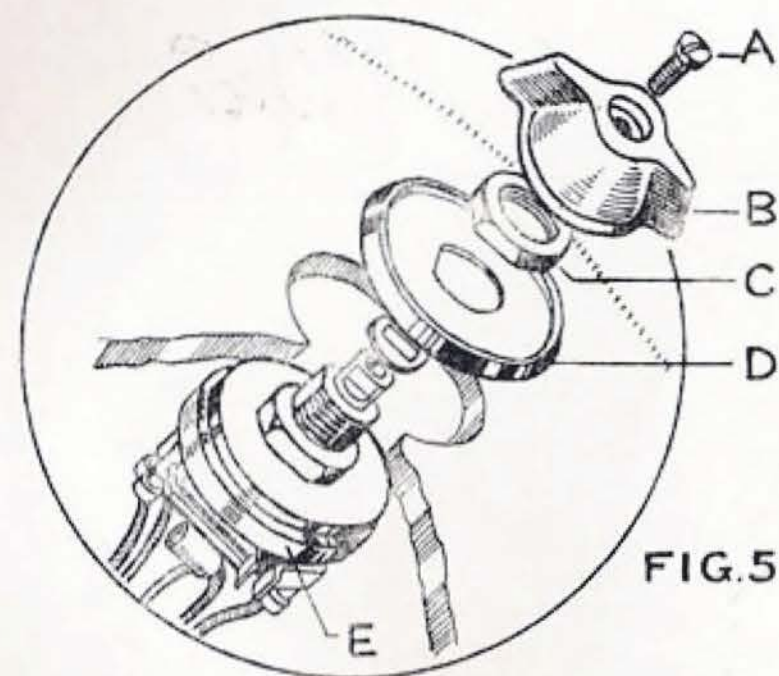
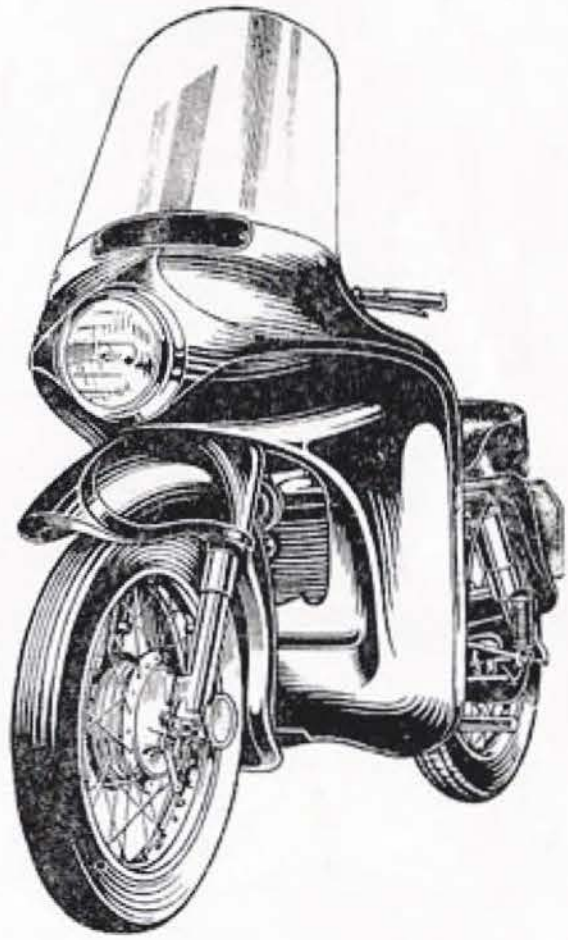


FIG. 5



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