



Continental GT Owner's Manual



USA / CALIFORNIA

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# Foreword

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The Royal Enfield Continental GT is our lightest, fastest, and most powerful motorcycle in production. It's a machine with a story, a nod to motorcycling's finest hour, the best expression yet of a cultural phenomenon that has simply refused to fade away - the cafe racer.

And now you have one of your own. Congratulations!

Your meticulously re-engineered Continental GT debuts a twin downtube cradle frame chassis developed by the renowned Harris Performance from UK. A new engine displaces 535cc and dollops of torque, when you need it. With gas-charged rear shock absorbers from Paoli and Brembo disc brakes, you stay in charge. With an aerodynamic seating position, Pirelli Sports Demon tyres and a remapped ECU, the new Continental GT is part homage, part engineering tour-de-force.

This manual will help you to operate your motorcycle and guide you to wholly maintain it. We have also provided tips on safe riding and on minor adjustments for the care of your motorcycle. We request you to carefully read the terms and conditions of warranty and other useful information given in this manual before starting to use your Continental GT. Log on to the exciting world of Royal Enfield on [www.royalenfield.com](http://www.royalenfield.com) to get to know more about the company, its products and news from time to time.

Welcome to the world of the Rockers, and enjoy your burn-ups atop this spectacular machine.

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# Notice

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All information in this manual is based on the latest product information available at the time of publication. Due to continuous improvements or other changes, there may be discrepancies between information in this manual and your vehicle. Royal Enfield reserves the right to make production changes at any time without prior notice and without incurring any obligation to make same or similar changes to vehicles previously built or sold.

All images shown are for reference to explain and need not to be exactly the same on the model you own. Technical specifications are subject to change without prior notice.

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## Reporting Safety Defects

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If you believe your motorcycle has a defect which could cause a crash and result in serious injury or loss of life, you should immediately contact the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Classic Motor works, 1405 Cannon Circle Suite 12, Faribault, MN 55021. Toll Free: 1 800 201 7472

If NHTSA receives similar complaints, it may open an investigation and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in any individual problems between you, and your dealer or Classic Motor works.

**To contact NHTSA you may call the Auto Safety Hotline toll-free within the United States on 1-800-424-9393 or write to: NHTSA, 400 Seventh Street SW, Washington, DC 20590. You can also obtain other information about motor vehicle safety from the hotline.**

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## Important

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**United States Environment Protection laws, Federal Motor Vehicle Safety Standards and California Air Resources Board (Applicable only for motorcycles sold within the state of California.) strictly prohibits tampering with the Exhaust Emission Control, Noise Control and Evaporative Emission Control systems:**

We would like to emphasize that any repairs to the induction, emission, exhaust and evaporative systems must be performed only by an Authorized Royal Enfield Dealer so that the motorcycle conforms to the United States Environment Protection laws, Federal Motor Vehicle Safety Standards and California Air Resources Board regulation (Applicable only for motorcycles sold within the state of California.)

It is the responsibility of the Owner / User of the motorcycle to read this manual carefully and to comply with the safety guidelines, operating instructions, and periodical maintenance instructions given here. Keep this manual in a convenient place for easy reference. DO NOT use the motorcycle until you have become familiar with this motorcycle and after reading and understanding this manual completely. In case you need any further clarifications, please contact an Authorized Royal Enfield Dealer, nearest to you, for assistance.

If your motorcycle is being used by a friend, relative, or any other person, it is your responsibility to make certain that they have completely understood the operating procedures of the motorcycle, and the contents in this manual with particular reference to the safety aspects, before riding your motorcycle.

This motorcycle is designed for NORMAL ON ROAD USE ONLY. Operation in off-road usage in some areas may be illegal and could be dangerous. Please obey local laws and regulations.

In the event of your motorcycle being sold to another person, it is your responsibility to hand over this manual along with the motorcycle to the new owner.

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# Personal & Vehicle Information

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Name																											
Door No./St.																											
Locality																											
City							Country					Postal Code															
Contact Nos.	Res:	Off:				Mobile:			Email:																		
Engine No.																Battery No.											
VIN																	Battery make										
Reg. No.																	Licence No.										
Date of Sale									Valid till dt.																		
Model									Key No.																		
Tire make									Color																		
Sold by																											

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# Safety Definitions

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The information given under the titles: Warning, Caution and Note are for your safety and for the care and safety to your motorcycle and others. Please read these carefully and if disregarded it may result in injury to yourself or others and damages to the motorcycle

Statement in this manual preceded by the following words are with special significance.

 **Warning**

Indicates a potentially hazardous situation, which if not avoided, could result in death, serious injury, or damage.

**CAUTION :**

Indicates a potentially hazardous situation , if not avoided, may result in minor or moderate injury and / or damage.

**NOTE :**

Indicates important and useful messages for clear understanding.

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# Technical Specification

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## ENGINE

Engine .....	4 Stroke, air cooled, single cylinder, OHV, SI Engine
Capacity .....	535 cc
Bore.....	87 mm
Stroke.....	90 mm
Compression ratio .....	8.5 : 1
Max. Power @ RPM.....	21.4 kw @ 5100 rpm
Max. Torque @ RPM.....	44 Nm @ 4000 rpm
Air Filter Element .....	Paper Element
Engine Oil Capacity (dry fill) .....	2.75 Litres.
Lubrication .....	Forced Lubrication, Wet Sump
Engine Oil Grade .....	15W50 API SL, JASO MA ESTER Semi Synthetic Oil
Fuel System .....	Electronic Fuel Injection

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# Technical Specification

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## IGNITION SYSTEM

Ignition system .....	Electronic Ignition
Spark plug Electrode gap .....	0.8 - 0.9 mm
Spark plug .....	WQR8DC (Bosch Super)

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# Technical Specification

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## TRANSMISSION

Clutch.....	Wet Multiplate (7 Plates)
Primary drive .....	Duplex Chain
Primary Drive Ratio .....	2.15 : 1
Gear box .....	Constant Mesh 5 Speed
Gear shift pattern .....	1 - N - 2 - 3 - 4 - 5
Gear Ratios .....	1st    3.063:1 2nd    2.013:1 3rd    1.522:1 4th    1.212:1 5th    1.000:1
Secondary Drive (F.D. Sprocket) .....	18 Teeth
Final Drive Ratio .....	2.00:1
Drive Chain Links .....	100 Links

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# Technical Specification

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## ELECTRICALS

Generation .....	Alternator
System .....	12V DC
Battery .....	12V - 14 AH
Head lamp .....	12V, 50 / 35 W,
Brake / Tail lamp .....	21/5 W
Turn signal .....	12V, 10W - 4 nos.
Instrument Cluster .....	Digital instrument Cluster with LCD
High beam indicator .....	12V, 0.2W (LED)
Neutral Indicator .....	12V, 1.12W
Horn (Dual) .....	12V, 2.5A (dual tone - LT, HT)
Starter Motor .....	12V, 0.9 KW



### WARNING

Using bulbs / other electrical gadgets other than specified rating may lead to over loading / erratic behaviour / premature failure of electrical system.

Modifications on the bike which are not approved by Royal Enfield may not only disqualify for warranty, but also affects performance of the bike.

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# Technical Specification

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## CHASSIS

Frame .....	Tubular steel double cradle
Tire size .....	<b>Front:</b> 100/90-18 M/C 56H <b>Rear:</b> 130/70-18 M/C 63H
Tire pressure .....	<b>Front- Solo:</b> 1.41 Kg/cm <sup>2</sup> (20 PSI) <b>Pillion:</b> 1.55 Kg/cm <sup>2</sup> (22 PSI) <b>Rear- Solo:</b> 2.11 Kg/cm <sup>2</sup> (30 PSI) <b>Pillion:</b> 2.25 Kg/cm <sup>2</sup> (32 PSI)
Fuel tank capacity .....	13.5 Litres***
Low fuel warning .....	3.00 Litres
Suspension .....	<b>Front:</b> Telescopic, Stroke 110mm <b>Rear:</b> Twin - Gas Charged, Stroke 80 mm
Front fork oil capacity .....	430 ml per leg
Front fork oil .....	Gabriel Fork Oil 2W 35
Hydraulic Brakes .....	<b>Front:</b> 300 mm dia floating disc, twin piston floating caliper <b>Rear:</b> 240 mm dia disc, single piston floating caliper
Brake oil grade .....	DOT 3 or DOT 4
Brake oil capacity .....	<b>Front:</b> 50 ml <b>Rear:</b> 100 ml

Note:  
\*\*\*Fuel tank capacity given here is approximate. It can vary marginally from this specified value.

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# Technical Specification

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## DIMENSIONS

Length .....	2060 mm
Width .....	760 mm
Height .....	1070 mm
Wheel base .....	1360 mm
Saddle height .....	800 mm
Ground clearance .....	140 mm

## WEIGHTS

Kerb Weight (with 90% Fuel) .....	184 Kg
Gross vehicle weight .....	365 Kg

## NOTE :

1. Values / Dimensions given above are for your guidance only.
2. In view of continuous improvements being done on our products, the specifications are subject to change without notice.



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## Safe Riding Tips / Guidelines

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Royal Enfield motorcycles are designed to serve as a means of personal transport, and for on-road use only. It is not meant to be used as an off-road motorcycle.

 **Warning**

Using the motorcycle for Off-road purposes could lead to loss of control which could result in an accident causing serious injury or loss of life.

Before operating your new motorcycle, it is your responsibility to carefully read and follow the operating and maintenance instructions detailed in this manual for your own safety, your motorcycle and that of others

Before starting the motorcycle, check for proper operation of brakes, clutch, gear shift, electrical components, handle bar controls, tire pressures, fuel and oil levels.

Know and respect the rules of the road. Be a safe rider for your own safety and for other road users.

### FUEL / REFUELING

Royal Enfield motorcycles are designed to perform best with unleaded gasoline only. Use a good quality unleaded gasoline of 87 RON or higher. If 'knocking' or 'pinging' occurs at a steady engine speed under normal load, use a different brand of gasoline or gasoline which has a higher octane rating.

 **Warning**

Do not use leaded gasoline in this motorcycle. It will cause serious damage to the internals of the engine, exhaust emission system and the motorcycle will not meet the emission norms. Using leaded gasoline will also render the warranty void.

It is illegal to use leaded gasoline as it is known to cause serious health problems

Fuels containing methanol should not be used as it can cause damage to the fuel system components

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## Safe Riding Tips / Guidelines

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### **Warning**

Gasoline is extremely flammable and highly explosive under certain conditions. Any fuel leak, spillage, or negligence of adhere to safety norms may lead to a fire hazard or explosion, which could cause damage to property, injury to persons or loss of life. When refueling your motorcycle, please exercise utmost caution and carefully observe the following rules:

- Turn the ignition switch to the 'OFF' position
- Open the fuel filler cap slowly. This will help to release any pressure that may have built up in the fuel tank.
- DO NOT smoke and please ensure that there are no open flames or sparks near the motorcycle, when refueling OR servicing the fuel system.
- Refuel in a well ventilated area.
- DO NOT use a mobile telephone. Switch OFF mobile telephones and any other electrical and

electronic devices including any appliances with a pilot light.

- DO NOT fill the fuel tank to its brim. Please fill fuel only till the bottom of the filler neck insert so as to leave air space for fuel expansion, inside the fuel tank. Overfilling the tank can lead to fuel spillage.
- Avoid filling the tank in rainy or dusty conditions where airborne material can contaminate the fuel. Contaminated fuel may cause damage to fuel system components.
- After refueling, please ensure the fuel filler cap is closed firmly and correctly.

### **Warning**

Fuel spilled on the floor or on motorcycle tires will reduce the tire's ability to grip the road. This can result in dangerous riding condition, potentially causing loss of control and could result in an accident. If fuel is spilled, thoroughly clean up the spillage.

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## Safe Riding Tips / Guidelines

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immediately. Take care not to spill any fuel on the engine, exhaust pipes, rubber parts or any other part of the motorcycle.

Do not store motorcycle with gasoline in the tank, within your home or garage where open flames, pilot lights, spark or any appliance with a pilot light, electric motors are present. Inadequate safety precautions could cause an explosion or fire and could result in damage to property, serious injury or loss of life.

### **TIRES & SUSPENSION**

Please inspect and ensure tires are seated evenly & properly in the rims. Maintain the recommended tire pressures as it is very important for riding stability. Pay strict attention to loose and / or broken spokes. Ensure the front and rear wheels are correctly aligned. Check spokes for correct tightness in the rims and free movement of steering system.

Inspect the tires tread condition periodically and replace worn out tires with approved make only.

Failure to do so can lead to improper balance, poor stability, poor handling, and abnormal tread wear.

Please replace tires which are punctured or damaged. Small punctures in the tread area may be repaired from within the tire. The motorcycle should not be driven over 40 MPH (60 Km/h) for the first 24 hours and over 55 MPH (90 Km/h) thereafter with a repaired tire.



### **Warning**

In emergency situations, please ride slowly with least possible load until the tire is permanently repaired or replaced. Failure to heed to this warning could result in serious injury or loss of life.

Regularly inspect front forks, rear shock absorbers and rear suspensions for any wear, looseness / side play, oil leaks etc. Replace worn parts. Worn parts can adversely affect stability and handling.

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## Safe Riding Tips / Guidelines

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### **Warning**

DO NOT operate motorcycle with a loose, worn or damaged steering system, including the front and rear suspension system. Contact your dealer for repair of steering or suspension system. Damaged steering or suspension components may adversely affect handling which could result in serious injury or loss of life.

### **RUNNING IN**

A new motorcycle must be operated according to the special break-in-procedure. (See more details in Page No. 41) 300 Miles (500 Kms) section. Operate motorcycle only at moderate speeds and out of traffic until you have become thoroughly familiar with its operation and handling characteristics under all condition

**DO NOT** exceed the legal speed limit or drive too fast for existing conditions. Always reduce speed when poor driving conditions exist. High speed increases the

influence of any other condition affecting stability and increases the possibility of loss of control.

### **Warning**

Royal Enfield cautions you against the use of certain nonstandard parts such as aftermarket and custom made extended front forks or suspensions, which may adversely affect performance and handling. Removing or altering original parts may adversely affect performance and could result in an accident causing serious injury or loss of life.

### **Warning**

Use only genuine Royal Enfield replacement fasteners tightened to the proper torque. We caution you against the use of certain nonstandard parts such as aftermarket and custom made fasteners which may not have specific strength, finish and type requirements to perform properly in the assembly and its environment. The use of any nonstandard parts, including fasteners, could result in serious injury or loss of life.

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## Accessories and Cargo

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Royal Enfield cannot test and make specific recommendations concerning specific or a combination of accessories sold. Therefore, the rider must be responsible for safe operation of the motorcycle when installing accessories or carrying additional weight.

Please adhere to the following guidelines when carrying a pillion, cargo or when fitting any accessories.

- DO NOT exceed 70 MPH (110 km/h) when riding solo.
- DO NOT exceed 55 MPH (90 Km/h) when carrying a pillion and/or cargo.
- Keep cargo weight concentrated close to the motorcycle and as low as possible; this minimizes sudden shift in the motorcycle's center of gravity.
- Distribute weight evenly on both sides of the motorcycle.
- DO not load bulky items too far behind the rider or

add weight to the handlebars or front forks.

- DO not exceed 5 pounds (2.3 kgs) maximum hanging load on either side of the motorcycle at the rear end.
- Recheck the cargo periodically to be sure it is secured and will not shift while riding. Accessories secured loosely may affect the riding of the motorcycle and affect the stability of the motorcycle.
- Large surfaces such as fairings, windshields, backrests and luggage racks can adversely affect handling of the motorcycle. Only genuine Royal Enfield accessories, designed specifically for the motorcycle model should be used with proper installation.



### Warning

DO NOT load weight or install accessories improperly on the motorcycle. Doing so may affect the motorcycle's stability, handling characteristics, and

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## Safe Riding Tips / Guidelines

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safe operation and could result in an accident causing serious injury or loss of life.

 **Warning**

Royal Enfield motorcycles have been carefully designed and engineered for riding in their original configuration. DO NOT alter the handling characteristics of these motorcycles. Doing so may affect its stability and could cause an accident resulting in serious injury or loss of life.

 **Warning**

Royal Enfield cautions you against use of nonstandard parts such as aftermarket and custom made extended front forks which may adversely affect the performance and handling of the motorcycle. Removing or altering original parts may adversely affect the performance of the motorcycle, causing an accident, which could result in serious injury or loss of life.

 **Warning**

DO NOT ignore model / design specifications. Doing so constitutes to motorcycle misuse which may adversely affect the handling and performance of the motorcycle causing an accident, which could result in serious injury or loss of life.

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# Safe & Happy Riding

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## RIDING DRESS

- Please wear proper riding apparel.
- A pair of riding boots or shoes.
- Soft leather gloves.
- Goggles or spectacles to safe guard eyes.
- An approved helmet. Affixed with light reflecting strips of radium stickers at the front and rear.

## NOTE :

A light Colored shirt enables greater visibility to other road users especially during nights.

## CAUTION :

Loose clothing may get caught on moving parts of your motorcycle.

## SITTING POSTURE

Correct sitting posture is a pre-requisite for stable and safe riding

- Sit in lean forwarded position.

- Keep your elbows close to your body
- Hold the handle bar grips, close to its inner end
- Look extensively ahead, including rear view mirrors, without turning the head.

## BRAKING

- Apply front and rear brakes gently and simultaneously for maximum braking efficiency.



## WARNING

Applying any one of the brakes suddenly may cause the vehicle to skid. The hydraulic disc brakes fitted on your motorcycle require very less effort. High effort or sudden application may lock the wheel. Please use utmost caution while applying the brakes.

- While riding on wet or bad road conditions use brakes cautiously.

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# Rules of the Road

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- Be sure your number plate is installed in the position specified by law and it is clearly visible at all times.
- Ride at a safe speed that is consistent with the type of road surface you are on. Pay strict attention to whether the surface is :
  - \* Dry
  - \* Oily
  - \* Icy
  - \* Wet
- Watch for loose debris, such as leaves, slippery substances or loose gravel that can hamper the stability of your vehicle.
- DO NOT exceed the legal speed limit or drive too fast for existing conditions. Always reduce speed when poor driving conditions exist. High speed increases the influence of any other condition affecting stability and increases the possibility of loss of control.
- Keep to the correct side of the road center line when meeting oncoming vehicle.
- Actuate your turn signals and exercise caution when passing other vehicles going in the same direction. Never try to pass another vehicle going in the same direction at street intersections, on curves, or when going up/or down a hill.
- At street intersection give the right-of-way to the vehicle on your left or right. DO NOT presume you have the right-of-way.
- Always signal when preparing to stop, turn or pass.
- While turning either right or left, watch for pedestrians, animals, as well as vehicles.
- All traffic signs, including manual controls at intersections, should be obeyed promptly. SLOW DOWN at traffic signs near schools and CAUTION signs at railroad crossings.



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# Rules of the Road

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- When intending to turn, signal at least 100 feet (30.5 meters) before reaching the turning. Be close to the center line (unless local rules require otherwise), slow down and then turn carefully.
- Never jump a traffic light. When a change is imminent from GO to STOP (or vice versa) at intersections, slow down and wait for the light to change to green. Never run through a yellow or red traffic light.
- DO NOT leave the curb or parking area without signalling. Be sure your way is clear to enter moving traffic. A moving line of traffic always has the right-of-way.
- When parking the motorcycle, park on a firm and flat surface to prevent it from falling over.
- Protect your motorcycle against theft. After parking your motorcycle, ensure that steering head is locked and then remove the Ignition key.



## SIDE VIEW MIRRORS



Your motorcycle is equipped with convex mirrors and have a curved surface. This type of mirror is designed to give a much wider view of the rear than a normal flat mirror. However, cars and other objects seen in this type of mirror will look smaller and farther away than when seen in a flat mirror.

Use care when judging the size or distance of objects seen in these mirrors.

### NOTE :

To help you to establish the relative distance of vehicles behind your motorcycle, adjust each mirror in such a way, that a small portion of your shoulder is visible and a large portion behind your motorcycle is seen clearly.



# Vehicle Identification Number - Details

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## CHASSIS NUMBER

Punched on the steering head tube RH side



## VIN INFORMATION PLATE

Riveted on the RH side frame tube.



## VEHICLE EMISSION CONTROL INFORMATION



### CAUTION :

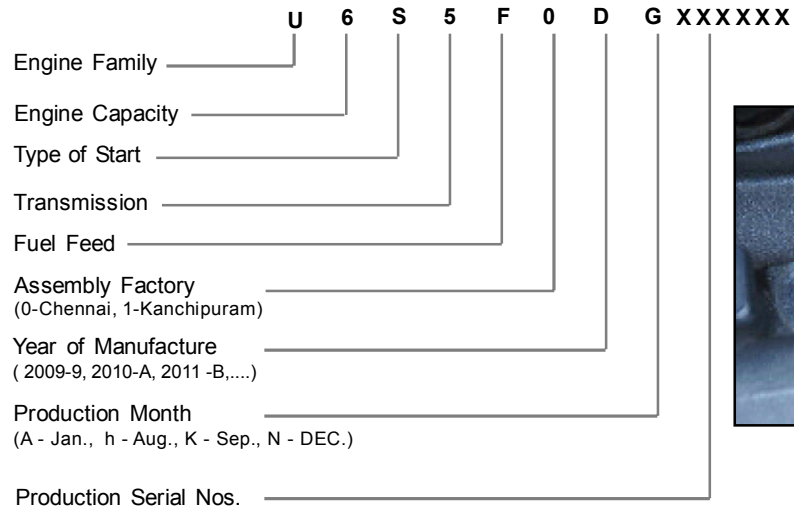
It is illegal of tamper with the VIN / information plate as it is the only means of identification of the motorcycle.

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# Engine Number - Details

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The engine number is punched on the left hand side top of the LH Crankcase. It is the means of identification of the Engine and its production details. Please do not tamper with the number as it is prohibited by law.



# Key Parts Location

**RIGHT SIDE VIEW**

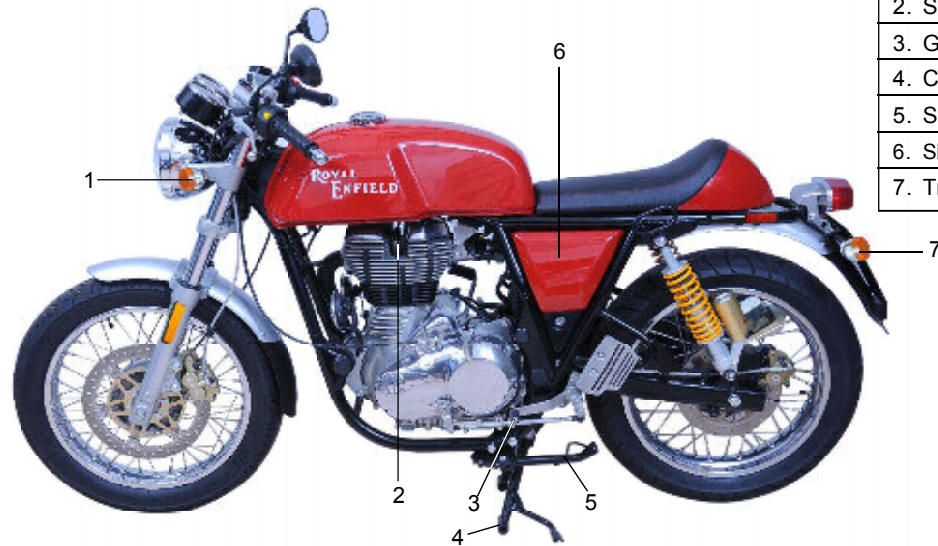


1.	RH Trafficator front
	Brake Pedal
	Kick Start Lever
	Starter Motor
	Horn
	RH Side Panel
	RH Trafficator Rear

# Key Parts Location

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LEFT SIDE VIEW



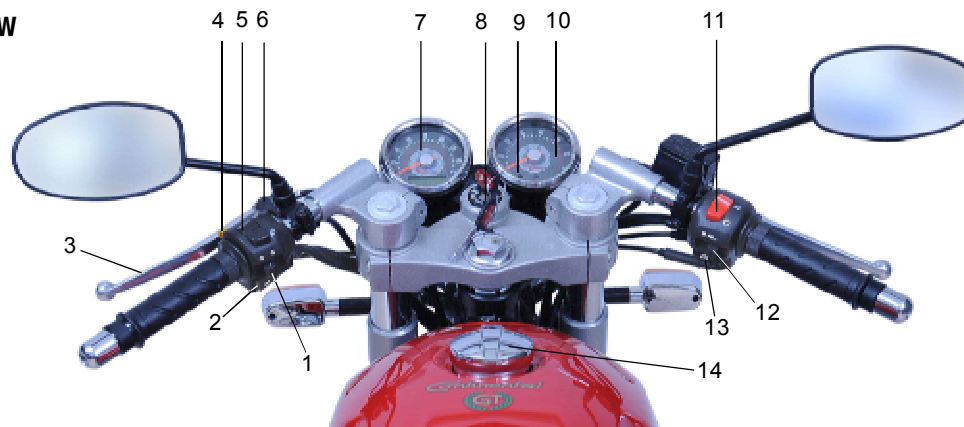
1. Trafficator front LH
2. Spark plug
3. Gear Change Pedal
4. Centre stand
5. Side Stand
6. Side Panel LH/ Battery Cover
7. Trafficator rear LH

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# Key Parts Location

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TOP VIEW



1. Turn signal switch	6. Manual Bistarter / Choke	11. Engine Kill switch
2. Horn button	7. Speedometer	12. Park / head light switch
3. Clutch lever	8. Ignition switch	13. Electric Start Switch
4. Day flash switch	9. Malfunction Indicator Lamp	14. Fuel tank cap
5. Head lamp dip switch	10. Tacho Meter	

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# Operation of Controls

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## IGNITION SWITCH



**ON**

- Insert ignition key and turn clockwise direction to "ON". Once you turn on the ignition key all the indicating lights in instrument cluster starts glowing on for few seconds and the engine will get ready to start. The key cannot be removed from "ON" position.



**OFF**

- Turn the ignition key in anticlockwise direction to "OFF". Once you turn off, all the electrical systems goes off. Now the key can be removed.



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# Operation of Controls

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## STEERING LOCK



- Turn the handle bar to extreme left or right position.
- Push the key inside in “OFF” position, press and further turn to anticlockwise direction to lock the steering system.
- The key can be removed from the lock in this position.

### CAUTION :

Protect your motorcycle against theft. After parking your Motorcycle and lock the steering, then remove the key from combination switch.

## STEERING UNLOCK



- Push the key in steering lock Position, and turn clockwise direction to unlock the steering.
- The key can be removed from the lock in this position.

### CAUTION :

Do not lubricate barrel locks with petroleum based lubricants or graphite. Inoperative locks may result in damage to your vehicle.

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# Operation of Controls

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## FUEL TANK CAP (WITH KEY LOCKING FEATURE)



- Turn key clockwise to open. Press the cap to lock with key in position.

### NOTE :

- Key can be removed only in locked position.

## FUEL TANK CAP (CALIFORNIA MODELS)



### TO OPEN:

- Turn Cap anticlockwise

### TO CLOSE:

- Locate cap and turn clockwise till click sound is heard.

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# Operation of Controls

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## SIDE PANEL LH / BATTERY COVER



- Turn key clockwise to unlock the side panel.
- Pull the side panel outside for opening the same.
- Key cannot be removed in this position.

## UTILITY BOX



- Utility box is provided at the bottom area of battery carrier.
- It is covered with side panel LH

## SIDE PANEL RH



- Unscrew the indicated screw and then pull the side panel for opening the same.

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# Operation of Controls

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## ALPHA-NUMERIC DISPLAY UNIT



This unit in the speedometer consists of

1. Odometer
2. Trip A
3. Trip B
4. Fuel level indicator

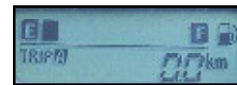


### ODOMETER MODE

Odometer mode is the initial display mode of this unit. It displays odometer reading by default.

#### NOTE:

Once you turn "ON" the ignition key, whatever was the last selection mode will get displayed.



### TRIP METER MODE

A light push for less than one second on the "PUSH" button switch will change the display from odometer to Trip meter (TRIP A)



Again another press on the "PUSH" button switch will change the display from "TRIP A to "TRIP B".

#### NOTE :

For resetting the Trip Meter

1. Set the display as TRIP A or B as a current mode.
2. Press the "PUSH" button for more than 3 Seconds.
3. Automatically the display will become zero.



#### Warning

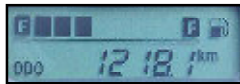
Do not attempt to change any setting while riding the motorcycle. It may cause loss of control leading to an accident.

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# Operation of Controls

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## FUEL LEVEL INDICATOR

The fuel level indicator indicates the level of fuel in the fuel tank.

The display bars of the fuel meter disappears towards the Empty (E) when the fuel level decreases.

when last bar start blinking (less than 3 litres), refuel the bike at the earliest.

### NOTE :

If the last bar of the fuel meter is blinking continuously after fueling, visit a Royal Enfield authorised dealer and check the same.

## BATTERY LOW VOLTAGE INDICATOR



Battery low voltage indicator

If the battery voltage is less than 12 volts, the low voltage indicator will start glowing continuously.

While the ignition is "ON", low voltage indicator symbol will glow until engine reaches 700 RPM.

In running condition if the battery voltage is below 12 Volts for more than 3 seconds continuously, the low voltage indicator will start glowing.

---

# Operation of Controls

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## HEAD LAMP DAY FLASH



● PRESS FOR HEAD LIGHT FLASH

## DIP SWITCH



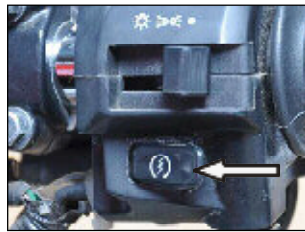
 LOW BEAM



 HIGH BEAM

# Operation of Controls

## ENGINE START SWITCH



PRESS

## ENGINE STOP SWITCH



ENGINE ON



ENGINE OFF

## TURN SIGNAL SWITCH



OFF (PUSH TO OFF)



LEFT



RIGHT

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# Operation of Controls

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## HORN



 **PRESS**

## MANUAL BI STARTER (CHOKE)



Apply choke in cold start condition while starting the Bike



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# Pre Operational Checks

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40

A careful check of the following must be carried out every time before riding and especially after long periods of storage to determine if any additional maintenance is necessary.

1. Adequate fuel in the tank.
2. Tires for correct pressure, abrasions or cuts.
3. Rear chain for proper tension and sufficient lubrication.
4. Brakes, steering and throttle for proper responsiveness.
5. Cable for fraying or crimping and free operation.
6. Engine oil level.
7. Wheel spokes for proper tightness and no breakage.
8. Headlamp, tail lamp, brake lamp and indicator lamps for proper functioning.

## **Warning**

For your personal welfare and safety, all the points mentioned above should be performed periodically. Failure to do so may affect safe operation, damage your motorcycle and could result in an accident causing serious injury or death.

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# Running In

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Proper running-in is very important for obtaining maximum life and performance of a new motorcycle. The following guidelines explain proper running-in procedures.

Since the engine is brand new, it should not be loaded excessively for the first 2,000 kilometers (1,200 Miles). During the first few hundred kilometers, the mating parts in the engine will wear and polish themselves to the correct operating clearances. Driving with prolonged full throttle operation, or in any high speed conditions might result in excessive heating of the engine and cause abnormal wear of the moving parts and hence the same must be avoided.

1. 0-500 Kilometers (0-300 Miles):

The recommended speeds for the first 500 Kilometers is below 50 to 60 Km/h (35 to 40 Mph). During this period avoid operating the motorcycle with full throttle opening. Stop the motorcycle for about 5 to 10 minutes to let it cool down, after every hour of running. Vary the speed of the motorcycle regularly during running but avoid using the motorcycle above 1/2 throttle opening position.

2. 501-2000 Kms (300-600 Miles):

The recommended speed is below 80 – 90 km/h

(45 to 50 Mph) .

Avoid driving the motorcycle with full throttle opening. Vary the speed of the motorcycle regularly but avoid using the motorcycle above 3/4<sup>th</sup> throttle opening position.

3. 2001 kms (1,200 Miles) and above

Avoid prolonged full-throttle operation. Vary speed occasionally.

**CAUTION:**

After covering the first 500 kilometers, Please replace the engine oil and oil filter element.

Royal Enfield engines are air-cooled and consequently require forced air cooling over the cylinder and head to maintain proper operating temperature. Extended periods of idling may over heat the engine, resulting in serious engine damage.

DO NOT run the engine at extremely high RPM with clutch disengaged or transmission in neutral as it can cause serious engine damage.

An engine running for long distances at high speed must be given close attention to avoid overheating and possible engine damage.

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## Evaporative Emission Important Note

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### **California Air Resources Board, Emissions Regulations** (Applicable for motorcycles sold in the State of California)

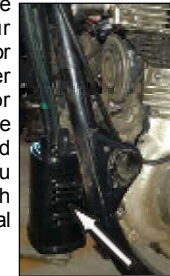
Your Royal Enfield motorcycle is equipped with an evaporative emission control system consisting of a Canister, rubber hoses and connectors to comply with the stringent California Air Resources Board (CARB) emissions regulations, anti-smog standards.

The equipment does not have any serviceable parts for the user to service. However in order to ensure that the motorcycle is compliant, it is necessary to periodically inspect the rubber tubes and connections for any leaks, cracks, cuts or damage. In case any of the above is noticed, the motorcycle should be taken immediately to a nearest Authorized Royal Enfield dealer for inspection and necessary correction

The evaporative emission control system is covered under warranty for 18,641 miles (30,000 Kms) OR 5 Years from the date of sale of the motorcycle to the first customer.

As the vehicle owner, it is your responsibility to ensure that the motorcycle is taken to the nearest Royal Enfield dealer to carry out the required maintenance listed in the

Owner's Manual. Royal Enfield recommends that you retain all receipts covering maintenance on your motorcycle. It is also your responsibility to present / take your motorcycle to a Royal Enfield dealer, if a problem in the evaporative emission system. As the vehicle owner, you should also be aware that Royal Enfield may deny your warranty coverage if your vehicle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications. If you have any questions regarding your warranty rights and responsibilities or if an authorized Royal Enfield dealer cannot repair your motorcycle or honor your claim within a reasonable period of time, contact Royal Enfield for assistance@ 312-569-1075. If you are not satisfied with the way in which a warranty claim is resolved by Royal Enfield, you may write directly to:



Director of Field Operations  
BoardSupport Division (EI4-397F)  
Environmental Protection Agency  
401 M Street, S.W. Washington,  
D.C. 20460

OR California Air Resources  
9480 Telstar Ave. Suite 4  
El Monte, CA 91731

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# Electronic Fuel Injection (EFI)

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## ELECTRONIC FUEL INJECTION (EFI)

An electronic control unit (ECU) monitors engine performance and provides exact requirement of Air / Fuel mixture to the engine, through the fuel injector by taking inputs from various sensors provided in the motorcycle.

## THE ADVANTAGES OF EFI ARE

- Faster response of the engine to suit road/load conditions.
- Better power output
- Lower emission
- Better reliability
- Excellent cold Startability
- Engine Diagnostic capabilities
- Maintenance free

## MALFUNCTION INDICATOR LAMP (MIL)



A Malfunctioning Indicator Lamp (MIL) is provided in the RPM meter which is located on the right side of the Cluster unit.

1. EFI Mal Function Indicator : When both the Ignition & Engine kill switch is "ON", the MIL will glow for few seconds and will go "OFF". This indicates that all the functions of Electronic Control Unit (ECU) and other sensors are working perfectly and the motorcycle can be used.

In case of any malfunctioning of the ECU or other sensors etc., the MIL will glow continuously. In the event of any such phenomenon, it is recommended to take the vehicle to a nearest Royal Enfield authorised service point for inspection and further necessary action.

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# Rollover Sensor

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## ROLLOVER SENSOR



Your motorcycle is fitted with a unique "Roll Over Sensor" under the seat. This is a safety feature.

In the event of an accident OR if the motorcycle falls over on any side with the engine running condition, The "Roll Over Sensor" will switch off Ignition and cut off fuel supply to prevent the motorcycle from moving suddenly, while it is in gear.

To re-activate the system after the motorcycle has been made upright, please switch off both the Ignition & Engine kill switch, wait for a few seconds and switch "ON" again.

This will help to RESET the "Roll Over Sensor" and the engine can be started/ run.

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# Starting

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## Warning

Before starting engine, always shift gears into neutral.

## CAUTION :

Do not force the gear lever while attempting to shift to neutral. Move the motorcycle back & forth and simultaneously press gear lever to come to neutral. Ensure neutral Indicator light glows in the Speedometer.

## NOTE :

- If the engine does not start on the first attempt in cold climate, release the starter button, wait for 30 seconds before pressing the starter button again.
- Press starter button and release starter switch once the engine starts.
- A clutch switch is provided in the system for the safety of the rider. This is to prevent the vehicle from starting when the vehicle is in gear. To start the engine when it is in gear, pull clutch lever, press the starter button and release slowly after the engine starts.



- Turn ignition switch 'ON'



- Ensure the side and main stands are in released position
- Ensure that gears are in neutral and neutral lamp is glowing

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# Starting

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- Ensure Engine stop switch is in "RUN" position



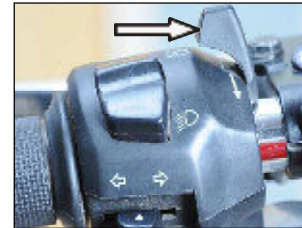
- Press Clutch Lever.



- Press Starter Button and release as soon as engine starts

## CAUTION :

Never accelerate the engine immediately after a cold start. The engine should be allowed to run slowly for 15-30 seconds. This will allow the engine to warm up and let oil reach all surfaces needing lubrication. Failure to adhere may result in damage to the Engine.



- Manual bi Starter (choke)

## NOTE :

It may be necessary to operate and hold the manual bi starter, when starting the engine for the first time in cold mornings, temperatures below 10°C or at high altitudes, to prevent the stalling and to keep the idling RPM steady.

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# Starting

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As soon as the engine attains the operating temperature, the RPM will raise, at which time the manual Bi Starter should be released.

- Warm up engine for 2 minutes - till idling is consistent.

Prior to starting, check to see the fuel level from the fuel gauge.

If the last bar is blinking refuel immediately.

## **CAUTION :**

Please ensure the motorcycle is not used with the low fuel indicator bar blinking continuously. It may not only result in the motorcycle running out of fuel. But will also cause serious damage to the fuel pump. Please ensure fuel is filled up as soon as the low fuel, last bar start blinking.

## **CAUTION :**

Air cooled engine requires air movement over the cylinder head and exhaust pipe to maintain proper operating temperature.

Never accelerate the engine abnormally in stand still condition of the motorcycle. Failure to adhere this may result in damage to exhaust pipe / silencer of the engine due to over heating.



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# Gear Shifting

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- Warm up engine for 2 minutes - till idling is consistent/stable

GEAR SHIFT PATTERN  
1—N—2—3—4—5

- Press clutch lever towards the hand grip.
- Press gear pedal with toe towards down to engage 1st gear.
- Gently open throttle and release clutch simultaneously. If clutch is released suddenly, the engine may stall and cause a jerky start.

### CAUTION :

The clutch must be fully disengaged before attempting a gear shift. Failure to fully disengage the clutch may cause a jerky start OR stalling the engine besides causing damage to transmission parts.



- Press the gear pedal upwards with toe to engage 2nd and gear.

- Follow the same procedure for 3rd, 4th and 5th gear.

### NOTE :

Always start motorcycle with gear in neutral position.

Always move the motorcycle in first gear position only.

When engine speed decreases or while climbing a gradient or running at a reduced speed, shift to the appropriate lower gear to prevent the engine from stalling or straining to pull.

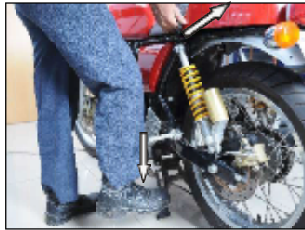
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# Parking

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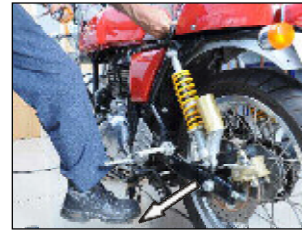
49

## PARKING VEHICLE ON CENTER STAND



- Select a firm, flat surface
- Hold handle bar straight
- Lower center stand, and ensure that both the legs of the stand are resting evenly on firm ground.
- Apply pressure on the fulcrum lever on the center stand and pull vehicle upwards, gently.

## PARKING VEHICLE ON SIDE STAND



- Select a firm, flat surface
- Lower Side Stand and gently tilt motorcycle to the left till it rests firmly on the side stand.

### **Warning**

Always park the motor cycle on a firm and flat surface. Parking in a soft ground may cause stand to sink and the motorcycle to fall, causing injury to you or to others and damage to the motorcycle parts.

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## Tools & Spares Kit

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S.No.	Description	Qty.
1.	Tool Wallet	1
2.	Tommy bar	1
3.	Tubular spanner (21 x 24mm)	1
4.	Screw driver	1
5.	Double end spanners :	
	(10 x 13 mm)	2
	(8 x 10 mm)	1
	(14 x 15 mm)	1
	(22 x 24)	1
	(1/4 " X 5/16")	1
6.	Allen Keys :	
	(5 mm)	1
	(3 mm)	1
	(6 mm)	1
7.	Tire Lever 2 Nos	

As a fore thought, the following essential parts are also provided with each motorcycle. Please ensure that you collect these parts while taking delivery of your motorcycle.

1. Throttle cable
2. Clutch cable

**NOTE :**

This Tool Kit is kept in Utility box. Refer Page No. 34.

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# Recommended Lubricants

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Engine Oil		Front Fork Oil		Brake Fluid	
Grade	15 W 50 API SL, JASO MA ESTER Semi Synthetic Oil	Grade	Gabriel Front Fork Oil 2W 35	Grade	DOT 3 or DOT 4
Capacity	2.75 Ltrs. (for dry fill) 2.4 Ltrs. (for refill with oil filter change)	Capacity	430 ml/ leg	Capacity	Front: 50 ml Rear: 100 ml

 **Warning**

DO NOT switch oil brands indiscriminately because some oil interact chemically when mixed. Use of inferior oils or non-detergent oils can damage the engine.

DO NOT Mix DOT 3 & DOT 4 brake fluid together.

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# Periodical Maintenance

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The maintenance schedule detailed here will help you to maintain your Royal Enfield motorcycle meticulously and to get a long trouble free service. The schedule provided herein is based upon average riding conditions and indicates the mileage at which regular inspections, adjustments, replacements and lubrications must be carried out.

The frequency of the maintenance must be shortened depending upon the severity of the driving condition OR if the motorcycle is used in a very dusty environment, severe climatic cold and hot conditions, bad roads, stagnant water etc., Contact a nearest Royal Enfield Dealer for expert advice and to carry out the periodical maintenance.

 **Warning**

For your personal welfare, all the listed service and maintenance recommendations should be performed. Lack of regular maintenance at the suggested intervals may affect the safe operation of your motorcycle causing the motorcycle to malfunction and stall abruptly resulting in an accident and cause serious injury.

# Periodical Maintenance

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S. No.	DESCRIPTION	SCHEDULE											
		0.5	3	6	9	12	15	18	21	24	27	30	
	Kms (x 1000)	0.5	3	6	9	12	15	18	21	24	27	30	
	Miles (x 1000)	0.3	2	3.75	6	7.5	9.5	11.25	13	15	17	18.75	
1	Engine Oil	R		R		R		R		R		R	
		Check level every 500 Kms or earlier as required											
2	Engine oil filter	R		R		R		R		R		R	
3	Engine sump filter	C		C		C		C		C		C	
4	Magnetic drain plug under gear box on crankcase RH	C		C		C		C		C		C	
5	Spark plug	C&A	C&A	C&A	C&A	C&A	R	C&A	C&A	C&A	C&A	R	
6	HT lead	I	I	I	I	I	I	I	I	I	I	I	
7	Fuel hose	I	I	I	I	R	I	I	I	R	I	I	
8	Fuel Pump	Check for screw tightness in all services											
9	Accelerator cable play	A	A	A	A	A	A	A	A	A	A	A	
10	Rubber hose, Air filter to Throttle body	I	I	I	I	R	I	I	I	R	I	I	
11	Rubber hose, Inlet manifold	I	I	I	I	R	I	I	I	R	I	I	
12	Air filter element	C	C	C	C	R	C	C	C	R	C	C	

# Periodical Maintenance

S. No.	DESCRIPTION	SCHEDULE										
		Kms (x 1000)	0.5	3	6	9	12	15	18	21	24	27
	Miles (x 1000)	0.3	2	3.75	6	7.5	9.5	11.25	13	15	17	18.75
13	Inlet / Exhaust valve seating											I
14	Cylinder head											D
15	Exhaust pipe											D
16	Clutch free play	Adjust every 1000 Kms (600 Miles) or earlier as required										
17	Rear brake pedal pivot	L	L	L	L	L	L	L	L	L	L	L
18	Battery terminals (apply petroleum jelly)	C	C	C	C	C	C	C	C	C	C	C
19	Battery Electrolyte level	I	I	I	I	I	I	I	I	I	I	I
20	Earth wire eyelet contact					I						I
21	Rear Chain	Adjust every 1000 Kms (600 Miles) or earlier as required										
		Lubricate every 3000 Kms (1800 Miles) or earlier as required										
22	Fork oil					R				R		
23	Steering ball races			A		L		A		L		A
24	Spokes tightness	I		I		I		I		I		I

# Periodical Maintenance

55

S. No.	DESCRIPTION	SCHEDULE											
		Kms (x 1000)	0.5	3	6	9	12	15	18	21	24	27	30
	Miles (x 1000)	0.3	2	3.75	6	7.5	9.5	11.25	13	15	17	18.75	
25	Wheel rim run out			I		I		I		I		I	
26	Tire wear		I	I	I	I	I	I	I	I	I	I	
27	Hand levers & Kick starter pivot	Lubricate every 1000 Kms or earlier as required											
28	Brake Oil level check / Replacement	I	I	I	I	I	I	I	R	I	I	I	
29	Pivot-Side Stand	L	L	L	L	L	L	L	L	L	L	L	
30	Center Stand pivot	L	L	L	L	L	L	L	L	L	L	L	
31	Pillion Foot rest pivot	L	L	L	L	L	L	L	L	L	L	L	
32	Swing arm bearings					L				L			
33	Evaporative Emission Equipment rubber hoses ☆	I	I	I	I	R	I	I	I	R	I	I	

**A : Adjust    C : Clean    D : De-carbonise    I : Inspect    L : Lubricate    R : Replace**

☆ Applicable only for Motorcycles sold in the State of California.

**NOTE :**

For maintenance after 30,000 Kms, (18,750 miles) please repeat the same frequency levels specified above, in consultation with a Royal Enfield Service Station.



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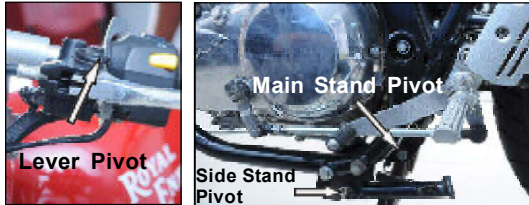
## Minor Maintenance Tips

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The following minor maintenance can be carried out easily with simple tools. However, In case, if it is felt that the adjustments are best done by an expert, we recommend that the motorcycle be taken to a nearest Royal Enfield Authorised Dealer / Service Point.

### CONTROL CABLES, HANDLE BAR LEVER, PIVOTS, CENTER / SIDE STAND PIVOTS



- Lubricate after using the motorcycle in rain, after waterwash or if used in dusty conditions.
- Wipe the area free of dirt / grease.
- Apply a few drops of oil on the pivots.

### OIL LEVEL INSPECTION



- Place motorcycle on its center stand on a firm surface.
- Warm up engine for a few minutes & switch off
- The level is correct if the oil level is in the middle of the oil level window.
- Top up with recommended oil if required.

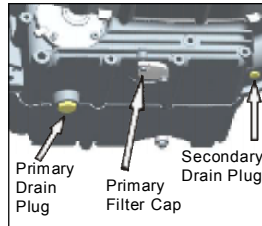
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## Minor Maintenance Tips

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### ENGINE - OIL CHANGE



(Refer Periodical Maintenance Chart for frequency)

- Place the motorcycle on its centre stand on a firm flat surface.
- Start and warm up the engine for 2 minutes.
- Keep a clean tray below the engine.
- Remove the primary drain plug with its washer and allow the oil to drain in to the tray.
- Remove the primary filter cap and then remove the primary filter.



- Remove the secondary drain plug with its washer and allow the oil to drain.
- Allow the oil to drain by tilting the motorcycle to both sides.
- Wash the drain plugs and the suction filter thoroughly and refit on the crankcase after all the oil is drained out.
- Soak a new oil filter paper element in the oil and refit on the Crankcase Cover RH.

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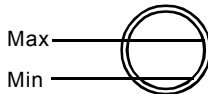
## Minor Maintenance Tips

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- Fill recommended oil to engine till the oil level is upto "MAX" level mark in the oil window in Crank-case Cover RH.



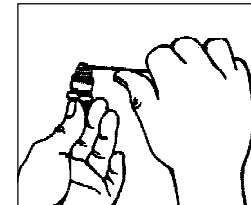
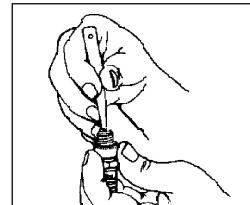
### NOTE :

Replace oil filter paper element whenever oil is being replaced.

### CAUTION :

Do not fill oil over MAX mark. It may cause the engine to smoke and result in loss of power. Do NOT use the motorcycle if the oil is at the MIN mark. Doing so will cause serious damage to the moving parts inside the engine and result in an engine lock up.

### SPARK PLUG



Cleaning and adjusting gap (Refer Periodical Maintenance Chart for frequency)

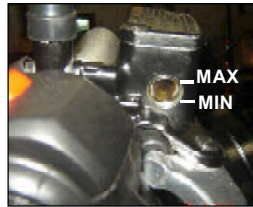
- Remove HT Lead and the spark plug from the cylinder head using the plug spanner and Tommy bar.
- Clean the insulator tip and electrodes of the plug carefully using a pointed scraper or spark plug cleaner.
- Set the gap between 0.8 to 0.9 mm.
- Refit the spark plug on the cylinder head and connect H.T. Lead.

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# Minor Maintenance Tips

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## BRAKE FLUID



**FRONT BRAKE**



**REAR BRAKE**

Check if oil is below 'MIN' level. To top Up, remove cover and diaphragm, then top up with DOT 3 or DOT 4 as specified.

### CAUTION :

Brake fluid is highly corrosive and can cause damage to painted parts. Please ensure that brake fluid does not spill on any part of the motorcycle. In the event of a spill, please clean the area immediately with a soft cloth (preferably a wet cloth) to avoid damage.

## INSPECTION OF TIRES AND WHEELS

- Inspect the Tire periodically for tread wear, cracks and cuts.

Minimum tread depth	
Front Tire : 1mm	Rear Tire : 2 mm

- Check and remove stone, splinters, nails or other particles embedded in the Tire treads.
- Bald spots / swelling may be caused by internal damage. Replace the Tires, if defective.
- Replace Tires when the tread depth has reached the minimum as specified.
- Periodically inspect wheels for spokes breakage and wheel rim run out.
- Check proper seating of the Tire beading on the rim whenever the Tire is reassembled.
- Whenever a new Tire is installed, ensure rim and spokes do not get damaged on account of wrong handling.

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## Minor Maintenance Tips

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- Use only standard Tires & tubes inflated to correct pressure.

### TIRE PRESSURE

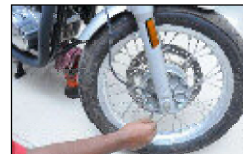
	Front	Rear
Solo	1.41 kg/cm <sup>2</sup> (20 PSI)	2.11 kg/cm <sup>2</sup> (30 PSI)
With Pillion	1.55 kg/cm <sup>2</sup> (22 PSI)	2.25 kg/cm <sup>2</sup> (32 PSI)

### Warning

Tires, rims and air valves must be correctly matched to wheel rims. Mismatching Tire, tubes, rims and air valves may result in damage to the Tire bead during mounting, allow Tire slippage on the rim and cause Tire failure.

### FRONT WHEEL REMOVAL

- Place the vehicle on center stand
- Place a wooden block the front end of engine to support the vehicle.
- Disconnect Speedo drive coupler from cluster.
- Loosen the pinch bolt on the RH fork guide.
- Remove the axle nut along with washer.



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## Minor Maintenance Tips

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- Tap and remove the front wheel spindle.
- Tilt the vehicle to RH Side and take out the wheel along with speedo drive.

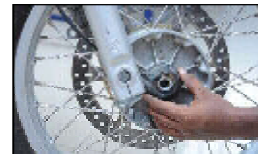
### CAUTION :

Do not press the front brake lever when wheel is removed as this will result in the brake pads coming too far out of the brake caliper.

- Place a 4 mm thick wooden piece or cardboard sheet between the brake pads to avoid pads activation in the event the front brake lever is accidentally pressed.

### FRONT WHEEL REASSEMBLY

- Remove the wooden piece / card board sheet placed between the brake pads



- Place the speedo drive in position.



- Insert the wheel along with speedo drive and RH spacer between the front fork ends ensuring the brake disc is located between the brake pads.



- Insert and tap the front wheel axle gently inside.

- Refit the washer and tighten the nut firmly.

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## Minor Maintenance Tips

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- Tighten the pinch bolt on the RH fork guide.
- Rotate the wheel and check for smooth rotation.
- Connect the speedo wire coupler and check for proper working of speedo meter.
- Press brake lever 2 or 3 times to check front brake efficiency.

### REAR WHEEL REMOVAL



- Place the vehicle on center stand on a firm and flat surface.
- Observe and mark the alignment index marks in the both sides of swing arm.



- Remove axle nut on the RH side.



- Remove wheel spindle from LH side.

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## Minor Maintenance Tips

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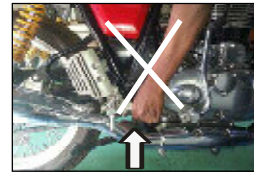
- Remove the caliper assembly by pulling out from the swing arm slot.

- Remove the distance collar.
- Tilt the motorcycle and take out the rear wheel assembly conveniently.

### CAUTION :

Do not press the rear brake pedal when wheel is removed as this will result in the brake pads coming too far out of the brake caliper.

- Place a 4 mm thick wooden piece or cardboard sheet between the brake pads to avoid pads activation in the event the rear brake pedal is accidentally pressed.



- DO NOT "PULL UP" the Rear Brake Pedal to "LIFT" the motorcycle for any loading / unloading purposes.

If the brake pedal stopper is found cracked / broken, please replace the Bracket Footrest RH (585012/d) immediately to prevent rear brake failure and any serious injury.



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## Minor Maintenance Tips

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### REAR WHEEL REASSEMBLY

- Remove the wooden piece / card board sheet placed between the brake pads.



- Ensure the four Cush rubbers are in position inside the rear wheel hub.



- Tilt vehicle to right and insert wheel assembly between the swing arms.

- Position the rear wheel with cush rubber on the rear driven flange.



- Insert the caliper assembly by pushing in the projection given inside the swing arm. Ensure the brake disc is located in between the brake pads.

- Align the caliper bracket, wheel and swing arm holes in-line and ensure distance collar is placed in hub dust seal.
- Insert and tap the rear wheel axle gently.
- Ensure the index marks alignments on both sides of the swing arm are in same position for proper wheel alignment.
- Tighten the axle nut firmly.
- Ensure that swing arm end plate is seated properly and the chain adjuster nuts are correctly tightened and Locked.

### CAUTION :

Do not force the spindle into the wheel as the threads may get damaged. Tap it through the wheel gently.



### Warning

Ensure the vehicle do not come out of center stand while dismantling and assembling the wheel assembly.

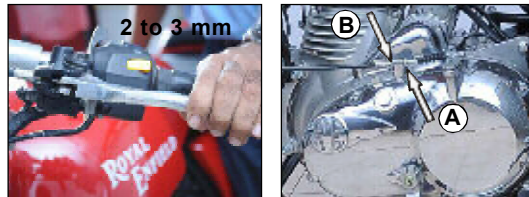
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# Minor Maintenance Tips

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## ADJUSTMENTS - CLUTCH



Clutch Lever (free play 2 - 3 mm)

- Loosen the cable outer lock nut (A).
- Turn the Nut (B) Clockwise to reduce the play or Anticlockwise to increase the free play.
- Check free play 2 to 3 mm at Clutch lever pivot on handle bar end.
- Tighten lock nut (A) after adjustment is done.

## REAR BRAKE LIGHT SWITCH ADJUSTMENT



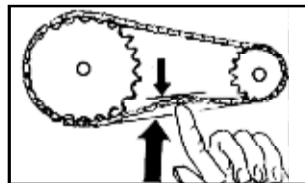
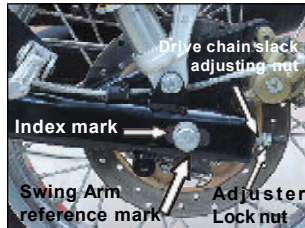
The brake light glows once you press the brake pedal. If brake light is not glowing, check the brake light switch wire for proper connection and the brake light Switch spring for any bend, breakage or disconnection.

If above are alright, then do the adjustment as mentioned below:

1. Turn the brake light switch adjustment nut while holding the rear brake light switch body in position.
2. If the brake light do not glows after pressing the pedal for approximately 25mm,turn the adjusting nut in clockwise direction by 2 to 3 threads and check for brake light function.
3. If the brake light continuously glows,turn the adjusting nut in anti clockwise direction by 2 to 3 threads so as to get the positions in which the light goes off.

# Minor Maintenance Tips

## DRIVE CHAIN FREE PLAY (PLAY 25 - 30 MM)



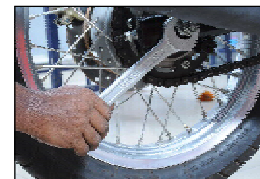
- Place motorcycle on its center stand on a firm & flat surface.
- Shift the gear into the neutral position
- Measure the drive chain free play as shown. The drive chain free play is 25 to 30 mm

1. If the drive chain free play is incorrect adjust as follows:

a. Loosen the axle nut of the rear wheel axle.



b. Loosen the sprocket spindle nut.



c. Loosen the locknut at both end of the swing arm.

d. To reduce the free play, turn the drive chain slack adjusting nut in clockwise direction.



e. To increase the free play, turn the drive chain slack adjusting nut in anticlockwise direction and push the rear wheel forward.

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## Minor Maintenance Tips

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- f. Later adjust the nut on Lh side by matching the index mark with respect to Rh side index. Ensure that both the sides are in same index marks.
- g. Tighten the adjuster locknut by 13mm spanner against chain slack adjusting nut.
- h. Finally torque the spindle and axle nuts to 7 kgm.

### **Warning**

Chain slackness beyond 30mm will lead to chain slippage.

Maintain drive chain slackness within the specified limits at every 1000 kms interval.

Please Check the front and rear wheels are correctly aligned, after the chain adjustment.

### CHAIN LOCK FITMENT



The open end of the chain master link lock should face opposite to normal direction of chain rotation.

### **Warning**

The fitment of lock in wrong direction other than shown above can lead to its falling off, and thus can cause the sudden disconnection of the chain during the drive.

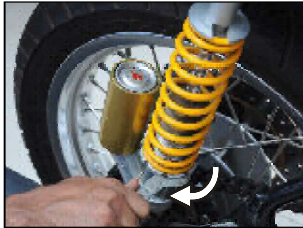
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## Minor Maintenance Tips

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### ADJUSTMENT OF GAS SHOCK ABSORBER



- The rear gas shock absorber is an adjustable type. The spring tension can be increased or decreased.
- Reduce the spring tension for low load operation by turning the adjuster nut in the direction as shown above by using a suitable C - spanner.
- Increase the spring tension for high load operation by turning the adjuster nut in opposite direction.

- Adjust both the rear shock absorbers to the same thread positions.

#### **Warning**

Riding the motorcycle with the shock absorbers adjusted in different positions can cause loss of control.

Regularly inspect shock absorbers and front forks for any leaks.

#### **NOTE :**

Ensure accessories, fitted if any, do not foul with rear shock absorbers. Check for sufficient gap between the shock absorbers and the attachments in a condition that the rear end of the Motorcycle is fully loaded and the shock absorbers are maximum compressed.

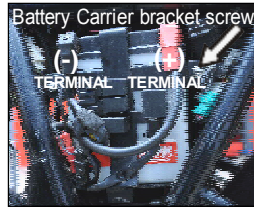
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# Minor Maintenance Tips

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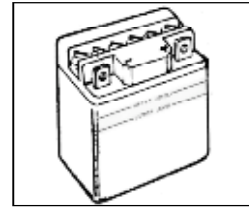
69

## REMOVAL OF BATTERY FROM THE VEHICLE



- Unlock (turn the key clockwise) and remove the Left side panel.
- Disconnect both the terminal wires (negative first and positive next respectively)
- Remove the battery carrier bracket by loosening the two screws
- Take out the battery.

## BATTERY MAINTENANCE



- The Motorcycle is provided with 12V - 14 AH battery.
- The battery must be periodically checked for
  - Cleanliness and corrosion free terminals.
  - Electrolyte level.
  - If electrolyte level is low, top up with distilled water only.

### NOTE :

The poor contact or loose fitment of Battery terminals may cause ECU failure.

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## Minor Maintenance Tips

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### **Warning**

Always disconnect the negative (-) battery cable first and then the Red positive (+) cable while removing the battery connections.

### **NOTE :**

For checking the battery voltage and electrolyte specific gravity, contact authorised Royal Enfield Dealer / service point or battery service centre.

### **CAUTION :**

- Do not use battery with low electrolyte level as the battery internal cells will get damaged.
- Do not overfill the battery electrolyte level as it will spill out through the overflow pipe and cause corrosion to vehicle parts.
- Use only distilled water meant for use in batteries to avoid damage to battery.

### **REASSEMBLY OF BATTERY ON MOTORCYCLE**

- Position the battery in the battery carrier such that negative terminal of the battery is towards the fuel pump side.



- Ensure ignition switch is in "OFF" condition.
- Connect the positive terminal (Red wire) first
- Connect the negative terminal (Black wire) next.
- Smear the terminals with petroleum jelly. (Do not use grease in the battery terminals).
- Place the terminal boot / cap properly.
- Refit the carrier bracket.
- Refit LH side panel & lock it.

### **NOTE :**

Clean the wire terminals free of corrosion and keep the terminals coated with petroleum jelly.

### **CAUTION :**

Keep the +ve and -ve cables firmly connected to the respective battery terminals. Failure to do so may result in damage to the motorcycle electrical system.

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## Minor Maintenance Tips

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### CHANGING ELECTRICAL COMPONENTS

#### HEADLAMP

The headlamp is sealed beam type. When replacement is required use only the specified sealed beam unit available from your dealer. Using a wrong sealed beam may harm the electrical system in the motorcycle.

#### REMOVING THE HEADLAMP SEALED BEAM

- Loosen the rim holding screws and take out the head lamp assembly.



- Disconnect the electrical connections, remove the rubber grommet and the sealed beam.

#### REASSEMBLING THE HEADLAMP SEALED BEAM

- Refix the new sealed beam in the headlamp rim.
- Fit the rubber grommet and connect the electrical connections
- Position head lamp on the head lamp casing and tighten the mounting screws.

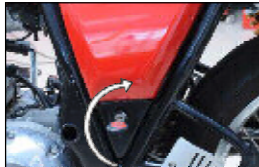


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# Minor Maintenance Tips

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## TAIL LAMP BULB REPLACEMENT



- Unlock the battery cover



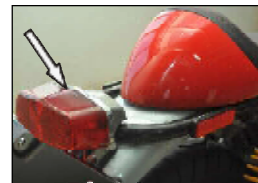
- Remove the seat assembly by pulling seat lock cable.



- Remove the tail light glass by unscrewing its mounting screw



- Remove the tail light bulb from its holder.
- Replace the bulb.



- Assemble back the tail light in the reverse order of dismantling.

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## Minor Maintenance Tips

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### TRAFFICATOR BULB REPLACEMENT



- Remove the screw from the trafficator housing back side.



- Open the Indicator housing.
- Take out the bulb holder.



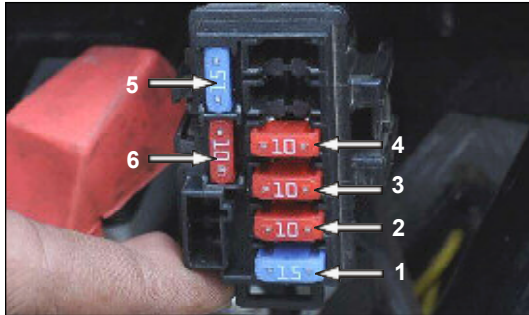
- Take out the bulb and replace the same.



- Refit the holder.
- Assemble back the indicator cover.

# Minor Maintenance Tips

## FUSE



### Warning

Electronic Control Unit (ECU) may fail due to loose electrical connections, loose battery terminals etc. Hence, it is very important to keep all the Electrical connections intact.

## BLADE FUSE USAGE LIST

Fuse No.	Color	Amps	Application
1	Blue	15A	Main Fuse
2	Red	10A	Signal Circuit Fuse
3	Red	10A	Lighting Circuit Fuse
4	Red	10A	EFI Fuse
5	Blue	15A	Spare Fuse
6	Red	10A	Spare Fuse

### Warning

Please get the electrical system of your Motorcycle checked thoroughly and get the faults corrected immediately after experiencing any fuse failure. Not doing this can result in to repeated fuse failures. Usage of fuses other than specified rating will damage the complete electrical system.

### Warning

While doing Arc welding any where in motorcycle, the battery terminals and the Electronic Control Unit (ECU) coupler are to be completely disconnected. Failure to do so many cause damage to the Electrical system of the Motorcycle.

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## Minor Maintenance Tips

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### AIR FILTER PAPER ELEMENT

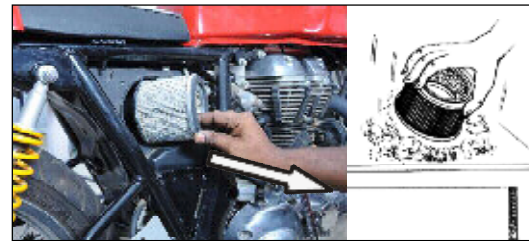
CLEAN AND REFIX : EVERY 3000 KMS

- Remove the screw from the side cover bottom side and then take out RH side cover.



- Remove the air filter cover screws and then takeout air filter box cover.

- Takeout air filter paper element and check for dirt. Gently tap it as shown in fig and fix it back.



### NOTE :

It is advisable to replace air filter paper element once in 10,000 KMS. In case of vehicle running in dusty / mud road condition it may be replaced as earlier as required.

Usage of high pressure compressed air is not recommended to clean air filter paper element.

Fitment of air filter paper element is reverse order of removal process.

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# Washing Procedure

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## PRECAUTIONS

- Wash vehicle when the engine is cold.
- Cover the silencer tail end and control switches with suitable plastic bags and tie it firmly to prevent water entry into them.
- Remove ignition key and seal key hole using adhesive tape.
- Use a suitable engine degreaser, available with your local parts store, to remove dirt or grease from the engine external parts if required. Follow the directions in the label carefully before using the degreaser.
- Use low pressure jet of water to clean the entire vehicle.
- Never spray water with great force on head lamp, Meter/cluster unit, trafficator lights, front

and rear wheel hubs, electrical connections and wires, control cables, EFI components, sparkplug, battery, air filter cover etc.

- Use Luke warm water and mild detergent on the painted components to remove dirt, etc.
- Rinse vehicle thoroughly with plain water to remove the detergent and wipe vehicle dry.
- If possible, use compressed air and blow off water particles from the obscure areas of the vehicle, electrical connections, EFI components etc.

## AFTER WASHING

- Ensure the vehicle is thoroughly dry by wiping with a clean soft water absorbent cloth or chamois leather.
- Remove all plastic bags and adhesive tapes.

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# Washing Procedure

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- Lubricate control cables, pivots for footrest, side stand, centre stand, brake and gear shifter linkages, rear chain etc.with lube oil.
- Polish the painted and plated surfaces using polishing wax.
- Start the bike and allow engine to idle & warm up.
- Drive the motorcycle slowly, applying both brakes intermittently to dry up the brake pads.
- Test brakes for full efficiency.



## Warning

Observe warnings and cautions given on labels of cleaning compounds before it is used.

When washing your motorcycle, be careful not to get the brakes, engine, mufflers or air cleaner etc., too wet. Wet brake pad and / or disc can affect braking efficiency. Engine can be started after washing. Ensure brakes and engine are working properly before riding in the traffic and / or in highways at high speeds.

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## Storage Precautions

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Incase your Motorcycle is not going to be used for a month or more, we advise the following precautions to be taken

- Carryout required repair/adjustments on the motorcycle.
- Wash the motorcycle thoroughly and lubricate as per the maintenance chart.
- Start the engine, warm up for a few minutes and switch off.
- Drain out the fuel completely from the fuel tank and fuel lines.
- Remove the spark plug. Pour in about 20ml of clean engine oil through spark plug hole. Close the hole and crank engine few times and refit the sparkplug.
- Clean the rear chain thoroughly and apply lubrication oil on it.
- Remove battery from the bike. Clean its terminals and apply petroleum jelly on the terminals to avoid corrosion.
- Maintain electrolyte level between max and min marks, by adding distilled water and wipe the battery dry.
- Store the battery in a cool, dry and well ventilated place.
- Do not place the battery in direct sun light, near open flame or where temperature is above 40°C or below 0°C
- Cover the silencer with plastic bags to prevent moisture entry. Set the motorcycle on its center stand.
- Apply anti rust solution on all chrome plated parts. Take care not to apply this solution on rubber or painted parts.
- Store motorcycle in a clean covered area free of moisture and keep it covered to prevent dust settling on it.

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# Storage Precautions

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## PREPARING THE MOTORCYCLE FOR REUSE

- Remove anti rust solution from all chrome plated parts and clean the motorcycle.
- Inflate the Tires to the correct Tire pressure.
- Ensure battery is fully charged and electrolyte level is properly maintained.
- Connect the battery.
- Lubricate all control cables and pivots.
- Check level of oil in engine and top up if necessary.
- Fill fuel tank with fresh petrol.
- Check fuel line for any cracks or cuts.
- Clean the air filter.
- Remove plastic covering from the silencer.

- Remove spark plug on cylinder head and pour in a few drops of engine oil. Crank engine a few times to lubricate cylinder walls and piston. Clean spark plug and refit.
- Switch "ON" the ignition switch.
- Start vehicle and warm up engine for a few minutes before riding the vehicle.

## NOTE :

Do not raise the engine rpm the moment it is started, but allow the engine to run at Idling speed.

## CAUTION :

Proper long-term storage is important for the safe, trouble-free operation of your Royal Enfield motorcycle.



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# Long Trip Precautions

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## **CHECKS PRIOR TO THE COMMENCEMENT OF LONG JOURNEY**

- Service the motorcycle thoroughly at Royal Enfield Dealer / Authorised Service Point as per periodical maintenance chart. (Ref. Page No. 46 to 49)
- Sufficient quantity of petrol in the fuel tank for the planned journey.
- Check and correct Tire pressure if necessary.
- Correct the oil levels in Engine, brake master cylinders.
- Check for good battery condition and proper electro lyte level.
- Proper drive chain tension and correctly adjusted rear brakes.
- Check for proper functioning of all lights & horn etc.,

## **CHECKS AFTER EVERY 1500 KMS (930 MILES) OF RUN**

- Tightness of all fasteners.
- Tire treads condition and wear pattern of Tires.
- Battery condition and electrolyte level.
- Correct oil level in engine.
- Working of all lights and horn.
- Proper drive chain tension.

## **ITEMS TO BE CARRIED**

- Tool kit.
- First aid kit.
- Bulbs for Headlight, Trafficator light and mini Blade Fuses (15 & 10 Amps).
- Accelerator and Clutch cable.
- Rear chain master link lock assembly.
- Spare tubes.
- Foot operated Air Pump.
- Insulation tape.
- Spark plugs (M14).

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# Complete Wiring Diagram

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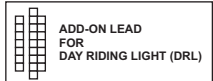
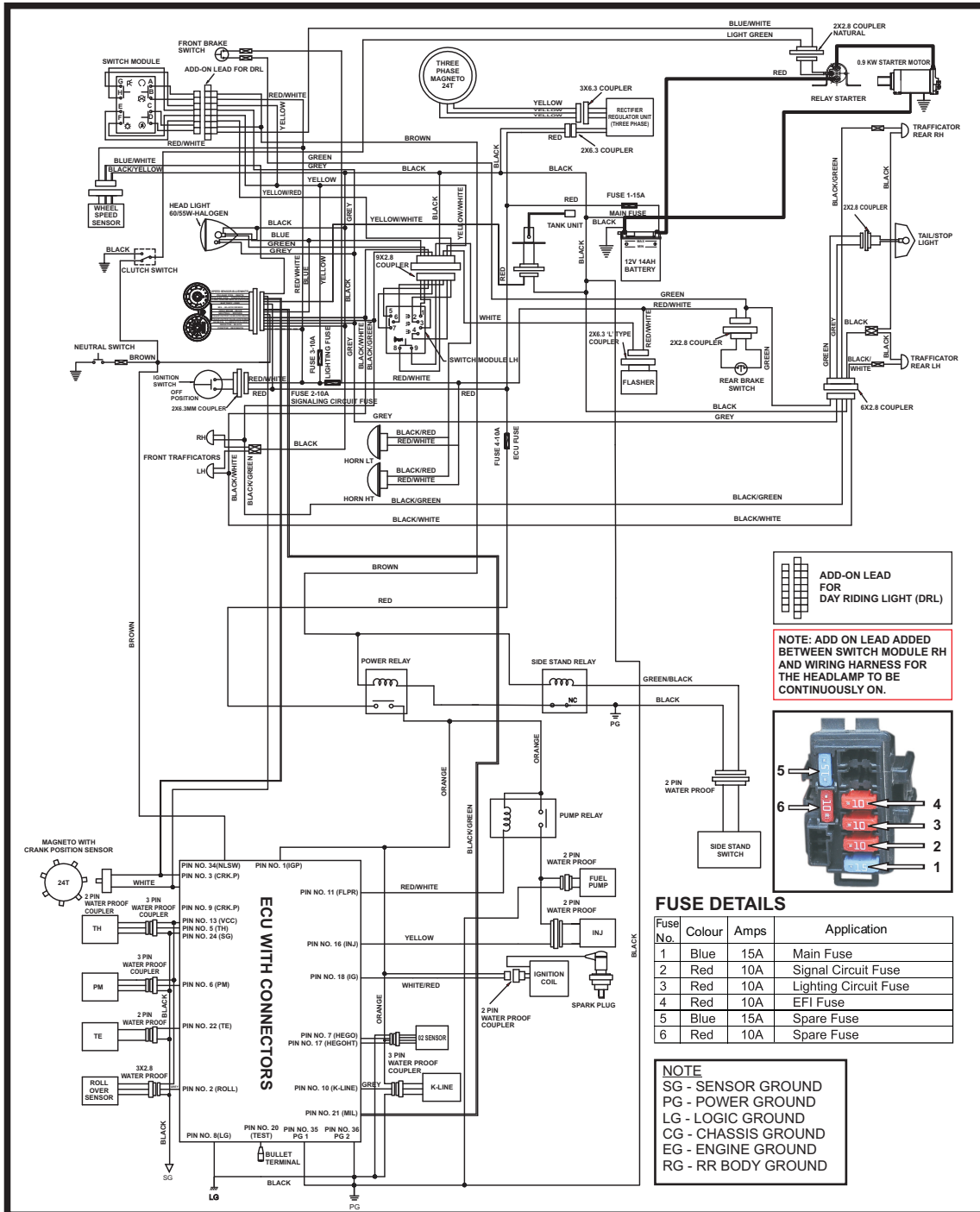
81

**NOTE :**

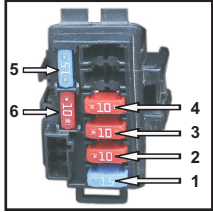
Complete Wiring Diagram is attached on this page.

# Complete Wiring Diagram - Continental GT

USA / CALIFORNIA / CANADA



**NOTE: ADD ON LEAD ADDED BETWEEN SWITCH MODULE RH AND WIRING HARNESS FOR THE HEADLAMP TO BE CONTINUOUSLY ON.**



### FUSE DETAILS

Fuse No.	Colour	Amps	Application
1	Blue	15A	Main Fuse
2	Red	10A	Signal Circuit Fuse
3	Red	10A	Lighting Circuit Fuse
4	Red	10A	EFI Fuse
5	Blue	15A	Spare Fuse
6	Red	10A	Spare Fuse

**NOTE**  
 SG - SENSOR GROUND  
 PG - POWER GROUND  
 LG - LOGIC GROUND  
 CG - CHASSIS GROUND  
 EG - ENGINE GROUND  
 RG - RR BODY GROUND

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# Trouble Shooting

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 **Warning**

The trouble shooting section of this Owner's Manual is intended solely as a guide for diagnosing problems. Carefully read the appropriate sections of this manual before performing any work. Repair and maintenance operations not listed in this Owner's Manual should be performed by your Royal Enfield Dealer only. Improper repair / maintenance could result in the motorcycle not functioning properly or injury seriously.

 **Warning**

Please get the electrical system of your Motorcycle checked thoroughly and get the faults corrected immediately after experiencing any fuse failure. Not doing this can result into repeated fuse failures.

Usage of fuses other than specified rating will damage the complete electrical system.

**CAUSES**

**REMEDIES**

**I. ENGINE FAILS TO START**

- |   |                                    |
|---|------------------------------------|
| 1) Stop switch in 'OFF' Position .....      | Push stop switch to 'ON' position. |
| 2) Side stand not retrieved .....           | Retrieve side stand.               |
| 3) Vent hole clogged in fuel tank cap ....  | Clean vent hole.                   |
| 4) Spark plug cap / lead not connected .    | Fix cap / lead firmly              |
| 5) Spark plug electrode dirty / fouled .... | Clean spark plug                   |
| 6) Spark plug insulation cracked .....      | Replace spark plug                 |
| 7) Clutch slipping .....                    | *Adjust clutch cable free play     |
| 8) Main or EFI Fuse failed.....             | Replace with new fuse              |

\* Contact Dealer / Authorised Service Point

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# Trouble Shooting

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## CAUSES

## REMEDIES

### II. ENGINE MISFIRING

- |                                       |   |
|---------------------------------------|---|
| 1) Loose spark plug cap .....         | Fix cap / lead firmly   |
| 2) Spark plug fouled .....            | Clean spark plug or non specified heat range plug.                  |
| 3) Any sensor loose connections ..... | * Check MAP or EOT or TPS sensor wiring / coupler loose connections |
| 4) Water in petrol tank .....         | * Clean petrol tank. Fill tank with fresh petrol.                   |

### III. POOR PICKUP

- |  |                                |
|--|--------------------------------|
| 1) Brake pedal adjusted too tight .....  | *Re-adjust properly            |
| 2) Choked air filter .....               | Clean / Replace air filter     |
| 3) Rear chain adjusted too tight .....   | *Re-adjust properly            |
| 4) Under inflated Tires .....            | *Inflate to correct pressure   |
| 5) Accelerator cable free play excessive | Adjust cable free play         |
| 6) Clutch Slipping .....                 | *Adjust clutch cable free play |
| 7) Faulty fuel supply .....              | *Remove fuel pump & clean.     |
| Fuel pump, filter / injector blocked     |                                |

\* Contact Dealer / Authorised Service Point

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# Trouble Shooting

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## CAUSES

## REMEDIES

### IV. WHITE/BLUE SMOKE

- 1) Oil level in sump above the Top line.\* Check and drain excess oil in the oil level window .....

### V. ENGINE OVERHEATING

- 1) Low engine oil level ..... Check and top-up if necessary
- 2) Clutch slipping ..... \* Check and correct
- 3) Cylinder fins not clean ..... Clean the cylinder fins at regular intervals

### VI. EXCESSIVE FUEL CONSUMPTION

- 1) Under inflated Tires ..... Inflate to correct pressure
- 2) Choked air filter ..... Clean / Replace
- 3) Fuel leakage ..... \*Check and rectify, tank float unit, drain pipe, breather pipe, fuel line / pump.

\* Contact Dealer / Authorised Service Point

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# Trouble Shooting

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## CAUSES

## REMEDIES

### VII. BRAKES POOR

- |                                       |   |
|---------------------------------------|---|
| 1) Brake pad worn / Uneven wear ..... | *Replace Brake pads                             |
| 2) Oil/grease on disc.....            | *Clean and refit                                |
| 3) spongy brake.....                  | *fill brake fluid & remove air from the system. |

### VIII. VEHICLE WOBBLER

- |                                     |                             |
|-------------------------------------|-----------------------------|
| 1) Under inflated Tires .....       | Inflate to correct pressure |
| 2) Loose / Broken spokes .....      | * Tighten / Replace spokes  |
| 3) Wheels misaligned.....           | * Ensure proper alignment   |
| 4) Wheel rim runout .....           | * Rectify                   |
| 5) Tires not fitted correctly ..... | * Refit Tires correctly     |

### IX. ELECTRICALS

#### Bulbs do not glow

- |                     |                |
|---------------------|----------------|
| 1) Bulb fused ..... | * Replace bulb |
|---------------------|----------------|

\* Contact Dealer / Authorised Service Point

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# Trouble Shooting

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## CAUSES

- 2) Fuse blown .....
- 3) Loose / improper connection.....

### Horn not working

- 1) Fuse blown .....
- 2) Loose connections .....

### Trafficators not working

- 1) Loose / improper connections .....
- 2) Bulb fused .....

### Brake light remains on

- (1) Switch not adjusted properly.....
- (2) Switch sticky .....

## X. ELECTRONIC FUEL INJECTION (EFI)

### Malfunctioning Indicator Lamp (MIL) glowing continuously

- (1) Sensor Coupler Loose Connection .
- (2) Any EFI Sensor Failure .....

## REMEDIES

- \* Check and Replace fuse.
- \* Check and correct

- Check and correct
- Check and correct

- Check and correct
- Replace

- \* Adjust connecting links properly
- \* Replace switch

- \* Check for any EFI sensor coupler loose connection and correct them
- \* Check & replace the same

\* Contact Dealer / Authorised Service Point



### Warning

Please get the electrical system of your Motorcycle checked thoroughly and get the faults corrected immediately after experiencing any fuse failure. Not doing this can result in to repeated fuse failures. Usage of fuses other than specified rating will damage the complete electrical system.



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# Warranty

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Royal Enfield warrants its Motorcycle to be free from manufacturing and materials defects, under normal use subject to following conditions.

1. Warranty shall be in force until the expiry of a period of 24months from the date of sale.
2. The above warranty is applicable only to the first registered owner of the Motorcycle and is not extended to subsequent owner's - if the motorcycle sold as second hand.
3. Warranty repairs, if any and periodical servicing requirements should be availed only at the Authorized Royal Enfield distributor's service facility OR at their authorized dealership.
4. During the warranty period, Royal Enfield's obligation is limited to repair or replacing free of charge, such part or parts of the vehicle, which in examination shall be deemed defective in opinion of Royal Enfield and / or their distributors / authorized dealers. Such defective part / s, which have been replaced, shall become the property of Royal Enfield.
5. Cost of consumables like fuel, Oils etc., Labour, shipping charges of replacement parts for any warranty replacement are chargeable to the customer.
6. Warranty is not applicable for the following parts:
  - Normal ageing of parts like rubber parts, tires & tubes, hand grips, glass, plastic, soft items like seat rexene, cushion etc.
  - Dullness of chrome plated parts, discolorisation of chromed exhaust pipe / silencer, buffed parts, painted surfaces etc
  - Normal wear & tear items such as control cables, brake pads/ shoes, clutch plates etc
  - Electrical items like bulbs, wiring harness, switches, battery, fuses, electric start motor etc.
7. Warranty will become void under the following conditions:
  - Damages due to lack of proper maintenance, periodic services not carried out as per Royal Enfield recommendation etc.
  - Damages caused by any unauthorized repairs carried out in any part of the motorcycle

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# Warranty

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- Failures occurred due to use of wrong lubricants, fuel etc
  - Use of non genuine Royal Enfield parts
  - Damages caused due to unauthorized alterations to any part of the motorcycle.
  - Use of accessories not supplied by Royal Enfield
  - Motorcycles fitted with side cars
  - Motorcycles used in rallies, off road, dirt track, races etc
  - Motorcycles involved in accidents, collisions etc.
  - Damages that occur due to extreme operating conditions beyond the limitation or specifications as given by Royal Enfield, such as Maximum load carrying capacity, engine speed etc.
  - Damages that occur due to long/improper storage, transportation of motorcycle etc.
8. Royal Enfield reserves the right to finally decide on all warranty claims
  9. Royal Enfield reserves the right to make changes in the motorcycle without any obligation to install these changes on previously sold motorcycles.
  10. Royal Enfield authorized distributors and /or their dealers are independently owned and operated. They may hence deal with other aftermarket products for which Royal Enfield is not responsible for the performance, safety, quality, reliability and suitability of such products. Defects, if any in such parts OR that may arise in the motorcycle due to use of such parts is not liable to be covered by Royal Enfield and may render this warranty void.
  11. There is no other express OR implied warranty in the motorcycle. Any implied warranty of merchantability or fitness is limited to the duration of this warranty.
  12. To the fullest extent allowed by law, Royal Enfield and its authorized distributors and/or dealers shall not be liable for loss of use, inconvenience, loss of time, commercial losses or other incidental or consequential damages.

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## Emission Control System Warranty

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89

The following warranty applies to the emission control system and is in addition to the LIMITED WARRANTY, NOISE CONTROL SYSTEM WARRANTY & CALIFORNIA AIR RESOURCES BOARD REGULATIONS. EVAPORATIVE EMISSION CONTROL SYSTEM WARRANTY. (Applicable only for motorcycles sold within the state of California.)

Royal Enfield Motors warrants the first owner and each subsequent owner, that this motorcycle is designed and built so as to conform, at the time of sale, with applicable regulations specified by the U.S. Federal Environmental Protection Agency and California Air Resources Board Regulations, that the Emission control system related parts fitted to this motorcycle are free from defects in materials and workmanship which may cause this motorcycle not to meet the U.S. Federal Environmental Protection Agency standards for a period of 5 years OR 18,641 Miles (30,000 Kms.), whichever occurs first, from the date of first use of the motorcycle.

The Warranty period shall begin, on the date the motorcycle is delivered to the first retail purchaser OR from the first date the motorcycle is used as a demonstrator OR as a display and/or trial motorcycle.

**THE FOLLOWING ITEMS ARE NOT COVERED BY THE EMISSION CONTROL SYSTEM WARRANTY:**

1. Failures which may arise as a result of misuse, alterations, accidents OR non performance of routine maintenance, as specified in the Owner's Manual.

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## Emission Control System Warranty

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90

2. Replacement of parts such as Spark plugs, Air filter, fuel filter, Oil filter, fuel injector, lubricating oils etc that are required to be replaced during routine maintenance at specified intervals as mentioned in this Owner's Manual.
3. Loss of time, inconvenience, loss of motorcycle use or any other consequential loss or damages.
4. Any motorcycle in which the Odometer has been tampered with, OR the speedo cable has been disconnected for any reason Or is broken and not replaced immediately, due to which the exact distance covered cannot be determined.

### **RECOMMENDATIONS FOR REQUIRED MAINTENANCE**

IT IS RECOMMENDED THAT THE ROUTINE MAINTENANCE OF THE MOTORCYCLE BE CARRIED OUT AT SPECIFIED INTERVALS AND ANY MAINTENANCE TO THE EMISSION CONTROL SYSTEMS SHOULD BE PERFORMED ONLY BY AN AUTHORISED ROYAL ENFIELD SERVICE DEALER AND USING ONLY GENUINE ROYAL ENFIELD SPARE PARTS.

REPAIRS TO THE EMISSION CONTROL SYSTEM MAY BE PERFORMED BY ANY OTHER QUALIFIED SERVICE OUTLET OR INDIVIDUAL AND USE OF PARTS OTHER THAN GENUINE ROYAL ENFIELD SUPPLIED PARTS IS PERMISSIBLE, ONLY IF SUCH AGENCY OR INDIVIDUALS AND THE NON GENUINE PARTS USED, ARE CERTIFIED TO COMPLY WITH THE U.S. ENVIRONMENTAL PROTECTION AGENCY STANDARDS.

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## Noise Control System Warranty

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91

The following warranty applies to the noise control system and is in addition to the LIMITED WARRANTY, EMISSION CONTROL SYSTEM WARRANTY & CALIFORNIA AIR RESOURCES BOARD REGULATIONS. EVAPORATIVE EMISSION CONTROL SYSTEM WARRANTY. (Applicable only for motorcycles sold within the state of California.)

Royal Enfield Motors warrants the first owner and each subsequent owner, that this motorcycle is designed and built so as to conform, at the time of sale, with applicable regulations specified by the U.S. Federal Environmental Protection Agency and California Air Resources Board Regulations, that the Noise control system emission related parts fitted to this motorcycle are free from defects in materials and workmanship which may cause this motorcycle not to meet the U.S. Federal Environmental Protection Agency standards for a period of 5 years OR 18,641 Miles (30,000 Kms.), whichever occurs first, from the date of first use of the motorcycle.

The Warranty period shall begin, on the date the motorcycle is delivered to the first retail purchaser OR from the first date the motorcycle is used as a demonstrator OR as a display and/or trial motorcycle.

**THE FOLLOWING ITEMS ARE NOT COVERED BY THE NOISE CONTROL SYSTEM WARRANTY:**

1. Failures which may arise as a result of misuse, alterations, accidents OR non performance of routine maintenance, as specified in the Owner's Manual.

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## Noise Control System Warranty

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92

2. Replacing OR removing OR modifying any portion of the NOISE CONTROL SYSTEM (consisting of Exhaust, Air intake/cleaner assembly) with parts not certified to be genuine and noise legal in the USA for street use.
3. Loss of time, inconvenience, loss of motorcycle use or any other consequential loss or damages.
4. Any motorcycle in which the Odometer has been tampered with, OR the Speedo cable has been disconnected for any reason or is broken and not replaced immediately, due to which the exact distance covered cannot be determined.

### **RECOMMENDATIONS FOR REQUIRED MAINTENANCE**

IT IS RECOMMENDED THAT THE ROUTINE MAINTENANCE OF THE MOTORCYCLE BE CARRIED OUT AT SPECIFIED INTERVALS AND ANY MAINTENANCE TO THE NOISE CONTROL SYSTEMS SHOULD BE PERFORMED ONLY BY AN AUTHORISED ROYAL ENFIELD SERVICE DEALER AND USING ONLY GENUINE ROYAL ENFIELD SPARE PARTS.

REPAIRS TO THE NOISE CONTROL SYSTEM MAY BE PERFORMED BY ANY OTHER QUALIFIED SERVICE OUTLET OR INDIVIDUAL AND USE OF PARTS OTHER THAN GENUINE ROYAL ENFIELD SUPPLIED PARTS IS PERMISSIBLE, ONLY IF SUCH AGENCY OR INDIVIDUALS AND THE NON GENUINE PARTS USED, ARE CERTIFIED TO COMPLY WITH THE U.S. ENVIRONMENTAL PROTECTION AGENCY STANDARDS.

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## Evaporative Emission Control System Warranty <sup>93</sup>

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**(APPLICABLE ONLY FOR THE STATE OF CALIFORNIA)**

The following warranty applies to the evaporative emission control system and is in addition to the LIMITED WARRANTY, EMISSION CONTROL SYSTEM WARRANTY & NOISE CONTROL SYSTEM WARRANTY.

Royal Enfield Motors warrants the first owner and each subsequent owner, that this motorcycle is designed and built so as to conform, at the time of sale, with applicable regulations specified by the California Air Resources Board AND that the evaporative emission control system related parts fitted to this motorcycle are free from defects in materials and workmanship which may cause this motorcycle not to meet applicable regulations of the California Air Resources Board standards, for a period of 5 years OR 18,641 Miles (30,000 Kms.), **whichever occurs first, from the date of first use of the motorcycle.**

The Warranty period shall begin either on the date the motorcycle is delivered to the first retail purchaser OR from the first date the motorcycle is used as a demonstrator OR as a display and/or trial motorcycle.

**THE FOLLOWING ITEMS ARE NOT COVERED BY THE EVAPORATIVE EMISSION CONTROL SYSTEM WARRANTY:**

1. Failures which may arise as a result of misuse, alterations, accidents OR non performance of routine maintenance, as specified in the Owner's Manual.

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## Evaporative Emission Control System Warranty 94

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2. Replacing OR removing OR modifying any portion of the EVAPORATIVE EMISSION CONTROL SYSTEM (consisting of Fuel tank, fuel tank cap, Canister, purge valve, throttle body, vapor hoses, fuel hoses and hose connectors) with parts not certified to be genuine and approved by California Air Resources Board.
3. Loss of time, inconvenience, loss of motorcycle use or any other consequential loss or damages.
4. Any motorcycle in which the Odometer has been tampered with, OR the Speedo cable has been disconnected for any reason OR is broken and not replaced immediately, due to which the exact distance covered cannot be determined.
5. Normal ageing of parts such as fuel hoses, vapor hoses, gaskets & rubber components.

### **RECOMMENDATIONS FOR REQUIRED MAINTENANCE**

IT IS RECOMMENDED THAT THE ROUTINE MAINTENANCE OF THE MOTORCYCLE BE CARRIED OUT AT SPECIFIED INTERVALS AND ANY MAINTENANCE TO THE EVAPORATIVE EMISSION CONTROL SYSTEMS SHOULD BE PERFORMED ONLY BY AN AUTHORISED ROYAL ENFIELD SERVICE DEALER AND USING ONLY GENUINE ROYAL ENFIELD SPARE PARTS.

REPAIRS TO THE EVAPORATIVE EMISSION CONTROL SYSTEM MAY BE PERFORMED BY ANY OTHER QUALIFIED SERVICE OUTLET OR INDIVIDUAL AND USE OF PARTS OTHER THAN GENUINE ROYAL ENFIELD SUPPLIED PARTS IS PERMISSIBLE, ONLY IF SUCH AGENCY OR INDIVIDUALS AND THE NON GENUINE PARTS USED, ARE CERTIFIED TO COMPLY WITH THE CALIFORNIA AIR RESOURCES BOARD.



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# Service Maintenance Record

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95

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

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# Service Maintenance Record

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.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

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# Service Maintenance Record

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.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

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# Service Maintenance Record

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.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

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# Service Maintenance Record

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.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

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# Service Maintenance Record

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100

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

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# Service Maintenance Record

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101

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

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# Service Maintenance Record

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102

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature



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# Service Maintenance Record

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103

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

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# Service Maintenance Record

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104

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

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# Service Maintenance Record

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105

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

.....Kms. / Miles Service  
Job Card No. : ..... Date : .....  
Odo Reading : .....  
Brief Work Done :  
  
Dealer's Stamp & Signature

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# Service Maintenance Record

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106

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

.....Kms. / Miles Service

Job Card No. : ..... Date : .....

Odo Reading : .....

Brief Work Done :

Dealer's Stamp & Signature

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# Notes

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# Notes

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Part No. 585805/A

**ROYAL ENFIELD**