

STOPPING DISTANCE

Description of vehicle: Enfield-Bullet 350cc & 500cc

Note: The information was obtained under controlled road and vehicle conditions. The information may not be correct under other conditions.

These figures indicate the braking performance that can be met or exceeded without locking the wheels under different conditions of loading.

faces, rider control error, etc., may influence the handling characteristics of your Bullet motorcycle. Should this happen, reduce speed and guide the motorcycle with a relaxed grip to a controlled condition. Do not brake abruptly or force the handlebar because this may aggravate an unstable condition. New riders should gain experience under various conditions while driving at moderate speeds.

- Operate your Bullet motorcycle defensively. Remember, a motorcycle does not afford the same protection as an automobile in an accident. One of the most common accident situations occurs when the driver of the other vehicle fails to see or recognize a motorcycle and turns into the on-coming motorcyclist.
- Wear an approved helmet, clothing and footgear suited to motorcycle riding. Bright or light colors are best for greater visibility in traffic, especially at night.
- The exhaust pipes and mufflers get very hot when the engine is running and remain too hot to touch for sometime after the engine is turned off. Wear clothing that will completely cover the legs when riding. Avoid contact with the exhaust system.
- When carrying passengers, it is your responsibility to instruct them on proper riding procedures.
- Do not allow others, under any circumstances, to operate your motorcycle unless you are certain that they are experienced, licensed riders and are familiar with the operation of your Bullet motorcycle.
- When leaving your Bullet motorcycle unattended, lock the steering head and remove ignition key from switch. Protect your Bullet against theft.
- Safe motorcycle operation requires mental awareness and good judgement combines with a defensive driving attitude. Don't allow fatigue, alcohol or drugs to endanger your safety or the safety of others.

repairs to be more costly and perhaps affect your personal safety.

- Do not tow a disabled motorcycle with another vehicle. The steering and handling of the disabled motorcycle will be impaired because of the force on the tow line. Impaired handling can cause loss of control and possible injury. If a disabled motorcycle must be transported, use a truck or trailer.

ACCESSORIES AND CARGO

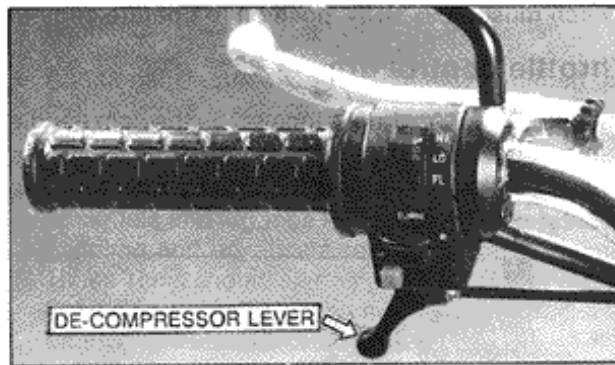
WARNING

The addition of accessories and additional weight to this motorcycle can affect the motorcycle's stability, handling characteristics and safe operating speed. Because Enfield cannot test and make specific recommendations concerning every accessory or combination of accessories sold the rider must be responsible for safe operation of the motorcycle when installing accessories or carrying additional weight. The following guidelines should be used when equipping a motorcycle and carrying passengers and cargo.

- The Gross Vehicle Weight Rating (GVWR) is shown on the information plate located on the frame. Downtube GVWR is the sum of the weight of the motorcycle and accessories and the maximum weight of the rider, passenger and cargo that may be safely carried. Do not tow a trailer with this motorcycle. Do not exceed the Gross Vehicle Weight Rating as indicated on the frame label. Overloading the motorcycle or towing a trailer will cause unstable handling and reduced braking efficiency which could result in an accident and personal injury.
- Keep cargo weight concentrated close to the motorcycle and as low as possible to minimize the change in the motorcycle's center of gravity. Distribute weight evenly on both sides of the vehicle and do not load bulky items too far behind the rider or add weight to the handlebars or front forks.

CLUTCH HAND LEVER

Warning: Be sure fingers are not positioned between hand control lever and handle bar grips or operation

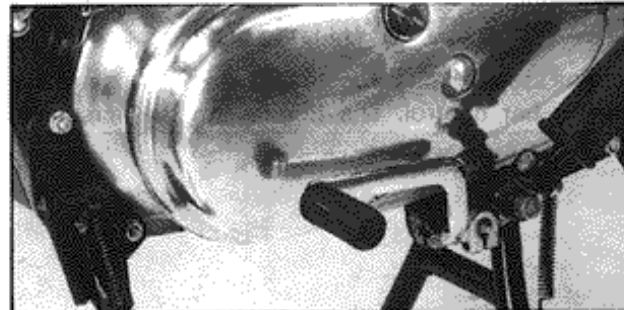


of these controls could be impaired.

See fig..... The clutch hand lever is located on the left hand side of the handle bar where it is operated with the fingers of the left hand. Pull lever against handle bar grip to disengage clutch release the lever slowly to its outward position to engage clutch.

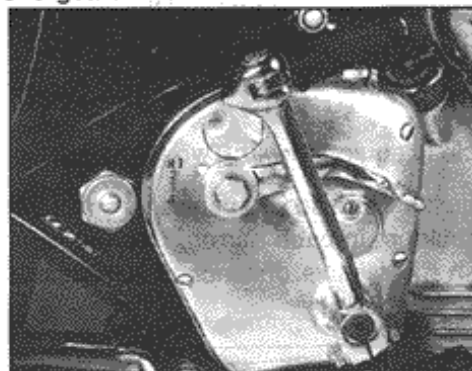
GEAR SHIFTER

The gear shifter is located on the left side, where it is operated with the TOE of the left foot.



Note: This machine has gear shifter pattern; 1 DOWN & 3 UP.

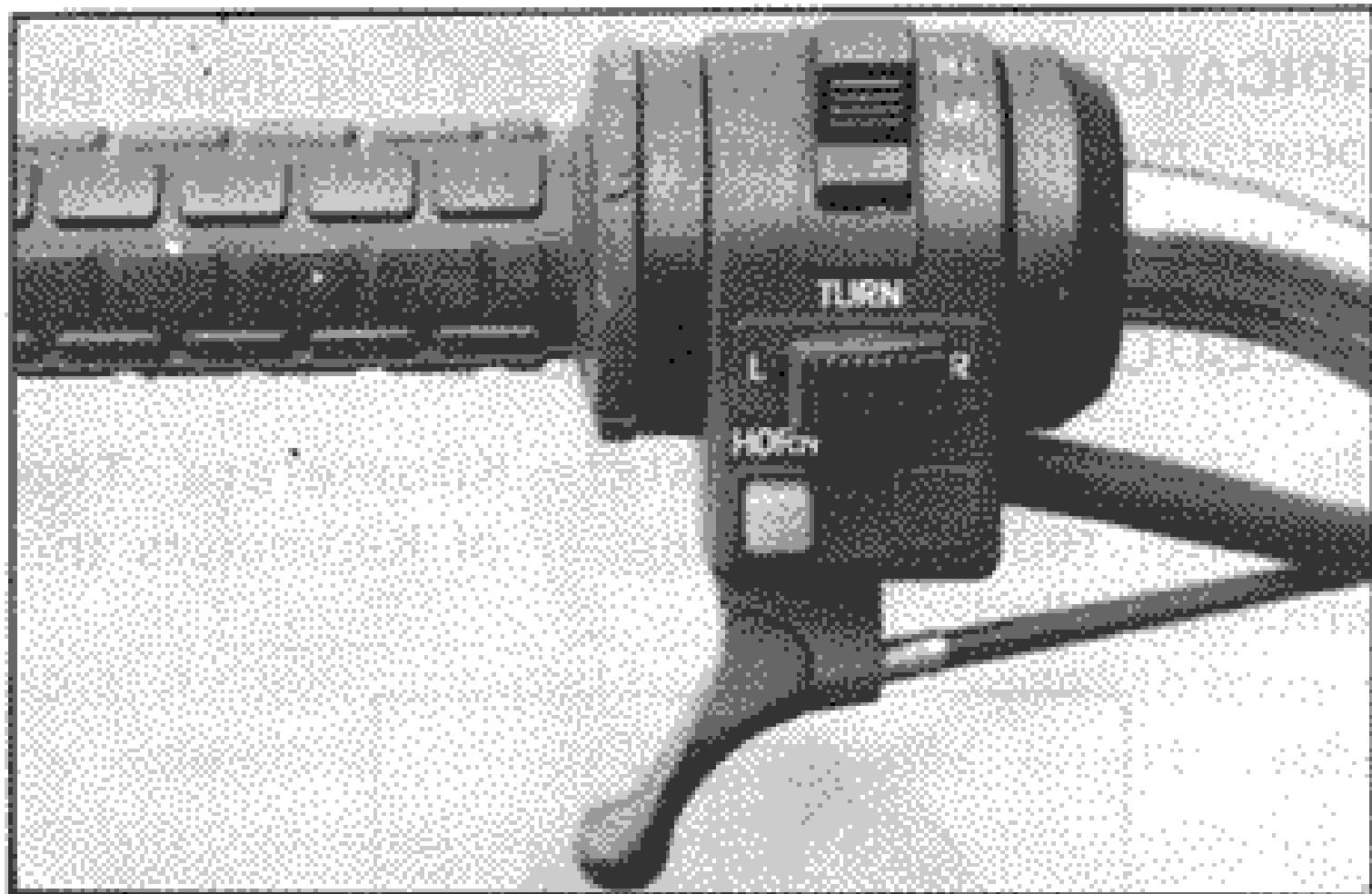
Procedure: Disengage the clutch and press the gear change lever to down for engaging the 1st gear and to lift the lever to change to higher gears (i.e. 2nd, 3rd & 4th). The operator must release the shift lever after each gear change to allow lever to return to its central position before another gear change can be made. Neutral position is between FIRST (Low) and Second gears. We recommend neutral finder to be



used. Selection to neutral can be easily found by gently pressing the 'NEUTRAL FINDER' located on the Right hand side by Right foot heel. Please note that neutral can be obtained only when the vehicle is on 2nd, 3rd or 4th gear.

HANDLE BAR - LEFT HAND SIDE

SWITCH MODULE: FOR OPERATION OF HEAD-LIGHT HI & LO BEAM, DAY FLASH TURN SIGNAL AND HORN PUSH BUTTON



HANDLE BAR SWITCH

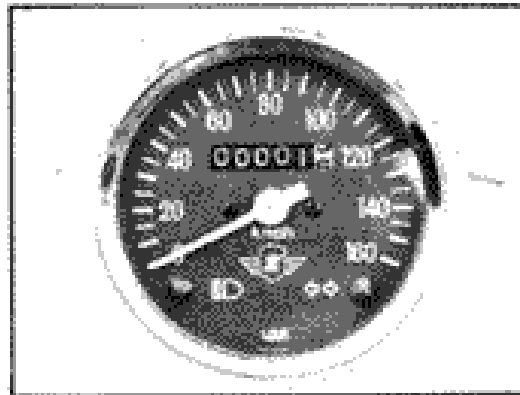
NOTE: The Hi-beam indicator light (blue) inside the speedometer remains lit when the high beam as "ON" and when the Day flash is used. If the filament is burnt off the High beam indicator will not lit. Please refer the wiring diagram. PLEASE REFER PAGE NO. 64

SPEEDO METER - with built in Hi-beam and Turn signal indicators.

INDICATOR LIGHTS: The GREEN light inside the speedo meter will flash whenever the Turn Signal are activated.

SPEEDO METER/ODOMETER - KMPH

The speedometer registers Kilometers. The Odometer register the number of Kilometers the vehicle travelled.



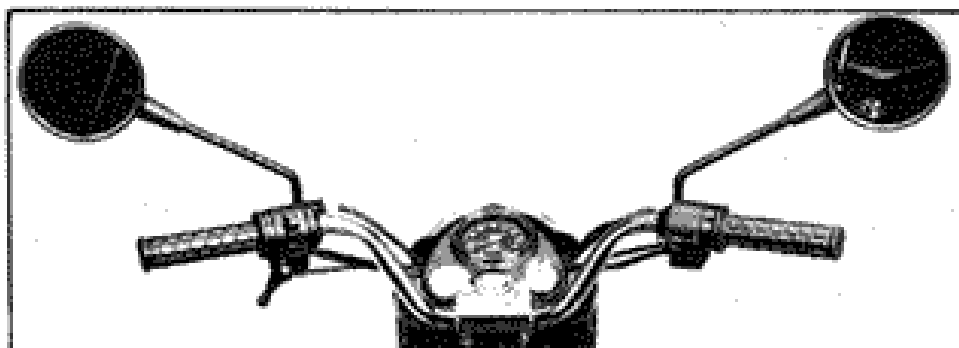
WARNING: Never travel at a speed faster than the posted speed limit. Excessive speed could cause possible loss of control.

CAUTION: Never attempt to tamper with or alter the vehicle odometer. This is illegal and the speedometer will be damaged.

REAR VIEW MIRRORS

Your vehicle is equipped with Two Mirrors.

NOTE: Adjust mirrors so you can see a small portion of your shoulders in each mirror. This will help you to establish the relative distance of vehicles to the rear of your motorcycle.



AMMETER



- Located on Headlamp Casquete on right side.
- Indicates battery getting charged while engine is running by the needle deflecting to + ve.
- Helps in easy starting of engine.

FOR STARTING PROCEDURE REFER PAGE NO. 60

- Excessive loads with Electrical system if any will be indicated by the needle deflecting to negative side (-ve).

SIDE STAND (FRONT MOUNTED)

Operation of Side Stand



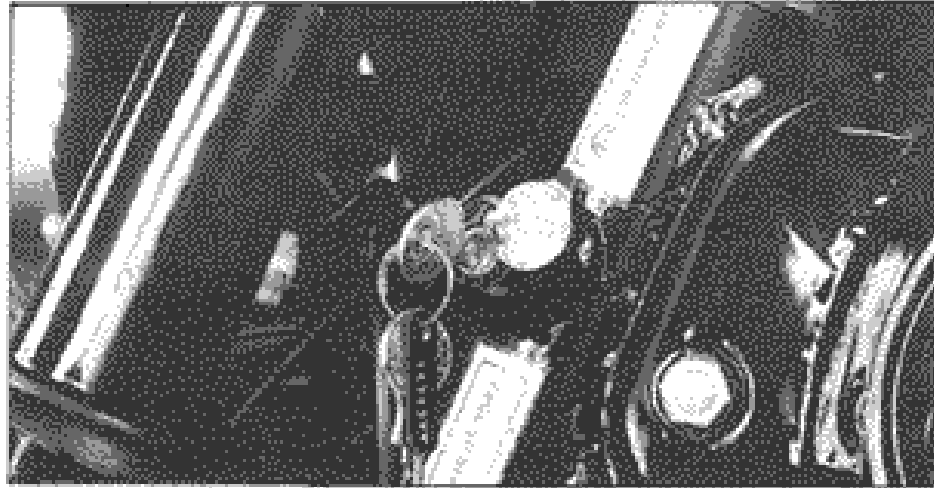
Note: A rubber trip pad has been provided to retract the side stand. A wear line indicates when the rubber trip pad need replacement.

Caution: Always park the Motor cycle on a level Firm surface. Vehicle Weight could cause Motorcycle to fall over.

- Be sure that the side stand is fully retracted before riding the Motorcycle. If the side stand is not fully retracted during vehicle operation, it could contact the road surface causing momentary disturbance before retracting. This may cause possible loss of vehicle control.

STEERING LOCK - FRONT FORK

The Steering Lock is located on the L.H. side of Frame Head Tube.

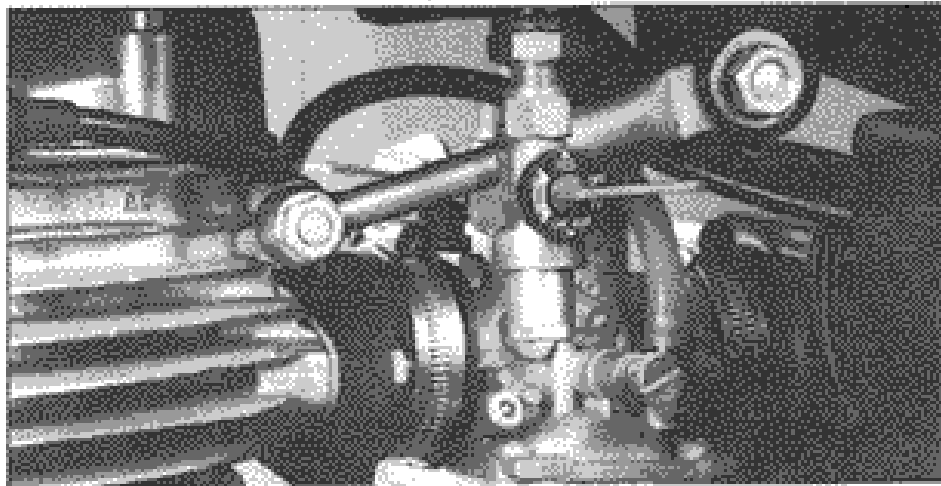


Warning

Do not operate vehicle with steering locked.

FUEL SUPPLY VALVE/FUEL TAP

Fuel supply valve is located under the Fuel Tank. Fuel supply to carburettor is shut off when the handle is in



horizontal position. Moving the handle down turns "ON" main supply. Moving the handle up to vertical position turns "ON" 'Reserve' fuel supply.

Warning

Tap should always be closed when the engine is not running to prevent accidentally flooding engine.

Note: To always Maintain Reserve supply, do not operate Motorcycle with valve in the 'Reserve' position after refuelling.

FUEL TANK AND FUEL FILLER CAP

Your Bullet Motorcycle fuel tank has a capacity of 14.5 ltrs. / 3.8 gal. with reserve capacity of 1.25 ltrs. / .33 gal.



To open the filler turn the cap counter clockwise and lift-up. To close turn clockwise until it locks.

Note: Please check the service ability of rubber sealing ring inside the filler cap, If deformed/perished replace with the new one.

Warning

Remove fuel filler cap slowly. Fill fuel tank slowly to prevent fuel spillage. Do not fill up to the brim. Leave air space to allow for fuel expansion. An overfilled tank can cause overflow through the vent hole. After refuelling, be sure that the filler cap is securely tightened.

Caution

Spillage of fule can stain the paint on your Bullet.

REAR SUSPENSION: REAR SHOCK ABSORBER

Your Bullet Motorcycle is fitted with twin shock absorbers. These are of adjustable type.

The Rear Shock Absorbers springs can be preloaded as per the weight the vehicle is to carry.

There are 5 adjustments to preload the springs. The average weight solo rider might use the

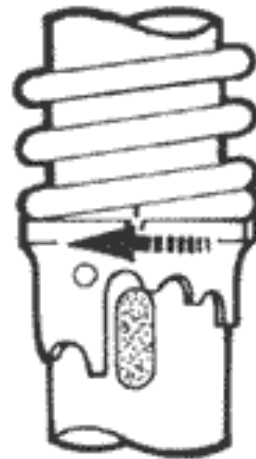
extended spring preload position (1st notch). A heavy solo rider might require additional preload (2nd or middle notch) a rider and passenger maximum preload (3rd or 4th notch).

To adjust the rear shock absorber springs, turn spring adjusting notch to the desired position with a spanner wrench or a rod provided in the tool kit.

Spring Preload Adjustment-Shock Absorber

Your Bullet Motorcycle is fitted with two rear shock absorbers with spring pre-load adjusters.

This arrangement allows the initial spring rate to be varied to cope with the additional loadings imposed by the passenger or luggage. It should be noted that it does not alter the rate throughout the units range; it simply determines the point at which the spring begins to compress. Without this adjustment, heavily laden machine might have used up half of its travel when static, and this would probably cause the suspension to bottom out over relatively small bumps. Conversely, if the pre-load is too high, all but the biggest bumps will be transmitted directly to the frame and rider.



The usual method of pre-load adjustment is provided by a cam ring which can be turned with a tommy bar provided, to the desired position. (Alternatively can use a 'C' spanner). This unit has FIVE pre-load

position. Normally from the factory the pre-load position is kept on the 3rd Notch.

Warning

Both shock absorber Spring adjusting notches must be adjusted to the same notch position. Not having the position in the same notches could cause vehicle handling difficulties.

BREAK-IN: FIRST 500 MILES/800 Kms.

The proven design, quality material and workmanship that is built into your New Bullet Motorcycle will give you optimum performance right from the start.

However, for the first 500 miles/800 Kms, to run-in critical parts, observe the few simple, driving rules given below. This will assure future performance and durability.

1. During the first 50 miles/80 Kms, keep the vehicle speed below 30 MPH/50 KMPH

2. Upto 500 miles/800 Kms, vary the engine/vehicle speed, avoiding any steady speed for long distances. Vehicle speed upto 60 to 65 Kmph is permissible.

3. Avoid fast start at wide open throttle. Drive slowly until engine warms-up

4. From 3rd Gear to 2nd Gear - 30 Kmpn or less ↓ in hi:

From 2nd Gear to 1st Gear - 20 Kmph or less

CAUTION: DO NOT EXCEED THE SPEED OF 60 to 70 Kmph during 800 Kms to 1,600 Kms

GEAR CHANGE PROCEDURE AND SPEED DURING ACCELERATION

From 1st Gear to 2nd Gear - 25 Kmph to 30 Kmph

From 2nd Gear to 3rd Gear - 35 Kmph to 40 Kmph

From 3rd Gear to 4th Gear - 45 Kmph to 50 Kmph

DURING DECELERATION

From 4th Gear to 3rd Gear - 50 Kmph or less

From 3rd Gear to 2nd Gear - 30 Kmpn or less

From 2nd Gear to 1st Gear - 20 Kmph or less

PRE-RIDING CHECK LIST

Warning: Read controls and Indicators section before riding your Motorcycle.

Before riding your Motorcycle make a general inspection to be sure it is in safe riding condition.

1. Check fuel level in the tank and add if required.
2. Check engine oil level, (See Maintenance & Lubrication section)
3. Check all controls to ensure they are operating properly, operate the front and rear brakes, throttle, clutch and gear lever etc.
4. Turn the handle bar side to side to ensure smoothness of steering head.
5. Check Tire pressures and its condition. Incorrect Tire pressure will result in premature Tire wear and can affect handling and stability. (See TIRE DATA, for correct inflation)
6. Check all Electrical equipment and switches including the Head lamp, Stop lamp, Turn signal lights and Horn for proper operations.
7. Check for any external Fuel, Oil leaks.
8. Check Rear chain adjustment.
9. Check tightness of all fasteners.

CAUTION: Do not attempt to tighten engine head bolts. Re-tightening can cause engine damage. Check with authorised dealer.

STARTING THE ENGINE - GENERAL

Warning:

Before starting engine, ensure the transmission is in neutral to prevent accidental movement which could

possibly cause damage to Motorcycle and or personal injury.

Caution:

Never attempt to start the engine with Motorcycle on its Side stand.

Ensure that the Motorcycle is placed on its Centre stand, while attempting to start.

Never over rev., the engine after a cold start. Engine should be allowed to run slowly until the engine is warm to let the oil reach all surfaces needing lubrication.

Note: Engine stop switch on the right side handle bar control group must be in 'RUN' position to start engine.

The following starting and operating instructions for all Bullet Motorcycles are recommended. They may be modified for individual vehicles.

STOPPING THE ENGINE

Stop the engine by turning off the engine stop switch on Right handle bar. Then turnoff the ignition switch key. If the engine should stall or stop in anyway, turnoff the key switch atonce to prevent the discharge of the battery. In an emergency you may also use the De-compressor for stopping the engine.

PLEASE REFER FIG. PAGE NO. 20

Warning: Make sure that the Centre stand and Side stand are in "UP" position. With the engine idling pull, clutch lever to fully disengage the clutch.

Push gear shift-lever down by using the toe firmly and gently to engage the 1st gear.

SHIFTING GEARS

Caution: The clutch must be fully disengaged before attempting a gear shift.

Note: Always start motorcycle in motion in First gear.

With the engine idling, pull the clutch Lever to fully disengage the clutch. Push shifter lever downward firmly, but gently to engage FIRST GEAR. Then release the clutch lever slowly to engage the clutch and at the same time, open the throttle gradually.

To engage 2nd gear close the throttle, disengage the clutch and lift the gear shifter Lever upto the end on its travel. Engage clutch and operate the throttle gradually. Repeat the same operation to engage 3rd and 4th gears.

To shift to lower gears, reverse the movements of the gear shift lever. Disengage the clutch completely before each gear change and only partially close the throttle so the engine will not drag when the clutch is again engaged.

Familiarise yourself with changing gears:

PLEASE REFER FIG. PAGE NO. 20

When stopping, operate the Neutral Finder gently pushing downwards while simultaneously disengaging the clutch.

Note: The Neutral finder only operates from 2nd, 3rd or 4th Gear.

Gear Shift pattern is FIRST GEAR DOWN, next THREE GEARS UP.

Caution: Do not shift gears without first fully disengaging the clutch.

Warning: When shifting to lower gears with the Motorcycle in Motion, do not downshift at a speed higher than those listed on the Table. Shifting to lower gear when speed is too high may severely damage the transmission or cause the rear wheel to loose traction. Shift to neutral using the neutral finder, while the engine is running. The shift mechanism could be damaged by shifting gears while stopped.

When the engine speed decreases, while going up hill, or while running at a reduced speed, Shift to the next lowest gear while partially closing the throttle so the engine accelerates as soon as the clutch lever pulled in.

The gear shift mechanism on the 350 cc and 500 cc Bullet Motorcycles does not permit shifting the transmission to neutral from FIRST GEAR. Neutral can be easily engaged from 2nd gear onwards, by using the neutral finder.

SAFE OPERATING MAINTENANCE AND SERVICE INTERVALS

Good maintenance means a safe machine. A careful check of certain equipment must be made after periods of storage and frequently between the regular service intervals to determine if additional Maintenance is necessary.

Please check the following:

1. Tires for recommended pressure, cuts, stones and abrasions.
2. Rear chain for proper tension. Lubricate Rear chain if necessary.
3. Throttle, Steering and Brakes for responsiveness.
4. Cables for fraying or crimping and free operation.
5. Engine, primary chaincase, Gear Box oil levels.
6. Wheel spokes tightness.
7. Head lamp, Tail lamp and Stop lamp and Turn signal lamp operation.

Warning:

For your personal welfare, the listed services and maintenance recommendations should be performed. Lack of regular maintenance, at the suggested intervals, may affect the safe operation of your Bullet Motorcycle.

Break-in maintenance

Note: Initial service is required to keep your Bullet Motorcycle warranty in force.

After your new Bullet Motorcycle has been driven its first 500 miles/800 Kms. it should be taken to an authorised Enfield dealer for critical service operations to be performed.

Warning

Stop the engine and support the Motorcycle securely before performing handy service procedures. Service should be performed using the proper tools, and done in an adequately, ventilated workarea.

When working on the Motorcycle, do not place supports under the rear Brake pedal or Brake pedal linkage system as damaged could occur, causing a Brake malfunction which may lead to personal injury.

CHECK AT FIRST 500 MILES/800 Kms

- Change engine oil
- Change/Replace oil filter element
- Change Primary chaincase oil
- Change gear box oil
- Clean Airfilter Element
- Check & Adjust primary chain Tension
- Check & adjust clutch free play
- Check & Adjust Front & Rear Brake play/operation
- Lubricate - Hand lever hinges and gear shift linkages.
- Check operation of throttle
- Check Battery fluid levels and clean terminals
- Check all switches for operation, Front and Rear brake switch, Engine kill switch , Head lamp beam knob and Horn.

- Check wheel alignment.
- Check Tire pressure & inspect condition of treads
- Check Rear swing arm stud nut tightness
- Check & Adjust Rear chain tension
- Check Carburettor fuel line for cracks or leaks
- Check & Adjust Head lamp aim if necessary.
- Road test and check functions of the Charging system, Gear engagements, Brakes, Speedo etc.

Regular Service Intervals

Regular services are required to keep your Enfield Bullet Motorcycle operating at peak performance. Your Enfield dealer know best how to service your Motorcycle. Factory approved methods and equipments assures you of thorough and competent workmanship.

Note

Regular services are required to keep your Enfield Bullet Motorcycle warranty in force. The use of other than genuine Enfield spares and service procedures may void the warranty. Any alterations of the Emission system components, such as Carburettor and/or Exhaust system may be in violation of Federal laws.

Caution

Remember, the regular Maintenance intervals given in this manual are intended to be guidelines.

If you operate your Bullet Motorcycle under adverse conditions, (Severe cold, extreme heat, dusty environment, rough roads, through water, etc) you should perform the regular maintenance intervals more frequently to ensure the safe operation of your Enfield Bullet.

Monthly - 300 Miles/500 Kms

- Check oil levels - Engine & Clutch**
- Clean oil filter**
- Check Contact Breaker gap and Adjust if necessary**
- Check and Adjust tappet clearance if necessary**
- Check clutch, Throttle, Front brake cables and Adjust if excessive play noticed**
- Lubricate Rear chain**
- Adjust Front & Rear Brakes**
- Check Wheel rim, spokes, tyres.**
- Check condition of Battery and Electrolyte level and top up.**

3 monthly - 3000 miles/5000 kms

- Clean, Adjust or replace spark plug**
- Check or Service Contact Breaker Points**
- Check and Adjust Ignition Timing**
- Check and Adjust Valve Tappet Clearance**
- Clean Airfilter**
- Clean, Tune up Carburettor**
- Clean Fuel Tap Gauze**
- Clean Fuel Tank and fuel lines**
- Check and Adjust Clutch**
- Adjust Front & Rear Brakes**
- Check Front Fork oil levels**
- Check all Electrical Connections and functions of Head light, Traf-
ficator, Horn, Speedometer, etc.**

Six months - 6000 Miles/10,000 kms

Carry out the operation mentioned for 3 months service and check the following:

- Oil Filter - Clean or Replace**
- Change Front Fork Oil**
- Check Front * Rear Brake linings and replace if necessary**
- Check for Play in Steering head bearings and Adjust**
- Steering Lock - Check operation and Lubricate if necessary**
- Side Stand - Operation and check condition of spring.**

LUBRICATION

Engine Lubrication

Engine oil is a major factor in the performance and service life of the engine. Use the proper grade of oil for the better efficiency and lower the working temperature of the engine and other components.

Use multigrade oil for normal and severe usage on ambient temperature between 20°F/-6°C and 100°F/37°C

Engine oil grades

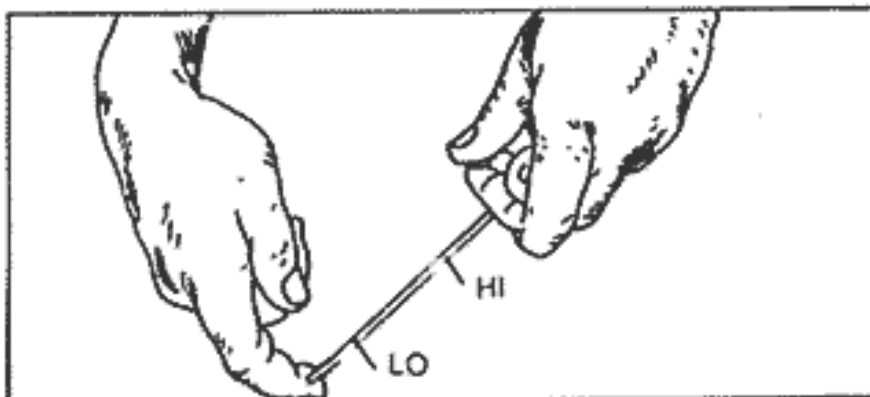
	Ambient temp. "C"
SAE 20 to 50 -	20°F to 100°F -6°C to 37°C
SAE 50 -	60°F to 100°F 15°C to 37°C

Checking Oil Level

Engine oil level should be checked only when engine is at normal operating temperature. The engine will require a longer warm up period in cold weather. The Motorcycle should be driven to ensure oil is hot, or Running the engine for 2 or 3 minutes will ensure that the oil is hot and up to normal operation pressure. Once this is achieved shut off the engine.

- There is no provision for checking the oil pressure except that the recommend that the engine should be warmed up for 2 to 3 minutes.

The Motorcycle should be placed on a level ground. Remove the dip stick wipe clean, then re-insert into the oil sump. Press the collar completely down in to the filler neck. Remove and note the oil level.



If oil level is down to or below the "L" (Low) mark on the dip stick add only enough oil to bring it to the "H" level.

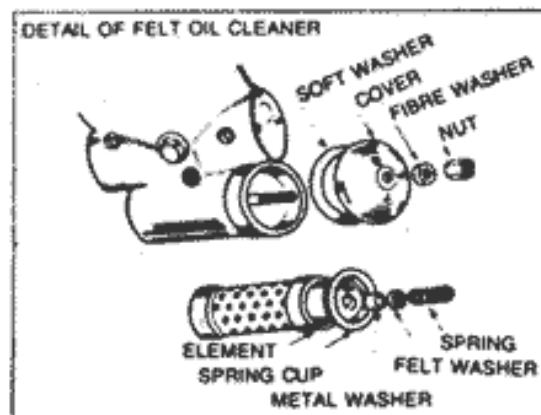
Caution: Do not allow hot oil level to fall below "L" mark on dipstick. Do not overfill the oil sump. Overfilling may cause oil carryover to the oil cleaner chamber.

Do not switch brands of oil indiscriminately because some oils interact chemically when mixed. Use of inferior oils or non-detergent oils can damage engines.

Oil should be changed after the first 500 miles/800 Kms. for a new engine, and thereafter after 4000 miles/6450 Kms. intervals in normal service. Oil change intervals should be more frequent in cold weather.

Draining should be done after a ride or after warming up the engine. It is not necessary to drain oil from the crank case, as it does not accumulate used oil.

At the time of First 500 mile/800 Kms. oil change and atleast every second oil change thereafter, thoroughly flush and clean out oil sump to remove any sediment and sludge that may have accumulated. The oil filter element should be replaced everytime the oil is changed.



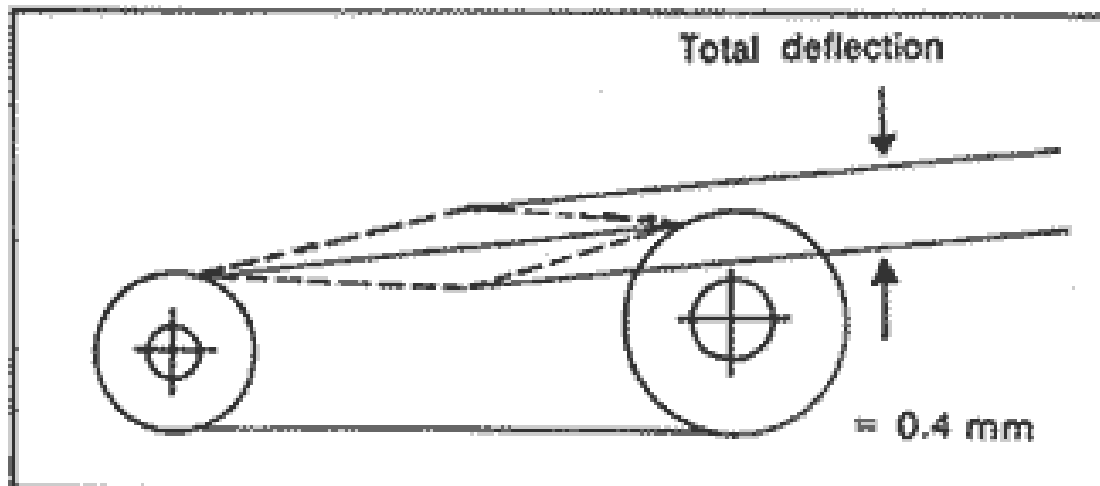
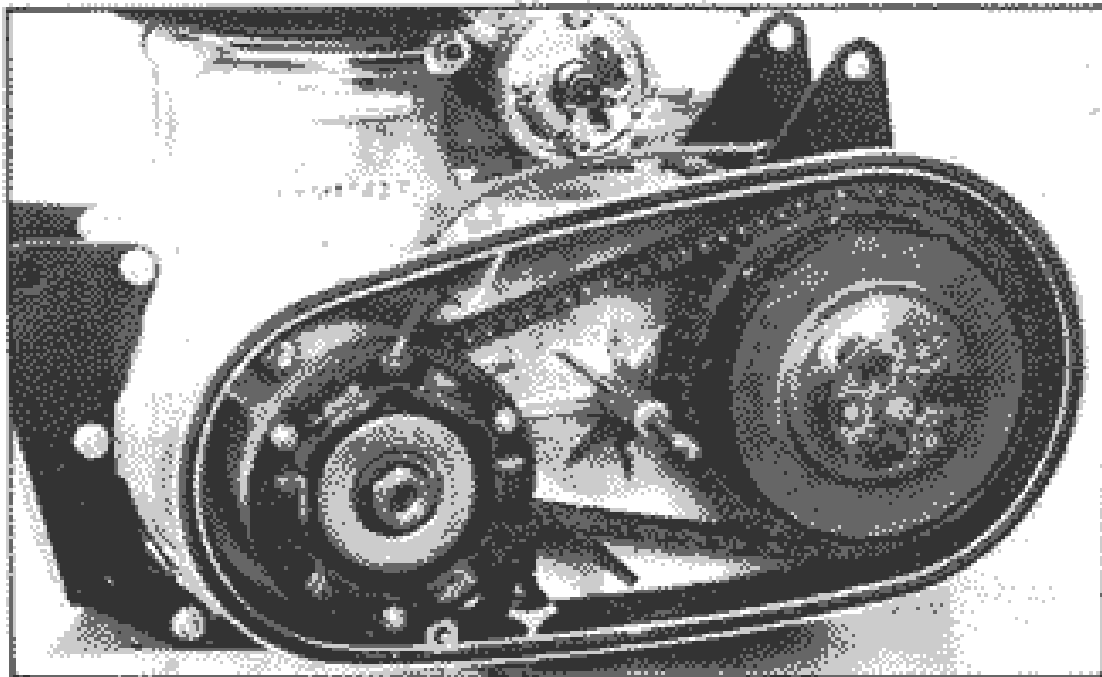
Warning: Be sure no oil gets on rear tire when changing gear box oil etc. Traction will be adversely affected.

Note: When checking the gear box oil level, the Motorcycle should be standing straight up on level ground, not on the side stand. Let the Motorcycle stand for a short period before checking the oil level in order for the oil level to equalise in the transmission compartment.

Primary Chaincase Lubrication

Primary Chain deflector -

The Primary chain (Front) adjustment should be checked initially at 500 miles/800 Kms, every 4000



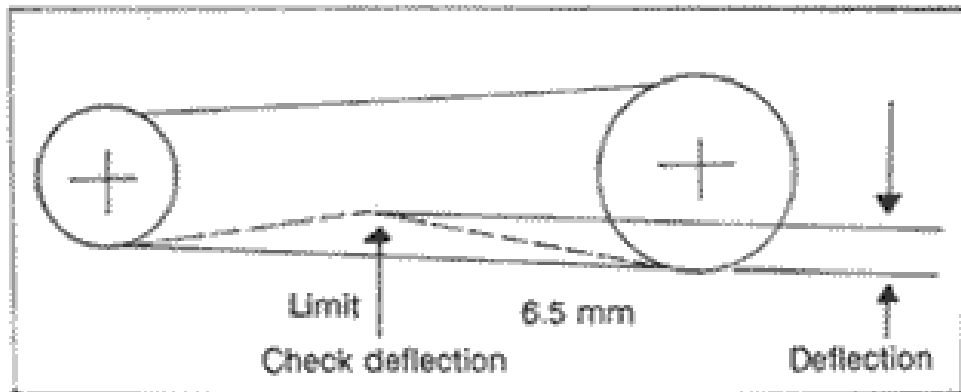
miles/6450 Kms. thereafter and serviced as necessary. If the chain is allowed to run loose, it will cause the Motorcycle to jerk at lower speed, and cause the chain and sprockets to wear excessively. Check free play (total deflection) at the tightest point on the chain, midway between sprockets.

Rec. deflection = 0.4 mm

Rear Chain Drive

Rear chain drive Lubrication

If the Motorcycle is operated under severe or dusty or dirty conditions, thorough cleaning and lubrication

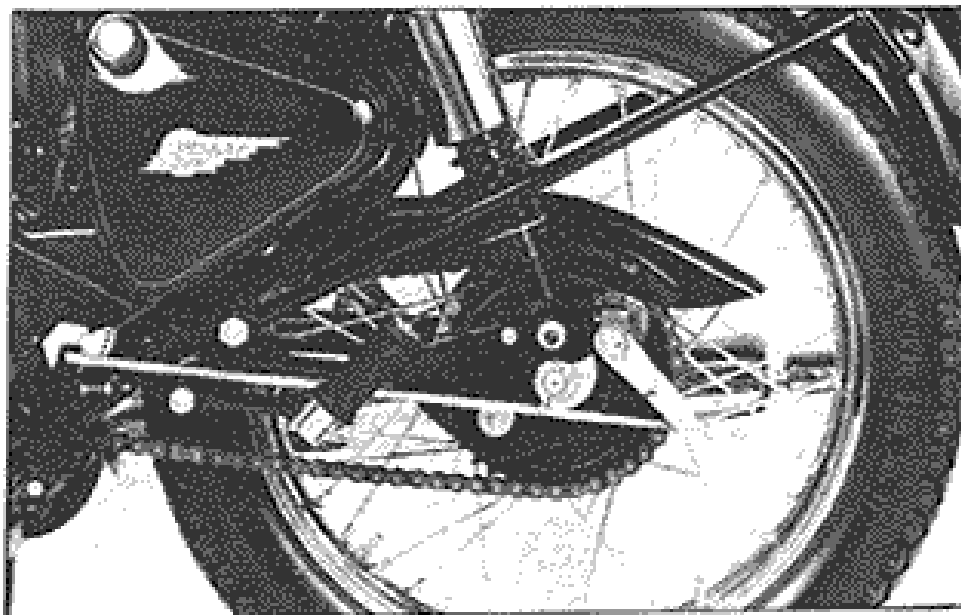


of the rear chain is recommended for longer chain and sprocket life. **Note:** Periodically remove accumulated surface dirt only by wiping with rag dampened in mineral spirits.

To protect the chain from rust and lubricate the roller surfaces, periodically lubricate the chain with Engine oil especially after cleaning.

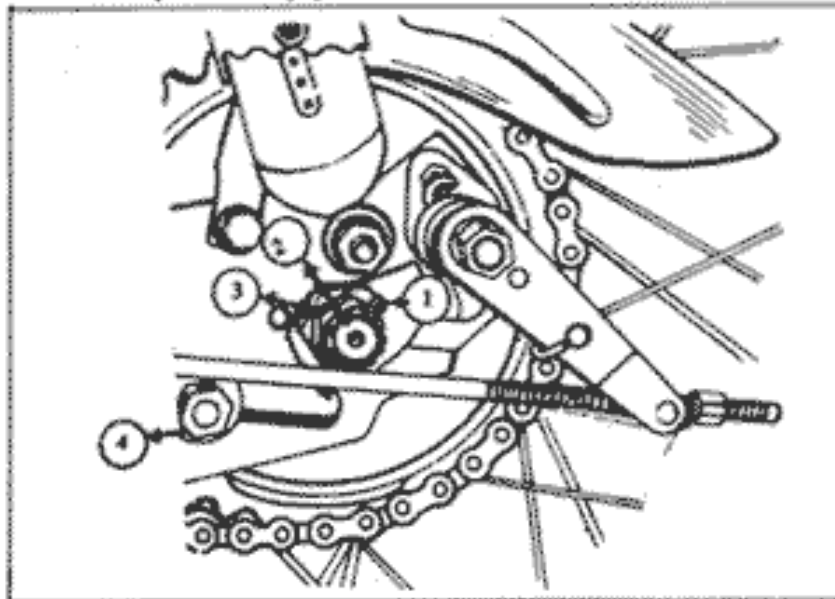
Rear Chain Adjustments

A properly adjusted Rear chain should have 1/4" upward deflection midway between the transmission sprocket and the rear wheel sprocket.



REAR CHAIN ADJUSTMENT PROCEDURE

- Place the vehicle on its centre stand on a firm flat surface.
- Unfold and remove the split pin (1) on the castle nut on LH side of rear wheel.
- Loosen the castle nut (2).
- Loosen the stub axle nut (3) and rear brake anchor pin nut (4).



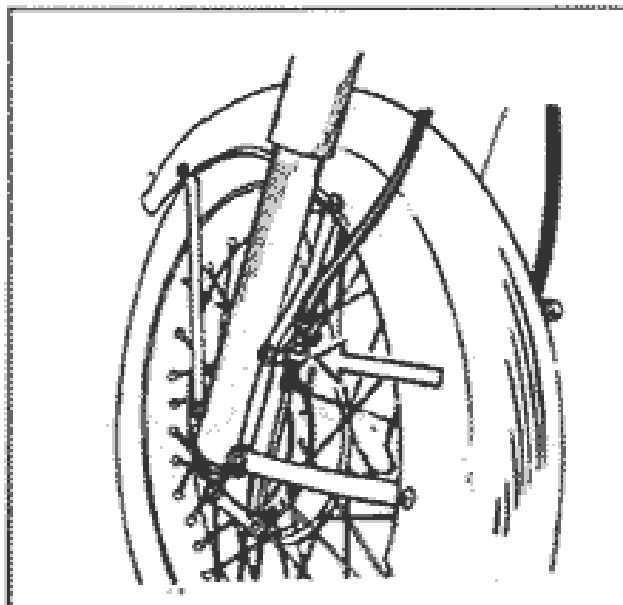
- Move the cam adjusters to the same number of notches on either side of the axle.
- Rotate the rear wheel and check the chain tension on the top run of the chain. The minimum free play of the chain should be 25 to 30 mm with the vehicle on its centre stand.
- Check the wheel alignment of front and rear wheel, using a straight edge or by means of stretching a rope from the front wheel to rear wheel.
- Retighten the sub axle nut.
- Rotate the rear wheel, apply the rear brake hard and hold the rear brake pedal firmly in the depressed position so that the brake assembly is centralised in the brake drum.
- Retighten the brake anchor pin nut.
- Release the brake pedal.
- Ensure that the chain adjuster on the RH side is butting against the peg on the chain stay and is not disturbed from its adjusted position.

- Retighten the castle nut fully such that the split pin hole is aligned.
- Locate the split pin in position and bend out the split ends.
- Check the chain tension again at 3 or 4 places by rotating the wheel and ensure the free play is 25 to 30 mm on the top run.
- Inspect the chain and rear sprocket periodically for wear on rollers, broken links or broken sprocket teeth. If any abnormality is found or if the chain adjusters have reached their maximum position, the chain and/or sprockets have to be replaced. Contact Authorised Enfield Bullet dealer for replacement.
- Inspect the chain link lock for proper locking of the clip or breakage of lock.
- In the event of replacing a new link lock assembly, assemble the lock in such a way so that the closed end of the lock is towards the direction of the rotation of the chain.

ADJUSTMENT OF BRAKES

(1) Front brake adjustment:

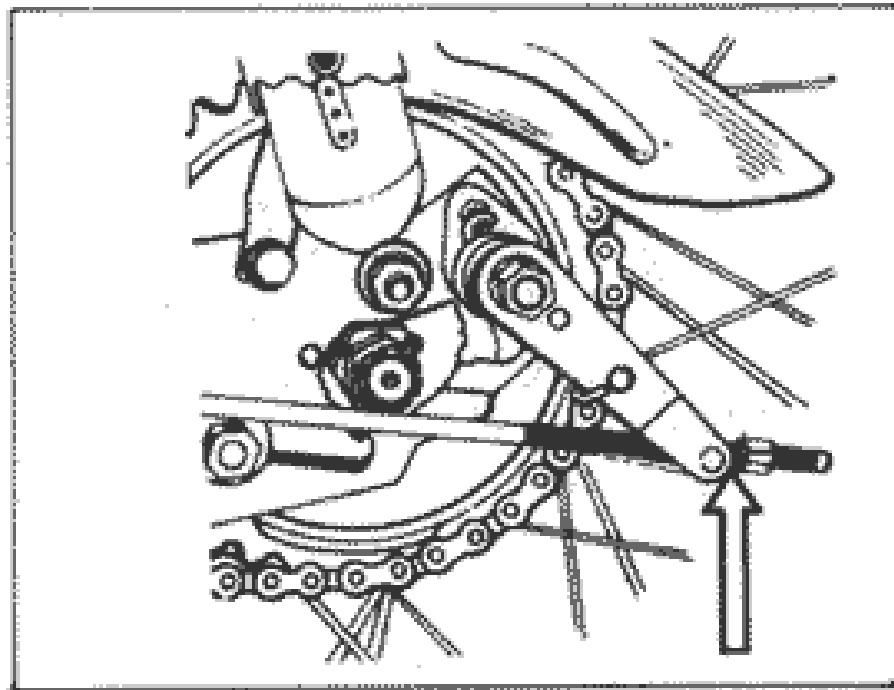
- Place the vehicle on centre stand. Check the freeness of the front wheel by rotating the same.
- Adjust the adjuster at the left side fork end/handle bar end, such that, the brake lever has a clearance of 20 to 25 mm from the throttle grip when fully applied.



- Rotate the front wheel again and check for wheel freeness and no binding of brakes.

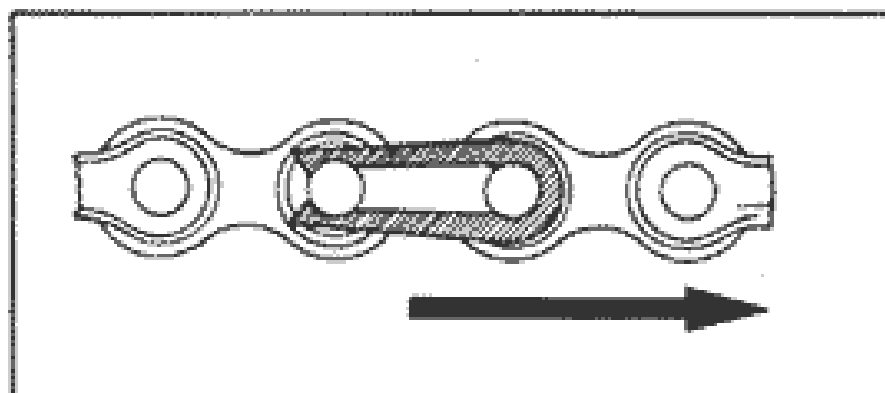
(2) Rear brake adjustment:

- Place the vehicle on centre stand. Check freeness of rear wheel by rotating the wheel.
- Turn in the adjuster nut on the brake rod on LH side. Ensure the rear brake pedal has a travel of 20 to 30 mm from top rest position to fully applied position.



- Ensure the adjuster nut is locked on the rear brake cam properly.
- Rotate the rear wheel to ensure wheel freeness and brake binding does not occur.

CHAIN WITH LOCK



REMOVAL OF WHEELS

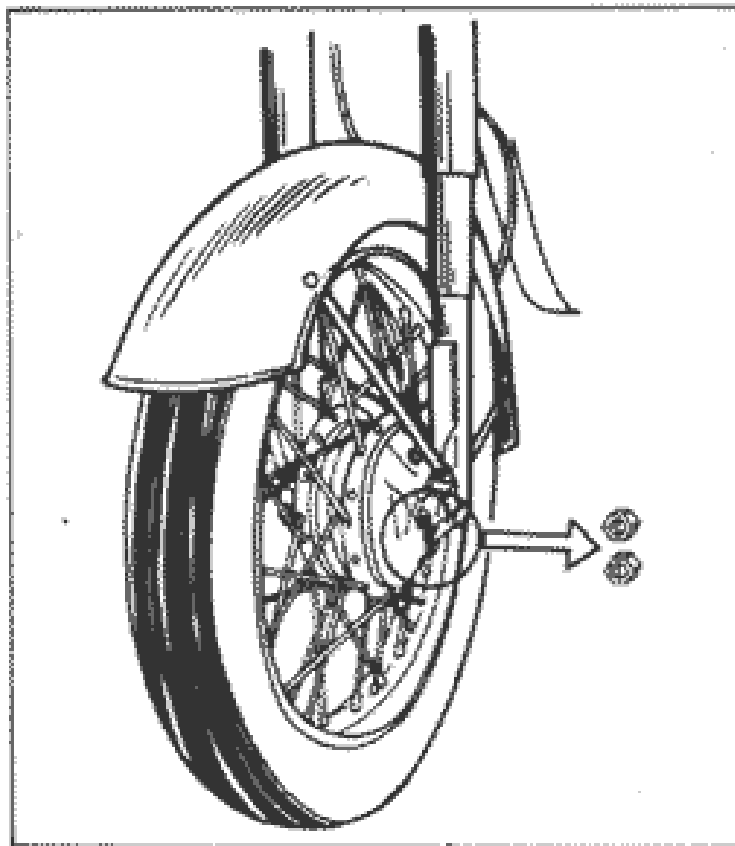
(1) FRONT WHEEL:

- Place vehicle on centre stand on a firm flat surface. Place a wooden block below the front end of the engine to support the vehicle when the front wheel is removed.
- Ensure that the front wheel is off the ground. Disconnect speedometer cable and front brake cable assembly on the right and left side of the wheel respectively.
- Loosen the 4 lug cap nuts and remove along with washer. Gently tap the lug caps and remove from the fork ends.
- The wheel will drop out of the fork assembly.

REASSEMBLY OF WHEELS:

(1) FRONT WHEEL:

- Position the front wheel in the two fork legs such that the brake assembly is to the left side of the



vehicle and speedo drive is to the right side of the vehicle.

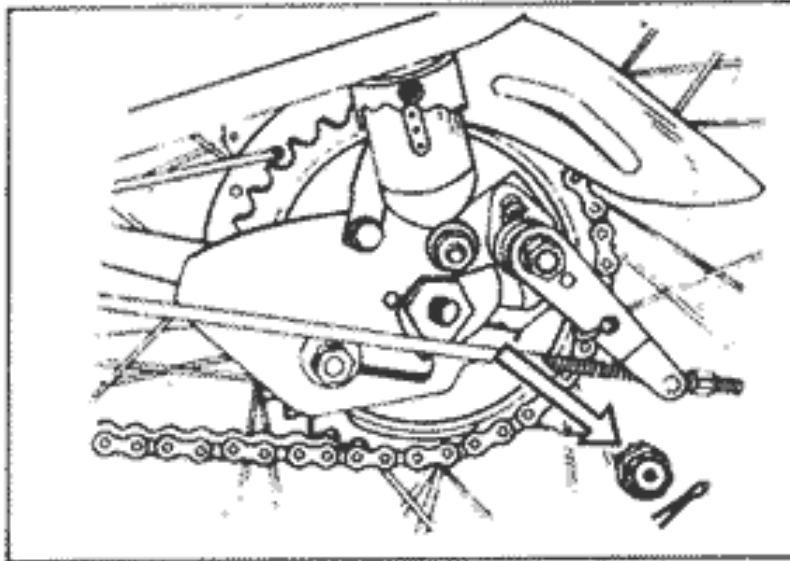
- Ensure the locator on the LH fork leg for the front brake drum is seated properly. Place the bottom

lug caps in position on the two fork ends and tighten with washer and nuts evenly.

- Reconnect speedo cable and front brake cable. Ensure wheel freeness by rotating wheel and adjust front brake cable.
- Ensure speedo and odo working by rotating wheel.

(2) REAR WHEEL: (Removal)

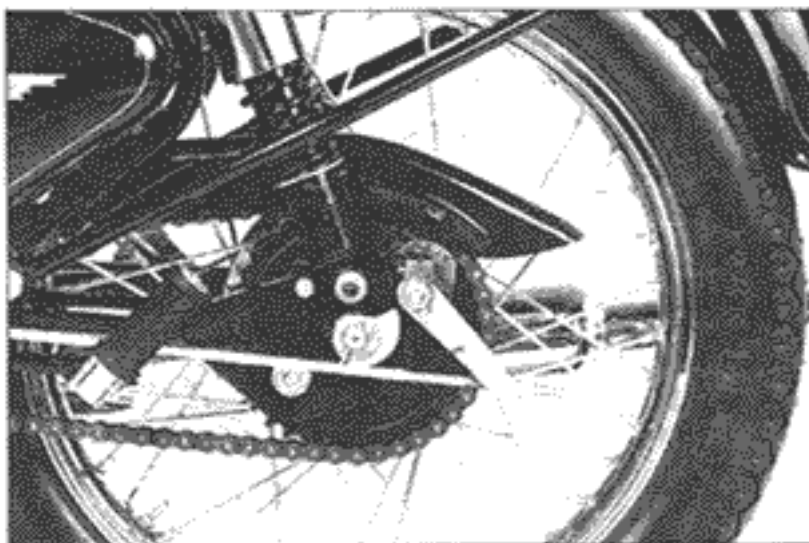
- Place vehicle on centre stand on a firm surface.



- Remove split pin (1) over castle nut on the rear wheel spindle.
- Remove castle nut (2).
- Remove wheel spindle from RH side along with chain adjuster RH taking care not to drop the wheel collar and spacer from the right hand side of the wheel.
- Tilt the vehicle to LH side and slide out rear wheel with tilt cush rubber towards RH side.

(2) REAR WHEEL: (Re-assembly)

- Ensure the four cush rubbers are in position on the rear wheel.
- Tilt vehicle slightly to left and insert wheel assembly between the swing arms.
- Position the rear wheel with cush rubber on the rear chain sprocket.
- Place the wheel collar in position and hold the spacer in between the collar and right side swing arm.



- Introduce the wheel spindle alongwith chain adjuster from the right side of vehicle and gently tap through the wheel.

CAUTION

- Do not force the spindle into the wheel as the threads may get damaged but tap through the wheel gently.
- Ensure proper wheel alignment and position the chain adjuster on the peg.
- Tighten the castle nut on the left hand side fully such that the split pin hole is aligned. Use a new split pin and lock split pin in position.

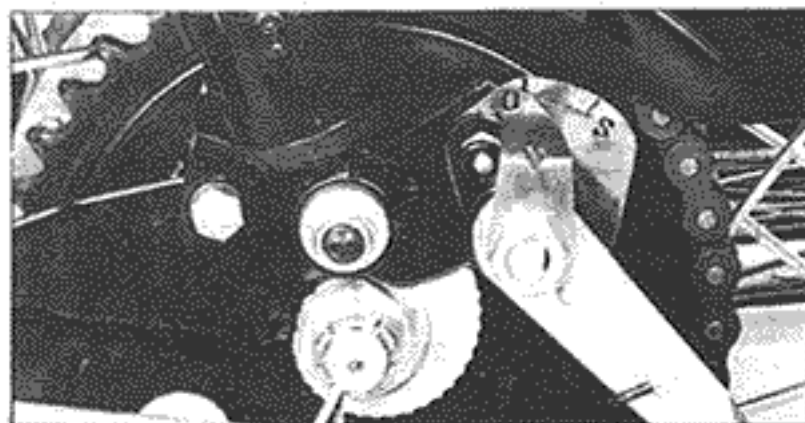
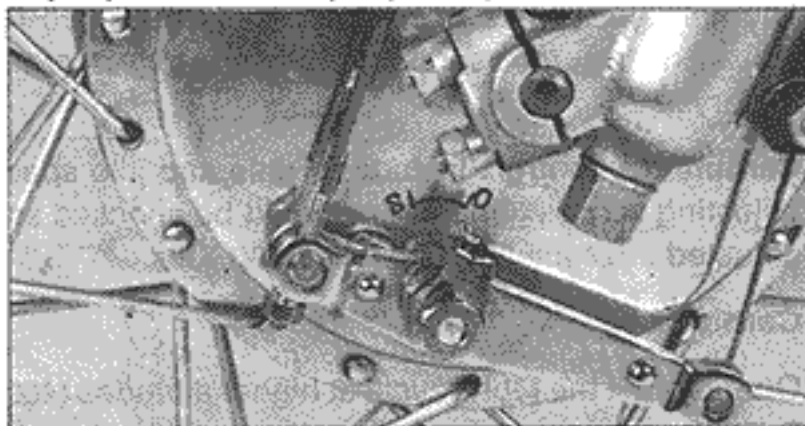


FIG. WEAR INDICATORS FRONT & REAR

CARBURETTOR - MIKCARB VM24 & VM28

The carburettor has been specifically designed for emissions control operation. All jets are fixed at the factory.

Carburettor controls include throttle and idle speed adjusting screws. Operation should be checked and adjusted after the first 500 miles/800 Kms.

Caution

Operation of the Motorcycle at higher altitudes (4000 ft./1200 m) may require carburettor modifications for the best performance. See your Enfield dealer for these adjustments. PLEASE REFER FIG. PAG NO. 49

AIR FILTER

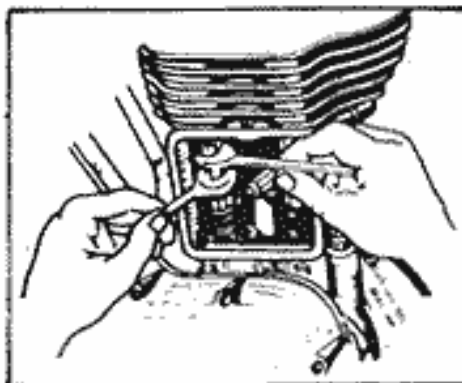
The air cleaner is a felt air filter element (reinforced with wiremesh).

Remove air cleaner and inspect the filter element at least every 2500 miles/4000 Kms. or more often under dusty conditions.

Warning

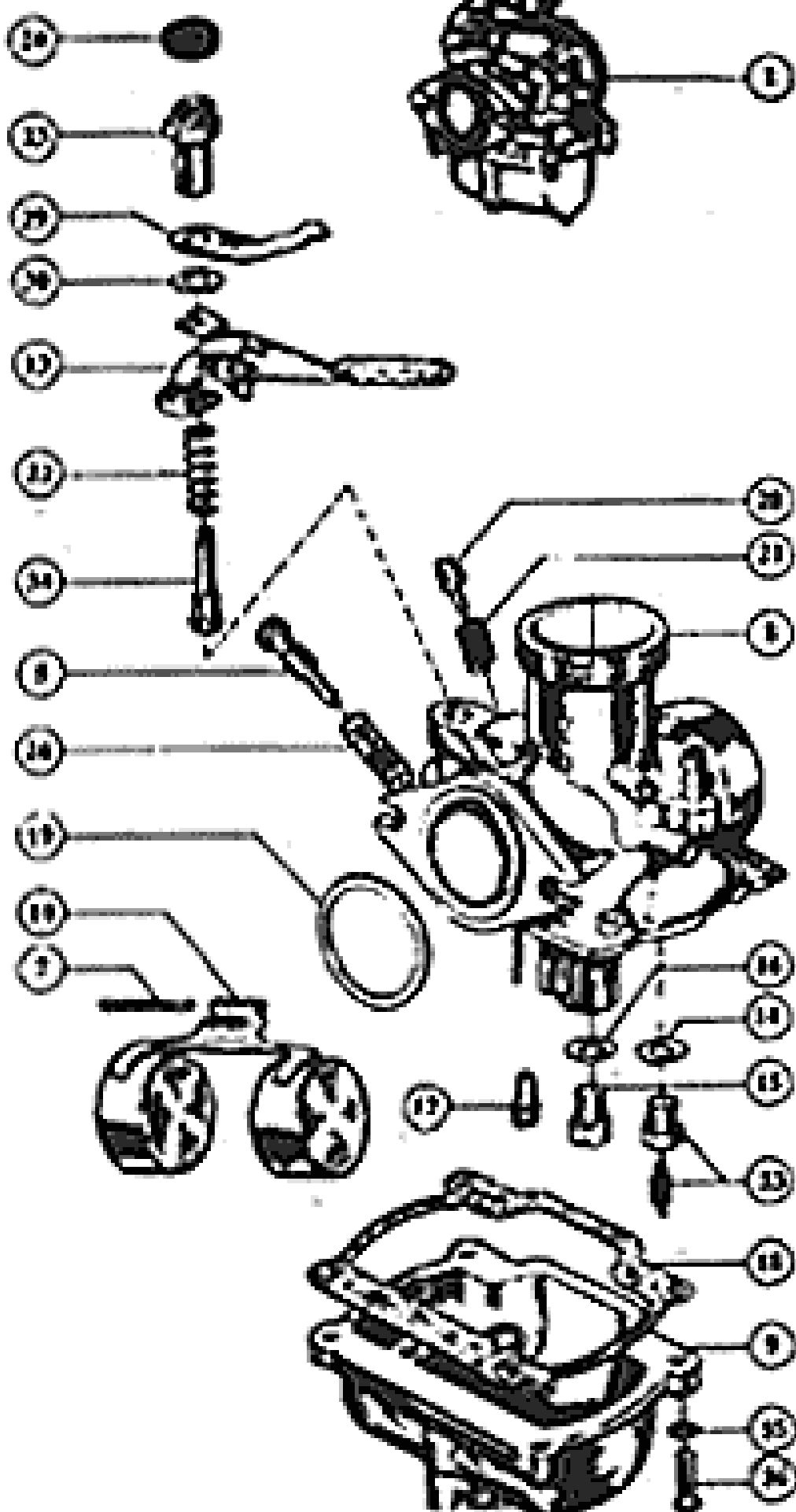
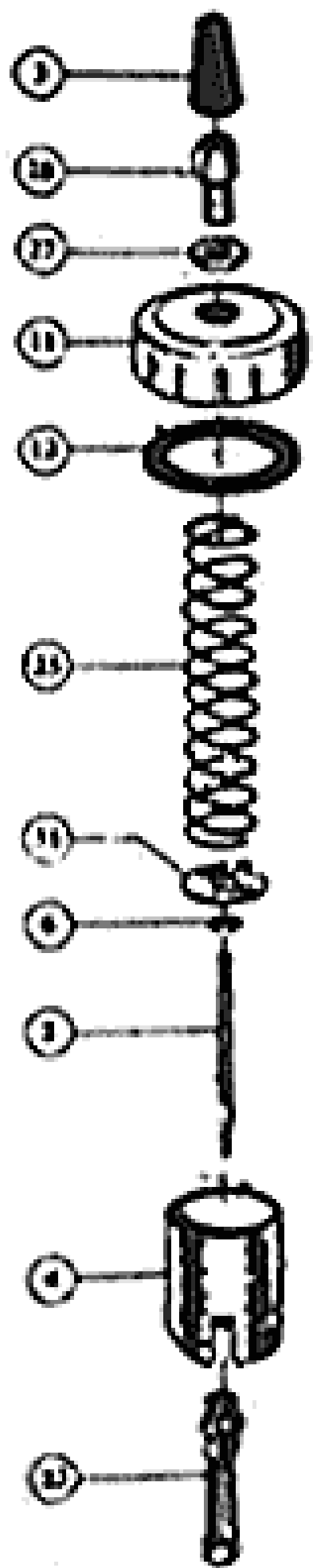
Low pressure air can blow debris into your face and eyes. Always wear eye protection or a face shield when using pressurised air.

TAPPETS



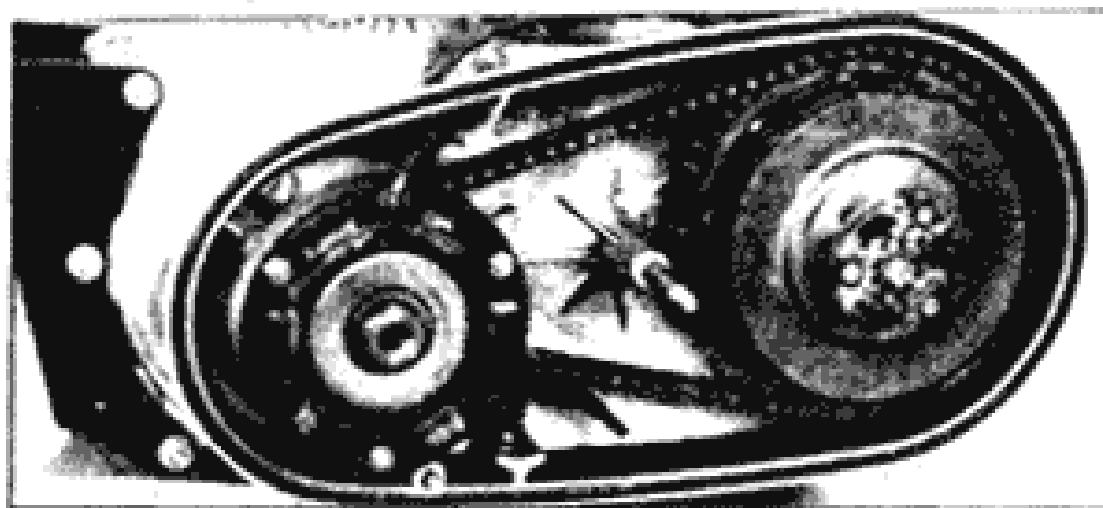
Tappets are to be adjusted when the engine is cool. At the bottom of the push rod, a lock nut and adjustable cup nut are provided by which it can be adjusted to the ZERO clearance. Tappet should NOT be adjusted tight and should be thumb free. (Rotatable without any up and down play). For correct adjustment contact your authorised Enfield dealers.

Always check the oil supply in the tank first, since normal circulation of oil through the engine is necessary for proper operation.



CLUTCH

The clutch control levers must be oiled and the cable must be adjusted every 500 miles/800 Kms. to com



pensate for clutch plate wear. The need for attention to clutch and controls will be indicated by the clutch slipping under load, or dragging when released. In this situation, the clutch cable adjustment should be the first thing to be check. See your authorised Enfield dealer for proper service.

TIRES

Be sure to keep tires properly inflated. Check before riding when tires are cold. Do not over-inflate tires.

	PSI/KPA
	COLD/FROID
Tire pressure: Front & Rear	36 PSI
Warning	

Improper tire inflation will cause abnormal tread wear and could result in unstable handling. Under-inflation could result in the tire slipping on the rim, or sudden tire failure.

Check inflation pressure and inspect tread for punctures, cuts, breaks, etc., at least weekly if in daily use; or before each trip, if used occasionally.

- Riding with excessively worn, unbalanced or improperly inflated tires is hazardous and will adversely affect traction, steering and handling.
- Same as original equipment tires should be used. Other tires may not fit correctly, could cause unstable handling, and may be hazardous to use.
- Because tires, tubes and wheels are critical safety items, and servicing these items requires special tools and skills, we recommend you to see your authorised Enfield dealer for service.
- Do not attempt to use damaged or punctured and repaired tire(s). Once a motorcycle tire or tube has been damaged or punctured, it is unsafe to use.
- A tire can be severely damaged and not show the damage externally. If you strike an object, such as a curb, at speed, internal damage may result which is not visible from the outside.

Always remove and carefully inspect the inside as well as the outside of the tire for damage.

A damaged tire can fail, causing personal injury.

SHOCK ABSORBERS

Shock absorbers and rubber bushings should be inspected every 500 miles/800 Kms. for leaks and bushing deterioration.

Note

Sealed model shock absorbers are not repairable. See your Enfield dealer if leakage or malfunction occurs.

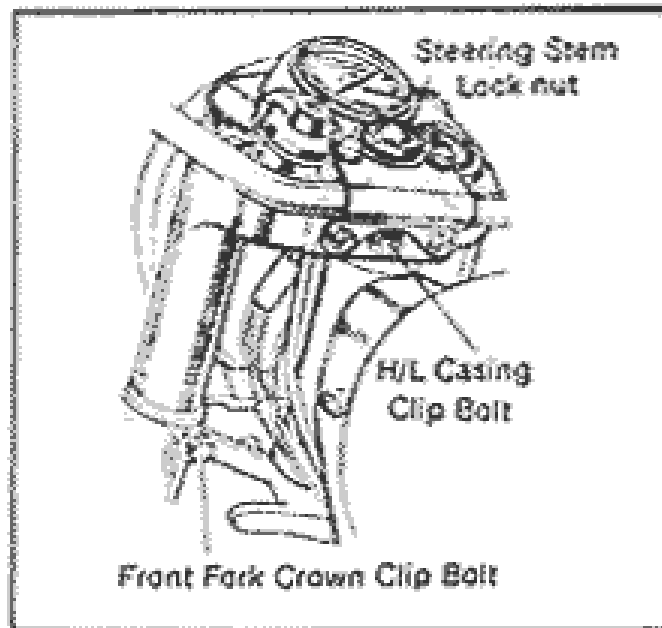
WHEEL BEARINGS

Front wheel bearings are of sealed type. These bearing have to be checked at 5,000 miles/10,000 Kms. intervals, once a year, or prior to storage. Check for excessive play or roughness indicates worn bearings that require replacement. Check each time wheel is removed.

FRONT FORK STEERING BEARINGS

Warning

Adjustment of front fork bearings is critical. Improperly adjusted bearings will adversely affect han-



dling and stability of the motorcycle. We recommend that fork bearing adjustments be performed by your authorised Enfield dealer.

Check front fork for proper bearing adjustment at 500 miles/800 Kms. and every 500 miles/800 Kms. thereafter. Bearings should be repacked at 7000 miles/11,250 Kms. intervals. With front end of motorcycle raised off the floor; Be sure front fork turns freely without any binding or interference and that there is no appreciable front to rear fork shake indicating excessive bearing looseness. Steering head bearings should be adjusted according to the Workshop Manual procedure, if necessary, or be done by your authorised Enfield dealer.

SEQUENCE FOR ADJUSTMENT

1. Loosen the Head lamp casing clip bolt by using an Allen key (Size - 5 mm).
2. Loosen the front fork crown clip bolts (2 Nos.).
3. Then screw down the steering stem lock nut by 1/2 thread to 3/4 thread initially and check the play once again. If necessary further tightening can be done.

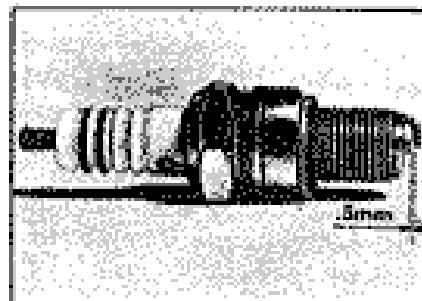
NOTE: Over tightening of this Steering stem lock nut will result in vehicle drag. ●

LUBRICATION - STEERING HEAD

The steering head races and stand pivot bearing should be well greased on assembly. No nipples are provided for the steering head as experience has shown that the provision of nipples at this point causes trouble through chafing and cutting of control and lighting cables. If the steering head bearings are well packed with grease initially they will last for several years or many thousands of kilometres.

SPARK PLUGS

Check the spark plugs every 3000 miles/4800 Kms. adjust gap and/or replace if necessary. Replacement of the spark plugs are recommended at every 7,000 miles/11,250 Kms. on all Bullet models.



Disconnect spark plug cables from the plug by pulling on the molded cap. Connection is a simple snap-on type.

Caution

Do not pull on the spark plug wires because this may damage the internal conductor causing high resistance and reduce firing voltage.

Before installing the spark plug, the gap should be checked and adjusted if necessary to 0.038 - 0.043 in.

Be sure that your motorcycle has the correct type of spark plug:

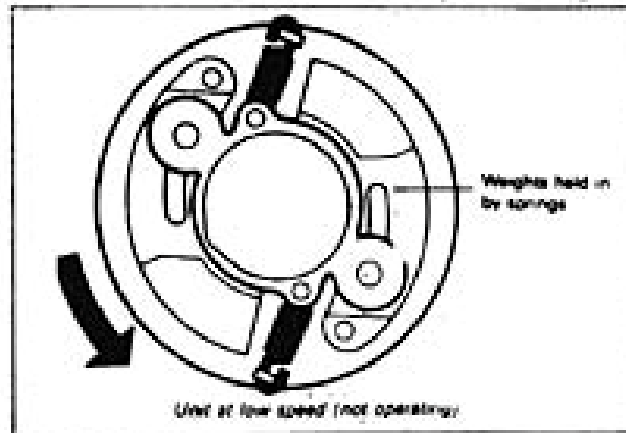
350 cc Bullet - NGK B 7 HS or equivalent

500 cc Bullet - NGK BR 8 ES or equivalent

Tightening torque: 2.44/3.06 Kgm
211/265 lbs Inch.

IGNITION TIMING

Ignition timing is pre-set at the factory. Spark timing is advanced automatically, as engine speed in



creases or decreases, to suit starting, low speed and high speed requirements.

Ignition timing should be checked every 500 miles/800 Kms. If ignition timing is not correct, see your authorised Enfield dealer.

The Enfield Bullet engines have been designed specifically to achieve optimum fuel economy within exhaust emission controls. Ignition characteristics have been developed to provide maximum engine performance.

CONTACT BREAKER UNIT/CONTACT SET

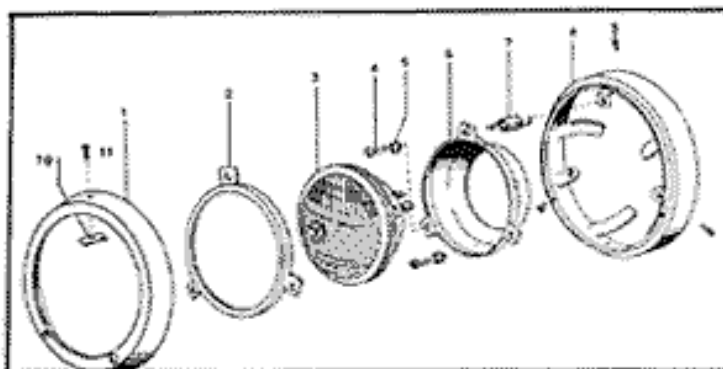
Ignition timing

The contact breaker setting should be checked after the first 800 Kms. running and subsequently every 10,000 Kms.

To check or reset the gap, turn the engine over slowly until the contacts are seen to be fully open and insert 0.35 to 0.40 mm (0.014"-0.16") feeler gauge between the contacts. Slacken the screw 'A' securing the fixed contact plate and adjust the position of the plate until the gap is the thickness of the feeler gauge and

HEADLAMP

Bullet headlamp is sealed beam type. When replacement is required use only the specified sealed beam

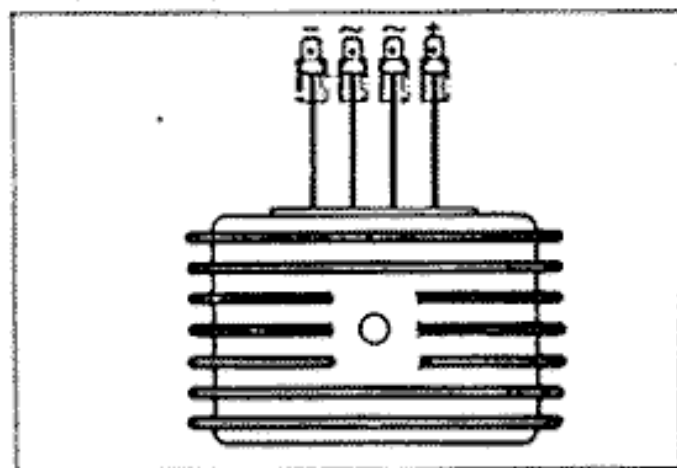


- | | |
|----------------------------------|---------------------------|
| 1. FRONT RIM | 7. SPRING |
| 2. LIGHT UNIT LOCATING RIM | 8. FIXING RIM ASSY. |
| 3. HEAD LAMP SEALED BEAM UNIT | 9. INNER RIM FIXING SCREW |
| 4. SCREW | |
| 5. SPRING | 10. RIM FIXING PLATE |
| 6. SEALED BEAM HOUSING CUP ASSY. | 11. RIM FIXING SCREW |

unit available from your dealer. Improper wattage sealed beam or bulb may cause charging problems.

Recommended types sealed beam unit for your Bullet motorcycle: GE - 12V - 30/30 W - GE Code No. 4420

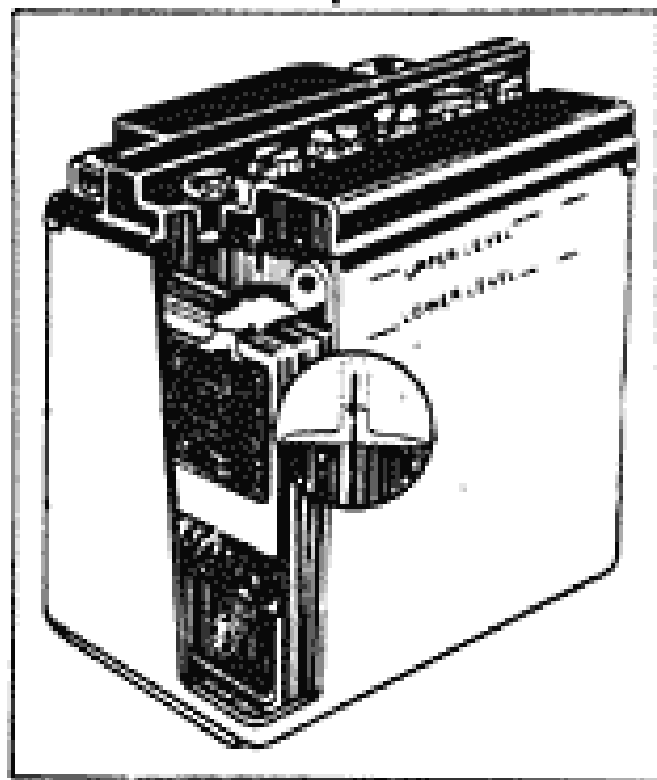
ALTERNATOR CHARGING RATE AND RECTIFIER/REGULATOR



The alternator output is controlled and charged to direct current by the rectifier/regulator located behind the engine, mounted on the rear fender fixed section. The rectifier/regulator increases charging rate when the battery is low. This unit requires no interval attention. Should any electrical system trouble be experienced, that might be traceable to the alternator or rectifier/regulator, the motorcycle should be taken to your Enfield dealer who has the necessary testing equipment to give the required attention.

BATTERY

It is the care given to a battery, rather than the time and miles/Kms of service, which is most important in determining its life.



Inspect the battery fluid level at least once a month, adding pure distilled water as often as necessary to keep the level above the plates. If the Bullet motorcycle is not used for an extended period of time, check the battery fluid level before placing in service.

Remove the battery filler plugs. With a hydrometer or syringe, add water to each cell to raise level of solution between upper and lower level limits shown on the battery. The Motorcycle should be in an upright position to check the fluid level.

Clean the battery connections and check tightness every 2500 miles/4000 Kms. or monthly. Usage of Petroleum jelly on the terminals to prevent oxidisation is recommended.

Warning

Batteries contain sulfuric acid which can cause severe burns. Avoid contact with skin, eyes and clothing.

Antidote

External - Flush with water

NOT TO BE TAKEN INTERNALLY. If accidentally taken internally seek immediate medical attention.

Batteries produce explosive hydrogen gas at all times - especially when being charged. Keep cigarettes, open flame and sparks away from battery. Always protect hands. Protect eyes with shield or goggles when working near a battery or acid.

KEEP BATTERIES AND ACID OUT OF THE REACH OF CHILDREN.

GENERAL MAINTENANCE

Chrome and aluminum parts must be maintained regularly to ensure that they retain their original shine and luster. Care should be taken to keep your new Bullet motorcycle cleaned and waxed as often as possible to inhibit rust and corrosion.

During storage chrome parts are to be coated with thin film of engine oil or chrome-pro is recommended.

CLEANING YOUR MOTORCYCLE

To aid you in keeping your motorcycle clean, see your Enfield dealer for cleaning, polishing and waxing products.

WARNING

Observe warnings and cautions given on labels of cleaning compounds to prevent personal injury or damage to your Bullet motorcycle.

Do not wash your brake drums with any cleaners that contain either chlorine or silicon. Chlorine will cause rust and silicon will make the drum slick, impairing brake efficiency/function.

Caution

When washing your Bullet motorcycle, be careful not to get the brakes, engine, mufflers or air cleaner too wet.

Wet brake drum or wet liners may impair braking, and a wet engine could start and run poorly until it dries. Start the engine immediately after washing and be sure the brakes and engine are operating properly before riding in traffic.

STARTING PROCEDURE

Starting Procedure - Bullet Motorcycle

- 1. Ensure sufficient quantity of fuel in the petrol tank.**
- 2. Ensure condition of battery and spark plug are good.**

Proceed as follows:-

- Turn 'ON' the fuel tap and allow the fuel to flow into the carburettor float chamber.**
- Prime the engine by lifting the decompressor lever and simultaneously crank the engine with the help of kick starter for 4-5 times.**
- Depress the clutch lever and crank the engine for 4-5 times simultaneously releasing the clutch lever.**
- Turn the fuel tap 'ON'.**
- Depress the choke lever in the Carburettor.**
- Switch on Ignition by turning the ignition key to "Ignition On" position.**
- Watch Ammeter needle which will deflect to negative side (– side).**
- Gently depress the kick starter crank and by lifting the decompressor lever, bring the Ammeter needle to centre position.**
- With Ammeter needle in the centre position give a smart kick ensuring that the kick starter lever goes below the footrest which will ensure instant start.**
- Release choke lever to its original position.**
- Gradually open up the throttle for warming up the engine.**

WARRANTY AND MAINTENANCE

This Owner's Manual contain your new motorcycle warranty and service records.

It is the owner's responsibility to see that all warranty maintenance services are done at the specified mileage/kilometer intervals. All of the specified maintenance services must be performed to keep your warranty in force.

Bring this Owner's Manual with you when you visit your Enfield dealer at the specified intervals to have your Bullet inspected and serviced. Have the dealer date and sign the record coupon for required proof of service during the warranty period. The dealer records should be retained by the dealer, as a record of proper maintenance. Also keep other receipts covering any service or maintenance performed. These records should be transferred to each subsequent owner.

Warning

We caution you against the use of certain non-standard parts such as after-market and custom made extended front forks which may adversely affect performance and handling, and could cause an accident with possible injury to yourself or others. Removing or altering factory installed standard parts may also affect performance and cause injury. The use of any, non-standard parts including mufflers may void your warranty according to terms of the warranty.

Enfield dealerships are independently owned and operated and may sell parts and accessories that are not manufactured or approved by Enfield. Therefore, you should understand that we are not and cannot be responsible for the quality, suitability, or safety of any non-Enfield part, accessory or design modification, including labour, which may be sold and/or installed by our dealers.

Recommended Maintenance Checks Bullet

Odometer reading km (miles)

Operation	Frequency	Odometer reading km (miles)							
	Whichever comes first	400	3,000	5,000	8,000	10,000	15,000	20,000	
	Every month	(250)	(1,750)	(3,000)	(5,000)	(6,250)	(9,375)	(12,500)	
Carburettor Timing Check	400 km	•	•		•		•	•	
Throttle grip play - check		•	•	•	•	•	•	•	
Spark plug - clean reset gap		•	•	•	•				
Spark plug - replace					•		•		
Tappet clearance - Check/Reset		•	•	•		•	•	•	
Air cleaner element - clean			•			•		•	
Battery electrolyte level - check and top up	Every month								
Clutch oil - Check		•		•		•	•		
Steering - check		•		•		•		•	
Drive chain play - check		•	•	•	•	•	•	•	
Engine oil - top up	500 - 800 km	•	•		•		•		
Engine oil - change		•	Every 4000 kms						
Clutch oil - change			Every 4000 kms						

Frequency		Odometer reading km (miles)								
		Whichever comes first	0000	1000	2000	3000	4000	5000	6000	7000
Operation	Every month									
	Oil filter - replace					*		*	*	*
General lubrication - perform	3000 kms									
Contact breaker assy - clean/reset gap		*		*		*		*		*
All fasteners tightness - grease repacking		*		*		*		*		*
Front and Rear hub bearings - grease repacking						*				*
Brakes - Front Adjustment			*		*		*		*	*
Rear	or as required			*	*	*	*	*	*	*

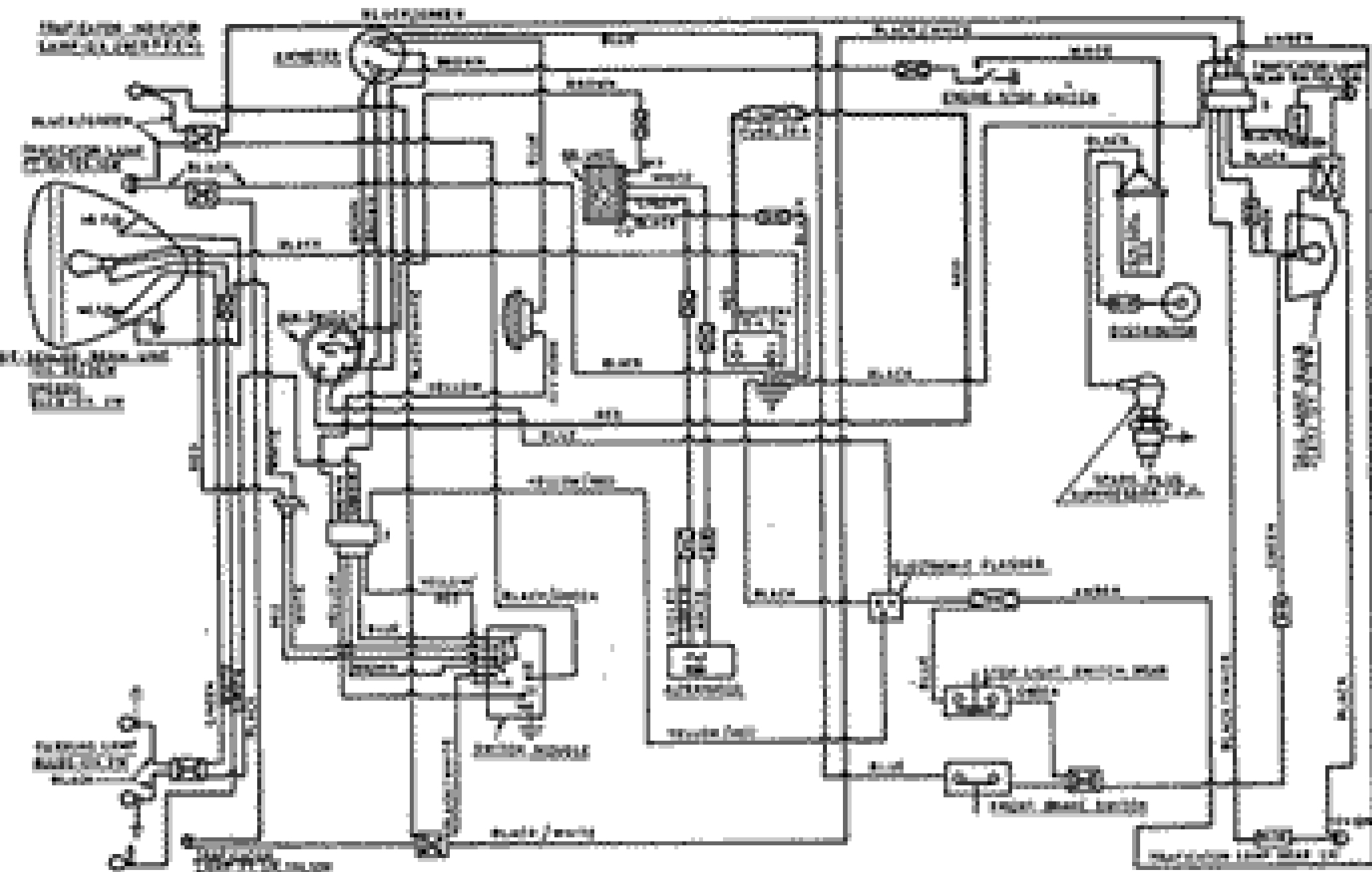
Note

- It is important to note that these recommended maintenance checks are given as a guide only.
- Vehicles used under adverse condition requires the regular maintenance more frequently

Warning

All critical adjustments/replacements to be performed only by your Enfield Distributor / Dealer / Authorised Agent.

WIRING DIAGRAM USA/CANADA EXPORT (BY)



SYMBOLS:

- 40W 12V/20W 40W 12V/20W
- RELAY
- SWITCH

TWO WIRE CONNECTION

GROUND OR CONNECTION TO GND.

ABBREVIATIONS:

- 12V 12V BATT
- 12V 12V BATT
- 20W 20W HEADLIGHT
- 40W 40W HEADLIGHT

ENGINE

ITEM	Kg-m	lbs-inch	ft/lbs
Rocker Bearing Stud Nut (3/16")	1.30	112.0	9.33
Crank Pin Nut (7/8")	13.60	1200.0	100.00
Timing Shaft Nut (3/4")	9.20	800.0	66.66
Cylinder Head Nut (5/8")	3.30	285.0	23.75
Crankcase Joint Nut (M8 1/4")	0.90	78.0	6.5
Crankcase Joint Nut (M8 5/16")	1.10	95.0	7.91
Gearbox Endcover Bolt (1/4")	1.00	85.0	7.08
F.D. Sprocket Lock Nut (1 3/16")			
Alternator Nut (Rotor) (9/16")	5.50	475.0	39.58
Clutch Mounting Nut (9/16")	5.50	475.0	39.58
Main Shaft Nut in Gear Box (5/8")	6.50	565.0	47.08
Rocker Box Studnut	1.45	125.0	10.41
Oilfeed and Return Filter Assy.	3.00	260.0	21.66
Rocker Oil Pipe Banjo Union	1.00	85.0	7.08
Rocker Oil Screwed Bush	1.60	138.0	11.5
Oil Feed Plug	1.60	138.0	11.5
Oil Cleaner Cap Nut	1.40	120.0	10.0
Chaincase Front Alt. Nut	1.40	120.0	10.0

CHASSIS

Frame Stud Nut-Gear Box (1/2")	3.20	277.0	23.8
Front Engine Plate Stud Nut (1/2")	3.20	277.0	23.8
Rear Engine Plate Stud Nut (3/8")	2.00	175.0	14.58
Rear Brake Cam Lever Nut (7/15")	2.00	175.0	14.58
Chainstay Stud Nut (1/2")	3.50	300.0	25.00
Front Fork End Cap Nut (5/16")	1.30	112.0	9.33
Rear Wheel Lock Nut (M22)	7.50	650.0	54.16
Rear Wheel Spindle Castle Nut (M16)	6.50	565.0	47.08
Rear Shock Absorber Upper (3/8") / Lower Nut (3/8")	2.50	215.0	17.91
Front Mudguard Stay Screw Nut (1/4")	0.30	25.0	2.08
Front Engine Plate Stud Nut (M8)	1.50	130.0	10.8
Front Mudguard Stay Stud Nuts (5/16")	1.20	104.0	8.66
Handle Bar Clip Bolt (5/16")	3.30	285.0	23.83
Handle Bar Clip & Seat Stud Nuts (5/16")	2.40	208.0	17.33
Main Footrest Nuts (3/8")	1.20	104.0	8.66
Coil Fixing Bolt and Nuts (M6)	0.45	40.0	3.33
Regulator Fixing Nut (M6)	0.45	40.0	3.33
Rear Mudguard Carrier Stud Nut (Top) (3/8")	2.00	175.0	14.58
Rear Mudguard Carrier Stud Nut (Bottom) (7/16")	2.50	215.0	18.00
Rear Engine Plate Stud Nut (M8)	1.50	130.0	10.83
Eye Bolt Stud Nut (5/16")	1.50	130.0	10.83
Tank Fixing Nut (3/8")	1.60	140.0	11.66