ROYAL ENFIELD OWNER'S MANUAL

Continental GT

EURO IV

Foreword

Royal Enfield Continental GT. The most fun you'll ever have on a motorcycle. 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 shockabsorbers from Paoli and Brembo disc brakes, you stay in charge. With an aerodynamic seating position, Pirelli Sports Demon tires 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/br 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.

Notice

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 motorcycle. 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 motorcycles 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.

Part No. 1010222/A / Qty. / Sep. '16

Safety Definitions

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 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.

Contents

Personal & Motorcycle Information

Name			
Door No./Street			
Locality			
City		Country	
Contact	Res :	Off :	
	Mobile :	Email :	
Licence No.		Valid till :	
Model		Color :	
Engine No.			
VIN. No.			
Tyre make	Front :	Rear :	
Tyre Nos.	Front :	Rear :	
Battery make		Battery No.	
Sold by			
Date of Sale			

Safe Riding Tips / Guidelines

- Before operating your new motorcycle, we request you to carefully read and follow the operating and maintenance instructions detailed in this manual for the safety of your own, your motorcycle, and also that of others.
- Know and respect the rules of the road. Please be a safe rider for your own safety and for others in road.
- Before starting the motorcycle, check for proper operation of brakes, clutch, gear shifter, handle bar controls, tyre pressures, fuel and oil levels.
- Use only genuine Royal Enfield spare parts and approved accessories. Use of other manufacturer's performance parts may affect the performance of your motorcycle and render the motorcycle void of warranty. See your Royal Enfield Authorized Dealer for details.
- Whenever refuelling your motorcycle, please exercise utmost caution and carefully observe the following rules.

* DO NOT smoke and please ensure that there are no open flames or sparks near the motorcycle, when refuelling OR servicing the fuel system.
* Switch OFF mobile phones and other hand held electronic devices. Open the fuel filler cap slowly.
* Refuel in a well ventilated area with the engine turned off.
* DO NOT fill the tank to its brim. Please fill fuel only till the bottom of the filler neck insert, so as to leave air space in the fuel tank to allow for fuel expansion.

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 to an accident.

Safe Riding Tips / Guidelines

- A new motorcycle must be operated according to the special running-in-procedure. See running-in-procedure mentioned in Page No. 31.
- Operate motorcycle only at moderate speeds and out of traffic until you have become thoroughly familiar with its operation and handling characteristics under all conditions.
- 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.

NOTE:

If you are an inexperienced rider we recommend that you obtain formal training on correct motorcycle riding techniques and become thoroughly familiar with the operation of your particular motorcycle. New riders should gain experience under various conditions while driving at moderate speeds.

Pay strict attention to road surfaces and wind conditions. Any two wheeled motorcycle may be subject to the following upsetting forces:

- ✶ Wind blasts from passing trucks.
- ✶ Rough uneven road surfaces.
- ✶ Slippery road surfaces.

These forces may affect the handling characteristics of your motorcycle. If this happens, reduce speed and guide the motorcycle relaxed to a controlled condition. Do not brake abruptly.

- Operate your motorcycle defensively. Remember that, 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 motorcycle fails to see or recognize a motorcycle and turns into the oncoming motorcyclist.

Safe Riding Tips / Guidelines

- Wear an approved helmet, clothing, and foot gear suited for riding a motorcycle. Bright OR light colours are best for greater visibility in traffic, especially at night. Avoid loose, flowing garments and scarves.
- When carrying a pillion rider, it is your responsibility to instruct them on proper riding procedures.
- DO NOT allow other individuals, under any circumstances, to operate your motorcycle unless you know they are experienced, licensed riders and are thoroughly familiar with the operating conditions of your motorcycle.

Warning

Regularly inspect shockabsorbers and front forks and look for leaks. Replace worn out parts. Worn out parts can adversely affect stability and handling.

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.

Warning

Avoid any contact with the exhaust system. Wear clothing that will completely cover the legs while riding. The exhaust system gets very hot when the engine is running and remains too hot, even after the engine is turned off. Failure to wear proper or protective clothing could result in serious injury.

Warning

Exhaust gases contains poisonous carbon monoxide and chemicals, known to cause Cancer, Birth defects or other reproductive defects.

Safe Riding Tips / Guidelines

Warning

Motorcycle batteries contain lead and lead components, acids and chemicals known to cause cancer, birth defects or other reproductive harm. Exercise extreme caution while handling a battery. Wash hands thoroughly whenever a battery is handled.

Warning

Consult your Royal Enfield Authorized Dealer regarding any questions or problems that occur in the operation of your motorcycle. Failure to do so may aggravate an initial problem, cause costly repairs & jeopardize your personal safety.

Warning

DO NOT tow a disabled motorcycle. The steering and handling of the disabled motorcycle will be impaired due to the force of the towline. If a disabled motorcycle must be transported, use a truck or a trailer. Towing a motorcycle may cause loss of control of the motorcycle in the front, leading to an accident.

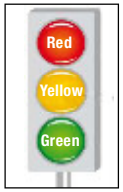
Warning

DO NOT pull a trailer behind a motorcycle. Towing a trailer may cause reduced braking efficiency, tyre overloading and unstable handling. Towing a trailer may cause loss of control of the motorcycle in the front, leading to an accident.

Rules of the Road

- 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 motorcycle.
- 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 motorcycle.
- Actuate your turn signals and exercise caution when passing other motorcycles going in the same direction. Never try to pass another motorcycle 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 motorcycle 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 motorcycles.
- 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.

- 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.

Technical Specification

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
Lubrication	Forced Lubrication, Wet Sump
Fuel System	Electronic Fuel Injection

IGNITION SYSTEM

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

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	18 Teeth (F.D. Sprocket)
Final Drive Ratio	2.12:1
Drive Chain Links	101 Pitch

Technical Specification

CHASSIS

Frame	Tubular steel double cradle
Tyre size	
Front:	100/90-18 M/C 56H
Rear:	130/70-18 M/C 63H
Tyre pressure	
Front- Solo:	1.41 Kg/cm2 (20 PSI)
Pillion:	1.55 Kg/cm2 (22 PSI)
Rear- Solo:	2.11 Kg/cm2 (30 PSI)
Pillion:	2.25 Kg/cm2 (32 PSI)
Fuel tank capacity	13.5 Litres***
Low fuel warning	3.00 Litres
Suspension	
Front:	Telescopic, Stroke 110mm
Rear:	Twin - Gas Charged, Stroke 80 mm
Front fork oil capacity .	430 ml per leg
Front fork oil	Gabriel Fork Oil 2W 35
Hydraulic Brakes	
Front:	300 mm dia floating disc, twin piston floating caliper
Rear:	240 mm dia disc, single piston floating caliper
Brake oil grade	DOT 4 or above
Brake oil capacity	
Front:	50 ml
Rear:	100 ml

Note:

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

ELECTRICALS

Generation	Alternator
System	12V DC
Battery	12V - 14 AH
Head lamp	12V, 60/55 W, Halogen Bulb
Tail/Brake lamp	5/21 W

Technical Specification

Turn signal	12V, 10W X 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 motorcycle which are not approved by Royal Enfield may not only disqualify for warranty, but also affects performance of the motorcycle.

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.

DIMENSIONS

Length	2060 mm
Width	760 mm
Height	1070 mm
Wheel base	1360 mm
Saddle height	810 mm
Ground clearance	140 mm

WEIGHTS

Mass of motorcycle in running order ...	267 Kg
Max pay load	98 Kg
Max technical permissible mass	365 Kg

PERFORMANCE

Max Speed..... 137 Kmph

Recommended Oils

OIL	GRADE	CAPACITY
1. Engine Oil	15W50 API SL JASO MA ESTER Semi synthetic oil	1. Dry Initial Fill : 2.75 Litres 2. Periodical Maintenance fill : 2.4 Litres (Including filter replacement)
2. Front Fork	Gabriel Front Fork Oil 2W 35	430 ml/ leg
3. Brake Fluid	DOT 4 or above	Front: 50 ml Rear: 100 ml

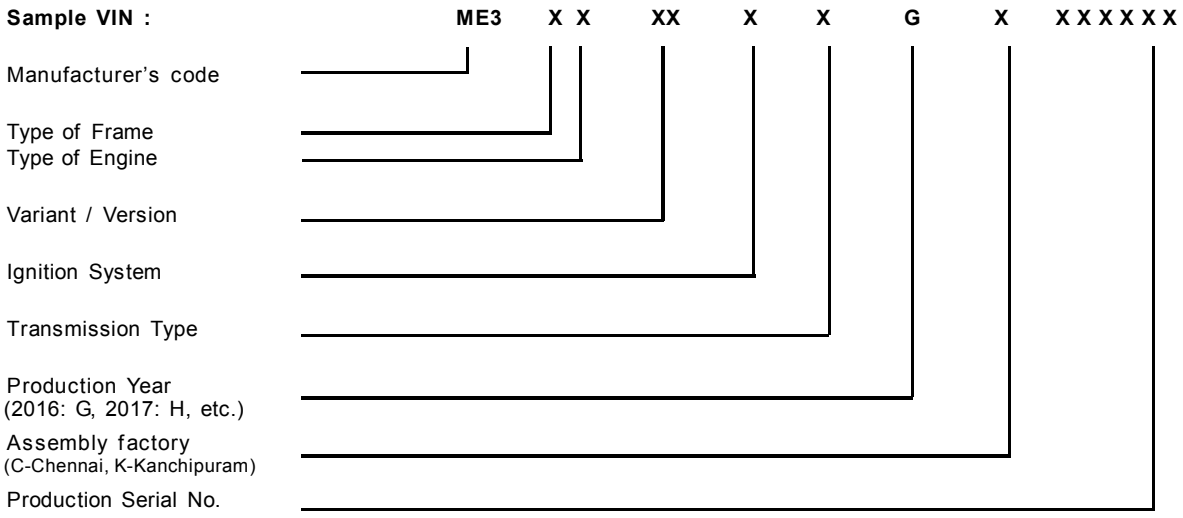
Warning

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

DO NOT Mix DOT 4 & above brake fluid together.

Motorcycle Identification Number - Details

The VIN is a 17 digit number punched on right side of the frame tube and in the information plate rivetted to the frame down tube.



Motorcycle Identification Number - Details

CHASSIS NUMBER

Punched on the steering head tube right side

VIN INFORMATION PLATE

Rivetted on the right side frame tube.

Caution :

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

Engine Number - Details

The engine number is punched on the left hand side top of the left 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.

U 6 S 5 F X X X XXXXXX

Engine Family

Engine Capacity

Type of Start

Transmission

Fuel Feed

Assembly Factory
(0-Chennai, 1-Kanchipuram)

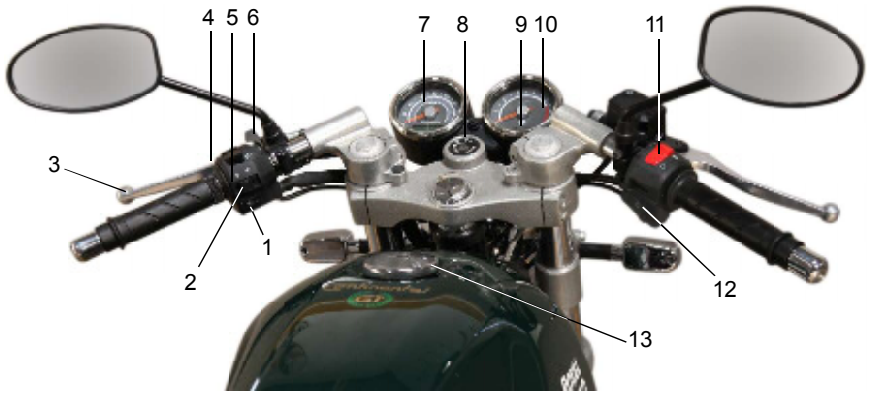
Year of Manufacture
(2014-E, 2015-F and so on)

Production Month
(A - Jan., h - Aug., K - Sep., N - DEC.)

Production Serial Nos.

Key Parts Location

TOP VIEW



1. Horn Button	6. Manual Bistarter / Choke	11. Engine Kill switch
2. Turn Signal Switch	7. Speedometer	12. Electric Start Switch
3. Clutch Lever	8. Ignition Switch	13. Fuel Tank Cap
4. Day Flash Switch	9. Malfunction Indicator Lamp	
5. Head Lamp Dip Switch	10. RPM (Tacho) Meter	

Key Parts Location

RIGHT SIDE VIEW

1.	Right Trafficator Rear
2.	Right Trafficator Front
3.	Horn
4.	Starter Motor
5.	Kick Start Lever
6.	Brake Pedal
7.	Right Side Panel

Key Parts Location

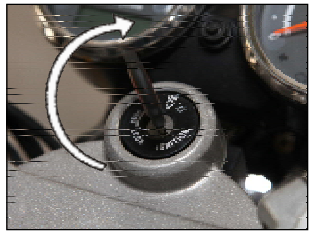
LEFT SIDE VIEW

1.	Left Trafficator Front
2.	Left Side Panel / Battery Cover
3.	Left Trafficator Rear
4.	Side Stand
5.	Center stand
6.	Gear Change Pedal
7.	Spark plug

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” possition.



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.

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 motorcycle.

Operation of Controls

FUEL TANK CAP

To Open:

Turn cap anti clockwise

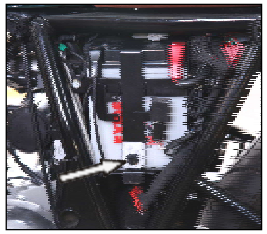
To Close:

Locate cap and turn clockwise till click Sound is heard

SIDE PANEL LEFT / 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 left

SIDE PANEL RIGHT

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

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”.

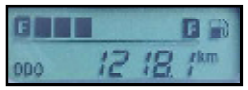
NOTE :

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.



FUEL LEVEL INDICATOR

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

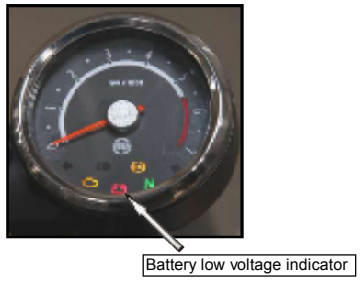
The display bars of the fuel meter disappears towards the Empty (E) when the fuel level decreases.

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

NOTE :

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

BATTERY LOW VOLTAGE INDICATOR



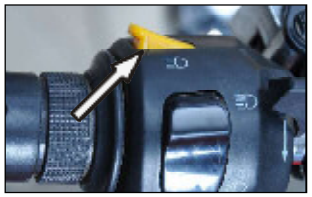
If the battery voltage is less than 12 volts, the low voltage indicator will start glowing continuously.

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

HEAD LAMP DAY FLASH



PRESS FOR HEAD LIGHT FLASH

DIP SWITCH

LOW BEAM

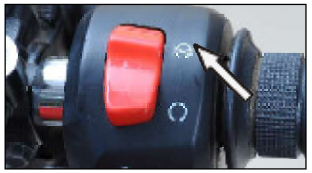
HIGH BEAM

ENGINE START SWITCH

PRESS

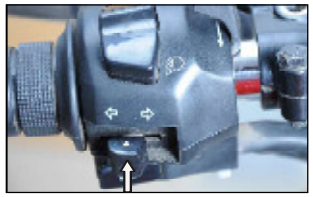
ENGINE STOP SWITCH

ENGINE ON



ENGINE OFF

TURN SIGNAL SWITCH



OFF (PUSH TO OFF)

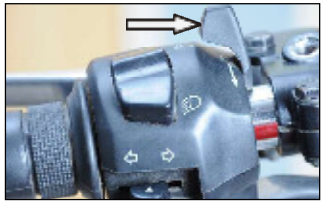
LEFT

RIGHT

HORN

PRESS

MANUAL BI STARTER (CHOKE)



Apply choke in cold start condition while starting the motorcycle

Safe & Happy Riding

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 coloured 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 loss of control & inefficient braking. The hydraulic disc brake fitted on your motorcycle requires 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.
- Please do not lean too much or bank excessively as it may cause the foot peg to touch the road surface and result in loss of control of the motorcycle

Pre Operational Checks

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

1. Adequate fuel in the tank.
2. Free play and smoothness of all operating cables.
3. Free movement of steering.
4. Battery electrolyte level.
5. Any cuts, cracks in the tyre and correct tyre pressure.
6. Oil level: Top up if necessary. Do not overfill.
7. Rear chain for proper tension.
8. Brakes, steering and throttle for responsiveness.
9. Wheel spoke for proper tightness, no breakage,
10. Headlamp, tail lamp, brake lamp and directional lamps for proper operation.
11. Check ABs lamp glows as soon as ignition switch & kill switch are 'ON' and goes 'OFF' as soon as vehicle reaches a speed of 5 Km/h (3 mph)

Warning

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

Running In

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

This will help the various parts of the engine and vehicle to "bed in" smoothly with prolonged full throttle operation, or in high speed conditions might result in excessive heating of the engine and cause abnormal wear of the moving parts.

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 $3/4^{th}$ 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

Warning Indications & Safety Systems

YOUR MOTORCYCLE IS FITTED WITH THE FOLLOWING WARNING INDICATIONS AND SAFETY SYSTEMS:

1. LOW FUEL INDICATION

The Low fuel indication lamp in the console will glow if the fuel level in the fuel tank is approximately 3 litres. (0.66 Imperial Gallons).

Please ensure the motorcycle is not used with the low fuel indicator lamp “ON” continuously. It may not only result in the motorcycle running out of fuel. BUT will also cause serious damage to the fuel pump. Please refuel as soon as the low fuel indication comes ON.

2. ENGINE MALFUNCTION INDICATOR LAMP

A Malfunctioning Indicator Lamp (MIL) is provided in the vehicle.

When both the Ignition & Engine kill switch is "ON" and after vehicle is started, the MIL will glow for few seconds and switch OFF, this indicates that all the functions of Electronic fuel injection (EFI) system is functioning normally.

In the event of any malfunction in the EFI System the MIL will glowcontinuously. It is recommended to take the motorcycle to a nearest Royal Enfield Authorized service station for a detailed inspection and correction.

3. ANTI-LOCK BRAKING SYSTEM (ABS)

Anti-Lock Braking System (ABS) will help prevent the brakes from locking the wheels, during sudden application of the brakes at high speeds. This will help the rider to have better traction and control over the motorcycle and prevent the motorcycle from skidding which can cause a accident.

In the event of sudden and hard application of the brakes by the rider, the sensors in the braking system will signal the ABS moderator to momentarily and continously reduce the hydraulic pressure and thereby prevent the brakes from locking the wheels while reducing the speed of the vehicle. This will help the rider to control the motorcycle.

An ABS indicator lamp is provided in the console (as shown in adjacent image) to warn the rider in the event of any malfunction of the ABS.

When the ignition and kill switch are switched 'ON', the ABS sign light up and remain 'ON' till the motorcycle attains a speed of 5 Kmph (3MPH) and switch 'OFF'. This indicates the ABS is working properlyIn the event the lamp does not switch 'OFF' and remains continously 'ON' at higher speeds, it is recommended not to drive the motorcycle and get the brake system inspected and corrected through a nearest authorised Royal Enfield Distributor. Failure to do so can result in a serious injuries and loss of life.

CAUTION : (ABS)

ABS is a safety feature to help prevent locking of wheels during sudden application of brakes. It is by no means a substitute for good riding practices and anticipatory braking.

Please ride carefully and apply brakes cautiously, especially while cornering. ABS cannot estimate the “weight shifts” and momentum of the motorcycle while negotiating a corner and therefore prevent skidding due to loss of traction.

Please anticipate the stopping distance required for the speed of travel and apply brakes well in advance so as to bring the motorcycle to a safe stop.

Please apply both brakes to stop - front brake momentarily earlier, followed by rear brake, to have better traction and control of the motorcycle

Always ensure that you ride well within the legal speed limits

Failure to adhere to the above can cause an accident resulting in serious injuries and loss of life.

DO'S & DON'T'S : (ABS)

DO'S	DON'TS
● While starting the engine do check the ABS indicator comes ON and switches OFF when the vehicle speed exceeds 5 km/h (3.1 mph).	● **DO NOT RELEASE** the brake lever/pedal when pulsations are felt during hard application of the brakes in an emergency situation. The pulsations only indicate that the ABS is activated.
● Please check the brake fluid at MAX level in the front and rear brake master cylinders and there is no leak in the brakes systems	
● Apply both the brakes simultaneously for better efficiency while braking	● DO NOT APPLY only the front OR rear brake as it can lead to inefficient braking.
● In the event of the ABS indicator remaining continuously ON please take the motorcycle to a nearest authorized Royal Enfield service station to inspect the brakes system.control of the vehicle.	

4. ROLL OVER SENSOR

In the event of motorcycle falling over on eitherof its sides with the engine running and the gears engaged the Roll over sensor will "disable" both the ignition and fuel systems and switch 'OFF' the engine. This is to prevent any damage to the motorcycle and its rider.To reset the Roll over sensor and reactivate the ignition and fuel systems.

- Ensure the motorcycle is made upright and is on its center stand.
- Ensure gears are in correct neutral and the neutral lamp is glowing in the instrument console.
- Switch OFF both ignition & stop switches, wait for a few seconds and switch ON the Ignition and stop switch again, to start the engine.

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 motorcycle from starting when the motorcycle 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

Starting

- 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.

- 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 :

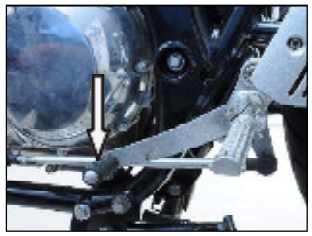
Please ensure the motorcycle is not used with the low fuel indicator bar blinking continuously. It may not only result in the motorcycle running out of fuel. But will also cause serious damage to the fuel pump. Please ensure fuel is filled up as soon as the low fuel, last bar start blinking.

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.

Gear Shifting



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

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.

Parking

PARKING MOTORCYCLE 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 motorcycle upwards, gently.

Warning

Always park the motorcycle 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.

PARKING MOTORCYCLE 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.
- A Safety switch is provided in the side stand. If the side stand is in extended position and rider engages gear to ride the motorcycle, this switch will cut off ignition and stop the engine. Please ensure side stand is retracted before starting the engine.

Periodical Maintenance

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 Authorized 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

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
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 right	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	30
	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

Periodical Maintenance

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
24	Spokes tightness	I		I		I		I		I		I
25	Wheel rim run out			I		I		I		I		I
26	Tyre 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		
31	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**

NOTE:

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

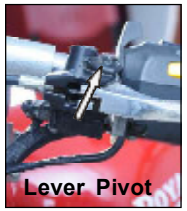
Tools Kit

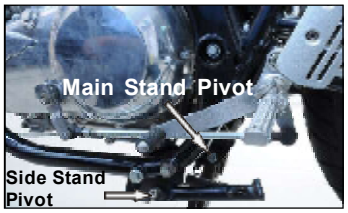
S.No.	Description	Qty.
1.	Tool Wallet	1
2.	Tommy bar	1
3.	Tubular spanner (21 x 24mm)	1
4.	Screw driver	1
5.	Double end spanners :	
	(10 x 13 mm)	2
	(8 x 10 mm)	1
	(14 x 15 mm)	1
	(1/4 " X 5/16")	1
6.	Allen Keys :	
	(5 mm)	1
	(3 mm)	1
	(6 mm)	1
7.	Tyre Lever 2 Nos	

Minor Maintenance Tips

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 Authorized Service Center.

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





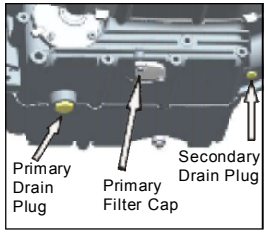
- Lubricate after using the motorcycle in rain, after waterwash or if used in dusty conditions.
- Wipe the area free of dirt / grease.
- Apply a few drops of oil on the pivots.

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.

Minor Maintenance Tips

ENGINE - OIL CHANGE

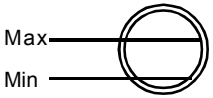


(Refer Periodical Maintenance Chart for frequency)

- Place the motorcycle on its center 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 plug and the suction filter thoroughly and refit with **new Copper washer and "O" ring** on the crankcase.
- Soak a new oil filter paper element in the oil and refit on the Crankcase Cover right.

- Fill recommended oil to engine till the oil level is upto “MAX” level mark in the oil window in Crank-case Cover right.



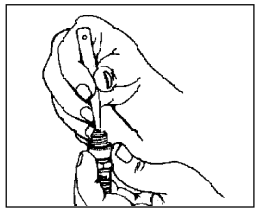
NOTE :

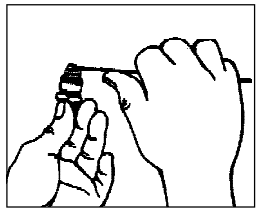
- Replace oil filter paper element whenever oil is being replaced.
- **Do not reuse “O” ring and Copper Washers.**

CAUTION :

DO NOT fill oil over "Max" mark. It will result in smoke and loss of power. DO NOT use the motorcycle with engine oil at "MIN" mark. It will cause oil starvation to the moving parts in the engine and may also result in an engine lock up.

SPARK PLUG



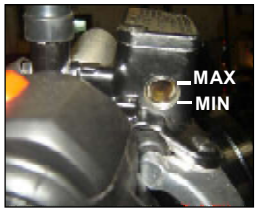


Cleaning and adjusting gap (Refer Periodical Maintenance Chart for frequency)

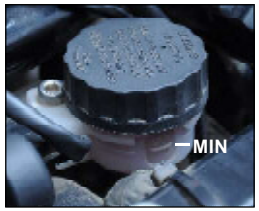
- Remove HT Lead and the spark plug from the cylinder head using the plug spanner and Tommy bar.
- Clean the insulator tip and electrodes of the plug carefully using a pointed scraper or spark plug cleaner.
- Set the gap between 0.8 to 0.9 mm.
- Refit the spark plug on the cylinder head and connect H.T.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

Minor Maintenance Tips

BRAKE FLUID



FRONT BRAKE



REAR BRAKE

Check brake fluid level in the reservoirs of front and rear brakes. Top up if necessary with DOT 4 or higher brake fluid only. DO NOT OVERFILL ABOVE MAX LEVEL.

CAUTION :

Brake fluid is highly corrosive. Please take care not to spill brake fluid on painted,plated,buffed surfaces and other parts of the motorcycle as it will cause irreparable damage.

INSPECTION OF TYRES AND WHEELS

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

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

- Check and remove stone, splinters, nails or other particles embedded in the tyre treads.
- Bald spots / swelling may be caused by internal damage. Replace the tyres, if defective.
- Replace tyres 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 tyre beading on the rim whenever the tyre is reassembled.
- Whenever a new tyre is installed, ensure rim and spokes do not get damaged on account of wrong handling.

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

TYRE PRESSURE

	Front	Rear
Solo	1.41 kg/cm2 (20 PSI)	2.11 kg/cm2 (30 PSI)
With Pillion	1.55 kg/cm2 (22 PSI)	2.25 kg/cm2 (32 PSI)

Warning

Tyres and tubes must be correctly fitted and seated to the wheel rims. Only the approved specified tyres and tubes must be used for replacements. Tyre fitments must also be carried out only by an experienced and authorised personnel. Failure to do so will result in an accident causing serious injury and result in loss of life.

FRONT WHEEL REMOVAL

- Place the motorcycle on center stand

- Place a wooden block the front end of engine to support the motorcycle.

- Disconnect Speedo drive coupler from cluster.
- Loosen the pinch bolt on the right fork guide.

- Remove the axle nut along with washer.

- Tap and remove the front wheel spindle.
- Tilt the motorcycle to right 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 accidently 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 right 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.

- Tighten the pinch bolt on the right 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 motorcycle 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 right side.

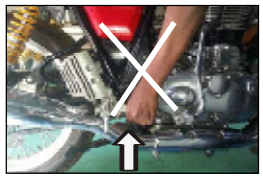
- Remove wheel spindle from left side.

- 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.

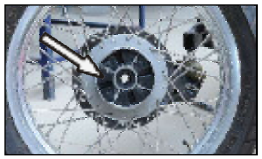
- Place a 4 mm thick wooden piece or cardboard sheet between the brake pads to avoid pads activation in the event the rear brake pedal is accidently pressed.



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

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 motorcycle 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.

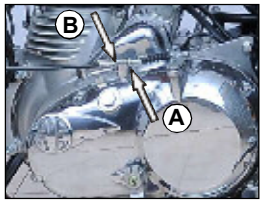
CAUTION :

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

Warning

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

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

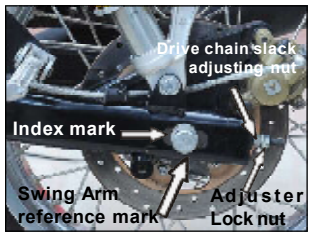
The brake light glows once you press the brake pedal.

If brake light is not glowing, check the brake light switch wire for proper connection and the brake light Switch sring for any bend, breakage or disconnection.

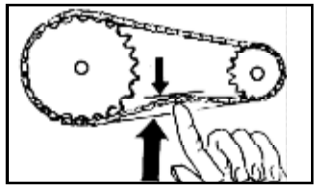
If above are alright, then do the adjustment as mentioned below:

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.

DRIVE CHAIN FREE PLAY (PLAY 25 - 30 MM)



- Place motor-cycle 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.

f. Later adjust the nut on left side by matching the index mark with respect to right 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.

DRIVE CHAIN LOCK FITMENT

If for any reason the chain link lock is removed, it should be fitted such that the closed end of the lock is towards the direction of the chain rotation. Please ensure the chain lock is located properly in the chain link and is locked in place.

Warning

Failure to adhere to this procedure will result in the chain lock to fall off, cause the rear chain to snap and stop the motorcycle abruptly. This if not avoided, can lead to a potentially hazardous situation .causing an accident, which could result in serious injury or loss of life.

PRE LOAD SPRING TENSION ADJUSTMENT OF REAR SHOCK ABSORBER

- The spring tension of the rear shock absorbers can be increased or decreased to suit different riding conditions.
- The adjuster provided at the bottom of the spring has five notches and can be rotated using a special `C' spanner.
- Rotate adjuster “clockwise” to increase spring tension and “anticlockwise to reduce spring tension.
- Ensure the spring tension is the same in both the left and right side shock absorbers.
- After adjustment, ensure the adjuster notches are seated correctly against the peg in the shock absorber.

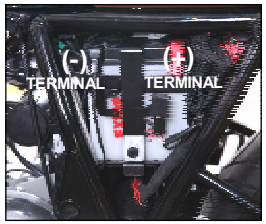
Warning

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

In case of fitting any luggage rack or tying cargo to the rear end of the motorcycle, please ensure they do not hamper the free travel and movement of the shock absorbers.Failure to do so may adversely affect the stability of the motorcycle, causing an accident, which could result in serious injury or loss of life.

Minor Maintenance Tips

REMOVAL OF BATTERY FROM THE MOTORCYCLE



- The battery is located on the left side of the motorcycle.
- Ensure the motorcycle is parked on its center stand, in a well-ventilated area.
- Ensure the ignition switch and engine stop switch are in OFF position.
- Unlock and remove the battery cover.
- Remove the battery car rier bracket by loosening the two screws.
- Pull the battery out slightly from the carrier and Disconnect the -VE terminal FIRST and the +VE terminal next.
- Remove the battery from the carrier.

BATTERY MAINTENANCE

Care Maintenance :

- Clean the battery well using a soft and wet cloth.
- Inspect the battery carefully for any deformation of its housing. If found deformed, replace the battery immediately
- Clean the terminals using a soft wire brush to remove any oxidations.
- Check the electrolyte level to see if it is between MAX and MIN lines
- If necessary top up ONLY with pure and clean distilled water till the level is between the MAX and MIN lines. DO NOT OVERFILL as it will overflow through the vent hole of the battery and cause irreparable damage to the motorcycle parts.
- Check and ensure the specific gravity of the electrolyte and the terminal voltage are as per the recommendations of the battery manufacturer.
- Always get the battery tested through an authorized battery service center OR Royal Enfield service center.

Minor Maintenance Tips

Care during long duration storage:

- In the event the motorcycle is not used for a long duration, the battery must be disconnected from the motorcycle and connected to a suitable automatic battery charger.

- If a battery gets discharged, it can lead to sulphation of the internals and the terminals and reduce the life of the battery.
- Keeping the battery fully charged will reduce the chances of the battery from “freezing” during cold weather and minimize the battery from an internal damage

Warning

- **Always disconnect the -ve terminal first and then the +ve terminal, while removing the cable connections**
- **Batteries contain lead, sulphuric acids and other chemicals, which are known to cause cancer and birth defects or reproductive harm.**
- **Battery electrolytes are highly acidic and corrosive in nature. Avoid contact with eyes, skin, clothing etc. as it causes excessive burning, irritations and other harmful infections.**
- **Always wear approved protective face shield, rubberized gloves, and protective clothing when working with batteries.**
- **Handle batteries with care and wash hands well with soap, whenever batteries are removed, charged or assembled in the motorcycle.**

- **KEEP BATTERIES AND ELECTROLYTES OUT OF REACH OF CHILDREN.**
- **Always charge the battery ONLY in a well-ventilated area.**
- **Ensure the battery vent and filler plugs are clean and open during charging to prevent the battery** from exploding.
- **Use only an appropriate and recommended battery charger to charge batteries.**
- **Ensure there are no open flames, sparks and inflammable material near the battery charger or the battery during charging.**
- **In the event the battery becomes excessively hot or the electrolyte "boils over", stop charging the battery as overheating or electrolyte boiling over can result in an explosion**
- **Always ensure the battery charger is in OFF mode while connecting it to the battery for charging**
- **Failure to adhere to the above warnings can result in an explosion of the battery, causing serious Injury or loss of life.**

CAUTION :

- Electrolyte should be maintained ONLY between the MAX and MIN levels indicated in the battery
- Using a battery with a low or weak electrolyte, low battery charge, can seriously harm the battery and also the electrical and electronic systems in the motorcycle
- Filling Electrolyte over the "MAX" mark will cause the electrolyte to spill out through the vent hole in the battery and severely damage the motorcycle parts and injure the occupants
- Whenever required to top up electrolyte, please use only distilled water meant for use in batteries and from a sealed container to prevent damage to battery internals.

REASSEMBLY OF BATTERY

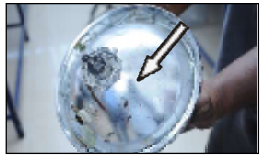
- Locate the battery in the carrier with the terminals facing inside.

- Connect the +VE terminal wire first
- Connect the -VE terminal wire next.
- Ensure the terminals are firmly connected.
- Apply a coat of petroleum jelly or battery terminal protector to prevent oxidation of the terminals.
- Ensure the protective covers are properly located over the terminals to prevent any metal coming in contact with the terminals and causing a short circuit.
- Position the battery correctly and fully inside the carrier.
- Locate the battery cover over the battery and lock it in place.

CHANGING ELECTRICAL COMPONENTS

HEADLAMP BULB REPLACEMENT

- Loosen the rim holding screw on top and take out the head lamp dome.



- Disconnect electrical connections.

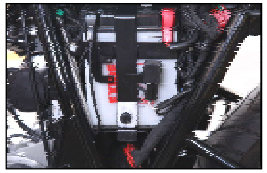
- Thumb push and remove the bulb holding clamp.
- Remove the bulb.

- Position new bulb inside the reflector such that the three projections on the bulb align with the slot on the reflector.
- Refix the bulb holding clamp.
- Connect the Electrical connections.
- Position head lamp doom onto the head lamp shell and tighten the mounting screw on top.

NOTE :

Never touch the bulb glass with bare fingers as it leave finger prints on the glass and reduce the lighting intensity.Hold the bulb only at its base near the terminals.

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.

TRAFFICATOR BULB REPLACEMENT

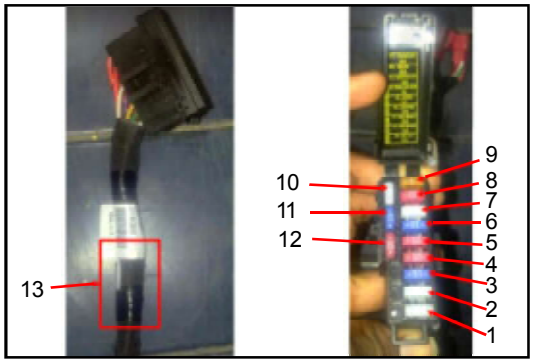
- Remove the screw from the trafficator housing back side.

- Open the Indicator housing.
- Take out the bulb holder with help of is screw driver.

- Take out the bulb and replace the same.

- Refit the holder fitting its lock in proper position.
- Fix the rubber cover.
- Assemble back the indicator cover.

FUSE



- The fuse box is located inside the left side electrical box.
- Gently remove the fuse box from the rubber holding it to the bracket in the box.
- Open the fuse box lid to access the fuses.

- For easy reference the individual fuse ratings and its function is mentioned inside the lid of the fuse box.
- Whenever a spare fuse is used, please ensure it is replenished at the earliest opportunity.
- Always get the circuit checked to ascertain the cause of a fuse blowout and rectify to prevent fuses blowing frequently

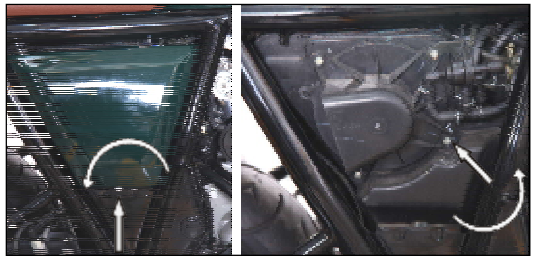
BLADE FUSE USAGE LIST

Fuse No.	Colour	Remarks
1	White	Charging Fuse (25A)
2	White	Main Fuse (25A)
3	Blue	Ignition - EFI Fuse (15A)
4	Red	Signalling / Horn Fuse (10A)
5	Red	Horn Fuse (10A)
6	Blue	Lighting Fuse (15A)
7	White	ABS Main Fuse 1 (25A)
8	Red	ABS Main Fuse 2 (10A)
9	Brown	ABS ECU (5A)
10	White	Spare Fuse (25A)
11	Blue	Spare Fuse (15A)
12	Red	Spare Fuse (10A)
13	Brown	Spare Fuse (5A)

AIR FILTER PAPER ELEMENT

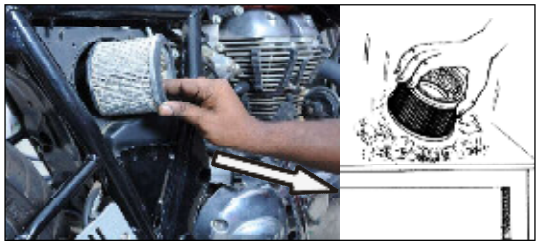
CLEAN AND REFIX : EVERY 3000 KMS

- Remove the screw from the side cover bottom side and then take out right 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 adviceable to replace air filter paper element once in 10,000 KMS. In case of motorcycle 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.

Long Trip Precautions

CHECKS PRIOR TO COMMENCEMENT OF A LONG RIDE AND EVERY DAY DURING THE TRIP

- Ensure sufficient quantity of fuel in the fuel tank.
- Correct oil levels in Engine, brake master cylinders.
- Correct tyre pressure and no loose/ broken spokes
- Proper chain tension.
- Good battery condition
- Proper functioning of all lights, horn etc.,
- Tightness of all fasteners.

NOTE :

It is recommended that the motorcycle be checked and serviced by an authorized Royal Enfield service center prior to embarking on a long ride.

Washing Procedure

PRECAUTIONS

- Wash motorcycle when the engine is cold.
- Cover the silencer tail end and control switches with suitable plastic bags to prevent water entry.
- Remove ignition key and seal key hole using adhesive tape.
- Use a suitable engine degreaser, 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 motorcycle.
- Never spray water with great force on head lamp, speedometer, flasher lights, front and rear wheel hubs, electrical connections and wires, control cables, Throttle body, spark plug, battery, etc.
- Use luke warm water and mild detergent on the painted components to remove dirt, etc.
- Rinse motorcycle thoroughly with plain water to remove the detergent and wipe motorcycle dry.
- If possible, use compressed air and blow off water particles from the obscure areas of the motorcycle, electrical connections, etc.

AFTER WASHING

- Ensure, the motorcycle is throughly dry by wiping with a clean soft absorbent cloth or chamois leather.
- Remove all plastic bags and adhesive tapes.
- Lubricate control cables, pivot and rear chain.
- Polish the painted and plated surfaces using polishing wax.
- Start engine and allow to run at idling speed for a few minutes to warm up engine.
- Drive the motorcycle slowly, applying both brakes intermittently to dry up the brake.
- Test brakes for full efficiency.

Washing Procedure

NOTE :

Observe warnings and cautions given on labels of cleaning compounds.

Warning

Do not use High pressure washer to clean the motorcycle, as it will force water entry into the engine and other parts of the motorcycle and damage parts like bearings etc.

Do not spray high pressure water on lamps, instruments, switches, brake cylinders and brake calipers, below fuel tank, steering head bearings, suspension, air intake duct as it will cause serious damage to the parts and affect performance.

Do not use strong soaps, detergents that are highly alkaline as they will leave a permanent stain on the painted, buffed and plated surfaces.

Storage Precautions

Incase your Motorcycle is not going to be used for a prolonged period of time, the following precautions should be taken.

- Carryout required repair / adjustments on the motorcycle.
- Wash the motorcycle thoroughly and lubricate.
- 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 spark plug. Pour in few drops of clean engine oil through spark plug hole. Close the hole and crank engine several times and refit spark plug.
- Clean rear chain thoroughly and lubricate.
- Remove battery from the motorcycle. Clean the terminals free of corrosion and apply petroleum jelly to terminals.
- Maintain electrolyte level between “max” or “min” mark.
- Store the battery in a cool, dry and well ventilated place.
- Cover the silencer with plastic bags to prevent moisture entry. Set the motorcycle on its center stand.
- Apply anti rust solutions on all 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.

Storage Precautions

PREPARING THE MOTORCYCLE FOR REUSE

- Remove the anti rust solution from all plated parts and clean the motorcycle well.
- Inflate the tyres to the correct tyre pressure.
- Ensure battery is fully charged and proper electrolyte level is maintained.
- Connect the battery.
- Lubricate all control cables and pivots.
- Check proper level of oil in engine.
- Fill fuel tank with fresh petrol.
- Check fuel line for any cracks or cuts.
- Clean the air filter.
- Remove plastic covering from the silencer.
- Switch on ignition switch.
- Start motorcycle and warm up engine for a few minutes before riding the motorcycle.

NOTE :

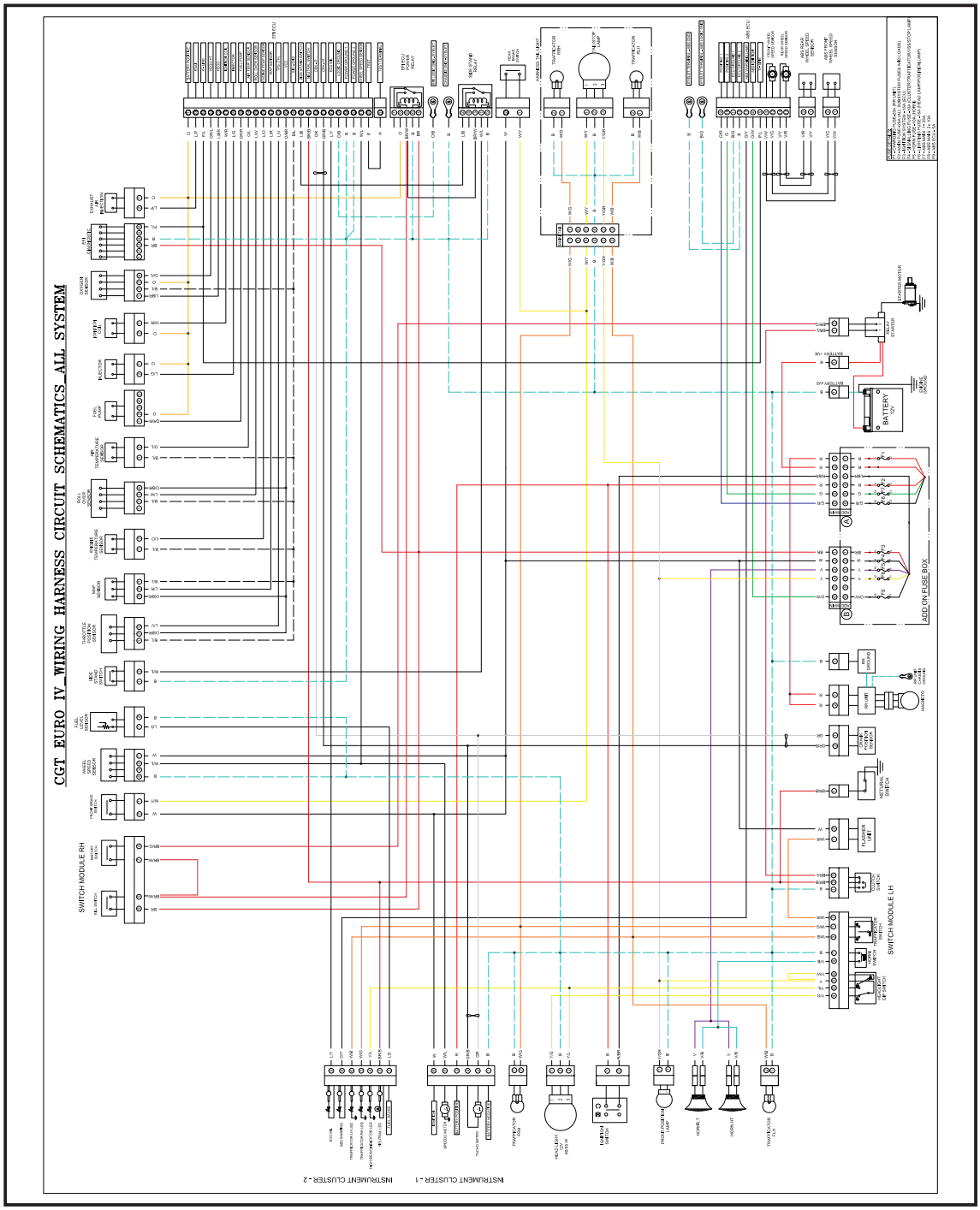
Do not raise the engine RPM the moment it is started, but allow the engine to run at idling speed.

Wiring Diagram

Wiring Diagram

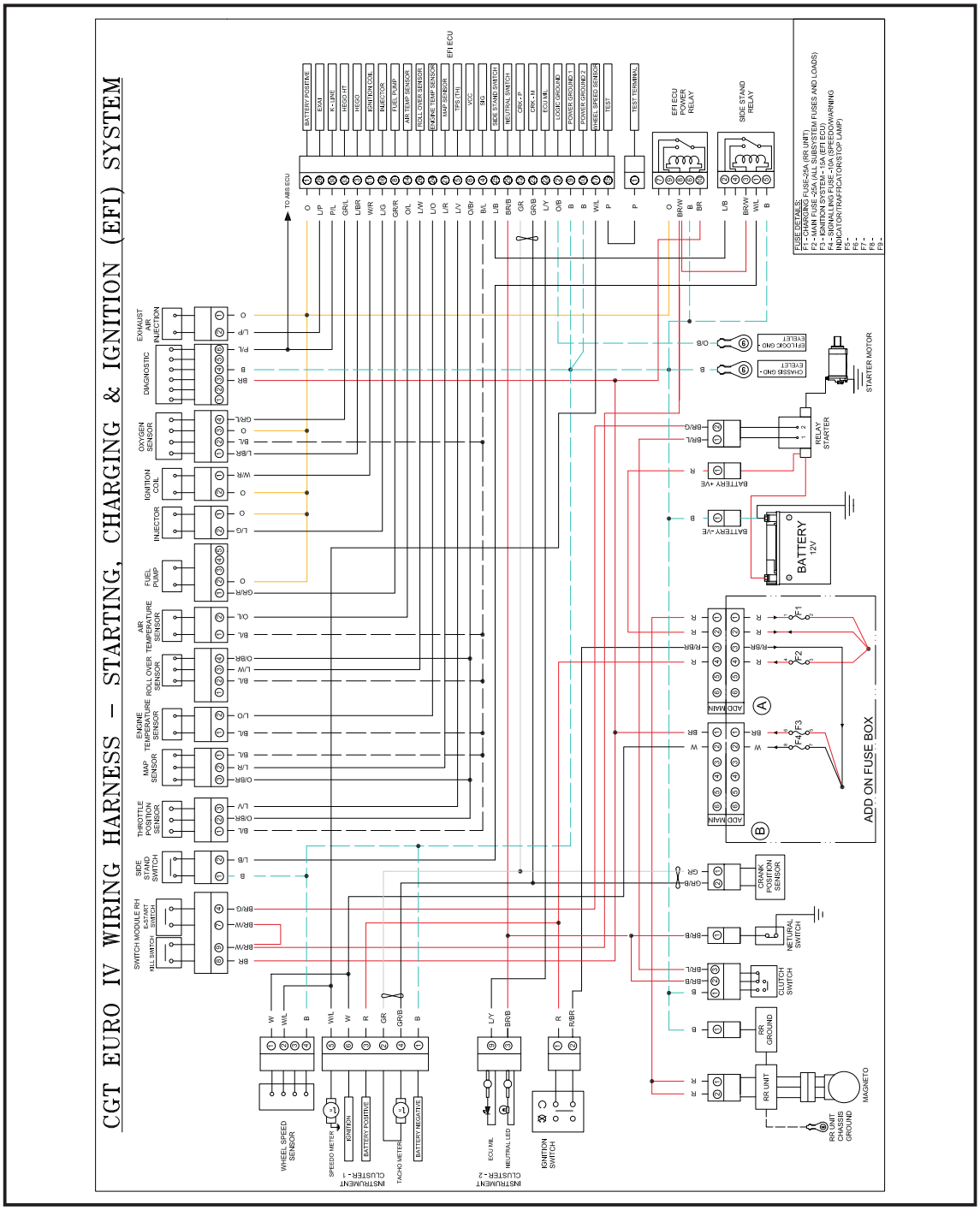
Wiring Diagram - Continental GT

EURO IV



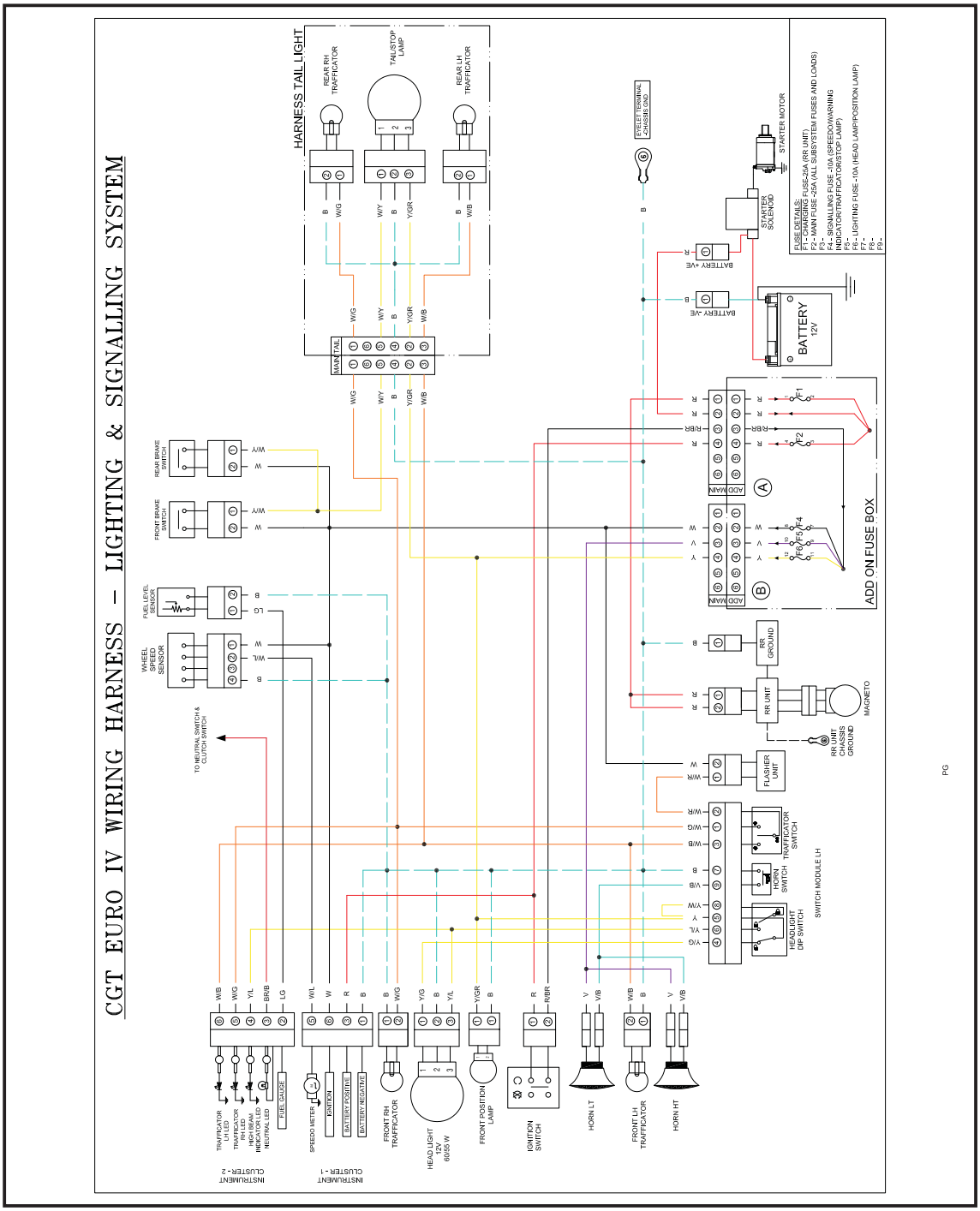
Wiring Diagram - Continental GT

EURO IV



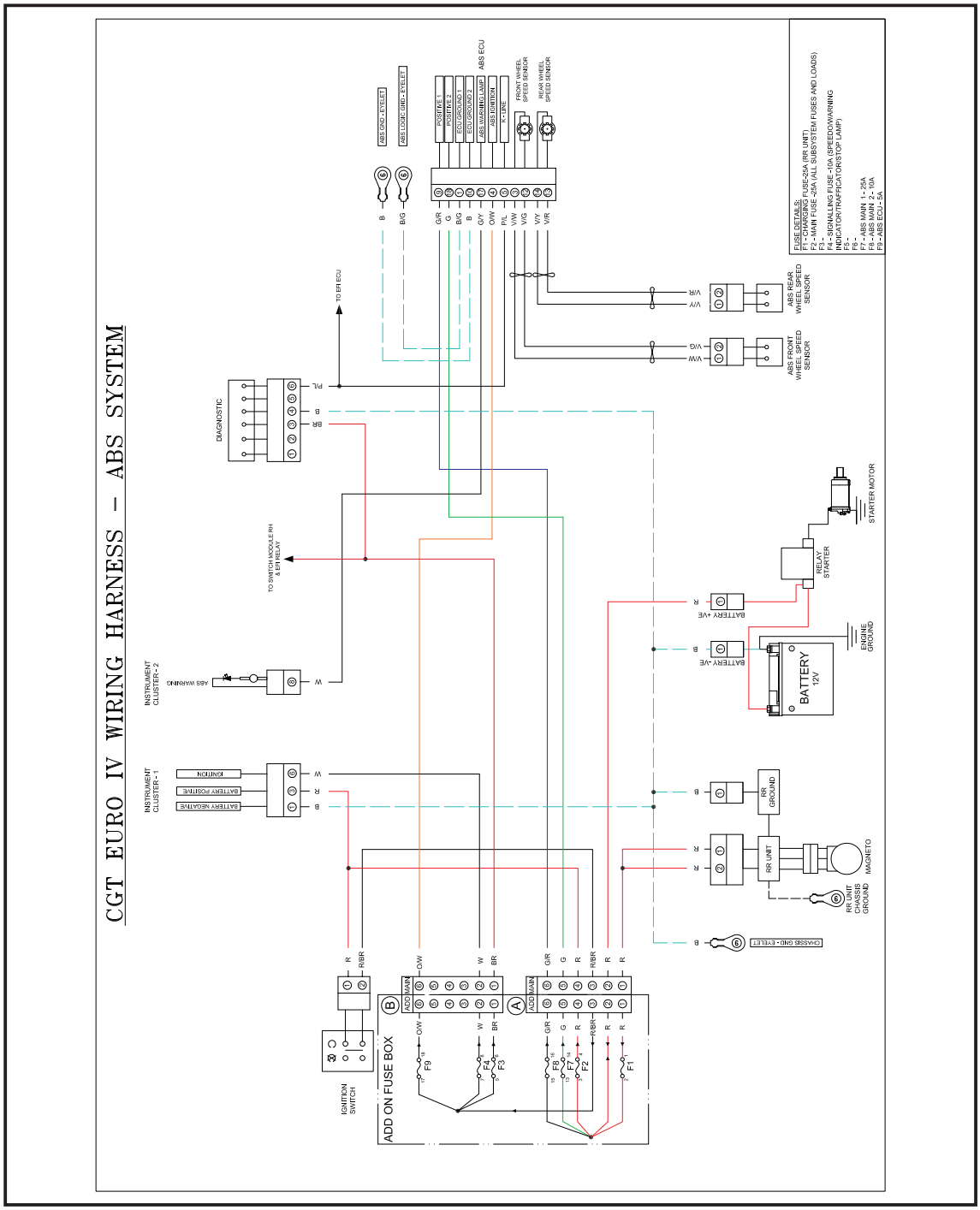
Wiring Diagram - Continental GT

EURO IV



Wiring Diagram - Continental GT

EURO IV



Trouble Shooting

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 Authorized 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 Royal Enfield Authorized Dealer

Trouble Shooting

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 tyres	*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 ..... Fuel pump, filter / injector blocked	*Remove fuel pump & clean.

* Contact Royal Enfield Authorized Dealer

CAUSES	REMEDIES
IV. WHITE/BLUE SMOKE	
1) Oil level in sump above the Top line. . in the oil level window	* Check and drain excess oil
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 tyres	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 Royal Enfield Authorized Dealer

Trouble Shooting

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. MOTORCYCLE WOBBLES	
1) Under inflated tyres	Inflate to correct pressure
2) Loose / Broken spokes	* Tighten / Replace spokes
3) Wheels misaligned	* Ensure proper alignment
4) Wheel rim runout	* Rectify
5) Tyres not fitted correctly	* Refit tyres correctly
IX. ELECTRICALS	
Bulbs do not glow	
1) Bulb fused	* Replace bulb
2) Fuse blown	* Check and Replace fuse.
3) Loose / improper connection	* Check and correct

* Contact Royal Enfield Authorized Dealer

CAUSES	REMEDIES
Horn not working	
1) Fuse blown	Check and correct
2) Loose connections	Check and correct
Trafficators not working	
1) Loose / improper connections	Check and correct
2) Bulb fused	Replace
Brake light remains on	
(1) Switch not adjusted properly	* Adjust connecting links properly
(2) Switch sticky	* Replace switch

X. ELECTRONIC FUEL INJECTION (EFI)

Malfunctioning Indicator Lamp (MIL) glowing continuously	
(1) Sensor Coupler Loose Connection ...	* Check for any EFI sensor coupler loose connection and correct them
(2) Any EFI Sensor Failure	* Check & replace the same

XII. ABS (ANTI LOCK BRAKING SYSTEM)

1) ABS lamp continuously ON.	Take the vehicle to service center for diagnosis

* Contact Royal Enfield Authorized Dealer

Warranty

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

1. Warranty shall be in force until the expiry of a period of 24 months from the first date of sale to the first customer and to any subsequent owners for the balance of the remaining period, until expiry of 24 months from the date of first sale/registration of the motorcycle.
2. In order to effect Warranty, it is a prerequisite that the maintenance schedule prescribed by Royal Enfield in this Owner's manual and warranty repairs if any, has been carried out at the Authorized Distributor's service facility OR at their Authorized dealership's service facility.
3. Record of all the regular services and periodical maintenance that have been carried out, along with proof of service history will be required to be verified by the Authorized Distributor's service facility OR their Authorized dealership's service facility, prior to carrying out a warranty service.
4. Proof of Ownership, in the form of Sales Registration OR Proof of Purchase documentation of the motorcycle, clearly mentioning the Engine & VIN numbers, must be provided to the Distributor's service facility OR their Authorized dealership's service facility.
5. During the warranty period, Royal Enfield's obligation is limited to repair or replacing free of charge, such part or parts of the motorcycle, which in examination shall be deemed defective in the opinion of Royal enfield and/or their distributors/authorized dealers. Such defective part/s, which has been replaced, shall become the property of Royal Enfield.
6. Cost of Consumables like fuel, Oils etc, Labour, Shipping charges of replacement parts for any warranty replacement are chargeable to the customer.
7. Warranty is not applicable for the following parts:
   - Normal ageing of parts like rubber parts, tyres & tubes, hand grips, glass, plastic, soft items like seat rexene, cushion etc.
   - Dullness of chrome plated parts, discolourisation 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.

8. 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
   - Failures occurred due to use of non recommended grade lubricants, fuel or improper level.
   - 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.
9. Royal Enfield reserves the right to finally decide on all warranty claims
10. Royal Enfield reserves the right to make changes in the motorcycle without any obligation to install these changes on previously sold motorcycles.
11. 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.
12. 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.
13. 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.

Evaporative Emission Control System Warranty

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 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 period of **24 Months 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.
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.

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.

Service Maintenance Record

S. No.	Date	Job Card No.	KMS/ Miles	Brief details of work / service	Royal Enfield Authorized Dealer
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					

Service Maintenance Record

S. No.	Date	Job Card No.	KMS/ Miles	Brief details of work / service	Royal Enfield Authorized Dealer
9.					
10.					
11.					
12.					
13.					
14.					
15.					
16.					

Service Maintenance Record

S. No.	Date	Job Card No.	KMS/ Miles	Brief details of work / service	Royal Enfield Authorized Dealer
17.					
18.					
19.					
20.					
21.					
22.					
23.					
24.					

Service Maintenance Record

S. No.	Date	Job Card No.	KMS/ Miles	Brief details of work / service	Royal Enfield Authorized Dealer
25.					
26.					
27.					
28.					
29.					
30.					
31.					
32.					

Notes

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