



## Newsletter No 5, July-August 2004.

<http://autos.groups.yahoo.com/group/Royal-Enfield-Club-Australia/>

### Royal Enfield Australia Club

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## Club News



Hello and welcome to another newsletter, late as usual. The winter weather has noticeably dulled activity in the group. It's so cold here in Canberra I can only dream of working on my bike, let alone riding it.

You may notice a new look to the newsletter. Anthony has access to a new fangle colour printer and I have

decided to email this newsletter out in PDF format, pictures and all! Another future change is that I'd like to add a **classifieds section**. Please email or snail mail me anything you'd like to advertise. I will accept bike ads, parts and anything else related to Royal Enfield. If you have parts in the shed your looking to get rid of let me know! Also, please send me notices of club events and rides.

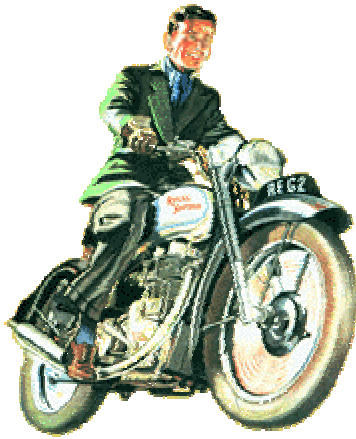
If you have something to add to the next edition of this newsletter please email it to me. I am always looking for new material. As an added bonus we have a 12v wiring diagram submitted by Simon in this issue.

### “Isn't it about time you grew up?”

*By Eoin Christie*

I don't know whether any of you other part-time adults have had to face this question from others who seem to be fully aware of all the details on the Australian Standards Age / Maturity Matrix. I have had it posed to me on many occasions by a variety of Matrix Experts (including She-who-must-be-obeyed). Seeking the sanctity of

brevity, my usual response is “No.” If I feel that this may be viewed as an insufficient answer and that I need to be more expansive, I add the non-committal “Not yet.”



This question is usually the result of a preceding action (or lack thereof). I feel that the official Matrix does not realistically take full account of circumstantial factors which would bend the resolve of any elderly child.

A case in point is the Enfield muffler. Every now and then, I find a reason for pulling the muffler off the bike – it’s the standard 500 long -job, but I’ve run mandrels (fancy name for any lengthy pieces of bar I had sitting around) through and improved the flow. With the muffler off, surely I am not alone in being unable to resist the primeval urge to fire that thumper up while she’s in her free-flowing state? The sound of her sitting there, doing her dead-slow idle, is enough to bring a tear to a glass eye. After she has warmed up for a while, a few blips of the throttle start taking me back to when I first started racing motocross and there were still a few BSA Victors flying around with raucous straight pipes. I then enter a dreamlike state wherein (I believe) I am no longer responsible for my actions. A few more blips and it’s settled.....on goes the helmet.

Using the excuse of a ping test, I open the gate and I’m ready for action. She’s running rich enough to cope with the free-er flowing gases and the loop around the block is not enough to get her up to doing any damage. From my place, I turn left onto a dual carriageway, heading downhill straight away. This enables me to roll it through to 4<sup>th</sup> by the time I start heading up the oncoming hill. There is a smooth left turn off the dual carriageway that continues to climb to the crest of the hill – all the way turning. This is where any ping would show up. She rolls up that turn and the noise is bliss. Every beat is a symphony of happy components doing what they’re meant to. I feel that the residents are being blessed by the cacophony. I guess they feel the same, but I never have asked.

Cresting the hill with plenty of speed on, the left turn feeds out into a downhill straight. The back-off burble continues, changing slowly down through the gears to make the first gear turn at the bottom. Beautiful. It’s left onto a flat semi -straight, up through the gears to hold top for a short time before dropping back down to another first gear lefthander back onto the dual carriageway. Down the hill there is enough time to get back up to 3<sup>rd</sup> before burbling back down to turn off back in through the gate. Trials riding round to the workshop at the back, she sits happily on her dead-slow idle as I put her back on the center stand.

SWMBO comes walking out and asks me the question at the top of this page. She gets the brief form of the standard answer. No point in wasting extra words while I’m feeling this happy.

**Here is the extract from March 2004 Overdrive REDALERT**  
*Submitted by Indra Sen.*

EASTERN Bulls the Kolkata Bullet Club turned 365 days old on

the February 8, 2004. The members had decided upon a short ride to Gadiara which is about 85 Kms one way. The Kolkata club has a unique mix of very young and some elderly gentleman as well. In relative terms it is still a very young club, and does not have as many members as Royal Enfield clubs in some other metros. Eastern Bulls is pioneered by Indrajeet Sen who has turned 18 this year and harbours an ambition of being the youngest legal rider to do an all India trip on his Royal Enfield. As with most adventurous record breaking riders, he is still looking for sponsors. If you are interested and capable of helping him in any manner or just like to ride with him when he is near your area do get in touch with him through <http://groups.yahoo.com/group/easternbulls/> Indra and his brother Hero from Nagpur, joined up in Chennai with the Madras Bulls to ride to Rider Mania 04 held in Goa in January this year. It was a memorable ride for both of them and they look forward to traveling with a much bigger contingent from Kolkata to Nagpur next year.

## **Tech Tips**



*For all your Royal Enfield supplies see [www.royalenfieldaustralia.com](http://www.royalenfieldaustralia.com) or call Graham at Royal Enfield Australia on (03) 5422-1277.*

During my recent engine rebuilds I learnt a couple of lessons which I would like to pass on to you all for when you have to face a hone/rebore (many km from now).

1 check the ring gap of new rings

2 After a hone or rebore the bore looks nice and shiny and you might be tempted to give it a wipe over with a rag and stick the piston in. Don't! Before replacing the barrel on the bike take a white rag, put some oil on a small area and proceed to rub the bore in a circular motion, changing the bit of rag for each overlapping patch. Have a look at the rag and you will see grey stuff - metal particles and abrasive that has been trapped in the tiny score marks in the bore. These particles don't wash out, they need to be rubbed out of the score marks.

***Submitted by Jeff Cole.***

*Please, if you have tech tips, get them to me. Because Jeff was the only person who submitted anything this time around I have been forced to pretend I know what I'm talking about.*

## **Fuel Flow**

One thing that came up a few months ago was some members, including myself were having problems with their bikes losing power at 80 + KMPH. The general feel was that the carby was not getting enough fuel, resulting in loss of power. The first thing to check was that the fuel cap had a free flowing breather hole. The second thing was to remove the petcock and make sure it's clean and free from gunk. The main cause is the fuel hose. The stock hose on most Bullets is PVC fuel hose that restricts the flow of fuel in the bends. I got some proper fuel hose and added a glass bowl fuel filter. This was the fix for my bike and some other club members. The fuel hose flows freely and just incase, the filter acts as a header tank so in the brief moments when the flow

can't keep, the existing fuel in the filter bowl keeps flowing. The filter is also a good idea for more obvious reasons.



### Tuning your carburetor

There are many theories and techniques in tuning your carby, I am just going to touch the surface. I have a VM28 on my 500 and have just added the long pipe, short muffler. I have added a larger main jet 117.5 but am going up to a 120 with a larger pilot jet. I have already noticed a nice amount of power increase! If you have not yet changed your pipe I strongly recommend it. Now when tuning your carburetor your adjustments are reflected on the spark plug. The key here is the colour on the electrode tip. **BLACK** means you are running to rich (too much fuel), this won't do any short term damage but will mean your bike is not getting

#### **My bike with the louder pipe.**

good fuel economy and not running as well as it could be. **WHITE** means that you are running lean. This can make your bike feel like it is running well BUT can do long term damage. **TEA BROWN** means you are an excellent backyard hack and have tuned your carby perfectly! How can you do a perfect tune? A technique called "plug chops". For this you will need a few spark plugs. With a fresh plug take your bike up to mid revs for about half a minute (65kmph in top gear for me). Then pull in the clutch and kill the engine. It should be obvious that you do this on a quiet road. After pulling over inspect the colour of the plug. If it's white, this means you may need to lower the clip on the needle and if it's black, you will need to do the opposite. Now it's time to test your bike on high revs. Cruise along for around 30 seconds with a fresh plug at around 100kmph. Pull in the clutch and kill the engine and coast to a stand still. If the plug is black it means your main jet is letting too much fuel in and you will need to go down a size. If your electrode is white you will need to go up a size. This is just a basic introduction to "plug chops". If you require more info a good source on this topic is Pete Snidal's manual.

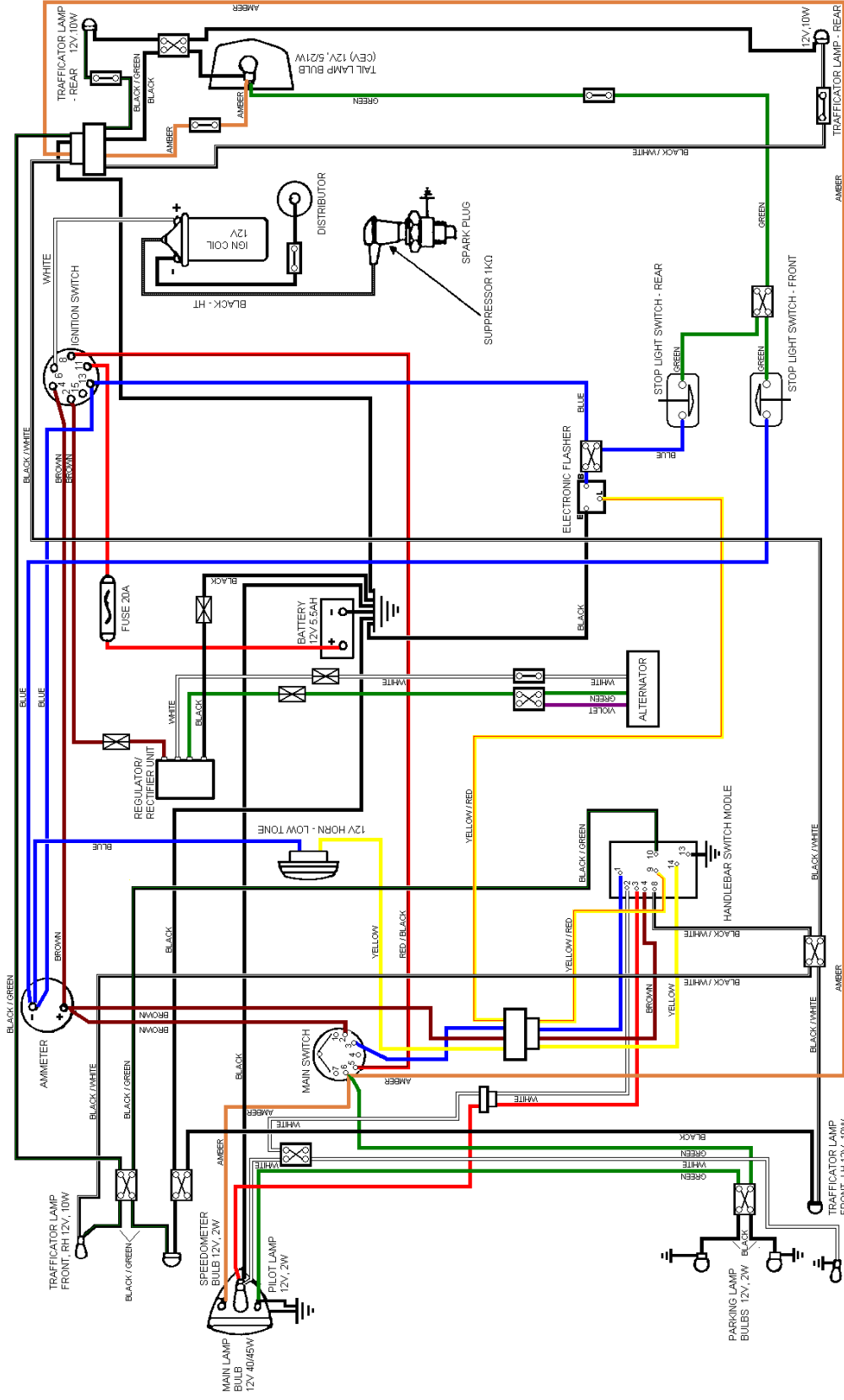
### Handle bars

A tip that could save you a string of expletives and great fits of anger is not to adjust your handlebars this the top bolts. 3 people that I know of (myself included) have attempted to adjust the top bolts only to thread them. As the attached assembly is only alloy its very easy to thread it, requiring helicoils as the fix. If changing your handlebars or adjusting them, first undo the bottom bolts!

Because our weapons of choice vibrate a lot it's easy to get rider fatigue in the hands and arms. One thing that can greatly help for not a lot of expense is foam style hand grips. These absorb some of the vibration and are very comfy. I personally am fitting some "vibe stopper" bars that have weights fitted to each end as well as the foam grips.

### Notices

**The Bendigo Historic Motorcycle Club Inc.** presents the 23<sup>rd</sup> Sandhurst Country Rally. Saturday 23<sup>rd</sup> and Sunday 24<sup>th</sup> of October. All makes and models welcome. Contact Laurie Radley on AH: (03) 5484-1903 for more information.



**12.Volt Wiring Diagram  
(WITH COUPLERS)**  
BULLET (Export) 350cc & 500cc

- WHITE
- BLACK
- BLACK/WHITE
- BLACK/GREEN
- RED
- RED/BLACK
- AMBER
- YELLOW
- YELLOW/RED
- GREEN
- BLUE
- BLACK/AMBER
- BROWN

- HANDLEBAR SWITCH MODULE
- 1&2 HIGH BEAM
  - 1&3 LOW BEAM
  - 8&9 TRAFFICATOR LEFT
  - 9&10 TRAFFICATOR RIGHT
  - 14. HORN

- IGNITION SWITCH (CUM BATTERY CUT OFF)
- 1. PARKING (8-11) (2, 4, 15)
  - 2. OFF (1, 12)
  - 3. IGNITION (2, 4, 5) (11, 13)

- MAIN SWITCH
- 1. P 4, 5 & 6
  - 2. OFF 3, 4 & 6
  - 3. H 2, 3 & 6

- TWO WAY CONNECTOR
- SNAP ON CONNECTOR
- EARTH

- 2 X 2.8 COUPLER - 1 No.
- 4 X 2.5 COUPLER - 2 Nos
- 6.3mm LUCAR CONNECTOR