

ROYAL ENFIELD trip⁷

BULLET ELECTRA OWNERS MANUAL



BULLET

Electra

RELOADED

Get ready for the adventure of a lifetime. Reengineered. Redesigned. Revitalized. The all-new Bullet Electra 350 UCE features a modern Unit Construction engine with 5 gears on the left. Easier to ride, more torque and no maintenance trouble. It's the Bullet Reloaded.

This manual is designed to give you complete control over your motorcycle. It contains important information on efficient operation and maintenance. We've also included tips on riding safely, as well as suggestions to enhance your motorcycling experience.

Your safety is of prime concern to us and we urge you to be a responsible rider. Please select your riding gear carefully in accordance with your terrain, style and weather conditions. And ensure the same for your pillion rider as well. Respect the law of the land and ride safe.

Finally, we welcome you to the Royal Enfield community. You can locate your nearest club or sign up for the next big ride at www.royalenfield.com

The legend rides on.

NOTICE

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

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

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**PERSONAL & VEHICLE
INFORMATION**



Name																														
Door No./Street																														
Locality																														
City													State							Pin										
Contact Nos.	Res:						Off:						Mobile :						Email :											
Engine No.																			Battery No.											
Frame No.																			Battery make											
Reg. No.																			Licence No.											
Date of Sale													Valid till dt.																	
Model													Key No. :																	
Tyre make													Colour																	
Sold by													Dealer Code																	

Vehicle Installation Form (VIF) No.												
-------------------------------------	--	--	--	--	--	--	--	--	--	--	--	--

It is our endeavour to provide excellent service to your Bullet Electra 350 UCE at all times. Towards this we provide four free services at specific intervals.

Please avail these services at the specified time, in any of the Royal Enfield Dealerships / Authorised service centres nearest to you and as a token of satisfactory services, kindly return the free service coupon duly filled in and signed, to the service outlet.

Availing the free services in the specified time is a prerequisite for warranty consideration.

The cost of fuel, oil, oil filter element, grease etc. used for all free services are chargeable to the customer.

	1 st Service					2 nd Service					3 rd Service					4 th Service				
Date of Service																				
Kms Covered																				
Servicing Dealer's Name Address																				

Note : Please ensure that the free service details are recorded in this sheet immediately after the service is carried out.

SPECIFICATIONS

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ENGINE AND ENGINE SYSTEMS

Engine Type	Single Cylinder
.....	4 Stroke, OHV,
.....	SI Engine,
.....	air cooled, Twinspark
Bore	70mm
Stroke	90mm
Swept volume	346cc
Compression ratio	8.5:1
Max Power BHP @ RPM	19.8@5250
Max Torque in NM@ RPM	28@4000
IDLE RPM	1050±200
Starting	Kick Start/E-Start
Air filter element.....	Paper element
Lubrication	Wet sump, Forced
.....	lubrication
Engine oil capacity	2.75 Litres

Carburator	UCAL, BS29
Engine oil grade	Motul 3000 4T Plus
.....	15W50API, SL Grade
.....	JASO MA
Cooling	Natural air flow
TRANSMISSION	
Clutch	Wet multiplate
Primary drive	Duplex chain drive
Primary ratio	2.15 : 1
Gear box	Constant Mesh
.....	5 Speed
Gear Ratio	1 st 3.06:1
.....	2 nd 2.01:1
.....	3 rd 1.52:1
.....	4 th 1.21:1
.....	5 th 1:1

Final drive 15 Teeth (Sprocket)
 Final Ratio 2.533:1

CHASSIS

Frame Tubular
 Suspension :Front Telescopic, hydraulic
 damping,
 Stroke 130 mm
 Rear Swing arm with
 gas shock absorbers
 stroke 80mm
 Fr. Fork oil capacity 195 ml per leg
 Front fork oil 1F (Endurance fork oil)
 Front Brake : Disc Brake Hydraulic 280mm
 ventilated disc.
 Rear Foot operated 153 mm
 single lead, internal
 expanding

Brake oil Capacity 60 ml
 Brake oil grade DOT 3 or DOT 4
 Tyre size : Front 3.25×19 4/6 PR
 Rear 3.25×19 4/6 PR

TYRE PRESSURE

Solo Front 20 psi/1.41 kg/cm²
 Rear 30 psi/2.11 kg/cm²
 With Pillion Front 22 psi/1.55 kg/cm²
 Rear 32 psi/2.20 kg/cm²
 Steering lock In built
 Fuel tank capacity 13.5 litres (Min.)
 Reserve 2 Litres approx.

ELECTRICALS

Generation Alternator
 System : E-Start 12V - DC
 Kick Start 12V - AC / DC

SPECIFICATIONS

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Ignition	Digital TCI
Battery : E-Start	12V - 14 AH MF
Kick Start	12V - 5 AH
Head lamp MFR	12V, 35/35 W
Tail lamp	12V, 5W
Brake lamp	12V, 21W
Parking lamp	12V, 2W - 2 Nos
Speedometer lamp	12V, 3.4W
Hi beam indicator	12V, 2W
Turn Signal Tell Tale	12V, 2W
Turn signal	12V, 10W
Horn	12V, 2.5 Amp(Max.)
Starter Motor (for E-Start)	12V, 0.7KW

WEIGHTS

Kerb weight (90% fuel & Oil) .	
E-Start	183 Kgs
Kick Start	180 Kgs
Max pay load	350 Kgs.

DIMENSIONS

Length	2140 mm
Width	810 mm
Height	1120 mm
Wheel base	1370 mm
Ground clearance	140 mm
Saddle height	800mm

- Values given above are for your guidance only.
- In view of continuous improvements being done on our products, the specifications are likely to change without prior notice.

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 may result in injury to yourself or others and damages to the motorcycle.



WARNING

Indicates a potentially hazardous situation. Disregarding this message may result in injury to rider or other persons.

CAUTION :

This message if disregarded may result in damage to the vehicle.

NOTE :

Indicates important and useful messages for clearer understanding.

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

RIDING DRESS

- A proper riding apparel

NOTE :

- A light coloured shirt enables greater visibility to other road users specially during nights.

CAUTION :

- Loose clothing may get caught on moving parts of your motor-cycle.
- A pair of riding boots or shoes.
- Soft leather gloves.
- Goggles or spectacles to safe guard eyes.
- An ISI certified helmet. Affix light reflecting strips of stickers at the front and rear.

SITTING POSTURE

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

- Sit Straight with your shoulders completely relaxed.

- Keep your elbows close to your body.
- Keep your toes in straight ahead direction.
- Slightly press the petrol tank with the knees.
- Hold the handle grip close to its inner end.
- Look extensively, including rear view mirror, without turning the head.

BRAKING

- Use both, front and rear brakes together for maximum braking efficiency.



WARNING

Applying any one of the brakes suddenly may cause the vehicle to skid.

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

FRAME NUMBER

Punched on steering head tube RH side.



ENGINE NUMBER

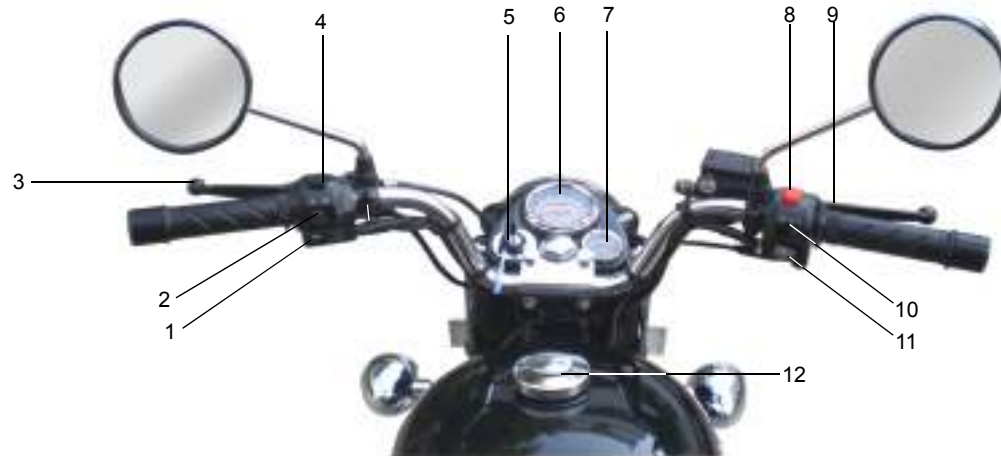
Punched on top of the engine LH side.



LOCATION OF KEY PARTS

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TOP VIEW



1. Horn Button	5. Ignition Switch	9. Brake Lever RH
2. Turn Signal Switch	6. Speedo Meter	10. Pilot & Head Lamp Switch
3. Clutch Lever LH	7. Ammeter	11. E-Start Switch
4. Head Lamp Dip Switch	8. Engine Kill Switch	12. Petrol Tank Cap

LEFT SIDE VIEW

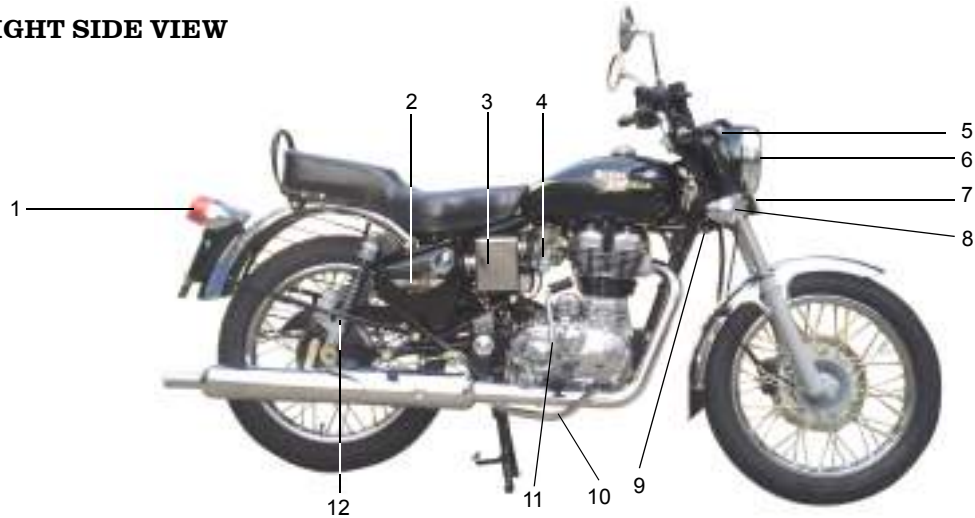


1. Front Trafficator LH	6. Seat	11. Centre Stand
2. Pilot Lamp LH	7. Tail Lamp	12. Gear Shift Lever
3. Fuel Tank	8. Rear Trafficator LH	13. Horn
4. Fuel Tap	9. Number Plate Rear	
5. Battery Box Cover	10. Side Stand	

LOCATION OF KEY PARTS

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RIGHT SIDE VIEW



1. Rear Trafficator RH	6. Head Light	11. Kick Start Lever
2. Tool box	7. Front Number Plate	12. Shock Absorber (Gas filled)
3. Air filter box	8. Front Trafficator RH	
4. Carburetor	9. Steering lock	
5. Pilot Lamp RH	10. Brake Pedal	

IGNITION SWITCH

OFF



ON



FUEL TANK CAP

- Turn Key Clockwise to open



- Turn Key Anti Clock wise to close.



OPERATION OF CONTROLS

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SIDE BOX

Turn anti clockwise to open



BATTERY BOX

Turn anti clockwise to open



NOTE :

- Key is common for ignition, petrol tank cap, steering lock, and tool boxes.
- Key for fuel tank and tool boxes can be removed from the lock only in locked position.

STEERING LOCK

Turn Clockwise to lock



Turn Anticlockwise to Unlock



NOTE :

- Turn handle bar to extreme left, before attempting to lock steering.

HORN

Press



HEAD LIGHT SWITCH

OFF



Pilot ON



ELECTRIC START SWITCH

 E-START BUTTON

Press fully to start

NOTE :

- Press E-Start Button fully till engine develops cranking speed.
- Not to make half hearted attempt.



Head lamp ON



OPERATION OF CONTROLS

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ENGINE STOP SWITCH

ON




OFF




DIMMER SWITCH

High beam



Low beam



Day flash



**TURN SIGNAL
SWITCH**

Left turn signal ON



OFF (Push to off)



Right turn signal ON



CHOKE

ON



OFF



CAUTION :

- Choke should be used only to start a cold engine. Riding the motorcycle with the choke 'ON' will increase pollution and result in high fuel consumption and loss of power.

OPERATION OF CONTROLS

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FUEL TAP
OFF



Main ON



Reserve ON



CHECK FOR :

1. Petrol level in the tank and leakage if any.
2. Operate and free play of front and rear brakes.

Front Brake



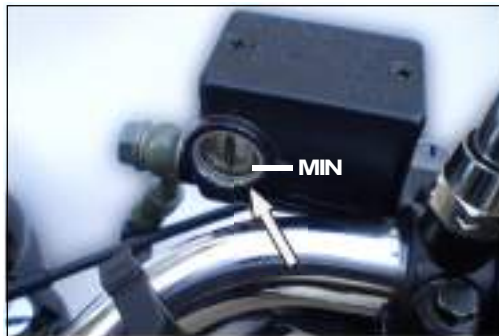
Rear Brake



Brake Pedal

3. Free play and smoothness of all operating cables.
4. Free movement of steering

5. Battery electrolyte level.
6. Any cuts, cracks in the tyre and correct tyre pressure.
7. Operation of all electrical parts.
8. Brake fluid is above the 'min' level in the master cylinder.
9. Lub oil level should be in between "MAX " & "MIN" Level. Top up if necessary. Do not overfill above maximum level.



NOTE :

Start engine, run for 2 minutes before checking oil level

The Bullet Electra 350 UCE, as you would be experiencing, is capable of consistent high speeds. However as with any new motorcycle, a “running-in” is essential during the first 2000 kms to achieve optimum performance subsequently.

The following tips will help in proper bedding of a new motorcycle.

1. During the first 2000 Kms of run, do not exceed the following speed limits.
2. Do not exceed maximum pay load as specified.
3. Warm up the engine for a few minutes to allow oil for all engine parts before riding the bike.
4. Do not ride in constant throttle for long distances. Vary the speed by 10%.
5. Avoid sudden revving and racing starts.

Gear \ Vehicle Speed	First 500 kms	501 - 2000 kms
1	15 KMPH	20 KMPH
2	25 KMPH	30 KMPH
3	30 KMPH	40 KMPH
4	45 KMPH	55 KMPH
5	60 KMPH	70 KMPH

USING KICK START

- Turn fuel tap to 'ON'
- Use choke if required (E.g.. When starting a cold engine in winter season).
- Switch on ignition.



- Ensure gear is in neutral position.

NOTE :

- Neutral position is indicated by neutral light on the cockpit.
- To shift into neutral, move the motorcycle back and forth gently, while shifting the gear.

CAUTION :

1. Attempting to shift gears without moving the motorcycle back and forth, may damage gears.
2. Slightly crank engine further till compression eases over.

- Start the motorcycle with a powerful swinging kick.
- Release the choke, if applied.



STARTING

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USING ELECTRIC START

- Press the clutch lever and press starter button and release once the engine starts.



NOTE :

If the engine does not start, wait for 30 seconds before pressing the starter button again.

CAUTION :

- Please ensure that the gears are in neutral before starting the motorcycle.

- 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. When the vehicle is in gear, the vehicle cannot be started - To start in gear operate the clutch lever, press Starter button and release starter switch once the engine starts.
- Warm up engine for 2 minutes - till idling is consistent.
- Operate clutch lever.
- Press gear pedal with toe to engage 1st gear.
- Gently open throttle and release clutch simultaneously. If clutch is released suddenly, the engine may stall and cause the motorcycle to move with a jerk.



- To shift to 2nd and higher gears, close throttle, operate the clutch lever and press the gear pedal with heel.



NOTE :

Gear shift pedal is on the left side of the motorcycle.

To stop the vehicle, close throttle, apply front brake with right hand and rear brakes with right leg simultaneously. Shift gears into neutral before the motorcycle just comes to a complete stop.



- Turn the ignition switch to 'OFF' position.



- Turn fuel tap 'OFF'



P A R K I N G

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PARKING VEHICLE ON CENTRE STAND

- Select a firm, flat surface.
- Hold handle bar straight.
- Lower centre stand, such that, both the legs of the stand are resting on firm ground.
- Apply pressure on the fulcrum lever on the centre stand and pull vehicle backward.



PARKING VEHICLE ON SIDE STAND

- Select a firm, flat surface.
- Extend side stand. Tilt the motorcycle to the left, till it is supported firmly.



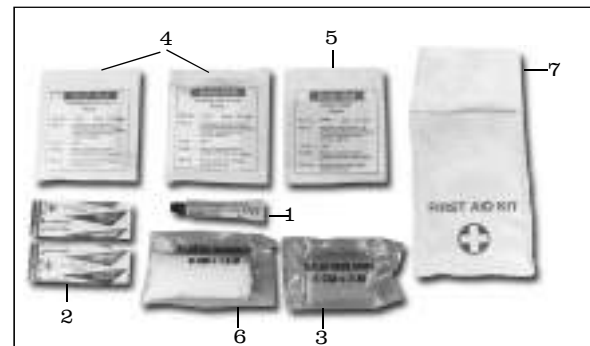
WARNING

Ensure both the stands are retracted fully before riding the motorcycle.

Please exercise extreme care while parking and ensure it is parked firmly to avoid the motorcycle from falling over and causing injury to you or to others and damage to the motorcycle parts.



S.No.	Description	Qty.
1.	Tool bag	1
2.	Screwdriver	1
3.	Tommy bar	1
4.	Tubular spanner	1
5.	Tool- Spark plug	1
6.	Double end spanner 10 X 12	2



S.No.	Description	Qty.
1.	Antiseptic cream 5 gms	1
2.	Wash proof plaster 1.9 cm x 7.2 cm	2
3.	Gauze bandage 5 cm x 2 cm	1
4.	Sterilized Gauze Swab 5 cm x 5 cm	2
5.	Sterilized elastic plaster 7 cm x 6 cm	1
6.	Elastic Gauze bandage 8 cm x 1 mtr.	1
7.	First aid kit pouch	1

PERIODICAL MAINTENANCE



The maintenance schedule detailed here will help you maintain your Bullet Electra 350 UCE meticulously and to get a long trouble free service. The schedule provided herein is based upon average riding conditions and indicates the Kms at which regular inspections, adjustments, replacements and lubrications are to 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. Contact the nearest Royal Enfield Authorised service centre for expert advice and to carry out the required maintenance.

S. No.	DESCRIPTION	FREE SERVICE				PAID SERVICE						
		whichever is earlier										
	Kms (x 1000)	0.5	3	6	9	12	15	18	21	24	27	30
	Months	1.5	3	6	9							
1	Engine Oil	R	I	R	I	R	I	R	I	R	I	R
		Check level at every 500 Kms or earlier as required										
2	Engine oil filter element	R		R		R		R		R		R
3	Engine suction filter and Secondary drain magnetic plug	C		C		C		C		C		C
4	Spark plug - 2nos.	A	A	A	A	A	R	A	A	A	A	R
5	HT leads for crack	I	I	I	I	I	I	I	I	I	I	I
6	Air filter element	C	C	C	C	R	C	C	C	R	C	C
7	Carburetor (C.V. Type)	Clean, Inspect and Tune at every 6000 Kms. of run										

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

S. No.	DESCRIPTION	FREE SERVICE				PAID SERVICE							
		whichever is earlier				12	15	18	21	24	27	30	
	Kms (x 1000)	0.5	3	6	9								
	Months	1.5	3	6	9								
8	Fuel Tap Filter	C	C	C	C	C	C	C	C	C	C	C	C
9	Fuel tank				C		C		C		C		
10	Fuel hose / Pipe	I	I	I	R	I	I	I	R	I	I		
11	Accelerator and carburetor cable play Adjustment	A	A	A	A	A	A	A	A	A	A	A	A
12	Rubber hose, Air filter to Carburetor	I	I	I	I	R	I	I	I	R	I	I	
13	Rubber hose, Inlet manifold	I	I	I	I	R	I	I	I	R	I	I	
14	Inlet / Exhaust valve seating					I						I	
15	Cylinder head												D
16	Exhaust system												D
17	Clutch free play	Adjust every 1000 Kms or earlier as required											
18	Rear brake pedal pivot	L	L	L	L	L	L	L	L	L	L	L	L
19	Battery terminals (apply petroleum jelly)	C	C	C	C	C	C	C	C	C	C	C	C
20	Battery Electrolyte level	I	I	I	I	I	I	I	I	I	I	I	I
21	Earth wire eyelet (behind battery carrier)					I							I

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

**PERIODICAL
MAINTENANCE**



S. No.	DESCRIPTION	FREE SERVICE				PAID SERVICE										
		whichever is earlier				0.5	3	6	9	12	15	18	21	24	27	30
	Kms (x 1000)	0.5	3	6	9	12	15	18	21	24	27	30				
	Months	1.5	3	6	9											
22	Rear Chain	Lubricate & Adjust every 1000 Kms or earlier as required											R			
		Clean, Adjust & Lubricate every 3000 Kms or earlier as required														
23	Front Fork oil			I		R		I		R						I
		Check level every 3000 Kms or earlier as required														
24	Hand levers & kick starter pivot	Lubricate every 1000 Kms or earlier as required														
25	Rear brake play	Adjust every 1000 Kms or earlier as required														
26	Rear brake cam			L		L		L		L						L
27	Steering ball races / Play Adjustment			A			L		A			L			A	
28	Spokes tightness & Wheel rim run out front / rear	I	I		I		I		I			I			I	I
29	Swing Arm spacer & pivot bush			L		L		L		R						
30	Tyre wear Front / Rear		I	I	I	I	I	I	I	I	I	I	I	I	I	I

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

NOTE : For Maintenance after 30,000 Kms, Please repeat the same frequency specified above, in consultation with a Royal Enfield Authorised Service Centre.

Engine Oil	
Grade	MOTUL 3000, 4 T Plus ,15 W 50 API SL Grade, JASO MA
Capacity	2.75 Litres
Front Fork Oil	
Grade	Royal Enfield Front Fork Oil (Endurance-1F grade Fork Oil)
Capacity	195 ml/leg
Brake Fluid	
Grade	DOT 3 or DOT 4
Capacity	60 ml

CAUTION :

Use of Wrong grade oil can reduce the life of the moving parts and seriously affect performance.

NOTE :

Recommendation subject to change without notice.

* Common oil for Engine, Gear box & Clutch

DO IT YOURSELF

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The following simple maintenance activities will help in maintaining your motorcycle. However for an elaborate maintenance, we recommend you to get in touch with an Authorised Service Centre.

CONTROL CABLES

Lubricate after using the motorcycle in rain, after waterwash or if used in dusty conditions.



HAND LEVER & KICK STARTER PIVOTS

Wipe the area free of dirt / grease.

Apply a few drops of oil on the pivots.



CENTRE / SIDE STAND PIVOTS

Apply a few drops of oil on the pivots after cleaning the area of dirt.



DRIVE CHAIN

Clean the drive chain carefully of dirt. Apply few drops of 90 grade oil while simultaneously rotating the rear wheel. Wipe off the excess oil.

OIL LEVEL INSPECTION

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

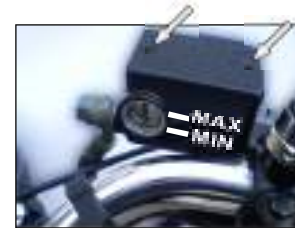
CAUTION :

Use of wrong grade or spurious oil can seriously affect motorcycle performance & damage to moving parts



BRAKE FLUID

Check if oil is below 'MIN' level. To top up,



Remove cover and diaphragm.

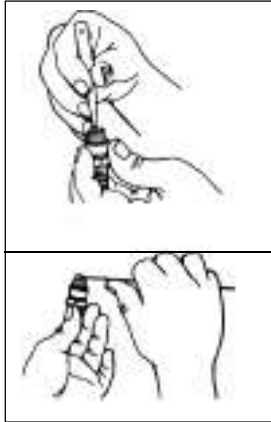


Top up with DOT 3 or DOT 4 as specified.



SPARK PLUG**Cleaning and adjusting Plug gap**

- Two spark plugs are provided in your vehicle
- Remove spark plug 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.
- Refit the spark plug on the cylinder head.
- Repeat the above procedure for the secondary sparkplug.
- Set the gap between 0.7 to 0.8 mm.

**INSPECTION OF TYRES AND WHEELS**

- Inspect the tyres 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.
- 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 using wrong levers.
- Use only standard tyres & tubes inflated to correct pressure.

Tyre Pressure

	Front	Rear
Solo	1.41 kg/cm ² (20 PSI)	2.11 kg/cm ² (30 PSI)
With Pillion	1.55 kg/cm ² (22 PSI)	2.20kg/cm ² (32 PSI)

FRONT WHEEL REMOVAL

- Place the vehicle on center stand
- Place a wooden block the front end of engine to support the vehicle.
- Disconnect speedo cable.
- Loosen the pinch bolt on the RH fork guide.



- Remove the axle nut along with washer.



- Tap and remove the front wheel spindle
- Tilt the vehicle to RH Side and take out the wheel along with speedo drive and RH side spacer.
- Take out Speedo drive and bush on the RH side.

DO IT YOURSELF

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- Place a 4 mm thick wooden piece or cardboard sheet between the brake pads to avoid brake pads getting locked.

CAUTION :

Do not press the front brake lever when wheel is removed as this will result in brake pads getting locked.

FRONT WHEEL REASSEMBLY

- Remove the wooden piece / card board sheet placed between the brake pads.
- Place the speedo drive bush in position and place speedo drive over it.
- Insert the wheel along with speedo drive and RH spacer between the front fork ends ensuring that 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.

NOTE :

Ensure that the speedo drive is correctly located such that the cable can be connected without difficulty.



- Tighten the pinch bolt on the RH fork guide.



- Rotate the wheel and check for smooth rotation.
- Connect the speedo cable to speedo drive and check for proper working of speedo meter.

REAR WHEEL REMOVAL

- Place vehicle on center stand on a firm and flat surface.
- Note and mark the position of the chain adjuster butting with the stopper on the right side.
- Remove split pin and castle nut on the RH side.
- Remove wheel spindle from LH side along with chain adjuster, taking care not to drop the wheel collar and spacer from the RH side of the wheel.
- Tilt vehicle to LH side and slide out rear wheel.



REAR WHEEL REASSEMBLY

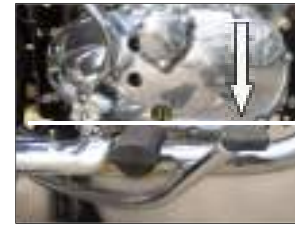
- Ensure the four cush rubbers are in position inside the rear wheel hub.
- Tilt vehicle to right and insert wheel assembly between the swing arms.
- Position the rear wheel with cush rubber on the rear chain sprocket.
- Hold wheel collar and spacer in position.
- Insert the wheel spindle along with chain adjuster from the LH side of vehicle and gently tap it through the wheel.
- Ensure that the mark on the chain adjuster notch butts with the stopper.
- Tighten the castle nut firmly and ensure that the hole on axle shaft and the slot on castle nut are aligned to enable split pin fitment.
- Fit the split pin.

**CAUTION :**

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

REAR BRAKE PEDAL HEIGHT

- Loosen the lock nut
- Turn in or out the pedal stop pin till the brake pedal and front foot rest are in the same height as shown in fig.
- Tighten the lock nut
- Check for free rotation of rear wheel.



REAR BRAKE

- Turn in or out the adjuster nut at the brake rod end. The recommended brake pedal travel is 20 - 30 mm.
- Check that the brake is not binding and the rear wheel rotates freely.



DRIVE CHAIN TENSION (Play 25-30mm)

- Remove rear wheel split pin.
- Loosen castle nut, spindle nut, anchor nut and brake rod nut.



- Turn the adjuster cams on both sides, till 25 to 30 mm slackness is achieved.
- Check and ensure that the number of notches from the punch mark on the cam to the notch resting on the pin are equal on both sides.
- Apply brake and tighten all nuts.

WHEEL ALIGNMENT

- Hold the vehicle upright off the stand on a level ground.
- Stretch a string about 100 mm above the ground along the wheels.
- If the string touches two points on the rear wheel and two points on the front wheel (4 point contact) then the wheels are aligned.
- If the string touches only three points on the two wheels, the alignment is incorrect.
- Adjust the rear wheel, using the chain adjuster cams till the string touches four points.

ADJUSTMENT OF REAR GAS SHOCK ABSORBER

- The rear gas shock absorber is of adjustable type i.e., the spring tension can be increased or reduced.
- Increase the spring tension for high speed, high load operation.
- Reduce the spring tension for low speed, low load operation.
- The adjuster provided on the bottom of the spring has five notches.
- To carry out the adjustment proceed as follows :



- ❑ Insert 'C' type spring adjuster tool in the shocker shot and rotate in required direction.
- ❑ Turn the adjuster such that the adjuster moves up to increase the spring tension and vice versa to reduce the spring tension.
- ❑ Adjust both left hand and right hand shock absorbers so that the same notch rests on the pin in both.

 **WARNING**

Riding the motorcycle with the notches adjusted in different positions can cause loss of control and may lead to an accident.

REMOVAL OF BATTERY FROM THE VEHICLE

- Insert the key into the battery cover lock, LH Side turn anticlock wise and hold it there.



- Remove the battery cover outwards bringing down off from the lock peg on top.



- Disconnect both the terminal wires. (positive and negative)
- Remove the bolts on either side and open cover. Then take out the Battery

BATTERY & MAINTENANCE

- The vehicle is provided with 12V - 14 AH (for E-Start) and 12V - 5 AH (for Kick Start)
- Periodically check the Battery for
 - Cleanliness and corrosion free terminals.
 - Electrolyte level in each cell.
- If electrolyte level is low, top up with distilled water.

**CAUTION :**

Electrolyte shall be filled only between minimum & maximum levels indicated in battery as “min” & “max” respectively. Usage of battery with electrolyte below the minimum level will damage battery internals and electrolyte above the maximum level will result in spillage of acid.

Use only distilled water meant for use in batteries to avoid damage to battery.

REASSEMBLY OF BATTERY ON VEHICLE

- Connect the positive terminal (Both Red wire).
- Connect the negative terminal (Green & Black wire).
- Smear the terminals with petroleum jelly.
- Close the battery cover and tighten the bolt
- Position the battery cover over the battery such that it engages with the lock peg on top.
- Push the lock assembly inside the locator. Turn the key clock wise to lock the battery cover. Then release the key.

CAUTION :

- Do not use battery with low electrolyte level as the battery internals will get damaged.
- Do not overfill the battery electrolyte as it will spill out through the over flow pipe and cause corrosion to vehicle parts.

- Use only distilled water meant for use in batteries to avoid damage to battery.
- Clean the wire terminals free of corrosion and keep the terminals coated with petroleum jelly.

CHANGING ELECTRICAL COMPONENTS

HEAD LAMP BULB

CAUTION :

Never touch the bulb with your finger. Finger prints will etch the glass and decrease bulb life. Hence, it is recommended to grab the bulb with paper or clean dry cloth during handling.

REMOVING THE HEADLAMP

- Loosen the rim holding screw on top and take out the headlight reflector.
- Unscrew and remove the bulb holder.

- Pull out the bulb.



- Replace bulb and assemble in the reverse order.



TAIL LAMP BULB

- Remove the tail lamp cover screws.
- Unscrew and pull out the bulb.
- Replace bulb and assemble in the reverse order.



- Press the bulb and turn clockwise to lock the bulb in the holder.
- Refit the trafficator cover and screws.

**TRAFFICATOR BULB**

- Remove the screws & take out trafficator glass cover.
- Press bulb gently & Turn anticlockwise to take out the bulb.
- Position the new bulb inside holder, ensuring that the holder, ensuring that the pins in the bulb, match with the slots in the holder.

FUSE

- Open the LH tool box
- Open the fuse carrier
- Replace fuse and close the Tool box.



PRECAUTIONS

- Wash vehicle when the engine is cold.
- Cover the silencer, tail pipe, carburator, horn and control switches with suitable plastic bags and tie it firmly to prevent water entry.
- Remove ignition key and seal key hole using adhesive tape.
- Brush engine area with kerosene / diesel to remove dirt or grease.
- Use low pressure jet of water to clean the vehicle or engine.
- Never spray water with great force on head lamp, speedometer, flasher lights, front and rear wheel hubs, electrical connections and wires, control cables, carburettor, sparkplug, battery etc.
- Do not apply kerosene or diesel on painted parts or rubber parts.
- Use luke warm water and mild detergent on the painted components to remove dirt, etc.

- Rinse vehicle thoroughly with plain water to remove the detergent and wipe vehicle dry.
- If possible, use compressed air and blow off water particles from the obscure areas of the vehicle, electrical connections etc.

AFTER WASHING

- Ensure, the vehicle is thoroughly 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 with lube oil
- 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 shoes.
- Test brakes for its efficiency.

STORAGE PRECAUTIONS

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

- Carryout required repair / adjustments on the motorcycle.
- Wash the motorcycle thoroughly and lubricate as per the maintenance chart.
- Drain fuel tank, fuel line and carburettor.
- Keep the fuel tap in closed position and spray motor oil inside the fuel tank to prevent rusting.
- Remove spark plug. Pour in about 25ml of clean engine oil through spark plug hole. Close the hole and crank engine several times and refit sparkplug.
- Clean rear chain thoroughly and apply a thin film of lub oil.
- Remove battery from the bike. Clean the terminals free of corrosion.
- Maintain electrolyte level between max or min mark, by adding distilled water and wipe the battery dry.
- Store the battery in a cool, dry and well ventilated place.
- Do not place the battery in direct sun light, near open flame or where temperature is above 40°C or below 0°C
- Cover the silencer with plastic bags to prevent moisture entry. Set the motorcycle on its center stand.
- Apply a thin film of oil on the engine barrel fins, cylinder head fins and other painted parts.
- 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 to prevent dust settling on it.

**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.
- Clean and remove the motor oil from tank and fill tank with fresh petrol.
- Clean carburettor and air filter.
- Remove plastic covering from the silencer.

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

NOTE :

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

Checks prior to the commencement of long journey

- Service the motorcycle thoroughly at a Royal Enfield authorised service centre as per periodical maintenance chart.
- Sufficient quantity of petrol in the fuel tank for the journey planned.
- Correct tyre pressure.

Checks after every 1500 kms of run

- Tightness of all fasteners.
- Tyre tread condition and wear of tyres.
- Battery condition and electrolyte level.
- Working of all lights and horn.
- Correct oil level in engine.
- Proper chain tension.

Items to be carried

- Tool kit
- First aid kit.
- Bulbs for Headlight, Trafficator light, Rear Tail Lamp and Fuse.
- Accelerator, Clutch and Speedo Cable.
- Rear chain link master lock assembly.
- Spare tube, tyre puncture repair kit - cold vulcanising type.
- Foot operated air pump.
- Insulation tape.
- Spark plug, spark plug cap, fuel hose.

STOP THE DROP THAT LEAKS

- Petrol leak at a rate of one drop per minute accumulates to 5,25,600 drops a YEAR! That is, 35 ltrs of Petrol.
- Petrol leaks cause raw petrol smell. Get the leaks arrested immediately.

USE RECOMMENDED FUELS AND OILS ONLY

- Wrong grade or adulterated petrol does not burn fully and results in heavy smoke, high rate of carbon deposition in cylinder and exhaust system and low mileage.
- Wrong grade and inferior quality oils do not lubricate well. The moving parts wear prematurely.
- Always use recommended fuels and oils only.

RIDE AT COST EFFECTIVE SPEED

- Cost effective speed (in top gear) is 45 to 50 Km per hour.
- Both lower and higher road speeds cause low kilometers per litre of petrol.

PERFORM PREVENTIVE MAINTENANCE AS PER RECOMMENDATIONS**REGULAR PREVENTIVE MAINTENANCE ENSURES :**

- Correctly inflated tyres.
- Fasteners tightened to correct torques.
- Freely moving engine & transmission components.

- Properly tuned and adjusted engine.

CUT OFF NEEDLESS LOW IDLING

Ten minutes of low idling wastes 70 ml. of petrol.
So cut off the engine when you know you have
to wait for one minute or more.

STOP

- **Revvings** : Ten revvings wastes 20 ml. of petrol
- **Racing starts** : Ten racing starts wastes 150 ml. of petrol.
- **Sudden acceleration** : Ten sudden accelerations wastes 100 ml. of petrol.

STOP BRAKE RIDING

- Brake riding pushes the brake shoes / pads to come in contact with revolving drum / disc. To overcome the resulting frictional load, engine burns additional petrol.

Result : Low mileage, loss of power, faster wear of brake shoes / pads and drum / disc.

NEVER CLUTCH RIDE

Clutch riding slips the clutch & engine drive does not get totally transferred to the rear wheel. Besides low mileage, clutch riding ends up with burnt friction plates of clutch, loss of power and engine overheating.

AVOID FREQUENT BRAKING

- Braking arrests the road speed. Motorcycle momentum is reduced. Additional fuel is burnt for subsequent acceleration.
- For better mileage, use front and rear brakes only when absolutely needed. Control vehicle speed with throttle and gear like smart riders always do.

AVOID OVER LOADING

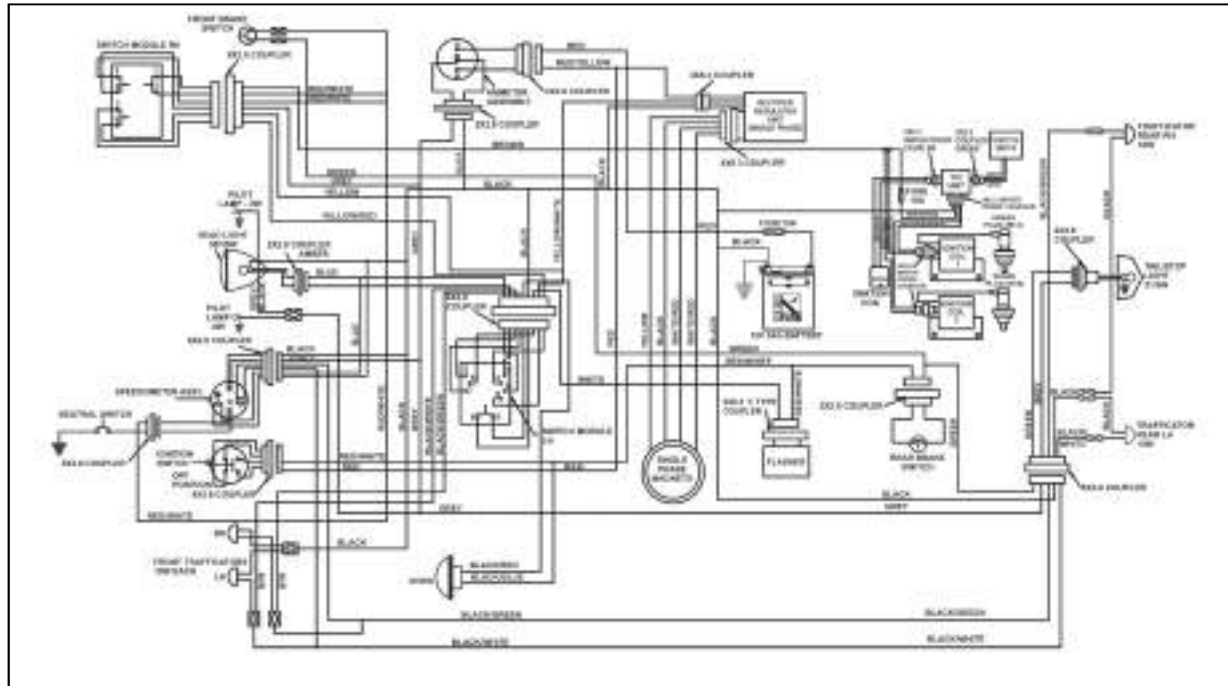
- Over loading tires the engine, wears the parts faster and reduces mileage.

PARK YOUR VEHICLE IN SHADE WHEN NOT IN USE

- Petrol is highly volatile. It evaporates under normal atmospheric temperature. The evaporation increases with temperature. Prevent this loss by always parking your vehicle under shade.
- Too few Kms. running per day allows more time for evaporation affecting the mileage.

**COMPLETE WIRING DIAGRAM
KICK START**

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CAUSES	REMEDIES
I. ENGINE FAILS TO START	
1) Ignition switch in 'OFF' Position	Switch on ignition.
2) Stop switch in 'OFF' Position	Push stop switch to 'ON' position.
3) Clogged fuel line / tap	Clean the fuel line / tap.
4) Vent hole clogged in fuel tank cap	Clean vent hole.
5) Carburetor passage & jets blocked *	Dismantle carburetor & clean jets / passages
6) Carburetor float stuck in closed position	Ensure correct movement of float
7) Spark plug cap / lead not connected	Fix cap / lead firmly
8) Loose HT connections	Fix connections firmly
9) HT Lead Damaged *	Replace HT Lead
10) Spark plug electrode dirty / fouled	Clean spark plug & Reset gap.
11) Spark plug insulation cracked	Replace spark plug
12) Poor compression :	
- Auto Decompressor not working *	Ensure free motion of flyweight in exhaust cam gear assembly

* Contact Dealer / Authorised Service Centre

CAUSES

REMEDIES

- Loose spark plug	*	Tighten spark plug.
13) Clutch slipping	*	Adjust clutch cable free play
II. ENGINE MISFIRING		
1) Water in petrol tank/carburetor	*	Clean carburetor / petrol tank. Fill tank with fresh petrol.
2) Leak through intake hose		Tighten rubber hose suitably. Replace if necessary
3) Loose spark plug cap		Fix cap / lead firmly
4) Spark plug fouled/insulation broken		Clean / reset gap or, replace.
5) Poor Compression	*	Auto decompressor sticky or not working
III. ENGINE STARTS, BUT RUNS IRREGULARLY & STOPS		
1) Faulty fuel supply		Clean the fuel line / tap / vent hole
2) Very low idling speed		Increase idling speed

* Contact Dealer / Authorised Service Centre

CAUSES

REMEDIES

IV. POOR PICKUP

- | | |
|--|---------------------------------------|
| 1) Accelerator cable free play excessive | Adjust cable free play |
| 2) Faulty fuel supply | Clean the fuel line / tap / vent hole |
| 3) Choked air filter | Clean / Replace air filter |
| 4) Loose carburetor mounting | Tighten clamps firmly |
| 5) Brakes adjusted too tight * | Re-adjust properly |
| 6) Rear chain adjusted too tight * | Re-adjust properly |
| 7) Clutch Slipping | Adjust clutch cable free play |
| 8) Under inflated tyres | Inflate to correct pressure |
| 9) TPS setting | Retard / Wrong setting |

V. WHITE/BLUE SMOKE

- | | |
|---|----------------------------|
| 1) Oil level in RH Crankcase cover window | |
| above "MAX" line | Check and drain excess oil |

* Contact Dealer / Authorised Service Centre

CAUSES

REMEDIES

VI. ENGINE OVERHEATING

- | | |
|---|--|
| 1) Cylinder fins not clean | Clean the cylinder fins at regular intervals |
| 2) Clutch slipping * | Check and correct |
| 3) Suction leakage * | Check and correct |
| 4) Incorrect carburetor adjustments * | Check and correct |
| 5) TPS setting * | Advance / wrong setting |

VII. EXCESSIVE FUEL CONSUMPTION

- | | |
|---|--|
| 1) Fuel leakage * | Check and rectify |
| 2) Worn out carburetor jets * | Change the defective jets |
| 3) Incorrect carburetor adjustments * | Check and adjust correctly |
| 4) Choked air filter | Clean / Replace |
| 5) Poor compression * | Auto decompressor sticky or not working properly |
| 6) Under inflated tyres | Inflate to correct pressure |
| 7) TPS setting * | Over advance / wrong setting |

* Contact Dealer / Authorised Service Centre

CAUSES	REMEDIES
VIII. IGNITION KNOCK	
1) Carburetor adjusted too lean	* Check and readjust
2) Suction leakage	* Check and correct
IX. BRAKES POOR	
1) Not adjusted properly	* Adjust properly
2) Oil / grease on lining or drum or disc	* Clean and refit
3) Linings worn / uneven worn	* Replace lining / pad
4) Drum scored / uneven wear	* Rectify or replace drum
X. VEHICLE WOBBLING	
1) Wheel rim runout	* Rectify
2) Loose / Broken spokes	* Tighten / Replace spokes
3) Tyres not fitted correctly	* Refit tyres correctly
4) Wheels misaligned	* Ensure proper alignment
5) Under inflated tyres	* Inflate to correct pressure

* Contact Dealer / Authorised Service Centre

CAUSES	REMEDIES
XI. Electricals	
Bulbs do not light	
1) Loose / improper connection	* Check and correct
2) Bulb fused	* Replace bulb
3) Fuse blown	* Replace fuse
4) Switch defective	* Replace switch
Horn not working	
1) Loose connections	* Check and correct
2) Requires tuning	* Tune horn
3) Switch Defective	* Replace
Trafficators not working	
1) Loose / improper connections	Check and correct
2) Bulb fused	Replace
3) Switch defective	* Replace
4) I.C. Flasher defective	* Replace
Brake light remains on	
(1) Switch not adjusted properly	* Adjust switch properly
(2) Switch sticky	* Replace switch

* Contact Dealer / Authorised Service Centre

CAUSES	REMEDIES
XII. ELECTRIC START	
Vehicle not starting	
(1) Neutral indicator not glowing	Bring the vehicle in neutral
(2) If vehicle is without neutral indicator	Press the clutch lever & start switch together
(3) Loose Connection *	Check & Correct
(4) Starter relay not working *	Check & Replace
(5) Malfunctioning of clutch switch *	Check & Replace
(6) Malfunctioning of Starter switch *	Check & Replace
(7) Battery discharge *	Check & Recharge
(8) Motor not working *	Check & Replace
(9) Battery not fully charged *	Check & charge
(10) Failure of sprag clutch *	Check & replace

* Contact Dealer / Authorised Service Centre

Royal Enfield Motor Cycles are manufactured by following best Quality practices in respect of the material and workmanship.

Royal Enfield (RE) warrants Bullet Electra 350 UCE motor cycle to be free from manufacturing and material defect under normal use subject to following conditions.

1. RE will replace or repair defective part / parts at their authorised Dealers, Service point, free of charge within a period of 12 months from the date of sale (date of Installation) or 10,000 kms whichever occurs earlier.
2. The warranty is applicable only to first registered owner.
3. The warranty shall be applicable only if all the free services are availed at the respective period / kilometer range as per the schedule given in the owner's manual from RE Dealers/ authorised service points.
4. During the warranty period, RE's obligations shall be limited to repairing / replacing free of charge such part or parts of the vehicle, which on examination to have manufacturing defect. Such defective part / parts which have been replaced become property of RE.
5. Cost of oil, oil filter, fuel and other consumables are chargeable to the customer.
6. Claims on proprietary items like tyres, tubes, spark plug, battery etc. should be taken up with respective manufacturer or their authorised agents in the area directly by customer. RE shall not be liable in any manner to replace them though their Dealers will provide assistance in preferring such claims on their manufacturer.
7. Warranty shall not apply to:
 - (a) Normal ageing, deterioration or rusting of plated parts paints coat, rubber parts, soft items, glass items, plastic parts etc.

- (b) Components like fuel filter, oil filter element, control cables, brake pads, brake shoes, clutch plates, which are subjected to normal wear and tear.
 - (c) Damages due to use of lubricant / oil / grease etc. other than specified by RE.
 - (d) Damages due to use of non-genuine parts.
 - (e) Damages due to lack of proper maintenance of the vehicle.
 - (f) Damages due to incorrect driving or riding habits.
 - (g) Parts damaged due to accidents, collision, abuse etc.
 - (h) Irregularities not recognized as affecting the quality or function of the vehicle such as slight vibration, oil leakage, blue discoloration of exhaust bent pipe / silencer / soft, hard shock absorber etc.
 - (i) Defects arising from fitment of unauthorised / additional Electrical loads.
 - (j) Vehicle serviced / repaired at unauthorised service points.
 - (k) Vehicle used for competition / racing.
 - (l) Electrical component likes bulbs, fuses etc.
 - (m) Normal maintenance operations like adjustment of brakes, cleaning fuel system , engine tune up and other such adjustments
8. RE reserves the right to finally decide on all warranty claims
9. RE reserves the right to make changes in Design of the vehicle without any obligation to install these changes on previously supplied vehicles.

In compliance with the provisions of Rule 115(2) of the Central Motor Vehicle Rules, 1989, Royal Enfield certifies that the following warranty is applicable to those components liable to affect the emission of the gaseous pollutants in its range of motorcycles, in normal use to which it may be subjected to.

This emission warranty comes into force from 01st July 2001 and is valid for a period of 30,000 Kms. or 36 months, whichever occurs earlier, from the date of sale to the first customer and is in addition to and parallel to the warranty policy, conditions and obligations laid down in the Owner's Manual.

Royal Enfield further warrants that if on examination by its authorised service center, the motorcycle fails to meet the specified emission standards, then the authorised service center shall take necessary corrective measures and shall at its sole discretion, repair or replace free of charge such components of the emission control system to meet the required emission standards.

The method/s of examination to determine the warranty conditions of the emission warranty related components will be at the sole discretion of Royal Enfield and / or our authorised service centers and results of such examination will be final and binding. If on examination the warranty conditions of the part/s is/are not established, Royal Enfield will have the right to charge all, or part of the cost of such examination to the customer in addition to the cost of the components.

In case of acceptance of the component/s under Emission warranty, Royal Enfield will replace free of charge, the component/s as required. However, the consumables like fuel, lubricants, solvents, etc shall be chargeable to the customer as per actuals.

In case any of the components covered under emission warranty or the associated parts, are not independently replaceable, Royal Enfield will have the sole discretion to replace either the entire assembly or parts of the assembly, through suitable repairs.

Royal Enfield reserves the right to carry out necessary consequential repairs to the motorcycle or

EMISSION WARRANTY

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replace any part, in addition to the repair or replacement of the components covered under emission warranty, to establish compliance to in-use emission standards. Such repairs / replacements will be chargeable to the customer.

All parts removed for replacement under warranty will become the property of Royal Enfield.

Royal Enfield will not be responsible for the cost of transportation of the motorcycle to the nearest authorised service center OR for any loss due to non availability of the motorcycle during the period of examination and repairs by Royal Enfield and / or their Authorised Service centres.

Royal Enfield will not be responsible for any penalties that may be charged by statutory authorities on account of failure to comply with the in-use emission standards.

That cost/s incurred to check emission of the motorcycle will have to be borne by the customer.

Emission warranty will be applicable irrespective of the change of ownership of the vehicle provided all the conditions as laid down in this document are met from the date of original sale of the motorcycle.

The warranty shall apply if the customer :

- Observes all the important instructions and any other precautions listed in the owner's manual.
- Under all circumstances uses lubricants and fuel as recommended by Royal Enfield.
- Regularly obtains and carries out maintenance in accordance with Royal Enfield guidelines and enters the details in the Log book.
- Immediately approaches the nearest authorised service centre upon discovery of failure to comply with the IN-USE emission standard inspite of having maintained and used the vehicle in accordance with the instructions in the owner's manual and having carried out such repairs and adjustments as may be required with a view to establish such compliance.
- Produces the 'Pollution Under Control' certificate valid for the period immediately preceding the

test during which the failure is discovered, the test having been carried out either for obtaining a new certificate or pursuant upon being directed by an officer as referred to in sub rule (2) of rule 116 of the Central Motor Vehicles Rules (CMVR).

- Produces the owner's manual and Log book for verification details.
- Produces receipts covering maintenance of the motorcycle as specified in the owner's manual from the date of original purchase of the vehicle.
- Produces valid certificate of Insurance and R T O registration certificate.

The Emission warranty shall not apply IF :

- A valid "Pollution under control" certificate is not produced.
- The motorcycle is not serviced by authorised service centers as per the service schedule described in the maintenance chart.
- The motorcycle has been subjected to abnormal use, abuse, neglect and improper maintenance or has met with an accident.
- Replacement parts not specified and approved by Royal Enfield have been used.
- The motorcycle, or parts thereof, has been altered, tampered with or modified or replaced in an unauthorised manner.
- The odometer is not functioning or the odometer and / or its reading has been changed / tampered with, so that the actual distance covered cannot be readily determined.
- The motorcycle has been used for competitions, races, and rallies or for the purpose of establishing records.
- On examination by Royal Enfield or its authorised service centers, if the motorcycle shows that any

of the conditions stipulated in the Owner's manual with regard to use and maintenance have been violated.

- The motorcycle has been run on adulterated / leaded fuel or lubricant other than those specified by Royal Enfield in the Owner's manual or any other document given to the customer at the time of sale of the motorcycle.
- The emission related components are tampered with.
- All service and parts related bills and vouchers incurred during the tenure of the emission warranty is not produced.
- All maintenance activities carried out on the vehicle during the tenure of the emission warranty is not entered in the log book.

Tips to be on the right side of Law

- Always get your vehicle checked to meet the emission regulations through and authorised emission checking center.
- Always carry a valid 'Pollution Under Control' certificate with you at all times during the validity of the emission warranty (30,000 Kms / 3 years from the date of first sale)

Tips to reduce pollution

1. Ensure that the periodical maintenance is carried out as stipulated in the owner's manual through a Royal Enfield authorised service center.
2. Use only Unleaded petrol (> 87 Octane) from reputed fuel pumps.
3. Ensure the fuel used is not adulterated.
4. Use correct spark plug as recommended in the owner's manual.
5. Use lubricants as per recommendations given on grade / brand in the owner's manual.

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