



SPARES FOR ROYAL ENFIELD AND AMAL

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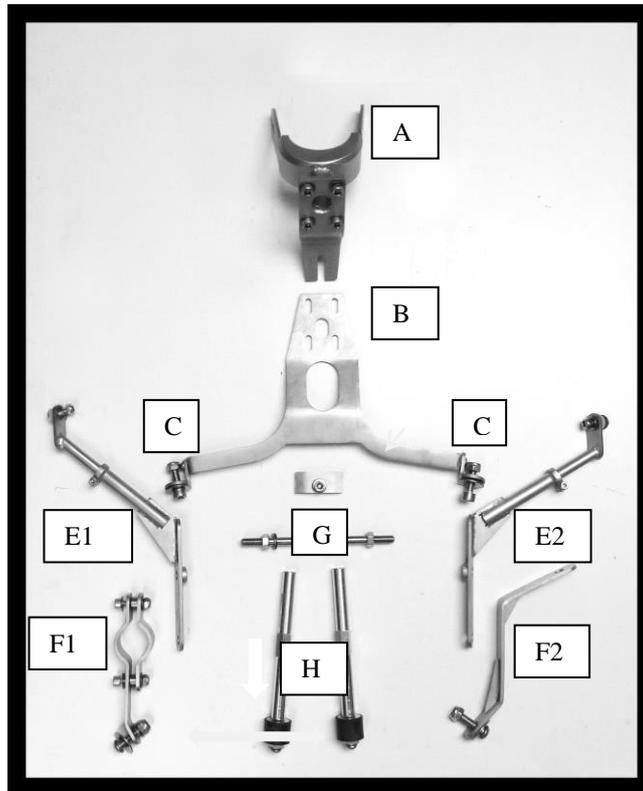
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Fixing Instructions for: Continental GT 535 – 93053, 93054 & 93055

To avoid compatibility issues we advise the use of Hitchcocks clip-on handlebars part number 93052. We recommend reading these fitting notes before beginning assembly.

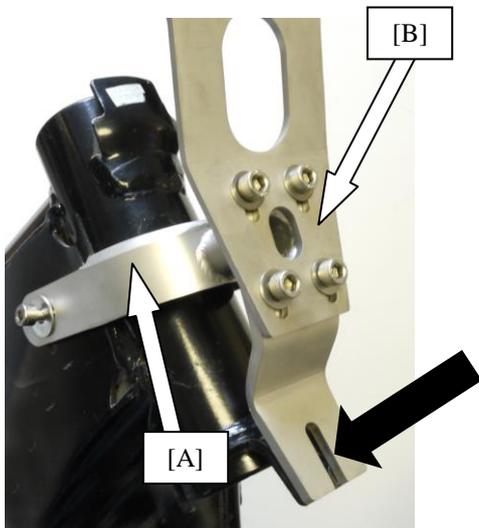


1. Remove fuel tank and seat – if necessary refer to workshop manual
2. Remove headlamp rim and headlamp glass and reflector assembly
3. Disconnect wiring sockets located inside headlamp shell
4. Remove headlamp shell after carefully freeing wires from headlamp shell
5. Remove handlebars and fork top yoke with instruments (top yoke nut requires 30mm spanner)
6. Remove headlamp brackets complete with front indicators
7. Fit handlebars and loosely secure – handlebars must be located below the fork yoke
8. Leaving ignition switch attached separate instrument bracket from yoke – 4 x allen screws

9. Remove instrument assembly from instrument bracket with the 4 x dome nuts and washers

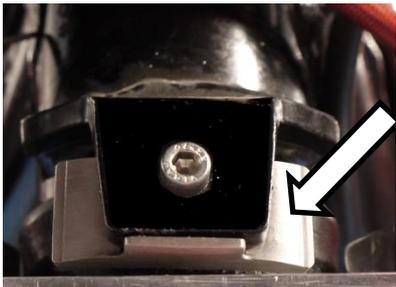
10. Remove 4 x rubber grommets from instrument bracket for use later

11. Refit and secure top yoke to forks – position handlebars approx. 1 inch below top yoke



12. Locate and loosely secure headstock bracket [A] with 2 x 6mm allen screws – when fully tightened the bracket arms will conform to the contours of the frame.

13. Locate and loosely secure bracket [B] to bracket [A] using 4 x 6mm x 12mm allen screws with stainless washers.



14. Locate and loosely secure lock stop plate to frame with 1 x 6mm allen screw and stainless washer – the bolt passing through slot in the bottom of bracket [B] as black arrow in above picture.



15. Locate and loosely secure one 'L' shaped end bracket [C] at each end of the front bracket. These screws to be fitted with low-grade thread-lock compound.



16. Remove the engine mounting screw securing the two horns and replace with the stud and nuts supplied [G] – leave equal length of thread each side of engine

17. Locate and fully secure the 2 hex mounting studs [H] to the engine mounting stud.



18. Locate and secure rubber bobbin to each hex mounting studs



19. Locate and loosely assemble left-hand lower mounting clamp [F1]– note: use of spacers arrowed in photo

20. Slacken exhaust pipe header nuts a couple of turns and remove front exhaust pipe lower mounting screw



21. Locate and loosely assemble right-hand bottom bracket [F2] [highlighted white in photo] using original screw and washer

22. Remove the 4 screws securing the two head steady triangular mounting plates

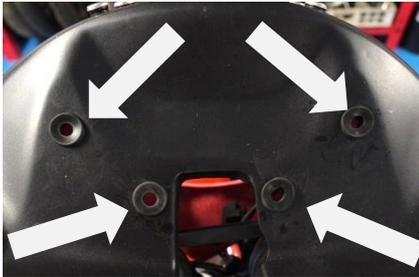


23. Locate and fully secure rear top mounting brackets with 4 x headsteady screws – these brackets are handed and marked 'L' and 'R'

24. At this stage unpack any remaining items

25. Position fairing upper section to motorcycle and attach loosely with supplied fixings

26. Angle the clip-ons so as not to foul the fairing when bars are turned fully from side to side



27. If these rubber grommets are not already fitted fit 4 x rubber grommets as shown into the fairing upper section – note: putting the grommets in hot water will help fitting



28. Fit instrument assembly into the instrument panel and secure with 4 x dome nuts and 4 x washers – note: lightly greasing the fixing studs will help fitting

29. Pass wiring plugs and sockets through the fairing headlamp aperture – at this stage do not reconnect the headlamp wiring

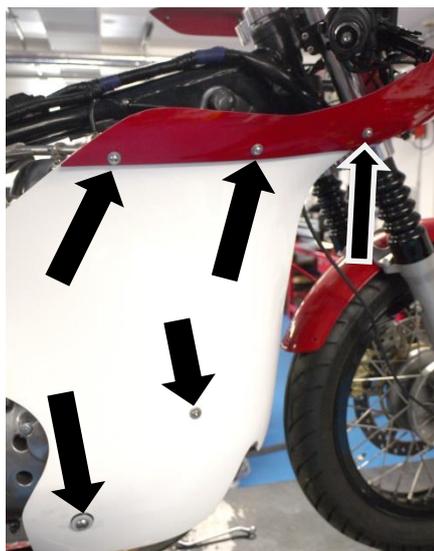
30. Place 8 x white nylon top-hat bushes into drillings in the fairing upper section – 3 x each side in the top row; 1 x each side in the lower side panel



31. Position right-hand fairing lower section and secure with 5 x button head screws – see top left photo on page 5 – first secure fixing into the rubber bobbin and tighten with care

32. Repeat with left-hand fairing lower section

33. Fully tighten all fairing panel screws and fixing brackets – except the rear upper sliding fixings arrowed white in photo – these are tightened after the fuel tank is refitted



34. Refit the fuel tank and seat

35. With the fairing adjusted centrally to the motorcycle tighten the rear upper sliding fixings

36. Pass headlamp wiring through the large hole in black plastic headlamp housing – fit headlamp assembly and connect headlamp wires – see detailed note below for this procedure



37. Locate and secure screen and headlamp cone



38. Fit indicators with 4 x M8x55mm hex socket bolts (if our alloy top yoke is fitted use M8x45mm bolts), 4 x 20mm spacers and the two flat drilled brackets to which indicators will be fitted. Remove 4 x bolts from the bottom yoke and using hex bolts and spacers supplied secure flat indicator brackets as in photo – the small cut out arrowed must point backwards. Tighten bolts in bottom yoke to 25Nm. With the brackets fitted pass the indicator stem through the bracket and tighten securely with the original nut.

ADDITIONAL DETAILED NOTE on headlamp fitting

1. From the headlamp fitted to your bike remove the chrome rim from reflector by unclipping the wire fasteners – usually four fasteners



2. From the headlamp assembly fitted to the fairing remove outer rim from headlamp assembly – secured by a screw at bottom of rim

3. Mark chrome ring and headlamp glass at '6 o'clock' with non-permanent felt pen – note: pilot light at bottom of reflector

4. Remove headlamp rim held in place by one screw situated at 5 o'clock – twist and withdraw chrome ring from black plastic base



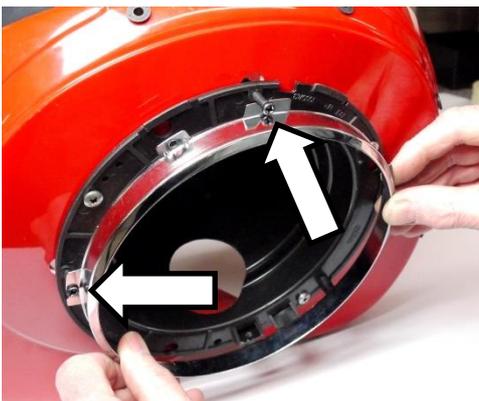
5. Remove x 3 crosshead screw and clips – arrowed in photo

6. Locate headlamp unit in chrome ring aligning the felt pen marks made earlier

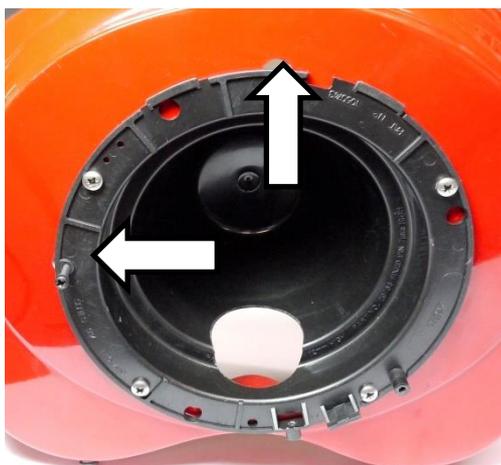


7. Locate 3 x rubber strips – secure with 3 x captive nuts and 3 x self-tapping screws

8. Push pilot light holder with bulb into reflector and connect headlight wiring using block connector – as the leads are short this may require some patience!



9. Fit rim of lamp assembly to black plastic base using locating slots – for clarity photo shows only the chrome rim without the complete assembly that you will now be fitting



10. Adjust beam as necessary using screw at 12 o'clock for vertical and screw at 9 o'clock for horizontal adjustment – as shown in photo

11. Refit outer trim and secure with single screw fixing at 5 o'clock