

**INSTRUCTIONS FOR FITTING THE 'SPEEDFLOW' FAIRING
TO THE ENFIELD 250cc GT MACHINE.**

"SPEEDFLOW" NUMBER	AR 10.
FITTING NUMBER	FI.214
BLOWN SCREEN NUMBER	SC 71
TRANSPARENT NOSE CONE NUMBER	SC 72
GLASS FIBRE NOSE CONE NUMBER	MISC 173 (Optional)

The "Speedflow" is designed to meet the needs of the rider who uses his machine for general transportation and Clubman racing. To conform to Clubman racing regulations, the transparent nose cone must be removed and the glass fibre nose cone MISC173 fitted.

To ensure a speedy and satisfactory fit, carefully study the fittings and diagram before attempting to fit the "Speedflow", then carefully follow the instructions in the sequence written.

Remove Sports windscreen. Remove light unit and rim. Disconnect snap connectors. Remove hornswitch complete with harness. Remove petrol tank and exhaust pipe with silencer.

Earlier Models: Disconnect five-pin plug from headlamp shell, remove complete headlamp shell from machine by undoing the nuts and bolts securing the brackets to the cross strap on front forks. Disconnect ammeter wires from screw terminals. Remove four screws securing five-pin plug in headlamp shell and take out harness. Remove ammeter from shell by prising up the four securing tabs.

Later Models: Disconnect ammeter connections, prise open cable clip spot welded to inside of lamp shell. Remove lamp shell from machine by undoing the nuts and bolts securing the brackets to the cross strap on front forks.

Lock Stop Fitting: Remove bolt securing lock restricting bracket located under headlug. Replace the shakeproof washer with $\frac{1}{4}$ " x $\frac{5}{8}$ " flat washer supplied. Fit bracket (BR28) on forward side of lock restriction bracket, insert the fixing bolt and tighten securely positioning the bracket (BR 28) so that the end fitted with rubber grommet is central between forks and is facing forward.

Lower Down Tube Fitting: Assemble half clips (OP109) to down tube, measurement from centre of clips to the top of engine mounting plates is to be $1\frac{1}{2}$ " this measurement to be taken on the forward side of the down tube. Secure tubular fitting (OP533) on rear side. IMPORTANT lay the tubular fitting on flat surface and it will be noted that the two angle brackets welded to the centre section do not follow the same plans as the tube, position this assembly so that the tube faces to the rear and slightly downwards. Tighten fixing nuts and bolts to hold assembly in position, leave final tightening until "Speedflow" is fitted.

Bottom Fitting: Attach bracket (OP 532) under engine on the nearside by removing the lower engine mounting nut, position the bracket so that it faces downward with short leg pointing to centre of machine. Screw on nut but do not tighten nut until "Speedflow" is fitted.

Headstock Fitting: Locate spacers (OP172) to tubular lug located on rear side of steering head tube. Fit headstock assembly (OP528) by positioning the slotted ends of fitting against spacers (OP 172). Insert $\frac{3}{8}$ " x $2\frac{3}{4}$ " bolt, screw on nut but do not tighten. Adjust the headstock fitting so that it presses hard against the forward side of steering head tube. Check that measurement taken from forward side of the $5/16$ " mounting studs located in the top of tubes to centre of top rear suspension fixing bolts, is $40\frac{1}{2}$ " and measurement taken from the top of $5/16$ " studs to the centre of front wheel spindle, is $27\frac{3}{8}$ ", this measurement to be taken with the forks in central position fully extended. Tighten the $\frac{3}{8}$ " x $2\frac{3}{4}$ " nut and bolt securely.

Re-route front brake air control cables and wire harness through the centre of the headstock fitting.

Fitting Bottom Shell: Fit one rubber grommet to each $\frac{3}{4}$ " dia. hole in shell. Lift the shell on machine and insert $\frac{1}{4}$ " x 1" bolts through the grommets, locating one $\frac{1}{4}$ " x $\frac{3}{8}$ " washer under the head of each bolt and one $\frac{1}{4}$ " x $\frac{7}{8}$ " washer each side of brackets on the end of tubular fitting (OP 533). Screw on lock nuts but do not tighten. Connect the shell to bracket (BR 28) secured to lock stop mounting and bracket (OP532) located under the engine. Screw on nuts but do not tighten.

Pass exhaust pipe through outaway in shell and re-assemble on machine complete with silencer.

Fitting Top Shell:

Fitting Ammeter: Fit rubber sleeve (RU 54) so that the thickest end is located under flange of ammeter face. Locate ammeter in hole of fascia of the top shell and press firmly onto position.

Remove rubber grommets (RU 42) and spacers (OP15) from headstock fitting and fit them into top fixing position in shell. Carefully fit shell on to the machine locating one 5/16" x 1" washer each side of grommets (RU 42). Ensure the underside bolting flange of top shell is positioned on outside of the bottom shell. Insert the 1/4" x 1/2" mushroom screws, screw on lock nuts and tighten securely. NOTE: it is important that the blown screen (SC71) is fitted before finally tightening the top and bottom fitting assemblies.

Fitting Blown Screen (SC71)

Carefully fit the screen using the 2BA x 1/2" mushroom head screws. Insert the two centre screws and tighten finger-tight only. Now work out each way from the centre. Tighten the screws in the same order, ensuring the screen is seating nicely in rebate.

General Remarks: Centralise complete top and bottom shells and tighten all nuts and bolts. Note: The top shell is secured to the headstock fitting (OP526) by tightening either the top or bottom nut on each 3/8" tube stay. If the blown screen dips to the left or right when viewed from the rear of machine, adjust by slackening and re-positioning the two nut assemblies on the 3/8" tube stays. Check to ensure that all nuts and bolts are now tight.

Fitting Headlight Unit and Nose Cone (SC72):

Fit light unit to extension ring supplied and clip firmly in the normal manner. Fit complete assembly into shell by first removing the lock nuts and one washer from each mounting. Fit washer and lock nuts and tighten so that springs are fully compressed. It is important that one washer is located each side of the glass fibre.

Earlier Models: Re-connect five-pin socket and headlamp snap connectors. Re-connect ammeter wires to screw terminals. Note: brown and blue wires connect to positive side and brown and white wires to negative side of ammeter.

Later Models: Re-connect headlamp snap connectors and ammeter wires.

All Models: Re-connect horn switch harness at scap connectors. Carefully group all wires and tape them to a suitable position on the headstock fitting.

Adjust headlight for correct beam set by slackening off the lock nuts as necessary. Fit nose cone (SC 72) with the 2BA x 1/2" mushroom head screws, by inserting the top two screws and working round each side. Tighten screws in the same order.

Re-fit petrol tank. Fit "stick-on" number plate to the front of windscreen in a central position, as close as possible to the mushroom head screws.

