



**SPARES for ROYAL ENFIELD & AMAL**

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May 2020

**HITCHCOCK'S MOTORCYCLES LTD**  
**ROSEMARY COURT**  
**OLDWICH LANE WEST**  
**CHADWICK END**  
**SOLIHULL**  
**B93 0EY ENGLAND**

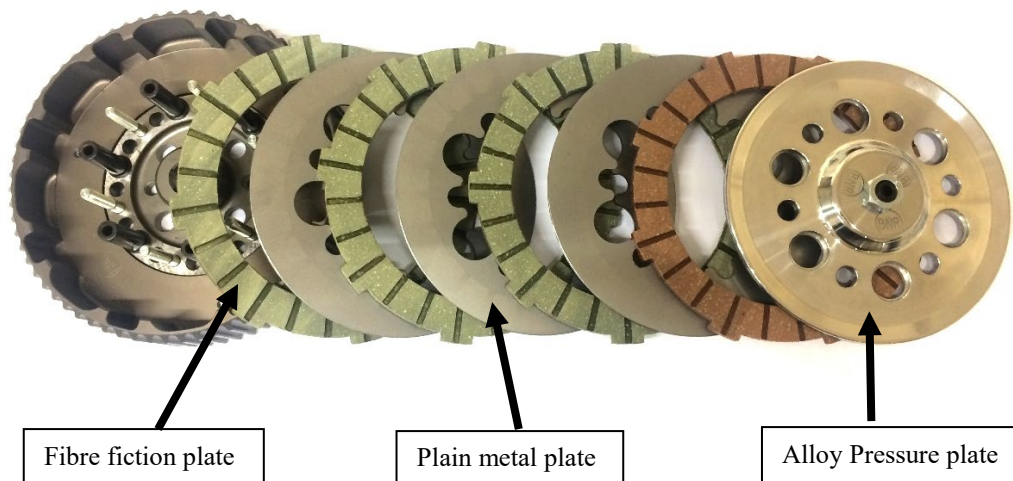
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**PART NUMBER: BELTDRIVE**  
**INSTRUCTIONS FOR FITTING 25mm BELTDRIVE CONVERSION TO**  
**4 SPEED INDIAN MADE 350 AND 500 BULLETS**

Chain tensioner and stud are removed and replaced with shorter stud supplied (make sure that the stud is screwed in far enough, so as not to interfere with the belt).

Assemble the clutch with the plates in the following order:



The first plate fitted into the clutch hub is a fibre friction plate, followed by a plain metal plate. Continue this sequence (fibre friction plate followed by metal plate) as in the photograph. The last plate is the alloy pressure plate.

Remove your existing clutch rods and central ball bearing if fitted. Fit the supplied replacement clutch rods, using the ball bearing placed between two rods.

Fit the clutch drum with the crankshaft pulley and the belt, as a complete assembly. Fit the clutch nut and washer and tighten fully. Refit the clutch pad (**If your bullet was built after September 1998 you will need to replace the clutch pad with the pad supplied (the later ones have an extension to the pad for locating purposes)**). Reassemble the clutch, initially with the 6 screws about flush with the end of their studs (these can be adjusted at a later stage to get the desired feel on the clutch lever).

Adjust the clutch rod via the adjuster on the clutch and gearchange end of the gearbox (refer to workshop manual). Then reconnect the clutch cable.

Fit the large spacer supplied over the crankshaft. Refit the key, rotor, lock washer and nut and tighten. If the rotor is hard up against the engine pulley, fit the additional washer supplied between the rotor and spacer.



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To tension the belt correctly you may need to space the gearbox away from the engine, this may be done with the supplied shims. These may be placed over the studs without having to remove the gearbox. To get the correct tension, hold the top run mid-way between the pulleys, using hand pressure you should be able to twist the belt lengthwise by 90 degrees. There are 2 thicknesses of shims supplied to help achieve the correct adjustment.

Fit the 3 new alternator stator spacers over the 3 studs. Fit the alternator stator along with, if necessary, the new nyloc nuts and studs. Take care to route the cable away from the belt. **Ensure you have the correct air gap between your rotor and stator, refer to the workshop manual.**

**Oil must not be used in the chaincase.** At routine service intervals you should clean and regrease the clutch bearing using **Castrol Spheerol B2** grease.

**PARTS SUPPLIED:**

- 1 X CLUTCH
- 1 X ENGINE PULLEY
- 1 X DRIVE BELT
- 3 X ALTERNATOR STATOR NYLOC NUTS
- 3 X ALTERNATOR STATOR STUDS
- 3 X ALTERNATOR STATOR STUD SPACERS
- 1 X ALTERNATOR ROTOR SPACER (+ WASHER TO BE USED IF REQUIRED)
- 1 X CHAIN TENSIONER BLANKING STUD AND NUT
- 2 X CLUTCH RODS (APPROX 128mm AND 118mm)
- 1 X CLUTCH ROD BALL BEARING
- 1 X CLUTCH PAD
- 2 X GEARBOX SPACER SHIMS 0.020" THICK
- 2 X GEARBOX SPACER SHIMS 0.040" THICK