



Royal Enfield Continental GT 535 – Customization and Upgrades

ENGINE, EXHAUST

Sport exhaust

The Continental GT comes with a heavy, big and aesthetically rather unpleasant muffler which I replaced with a Sports Silencer GT from NFIELD GEAR. This muffler was a bit too noisy for my taste so I disassembled it, installed a drag pipe mini baffle from SAM POWER SPORTS and repacked with fiber glass.

Exhaust heat shield

Contrary to the OEM muffler, the Sports Silencer does not have a heat shield, and after burning my leg a couple of times I designed and installed a heat shield made from polished aluminum rods.

Evaporation emission control system

For California, the Continental GT is equipped with a black plastic charcoal canister mounted right in front of the engine. The canister and all the hoses connected to it look rather ugly and I removed the whole system.

FRAME

Engine Bay

The engine bay area (the area in front of the air filter and battery) looked quite messy with cables, connectors etc. and I designed/installed a cover from polished aluminum which gives it a much cleaner look.

Front fender

In order to emphasize the "classic" style I designed/installed an aluminum "license plate" with the label "GT 535" which follows the curvature of the front fender.

Rear fender

I removed the OEM black plastic extension of the rear fender and designed/installed an aluminum license plate holder (painted black) with mounting points for the rear blinkers.

Splash guard

In order to prevent the engine getting hit from debris picked up by the front wheel, I designed/installed a stainless-steel splash guard mounted to the frame in front of the engine housing.

Chain guard

The OEM chain guard is made from plastic and shows poor fitting. I designed/installed a new chain guard made from aluminum, painted in black.



Rearview mirrors

I replaced the OEM rearview mirrors with round 3in black mirrors mounted to the ends of the handlebars.

Paddock Stand

I installed two paddock stand mounting points to accommodate a paddock Stand.

Decals

The red left and right-side covers looked a bit to plain to me and I applied "Continental GT" decals (the same as on the top of the gas tank) from HITCHCOCKS to both.

ELECTRIC/ELECTRONICS

Headlight

I replaced the original headlight with a 7in version from NFIELD GEAR. This headlight is a bit deeper than the OEM version and requires an additional extension ring between the original housing and the new headlight.

Daylight running lights

The US version of the Continental GT comes with daylight running lights, which means that the lights are switched on with ignition, rendering the light switch obsolete. This is accomplished by a electrical coupling inserted in the power supply to the lights. Since I like to be in control, and since my bike sometimes showed the red battery low indicator, I removed this coupling a now can turn on/off the headlights with the light switch.

Blinkers

I replaced the original front and rear blinkers with shorter, bullet shaped versions.

Horns

The Continental GT comes with two (!) horns mounted on heavy steel holders right in front of the cylinder. I removed the horns and holders and mounted one horn underneath ("invisible") the gas tank.

Instruments

The speedometer shows the speed in km/h in large, white numbers on the outside scale of the speedometer. Mph's are displayed in small grey numbers on grey background on the inside scale and are almost not visible during daylight. (At night with the speedometer illuminated it's a bit better, but still hard to read.) I opened the speedometer housing and installed red markers for all significant mph speeds (35mph, 45mph etc.)

Garage door opener

I installed a "hidden" garage door opener between the frame and the left front end of the gas tank.



Float charger

In order to keep the battery charged and conditioned during periods of non-operation I installed a permanent connector to a float charger. (Remark.: I would recommend to use a float charger vs. a trickle charger)