

GO *Interceptor*



Royal
ENFIELD

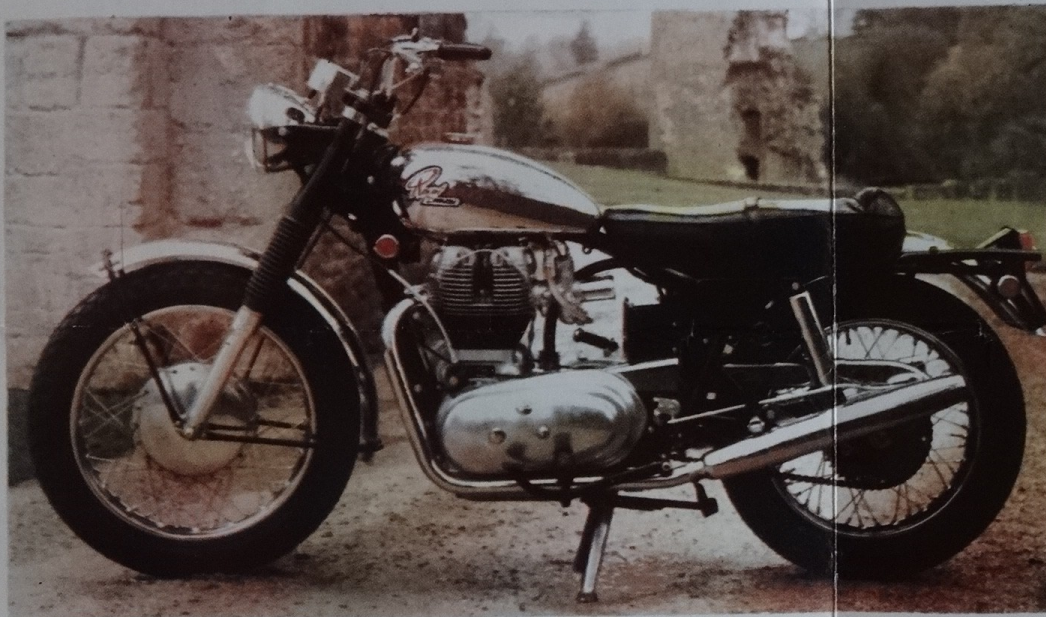
MOTOR CYCLES, BRADFORD - ON - AVON, ENGLAND.

Introducing the Series II

SEVEN-FIFTY INTERCEPTOR

When it was announced that Enfield Precision Engineers Ltd. - a company famous in England for the manufacture of aircraft and guided weapon components - were to take over the complete manufacture of Royal Enfield Interceptor motorcycles instead of producing only the engine, everyone knew that something special would follow, and here it is, a completely new Stage II Interceptor.

This machine is not mass produced but is made under toolroom conditions in a precision engineering factory where only a limited number are made each year embodying all the skill and craftsmanship for which England is famous.



Not everybody can have one. There aren't enough to go round. That is why the owner of an Interceptor always has something special. Something the other fellow hasn't got.



New wider handlebars.

Attractive polished alloy nacelles house the 8,000 r.p.m. tachometer and 125 m.p.h. (200 k.p.h.) speedometer.

New front forks give truly unbelievable handling and road holding.

New front wheel with full width hub and larger, more powerful brake.

Exclusive neutral gear finder. No need to down shift - just press lever.

A BIG NEW HEART

Simplified and lightened but with even more power - that's the Stage II Interceptor engine and this exciting new power unit just bristles with exclusive features.

Entirely new crankcase.

Integral oil tank below engine - deeply finned, giving super slip-stream cooling.

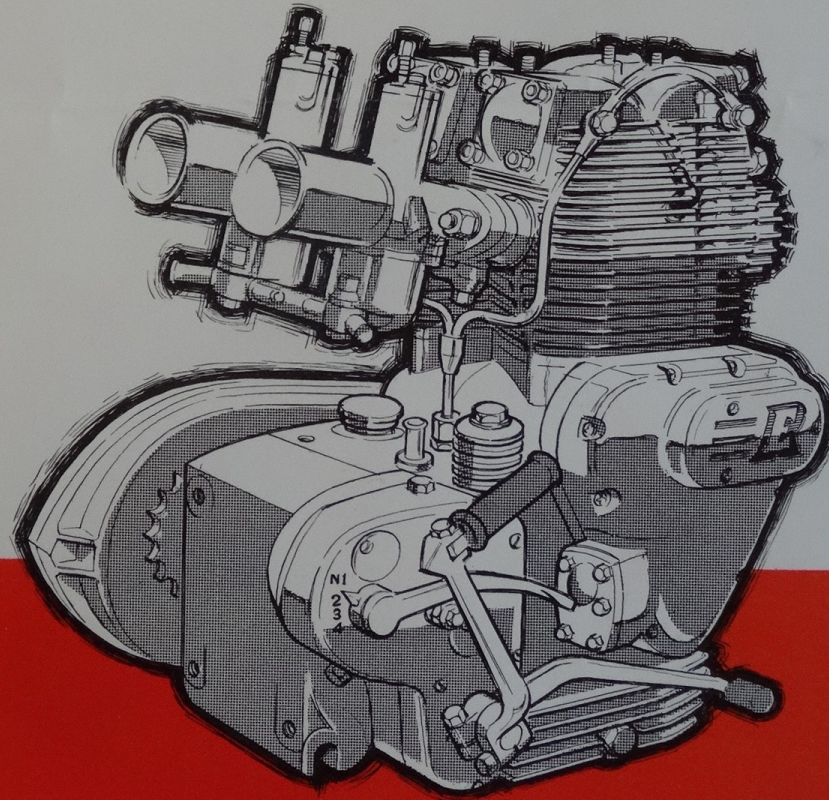
Completely new lubrication system.

New contact breaker drive.

New high performance cams with exclusive quickly-detachable fitting. (No dismantling necessary for camshaft change.)

New carburettors giving much improved performance over whole range.

All these features make the Stage II Interceptor today's most wanted motorcycle.



SEVEN-FIFTY INTERCEPTOR TECHNICAL DATA

ENGINE	O.H.V. vertical twin 4-stroke.	GEAR RATIOS	4.44, 6.05, 8.19, 12.4.
BORE AND STROKE	71 x 93 m.m. (2.9" x 3.8").	M.P.H. per 1,000 r.p.m. in top gear	16.9.
COMPRESSION RATIO	8.5 = 1	FUEL TANK CAPACITY	2.3 U.S. GALLONS.
CARBURETTORS	TWIN AMAL CONCENTRIC. 30 m.m. Choke dia.	OIL TANK CAPACITY	4.5 U.S. PINTS.
IGNITION	12v. Lucas Capacitor System with twin coils. Automatic Advance.	GEARBOX OIL CAPACITY	1 U.S. PINT.
REAR SUSPENSION	Pivoted Fork with Girling oil- controlled Damper units.	SEAT HEIGHT	30.5 ins.
FRONT FORK	Telescopic with two-way hyd- raulic damping.	WHEELBASE	57 ins.
HUBS	Full width, light Alloy. Q.D. Rear.	OVERALL WIDTH	32 ins.
BRAKES	8" x 1¼" Front, 7" x 1" Rear.	GROUND CLEARANCE	5.75 ins.
TYRE SIZES	3.50 x 19 front, 4.00 x 18 rear. Dunlop K.70.	WEIGHT	426 lbs.



ENFIELD

PRECISION ENGINEERS LTD.

UPPER WESTWOOD : BRADFORD-ON-AVON : WILTS : ENGLAND

Telephone: Bradford-on-Avon 2166-8

1969
Printed in England

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TYRE SIZES	3.50 x 19 front, 4.00 x 18 rear. Dunlop K.70.	WEIGHT	426 lbs.



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**MORE THAN
EVER
FOR YOUR MONEY!**

1970

**ROYAL
ENFIELD**

ER

INTERCEPTOR

FOUR BIG EXTRAS.

AIR CLEANER

A single cleanly styled unit of generous proportions provides ample breathing capacity for the twin carburetors, even during prolonged full throttle work. This unit greatly prolongs your engine life, particularly on cross-country riding.

and still with the 1969 Price Tag!

The well proved and highly praised SERIES II INTERCEPTOR remains basically unchanged for 1970 – but due to increased production efficiency and continuity it is now offered with an even more lavish specification –

The oil cooler, carburettor, air cleaner, skid plate and pillion passenger hand rail, previously offered as separate and additional extras, have now become standard equipment, to further enhance the individual character and powerful personality of this thrilling mount.

PILLION HAND RAIL

Fabricated from heavy gauge drawn steel tube, with substantially welded joints, it has a handsome heavily chromed finish. Passenger comfort and safety are greatly increased.

SKID PLATE

Made from heavy gauge steel mesh for strength and protection whilst the modern styling and lustrous enamel enhances the appearance of this fine motorcycle.

OIL COOLER

This is a quality unit of liberally finned light alloy castings. It is coupled to the lubrication system by large bore flexible pipes with oil tight banjo unions. Originally exclusive to competition models, this component has been designed and engineered to match the characteristics of the Enfield engine bringing to the individual owner the advantages of a true works machine.

