

INTERCEPTOR MODELS - USA

(1)

1961 Interceptor 700cc
Tuned Connie motor in 500 Bullet style scrambles chassis.

1962 TT 736 Interceptor
7 inch front brake single sided without wheel trims. Special reduced front guard underslung mudguard stays. Shrouded forks fitted with headlamp stays (2 piece). Twin clock top yoke. Bullet style panelled fuel tank. 2 into 2 exhaust, otherwise like UK machine - two level seat, large eared tool box short swinging arm (54 in wheel base) chopped monoblock carbs.

1963
as above but extended swinging arm with longer seat rail.
Smaller 250 sized tool box, manual Advance Retard changed to automatic.

Future alterations will be gaitered forks with eared headlamp brackets, separate float chamber on carbs, single level seat, clocks changed to magnetic type - 12 volt.

1967 IA GP7 TT7
7 inch front wheel with GT style wheel trims. Blade front guard with overslung stays gaitered forks with plain top yoke, clocks bolted to filler plugs. 4MC points housing with twin coil 12 volt electrics long (57 inch wheel base) swinging arm. Humped seat. Short silencers. Braced scramble bars.
TT7 has chromed 2 gallon tank with Royal Enfield in script at sides and upswept exhaust system 2 into 2. GP7 has panelled bullet style tank low level exhaust.

Engines are prefixed 1A with engine and frame numbered identical.
Numbers 001 to 999 are most likely, not all numbers are used around 500 made.

SERIES II 1968
As Series 1A TT7 but fitted with Norton Forks with wheel clock mounts etc. Redesigned crankcase featuring single pump oil feed new timing cover with single chain driving cams. Contact breakers triggered via exhaust cam. New crankshaft with modified timing sprocket location.

Numbered 1001 frame 1B1001 engine in sequence onwards.
During 1969 frames F1502 onwards had a cast in steering stop opposed to the bolted on affair from previous.

Suspect F prefixing frame number is 1969 onwards production.
F1950 onwards 1970 onwards production.

1970 models have skid plate oil cooler rear grab rail and air cleaner hexagon fitted as standard.

Some steel tank machines and later fibre glass tanked machines.

NUMBERS ON EARLY INTERCEPTORS

The engine and frame numbers do not correspond. A late 1962 Interceptor dated by the R.E.O.C. reads 11206 frame and YA15181 engine.

Theoretically YA indicated the lower lift cams and possible low compression pistons with a sportier motor for the YB series.

A machine registered May 1965 bears the numbers 11431 frame and YB16208 engine.

Possibly there are some YC numbered engines and later frames starting 60001+ and 70001+.

The numbering system is very random and only by careful examination of the type of specification, can dates be found. In the case of altered machines it is very much guess work. Roy Bacon's book has some information but some of the facts are inaccurate.

Series 1A's and II's are easier, the specs can be followed from the spares books.

1965 TT machine is clearly photographed in owners workshop manual.

FRAME NUMBERS

IA TT7 GP7 1967	001 to 700?	(pure guess)
SII 1968	1001 to 1300?	(post 1968 include an F in the frame no.)

SII 1969	1300? to 1950	
SII 1970	1950 onwards	(as 1970 SII supplement booklet)

Please note any numbers (as far as I can tell) with the letter "X" in it (about 2000 upwards) were fitted into Rickmans or sent to the States to Floyd Clymer. See enclosed.

Doug This is only what we have pieced together from various sources, it will give a guide only and will not be 100% correct, any discrepancies please let me know. *Allen Stoddard*