

DEVELOPMENT of ROYAL ENFIELD INTERCEPTORS – SERIES 1A

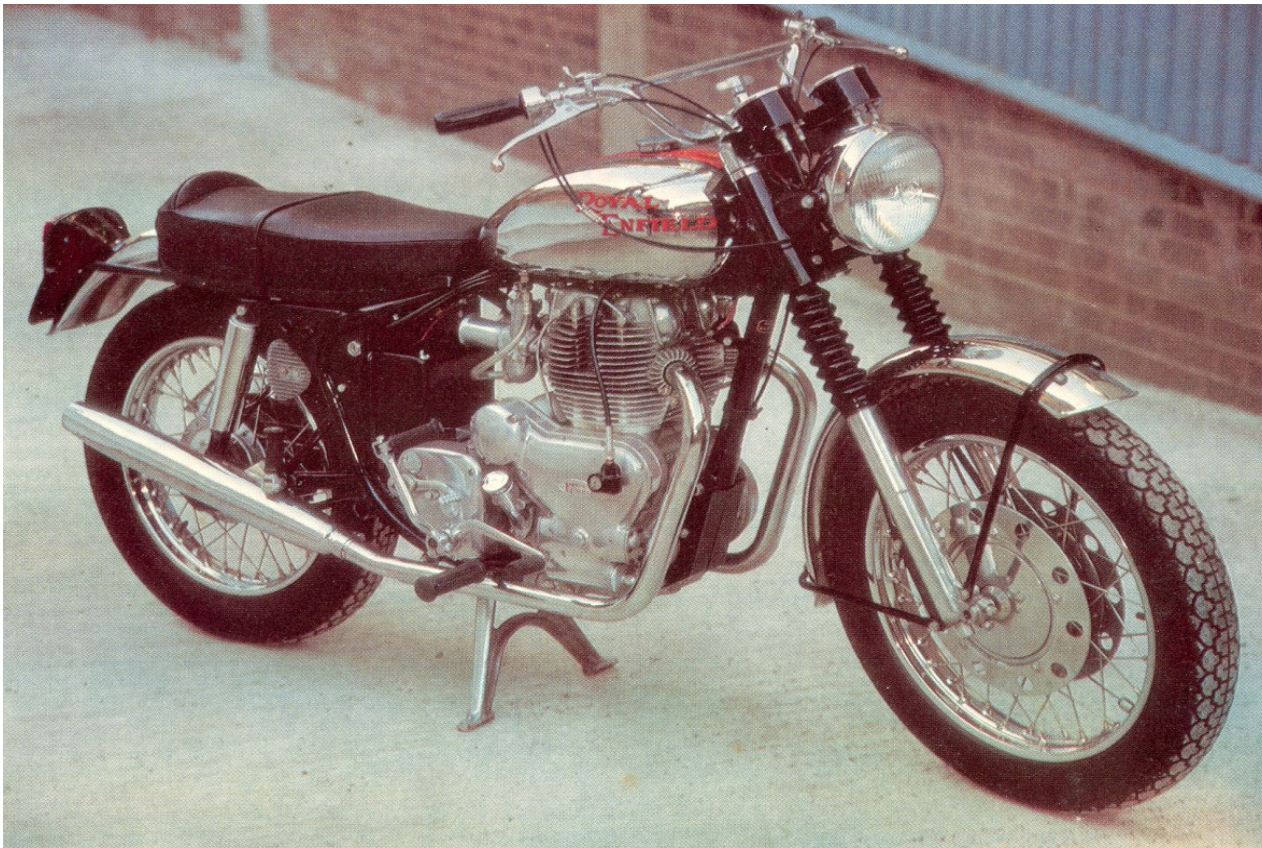
All machines with YC & 1A prefix 736cc engines

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Engine No.	Engine date	Frame No.	Dispatch date	
YC16826	23My66			<p>First 1967 model engine, prefix YC ¾” breather pipe from oil tank (w/ drillings inside engine) replaced elaborate system w/ check valves. Twin contact breakers and twin coils replaced magneto. Sump plug, w/filter for scavenge pump inlet, PN 48022/A added beside oil tank drain plug w/filter. Quietening ramps on cams Head steady bracket 45337A drawn in '67 parts book w/bulge in vertical section. Vertical part straight in all other USA & UK Interceptor parts books. Bulged version is uncommon. Capacitor added to charging system to enable starting and running without battery. Front hub flanges 48656 (cooling discs, previously optional) became standard. Toolbox discontinued. Mudguard carrier 49551, with rear loop, replaced PN 45780, which bolted to mudguard sides. Seat 49529 (<i>length?</i>) replaced PN 46810B Chainguard 49523 w/ new front attachment point replaced PN 48055. Chainstay 49523 w/ new chainguard attachment point & bearings replaced PN 43515 w/bronze bushes</p> <p>2 versions: -Road Scrambler T.T.7: chrome peanut tank, upswept exhaust, exposed chrome plated rear springs, 5 ½” wide rear mudguard PN 49584 (not 49550 as shown in 1967 parts book.) -Road Racer G.P.7: painted fuel tank w/ chrome side panels, horiz. exhaust, shrouded rear springs (black top, chrome bottom), 4 ½” wide rear mudguard PN 49550 (not 49584 as in 1967 parts book.)</p> <p>Few YC engine machines were built as Redditch factory wound down and transferred production to Westwood. As Redditch used up stocks on hand there may have been more mix and match of cycle parts than usual. The USA ads said ‘factory customized’.</p>
YC16902	14De66			R930/3 & L930/4 Concentric carbs replaced 689/225 & 389/225 Monoblocs
YC16931- YC16940				First engines fitted at Westwood.
YC16941- YC16946	31De66			Last engines to Redditch; subsequent engines fitted at Westwood.
YC17000				Last YC engine number. (Numbers allotted were not always used.)

1A 177				First 1A engine. (176 th engine after YB series – why start at 177? Extra engine built?) Frame numbers matched to engine numbers from this point.
17076 (?)				Pistons 46160 for compression ratio 8:1 used up to this engine
17077 (?)				Pistons 46160/A for CR of 8.5:1 (from Spare and Replacement Parts book for 1967 Interceptor)
1A 276	? 1967			Longer piston fitted (From a hand written paper that appears to be based on engine factory records.)
1A 503		503	De67	Dispatch records note machines as “new specification”, likely those marketed in USA as 1968 ½. GP7 Road Racer quietly discontinued, while TT7 Road Scrambler updated to be a new lone model. Chromed top and bottom shrouds on rear springs. Cigar shaped silencers (PN’s 49704/5) replaced megaphoned style, PN’s 49537/8 Seat 49529/A with pan 25” long (longer, with front part re-contoured to be lower) replaced PN 49529. Oil tank drain plug & filter 37884 replaced with PN 48022/A. Engine then used two 48022/A plugs. High performance cams advertised. (The 1967 parts book lists only W35344/5 sports cams for the S1-A. Road tests describe quietening ramps added in 1967, deleted for 1968 ½ model. Profiles of factory installed cams not clear yet, and may differ from replacement parts offered.)
1A 605		605	Ja68	Highest number bike with “new specification” notation. Likely no change in machines, just notations.
				Machines were not always dispatched in numerical sequence, indicating stockpiling to match constant production to seasonal sales.



Factory photo of 1968 1/2 model