



“MC-Nytt Motorcycle Road Test”

## ROYAL ENFIELD 750 INTERCEPTOR - A FULL-SIZE BIKE WITH ITS OWN CHARACTER

### DURABLE

The Interceptor is a full-size bike on all accounts. The long bore, block engine, completely fills the triangular frame. These are the things that gives the machine a unique outline, it is easy to see that it's a Royal approaching. English twins otherwise tend to look so similar that sometimes you have to look twice to recognise it.

The height of the machine is not an illusion, you really do sit high up. The wedge shaped seat means that there are no problems for a rider of average height to reach the ground.

The seat, well it feels soft and comfortable but at the same time offers a firm hold, the rider does not risk sliding back at sudden acceleration. The handle bend is at the exact right spot, the hands will of their own accord rest on the grips. The fuel tank on our test model had a just wide enough kneegrip, with rubber pads, the export model comes with a smaller fully chromed tank.

The only remark in regards to the riding position would be that the foot pegs could have

been placed a few centimetres further back, which would have made it easier to hunker down when you want to go really fast.

### EASY TO HANDLE

Even though the Interceptor weighs around 200 kg as soon as it starts rolling you can't feel the weight. The rider melds with the machine

and will glide right through without any effort.

Much of the road holding qualities are due to the suspension, which is soft and firm at the same time. The front fork comes from the Norton, which says it all. The rear suspension is a reminder that Royal Enfield were among the first to introduce the swing arm.

The test model had K70 Dunlop tyres both front and rear, which also added to the riding

comfort.

Top marks also for the cornering ability. The engine on the Interceptor has a very wide base, which means that the foot pegs are wide set.

### Specifications:

**ENGINE:** Four stroke, parallell twin, 736 cc, bore x stroke 71 x 93 mm, compression ratio 8.5:1, cast iron cylinder barrel, alloy cylinder head. Connecting rod plain bearing type bearing shells at big end, ball bearings and roller bearings. Wet sump, 2.7 L capacity. Twin Amal concentric carburettors with paper air filter.

**STATED TORQUE:** 55 hp / 6,750 rpm

**TRANSMISSION:** Primary 3/8" duplex chain, rear chain 5/8x3/8", multi plate clutch. Four speed gear box bolted to the engine. Gear ratios 12.40; 8.19; 6.05: 4.44:1.

**ELECTRICAL SYSTEM:** 12 volt battery coil ignition with the Lucas capacitor system, Lucas alternator, 12 volt battery. Headlight 18 cm, 50/40 watt bulb.

**BRAKES:** Front 200 mm, rear 180 mm, both single acting.

**TYRES:** Dunlop K70, front 3.50x19, rear 4.00x18.

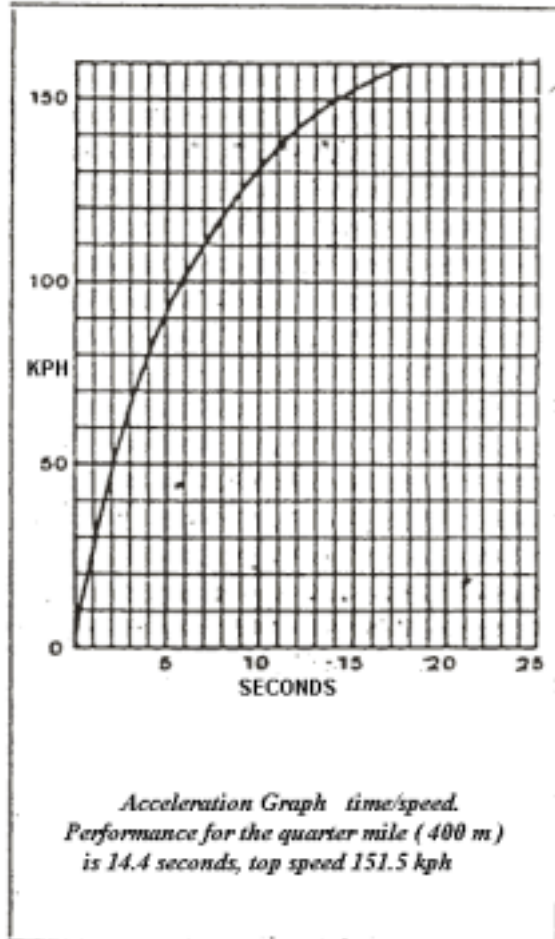
**SUSPENSION:** Norton telescopic front fork, swing arm suspension with adjustable Girling shock absorbers.

**WEIGHT:** 200 kg.

**ALL INCLUSIVE ON THE ROAD COST:** SKR 7,888:-

**DEALER:** Motorfirma L.O. Jardenberg, Lundavägen 38-42, 212 19 Malmö.

Thanks to the solid suspension it is possible to lean hard without risking to scrape the ground. The centre of gravity is fairly close to the ground, which also improves cornering. The machine can almost zoom through sharp bends as easily as if it was a 250cc.



#### POWERFUL, LONG BORE ENGINE

You can tell that the engine has a long bore through its enormous torque. There is raw power all the way from the bottom of the revolution counter. It is even more noticeable at 3000 rpm. Together with a moderate compression ratio 8.5:1 you can travel in fourth gear in almost all circumstances.

The idling was as slow and even as a steam engine. The engine responded to the throttle straight away except for a tiny hiccup just as they started to open up.

Not very many of the manufacturers will go through the expense of both dynamic and static balancing of the crankshaft, but Royal Enfield does actually do this. The vibrations are noticeable around 145 kph, but then settles down again. You can easily tour at 160 kph or faster, if you feel like it.

If you are more into cruising, there is a very pleasant purr around 65 kph in fourth gear. The engine is running smooth as silk with the rev counter at only 2,300. The Interceptor is also a pleasant ride at 110 kph, which is maximum speed on many roads.

#### Performance Characteristics:

**Top speed in one direction: 192 kph**

**Average top speed in both directions: 180 kph**

**Braking distance at 50 kph: 8.5 m**

**Lowest speed in highest gear: 40 kph**

#### MUFFLED TONE

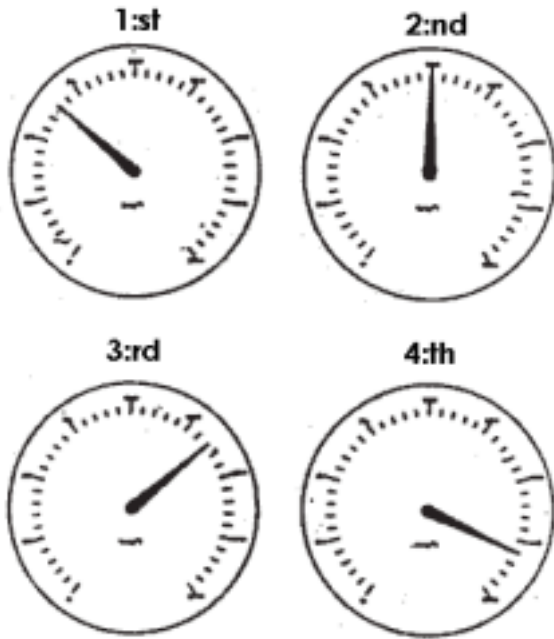
The silencers, which are slightly upturned, emit a muffled full tone. At slow speeds you hardly hear it but it builds to a roar as you open up the throttle.

Taking a look at other finer points will reveal dual cushioning in the transmission. There is one in the centre of the clutch and another in the rear hub. Both have rubber cushions which take up slack in either direction, which adds lifespan to chains and sprockets. A brake light switch is also fitted on the hand-brake cable, to comply with American standards. The brake feels a little springy if you sit on the machine and pull the lever, but it does not affect handling.

The front brake measures 200 mm in diameter and is very effective, even though it's single acting. If you use both brakes effectively, the Interceptor will pull up quickly considering how heavy it is.

The Lucas capacitor enables the machine to be run without a battery. The rest is standard Lucas set-up, 12 v alternator and Zener diode.

The Interceptor has comes with an oil cooler as standard, a flanged cast alloy gadget, positioned in front of the engine. It is hardly needed at normal running, but when touring or travelling on 'no speed limit' highways, it will probably provide added safety margin. What also springs to mind is racing, where from the regulations point of view it is important to have oil cooler and such as standard equipment.



*Speed in the different gears.  
First 66 kph; second 100 kph;  
third 135 kph; fourth 180 kph.*

#### CONCLUSION

The Interceptor Series II is by far the most competitive machine ever made by Royal Enfield. It is as much at home out on the open road as in suburbia with a speed limit of 50 kph. It will also score a plus for lack of oil leakage, which has improved from previous models.

Keep on the look out for this machine at the races, where it will hold its own! Any faithful reader with a good memory will surely remember that a Royal Enfield – a 700cc “Constellation” – was that close to winning the first race at Karlskoga way back in 1959!