Easy
got back.
ROYAL ENFIELD
INTERCEPTOR
650
ROYAL
ENFIELD

THE QUINTESSENTIAL MODERN CLASSIC ROADSTER - THAT'S A BLAST TO RIDE ON TWISTY BACK ROADS, HIGHWAYS, OR THE URBAN JUNGLE, WITH EQUAL EASE AND GRACE, FOR NOVICES AND EXPERIENCED RIDERS ALIKE.

Welcome back, Sunshine!

Inspired by the iconic 60's Royal Enfield Interceptor which found its greatest following in the American west coast, where the model fit perfectly into the easy-going, fun and youthful narrative of the time, the new Royal Enfield Interceptor INT 650 Twin gloriously reimagines the glamorous sun-drenched California beach lifestyle. This characterful modern classic captures the essence of a quintessential British roadster with the rakish elan of a California Desert Racer. With its clean lines, classic teardrop tank, diamond-quilt-patterned twin seat and distinctive wide, braced handlebars the Interceptor is the perfect blend of timeless styling and contemporary performance.

Chassis

The Interceptor 650 Twin featuring a twin cradle, tubular steel frame, designed from scratch in conjunction with the legendary Harris Performance team, offers the perfect combination of authentic styling and versatile, agile performance. The frame, tested for thousands of hours and miles over a wide variety of road conditions for durability, balance and handling, delivers dynamic and responsive performance. While a 1400 mm wheelbase, 804 mm seat-height makes for accessible, confidence-inspiring riding position, the Interceptor 650 is smartly designed to have a 174 mm ground clearance and an excellent lean angle helping it take on pretty much any road with aplomb. 37.5 degrees of steering allows good low-speed manoeuvrability in city traffic. With a 24- degree rake angle and 106mm of trail, the Interceptor 650 Twin feels nimble in the city, planted on the highways and agile on the twisties

Steel tubular, double cradle frame, 2122 mm x 1165 mm x 789 mm
Fuel Capacity: 13.7 Ltr , Kerb Weight: 202 kg (no fuel)
Ground Clearance: 174 mm

Suspension

The suspension, developed & tested in tandem with the chassis, is aided in the front by 41mm forks with 110mm of travel and twin rear units, chosen for the authentic twin-shock look, gas charged with piggy-back reservoirs. It also has a 5-stage pre-load adjustment, to allow for bespoke settings imparting the ride with effective damping in all situations for an optimum blend of comfort, feel and precision.

Front Suspension: 41 mm front fork, 110 mm travel
Rear Suspension: Twin coil-over shocks, 88 mm travel

Engine

An air/oil-cooled parallel twin engine configuration was selected for is authentic uncluttered lines faithful to our true heritage design. The simple, easy-to-maintain, all new 648 cc engine is built for real world riding, with sufficient power to make light work of city traffic or cruise effortlessly on the open road. While offering a very usable 47 horsepower at 7250 RPM and maximum of 52 Nm torque at 5250 RPM, the secret of the new 650 Twin lies in the way the power is delivered. Seamless throughout the rev range, 80% of the maximum pulling power (torque) is available as low as 2500 RPM, so that the engine delivers smooth and rapid progress without the need for constant gear changes. A single-piece forged counterbalanced crankshaft with a 270 degree firing order ensures a quintessential twin-cylinder, a deep burbling exhaust note and minimal vibrations. The use of 4-valves per cylinder increases the engine efficiency resulting in better fuel economy & performance. An under-stressed 9.5:1 compression ratio means less sensitivity to variances in fuel quality, while a twin throttle-body paired to a highly precise Bosch fuel injection & engine management, system gives instantaneous, predictable and smooth throttle response throughout the rev range. While the gorgeously sculpted lines of the gleaming, hand-polished aluminum engine covers hark back to a golden era of motorcycling, what makes heads turn is the sound of the engine, either at idle or at full chat, metering a steady beat, a wonderful over-run burble or a distinctive power-on rumble.

4 stroke, single overhead cam, air-oil cooled, 648 cc parallel twin, 47Bhp@7250rpm, 52Nm@ 5250rpm, 6 speed, fuel injection, digital spark ignition – TCI

Gearbox

For the first time Royal Enfield uses a six-speed gearbox, specially developed for the 650 Twin, thoroughly tested on proving grounds, race tracks and public roads, with carefully selected gear ratios chosen to deliver the best blend for all riding conditions. The result is evident in the optimum shift feel, reliability of engagement, quiet notch-free selection and perfect ratio spacing. The gearbox is augmented by a slipper clutch which has an assist feature for light lever feel.

Tyres & Brakes

The choice of tyres also reflects the common theme running across the development process of the Interceptor 650 Twin. For the authentic classic look the Interceptor 650 comes with 18" front and rear wheels, both with 36 spoke aluminum alloy rims. Classic aesthetics backed by modern engineering choices meant the structure and the compound of these Pirelli Phantom Sportcomp tyres (100/90 at the front and 130/70 for the rear) were specially developed for Royal Enfield to complement the chassis and suspension in all riding conditions. With the same consistent thought, twin piston ByBre (By Brembo) callipers have been used They grab a 320mm floating disc in the front and a 240mm one at the rear actuated with a Bosch dual-channel ABS providing strong, predictable stopping power.

Front Tyre: 100/90-18, Rear Tyre: 130/70-18
Front Brake: 320 mm disc, ABS, Rear Brake: 240 mm disc, ABS

Ergonomics

With its wide braced handlebars, the Interceptor has a comfortable and commanding riding position; upright for great visibility ahead, aiding confidence as well as comfort. The ergonomic triangle, formed by the handlebar, low seat and footpeg position, has been set up for comfort with a gentle sports bias helping the rider make the most of the agile chassis and feel intuitively connected with the machine.

Tip up. Ease in. Ride long.