

IT'S  
*Playtime*



Introducing the heritage-inspired Royal Enfield Interceptor 650 and Continental GT 650, with an all new parallel twin engine.

So pick your play.



Zip up. Ease in.  
Ride long.







The Royal Enfield Interceptor 650 Twin marks the return of one of Royal Enfield's most loved classic motorcycles. Hailing from a time when all that mattered was that the California sun was out and the surf was up, the new Interceptor retains every bit of charm that made it a legend.

Inspired by the iconic 60's Interceptor with its greatest following in the American West Coast, fitting perfectly into the easy-going, fun narrative of the time, the new Interceptor 650 Twin reimagines the sun-drenched California beach lifestyle. This modern classic is the essence of a British roadster with a dash of a California Desert Racer blending timeless style and contemporary performance.



## ENGINE

The 650 Twin is the rebirth of Royal Enfield's legendary parallel twin cylinder engine. And it's driving two Royal Enfield classic motorcycles - the Interceptor and the Continental GT. While classically styled and visually beautiful, the new engine is Royal Enfield's most forward-looking yet, with a cleaner, more elegant look, fewer components, less weight and easier maintenance.

## TYRES

The structure and compound of these Pirelli Phantom Tyres, 18" Inch front and rear wheels with 36 spoke aluminium alloy rims, have been developed specially to compliment the chassis and suspension in all riding conditions.



## CHASSIS

A twin cradle, tubular steel frame has been designed from scratch in conjunction with the legendary Harris Performance Team. With a 24-degree rake angle, 174mm ground clearance and 105mm of trail, the motorcycle feels nimble in the city, planted on the highways and agile on the twisties.



## ERGONOMICS

The ergonomic triangle formed by the handlebar, low upright seating and footpeg position puts the rider in a comfortable and commanding riding position to help them make the most of the agile chassis and feel intuitively connected with the machine.

## SUSPENSION

The suspension, developed and tested in tandem with the chassis, is aided in the front by 41mm forks with 110mm of travel and twin rear units for authentic 'twin-shock' look, gas-charged with piggy-back reservoir and 5-stage pre-load adjustment, which allows for bespoke settings imparting the ride with effective damping in all situations.

## BRAKES

Twin piston BYBRE (By Brembo) calipers have been used with 320mm floating front disc and 240mm rear disc, along with BOSCH dual-channel ABS to provide strong predictable stopping power.



## GEARBOX

A six-speed gearbox is augmented by a slipper clutch which has an assist feature for light level feel along with an optimum shift feel, reliability of engagement, quiet notch-free selection and perfect ratio spacing.

ROYAL ENFIELD  
**INTERCEPTOR**  
650



RAVISHING RED



SILVER SPECTRE



GLITTER & DUST

# TECHNICAL SPECIFICATIONS

## ENGINE

Type	4 stroke, single overhead cam, air-oil cooled, parallel twin
Displacement	648cc
Bore x Stroke	78 mm x 67.8 mm
Compression Ratio	9.5:1
Maximum Power	47 bhp @ 7100 rpm
Maximum Torque	52 Nm @ 4000 rpm
Ignition system	Digital spark ignition - TCI
Clutch	Wet, multi-plate
Gearbox	6 Speed
Lubrication	Wet sump
Fuel supply	Electronic fuel injection
Engine start	Electric

## CHASSIS & SUSPENSION

Type	Steel tubular, double cradle frame
Front suspension	41 mm front fork, 110 mm travel
Rear suspension	Twin coil-over shocks, 88 mm travel

## DIMENSIONS

Ground Clearance	174 mm
Length	2122 mm
Width	789 mm
Height	1165 mm
Seat Height	804 mm
Kerb Weight	202kg
Fuel Capacity	13.7l

## BRAKES & TYRES

Front tyre	100/90-18"
Rear tyre	130/70-18"
Front brakes	320 mm disc, ABS
Rear brakes	240 mm disc, ABS

**3**  
YEAR

**∞**  
KM  
Unlimited Km  
Warranty

**24**  
**7**  
Roadside  
Assist



MARK THREE



BAKER EXPRESS



ORANGE CRUSH









*The new Continental GT 650 Twin is an evolution of the Continental GT 535, which in turn, was an evolution of the Continental GT 250 – the original Royal Enfield British café racer. Powered by the all-new 650 Twin, it looks every bit like its predecessor and performs even better.*

*Retaining the classic horizontal split running right through, the motorcycle's engine is elegantly cut off from the new bodywork with a dual cradle frame. The distinctive sculpted tank, clip-on handlebars and classic-styled instruments give the motorcycle's cockpit an authentic café racer vibe. Rear-set footrests and upswept exhausts allow for better lean angles – a café racer requisite for pulling off ton-ups. Just like in '60s London.*

**A TON OF  
FUN**



## **ENGINE**

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## **CHASSIS**

*A twin cradle, tubular steel frame has been designed from scratch in conjunction with the legendary Harris Performance Team. With a 24-degree rake angle, 174mm ground clearance and 105mm of trail, the motorcycle feels nimble in the city and agile enough to scratch those back-lanes.*



## **GEARBOX**

*A six-speed gearbox is augmented by a slipper clutch which has an assist feature for light level feel along with an optimum shift feel, reliability of engagement, quiet notch-free selection and perfect ratio spacing.*



## **ERGONOMICS**

*The ergonomics offer an easy reach to the mid-level clip-on bars for an optimum blend of steering feel and comfort, and the rear-set footrests improve cornering clearance. While the new GT 650 may echo its predecessor's style, it is in fact a whole new motorcycle in itself.*

## **SUSPENSION**

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## **BRAKES**

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BLACK MAGIC



VENTURA BLUE



MISTER CLEAN



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## CHASSIS & SUSPENSION

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

## DIMENSIONS

Ground Clearance	174 mm
Length	2122 mm
Width	744 mm
Height	1024 mm
Seat Height	793 mm
Kerb Weight	198kg
Fuel Capacity	12.5 l

## BRAKES & TYRES

Front tyre	100/90-18"
Rear tyre	130/70-18"
Front brakes	320 mm disc, ABS
Rear brakes	240 mm disc, ABS



DR. MAYHEM



ICE QUEEN



SOLO SEAT OPTION

# GENUINE PARTS & ACCESSORIES



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PROTECTION



PERFORMANCE

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