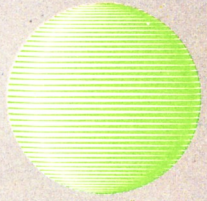


2's company, 3's the fantastic new Commando 750 by Norton



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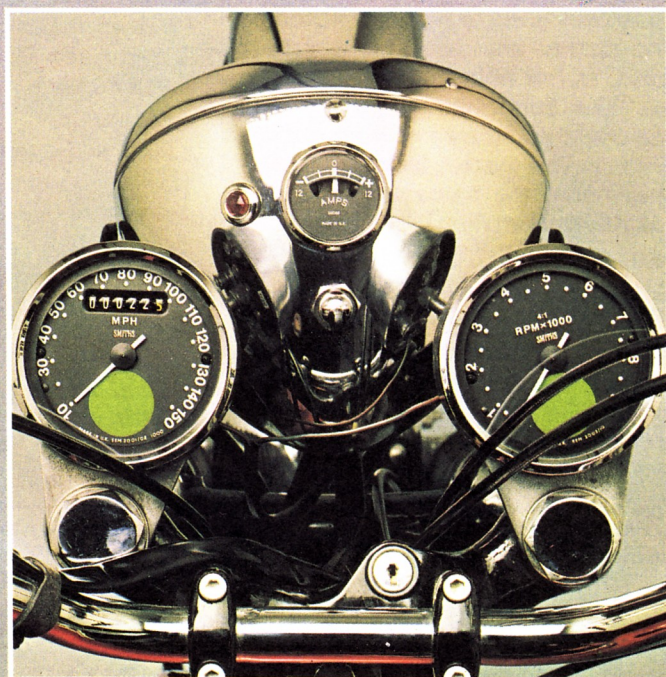
'One' could be you: proud owner of the new, revolutionary, breathtaking Norton Commando 750.

The new Norton is smooth. It's big. It's powerful. It looks different, it *is* different; yet every difference is functional—carefully designed for greater speed and unbeatable ease of handling.

Take the new frame. Superbly made. Lighter than any frame we've ever made. Stronger, too! Then there's the magnificent 'Glideride' suspension, the engine mounted on rubber to give a sensation more exhilarating than anything you've ever known. Like riding on air.

Power, power, power all the way. And for still more power we've designed the new Norton so that you can convert it into as racey a machine as you like.

This new Norton is special. A miracle on wheels. See it, ride it, feel its smooth, invincible *safe* power beneath you. *Today!*



'It's a roadburner without equal anywhere in the world' and it 'pulverises all previous concepts of high speed motorcycling' says Motor Cycle News.

SPECIFICATION

ENGINE

745 cc OHV parallel twin. In standard form the compression ratio is 8.91. The cylinder head and rocker box form a single integrated unit with widely spaced exhaust ports and parallel induction tracts which promote maximum scavenging efficiency. The valve operation is through forged steel rockers, alloy push rods and large diameter tappets actuated by a single chain-driven camshaft. A built-up forged steel crankshaft with large diameter central iron flywheel, plain big end bearings, two-piece connecting rods, alloy pistons and one-piece cast iron cylinder block are employed.

The unit has dry sump lubrication and combined gear type delivery and scavenger pump driven from the crankshaft. Ignition is by a Lucas 12 volt coil capacitor unit fitted with automatic advance and retard mechanism. Carburation is by twin type 930 Amal carburettors with concentric float chambers. The air filter is fitted with a large throw away paper element.

GEARBOX

The separate 4 speed gearbox has medium-close ratios. Wide tooth heavy duty pinions are driven through a four plate diaphragm clutch. The Triplex primary chain is housed in a light alloy oil bath chain case with centre fixing.

*FRAME

The frame is entirely new in conception and design. It combines the two most desirable features, lightness and strength, in proportions unknown before. A large diameter steel tube forms the backbone of the frame; it supports the steering head and has exceptional torsional rigidity. The front down tubes act as anchorages for the engine cradle. The swinging arm has been designed to fit directly to the engine cradle, and not to the frame structure as has hitherto been conventional. The connection between the engine cradle and the frame is by rubber mountings. This system isolates engine vibration from the frame to provide a remarkably smooth ride.

FORKS

'Roadholder' forks with progressive two-way oil damping and single rate springs housed within heat-treated tubular stanchions incorporate a thief proof lock. The alloy sliders have chromed steel extension. Rubber gaiters are fitted to seal forks from road dirt.

WHEELS AND TYRES

Chrome plated steel rims with high hysteresis tyres—front 3.00 x 19, rear 3.50 x 19—(racing type).

HUBS AND BRAKES

The front brake is of the two leading shoe type with the drum cast into the die-cast alloy hub, (which incorporates air scoops to provide adequate cooling for racing or in hot conditions), size 8" x 1 1/4". The rear brake is of the single leading shoe type with an integral drum and sprocket bolted to the die-cast alloy hub—size 7" x 1 1/4".

LIGHTING

12 volt crankshaft mounted alternator with a 12 volt battery and zener diode rectification. Capacitor ignition (which can be used with or without battery). The headlamp is 7" diameter and has a 50/40 double filament bulb, and a flasher switch is provided. At the rear there is a combined stop and tail light with an integral reflector, as well as side reflectors.

APPEARANCE

The styling of the machine is new and advanced. The petrol tank is rubber mounted, of strong fibreglass construction with a Monza type snap action filler cap. A steel oil tank of 6 pints capacity is located within the frame structure incorporating oil level sight tube.

The instrument panel includes a tachometer reading to 9000 rpm and a 150 mph speedometer.

At the rear a streamlined fairing incorporates a tool compartment and the rear lamp.

The front mudguard is of the Grand Prix type.

Twin seat incorporating Safety Straps. Chrome Plated front mudguard, Headlamp Shell.

Polished Alloy Primary Chaincase, Speedo and Rev Counter cases, front hub back plate.

EQUIPMENT

Centre and side stands, pillion footrests, stop light, side reflectors front and rear, comprehensive tool kit, tyre inflator.

COLOUR

Choice of three colour schemes :-
Red/Green/Silver

MANUFACTURERS

Norton Villiers Limited
Norton Matchless Division
44 Plumstead Road, London SE18
England

**The design of the frame and power unit suspension system are the subject of patent applications in the U.S.A. and the U.K.*

DATA SHEET

Engine

Type	Air cooled overhead-valve vertical twin
Capacity	45 cu. inch : 745 c.c.
Bore	2.88 inch : 73 m.m.
Stroke	3.5 inch : 89 m.m.
Compression ratio	8.9 : 1
Engine Peak	6700 r.p.m.

Carburettors

Twin AMAL Concentric Type 930	
Main jet 220	Throttle valve No. 3
Pilot jet 25	Needle jet 0.107

Gear Ratios

19 tooth gearbox sprocket (standard)
Top 4.84 : 1
Third 5.9 : 1
Second 8.25 : 1
First 12.4 : 1

21 tooth gearbox sprocket (optional)
Top 4.35 : 1
Third 5.35 : 1
Second 7.42 : 1
First 11.18 : 1

Electrical System 12 volt

Chains

Front :	$\frac{3}{8}$ " triplex
Rear :	$\frac{3}{8}$ " by $\frac{3}{8}$ "

Brakes

Front :	Drum operated— two leading shoe type. 8 in. by $1\frac{1}{4}$ in.
Rear :	Drum operated— 7 in. by $1\frac{1}{4}$ in.

Fuel Tank

Capacity	3.9 U.S. gallons 3.25 Imp. gallons 14.7 litres
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Oil Tank

Capacity	6 U.S. pints 5 Imp. pints 2.8 litres
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Tyres

Front	3.00 x 19 ribbed
Rear	3.50 x 19
Recommended pressures	
Front and	26 lb/psi
Rear	1.83 Kg/sq. c.m.

Dimensions

Wheelbase	56.75 inches : 144.1 c.m.
Length overall	87.5 inches : 221 c.m.
Width overall	26 inches : 65 c.m.
Ground clearance	6 inches : 15.24 c.m.
Weight (dry)	415 lbs : 188.6 Kg

Performance

Standing $\frac{1}{4}$ mile	12.8 secs.
Speed-bowl lap	121 m.p.h.
Maximum speed	Over 125 m.p.h. <i>according to conditions</i>

Road test published by
Motorcycle News 29 May 1968