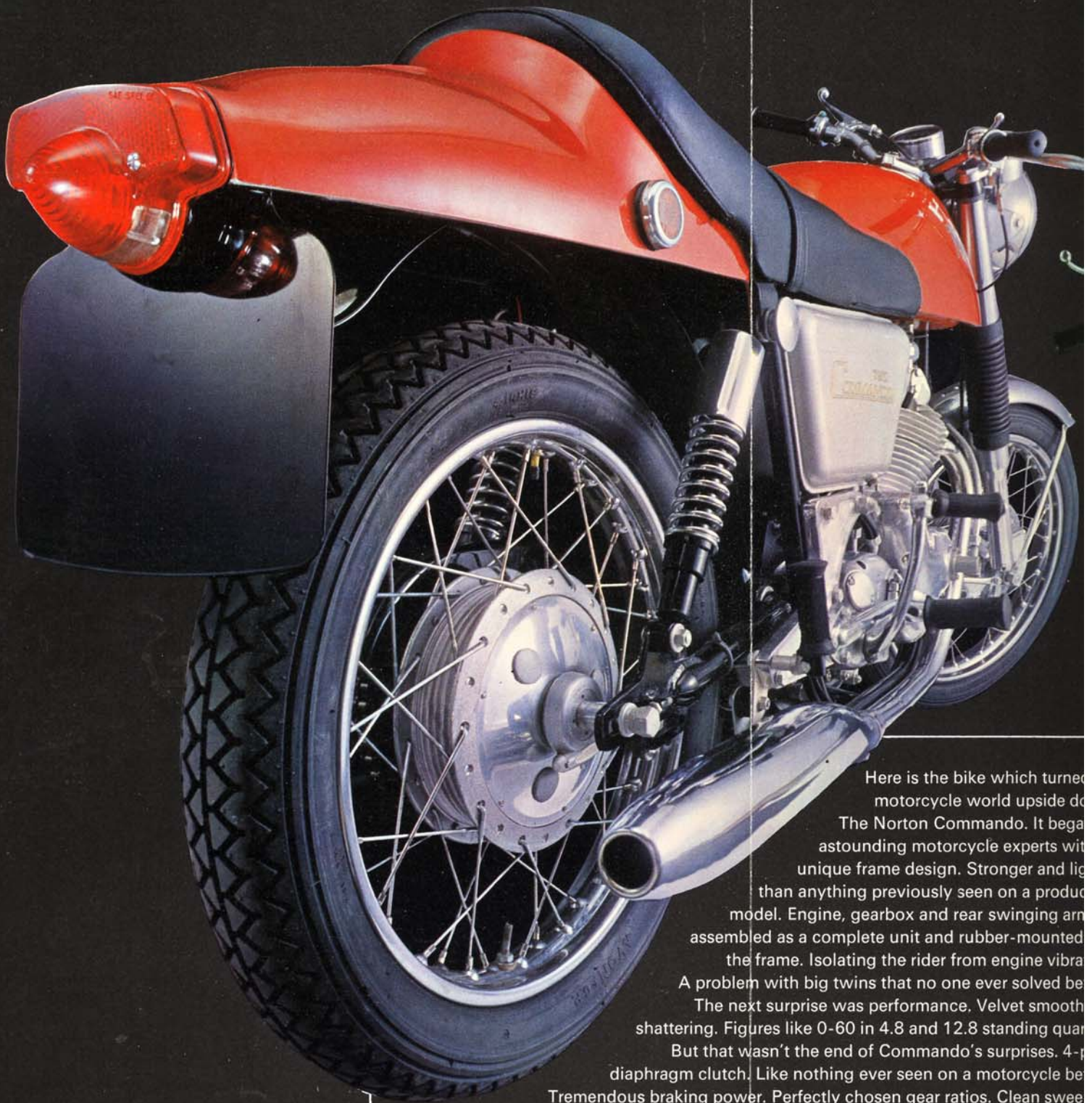


# For those who don't own a Norton Commando.

From the front. An unusual view.





**See the bike  
that won  
the 'Machine of the Year' Award\*  
at your Norton dealer now.**

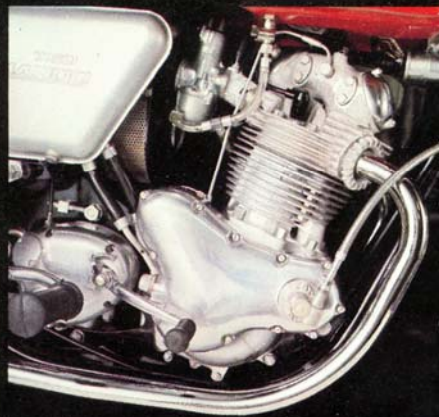
Here is the bike which turned motorcycle world upside down. The Norton Commando. It began by astounding motorcycle experts with its unique frame design. Stronger and lighter than anything previously seen on a production model. Engine, gearbox and rear swinging arm assembled as a complete unit and rubber-mounted to the frame. Isolating the rider from engine vibration. A problem with big twins that no one ever solved before. The next surprise was performance. Velvet smooth and shattering. Figures like 0-60 in 4.8 and 12.8 standing quarter miles. But that wasn't the end of Commando's surprises. 4-piston diaphragm clutch. Like nothing ever seen on a motorcycle before. Tremendous braking power. Perfectly chosen gear ratios. Clean sweet lines that won a Council of Industrial Design Award. And the famous Norton roadholding which has helped Commando build up a list of impressive racing wins. But Commando is still a new bike. Hardly a year old. So its potential has hardly been scratched. You're going to hear and see a lot of Commando in the future. It's already been called one of the greatest motorcycles ever made. And it's waiting for you at your local Norton dealer.

\* (Motor Cycle News 'Machine of the Year' Ball, 1968)



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**the Year' Award\***  
**on) dealer now.**



#### Engine:

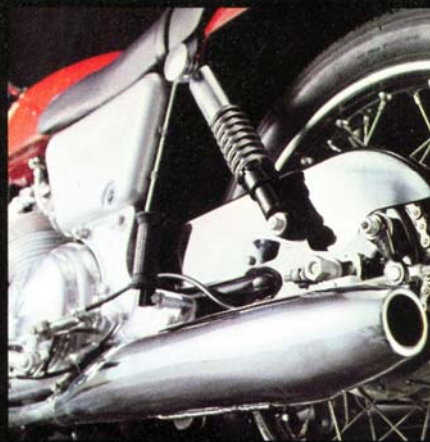
Cylinder head and rocker box form an integral unit with widely spaced exhaust ports for maximum scavenging efficiency. Overhead valve operation through forged steel rockers. Alloy pushrods. Large diameter tappets actuated by single chain driven camshaft. Built-up forged steel crankshaft, large diameter central cast iron flywheel, plain big-end bearings, two-piece conrods, light alloy pistons and a one-piece cast iron cylinder block.

Type	Air cooled ohv. vertical twin
Capacity	45 cu. in. (745 cc.).
Bore	2.88 in. (73 mm.).
Stroke	3.5 in. (89 mm.).
Compression	8.9 : 1.
Max. R.P.M.	7,000 rpm.

#### Carburettors:

Twin Amal concentric. Type 930. Air filter with throwaway paper element. Main jet 220. Throttle valve No. 3. Needle jet 0.107.

THESE SETTINGS WILL VARY IN EXTREMES OF TEMPERATURE AND ALTITUDE. CHECK WITH YOUR DEALER IF IN DOUBT.



#### Gearbox:

Separate four speed footshift in medium-close ratio. Wide tooth heavy duty gear driven through a four plate diaphragm spring clutch. Triplex primary chain housed in light alloy oilbath of chaincase mounted with one centre bolt.

#### Gear ratios:

Standard 19 tooth gearbox sprocket :

4th.	4.84 :1
3rd.	5.9 :1
2nd.	8.25 :1
1st.	12.4 :1

Optional 21 tooth gearbox sprocket :

4th.	4.35 :1
3rd.	5.35 :1
2nd.	7.42 :1
1st.	11.18 :1

#### Chains:

Front:  $\frac{3}{8}$ " Triplex.  
Rear:  $\frac{5}{8}$ " x  $\frac{3}{8}$ " Simplex

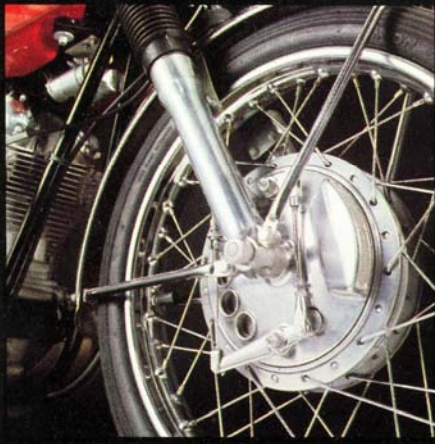
#### Frame:

Entirely new in conception and design, the patented Commando frame combines lightness with strength giving exceptional torsional rigidity.

Large diameter backbone tube supporting the steering head, twin down-tubes anchoring the engine cradle. The swinging arm bolts directly to the engine cradle and not to the frame as with conventional frame design. Connection between the engine cradle and frame is by fully enclosed rubber mountings, isolating engine vibration from the rider.

#### Forks:

'Roadholder' forks with progressive two-way oil damping and single rate springs housed within heat treated tubular stanchions. Theft proof lock incorporated in top yoke. The alloy sliders have chrome steel extensions and black rubber gaiters are fitted to seal the forks from road dirt.

**Brakes:**

Double-leading shoe mated to drum cast into full-width light alloy hub at front, incorporating air scoop for racing conversion or riding in extreme climates. Single-leading shoe mated to one piece drum/sprocket bolted outside light alloy hub at rear.

Front: 2LS 8 in. x 1½ in.

Rear: SLS 7 in. x 1½ in.

**Tyres and Wheels:**

Chrome steel rims with steel spokes, light alloy hubs. Hi-grip tyres with inner tubes.

Sizes:

Front: 3.00 x 19 in. ribbed pattern

Rear: 3.50 x 19 in. racing pattern

or: 4.10 x 19 in. racing pattern

Recommended pressure for normal riding:

Front: 26/psi. (1.83 Kg/p.scm.)

Rear: 26/psi. (1.83 Kg/p.scm.)

CONSULT TYRE CHART FOR RIDING WITH HEAVY LOAD OR AT SUSTAINED HIGH SPEED.

**Electrics:**

12 volt battery with zener diode rectification. Crankshaft mounted alternator with capacitor (can be used with or without battery, retaining full light and ignition in either case). 7 inch headlamp with 50/40 twin filament bulb. Headlamp flasher/dimmer switch/horn button console mounted on handlebar. Stop/tail light at rear with integral reflector. Side reflectors fitted front and rear, both sides.

**Gastank:**

Strong glass fibre tank with Monza snap-action filler cap. Rubber mounted with two bolts at front, band retainer at rear. Reserve supply gastap fitted to left side.

Capacity 3.25 imp. gals.

14.7 litres.

3.9 U.S. gals.

**Oiltank:**

All steel. Located within the frame structure fitted with visual check level tube. Filler cap beneath lift-off dualseat.

Capacity 5 imp. pints.

2.8 litres.

6 U.S. pints.

**Colours:**

Black enamelled frame. Polished alloy and chrome cycle and engine parts.

Dualseat: Black.

Tank and tail: Grenadier Red, Quicksilver and British Racing Green.

**Equipment:**

Centre stand. Lean-to stand. Passenger foot-pegs. Stoplight. Side reflectors. Tachometer. Headlamp flasher. Toolkit. Alpine horn.

**Dimensions:**

Wheelbase: 56.75 in. (144.1 cm)

Length: 87.5 in. (221 cm)

Width: 26 in. (65 cm)

Ground clearance: 6 in. (15.24 cm)

Weight (dry): 415 lb. (188.6 Kg.)

**Performance:**

Standing quarter: 12.8 seconds

0-60 m.p.h.: 4.8 seconds

Speedbowl lap: 121 m.p.h.  
average

Top speed: 125 m.p.h.  
according to  
conditions

(Road test published by Motor Cycle News, May 1968.)

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**From the rear. Regular view.**

