Norton

www.moto-anglaise.com

The Ultimate Ride.

Commando 850 Roadster

www.bikes-and-bits.com

Norton

The Commando 850 Roadster in Candy Apple Red with Silver striping.

The Commando 850 Roadster is also available in White with Red and Blue striping, and Black with Gold striping.

www.motos-anglaises.com

Norton's classic sports machine for zapping corners and hauling down highways, the Commando 850 Roadster is lithe and quick and every bit as mean as it looks. Is the Roadster for you?
It is, if nearly touching pegs on a twisting mountain road without a single moment's doubt is your kind of thrill. It is, if raw power gives you a secret smile of satisfaction.
Try a Roadster. You'll see.

The Ultimate Ride.

Commando 850 Interstate

Norton

www.moto-anglaise.com

Norton's answer to every touring buff's dream is the beautifully proportioned Commando 850 Interstate, with its six-gallon gas tank, its extra-long, specially-cushioned seat, and its unique external power outlet for everything from an electric shaver to heated riding apparel. But its greatest advantage over the long haul is a bit of engineering magic all Nortons share: Isolastic vibration-free construction for an amazingly relaxing ride. Don't be fooled by all this luxury, however—the Interstate gives away nothing in performance. It's pure Norton!

The Commando 850 Interstate in traditional Norton Black with Gold striping, and Candy Apple Red with Silver striping.

The Commando 850 Interstate in Silver with Red and Black striping.

The Ultimate Ride.

www.site-des-anglaises.com

Handlebar Console and Switches.

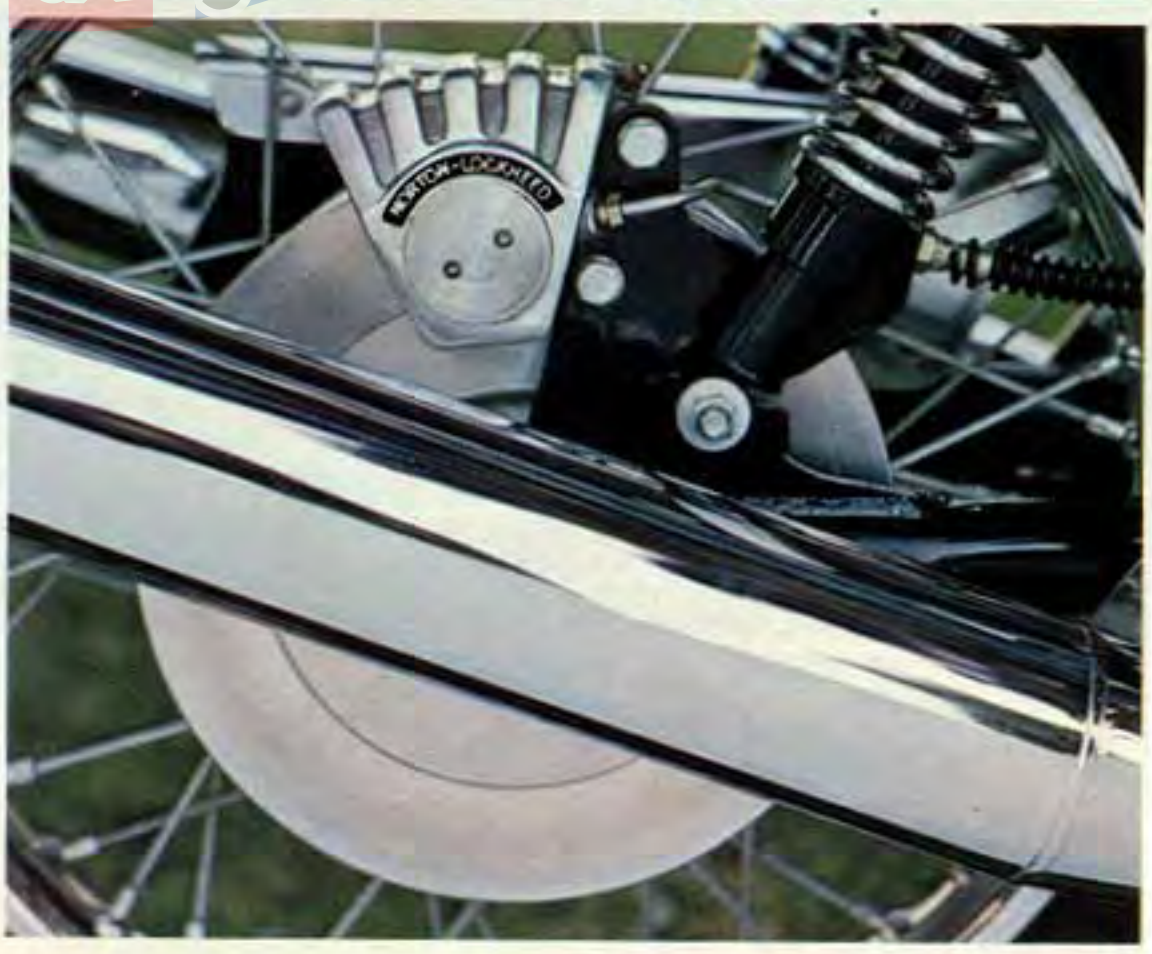
Comprehensive simplicity is the guiding principle behind Norton's redesigned console and controls. From restyled instruments to additional warning lights to strategically positioned switch clusters, Norton's controls are convenient, easy to read, and simple to operate.

New Seat Design.

Comfort has been carefully designed into Norton's handsome new extra-padded, hinged, and lockable seats. Available on the Roadster and Interstate.

Rear Disc Brake.

The new Norton Triumph/ Lockheed rear disc brake markedly improves Norton's overall stopping power and reduces the bike's unsprung weight. The rear wheel is quickly detachable.



www.motos-anglaises.com

Norton features for 1975

Norton's exclusive, patented Isolastic system of construction couples the engine, transmission, swing arm, and rear wheel into a single unit that is attached through rubber bushings to the main frame. The system isolates the rider from engine vibration and most road vibration as well.
The result—
an incomparably smooth ride.

Isolastic Anti-vibration System.

www.motosanglaises.com

Electric Starting.

Norton's new high-efficiency starting system makes starting completely effortless.

Left Foot Shifting.

The new left foot positioning of the gearshift lever, coupled with a standardized shift pattern (1st gear—down; 2nd, 3rd, and 4th gears—up), greatly simplifies the transition from most smaller bikes up to Norton.

Exhaust System.

Norton's new high-performance exhaust system increases power output, produces a satisfying throaty exhaust note, yet stays within current Federal noise regulations. All models feature upswept reverse-flow mufflers and are available with optional plates to convert to low level for saddlebag mounting.

www.photos-anglaises.com

The unique Commando 850 Hi-Rider combines Norton's unparalleled performance with the lean-back luxury of high handlebars and a customized seat. The Hi-Rider provides its fans a welcome opportunity to enjoy the looks and comfort of a custom street machine without sacrificing the roadability of a Norton. With a Hi-Rider you just sit back, smile, and keep on hangin' corners. No sweat.

www.motosmanuals.com

The Norton Commando 850 Hi-Rider in Black with Gold striping.

The Ultimate Ride.

Commando 850 Hi-Rider

Norton

Racing Heritage

Norton began to build its surpassing reputation in international motorcycle racing with an overall victory in the very first Tourist Trophy race on the Isle of Man in 1907. Since then, Norton has won the American National Championship race at Daytona four times, the Isle of Man TT more than thirty times, many hundreds of major international Grands Prix, numerous outright World Championships — literally thousands of motorcycle races throughout the world! From the Grand Prix circuits of Europe to the dirt tracks of America, Norton has proven year after year that the best laboratory for motorcycle development is the race course.

The 1975 factory-sponsored Norton Triumph American Racing Team, assembled to campaign the American Motorcycle Association's Grand National Championship series.

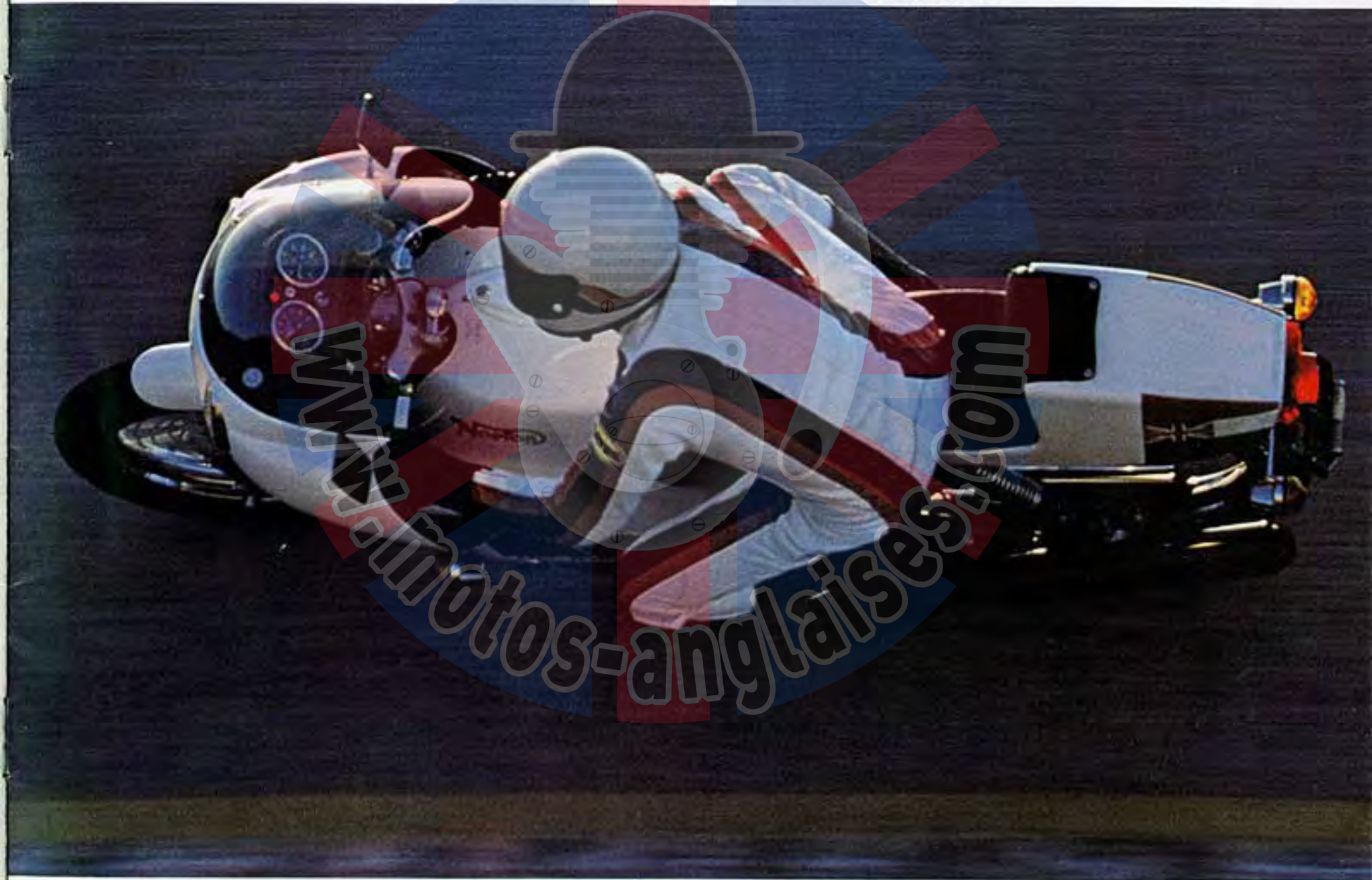
A Team Norton roadracer on the Brands Hatch circuit in England. For 1975 the Norton factory team will compete in English and continental Grands Prix sponsored by the Federation Internationale Motocycliste (FIM).

A street-legal production replica of the road-racing machine Norton ace Peter Williams rode to victory in the 1973 Isle of Man TT, the Commando 850 Cafe Racer is indeed the ultimate ride. Designed without compromise for maximum aerodynamic stability, its features include twin headlights, full fairing, clip-on handlebars, quick-release gas cap, rear-set footpegs, and a high-backed racing seat. The Norton Commando 850 Cafe Racer is unquestionably an optimum machine for high speed enthusiast motorcycling.

The Ultimate Ride.

www.norton-anglais.com

Commando 850 Cafe Racer



www.motos-anglaises.com

Norton

Norton Specifications

Isolastic Anti-vibration System. The engine, transmission, swing arm, and rear wheel are coupled together, and this assembly isolated from the main frame – and the rider – by means of rubber bushings. This geometry allows the entire power train to oscillate as a separate unit, thereby providing the rider maximum insulation from vibration.

Frame. The Commando frame is constructed of high quality hand-welded steel tube with a large diameter backbone supporting the steering head. This unique design combines lightness and strength with exceptional torsional rigidity.

Suspension. Norton's famous "Roadholder" front forks together with precision yokes provide hairline steering accuracy. At the rear, Girling suspension units control the swing arm.

Engine. Air-cooled 4-stroke vertical twin-cylinder engine with overhead valves. Light alloy one-piece cylinder head and rocker box; hemispherical combustion chambers; large diameter valves. Built-up forged steel crankshaft with central flywheel. External inspection plug for accurate ignition timing. High capacity roller main bearings; forged alloy connecting rods; alloy pistons. Forged "tuftrided" camshaft; profiled aluminum pushrods; hard-faced cam followers. Camshaft chain inspection cap. Polished aluminum timing cover. Dry sump lubrication with full-flow disposable-element oil filter.

Displacement – 828cc
Bore and Stroke – 77 x 89mm
Compression Ratio – 8.5:1
HP @ RPM – Max. @ 5900

Exhaust System. All models feature twin linked downswept pipes with upswept annular discharge mufflers designed to comply with current Federal noise regulations.

Carburetors. Twin 32mm Amal concentric carburetors give consistent fuel mixture at any cornering angle and prevent surge or starvation during acceleration and braking.

Clutch. Multi-disc all metal clutch with hardened steel center and large-diameter diaphragm spring. Special design provides light hand operation.

Transmission. Wide-tooth four-speed gearbox with left foot shift and medium-close ratios. Neutral indicator light. Fixed position gearbox driven by triplex heavy duty primary chain with automatic hydraulic tensioner. Single-row rear chain (5/8" x 3/8"). Improved shear/compression vane-type cush drive in rear hub.

Primary drive: 26-tooth engine sprocket
57-tooth clutch sprocket
Final drive: 20-tooth gearbox sprocket
42-tooth rear sprocket

Alternative gearbox sprocket sizes available from your Norton dealer.

Electrical System. 12-volt electrical system fed by increased output alternator. Twin Zener Diode charge control and half-wave rectifier. Coil ignition by twin contact breakers and two 6-volt coils. Solenoid-operated starter motor. Large capacity battery. Headlights with 45/40-watt tungsten filament bulbs, or optional high-brilliancy halogen units where legal. Windtone horn.

Instruments and controls. Matching tachometer and speedometer with inset odometer and resettable trip odometer. Central console with master ignition/light switch and warning lights: RED – ignition/battery charge, GREEN – transmission in "Neutral," YELLOW – turn signals, and BLUE – headlight "High Beam." Handlebar switch clusters incorporate controls for lights ("Hi-Lo"), turn signals, horn, engine start, and positive-action "kill" switch. An external "live" socket for auxiliary equipment or battery charging is mounted on the side of the battery tray. All controls are clearly marked and conveniently positioned.

Gas tanks. Tanks on all models fitted with quick-filler caps and gas taps with "On," "Off," and "Reserve" positions marked. Capacities: Roadster – 3 gallons; Interstate – 6.3 gallons; Hi-Rider – 2 gallons; Cafe Racer – 4 gallons. Interstate tank baffled internally to reduce surge under braking and acceleration.

Oil tank. All-steel construction. Reinforced flexible feed and return pipes. Capacity – 6 pints.

Seats. All models fitted with luxurious deep-cushion contoured seats covered in black vinyl. Roadster and Interstate seats lockable, and hinged for easy access.

Stands. Easy-lift center stand. Extra-long kickstand angled to give maximum support even on poor surfaces.

Wheels and Tires. Chromed rims with plated steel spokes laced to diecast aluminum hubs. Rear wheel incorporates vane-type shock absorber and is quick-detachable. Tire sizes: front – 4.10 or 3.50 x 19", rear – 4.10 x 19."

Brakes. High-efficiency hydraulically operated Norton Triumph/Lockheed disc brakes front and rear. Lightweight aluminum calipers; hard-chromed discs (10.7 inches both front and rear); interchangeable pads. Armor-protected hydraulic hose. Rear brake pedal on right side of machine.

Other Equipment. Passenger footpegs, kick starter, ample tool kit, aerosol chain lubricator, side reflectors, steering lock, cushioned handgrips, rear view mirrors, grabrail.

Dimensions.

Wheelbase	57"
Length	88"
Width	26"
Seat Height	32"
Ground Clearance	6"
Dry Weight	460 lbs.

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Motorcycle Classics

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