





# The Commando

## 750 Fastback

The unique combination of silky smoothness with shattering power makes the Commando the world's number one parallel twin. Designed for greater speed and racebred handling, the Commando, to quote Motor Cycle News "pulverises all previous concepts of high speed motorcycling". Stopping power matches performance, with safe, sure brakes: two leading shoes at the front, single leading shoe at the rear. The new frame—lighter and stronger than anything yet—makes steering utterly predictable and gives an entirely new meaning to "roadholding".

The redesigned centre stand has improved ground clearance and also features a small conical spring extension which bends back if it grounds through corners. This addition also gives the rider a foot grip to lower the stand for parking. A similar modification is also provided on the 'S' type. Also new for '69 are three alternative colour finishes, each in "self-colour" impregnated glass-fibre: Grenadier Red, Quicksilver (fire flake finish) and British Racing Green.

All these exciting new design modifications underline the Commando's reputation as the safest high performance motorcycle in the world today.

Prove it to yourself.

The Commando will take you by storm.

# The Commando

## 750 'S' type

New for '69 comes the Commando in sports livery. The fuel tank is replaced by a smaller glass fibre version, the tail fairing reverts to an orthodox chromium plated rear mudguard.

On the nearside, exhaust pipes and silencers are strikingly swept up. Finishes in "Fire Flake" Red or Sapphire Blue add to the 'S' type's sharp looks.

Mechanical changes include a more accessible camshaft-driven contact breaker, repositioned in the timing cover. The rev. counter drive has been moved and a slimmer primary chaincase has been fitted. Softer engine mounting rubbers are introduced to lessen vibration at low revs. The forks are another highlight of the 'S' type. Internally they are the same design as the famed "Roadholder" forks but externally they have been slimmed down and the rubber gaiters provided on the Fastback are dispensed with. Extra power and performance make the 'S' type a 750-plus—even by Commando standards.





# The New Frame

Thoroughly tested over thousands of miles, the new frame is lighter, stronger and stays in line. Soft rubber mountings allow the engine to move in the frame without twisting and completely cut out high frequency vibration. Rear forks are carried from the gear box plates to eliminate the offset pull of the chain. For the first time in the history of frame design, every ounce of engine-power is usable. With the Fastback and 'S' Type, that's saying something.



*reproduction of drawing by courtesy of "Motor Cycle" London*

## TECHNICAL DATA

### Fastback 'S' Type

#### Engine

Type	Air cooled overhead valve vertical twin
Capacity	45 cu in. 745 cc

#### Oil Tank

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

Front	3.00 x 19" ribbed
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# The Mercury 650

The Mercury is a thoroughbred Norton. The all-motorcycle machine, built for the enthusiast who takes nothing for granted, needs no frills, knows the genuine article when he sees it.

Coil capacitor ignition means you can kickstart and still get a full set of lights even with a flat battery. You get neat accessible wiring and a twin contact breaker that simplifies precise timing for each cylinder.

A single concentric for trouble-free running in traffic and a re-ported cylinder head helps produce an outstanding 47 bhp. Finished in Quicksilver and Atlantic Blue, the big, beefy Mercury is unbeatable in its class.



#### Gear Ratios

Fourth	4.42 : 1
Third	5.30 : 1
Second	7.52 : 1
First	11.32 : 1

#### Electrical System 12 volt



## TECHNICAL DATA Fastback 'S' Type

### Engine

Type	Air cooled over-head valve vertical twin
Capacity	45 cu in: 745 cc
Bore	2.88": 73 mm
Stroke	3.5": 89 mm
Compression ratio	8.9 : 1
Max. B.H.P.	58.5 b.h.p. at 6800 r.p.m. ('S' Type 60 b.h.p. at 7000 r.p.m.)

### Carburettors

Twin AMAL Concentric	Type 930
Main jet 220	Throttle valve No.3 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:	$\frac{5}{8}$ " x $\frac{3}{8}$ "

### Brakes

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

### Fuel Tank

Capacity	3.9 U.S. gallons ('S' type—2.7) 3.25 Imp. gallons ('S' Type—2.25) 14.7 litres ('S' Type—10.22)
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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 pattern
Rear	3.50 x 19" racing pattern

Recommended pressures	
Front and Rear	26 lb/psi 1.83 Kg/sq. cm

### Dimensions

Wheelbase	56.75": 144.1 cm
Length overall	87.5": 221 cm ('S' Type—88": 223.5 cm)
Width overall	26": 65 cm
Ground clearance	6": 15.24 cm
Weight (dry)	415 lb: 188.6 Kg ('S' Type—409 lb: 185.5 Kg)

### Performance

Standing $\frac{1}{4}$ mile	12.8 secs.
0-60 m.p.h.	4.8 secs.
Speed-bowl lap	121 m.p.h. average
Maximum speed	125 m.p.h.

(according to conditions)

(road test published by *Motorcycle News* May 1968)

## TECHNICAL DATA Mercury

### Engine

Type	Air cooled over-head valve vertical twin
Capacity	39.5 cu in: 647cc
Bore	2.7 in: 68 mm
Stroke	3.5 in: 89 mm
Compression ratio	8.9 : 1

### Carburettor

Single AMAL Concentric	Type 930
Main Jet 280	Throttle Valve No. 3 Needle Jet 0.106 (with bleed hole)

### Gear Ratios

Fourth	4.42 : 1
Third	5.39 : 1
Second	7.52 : 1
First	11.32 : 1

### Electrical System 12 volt

### Chains

Front:	$\frac{1}{2}$ " x .305" Simplex
Rear:	$\frac{5}{8}$ " x $\frac{3}{8}$ " Simplex

### Brakes

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

### Fuel Tank

Capacity	4.35 U.S. gallons 3.62 Imp. gallons 16.5 litres
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### Oil Tank

Capacity	5.4 U.S. pints 4.5 Imp. pints 2.55 litres
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### Tyres

Front	3.00 x 19" ribbed
Rear	3.50 x 19"
Recommended Pressures	
Front	25 lb./sq. in. 1.7577 kg/sq. cm.
Rear	22 lb./sq. in. 1.5468 Kg/sq. cm.

### Dimensions

Wheelbase	55 $\frac{1}{2}$ " : 141 cm
Length overall	84" : 213 cm
Width overall	25 $\frac{1}{2}$ " : 64 $\frac{1}{2}$ cm
Ground clearance	6 $\frac{1}{4}$ " : 16 cm
Weight (dry)	398 lb: 180 $\frac{1}{2}$ Kg

# Norton

Norton Villiers Limited reserve the right to alter specifications without notice.

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# The Norton Experience

You get the feeling the moment you're astride a Norton: motorcycling was never like this. The Commando Fastback—"Motorcycle of the Year" in '68—powers into '69 with an improved specification: greater frame rigidity, increased ground clearance. And now the new 'S' type hits the scene—a sports version of the Commando with extra power and performance, softer engine mounting rubbers to minimise vibration in the lower rpm band, and upswept exhausts.

Both the Fastback and the 'S' type are built on a new Norton frame destined to carry on from the legendary "Featherbed". The "Featherbed"—still a great frame itself—is incorporated in the Norton Mercury, the "no-frills" 650 that roared its way into the enthusiasts hearts at the end of '68. All three models are true heirs to the great Norton tradition. So anytime you think you're ready for the Norton experience, get one between your knees.



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