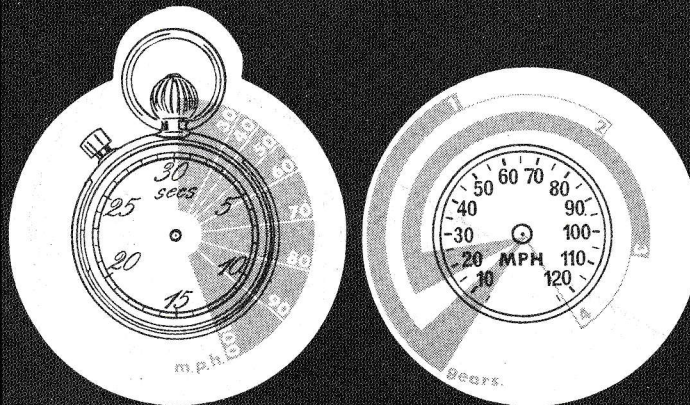
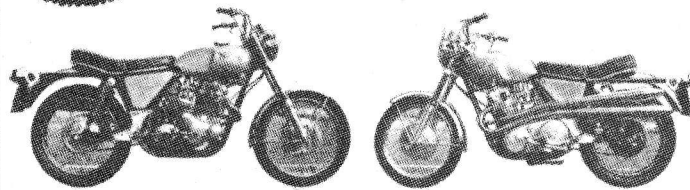


**MM
SUPER
TEST**

COMMANDO 'S'



PERFORMANCE

Speeds in Gear

	Minimum	Maximum
1st	6	55
2nd	12	80
3rd	18	104
4th	26	124

Acceleration

0-30	2.2 sec.	0-40	3.0 sec.
0-50	4.0 sec.	0-60	5.2 sec.
0-70	7.0 sec.	0-80	8.8 sec.

0-90 10.8 sec. 0-100 13.2 sec.
Standing quarter-mile: 13.4 sec.
Terminal speed 102 mph.

Fuel consumption: Overall 54 mpg; varying between 38 and 66 mpg, depending upon use of machine.

Braking: From 30 mph using both brakes on dry tarmac: 28 ft. 6 in.

SPECIFICATION

Engine: Twin-cylinder, four-stroke, ohv. Bore 73 mm x stroke 89 mm, giving 745 cc capacity. Compression ratio 8.9:1. Developing 58 bhp at 6500 rpm.

Transmission: Four-speed gearbox, driven by triple row chain running in oil bath, through a diaphragm spring four-plate clutch. Gear ratios (overall, with 19-tooth gearbox sprocket):

1st—12.4	2nd—8.25
3rd—5.9	4th—4.84

Electrical equipment: A 10 amp/hr. 12-volt battery with positive earth is supplied with current by a Lucas RM21 alternator via a rectifier and Zener diode. Ignition is by twin contact breakers and coils and has a 12-volt capacitor in system.

Carburettors: Twin Amal 930

concentrics with 220 main jets, 25 pilot jet, No. 3 throttle valve and 0.107 needle jet.

Dimensions: Length 87½ in., width 26 in., ground clearance 6 in., weight 415 lb., wheel-base 56¾ in., seat height with rider seated 31 in.

Capacities: Fuel tank 2.2 gal., oil tank 5 pints, gearbox 1 pint, primary chaincase 200 cc (7 fl. oz.), front forks 150 cc (5½ fl. oz.).

Wheels: Front—WM2 rim with 3.00 x 19 ribbed tyre. Twin-leading-shoe 8 in. front brake. Rear—WM2 rim with 3.50 x 19 GP tyre and 8 in. single-leading-shoe brake.

Price: £499 12s. 2d., manufactured by Norton-Villiers Ltd, North Way, Walworth Industrial Estate, Andover, Hants.

the rugged

and tightening the exhaust, we proceeded on our journey.

Needless to say, the exhaust ring came loose again, but as the oil had found its own "correct" level, it stopped lubricating the rear tyre. The exhaust needs wiring.

We returned to London later that evening in the dark and on the unlit A5 approach to the motorway, the lights proved their worth. They were well up to the 70 mph limit with a long, powerful 12-volt beam.

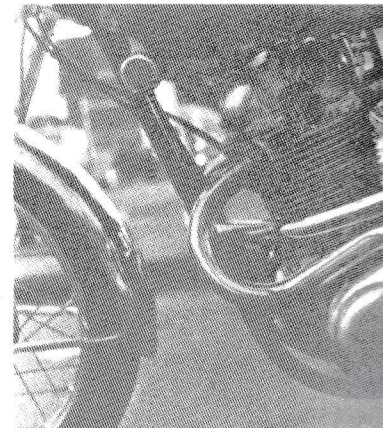
One other small fault was discovered on the run back to London and that was a sticking gearchange pawl. Although the change was light and positive, due to the excellent clutch operation, at the top end of the rev band, it seemed as if high frequency vibration made the upwards change gear pawl stick in its housing and it didn't allow gears to be swapped until the engine revs slowed down.

Later, we encountered a similar fault with a sticking cb advance/retard unit, which gave a rapid tickover until the motor was slowed by dragging the clutch to assist the bobweight springs to return the unit to retard.

However, both these minor faults applied to this particular machine and obviously would not be encountered on all the Commando S bikes!

Handling on the Commando up to 70 mph was precise and like being on rails, the suspension was firm and on bumpy roads seemed a little too solid.

However, it isn't until you start to use all the performance



Twin carbs with air filter breathe in.