

NORTON 750 COMMANDO TEST

one yet, you're missing a real treat. The entire top section of the machine is a fiberglass seat and tank combination that boasts some of the best glass work that we've run across. Color is maroon and silver with accents of black. The large soft seat slips in under the rear of the gastank and then is held in place by two knurled knobs mounted above the rear shock absorbers. The oiltank and battery access box are silver with the words "Commando 750" imprinted on them. The rest of the bike is all glistening chrome and polished aluminum.

We couldn't come up with too many complaints on our test

bike. We've already mentioned that it munched chains, but we haven't heard anything from any owners, so it's possible we acquired a dud in that respect. The headlight refused to work until we did a little sleuthing and came up with a disconnected wire. After we hooked this up, all was well. We've heard quite a few complaints about the center stand dragging under hard cornering conditions, but as our machine wasn't equipped with one, we can't vouch for this fact. The sidestand on our test bike would scrape a little, but we were really honking on when it happened, and we don't think it will do this under ordinary conditions.

The new Norton Commando is one heck of a wild machine. It goes fast, stops fast and looks better than most bikes on the road today. Try one and see what we mean!

SPECIFICATIONS: NORTON COMMANDO 750

Displacement	745cc
Bore and Stroke	73 x 89mm
Compression	8.9-to-1
Engine Type	OHV vertical twin
Clutch	Diaphragm type
Gearbox	Separate, 4-speed constant-mesh
Gear Ratios	1st:12.40, 2nd:8.25, 3rd:5.90, 4th:4.84
Lubrication	Dry sump
Ignition	Battery, coil
Suspension	Front: Tubular telescopic Rear: Swing arm
Tires	Front: 3.00 x 19 Rear: 3.50 x 19
Gastank Capacity	3.9 gallons
Oiltank Capacity	6 pints
Wheelbase	57.2 inches
Ground Clearance	5.3 inches
Top Speed	111 mph
Price	\$1449 L. A.

ENGINE	Excellent	Good	Fair	Poor	Unsatisfactory
Starting		•			
Throttle Response	•				
Vibration		•			
Noise		•			
TRANSMISSION					
Gear Spacing	•				
Clutch Smoothness	•				
Shifting speed	•				
CONTROLS					
Handlebar position	•				
Ease of operation	•				
Location	•				
BRAKES					
Lever pressure	•				
Pedal pressure	•				
Fade resistance	•				
Directional stability	•				
Stopping distance	•				
SUSPENSION					
Front	•				
Rear	•				
Ride control	•				
Dampening	•				
APPEARANCE					
Paint	•				
Construction and welds	•				
Chrome and trim	•				
ELECTRICAL					
Wiring	•				
Headlight		•			
Taillight	•				
Horn	•				
GENERAL					
Spark plug accessibility	•				
Instrumentation	•				
Side stand		•			
Center stand					
Seat comfort	•				
Muffling	•				
Tool storage space	•				

COMMENTS: An instant classic. One of the fastest production motorcycles in the world. Extremely reliable. Excellent braking. Fine bike for touring use.