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# **Gus Kuhn Catalogue**



www.motos-anglaises.com

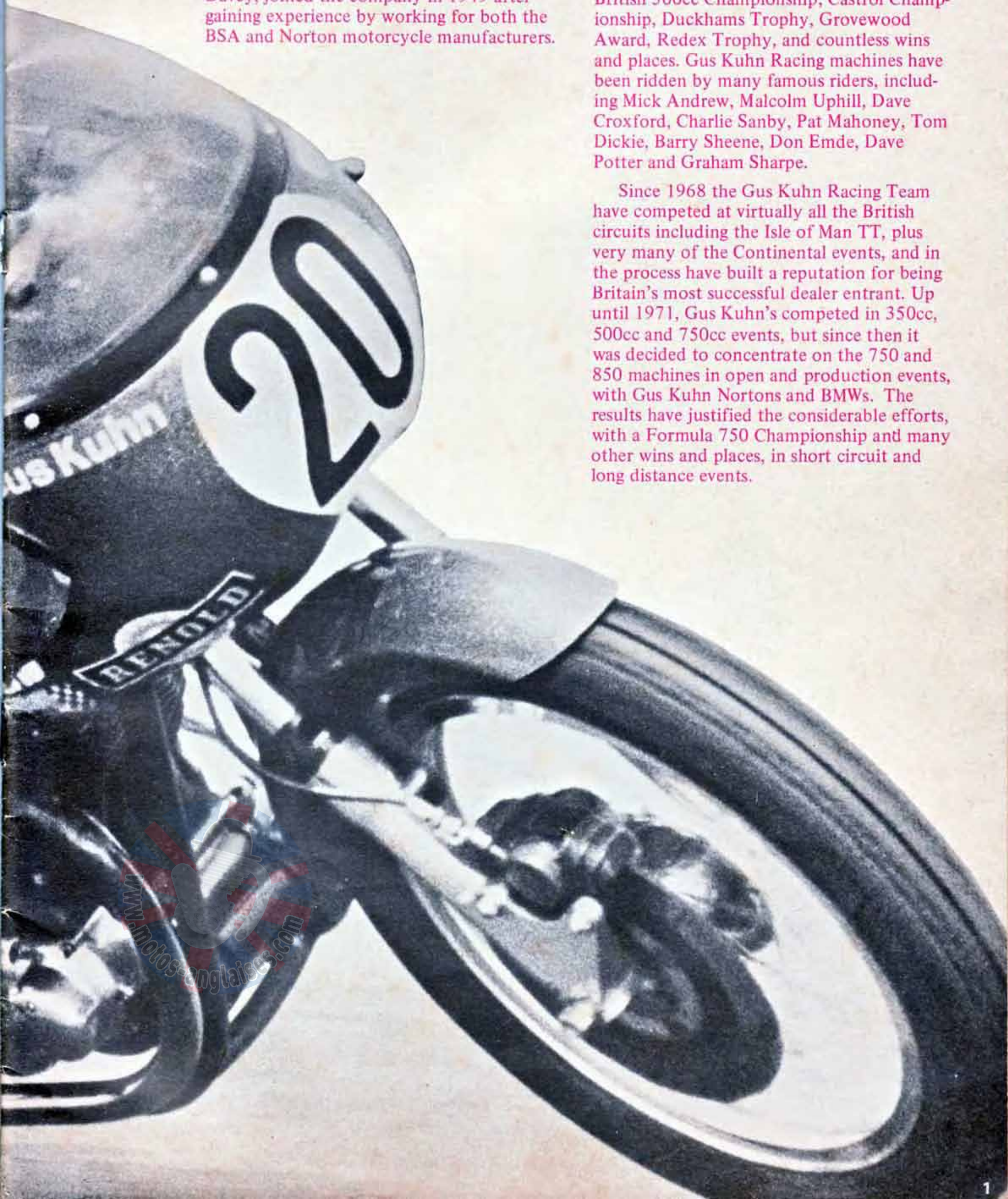
**GUS KUHN MOTORS LIMITED** was formed in 1932 by the late Gus Kuhn, then Captain of Stamford Bridge Speedway Team. He developed the business and at the same time was able to combine a very successful racing career, achieving many National and International victories.

The present managing director, Vincent Davey, joined the company in 1949 after gaining experience by working for both the BSA and Norton motorcycle manufacturers.

As an ex-road racer himself, he was very keen for Gus Kuhn Motors to once again take an active part in the racing scene. In 1968 the opportunity arose, and the records show just how successful the new Gus Kuhn Racing Team became in only a short time.

During the first eighteen months' racing, victories and achievements included the British 500cc Championship, Castrol Championship, Duckhams Trophy, Grovewood Award, Redex Trophy, and countless wins and places. Gus Kuhn Racing machines have been ridden by many famous riders, including Mick Andrew, Malcolm Uphill, Dave Croxford, Charlie Sanby, Pat Mahoney, Tom Dickie, Barry Sheene, Don Emde, Dave Potter and Graham Sharpe.

Since 1968 the Gus Kuhn Racing Team have competed at virtually all the British circuits including the Isle of Man TT, plus very many of the Continental events, and in the process have built a reputation for being Britain's most successful dealer entrant. Up until 1971, Gus Kuhn's competed in 350cc, 500cc and 750cc events, but since then it was decided to concentrate on the 750 and 850 machines in open and production events, with Gus Kuhn Nortons and BMWs. The results have justified the considerable efforts, with a Formula 750 Championship and many other wins and places, in short circuit and long distance events.



Racing can give the customer who buys a touring or sporting motorcycle a better all-round service, because so much more is learned about preparation and possible mechanical failures, much of which is applicable to everyday motorcycling. Gus Kuhn Motors specialise in just four makes, representing the best motorcycles in Europe. First, Norton: Britain's famous Isolastic-construct- ion 750cc twins. The Gus Kuhn Norton Centre is Europe's biggest, with huge stocks of Norton Commandos and Interstates, plus the special Gus Kuhn Nortons, in a wide choice of specifications and colours. In fact, it's true to say that a new Norton can be supplied to virtually any specification chosen, with options on: engine tune, carburation, gearbox, wheels, tyres, brakes, controls, tanks, seats, fairings, colours etc. etc., and a wide selection of accessories. Back in the Gus Kuhn fold again is Triumph, in particular the famous 3-cylinder Trident models. These can be supplied with the usual high standard of after-sales service that is expected of 275 Clapham Road. Next, BMW, Germany's precision built machines – all models available up to the current top of the range, the R90S. Gus Kuhn BMW Centre specialise in BMWs and their spares and accessories. There's quite a wide choice of colours and optional extras with these excellent motorcycles. And now to the ultimate in two-wheelers, the fabulous MV Agustas. Gus Kuhn Motors Limited are the Sole UK Concessionaires for MV Agusta machines, made famous by their incredible run of World Championship wins over the past years. The MV-4 is surely the most exciting high performance thoroughbred motorcycle available any- where; call and examine them, and you can see their racing ancestry.

Any motorcycle is only as good as its spares and service backing. At Gus Kuhn Motors the workshops are as big as the show- rooms, and they have twice as many staff. When it comes to spare parts, they're almost unbeatable. Every part for Norton Commandos, plus everything that matters for current model BMWs and MV Agustas. Any repair or rebuild, no matter how complex, can be efficiently completed on the four makes. In short, if it's Norton, BMW, MV Agusta or Triumph – it has to be Gus Kuhn's.



*Vincent Davey*





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## GUS KUHN SPECIAL NORTONS

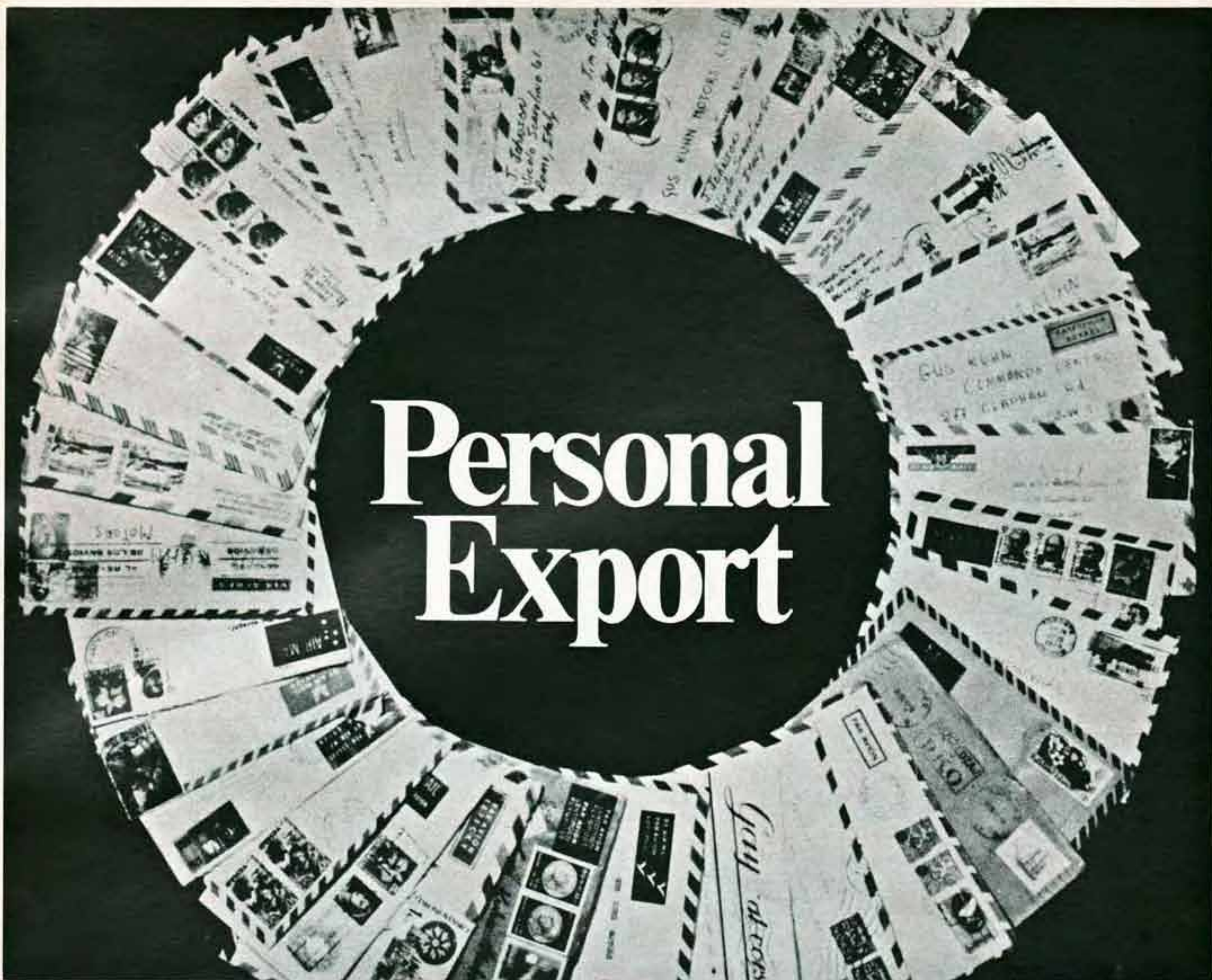
WE OFFER A REALLY COMPREHENSIVE RANGE OF OPTIONAL EXTRA EQUIPMENT AND ENGINE TUNING. YOU CAN SPECIFY ALMOST ANY COMBINATION OF SPECIAL PARTS AND COLOURS; WE WILL SUPPLY THE NORTON GK SPECIAL JUST THE WAY YOU WANT IT.

CHOICE OF: FRAME, WHEELS, TYRES, BRAKES, ENGINE SPECIFICATION, GEARBOX, TANKS, SEAT, CONTROLS, FAIRINGS, EXHAUST SYSTEMS, IGNITION SYSTEMS, ETC., ETC. ALL CUSTOMISING AND TUNING WORK IS PROMPTLY CARRIED OUT IN OUR OWN WORKSHOPS.



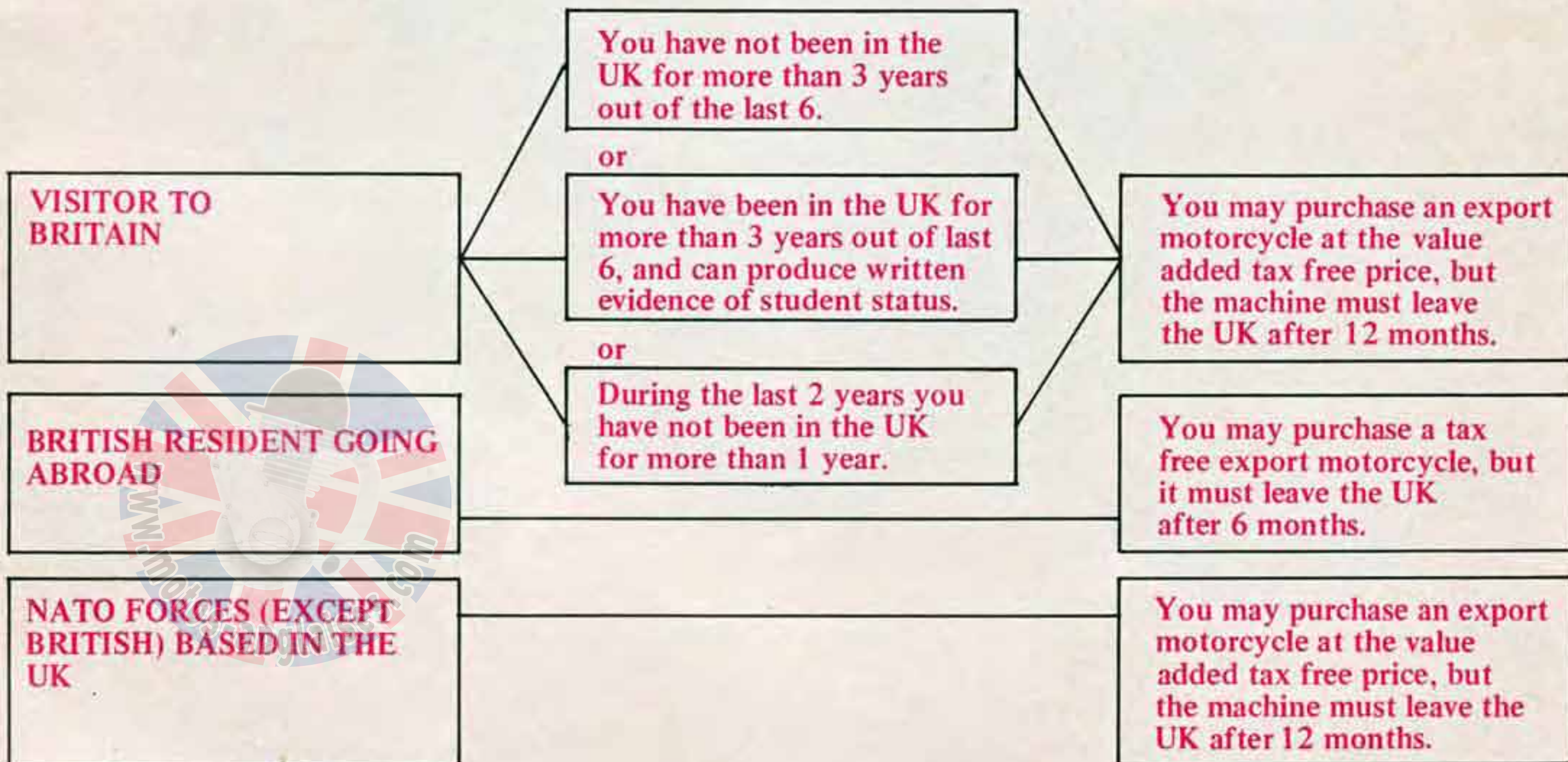
GUS KUHN  
BARCELONA  
850





# Personal Export

**ARE YOU AN EXPORT NORTON OR TRIUMPH CUSTOMER?**



A deposit of £100 will secure a new Norton ready for your arrival and 2 days must be allowed for processing the Customs documents and preparing the machine. Insurance can be arranged; delivery and freighting are available through a nearby forwarding agent. Payment may be made in any currency, but you are recommended to exchange it through a local bank. (You may also obtain your BMW or MV on personal export.)

# Norton Triumph

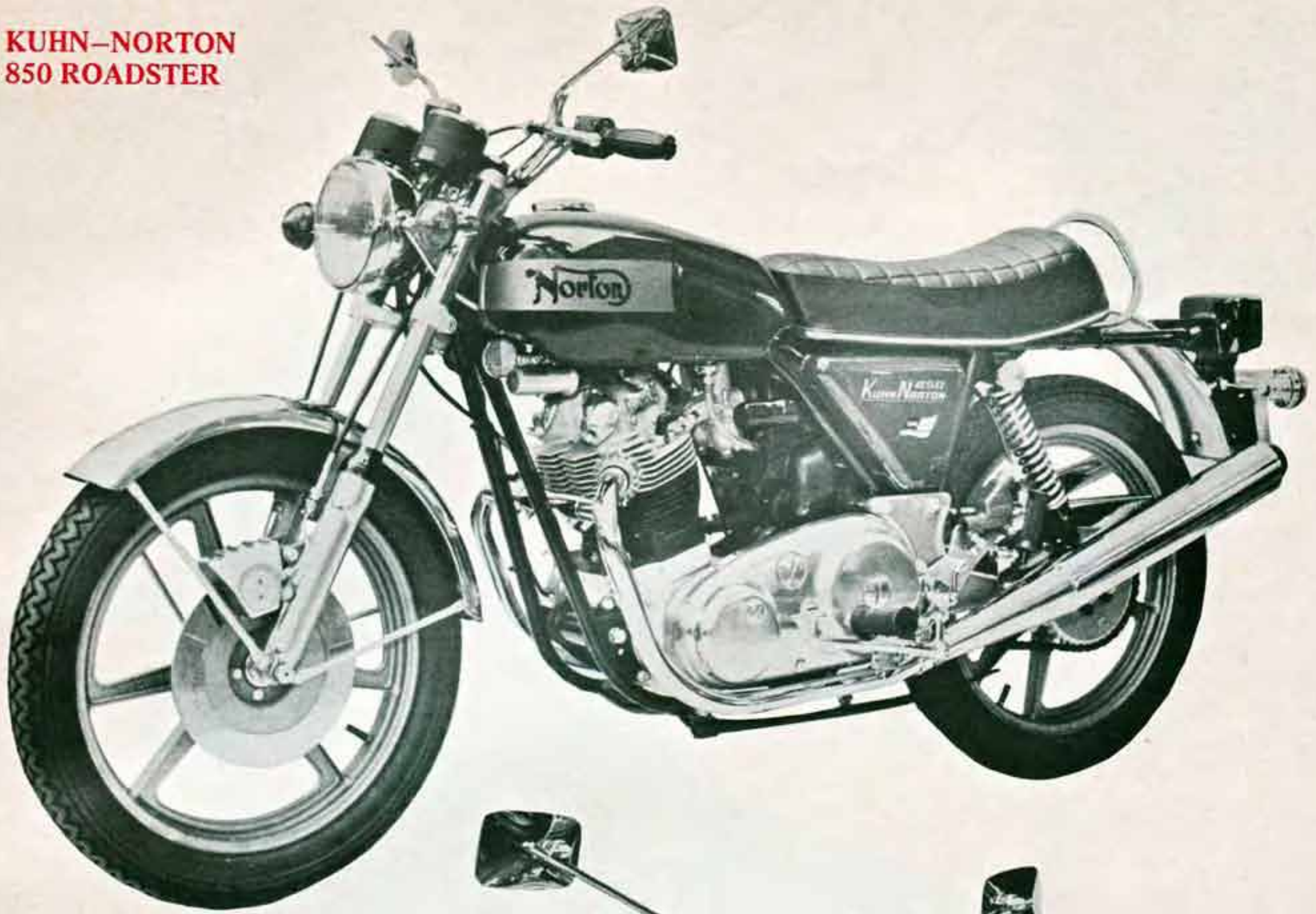
ALL NEW NORTON  
COMMANDOS, INTERSTATES  
AND THEIR VARIANTS ARE  
ALWAYS IN STOCK FOR  
IMMEDIATE DELIVERY. WIDE  
CHOICE OF COLOURS,  
ACCESSORIES, TUNING  
EQUIPMENT ETC. WHICH CAN  
BE FITTED TO ANY CURRENT  
MODEL, THUS ENABLING THE  
CUSTOMER TO NAME HIS OWN  
SPECIFICATION SELECTION  
WITH ANY NEW NORTON.

A COMPLETE NORTON  
TUNING AND REPAIR WORK-  
SHOP SERVICE IS AVAILABLE  
TO ALL OUR CUSTOMERS. WE  
ARE EQUIPPED TO CARRY  
OUT EVERY TYPE OF WORK  
ON NORTONS, NO MATTER  
HOW SIMPLE OR HOW  
COMPLICATED – AND WE  
CAN DO IT PROPERLY AND  
QUICKLY.





**KUHN-NORTON  
850 ROADSTER**



**KUHN-NORTON  
850 INTERSTATE**





# Gus Kuhn BMW

EVERY NEW BMW IS AVAILABLE FROM THE GUS KUHN BMW CENTRE. CHOICE OF COLOURS AND OPTIONAL EXTRAS, PLUS RANGE OF BMW ACCESSORIES.

ESSENTIAL SPARE PARTS FROM STOCK, OTHER PARTS CAN BE OBTAINED ON REQUEST, WITH THE MINIMUM DELAY. COMPLETE AFTER SALES AND REPAIR SERVICE FOR BMW TO MATCH THE HIGH ENGINEERING STANDARDS OF THESE FAMOUS MOTORCYCLES.

WE ALSO SPECIALISE IN PERSONAL EXPORT SALES OF THESE SUPERB TOURING MOTORCYCLES.





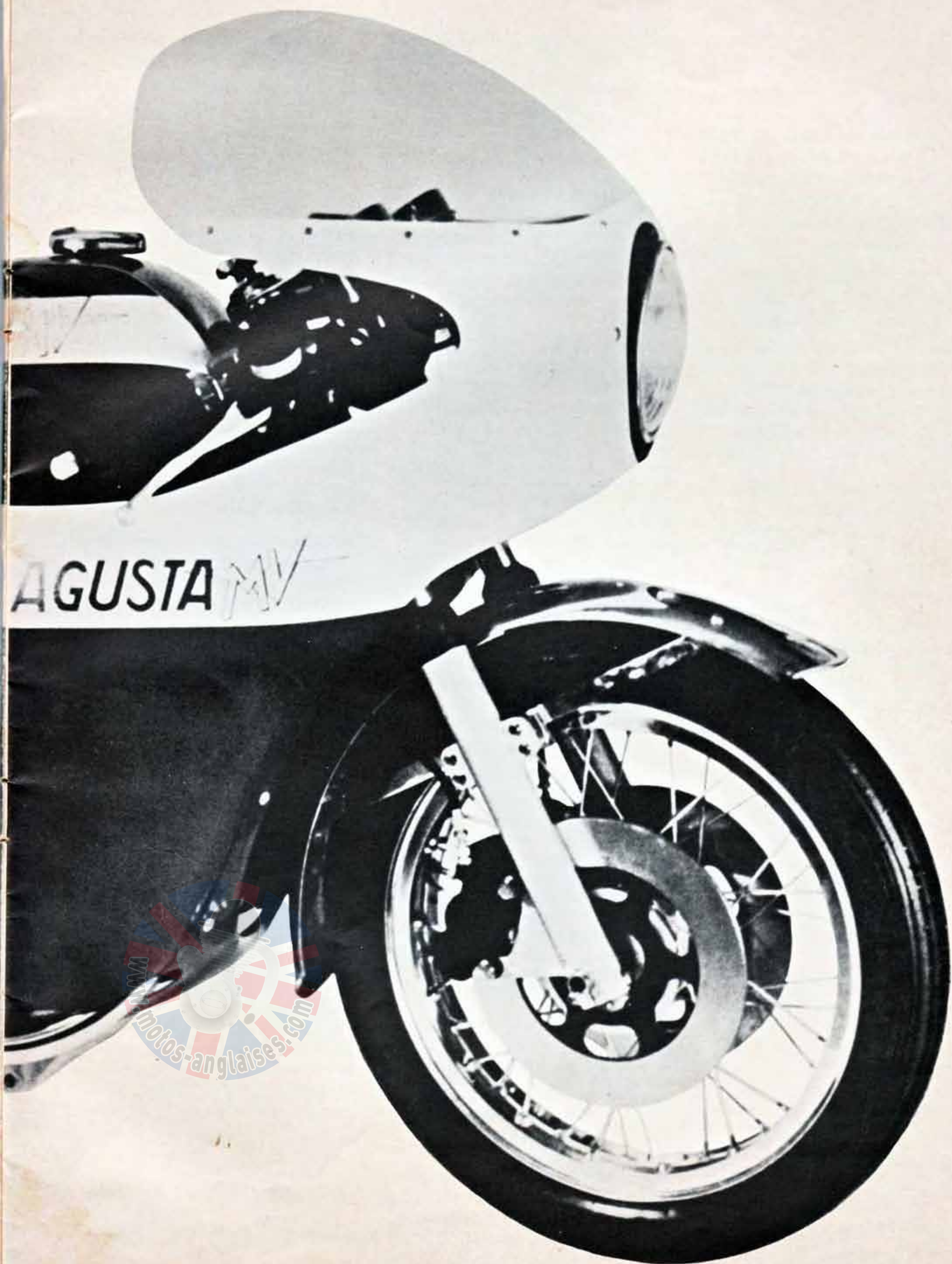
GUS KUHN MOTORS LIMITED ARE THE SOLE U.K. CONCESSIONAIRES FOR MV AGUSTA MOTORCYCLES. MV AGUSTA — THE NOW LEGENDARY NAME IN MOTORCYCLING; WINNER OF COUNTLESS GRANDS PRIX AND WORLD CHAMPIONSHIPS. MV AGUSTA SHOW THEIR RACING ANCESTRY IN THEIR ROAD MACHINES LIKE THE FABULOUS 750 FOURS. THEY ARE PRECISION ENGINEERED BY PEOPLE WHO LOVE MOTORCYCLES AND WHO ARE PROUD OF THEIR INCREDIBLE RUN OF RACING SUCCESSES.

NEEDLESS TO SAY, MV AGUSTA MOTORCYCLES ARE VERY EXPENSIVE, BUT IF YOU REALLY WANT THE ULTIMATE IN TWO WHEELERS IT MUST BE AN MV.

DETAILED LITERATURE IS AVAILABLE ON REQUEST.



MV AGUSTA 4-CYLINDER 750 SPORT



# Norton

## HANDLING

There is no reason why a Commando should not handle well. However, if you do have a handling problem with your machine, we advise you to check the following points.

- 1 Check your engine assembly is correctly shimmed to the recommended clearance .005" (.1270mm).
- 2 Make sure you have no play in your swinging arm pivot pin, bushes, or sub frame assembly. Also check all engine retaining bolts and head steady bolts are tight.
- 3 Balance wheels and check both tyres are running true and correctly fitted. A rear tyre incorrectly fitted can make the bike wobble at speeds over 80mph.
- 4 Any luggage equipment must be fitted as low as possible. Any weight behind the rear wheel spindle will tend to effect handling, so if you want rear boxes or panniers for touring, you must reduce speed accordingly when touring.
- 5 A hydraulic steering damper can be fitted to reduce instability at high speeds. This can reduce the tendency to wobble at high speeds if the machine is light at the front end.

## POINTS TO CHECK

- 1 Disc brake pads can wear surprisingly fast on occasions, so check them periodically; if left too late they can badly score the disc.
- 2 Do not overfill oil tank. It will only blow out through breather when pressure builds up in oil tank.

3 Cylinder head gaskets to suit fuels. It is possible to lower your compression ratio to suit lower octane fuels. When fuels below 97 octane are used, it can be beneficial on 750cc models to fit a thicker head gasket to lower compression. However, as 750cc models have been made with different amounts machined off the cylinder head surface giving varying compression ratios, a good rule would be to either check your ratio with a burette, or if this is not possible, and pinking occurs when accelerating, lower your ratio by fitting a thicker gasket. Of course, whilst fuel over 97 octane is available, none of this need apply.

4 Shock absorber inserts in rear hub are affected by excess heat. Check periodically; they can be replaced at little cost.

5 If you should damage the threads of the exhaust ports on the cylinder head, we operate a service to rebush the exhaust port threaded portion. Also, if the valve guides should be a sloppy fit, we do stock +.002 to +.015 oversize guides. It is best to fit selectively to get a good fit.

6 You can hire workshop tools (callers only) or purchase them from our Spares Dept. Normally we keep every workshop tool in stock and we will always advise you on how to tackle that difficult job. The tools include: clutch and engine sprocket extractors, half time pinion extractors, main bearing extractors, exhaust nut spanners, rocker shaft and auto advance extractors, oil filter cartridge extractors, etc.

## BASIC TUNING ADVICE

Without getting too technical, it is possible to offer some tuning advice to the Commando owner in order to improve performance. Assuming of course, normal adjustments have been made, the timing is correct etc. and 98 octane fuel is available, the compression ratio may be raised to 10.25:1 for

road use, and up to 11:1 for racing, (this is for the 750cc models), and pistons are available to enable you to achieve this. In the case of 850cc models, the ratio can be raised by removing metal from the cylinder head joint face of .075" or 1.91mm and will give a ratio of approximately 10:1. This is the maximum for road use, but a little higher can be used for racing. Of course one has to shorten the pushrods by a similar amount. When you wish to fit an SS or racing camshaft, it is necessary to machine slots in the top of the piston to give clearance for the valves. This work can be carried out by our workshop and we do not advise owners to attempt this conversion unless they are very experienced, and have access to a machine shop.

We do not recommend excessive polishing of inlet and exhaust ports. Consistent shape and port cross-sectional area is more important to get the best volume and gas flow characteristics. Do not waste time polishing crankshafts or rockers. This is of no value. Do not attempt to lighten cam followers by drilling, as this can result in breakages and in any event, no improvement will result. Standard valve springs and valves have been found to be good enough for all normal racing activities and have been used by us in 24 hour events without failure. However, we do recommend fitting bronze guides for racing, as the cast iron standard guides have been known to break up with expensive results. An oil cooler can be used with some advantages if used for competitions, particularly on the 850 which is inclined to run hotter than the 750cc model when the compression ratio is raised.

# Gus Kuhn hints and tips

## BMW

1 When setting the tappets, make sure there is no end float between the large spacer and pedestal. Spacer should turn freely without any apparent end play.

2 Check tyre pressures once a week as they can lose up to 10 lbs.

3 It is essential that the free play in the throttle cables is maintained. This should be 1/16" at least. There will be difficulty in setting the slow running if this is not adhered to. If slow running mixture does not respond when adjusting, check pilot jets for clogging.

4 Do not use any brake fluid or fork oil other than the type recommended by BMW. We keep the correct fluid and oil in stock.

5 You can improve your headlamp on R/5 models by fitting a quartz halogen bulb. We have them in stock.

6 BMW machines are very sensitive to having the correct type of tyres – Dunlop, Metzeler or Continental. We stock these makes and can recommend the best type for your model.

7 You can hire workshop tools (callers only). However, we also sell the tools if you require them.

8 Stronger springs are available for the rear suspension units; we can also supply Girling units made up to your special requirements.

9 Spares Kits are available for the long distance tourer. Ask for details in our Spares Department.

10 If you fit a full fairing, it is advisable to also fit stronger front fork springs. You can obtain these from our Spares Dept.

11 Exhaust systems of stainless steel are available. They last approximately twice as long, and do not corrode so quickly.

12 You can lower compression ratios by fitting thick base gaskets (factory approved). This is only necessary if you have to travel in countries where only low grade fuels are available. You will get 5% loss of power on 92 octane petrol.

13 You can fit stronger auto advance springs for better low speed running. Details available in Spares Department.

14 If you lose or break your BMW ignition key, we can supply a replacement for £1.00 (inc VAT). Please state your key or engine number.

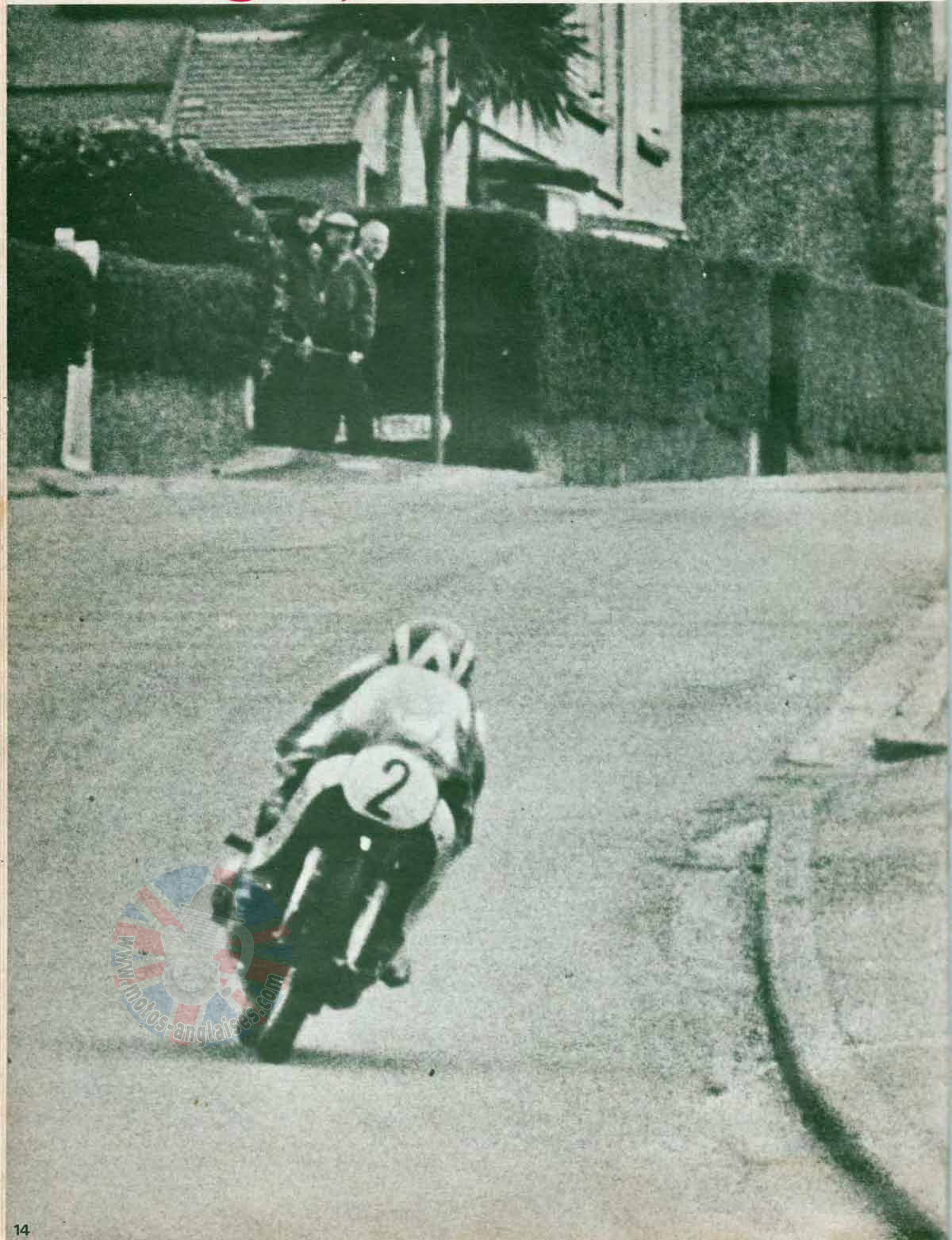
## MV Agusta

1 If your machine has a drum front brake, check every 3000 miles and clean out, as they do tend to score badly if left with dirt in the drum. Should your drum be scored, this may be a good time to consider fitting the double disc conversion, as on the later models.

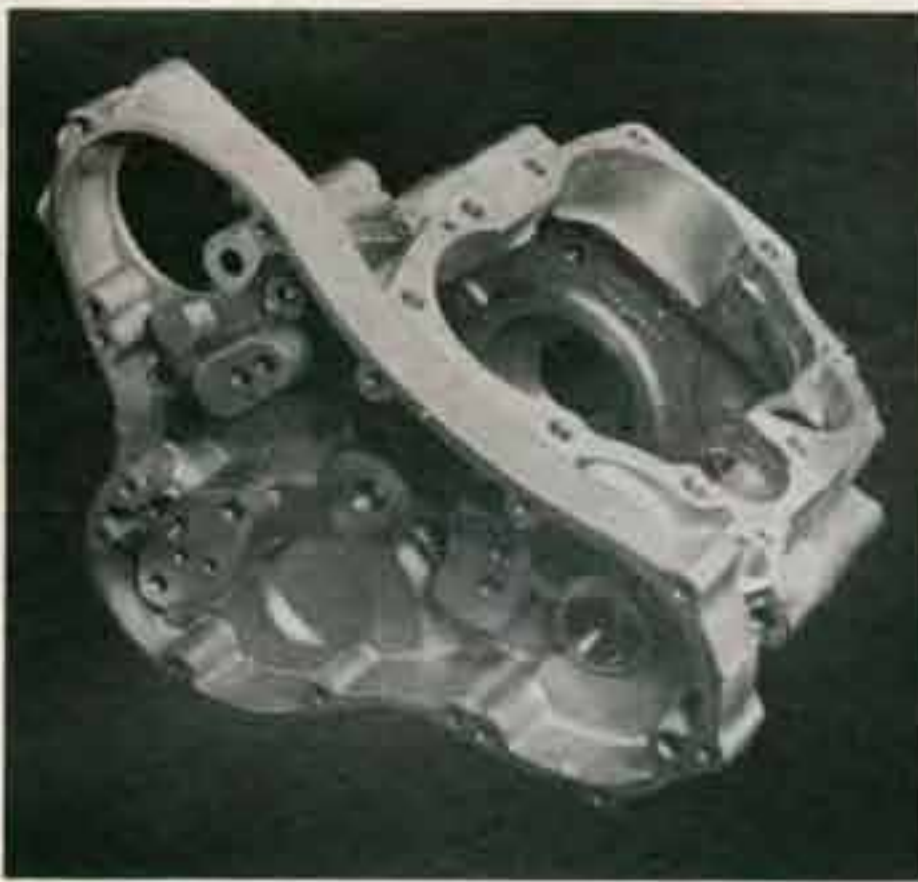
2 Check rubber mounted manifold screws do not work loose, as this can result in an air leak which can hole a piston if left undetected. Use Loctite on screws, but do not tighten too much to make mounting rigid, otherwise you may discover it will not achieve maximum revs.



# Engine, Gearbox and Wheels







GK 120  
Norton Commando crankcase,  
complete

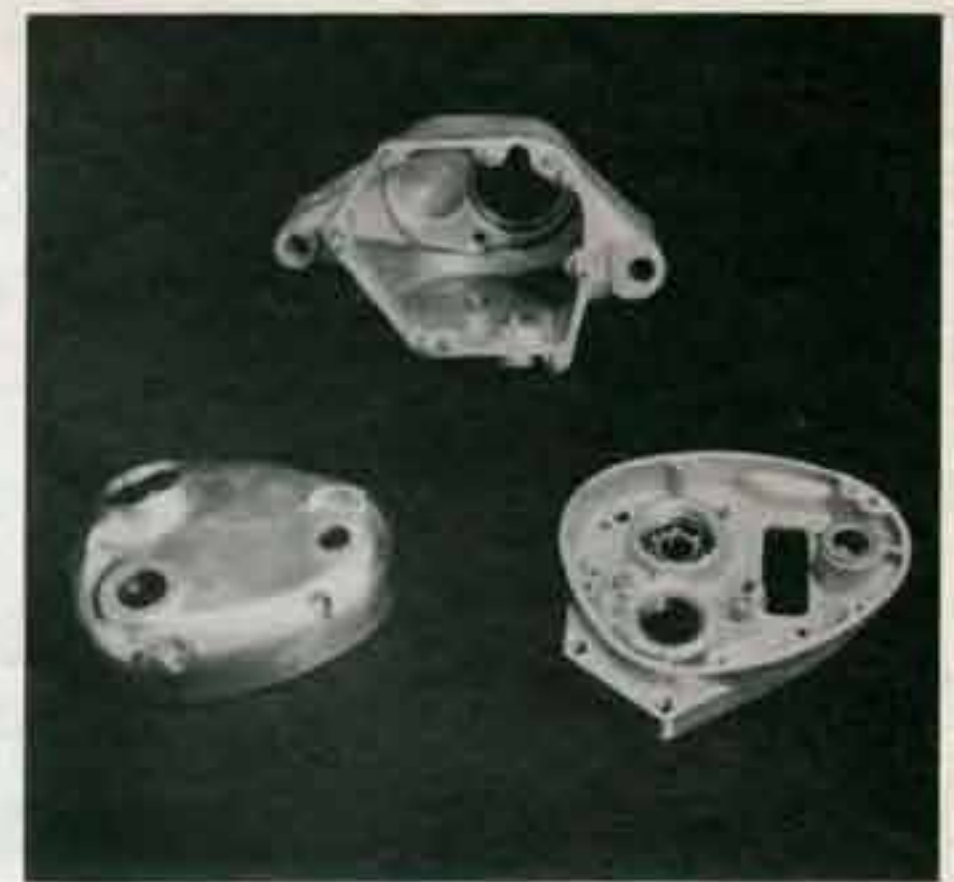
750-57.44  
850-52.00



GK 121  
Norton crankshaft assembly,  
complete

Service regrinding available,  
details on request

750-41.80  
850-53.60



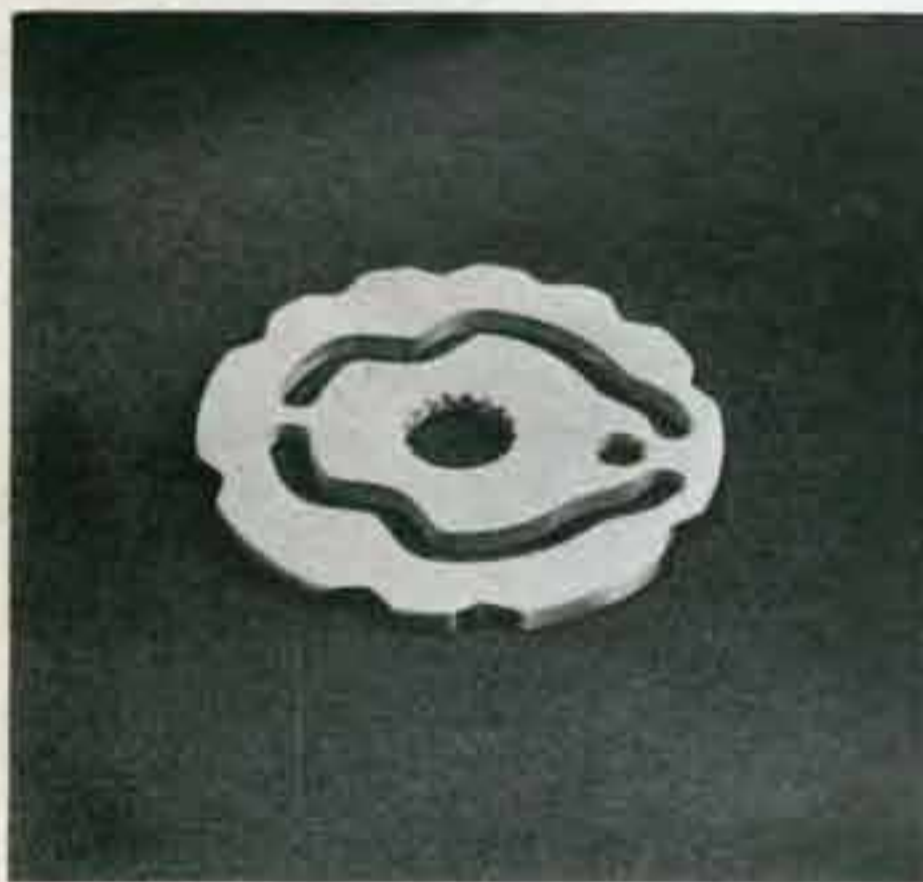
GK 524 15.76  
Norton gearbox main shell alloy  
casting

GK 529 11.73

Norton gearbox inner shell alloy  
casting

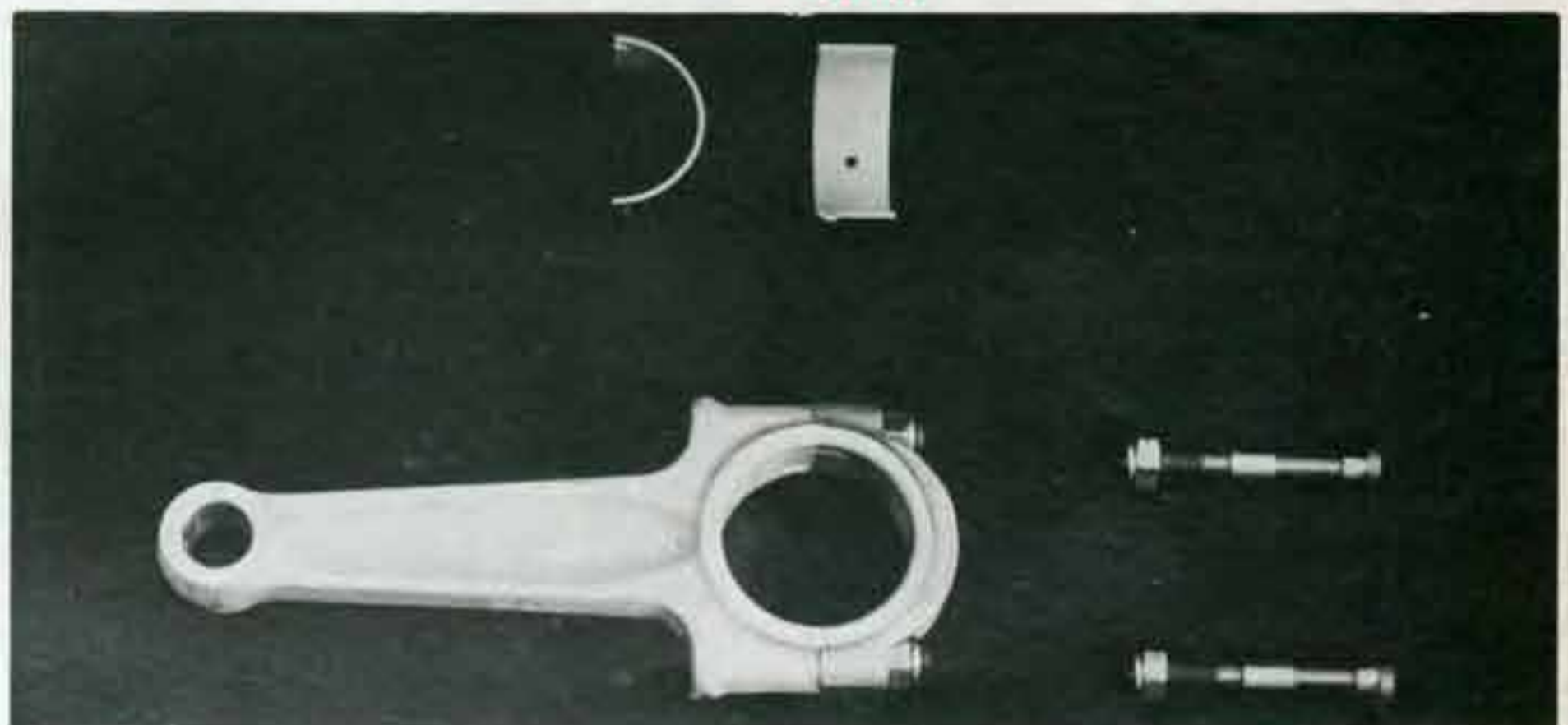
GK 530 7.72

Norton gearbox kickstart outer  
cover



GK 502  
Norton gearbox camplate,  
standard 4.68

GK 528  
Norton gearbox camplate, re-  
verse action, for racing 5.00



GK 127  
Norton con-rod assembly, com-  
plete 12 £ 38

GK 142  
Norton big-end bolts 62 p each x

GK 143  
Norton big-end nuts 18 p each x

GK 128  
Norton big-end shells 1.94 sets x

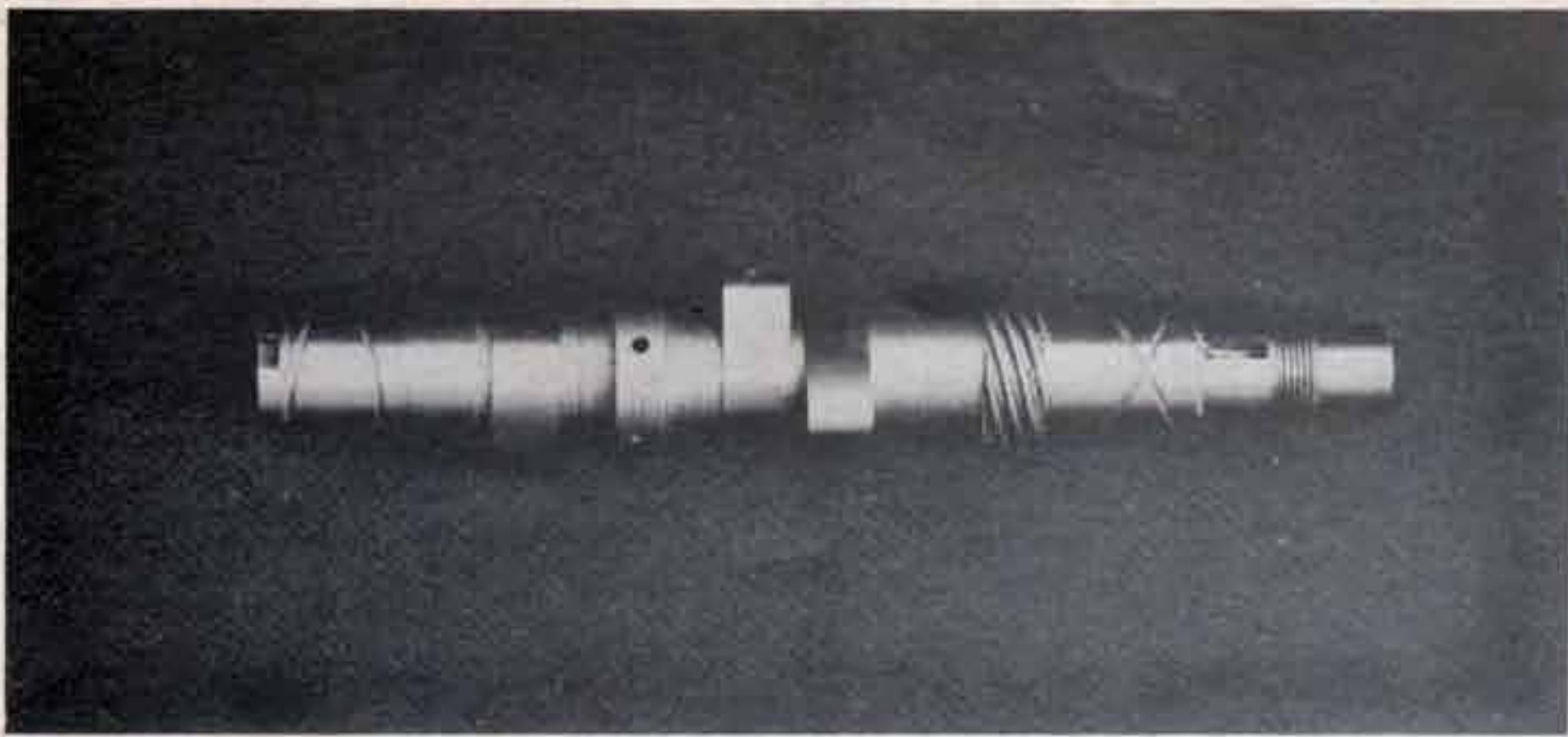


GK 520  
Norton gearbox internals. Com-  
plete stock of all gearbox parts

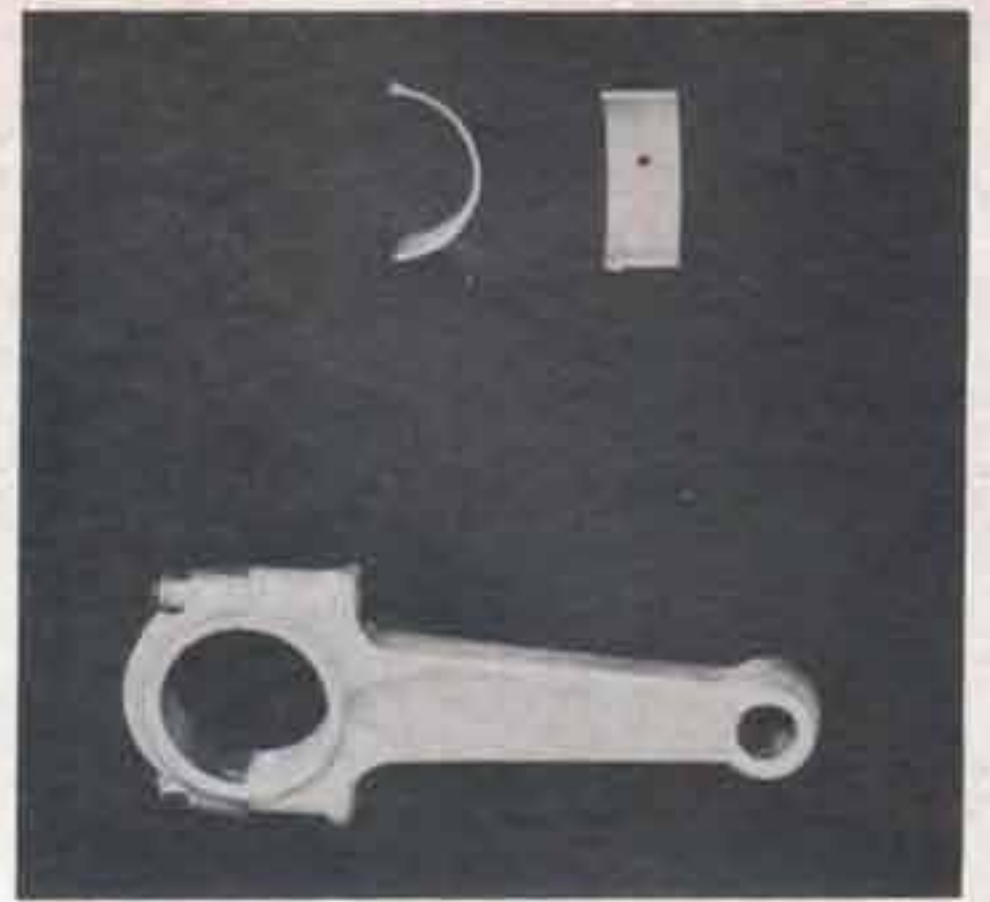


GK 136  
Commando polished alloy tim-  
ing cover 12.17 ?

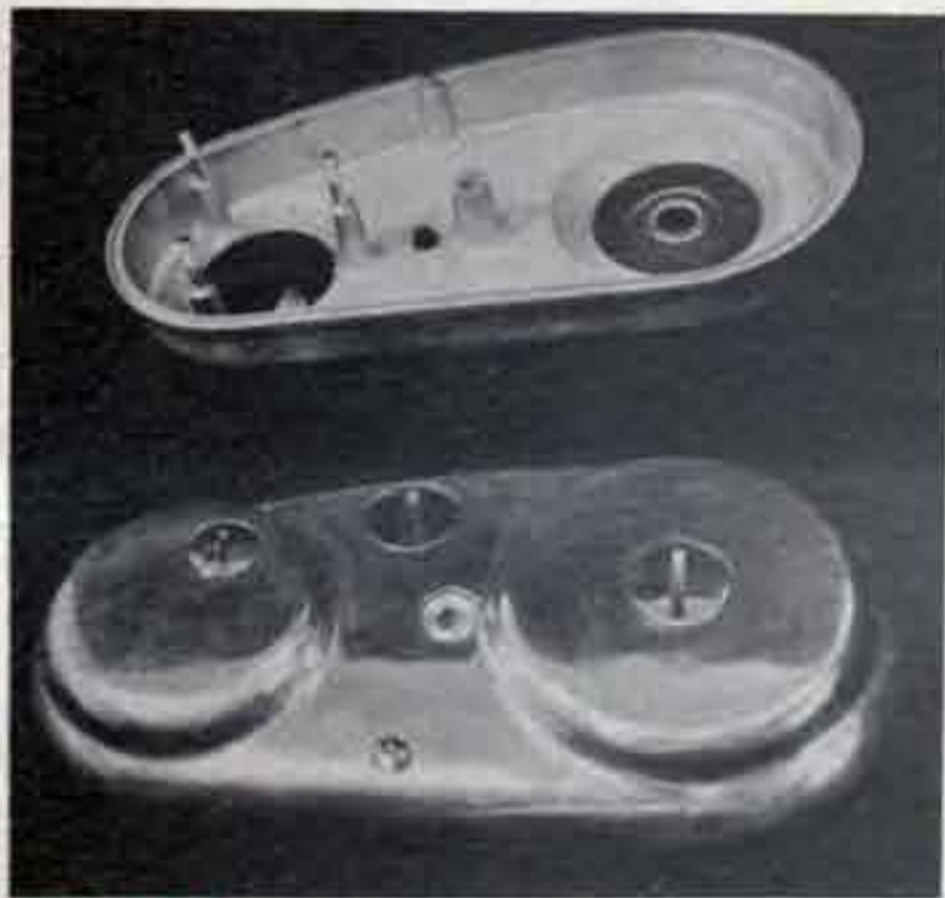




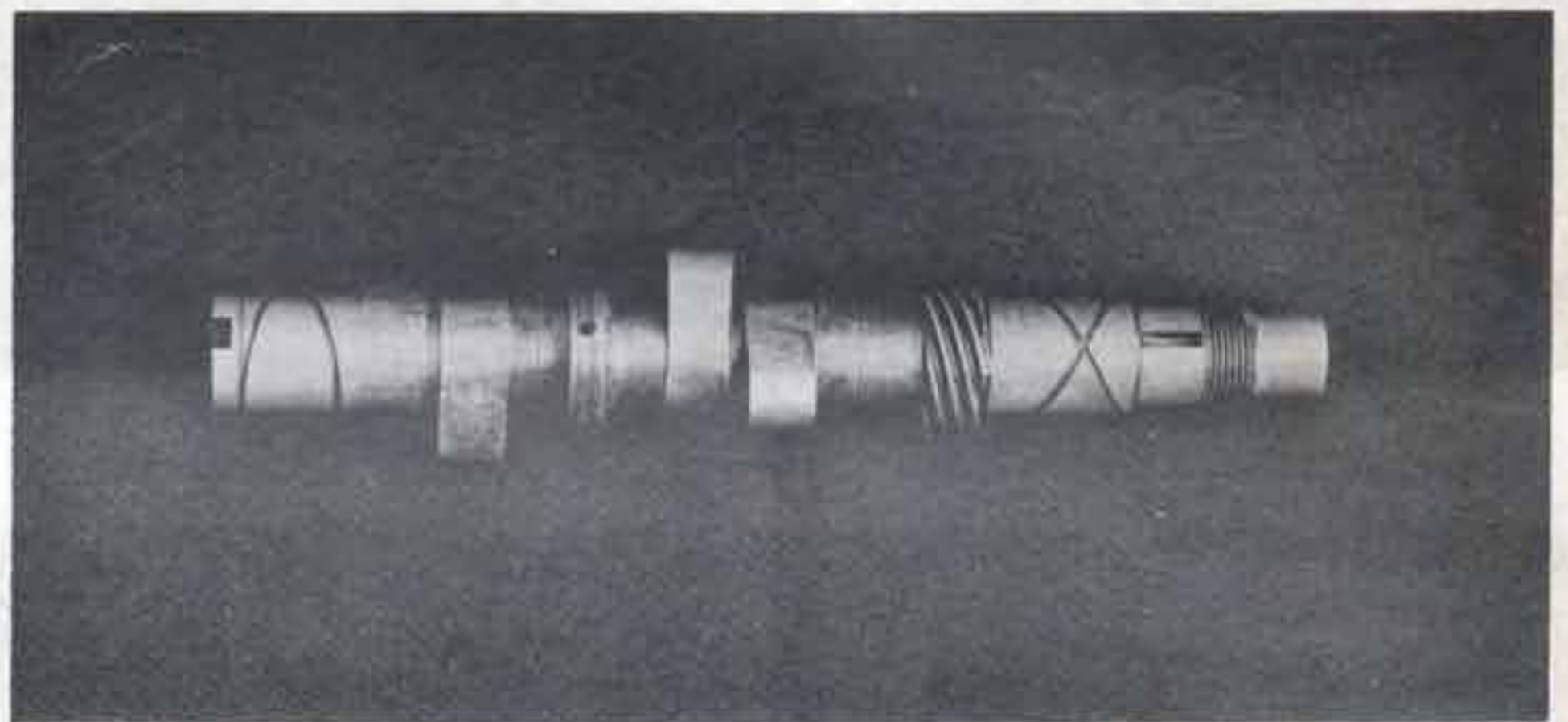
GK 115  
Norton standard camshaft 15.40



GK 127 12.38  
Norton con-rod assembly, complete



GK 526 8.83  
Primary chaincase, inner cover  
GK 527 9.40  
Primary chaincase, outer cover



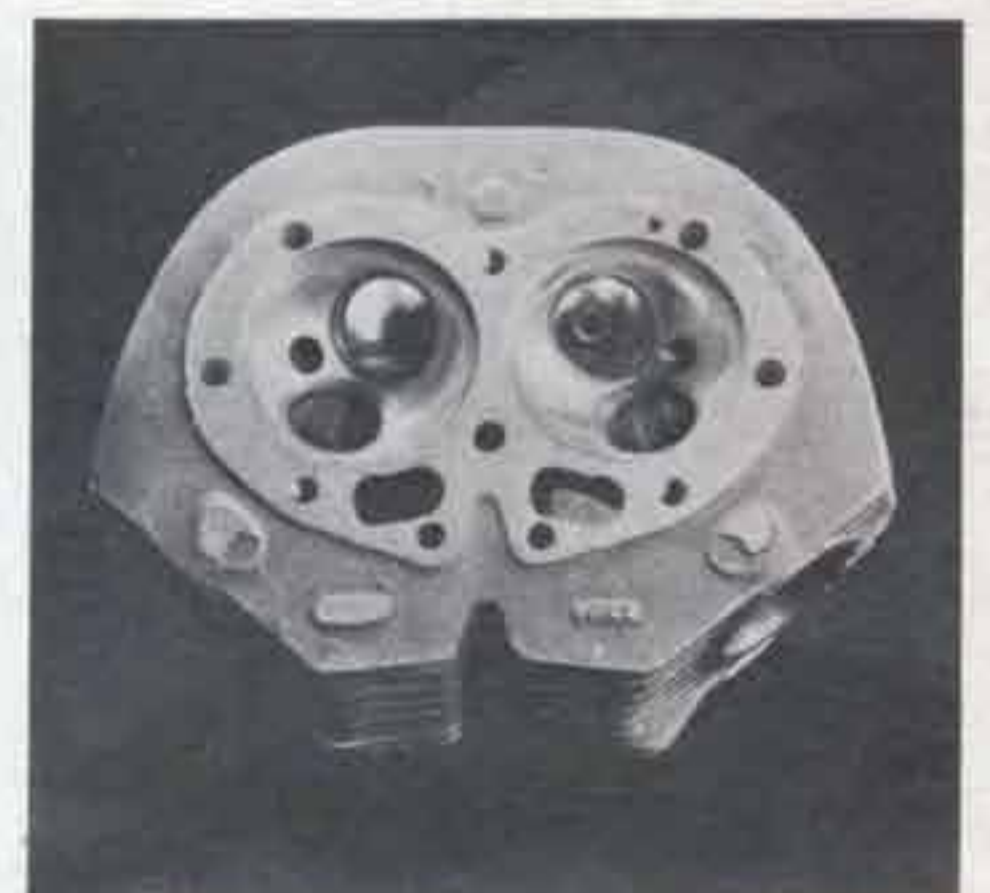
GK 135 17.16  
Norton 'SS' camshaft  
GK 116 20.28  
Norton 4S racing camshaft



GK 114 11.44 set X  
Norton camfollowers

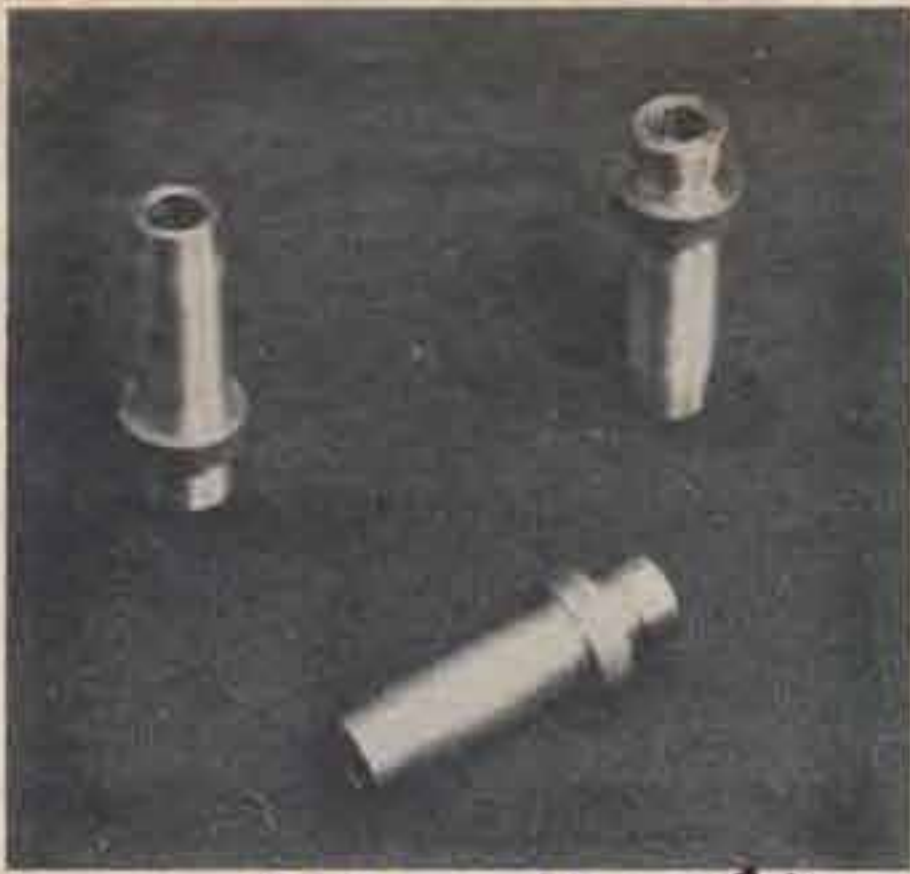


GK 201  
Norton cylinder head and barrel complete assembly

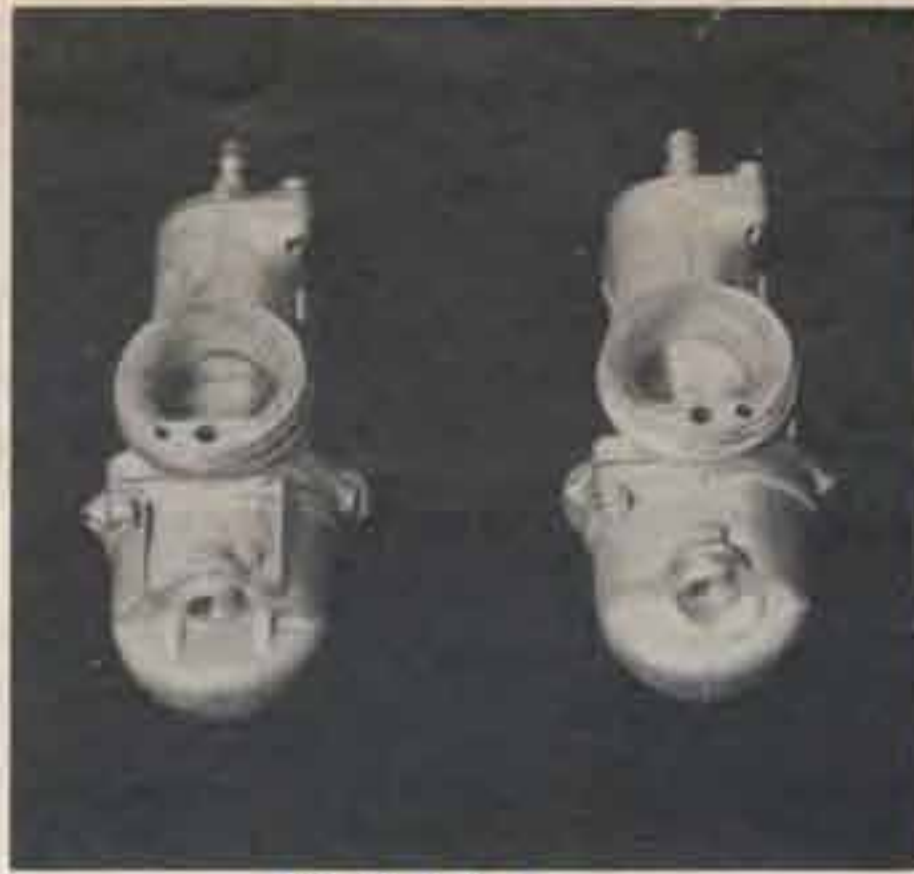


GK 122 750-76-18  
Norton cylinder head complete assembly 850-83-2  
GK 122P  
Polished Norton cylinder head, complete ?

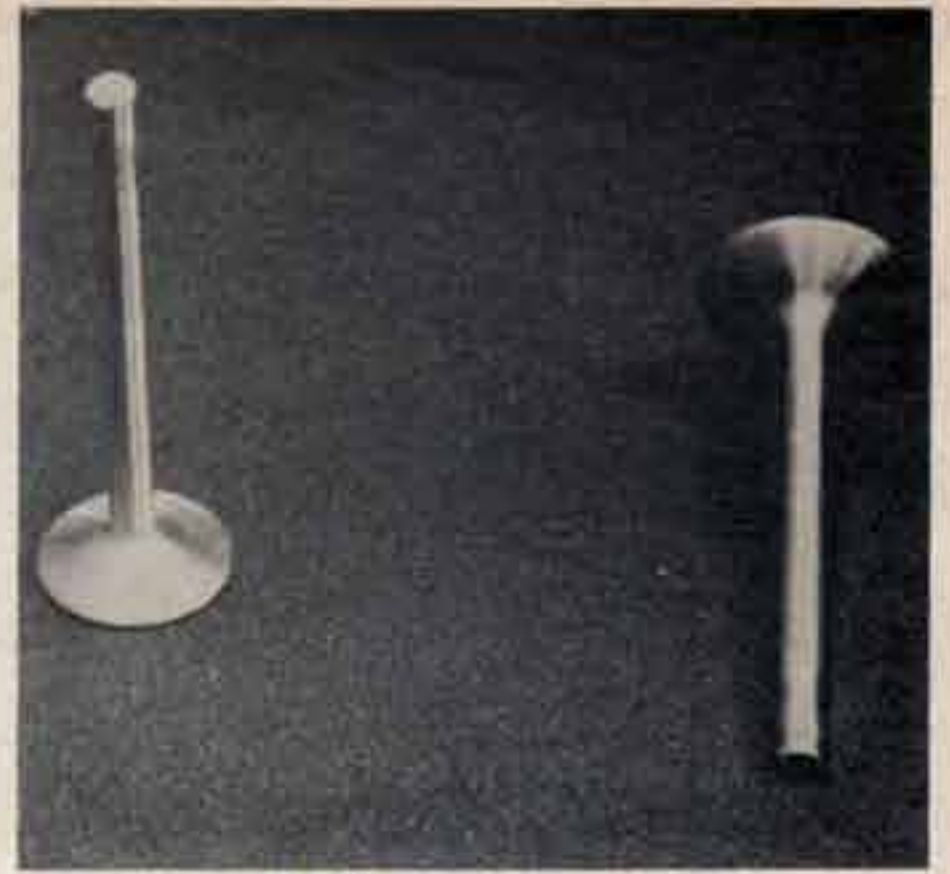




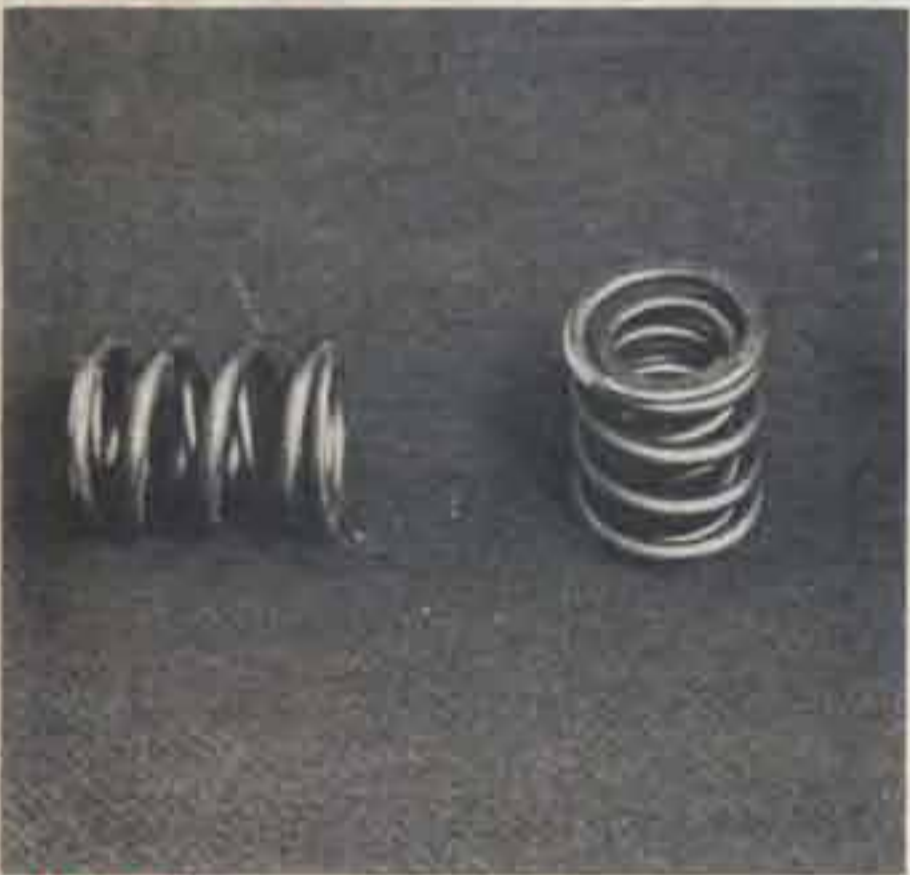
GK 109 73P 650 et 750  
Norton valve guides, standard ✓  
GK 110 94P  
Norton valve guides, oversize for worn cylinder heads ✓  
GK 134 94P  
Norton valve guides, modified for top rubber seal ✓  
GK 111 1.50  
Norton valve guides, bronze hydraulic for racing ✓



GK 404 19.20 Pair  
Amal Concentric carburetors, 30mm pair  
GK 405 19.20 Pair  
Amal Concentric carburetors, 32mm pair  
GK 406 25.00 Pair  
Amal Concentric carburetors, 34mm pair



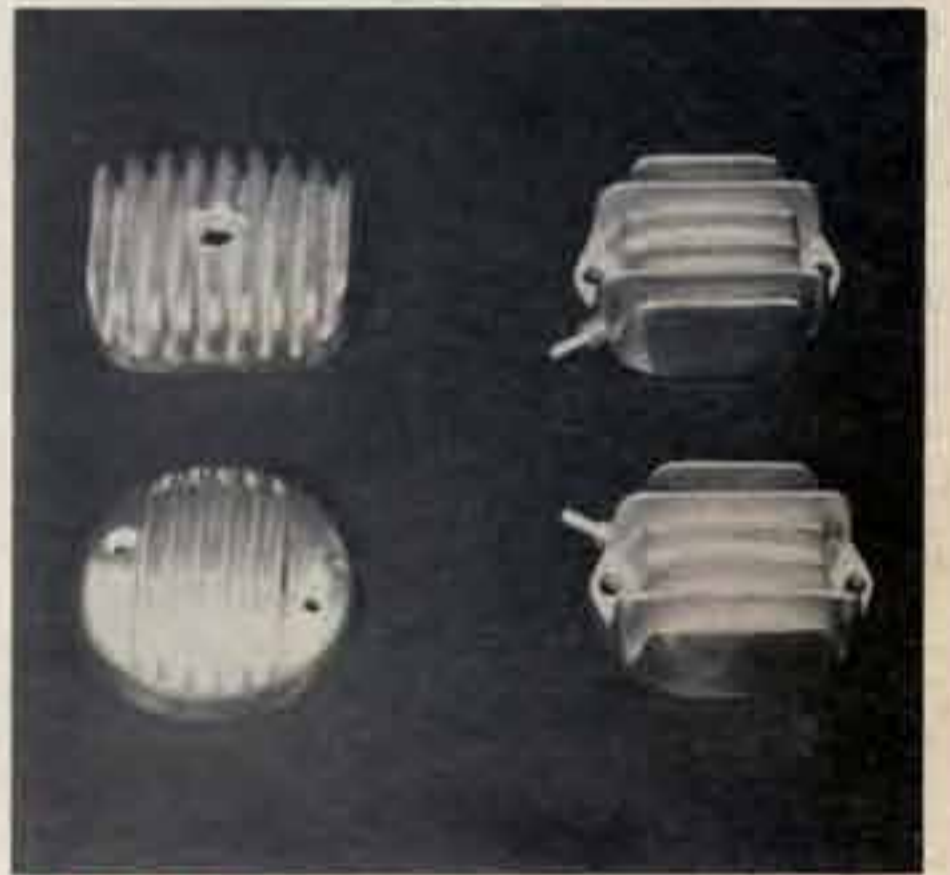
GK 106 3.33  
Exhaust valves, standard ?  
GK 108 4.50  
Exhaust valves, racing nimonic 80A ?  
GK 105 2.48  
Inlet valves, standard  
GK 107 3.50  
Inlet valves, racing 1/16" over-size



GK 112  
Valve spring sets, standard or racing ✓  
1.56 std ✓  
3.50 Race



GK 505  
Norton Commando gearbox sprockets, 19-24 tooth ? ✓



GK 138  
Finned rockerbox covers 5.40 ?  
GK 141  
Finned contact points cover 1.20



GK 525  
Norton Commando clutch, complete  
All clutch components available separately from stock

56-16



GK 101  
Norton 750cc pistons, complete  
850-17.26  
750-11.44

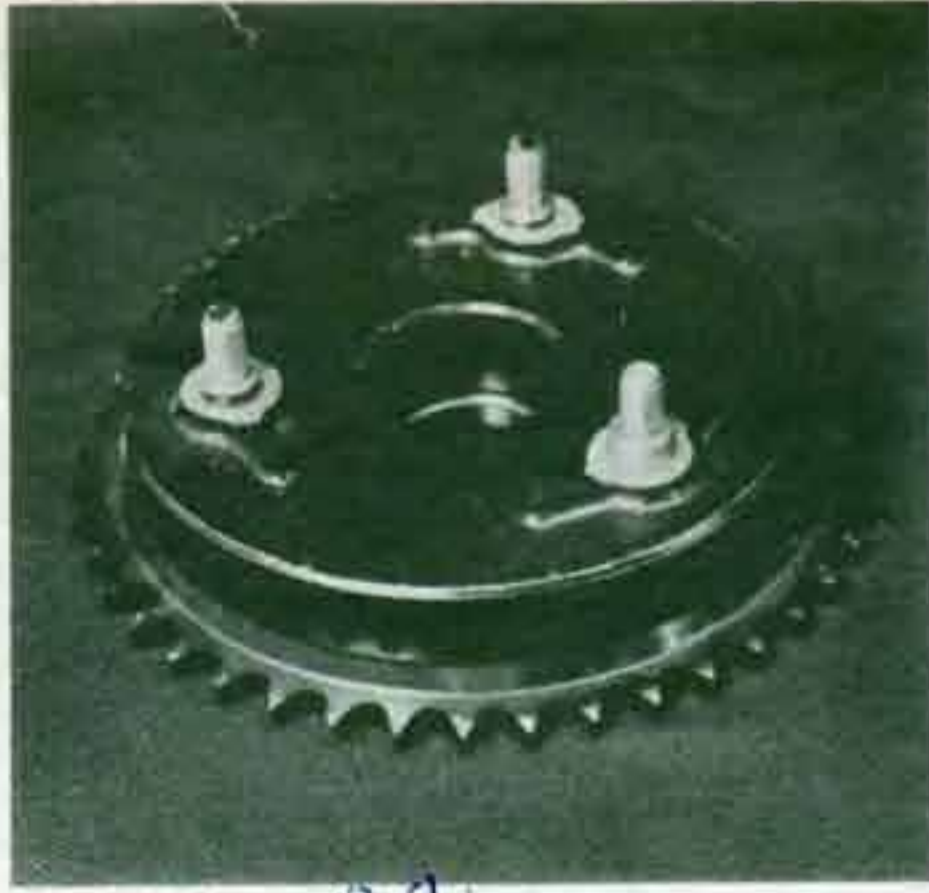


GK 103  
Powermax pistons, complete  
Also available +.010", +.020", +.030", +.040" 18.00 pair





GK 250  
Norton 830 cc engine complete,  
less carburetors and electrics  
312.00



GK 464 8.94  
Norton rear wheel sprocket, 3-  
bolt fixing 8.50  
GK 465  
Norton rear wheel sprocket with  
shock absorber inserts



GK 229 79.00  
Norton Lockheed disc brake  
assembly



GK 251 125.00  
Mag alloy front wheel, with  
Lockheed disc brake assembly



GK 214  
Lockheed disc brake pads  
2.00 pair



GK 236  
Norton Lockheed disc brake  
pads 1.25 x x



GK 237  
Gus Kuhn polished alloy produc-  
tion racer footrest assembly  
20.00



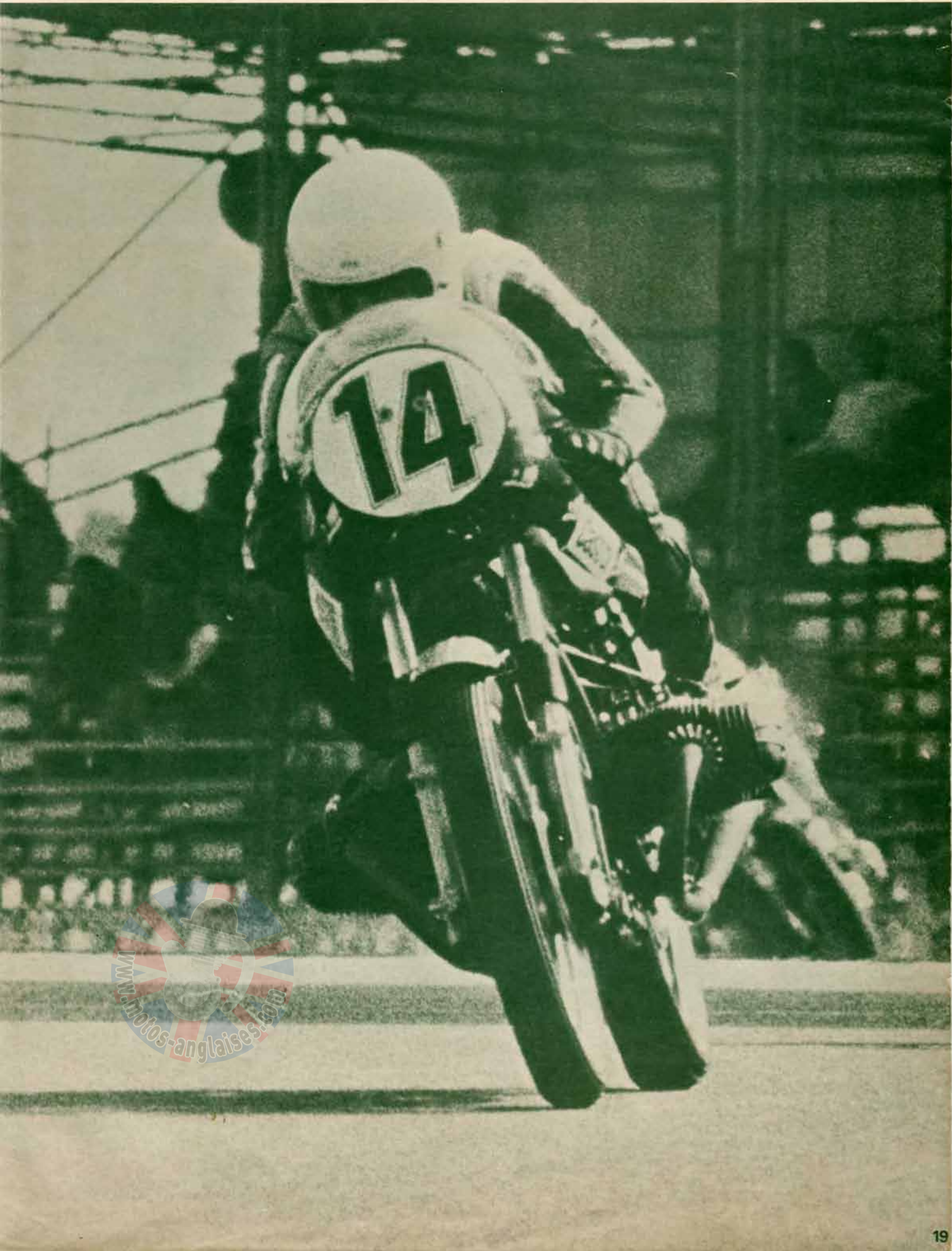
GK 252  
Mag alloy front wheel, with  
Norvil racing disc brake assembly  
135.00

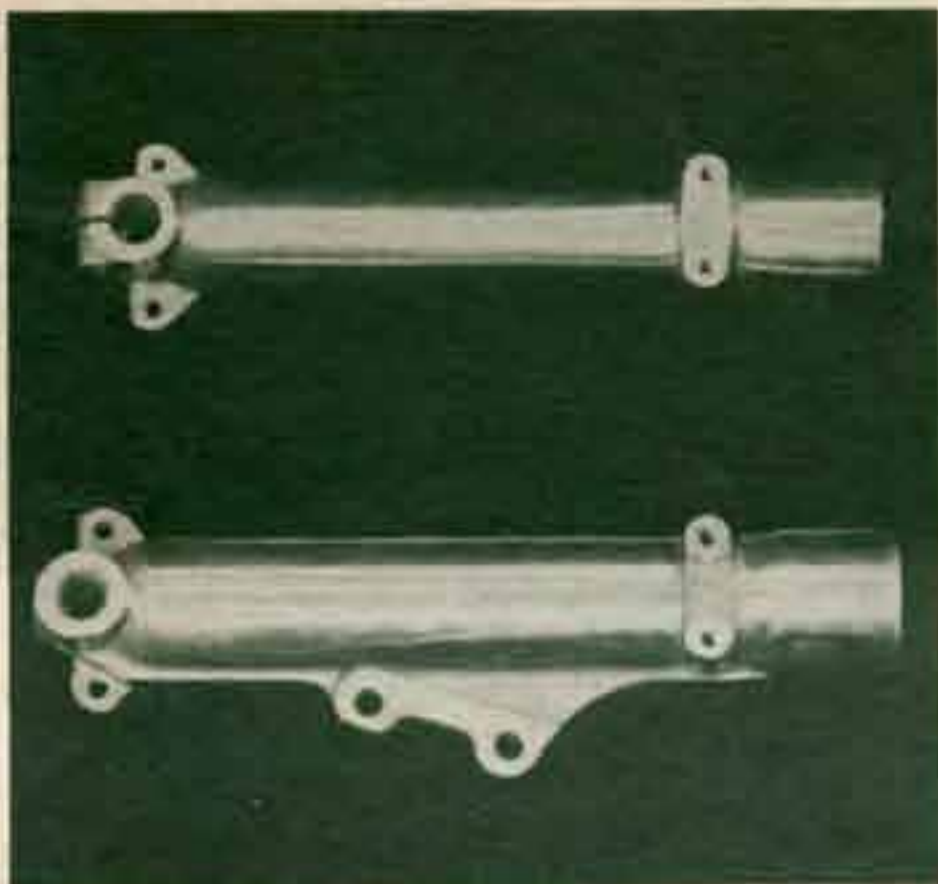


GK 253  
Mag alloy rear wheel, with  
Lockheed disc brake assembly  
140.00



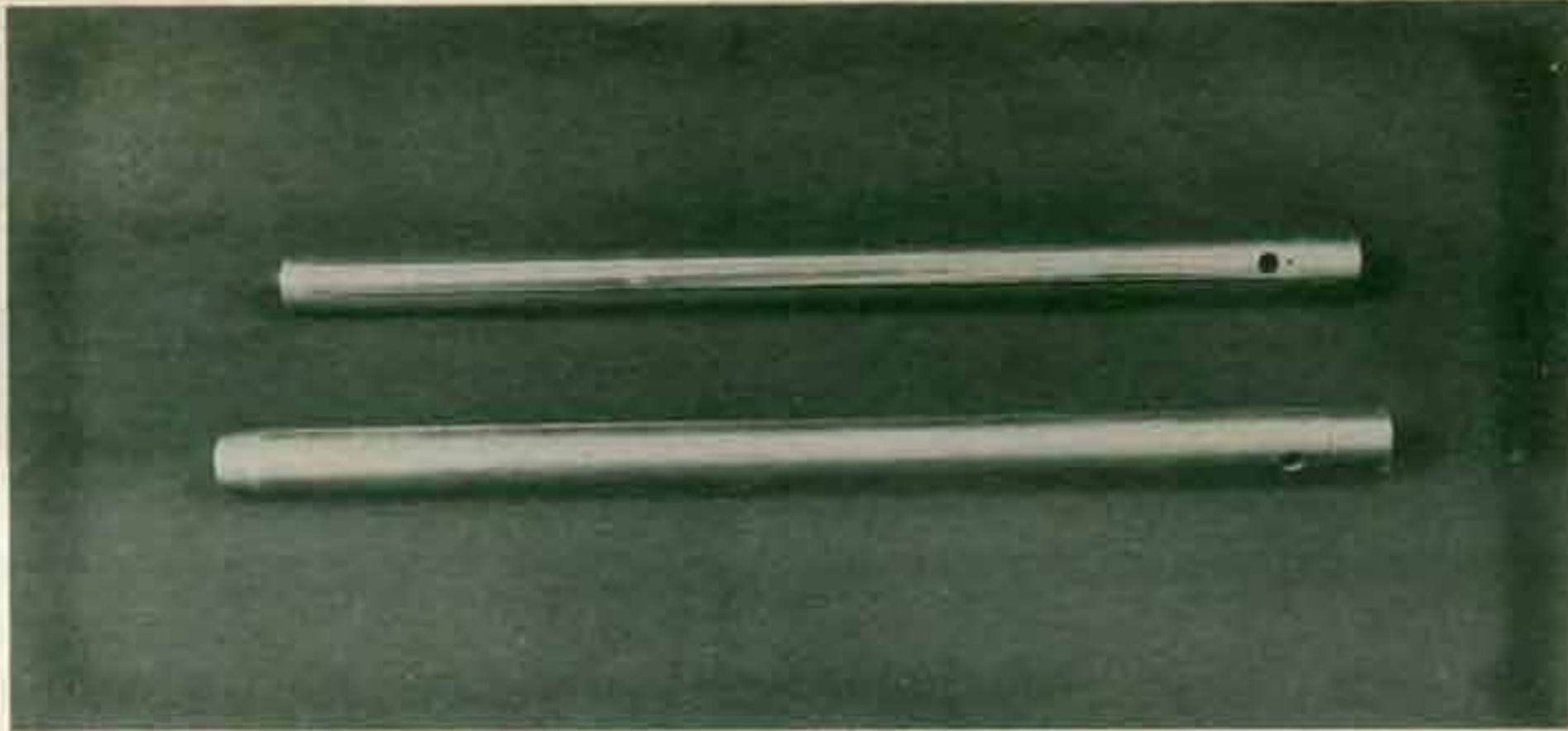
# Miscellaneous





GK 462  
Polished alloy fork sliders, left or right, disc or drum brake

from 10.40



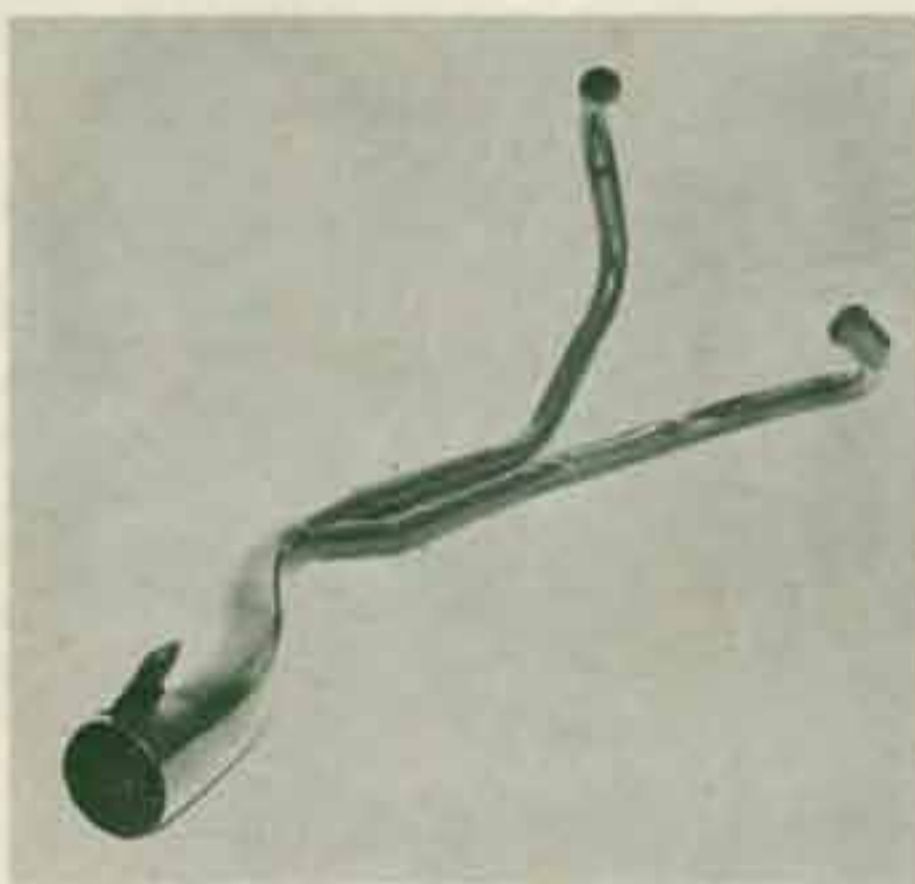
GK 461  
Norton steel or chromed steel fork inner tubes

9.15



GK 414  
Chrome headlamp brackets

3.00



GK 254 chrome 35.00 - Black 25.00  
Gus Kuhn 2-into-1 exhaust system, with integral silencer. To fit all Commandos

GK 255 25.00  
Gus Kuhn 2-into-1 racing exhaust system, with open megaphone



GK 420 4.50 pair  
Clip-on handlebars. Choice of styles available



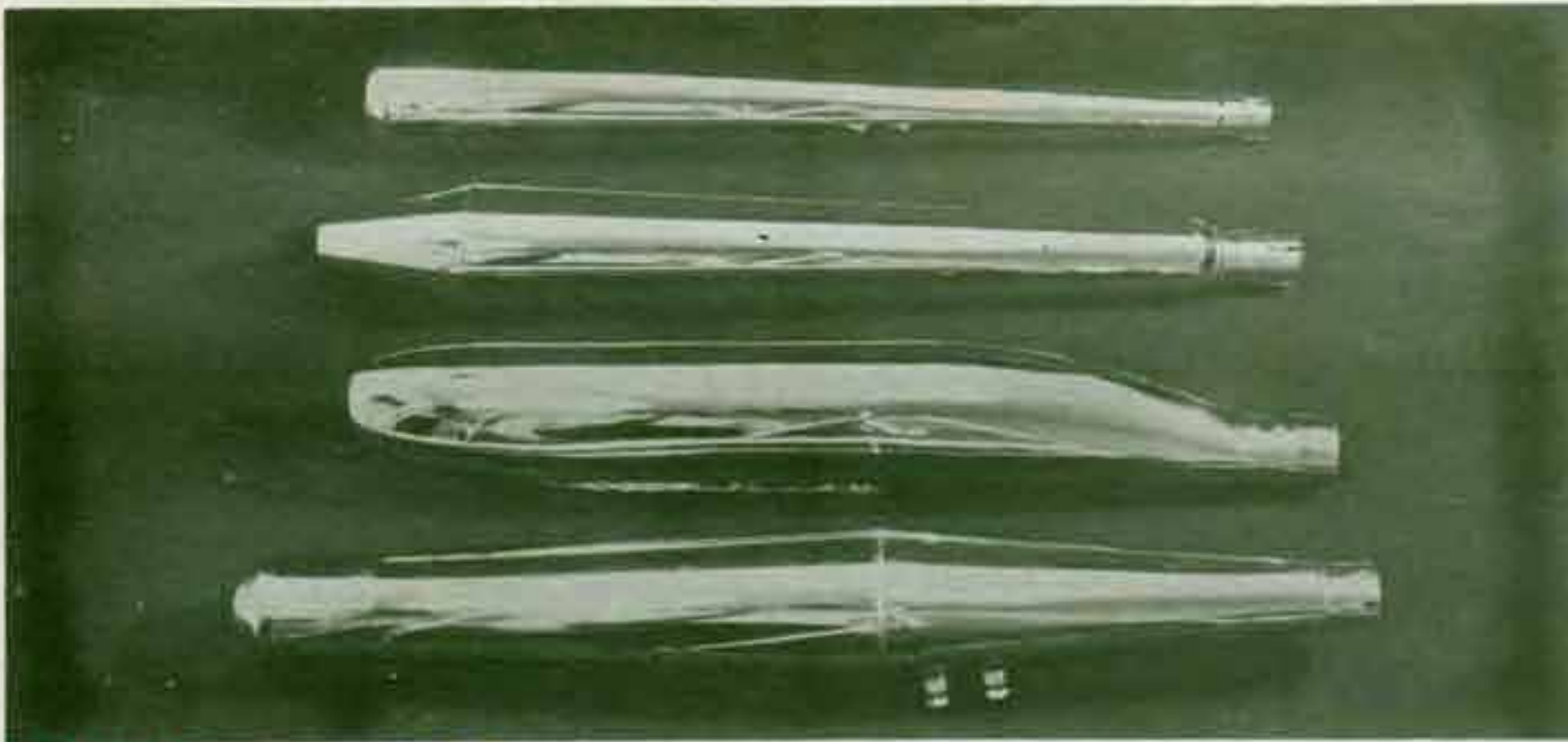
GK 460 8.71  
Commando chrome rear chain guard. Can be used on other models.



GK 413 7.80  
Speedometer head, MPH  
GK 472 7.80  
Speedometer head, KPH

GK 412 9.80  
Rev. counter head





GK 202 6.00  
 Gus Kuhn 'Barcelona' silencer  
 GK 203 20.35  
 Norton Roadster silencer  
 GK 204 15.75 ~~15.75~~  
 Norton Fastback silencer  
 GK 205 13.61  
 Norton Interstate silencer



Roadholder fork bushes and oil seals  
 GK 467 85P  
 Roadholder fork bronze bushes  
 GK 469 36P  
 Roadholder fork oil seals  
 GK 470 1.11  
 Roadholder fork steel bushes



GK 256 12.50  
 Girling hydraulic steering damper assembly  
 GK 257 20.00  
 Gus Kuhn 'Barcelona' footrest kit



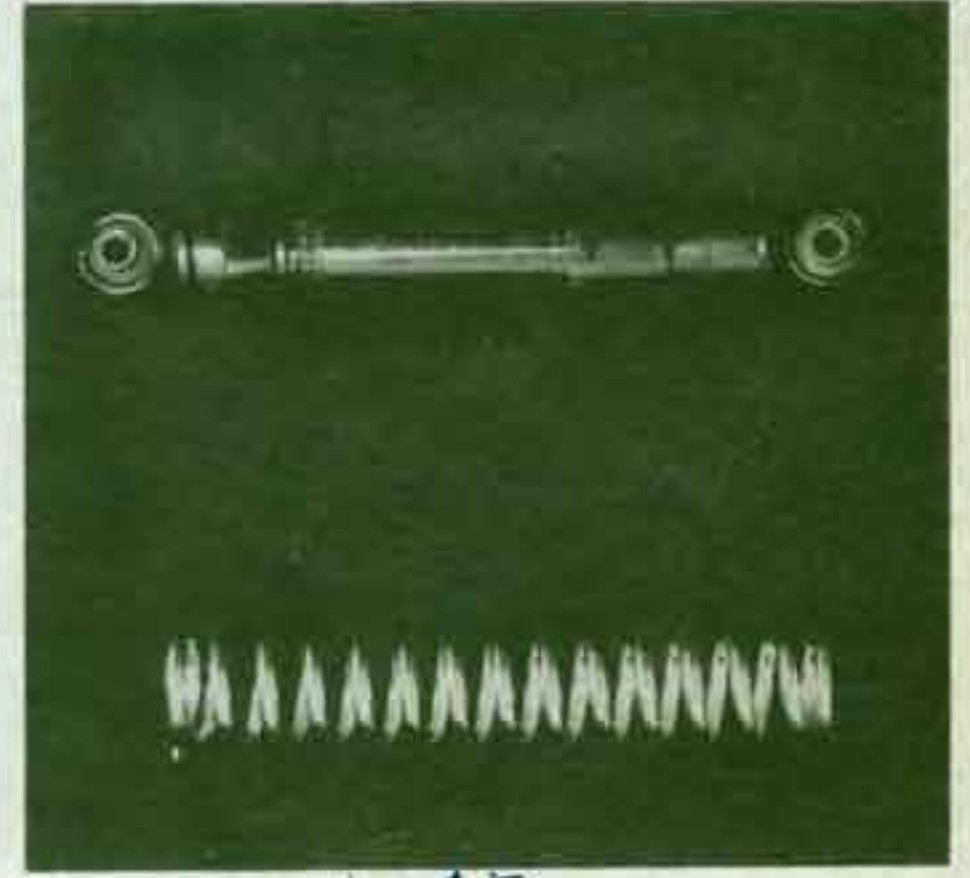
GK 224 14.93  
 Norton Interstate, Roadster, and Fastback exhaust pipes  
 State type and year when ordering.



GK 206 13.95  
 Girling damper and spring, standard type  
 GK 207 18.00 pair  
 (Not illustrated) Girling racing dampers



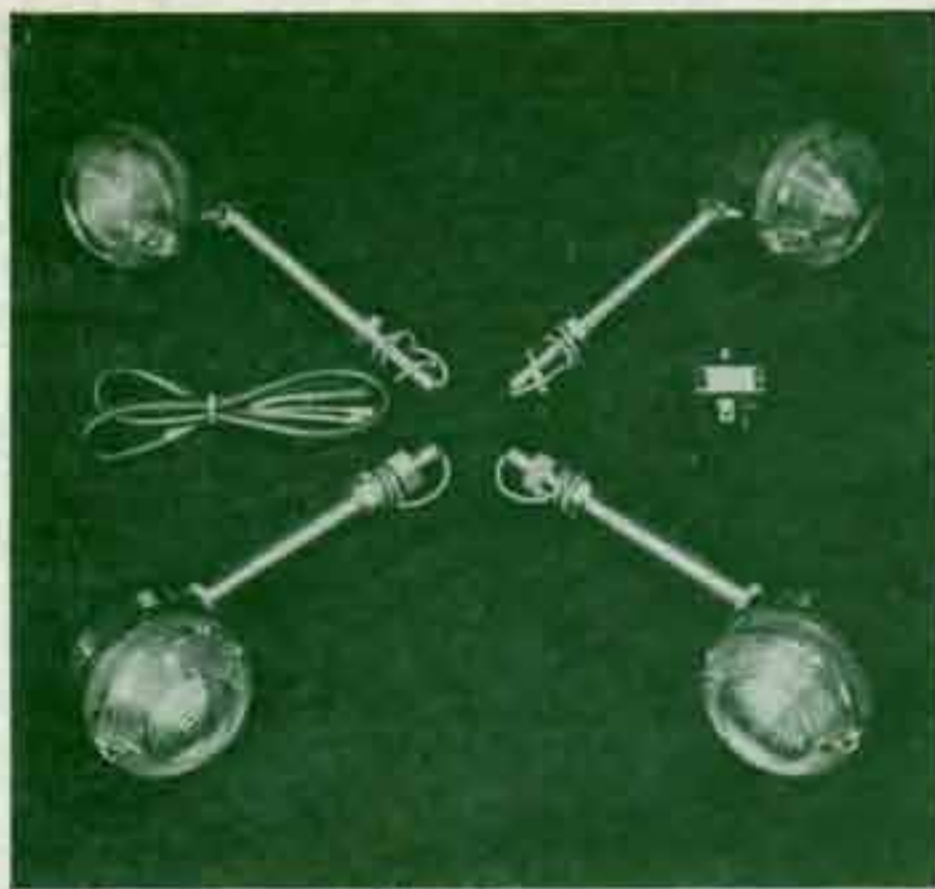
GK 209 17.00 pair  
 Girling damper and spring, sports unit



GK 232 4.95  
 Girling damper unit only, for Nortons  
 GK 204 2.40  
 Chrome springs for Girling dampers

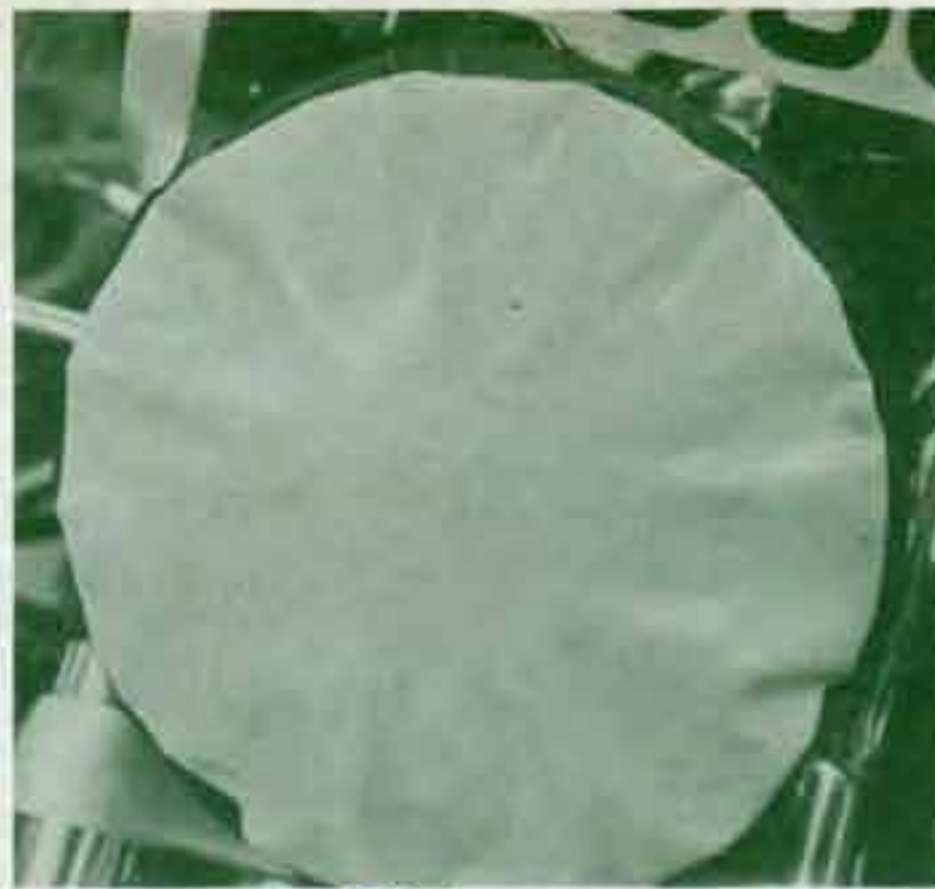


X  
 X



GK 466 16.00  
Lucas flasher indicator set,  
complete

X



GK 473 57P  
Fluorescent orange headlamp cover,  
sizes 6", 7" or 8" diameter



GK 401 35P  
Sparkling plugs  
GK 402 plug 1.00  
Racing spark plugs  
Sparkling plug suppressors 30P

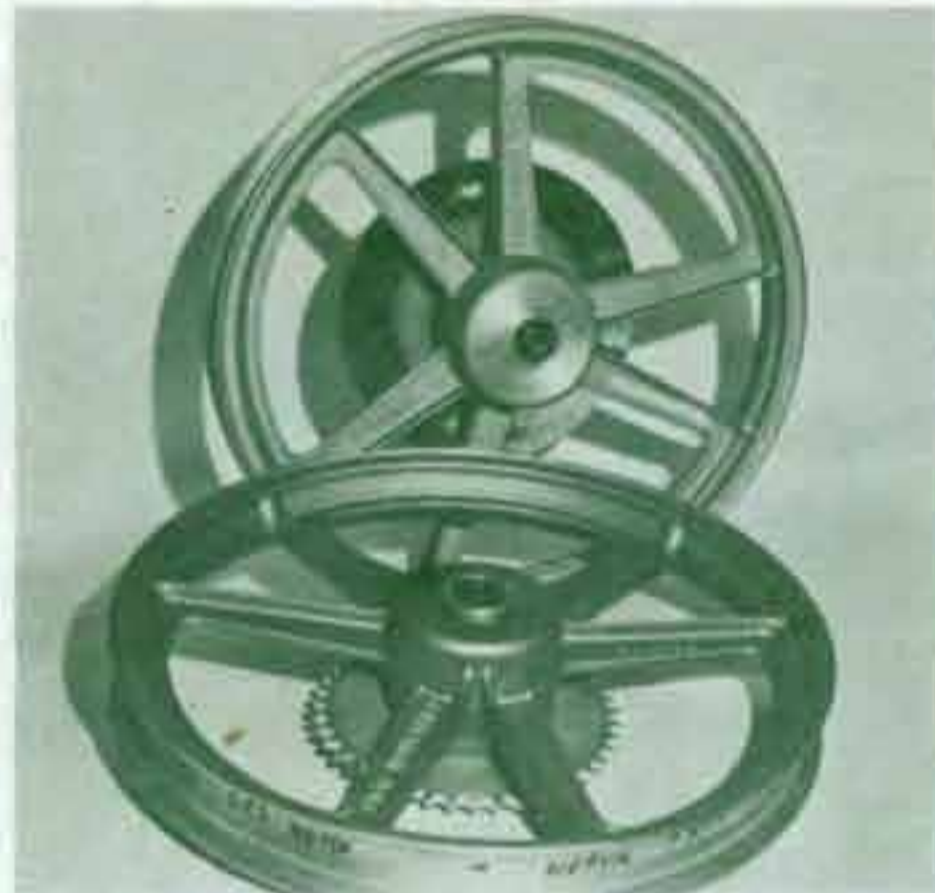
X

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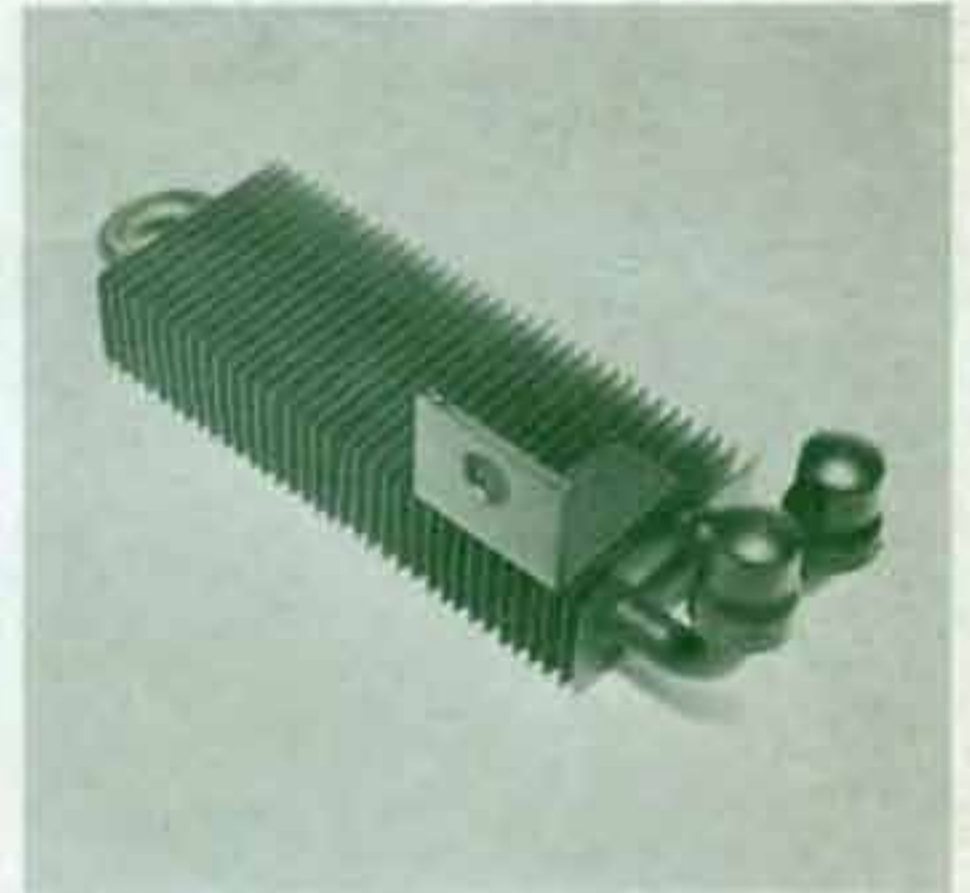
GK 258  
Lockheed disc brake components  
State parts required, quoting GK 258

9



GK 259  
Mag alloy front wheel, bare  
GK 260  
Mag alloy rear wheel, bare

9



GK 261  
Oil cooler, suitable for all models

?

+ tout gasket set - (pochette de joints)

+ cornets racing

- boisseau 1/4, 2, 2 1/2 } cables gaz  
- aiguilles  
- ressorts  
- fileurs

- disques d'embrayage - tige de butée -  
transmission complète -

- Huile duckmans - (boîte etc...)

- outils - câbles GB.

- exhauteurs?

- live soupape

- rupteurs

- condensateurs

- isolastic - bagues - caoutchoucs AV-AR.







GK 310 35.00  
3-gallon alloy petrol tank



GK 309 38.00  
5-gallon alloy petrol tank



GK 302 24.00  
4 1/2-gallon glassfibre TT petrol tank



GK 303 21.00  
3-gallon glassfibre petrol tank



GK 350 49.00  
John Player-style twin headlamp  
three-quarter fairing



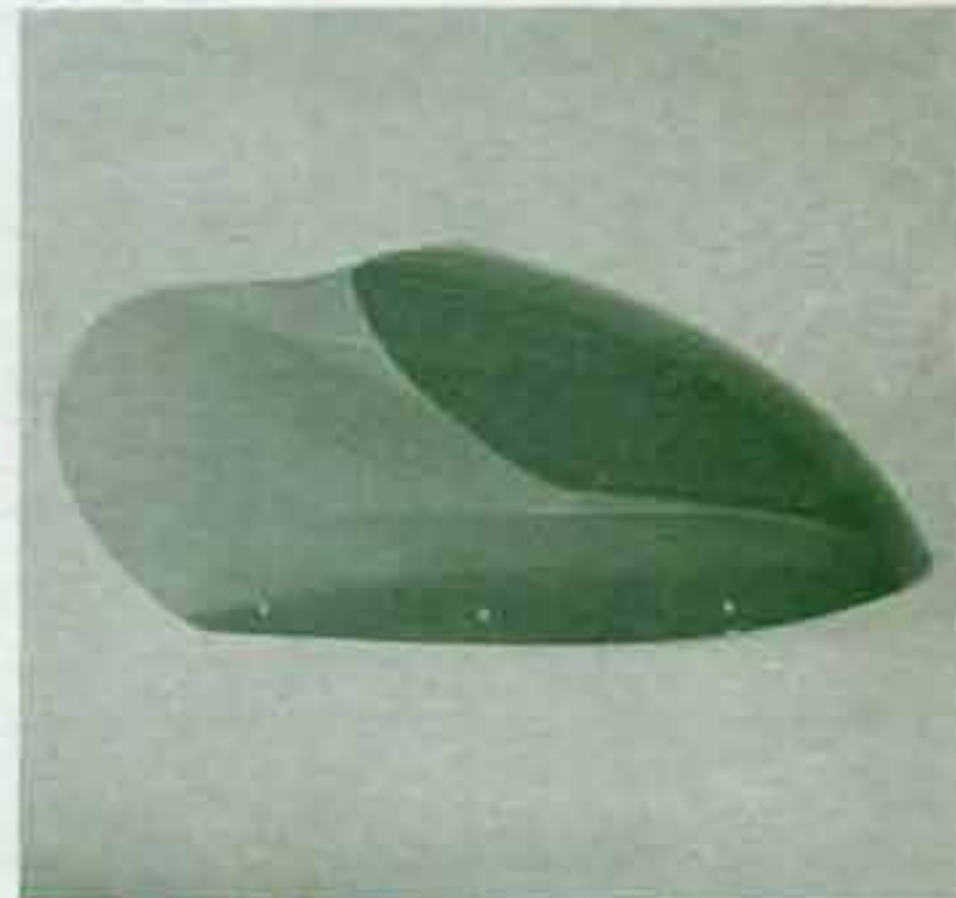
GK 351 35.00  
Gus Kuhn production three-  
quarter fairing



GK 332 15.00  
Gus Kuhn 'Hutch' racing seat

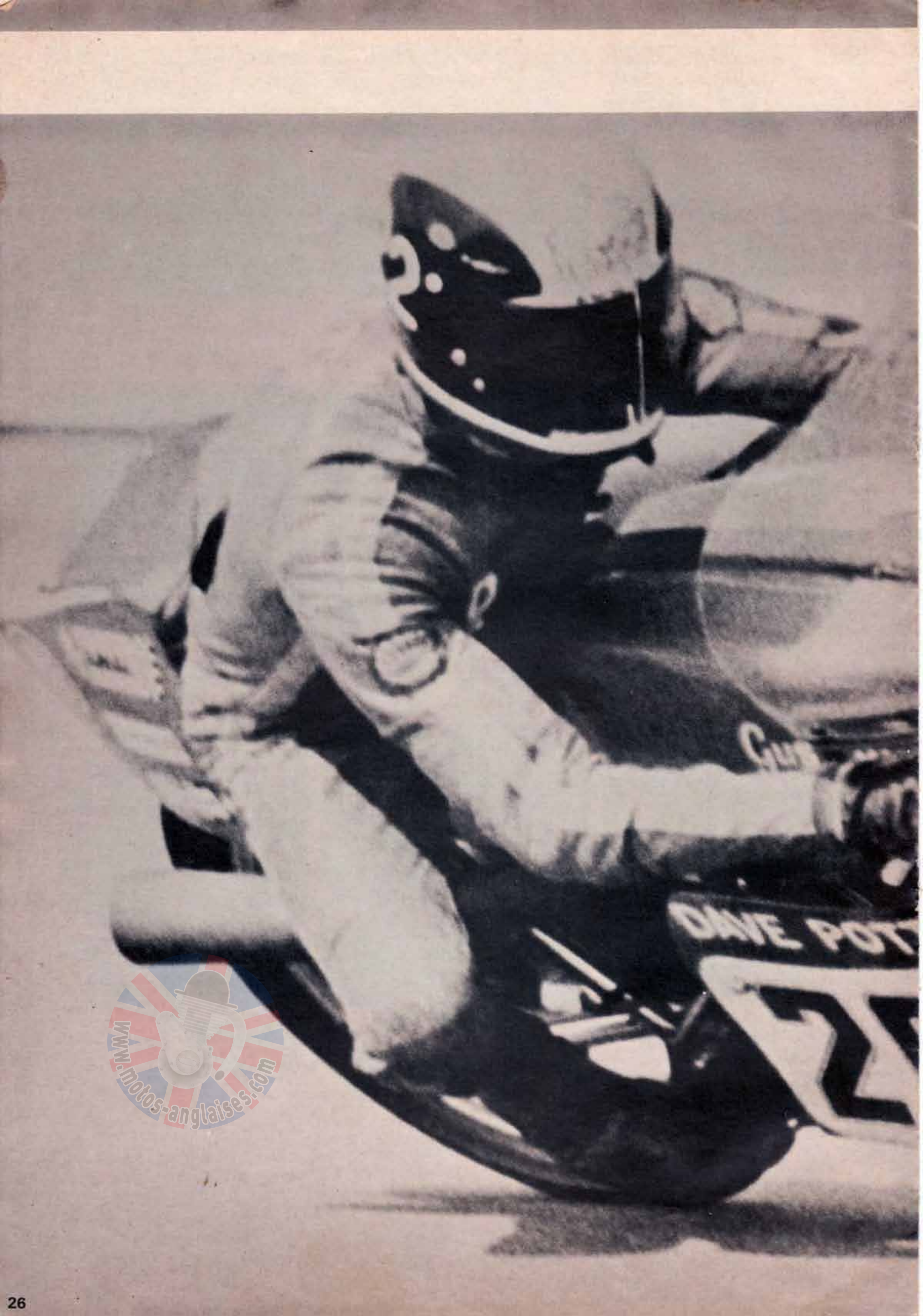


GK 334 24.00  
Gus Kuhn GT fairing, complete

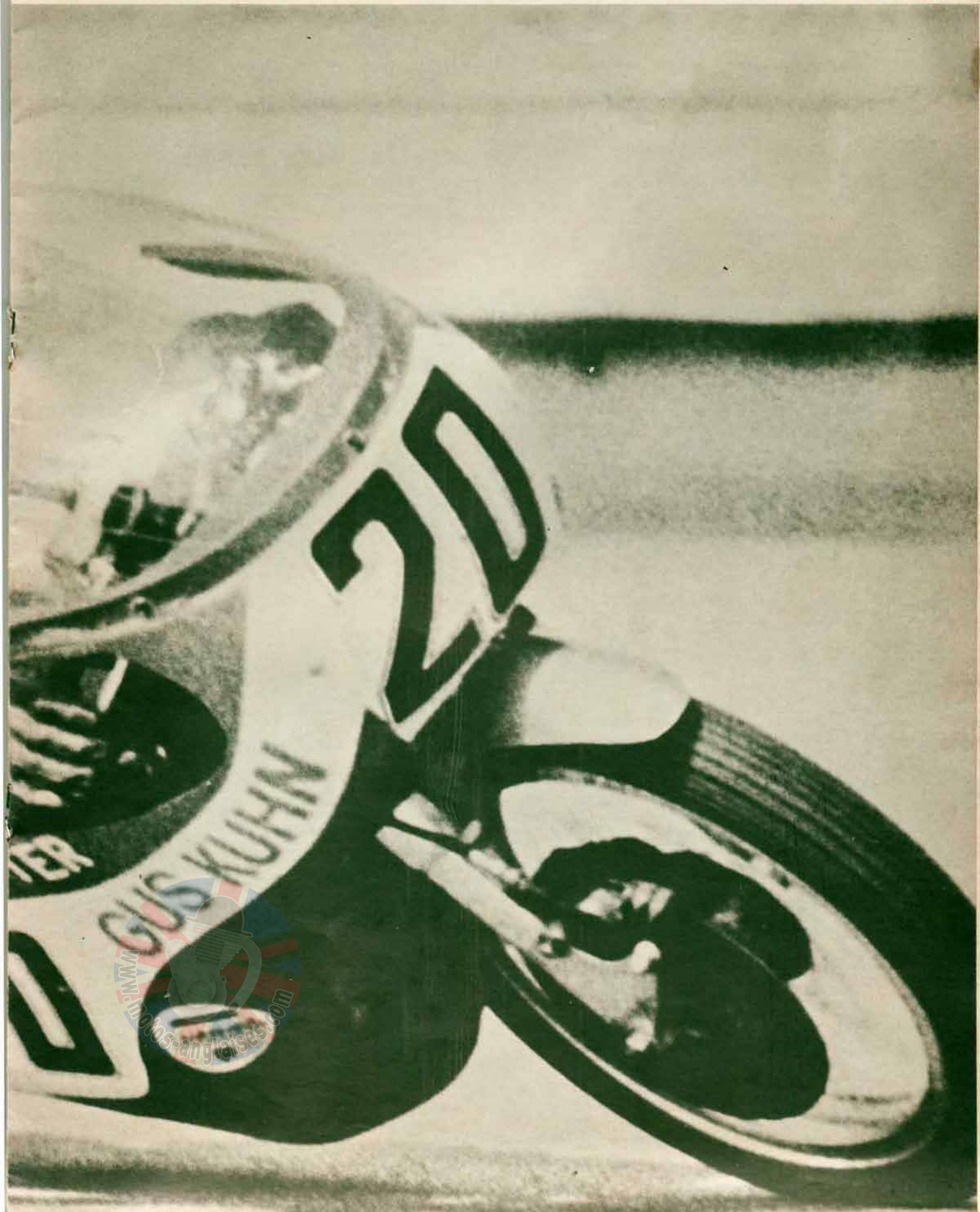


GK 349 4.95  
Tinted Screen



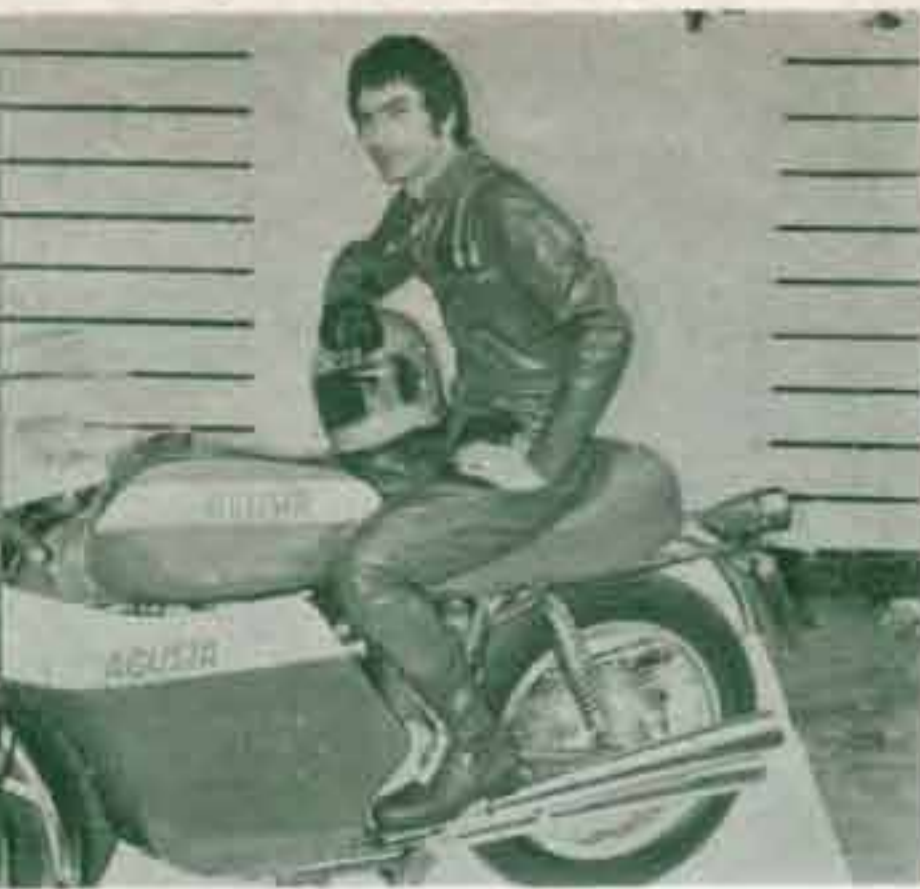


# Clothing





**GK 640**  
Highwayman leather one-piece racing suit. Off the peg, or made to measure in your own colours



**GK 661**  
TT Leathers Continental 2-piece nylon suit. Fluorescent orange or blue



**GK 663** Belstaff Two-Fifty nylon jacket, blue or black



**GK 653**  
Belstaff Trialmaster Professional jacket



**GK 605**  
Belstaff XL 500 jacket

**GK 638** Belstaff XL500 nylon trousers, lined, black or red



**GK 665**  
Barbour lightweight waxed cotton jacket

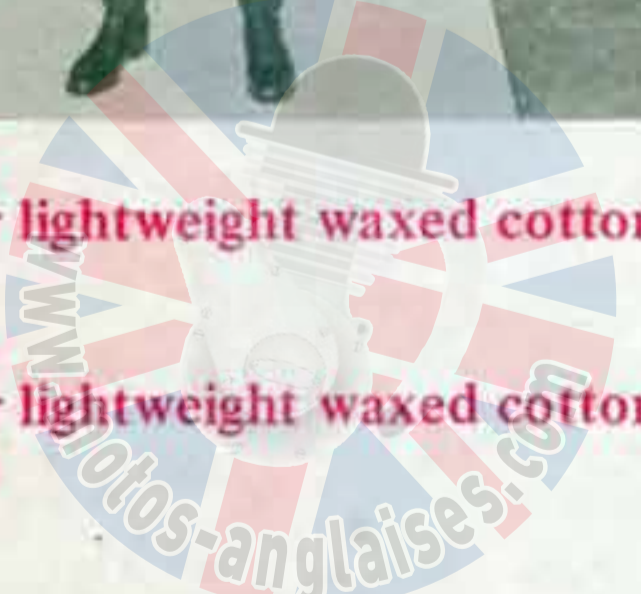


**GK 664**  
MV Agusta 2-piece mechanic's overalls, blue with blue/white stripe



**GK 667**  
Gus Kuhn one-piece mechanic's overalls, black with blue stripe

**GK 666**  
Barbour lightweight waxed cotton trousers





**GK 662**  
BMW nylon riding oversuit, blue



**GK 694**  
Barry Sheene racing gloves, red, blue, black, green or tan



**GK 643**  
TT Leathers 'Easy Rider' jacket



**GK 669**  
Kett racing gloves, red

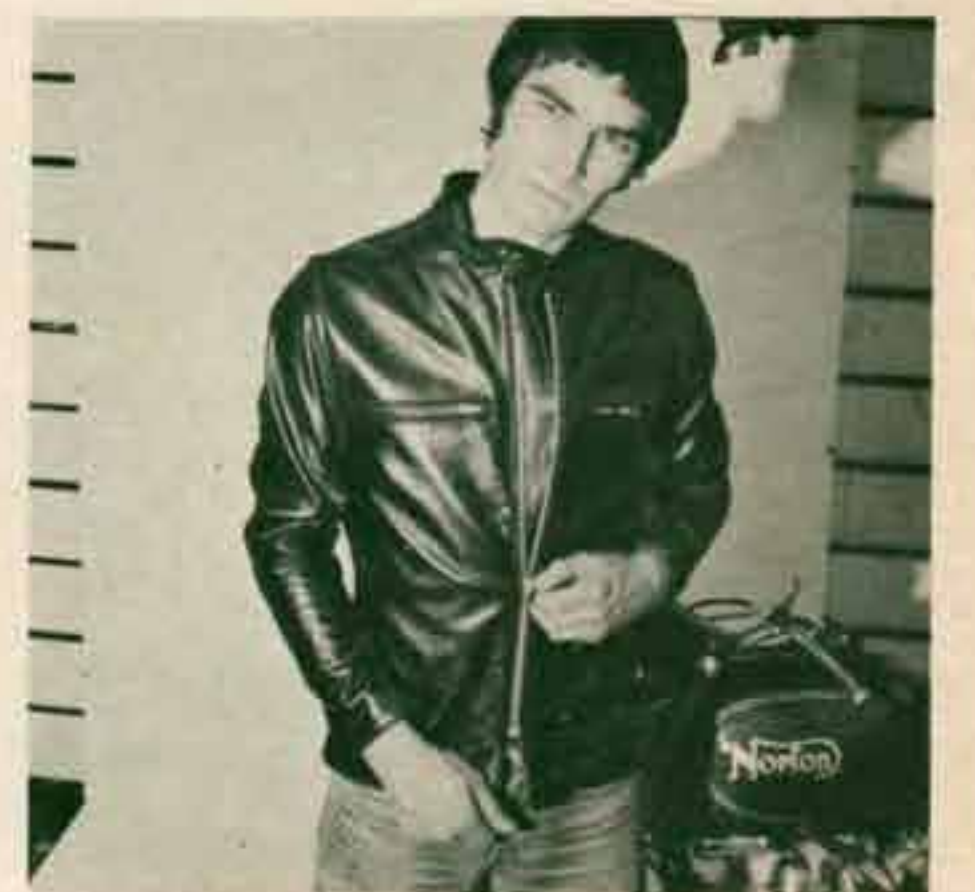


**GK 670**  
Waddington lined gloves, with fluorescent orange, waterproof overmitts



**GK 671**  
Lifer 9 gloves  
**GK 615**  
Lifer 5 gloves

**GK 611**  
Lifer 2 gloves  
**GK 672**  
Lifer 10 gloves



**GK 696**  
TT Leathers 'Street Jacket'





**GK 649**  
Goldtop J708 jacket



**GK 679**  
Ashmans Manxman boots, blue,  
red or black



**GK 680**  
Kett Bruno boots, blue, red or  
black



**GK 614**  
Lifer 8 gloves



**GK 612**  
Lifer 1 gloves, pure wool lined



**GK 699**  
Assorted Lexan visors for most  
makes of full-face helmet



**GK 619**  
Goldtop long racing gloves



**GK 618**  
Lifer 3 gloves



**GK 622**  
Goldtop short racing gloves





**GK 626**  
Everoak Grand Prix helmet



**GK 616**  
Goldtop 610 gloves



**GK 617**  
Kett K85 gloves  
Also available in ladies' sizes



**GK 631**  
Goldtop 73 Trophy boots



**GK 639**  
Goldtop B3006 unlined racing boots



**GK 681**  
Stadium Silver Cross goggles  
**GK 624**  
Everoak Racemaster helmet



**GK 632**  
Goldtop 'Trophy 71' boots



**GK 633**  
Ashmans MCZ7 boots



**GK 634**  
Goldtop 'Trophy 78' boots





**GK 698**  
Goldtop 72 Trophy boots  
lined or unlined



**GK 630**  
Goldtop 76 Trophy boots



**GK 635**  
Kett 'Victor' boots



**GK 627**  
Goldtop chin mask, with detachable  
lining for easy cleaning



**GK 628**  
Goldtop chin mask, with leather  
lining



**GK 629**  
Goldtop face mask, chamois  
lined



**GK 673**  
AGV 'Ago' full-face helmet



**GK 674**  
Bell 'Star' helmet, white or orange  
**GK 675**  
Bell helmet bag



**GK 676**  
Cromwell 'Pudding-Basin' helmet,  
silver only



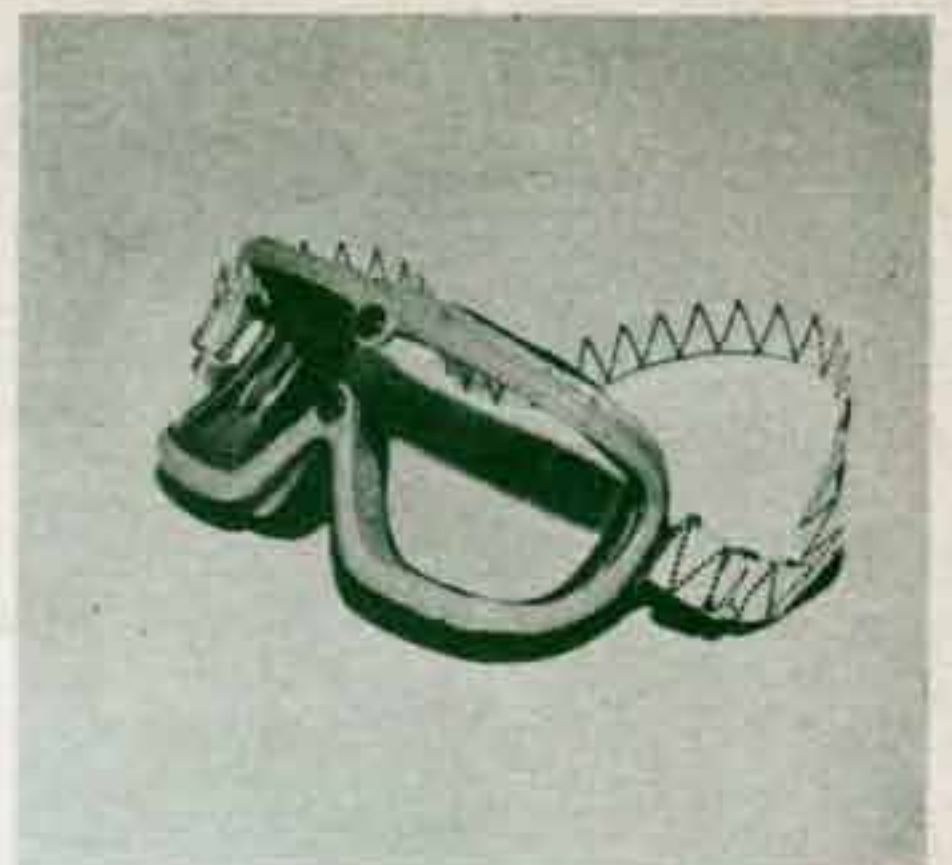




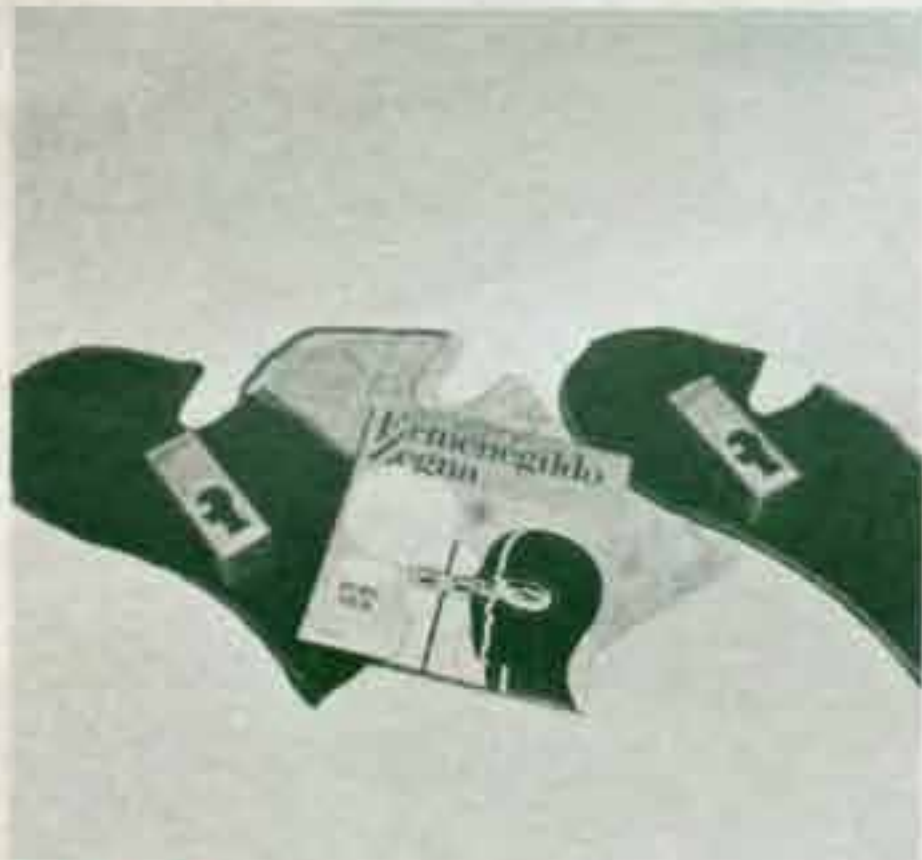
**GK 677**  
Nolan MV Agusta helmet,  
metalflake blue



**GK 678**  
Premier P1 jet helmet, with  
detachable lining



**GK 601**  
Stadium wide-view goggles



**GK 687**  
Pure silk balaclavas, very warm  
and neat. Assorted colours



**GK 682**  
Mark 9 goggles  
**GK 683**  
Baruffaldi goggles

**GK 603**  
Uvex grand prix goggles



**GK 686**  
Flip-up visor



**GK 697**  
Kangol Gladiator



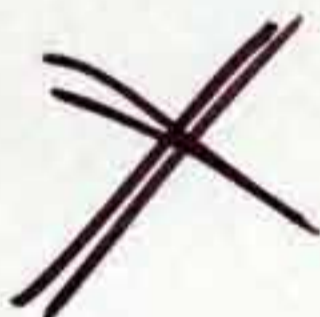
**GK 685**  
Bubble visor  
**GK 684**  
Centurion Face-saver, to adapt  
your jet helmet to full-face



**Norton**



- GK 327 Norton Adhesive Badge – small (Black, gold or silver)
- GK 328 Norton Adhesive Badge – large (Black, gold or silver)
- GK 450 Gus Kuhn Flag Patch



**Kuhn-Norton**



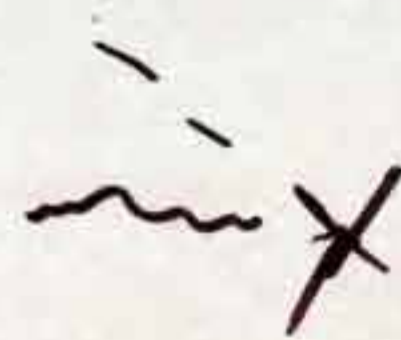
**750 COMMANDO**

- GK 329 Kuhn Norton Badge
- GK 445 Gus Kuhn Norton Badge (flag)
- GK 444 Gus Kuhn Norton Badge (round)
- GK 442 750 Commando Badge



# WORLD-WIDE NORTON SPARES AND SERVICE

- GK 433 Commando Workshop Manual
- GK 434 Commando Spare Parts List
- GK 435 Commando Instruction Book (State Model Type)
- GK 440 Commando Interim Spare Parts List



# General Hints on Riding

Your motorcycle should fit you just as well as your favourite suit. We keep in stock all types of handlebars, footrest kits and seats for the models we sell. The advantage of a riding position with high bars is the upright riding posture, which is good for long distance touring, but uncomfortable for speeds in excess of 80mph. So for fast riding opt for the flatter bars, which transfer your body weight forward and provide better handling characteristics.

It goes without saying that front discs are more powerful than drums. Therefore, you should practice application to get the correct feel and avoid tyres screeching, so that you can confidently apply the brakes to obtain the best results, even when roads are wet or greasy. You should always apply the front brake first. If you have any problems with disc brakes we advise you to have them checked by an accredited dealer; drum brakes you can check and adjust yourself.

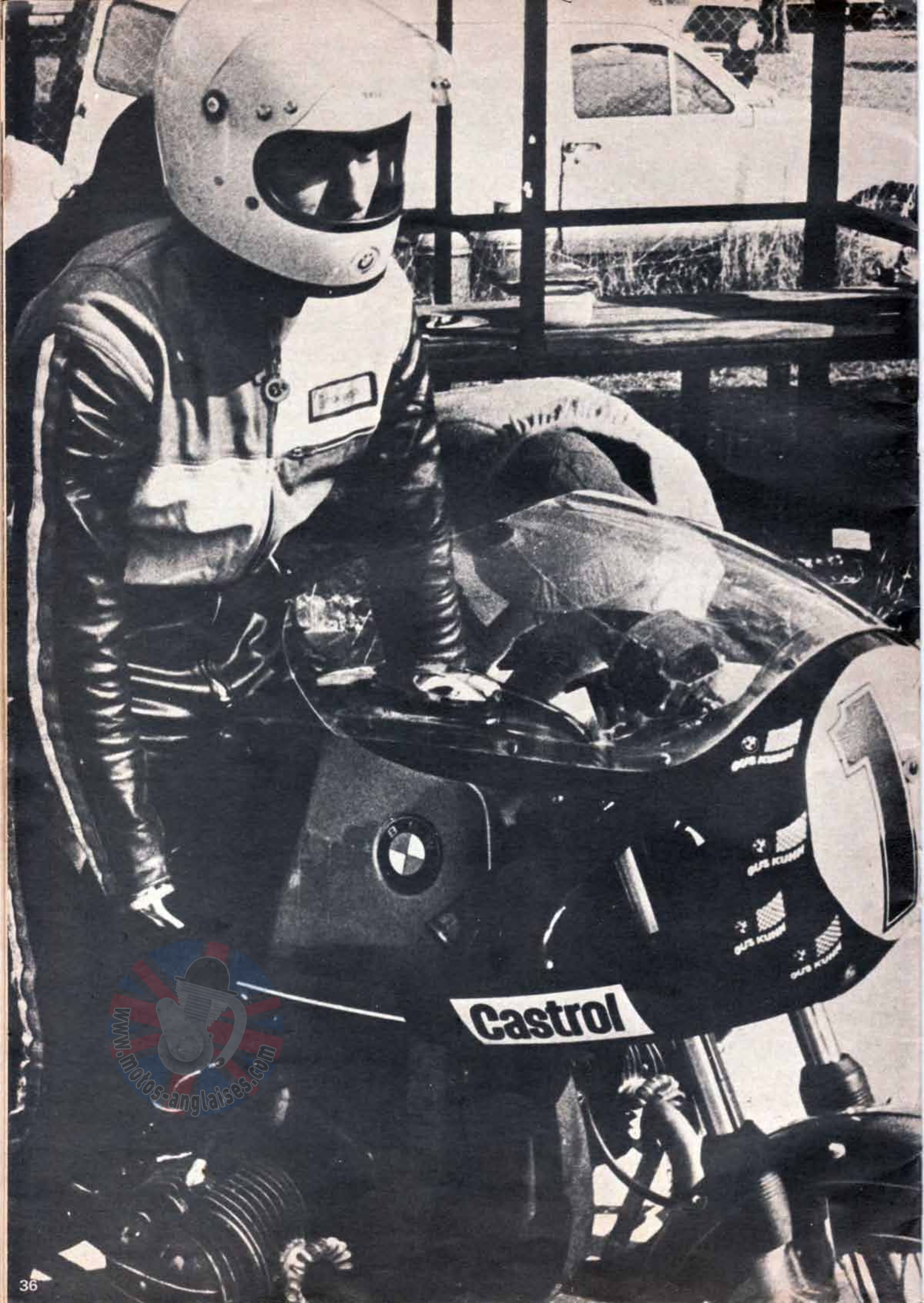
Do not use the tyres on powerbikes for too long. They are legal down to 1mm of tread, but we recommend replacement when you get down to 3mm – why risk an accident? Different powerbikes steer better with certain types of tyres, we can advise you on the best tyres for your machine, and fit them for you.

We recommend a tank bag for carrying luggage, as the weight will be in the right place for good handling. It is also handy for maps, passports, documents, etc. Do not choose rear luggage equipment that projects too far sideways, or beyond the rear lamp, as this will make your machine unsafe at high speeds. Choose your luggage equipment with safety in mind, or ask us for our recommendations.

Day dreaming when driving is a luxury only car drivers can indulge in, – for a motorcyclist it's a very dangerous pastime. So concentrate, enjoy it, and be safe.

Good luck and good riding.

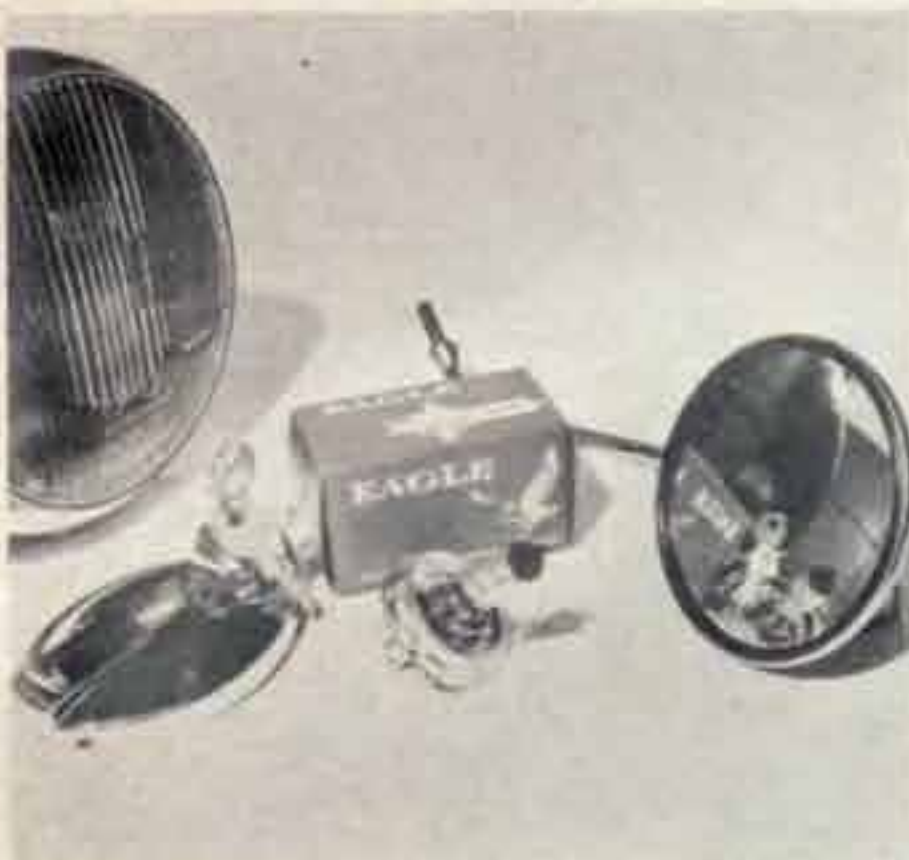




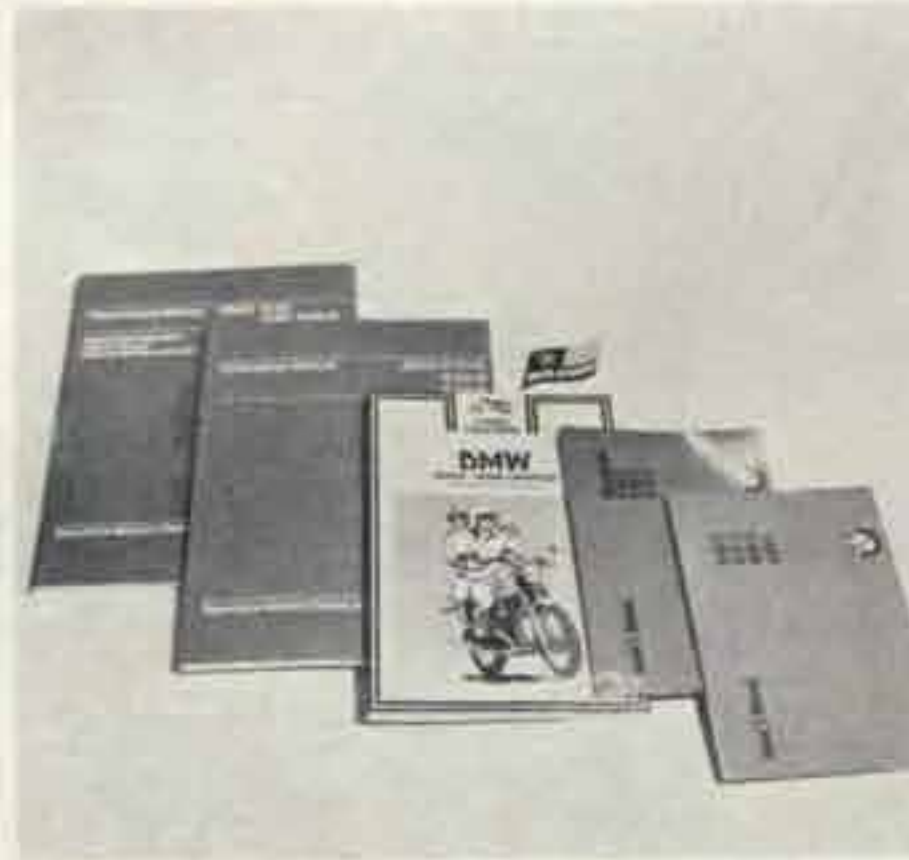
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# GUS KUHN BMW CENTRE

UNBEATABLE BMW



GK 700  
QH bulb for R/5 models  
GK 701  
BMW mirrors for R/5, R/6 & R90S  
GK 702  
BMW locking petrol cap



BMW Workshop Manuals  
GK 713 for R50, R60, R69S  
GK 715 for R60/6, R75/6, R90/6, R90S  
GK 714 for R50/5, R60/5, R75/5  
BMW Owner's Handbooks  
GK 716 for R50/5, R60/5, R75/5  
GK 717 for R60/6, R75/6, R90/6, R90S

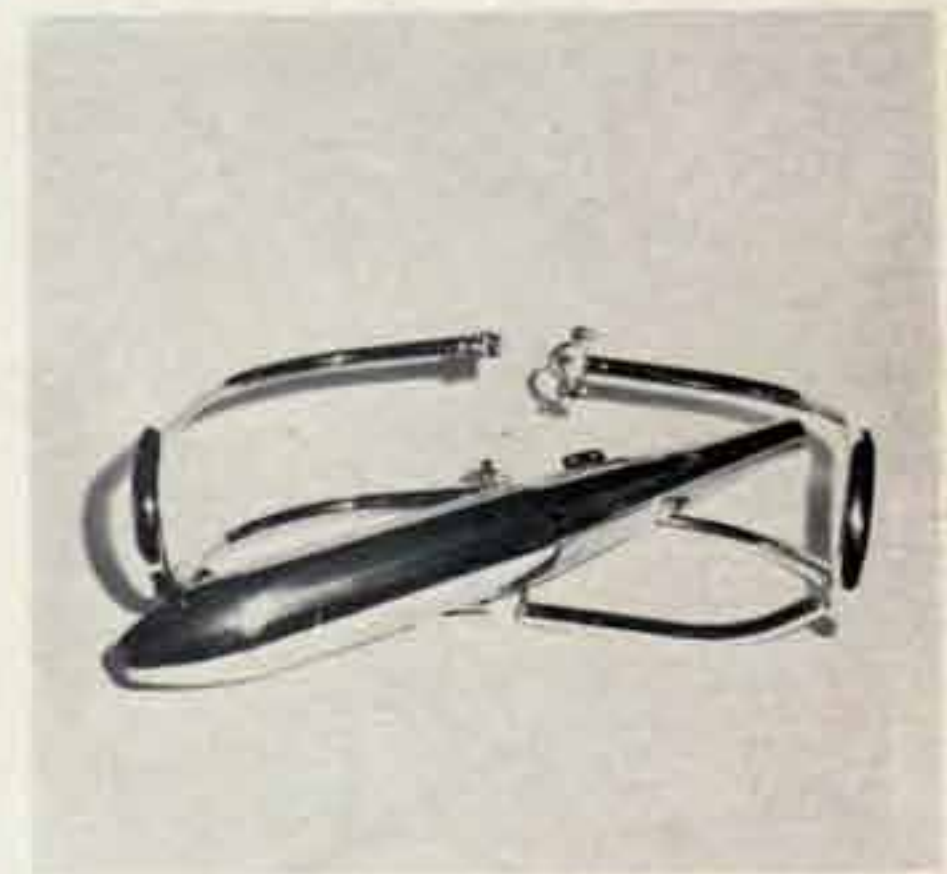


GK 710  
Gus Kuhn BMW Service Kit  
\*Save money by buying this complete kit



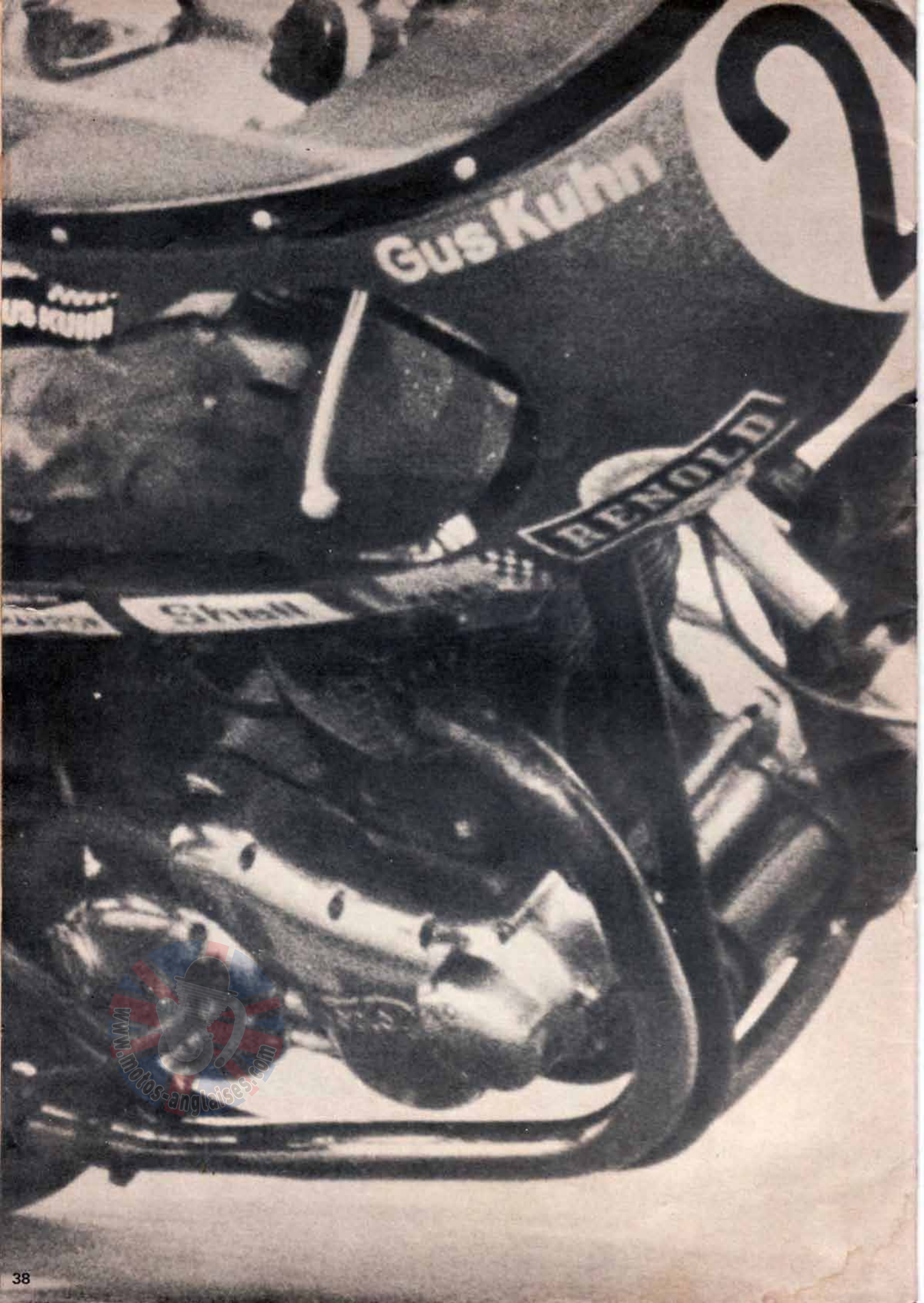
GK 703  
BMW rocker jig  
GK 704  
BMW exhaust nut spanner  
GK 705  
BMW tyre pump

\* Contains: airfilter, oilfilter, gaskets, 'O' rings, contact breaker points and plugs  
GK 712  
BMW touch-up paint pencils  
GK 711  
BMW spray-on paint cans



GK 708  
Stainless steel silencers and exhaust system  
GK 706  
'English' wrap-around crashbars





GUS KUHN

BENDOL

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### Why Wait for Spare Parts?

Wherever you live in the UK, a telephone call or letter will quickly confirm that GUS KUHN's have the part in stock for your Norton or BMW. Try our speedy service which endeavours to deal with all enquiries on the day of receipt. 'Cash with order' is the method of payment, so in order to save time, get a postal order or cheque sent quickly and then we shall be pleased to adjust any difference by refunding cash, or holding credit in your name.

Don't delay, call today.

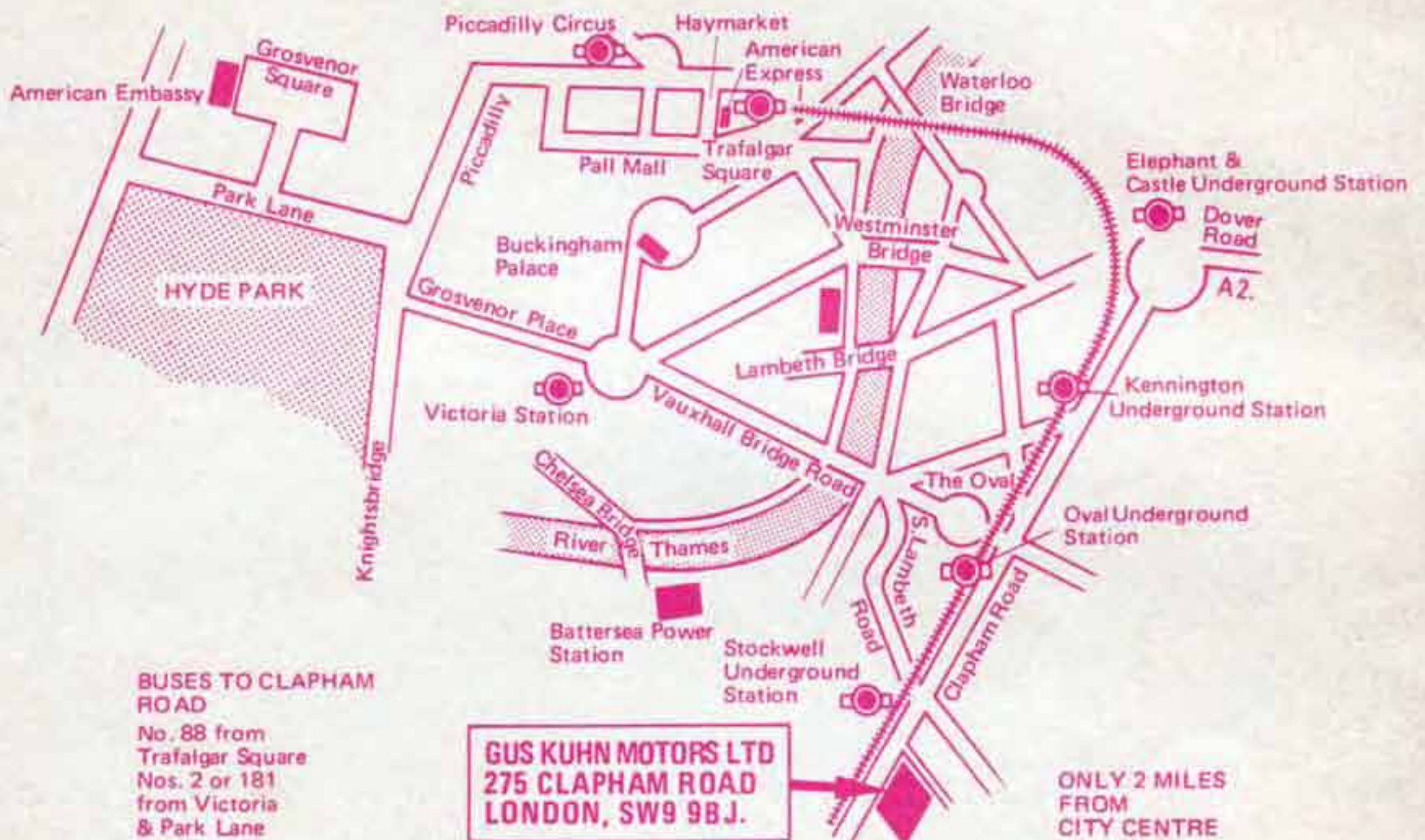
### Speedy Worldwide Spares Service

Every day spare parts leave our postal department for destinations around the world. Items weighing up to 11 kilos can be easily despatched through the overseas postal service, but larger parcels have to be freighted either by surface or air. The close proximity of a first class forwarding agent enables us to provide customers with a fast service. However, it must be pointed out that surface freight parcels may have to wait for a suitable sailing, whereas the air services leave London daily. Goods despatched overseas have to be paid for in advance, so it

is important that your request is sent by airmail, and then our reply in the form of a pro-forma invoice will be returned in like manner. If the order is more urgent, we suggest you consult local forwarding agents regarding the freighting costs and then send a bank draft, payable in London for the cost of spare parts, plus freighting or postage. Any overpayments can immediately be refunded or held as credit against future orders. All freighted goods are insured against 'all risks'.

Try us today - our business is nearer the source of supply.

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us Kuhn

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REPSOL

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# GUS KUHN MOTORS LIMITED

Head Office: 275-7 Clapham Road, London SW9 9BJ, England.

BMW Centre: 300 Clapham Road, London SW9 9AE, England.

Telephone: Norton, MV Agusta, BMW Sales & Service: 01-733 1002

Norton & MV Agusta Spares: 01-733 1003/4

BMW Spares & Motorcycle Clothing: 01-622 4132

## NORTON TRIUMPH PRICE LIST FOR U.K. & EXPORT AT MARCH 1975

<u>Model</u>	<u>Personal Export</u>	<u>U.K. (Inc. VAT)</u>
350 Mk 3 Commando Roadster or Interstate Elec. start, rear disc	£1,075	£1,161
3 Cyl. Trident 750, 5 speed gearbox	£880	£950
NT 160V Trident Elec start, 5 speed, rear disc, 3 cyl.	£1,125	£1,215
GUS KUHN Barcelona 850	£1,111	£1,199
GUS KUHN 850 Commando Interstate or Roadster	£1,018	£1,099
Norton Clubman Racer 750	£1,390	£1,500

\*\* \*\* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

1. Prices are subject to revision without prior notice
2. Machines are subject to a delivery charge of £9 (+VAT)
3. Colours are subject to availability at time of order.

\*\* \*\* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

GUS KUHN's Clothing Centre can supply you with a set of racing or touring leathers, either off the peg or made to measure in your own choice of colour(s). Visit the GUS KUHN CLOTHING CENTRE and discuss your requirements with our staff.

\* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*



P. T. O.....

\* \* \* \* \*

The following accessories are available for your new Commando, and these prices are only applicable when purchasing a new machine:

Fibreglass tank & seat	£25
(Grab rail £5 extra)	
Alloy 4 Imp. gallon tank & seat	£35
Rearset footrests	£17.50
Clipons and lamp brackets	£5
Alloy wheel rims	£30
G.T. Fairing	

Sprint conversion £95

The following luggage equipment can also be supplied for your Commando or Trident:

(These prices do not include any fitting charge)

CRAVEN Top Boxes	from £9.74
" Pear carrier	£8.95
" Golden Arrow panniers (Inc. carrier & Q.D. fittings)	£39.70
" Comet panniers (Inc. carrier & fittings)	£35.20
Cissy bars	from £5.00

\* \* \* \* \*

These prices do not include the Value Added Tax, which is payable at the rate of 8% on goods purchased in the U.K. Overseas customers can reclaim VAT upon taking the item out of the U.K. (ask our staff for the relevent forms).

\* \* \* \* \*

Bankers: National Westminster Bank Ltd.,  
358, South Lambeth Road, London SW8 1UG, England.  
Account No. 2891182

Our hours of business are 08.30 to 18.00  
(Closed all day Wednesday & Sunday)

£ \$ £ \$ £ \$ £ \$ £ \$ £ \$ £ \$ £ \$ £ \$ £ \$



**GUS KUHN MOTORS LIMITED**

275/277 Clapham Road London SW9 9BJ England  
Telephone: 01-733 1002

**GUS KUHN BMW CENTRE**  
300 Clapham Road London SW9 9AE England  
Telephone: 01-622 4132