

1971 Dunstall Norton 750



Original Dunstall Features:

- Light-weight alloy rims by Borrani
- Dual front disc brakes
- Alloy front fender
- Fiberglass fairing, tank and seat
- Speedo (in kilometers, 14,000)
- Alloy yoke (triple clamp) with clip-ons
- Pre-Siamese exhaust with balance tube and Dunstall Silencers
- Flow tested cylinder head with larger inlet valves and machined pistons (for valve clearance)
- Performance camshaft
- Velocity stacks
- 21 tooth countershaft sprocket
- Rear-set foot pegs

Early Mods (1970's):

- Cushion drive rear hub
- Air filter
- Norris performance camshaft
- Tommaselli throttle twist grip
- Koni adjustable rear shocks
- Dunstall 810cc kit¹
- Lightened and polished rockers with titanium pushrods
- Strengthened head steady stay

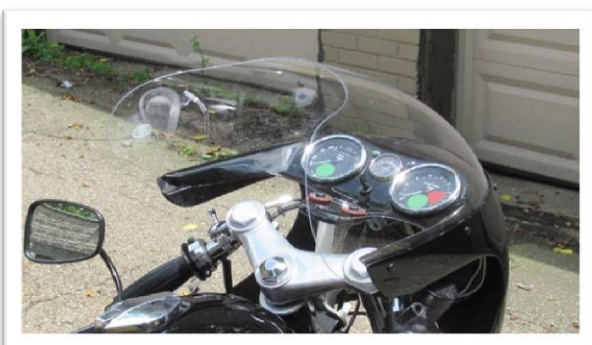
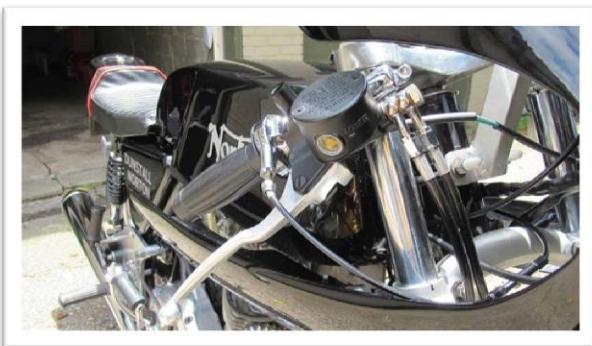
¹ The 2017-2018 restoration returned to the original 750cc cylinders. The 810cc kit is included with the sale.

2017-2018 Restoration:

- Stainless steel spokes with nickel-plated nipples by Buchanan, front and rear
- Avon AM26 tires, 90/90 19 front, 100/90 19 rear; alloy front fender
- Wheel bearings front and rear and steering head bearings
- New front fork tubes
- New fork slider seals and gaiters
- New front brake piston and caliper O-rings
- New JIC3 brake lines with adaptors to strengthen the caliper connection
- Nissen vintage front brake master cylinder with built-in brake light switch
- Reinforced fiberglass fairing and seat and new paint for fiberglass parts
- Caswell-coated tank for resistance to ethanol fuels
- New windscreen (Gustaffson)
- Re-chromed original pipes, levers and chain guard (Mance Plating)
- New Emgo Dunstall-replica silencers
- Original 750cc cylinders, over-bored 0.040" with pistons by Gandini, machined to clear oversized inlet valves (BoreTech)
- Power Arc programmable electronic ignition with four pre-sets: regular or premium gas and street or aggressive timing (Old Britts)
- New main and layshaft pinion gears and transmission bearings
- New clutch plates and clutch, throttle, choke, rear brake and speedo cables (Barnett)
- New drive chain (Reynolds)
- 19 tooth countershaft sprocket (replaces 21 tooth original)
- Ikon adjustable rear shocks with progressive springs
- Wire harness improvements with solid state voltage regulator (Podtronics)



Norton

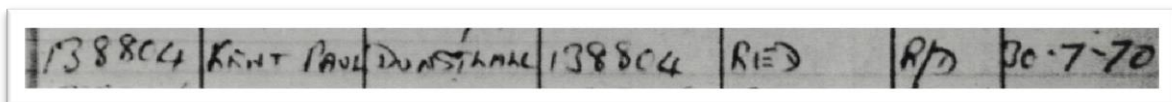
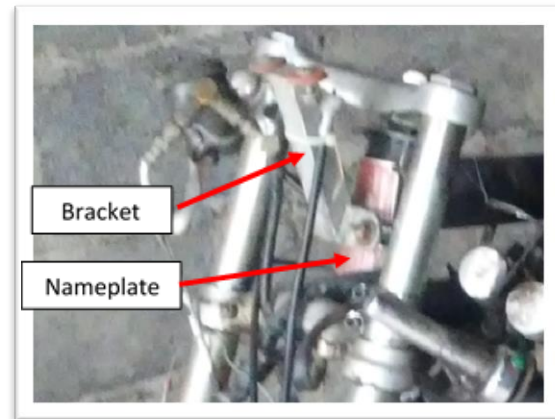


Provenance: I purchased this bike (used) in 1973, when I worked for SuperNorton in Akron, Ohio. Before 2018, it last ran in 1992 and was sidelined with a broken gear tooth. Family, home ownership and a job intervened. After retirement, I started restoring this machine in April 2017. I wanted it to be as close to original as possible, but easily drivable, because the best part about owning a Norton is driving it. To avoid the frequent maintenance required by a 1971 British motorbike, a number of user-friendly mods were introduced. Original parts were kept, should the new owner want to restore it to complete originality.

The VIN is 138804, which means Paul Dunstall purchased it from the Norton factory in 1970. After he made the go-fast, café racer modifications, it was shipped to the USA and is registered as a 1971 Norton. In 1988, to get the VIN into New Jersey's computer, the DMV extended the VIN to NOR13880471, adding "NOR" (for Norton) to the beginning and "71" (for 1971) to the end.

The photos on the right show the VIN on the engine case (top) and the nameplate on the frame steering yoke. The middle photo shows the nameplate under the fairing mounting bracket, which deformed the nameplate. In the bottom photo, the VIN is visible, even though the nameplate was damaged by the fairing bracket.

The keeper of the Norton Factory records, Andover-Norton, provided a copy of this bike's "Despatch Record" showing that Paul Dunstall was the original purchaser (copy below). The original letter from Andover-Norton is included with the sale.



This was not a frame-up restoration, so the finish on the frame contains scratches and there are a few rusty nuts. The bike is located in Pittsburgh, PA.