

GRAND PRIX SPECIAL



Take the Grand Prix.
Give it the meanest-looking paint job
you've ever seen.
Add short, almost straight bars.
With ball-ended levers in satin black
lamps. And an instrument console
straight out of 1990.
Feature a black cylinder barrel and
head. With polished edges to those big
ins. An idea you've seen before, of course.
But only on racers.
Add sports suspension and a big,
powerful front disc brake.
And make the whole machine handle
like never before.
We call it the Grand Prix Special.
You'll call it unbelievable.
It's at your dealer's now.

SPECIFICATION

ENGINE

Type: Single-cylinder, two-stroke with
loop scavenging
Capacity: 48.8 cc
Compression ratio: 11 to 1
Max. power: 5.0 bhp at 7,400 rpm
Cylinder: Aluminium alloy with
cast-iron liner
Cylinder head: Aluminium alloy
Piston: Aluminium alloy
Lubrication: Petrol-oil mixture 25 to 1
(with special two-stroke oils 50 to 1)

WEIGHT AND DIMENSIONS

Overall length: 72.1 in
Overall width (handlebars): 24.1 in
Seat height: 30.4 in unloaded
Kerb weight: 163 lb

PERFORMANCE

Max. speed: 45-50 mph

CLUTCH

Type: Wet, multi-disc
Location: Crankshaft

FRAME

Main frame: Pressed steel
Front suspension: Telescopic forks
with hydraulic damping
Rear suspension: Swinging arm with
hydraulic suspension units
Brakes: Hydraulically operated single
disc (front) and 4.7 in diameter drum
(rear)
Tyres: 21 x 2.75 in front and rear
Fuel tank capacity: 1.4 gallons
Seat: Dual

TRANSMISSION

Gear box: 4-speed
Starting system: Kickstart
Pedalling system: Left crank foldable,
can be fixed as footrest.

ELECTRICAL SYSTEM

Generator: Flywheel magneto
Voltage: 6 volt
Output: 17.5 watts
Ignition: Contact breaker
Battery: 6 volt, 4.5 Ah

ACCESSORIES

Direction indicators, speedometer,
tachometer, electric horn, steering
and ignition lock, tool kit.



Harry Everts won the 1975 World 250 cc Moto-Cross Championship riding a Puch

“ On the road, lively acceleration and a snappy performance go hand-in-glove with good steering and suspension.” – **MOTOR CYCLE NEWS** (2.7.75)

“ The ... brakes fitted to the Puch are really superb ... handling too is first rate ... impressive too is the handlebar layout.” – **MOTOR CYCLE** (12.7.75)

“ ... has the styling and appearance of a sporting 125 ... much emphasis on handling, brakes and comfort ... acceleration is certainly brisk.”
– **MOTOR CYCLE** (5.7.75)

“ Clutch and brake levers, ball-ended for safety, with polished arms and matt black mounts follow current 'super-bike' styling.”
– **NORTHAMPTON CHRONICLE AND ECHO** (2.7.75)

“ Zippy performance, the handling of a racer and the sort of looks to capture the imagination ... like a good race machine, all the controls fall ready to hand or foot ... exuding an aura of the race track ... a good spread of power throughout the range.” – **MOTOR CYCLE AND CYCLE TRADER** (1.7.75)

“ ... The bike has superlative steering stemming from a strong frame and perfect geometry. The brakes too fit into the picture, front disc giving well-controlled and lock-free power.” – **MOTOR CYCLE** (29.11.75)

“ The Puch Grand Prix Special seems to be the safe answer to moped riding, which in the past has been dogged by poor handling machines with inefficient brakes.” – **MOTOR CYCLE NEWS** (3.12.75)

“ ... moped of the year ... the best sixteenner moped ... ”
– **MOTOR CYCLE** (27.12.75)

We didn't say a word

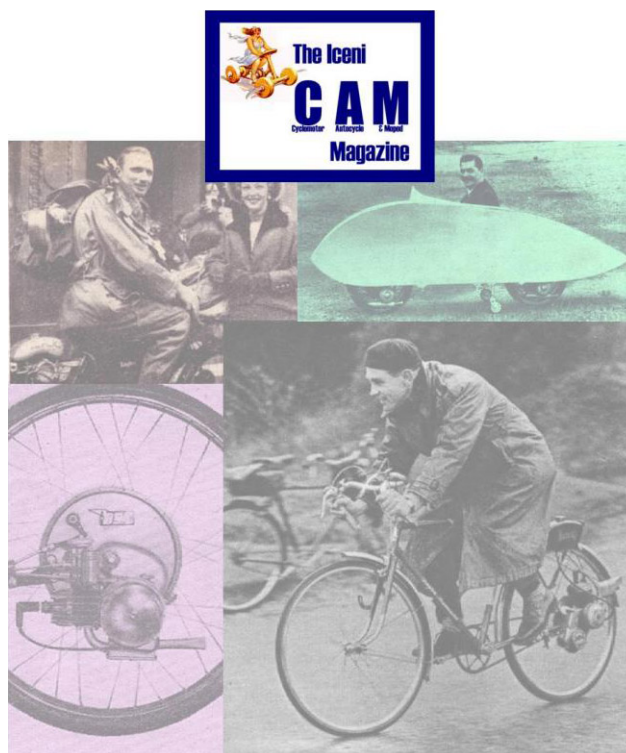


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The Company policy is one of continuous development: we therefore reserve the right to alter specifications, etc. without notice

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