



## The Harley-Davidson SX-250. The rear wheel puts it at the front of its class.

Just take a look at one part of the SX-250—the rear wheel.

It's different. Vastly superior. Because it features an International Six Days Trial rear hub for fast and easy wheel change. Imperative in racing and rallies. No other bike in this price class has it. You'd have to pay hundreds of dollars more for a European import racing bike to match it.

Look again. There's a snail cam adjustment at each end of the hub to assure simple and accurate chain tensioning. And, it provides for precision rear wheel alignment, too.

More. The rear tire lug. Keeps wheel and tire together better than any other system yet devised for dirt riding.

Naturally, the SX-250 has 5-way adjustable rear shocks to meet load and road conditions.

Now consider features that aren't easy to see. CDI sure-start ignition. Primary start.

An exclusive oil-in-the-frame reservoir as well as an exclusive chrome bore aluminum cylinder engine for long life.

It's easy to see why the Harley-Davidson SX-250 ran away with the overall motorcycle championship in the 1975 Baja—and grudgingly accepted second to a 4-wheel drive car in the total standings.

The SX-250 is one helluva motorcycle. And can mean the difference between excitement and boredom in your life.

See it, and all the Harley-Davidson motorcycles from 125cc through the legendary superbikes at your AMF Harley-Davidson Dealer.

He's got still other ways to show you how to beat the others when it counts.

AMF  
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**The Great American Freedom Machines.**

Harley-Davidson believes in safety first. Before you start out, light your lights, put on your helmet and watch out for the other guy.



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