

Compare the Harley-Davidson SX-175 with any other bike in its class.

There's no contest.

Let's take a look at five on/off road pleasure bikes that cost about the same. A Honda XL-175, Yamaha DT-175, Suzuki TX-185, Kawasaki F-7 and our own SX-175.

At the heart of the matter: the engine. Like everybody but Honda, ours is a 2-stroke single. That's for quick take-off, building up rpm's fast. Our SX-175 gets peak torque at just 6500 rpm's—a truly competitive figure.

And the SX-175 power plant is the only one featuring a chrome bore for less wear, longer life.

That's just for starters.

Economy is next. About 69 mpg at a steady 50 mph. Pair that with the extra gallon in fuel capacity the SX-175 has over the Suzuki and Yamaha, and you've got a long ride coming. Great when you're on the trail out nowhere.

Now, while all 175's in this group have oil injection, only the SX-175 incorporates the oil

reservoir in the frame. No extra tanks to get in the way or add weight.

Apart from the SX-175, only two of the others have capacitor discharge ignition. How reliable can the two remaining ones be?

And only Kawasaki, along with the SX-175, comes with tire security lugs.

Here's a big bonus. And an exclusive. Only the Harley-Davidson has a quick change ISDT rear hub. A must for enduros. And great anytime.

And when all is said and done, remember the SX-175 is a Harley-Davidson. That alone says a lot.

You don't have to look too close to see who's leading the pack. And the same can be said about every Harley-Davidson from the 125cc through the legendary superbikes.

Check these and many more features at your AMF Harley-Davidson dealer. He's in a class by himself.

AMF
Harley-Davidson



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.

CLEATED FOOT RESTS.
Kawasaki and Suzuki don't have 'em.

2.8 GALLON
FUEL TANK.
A full gallon more than
Suzuki or Yamaha. And more
than Kawasaki and Honda,
too.

CHROME BORE ENGINE.
A Harley-Davidson exclusive
developed to give you extra
years of riding pleasure.

OIL RESERVOIR
IN FRAME.
Competition just isn't with
it yet.

ISDT REAR HUB.
When did you last see one
on a DT-175, TX-185, F-7 or
XL-175?

TIRE SECURITY LUGS.
Three of the other four
ain't got them.