

TWO WORDS FOR THE COMPETITION: BELT UP. INTRODUCING THE BELT DRIVE LOW RIDER."

In 1977, Harley-Davidson stunned the industry with the original Low Rider. A whole new concept in motorcycle design—factorycustom. Competitors are still trying to imitate the original.

Now once again, Harley-Davidson is leading the way. With belt drive. Actually, the early motorcycles were belt-driven. But those belts couldn't handle 1340 cc's of V-twin power. Until the recent development of steeltough aramid fibers.

The new twin belt drive replaces both the primary and secondary chains. It's simpler and lighter than a shaft. Also easier to maintain. It eats up less horsepower and requires no lube. Shifting is guieter and smoother.

The belt lasts up to three times longer than a chain. And should an emergency arise, an accessory belt can be installed in 15 minutes that will get you to any dealer

within 200 miles.

Of course, the new Low Rider is still custom chrome and iron. You ride low-a mere 27" off the ground—behind extended front forks and pull-back buckhorn handlebars. Cruise with your feet on the highway pegs. There's a back rest and sissy bar to accommodate your companion.

The final custom touches include staggered shorty duals and nine-spoke cast wheels. An electronic ignition kicks in the traditional Shovelhead engine.

Stop by your dealer for a look at the new Low Rider. We think you'll agree. It's time for the competition to belt up.

OTORCYCLES. HARLEY-DAVIDSON DR THE PEOPLE. COMPANY ®



State Distributors — Supported by a network of 70 Dealers.

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