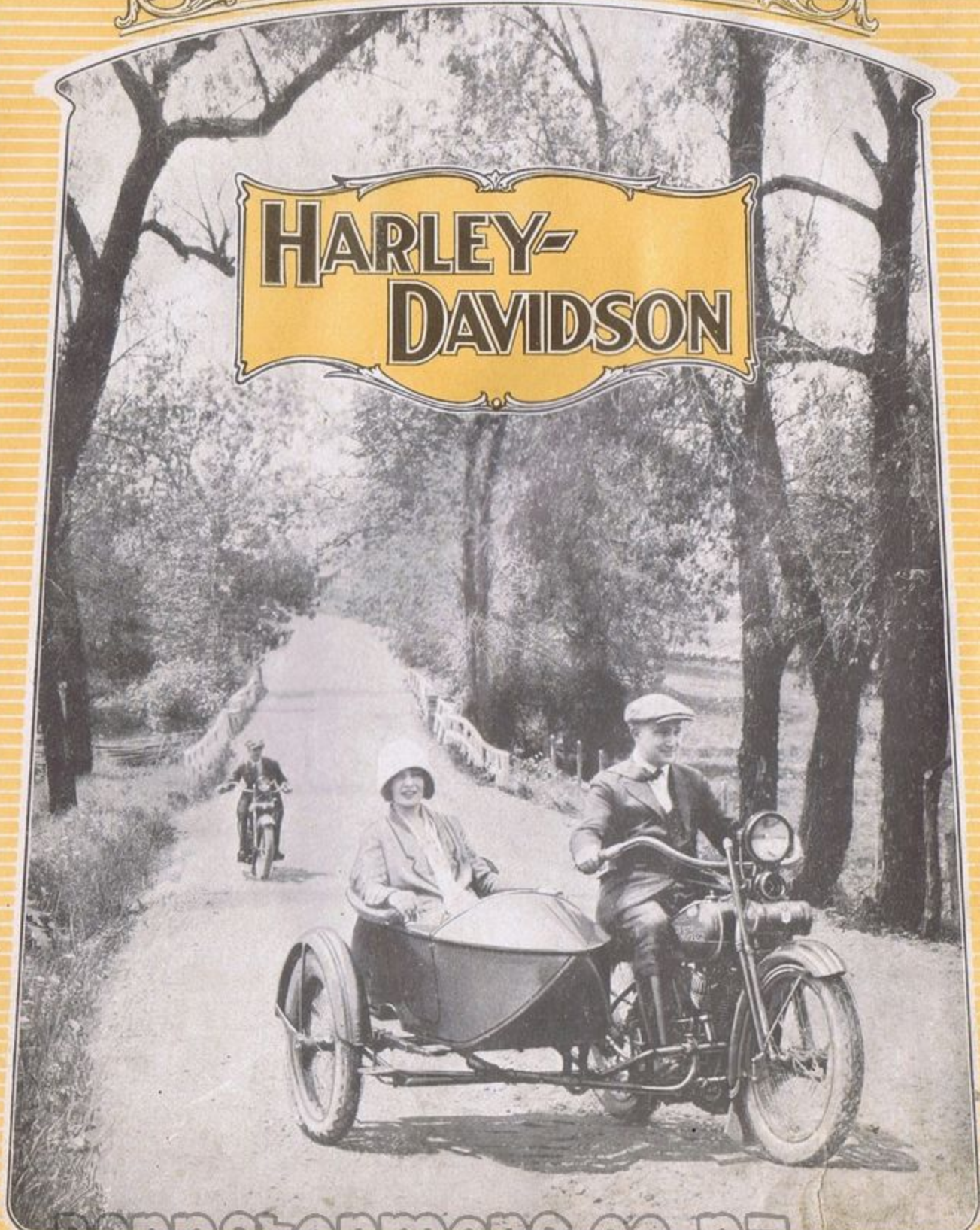
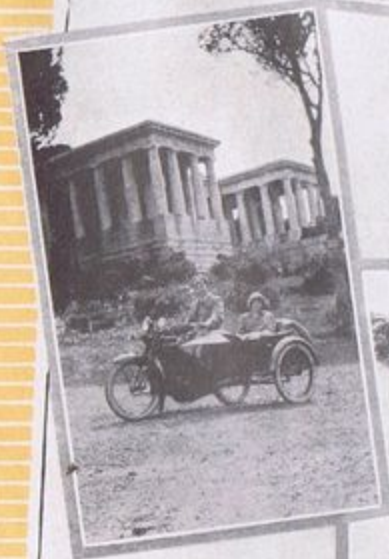


# HARLEY- DAVIDSON

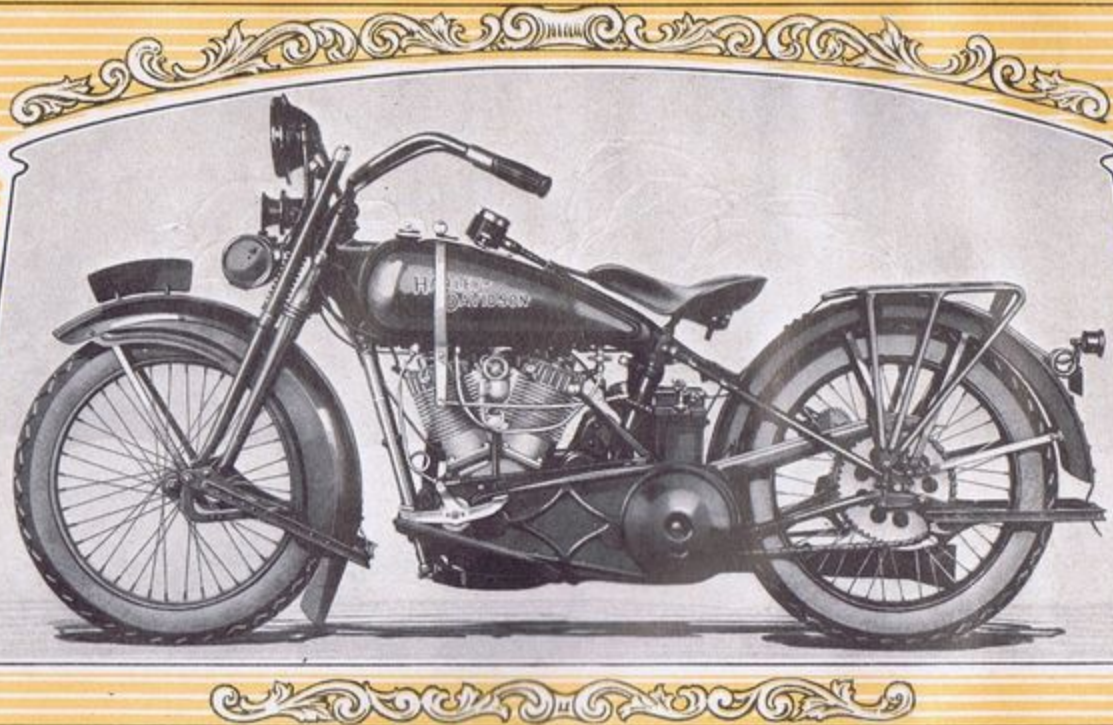


BARNSTORMERS.CO.NZ

# HARLEY-DAVIDSON



BARNSTOPPERS CO. INC.



## The 1925—1000 c. c. Electric Model

THE popular 1000 c. c. Harley-Davidson model is offered for the 1925 season with a big array of improvements and refinements. The new low riding position will be quickly noticed. It is three inches lower than formerly. The rider can now put his feet firmly on the ground.

There is a new design frame that provides a low center of gravity and makes for a perfectly balanced machine. The drop forged head is extra strong and the loop of the frame is a wide trussed, crucible steel base that protects the bottom of the motor. There is the same liberal road clearance.

Much additional riding comfort has been built into the new models. The seat is extra large, form fitting. The cushion seat post is now fitted with a buffer spring and the main spring is fourteen inches long—five inches longer

than formerly. The motor is fitted with lightweight iron alloy pistons. Three deep, narrow piston rings give long wear and hold compression.

This model is equipped with the reliable Harley-Davidson built single unit electric system. The ignition coil is now further protected with a metal cover. The battery is vertically mounted and easy to get at.

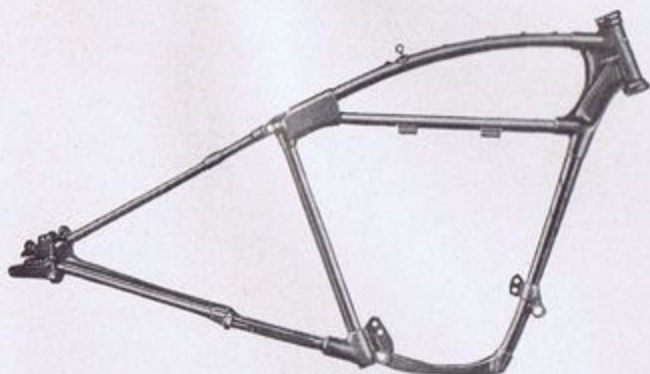
Electrical equipment on this model includes headlight, motor driven warning signal, generator, storage battery, manual ignition switch with warning alarm and tail light.

An ammeter, speedometer, additional heel brake, luggage carrier and front stand can be furnished if desired as extra equipment. This model, as illustrated on page 5, can also be obtained with Bosch magneto ignition.

# The 1925 Harley-Davidson Motorcycle is the finest we have ever built

**E**VER since Harley-Davidson motorcycles first made their appearance twenty-one years ago, it has been our constant aim to build the best motorcycle that could be produced. No expense of time, materials or specialized machinery has been spared to live up to this ideal.

In our 1925 models we embody all the sterling features that have made Harley-Davidson the world's most popular motorcycle, and in addition have incorporated a host of new tried and tested improvements that make us feel you will give the new models your enthusiastic approval.



## The New Design Frame makes for a low riding position

A low riding position is one of the outstanding features of the 1925 models. The center of gravity is correspondingly lower making the motorcycle much easier to handle. There is the same liberal road clearance as formerly.

The extra strong frame head is made of drop forged steel. A wide crucible steel trussed loop protects the motor base. The frame members are strongly reinforced, heavy gauge, high carbon, seamless, tubular steel.

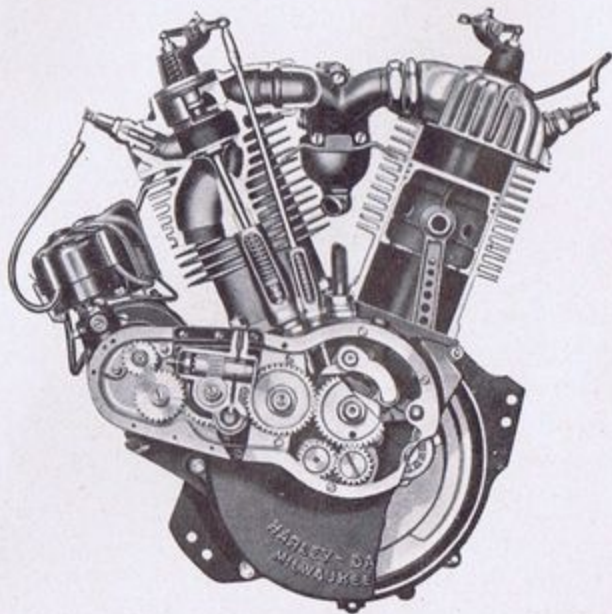
In Harley-Davidson loop frame design the motor is cradled in the frame and is not called

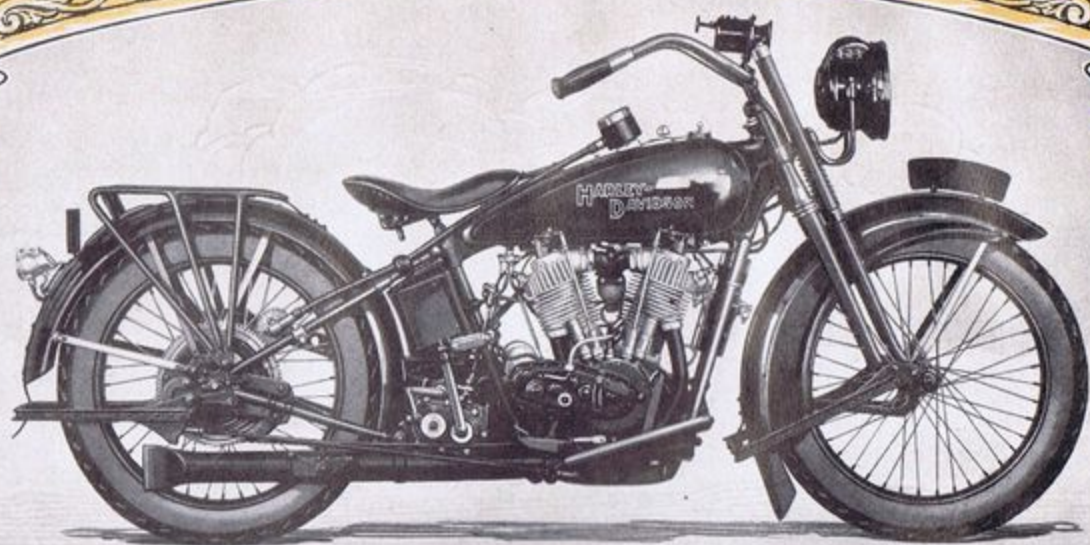
upon to withstand frame strains and stresses. An improved method of fastening the motor in the frame has been devised and the position of the clamp lugs has been changed, making it easier to put in and take out the motor.

## The Motor is speedy and powerful

Great speed and power, quick acceleration, minimum vibration and long life are the outstanding features of the Harley-Davidson V type, twin cylinder, air-cooled, four stroke cycle motor. This motor is built in two sizes, 1000 c.c. and 1200 c.c., both of the same design. Complete specifications are to be found on page 14. Pistons are lightweight iron alloy with three deep, narrow, slot cut piston rings at the top that effectively hold compression and give long wear.

Thirty-six specially hardened and carefully ground roller bearings float the connecting rods and minimize friction. The sprocket side crank case has been strengthened and a longer sprocket shaft bearing means longer life.





## The 1925—1000 c. c. Magneto Model

THE 1000 c. c. Harley-Davidson is popular for either solo riding or with sidecar attached, and has a host of friends in all parts of the world. The solo rider who wants lots of power and speed finds in the 1000 c. c. model just what he is looking for. It also has ample power to handle a sidecar.

This Bosch magneto equipped 1925 Harley-Davidson 1000 c. c. model is for those riders who prefer magneto ignition. It can be equipped with gas headlight, tail light, carbide generator and hand warning signal. Like the electric 1000 c. c. model, it can also be equipped with front stand, luggage carrier, speedometer and additional heel brake.

Except for the electrical equipment this motorcycle is identical with the 1000 c. c. electric model. It has the same comfortable riding position, same sturdy frame and the same powerful motor.

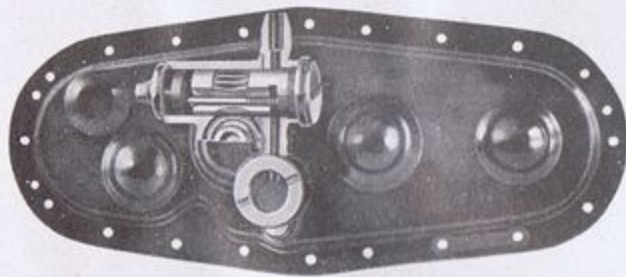
Riders will appreciate the bigger petrol and lubricating oil tanks with which the 1925 models are now equipped. The petrol capacity is four gallons, three pints and one gallon, one pint lubricating oil. Filler caps are large and conveniently located.

The compression relief has been taken off the handlebar on all the 1925 models and is now operated by foot lever. The left hand grip controls the spark advance and retard only and there is consequently no chance of raising the valves and stopping the motor.

Alemite lubrication again features all the Harley-Davidson models. Introduced last season, this clean and easy method of lubrication has met the approval of all riders. Additional fittings have been added and there are now a total of sixteen on the motorcycle.

## The Harley-Davidson Oiler is reliable and trouble-free

This simply constructed oiler will never give trouble. The adjustments are easily and quickly made by adding or taking out washers under the head of the conveniently located adjusting screw. This easy adjustment provides a larger range of control and assures just the right lubrication for all conditions of motor service.



This oiler has few parts and large bearing surfaces. It is designed as a separate unit and can be removed from drive gear case cover when desired. The two plungers of the Harley-Davidson oiler assure safe, proper lubrication at all times.

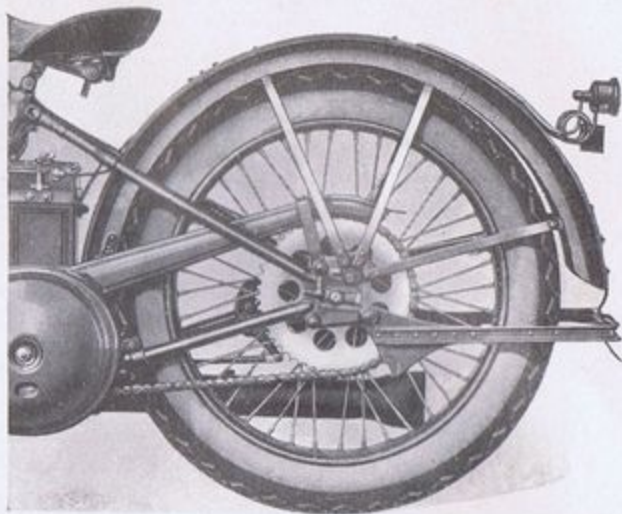
## There is ample tire clearance on the 1925 models

Twenty-six inch rims and the new design frame now give riders lots of tire clearance. This feature will be much appreciated when it is desired to equip with chains for icy or muddy roads.

The rims are wider and thicker where the nipples set. The wheels are extremely sturdy and will stand a great deal of hard usage.

The rear mudguard has been lengthened and

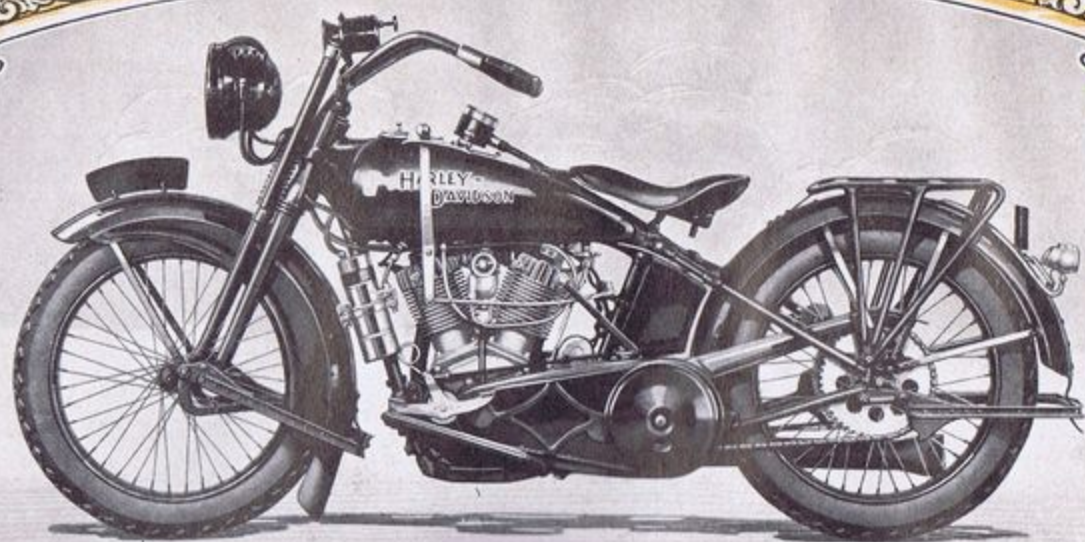
prevents mud from being thrown on the rider. The rear stand is shorter and it is now easier to put the motorcycle on the stand.



## The 1925 Streamline Muffler makes a cool running motor

The new design big, long speedster type muffler adds to the good appearance of the motorcycle and makes for a cool running motor. It is 46 inches long and 2½ inches in diameter. Its great capacity reduces back-pressure and eliminates the necessity of opening the cutout. It is very securely fastened and there is no possibility of it rattling or coming off. There are no small holes or openings to become clogged. The exhaust is carried way back where it is deflected and no exhaust oil can touch and ruin the tire. It has a black rust proof finish. The cutout is positively operated.





## The 1925 —1200 c. c. Magneto Model

RIDERS who are looking for a superabundance of speed and power will find the 1925 Harley-Davidson 1200 c. c. model to their liking. This model is especially favoured by sidecar owners. Long steep hills and difficult roads are easy to cover with this powerful motorcycle.

The large 1200 c. c. motor is fitted with lightweight iron alloy pistons of the same design and construction as the 1000 c. c. models. The bore is 86.97 mm (3-7/16 in.) and the stroke 101.60 mm (4 in.)

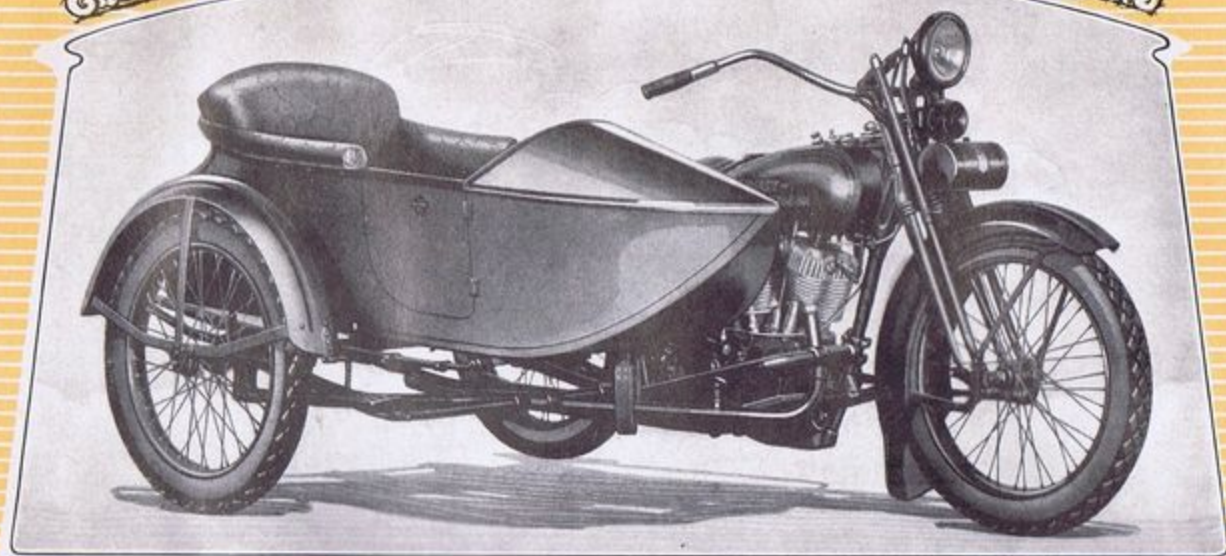
Note the big, long one piece positively operated speedster type muffler that features all the 1925 models.

There is a new shape to the 1925 handlebars. They make for comfortable riding and are designed to eliminate wrist and arm fatigue after a long day's ride.

Mudguard clearance has been increased on all models and the rear mudguard in-

creased in length. The rear stand is shorter, making it easier to put the motorcycle on the stand. Tires on both the 1000 c. c. and 1200 c. c. models are now oversize, 27x3 1/2 inches. The rims on all models are twenty-six inch and have been made wider and thicker to stand more hard usage.

The 1200 c. c. model is obtainable with Bosch magneto ignition as shown in the illustration above, or can be obtained with the dependable Harley-Davidson single unit electric system including generator, storage battery, motor driven warning signal, manual ignition switch, headlight and tail light. Both types can be equipped with front stand, luggage carrier, speedometer and additional heel brake at extra cost. If desired, the magneto model can be equipped with gas headlight, tail light, carbide generator and hand warning signal.



## 1200 c. c. Electric with Right Hand Sidecar

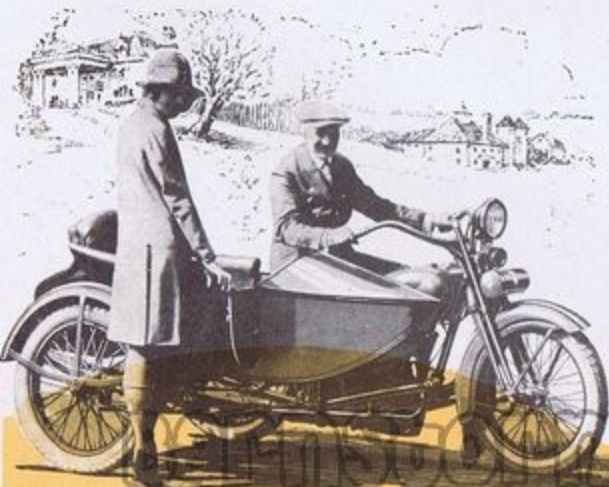
**Y**OUR motorcycling joys will be doubled with one of these sidecars attached to your Harley-Davidson motorcycle. How often have you wished to take along a companion to share in the pleasures of your motorcycle jaunts and trips!

Riders and owners declare the Harley-Davidson sidecar is the easiest

riding sidecar built. With its two 49 inch semi-elliptic springs, the sidecar passenger is floated over the bumps and rough spots in the road. Ask your dealer to give you a ride and you will get a surprise in easy riding comfort.

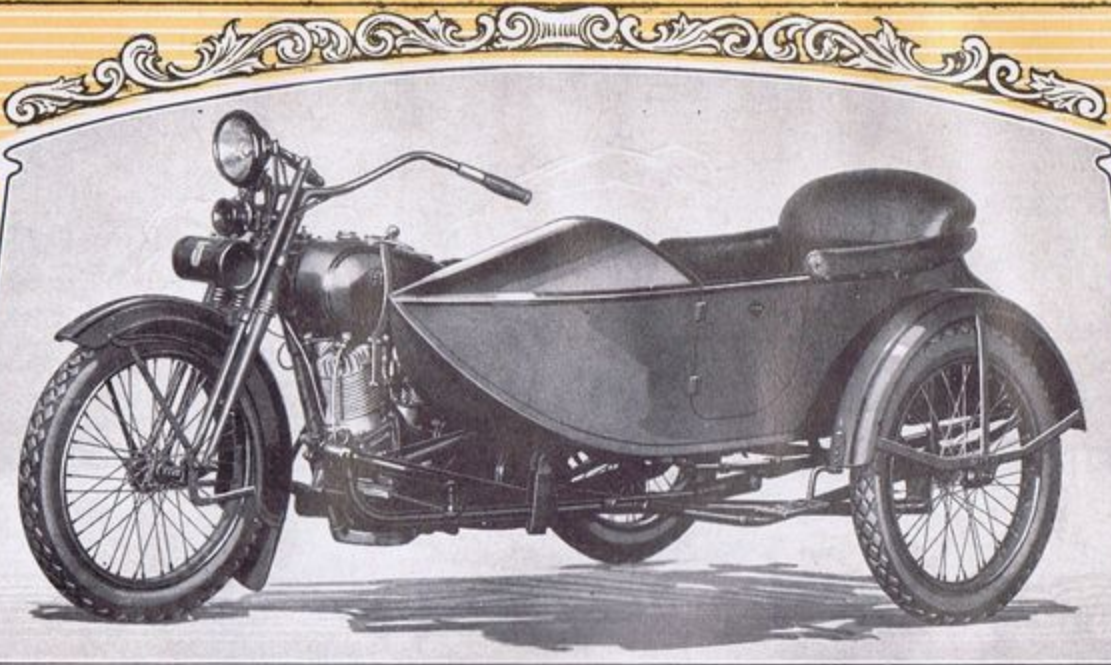
A snubber strap in front and an easily adjusted combination spring and snubber strap in the rear, check the rebound and add to the easy riding qualities of this sidecar.

All Harley-Davidson sidecars are regularly equipped with an adjustable axle at no extra charge. This permits a road tread of 44 to 56 inches. This is a feature greatly appreciated when covering rough, unimproved roads where it is necessary to follow wagon ruts. The axle is easily and quickly extended when road conditions require. The mud-guard extends with the wheel and protects the sidecar passenger from being splashed by mud and water.



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## 1200 c. c. Electric with Left Hand Sidecar

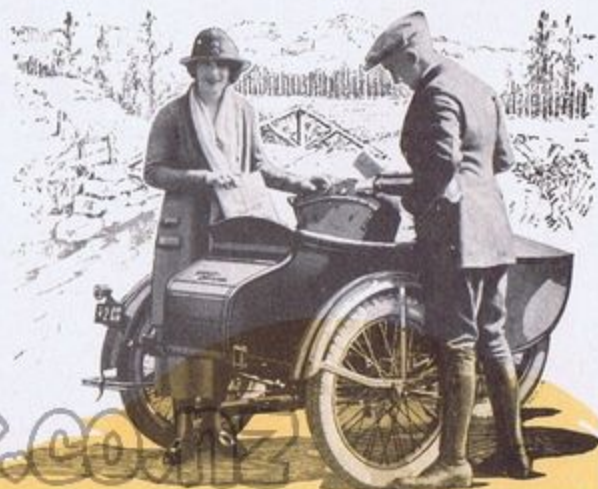
IN addition to giving the passenger the maximum riding comfort, the Harley-Davidson sidecar is easy for the motorcycle rider to handle. The extra long, semi-elliptic springs entirely absorb the jolts of the road and do not transfer them to the motorcycle. There is no sidecar jar, tug or pull on the handlebars for the motorcycle rider.

The 49 inch semi-elliptic springs consist of six through leaves and an extra half leaf in front. Each spring is mounted at one point only, on strong bases just ahead of the sidecar axle, thus permitting full freedom of spring action.

Eight Alemite fittings make it easy to lubricate this sidecar. In five minutes both motorcycle and sidecar can be lubricated.

A step of ample size, firmly mounted on the frame of the chassis, is one of the 1925 improvements and makes it easy to step in and out of the sidecar.

There is much room under and in back of the seat to carry touring luggage. A good sized pocket is located on the side and provides a very convenient place to keep road maps. The grey upholstery is in harmony with the smart olive green with maroon stripe color combination of the sidecar and motorcycle.



## It is an easy job to lubricate the Harley-Davidson

All important bearing surfaces on both the motorcycle and sidecar are Alemite lubricated except those bearings lubricated by the oil in the motor and the transmission.

It is only necessary to hook the cap of the Alemite lubricating gun over the fitting and turn the handle. The lubricant is forced right



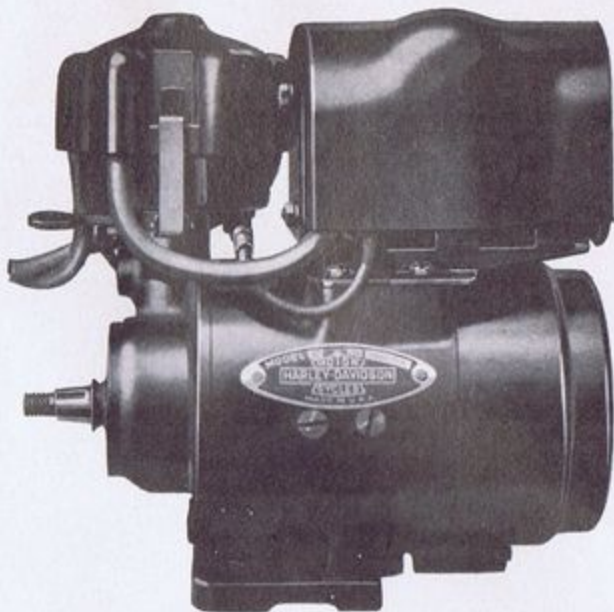
where it is needed under five hundred pounds pressure. A half back turn of the handle releases the pressure and the gun is then slipped off ready for the next fitting. The entire operation takes only a few seconds.

There are sixteen of these Alemite fittings on the motorcycle and eight on the sidecar. This better and easier lubricating system increases the life of the motorcycle and sidecar.

## The Single Unit Electrical System is simple and dependable

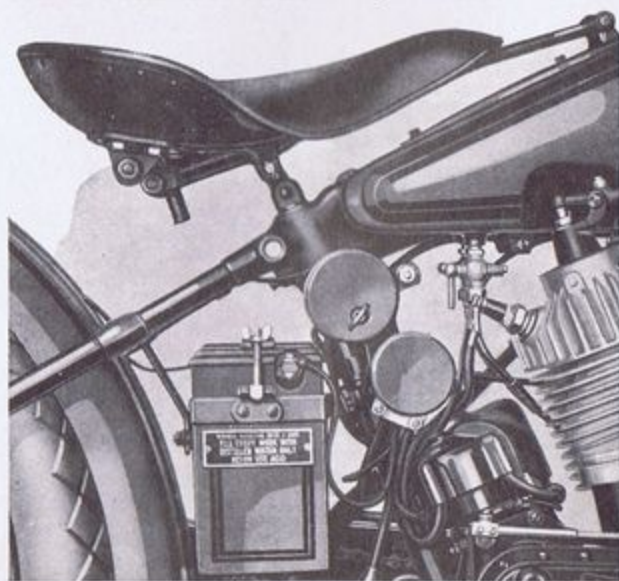
This is the tenth consecutive year that we have featured the Harley-Davidson designed single unit system on our electric models. This system has proved so immensely successful that today over seventy-five per cent of all Harley-Davidsons are electrically equipped.

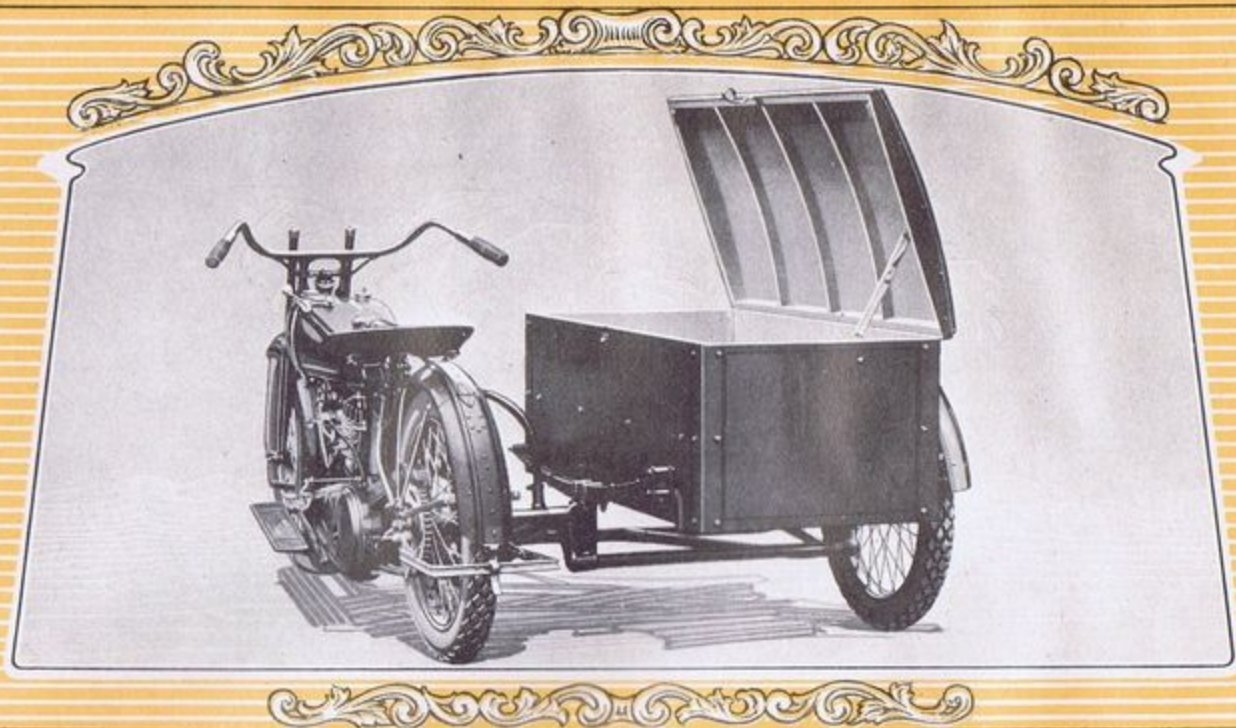
The system consists of a six volt Harley-Davidson built generator-ignition unit, a storage battery, headlight, tail light, motor driven horn, a manual switch with automatic warning



alarm and all necessary wiring. The entire system is protected by fuses.

The four plate battery is mounted almost vertically and is easy to get at and easy to fill. The terminals extend to the outside of the battery box where they are in plain view and accessible. Grooves in the terminals filled with vaseline prevent the creepage of electrolyte and subsequent corrosion of connections. The battery is securely held in the battery box so it cannot vibrate or jar loose.





## 1000 c. c. Magneto with Commercial Parcelcar

A new design chassis features the 1925 Harley-Davidson commercial parcelcar. Now the load is carried directly over the rear axle and cradled on two 40½ inch long semi-elliptic springs. Each spring is mounted at one point on the chassis axle and each spring consists of eight leaves.

The parcelcar body rests on two underslung support rods that are mounted on the ends of the springs. The rear support rod is connected with shackles. This construction permits the building of bodies of varying lengths to meet the needs of the individual owners. The distance between the shoulders of the support rods is 24 inches.

With this new parcelcar design there is no handlebar interference. The load is centered over the axle and the entire combination handles exceptionally well. There is ample road clearance as well as

plenty of room for spring action.

The chassis frame is strongly reinforced tubular steel with heavy steel bases for the mounting of the springs. The mudguard is carried on the wheel. There are seven Alemite fittings to provide lubrication. The road tread is 48 inches. The load capacity is 300 to 500 pounds.

We are not in a position to supply parcelcar bodies as we do not make them. We only sell the chassis complete with support rods, wheel, tire and mudguard. Bodies to suit individual requirements can be easily built locally and usually at very reasonable prices.

The above illustration shows one style of covered body that is very popular. For some delivery work a body without cover proves satisfactory. For tailors, cleaners, florists, and launderers, a high body is generally built with vertical doors at the rear.

## The Double-acting Contracting Brake is reliable

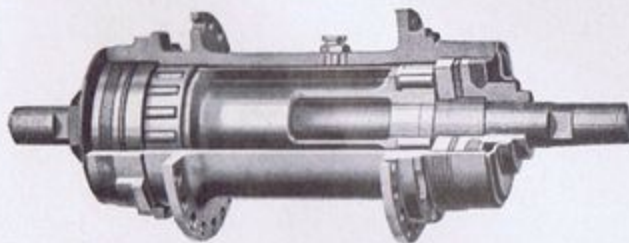
The brake on the 1925 Harley-Davidson is simple, strong, durable and is positive in action. It consists of two separate bands, hinged at the rear and is actuated in front to make it hold as well when going backward as forward. There are no sliding parts to bind. This brake is free when not in use. It does not drag and the rider gets the full power of the motor immediately upon release of the pedal.



Little, if any, attention, care or adjustment is required by this brake and it will last for years.

## Rear Hub runs on roller bearings

The weight on the rear hub is carried on two sets of extra wide roller bearings carried on an intermediate sleeve which in turn has a



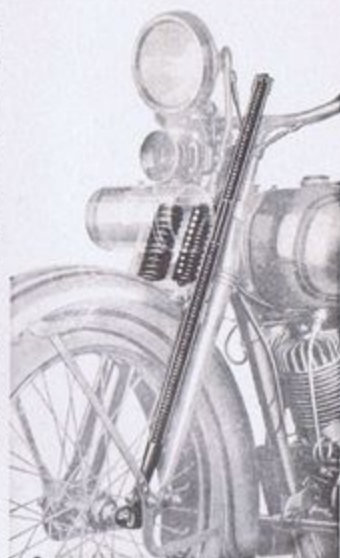
bearing on a spherical surface to take care of deflection. This does away with all possibilities of cracked, split or chipped ball bearings locking the wheel and chewing up the hub with consequent heavy replacement expense. An Alemite fitting, needing but periodical attention, takes care of the lubrication of the hub. The braking surfaces are positively protected from oil seepage.

## Great riding comfort is built into the 1925 Harley-Davidson

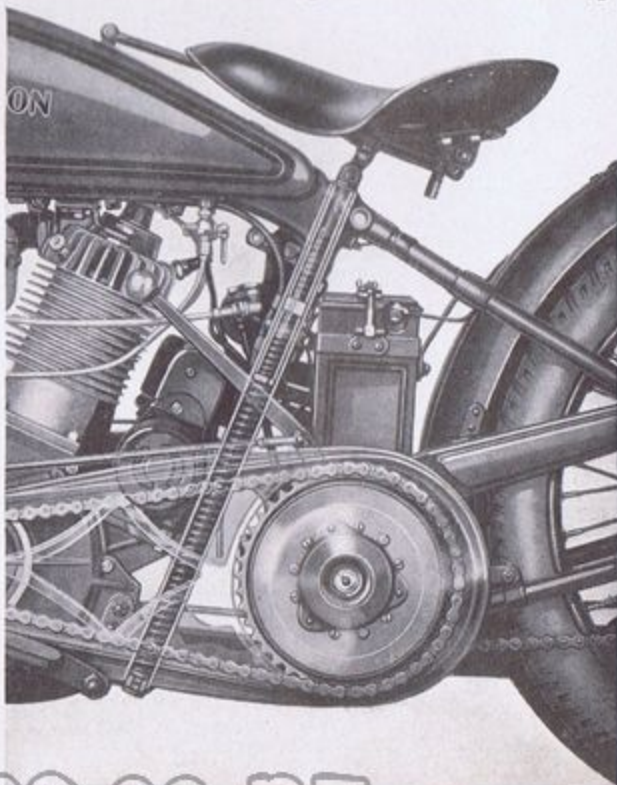
The improved cushion seat post, the front fork springs with auxiliary buffer springs, the large roomy seat, the four inch longer seat bar, the new design of the handlebars, and the low riding position, all contribute to give the

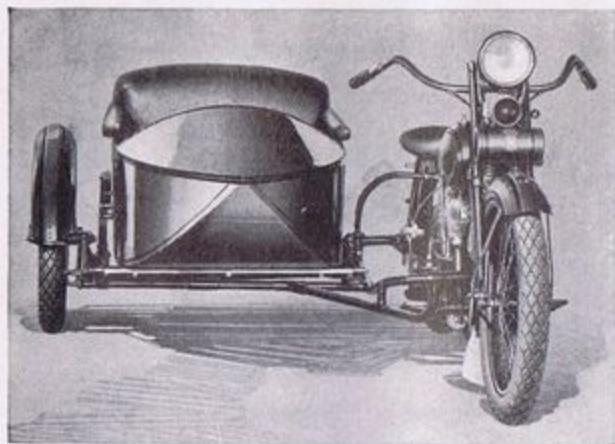
rider of the 1925 Harley-Davidson exceptional comfort.

The fork side and large center springs on the front fork provide a resilient combination for ordinary road conditions. In rough going the heavy inside buffer and recoil springs come into play and as a final safety factor positive stops are provided.



The cushion seat post that has been an exclusive Harley-Davidson patented feature for thirteen years has been still further improved. The main spring has been increased in length and is now fourteen inches long. A buffer spring has also been added. The spring tension is easily adjusted to the rider's weight by merely giving a few turns at the top.





## The Two-Passenger Sidecar

FOR the family man or the rider who wants to carry more than one person in the sidecar, the Harley-Davidson two passenger sidecar is ideally suited. This sidecar is exceptionally roomy and will very comfortably carry two grown persons or one adult and two children. The seat is 30 inches wide. There are two footboards to rest the feet.

The two C type springs in the rear and the two quarter-elliptic springs in front provide riding comfort. There are 24 spiral springs in the seat and 12 in the back cushion. The road tread is 56 inches.

There is lots of room in this sidecar to carry luggage and touring and camping equipment. By swinging the back cushion forward access is had to a large compartment. More carrying space is provided under the seat cushion and a handy pocket is located on the left side.

## Seven Important Facts About Harley-Davidson

1. More Harley-Davidsons are sold today than any other motorcycle in the world.
2. Harley-Davidson motorcycles and sidecars are now sold and used in 110 countries.
3. Harley-Davidson motorcycles and sidecars are built in a factory that has 12 acres of floor space and employs 1800 people.
4. Harley-Davidson motorcycles are now used by over 1700 police and sheriff departments in the United States.
5. More dealers sell Harley-Davidsons than any other motorcycle in the world.
6. Harley-Davidson motorcycles are backed by twenty-one years of success.
7. Walter Davidson, President; William Davidson, Vice-President; William Harley, Chief Engineer; and Arthur Davidson, Secretary — the original founders of the Harley-Davidson Motor Company are still directing the affairs of the company.

# 1925 Harley-Davidson Specifications

Motor—V type twin cylinder, air-cooled, four stroke cycle. See page 4.

1000 c.c. 7/9 HP model; bore 84.1 millimeters ( $3\frac{3}{16}$  inches), stroke 88.9 mm ( $3\frac{1}{2}$  inches), piston displacement 988.83 cubic centimeters (60.34 cubic inches).

1200 c.c. 10/12 HP model; bore 86.97 millimeters ( $3\frac{3}{16}$  inches), stroke 101.60 mm (4 inches), piston displacement 1207.956 cubic centimeters (74 cubic inches).

For sidecar use, motors are fitted with  $\frac{1}{8}$  inch compression plates.

Transmission—Harley-Davidson designed and built three speed progressive sliding gear. Transmission reduction: 1- $\frac{1}{2}$ :1 for second gear; 2- $\frac{1}{4}$ :1 for low gear. Transmission box fitted with plug for draining oil.

Lubrication—Harley-Davidson non-circulating force and splash for the motor and transmission. See page 6.

All other parts where necessary, lubricated by Alemite lubricating system.

Ignition—Harley-Davidson generator-battery on electrically equipped models. Bosch magneto on magneto models. See page 10.

Electrical Equipment—(On electric models only) Harley-Davidson generator, coil and timer, four plate storage battery (See page 10), Klaxon motor driven warning signal, two bulb headlight, spring mounted tail light and manual

ignition switch with automatic warning alarm.

Starter—Harley-Davidson backward stroke.

Clutch—Harley-Davidson multiple dry disc.

Handlebars—Harley-Davidson one piece, one inch tubular double stem with closed end grips.

Controls—Grip, double-acting wire controls entirely enclosed within the handlebars except compression relief which is operated by foot lever.

Frame—Strongly reinforced heavy gauge high carbon seamless tubular steel with wide crucible steel trussed loop. Husky drop forged head.

Driving Chains—Roller,  $\frac{5}{8}$  inch pitch and  $\frac{3}{8}$  inch width.

Brake—Harley-Davidson external contracting. See page 12. 7- $\frac{1}{2}$  inch drum; 1- $\frac{1}{4}$  inch by  $\frac{1}{4}$  inch lining.

Seat—Large, form fitting Mesinger cushion suspension No. 3 top. See page 12.

Tires—Standard make 27" x 3 $\frac{1}{2}$ ".

Wheelbase—60 inches.

Tanks—Petrol capacity four gallons, three pints. Lubricating oil one gallon, one pint.

Mudguards—Harley-Davidson pressed steel, wide and substantial.

Tool Equipment—Complete tool and tire repair kit.

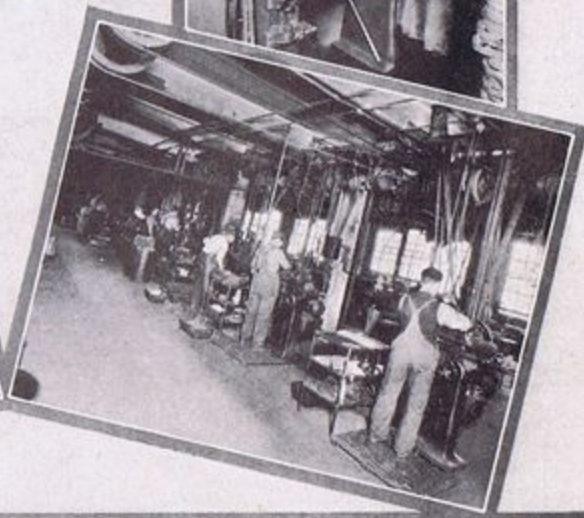
Finish—Harley-Davidson Olive Green with Maroon stripe with gold center and edged in black.

HARLEY-DAVIDSON MOTOR COMPANY, MILWAUKEE, WIS., U. S. A.

Cable Address, "Hardavmocy, Milwaukee"

BARNSTAMMERS CO. INC.

# HARLEY-DAVIDSON



BARNS & COMPANY

