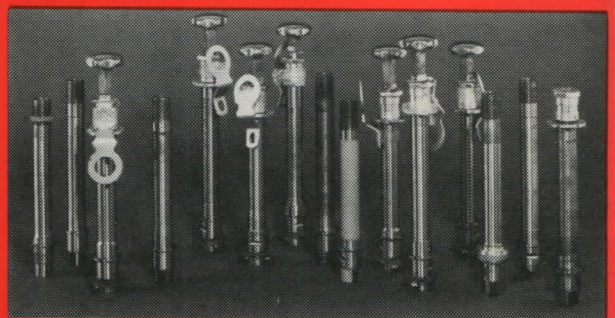


# ISN'T IT TIME YOU HAD A "CHERRY" FRONT END ON YOUR BIKE?

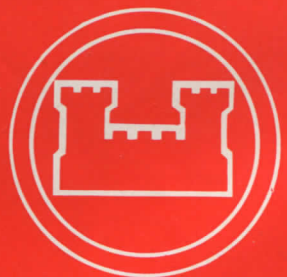
Even if your bike came factory-equipped with what the ads call "Ceriani-type" forks, there's no substitute for the genuine article, as you may have noticed last time you were passed in the rough. The copies don't have the proven combination of carefully engineered hydraulics, forged alloy crowns and sliders, hardened and ground Swedish steel stanchions, and precision manufacture that make Italian-crafted *real* Cerianis the really "cherry" front end desired by racing champions. In fact, some factory competition bikes have altered our forks to look similar to their standard models which couldn't provide that *winning* ride. It's only fair . . . look how many have tried to make *theirs* look like *ours*!

**CONVERSION STEMS:**  
BMW ('55-on); Bultaco,  
Har-Dav Rapido, Sport-  
Tech; Honda 250, 305,  
Husqvarna; Kawasaki 250,  
Montesa 250, 360; Norton  
Ossa 175, 250; Rickman 100,  
Triumph (early & late); Yamaha  
Road, 350 Road; Yetman. Others  
be available in near future. Simple  
stems to many other bikes. These  
available through stocking dealers for

BSA Twins (all), Victor,  
Ducati, Greeves,  
ster; Hodaka 100, Van  
350, CB450, CL450;  
350, 500; Maico;  
Atlas, Commando;  
125, 250; Steen X-100;  
AT-1, CT-1, DT-1, 250  
in development and will  
machining adapts above  
are bolt-on conversions  
the brand of bike listed.



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