

FIRST IN FUN



The Dune Cycle Spider: Top of the line.
The machine that makes molehills out of mountains. First over the finish line at all major competitive events. Features hot McCulloch 101 two-stroke engine specially modified to Allied Pacific specs for easy starts; torque converter designed to take the greater stresses of this 14 hp mill; special tuned exhaust chamber; free-flow air filter; and the standard quality Dune Cycle construction. Basically intended for competition, the Spider also provides extra power for the demanding cross-country rider.

ALLIED PACIFIC ENGINEERED PRODUCTS

A DIVISION OF TOWER INDUSTRIES, INC.

13727 EXCELSIOR DRIVE, SANTA FE SPRINGS, CALIFORNIA 90670 • (213) 921-2585

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DUNECYCLE IS FIRST IN FUN. First to introduce the current popular trend in off-road three-wheelers. First in the development of a reliable machine for all aspects of this booming sport. First in competition at all the major events. In other words, it is the first choice of off-roaders looking for the machine that will satisfy all their needs.

Three-wheelers have created the biggest change in off-road activities in recent years. And it all started when Allied Pacific's Bill Stull built the first practical off-road three-wheeler. Allied Pacific has stayed in front because they started in front. This lead has been maintained through an on-going program of product improvement and development.

The latest models in the Dunecycle line, some of which are shown in this brochure, result from a priceless advantage — experience. Experience cannot be bought at any price. Some try shortcuts by attempting to copy what has already been done but the little things, that count so much in a quality product, defy imitation. Dunecycle is a trademark of Allied Pacific Engineered Products and the basic design is patented (No. D.223-045).

Dunecycle's unique rear axle design, for instance, gives rear end dependability offered by no other three-wheeler. And Dunecycle's frame design, after years of improvement, is now the most rugged available.

Fun is still an essential ingredient in three-wheeling. Dunecycles open up new vistas of back-country travel. They combine many of the features of four-wheel drive vehicles with the agility and trailing characteristics of a motorcycle. Yet they are priced well below the average trail motorcycle.

The controls are simple, just a twist-grip accelerator and brakes. With a little care (the unexpected obstacles of off-road riding should always be treated with respect) even ladies with little experience can quickly master the techniques.

Still, the Dunecycle offers excitement in plenty, especially for the more experienced competitive rider. As proof of their dependability, Dunecycles have successfully completed 100-mile races across the rugged California desert. Of course, this activity is for the experienced rider who understands the stress of competition.

What is it that makes Dunecycles the answer to the off-road rider's prayer? In short, reliability and performance. What other three-wheeler can match the Detroit-to-Los Angeles trip taken recently by two stock five-horsepower Dunecycles (legally modified)? A trip taken in the dead of winter with virtually no breakdowns.

Among three-wheelers, Dunecycle is the lightest; has the best power-to-weight ratio; is the most compact and easy to transport; and has the lowest center-of-gravity for optimum handling. The bucket seat, with its high sides, provides excellent lateral support of the rider. The torque converter makes molehills out of mountains by automatically shifting in the correct gear ratio based on speed and terrain conditions. The rear axle differential allows the wheels to turn independently so that the Dunecycle can be turned on the proverbial dime by braking one wheel and powering the other.

Allied Pacific has a wide range of power options and dress-up accessories. A modestly powered Dunecycle can be "powered-up" as experience builds, without buying a new machine. By adding the dress-up accessories, the owner can have, virtually, a one-off machine.

DUNECYCLE: ANOTHER NAME FOR FUN.

The machines shown in brochure are not toys. They are designed for recreational sport and are not intended for street use. Dunecycle riders should be experienced in off-road conditions and should familiarize themselves with the terrain, vehicle handling and all emergency procedures. Approved helmet, related safety clothing and goggles should be worn at all times. **IMPORTANT:** Read safety instructions, operating instructions and warranty.



Customize Your Dunecycle With A.P.E.'s Quality Parts

Chromed steel gas tank with die-cast, shock-mounted, brackets. Three-quart capacity.

Dunecycle's new, leading link, suspended front end. Fits all Dunecycle models. Smooth riding, good control.

Number 1 front fork.

Custom chrome Eye appealing s

Buggy w/ Five feet mounts o

Bolt-on skid pan. Protects entire engine, transmission, differential and brake area. For the serious off-road rider.

Steel auxiliary gas tank. Mounts on main frame. Use with fuel pump engines.

Ski and ice skate that works. Extends the useful life of all Dunecycles into the winter. Snow and ice riding puts zing into the winter months.



Chrome dress-up kits for Tecumseh and Briggs & Stratton engines. Includes pull-starter, fly-wheel shroud, top and side engine shroud, air-filter cover, and tank cap. Double plated and polished.

Expansion
McCulloch
Increases
(tested). I



Special air filters fit all 3-hole patterns. Chromed cap, washable foam.

Big bore carb. Fits 5 hp four-stroke engines.

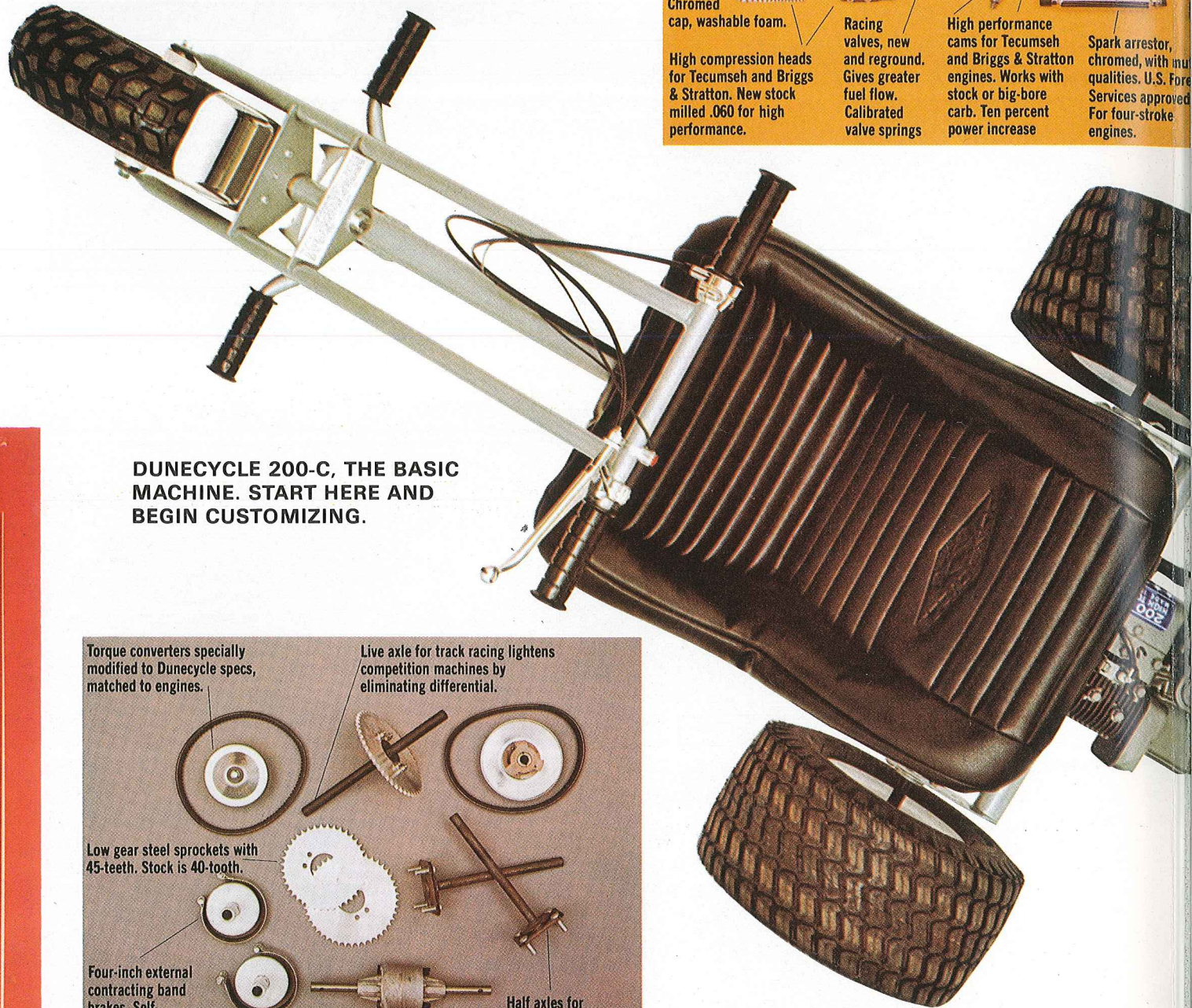
Low tone muffler for four-stroke

High compression heads for Tecumseh and Briggs & Stratton. New stock milled .060 for high performance.

Racing valves, new and reground. Gives greater fuel flow. Calibrated valve springs

High performance cams for Tecumseh and Briggs & Stratton engines. Works with stock or big-bore carb. Ten percent power increase

Spark arrestor, chromed, with multiple qualities. U.S. Forest Service approved. For four-stroke engines.



DUNECYCLE 200-C, THE BASIC MACHINE. START HERE AND BEGIN CUSTOMIZING.

Torque converters specially modified to Dunecycle specs, matched to engines.

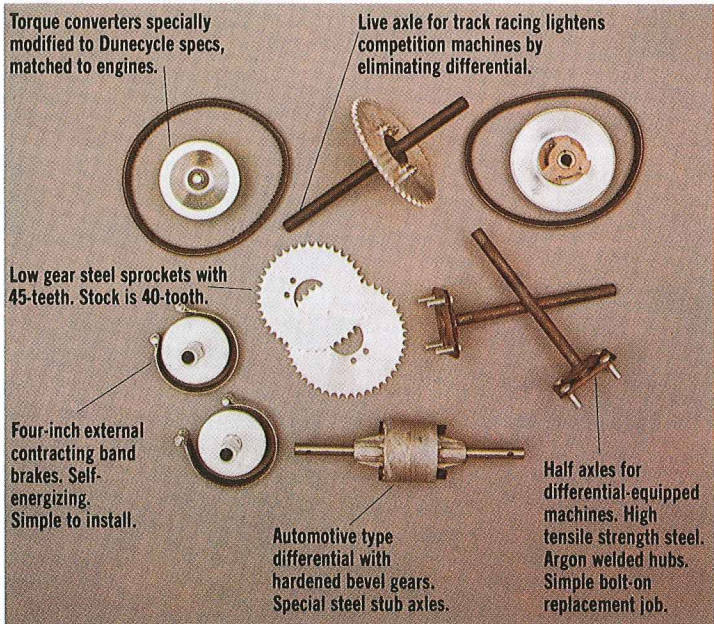
Live axle for track racing lightens competition machines by eliminating differential.

Low gear steel sprockets with 45-teeth. Stock is 40-tooth.

Four-inch external contracting band brakes. Self-energizing. Simple to install.

Automotive type differential with hardened bevel gears. Special steel stub axles.

Half axles for differential-equipped machines. High tensile strength steel. Argon welded hubs. Simple bolt-on replacement job.

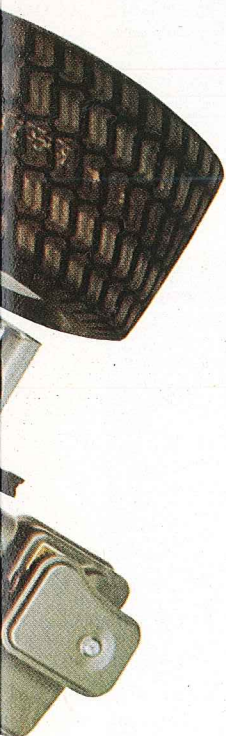


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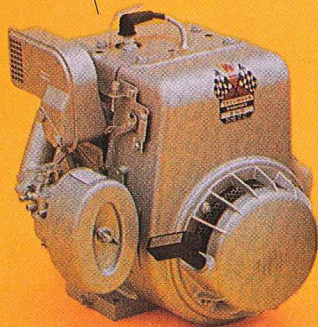
ion chamber for 14 hp
 loch engine on Spider.
 es performance (dyno
 . Includes all attachments.



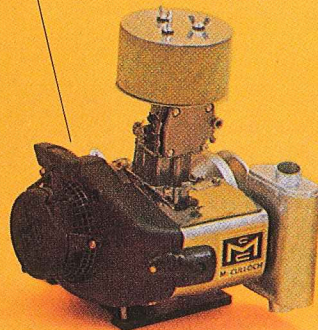
Tuned exhaust for
 Tecumseh and
 Briggs & Stratton.
 Deep megaphone
 sound, 8 per cent
 increase in power.



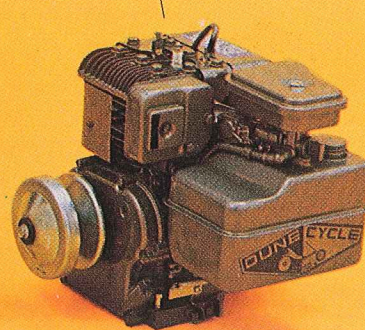
Move up the power ladder to the new Tecumseh
 8 hp, lightweight, compact, engine. Duncycle
 testing gives this engine A-plus rating. Has
 lighting alternator, fuel pump for remote tank.



McCulloch's screamer, the 101A, for the racing
 Duncycle owner. Puts out 14 instantly-
 available horsepower. With the special torque
 converter, this combination has put down all the
 national competition.



Dependable power comes from this replacement
 5 hp Briggs & Stratton four-stroke engine.
 The favorite with those in the know. Available
 with lighting alternator.

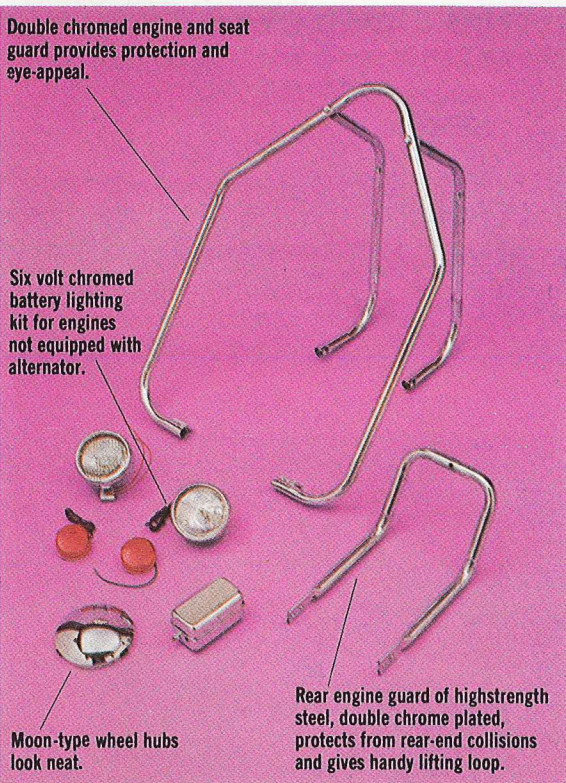


Double chromed engine and seat
 guard provides protection and
 eye-appeal.

Six volt chromed
 battery lighting
 kit for engines
 not equipped with
 alternator.

Moon-type wheel hubs
 look neat.

Rear engine guard of highstrength
 steel, double chrome plated,
 protects from rear-end collisions
 and gives handy lifting loop.



General Specifications (subject to change without notice)

Frame: T-Bone, argon welded, 1 3/4" heavy wall main backbone and cross member.

Seat: Fiberglass, naugahyde covered cushion with 1 1/2-inch foam back and 3-inch bottom.

Wheelbase: 52-inches (54-inches with leading link front end).

Width: 46 1/2-inches for 300-A, 300-B, 200-B and 200-A. 45-inches for Spider and 200-C.

Overall length: 72-inches (68-inches for 300-B and 200-C).

Height: 34-inches.

Ground clearance: Approximately 6-inches (5-inches for 200-C).

Rear tire: 21-inches diameter, 12-inches wide. 18-inches diameter, 9-inches wide for 200-C. Choice of tires for Spider.

Front tire: 15-inches diameter, 6-inches wide for Spider, 300-A and 200-A. 14-inches diameter, 4 1/2-inches wide for 300-B, 200-B and 200-C.

Brakes: Dual independently-operated 4-inch external contracting on rear half axles. Single, jackshaft mounted for 200-C.

Rear axles: Split 3/4" rear axles with 1 1/4-inch outer sleeves, automobile type differential with bevel gears and steel sprocket.

Torque converter: All models, infinitely variable gear ratios between 7.5:1 in high and 18.5:1 in low. Fully automatic.

Drive chain: No. 40 roller bearing.

Electrical: Ignition kill switch, all models. Light switch on side of seat for appropriate models.

Approximate weights: From 145 pounds for 200-C up to 175 pounds for 300-A.


FOR FURTHER DETAILS, SEE YOUR DEALER

Flat-tracker or Indy-type tires have flat
 shoulders and herringbone tread pattern.
 Relatively firm sidewalls allow the rear end to
 "break" in slides around turns. Standard on
 Spider and 200-C models.


Chevron tread or ATV tires give outstanding
 performance and traction on any soft terrain
 such as mud or sand yet will do well on
 average surfaces. Lowest pressure for best
 cushioning.

Square knobbed all-terrain tires suit general
 surfaces and provide excellent traction on loose
 trails or for soil areas.

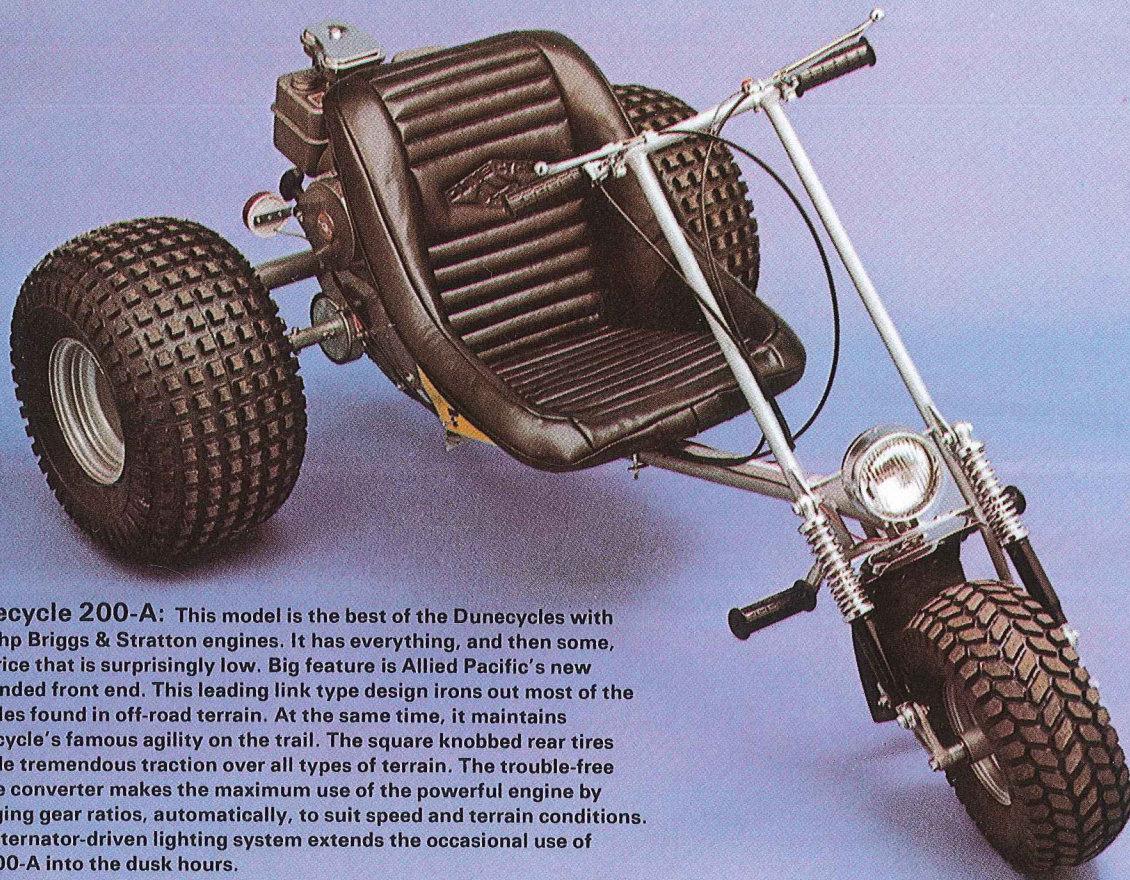


A side view of the Dunecycle 200-B, a three-wheeled motor vehicle. It features a large, treaded rear tire on the left, a smaller front tire on the right, and a split rear axle. A Briggs & Stratton 5 hp engine is mounted in the center. The frame is silver, and the seat is black. The Dunecycle logo is visible on the engine cover.

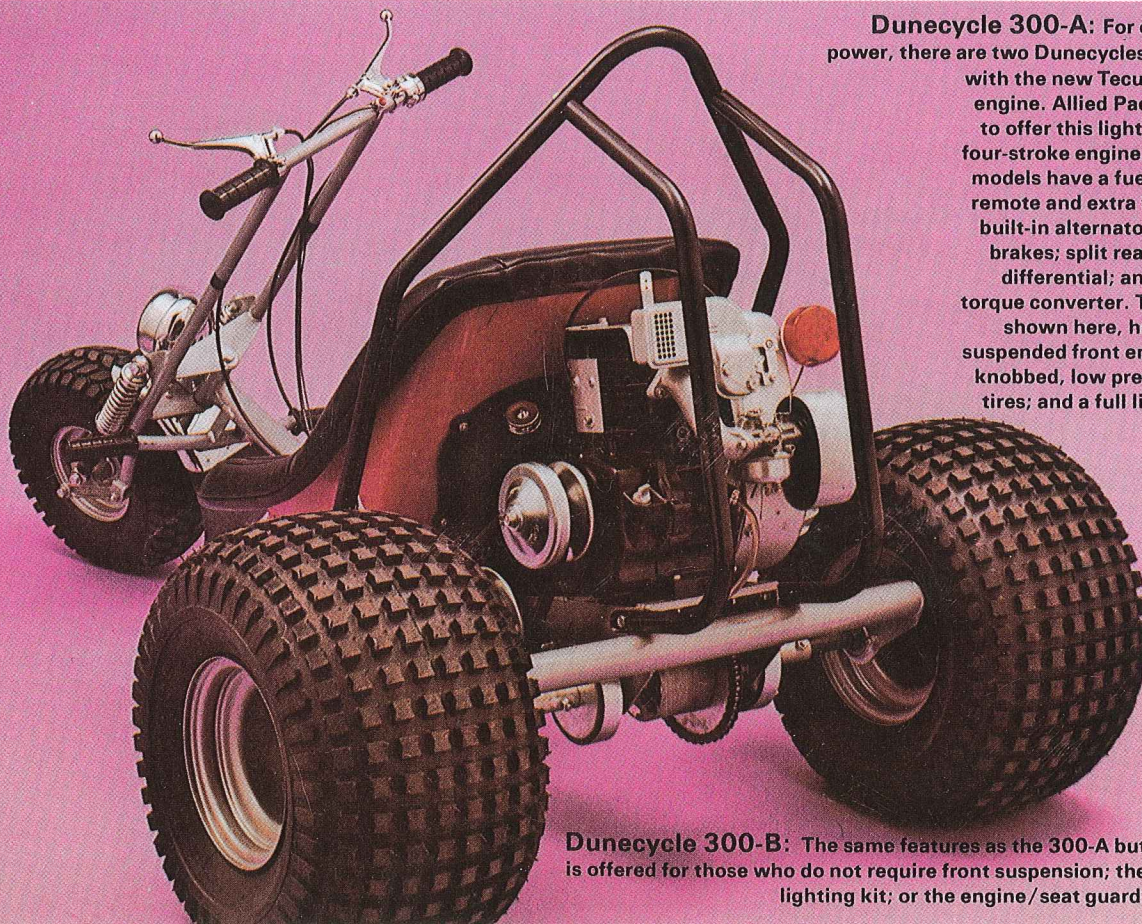
Dunecycle 200-B: Powered by the trouble-free Briggs & Stratton 5 hp four-stroke engine, the 200-B is in the middle of the three models carrying this mill. It features Dunecycle's split rear axle with the reliable differential that permits the wheels to turn independently for greatest maneuverability. All Dunecycles have this feature. Two brakes, one on each half-axle, allow 360 degree turns in almost the machine's width. The 200-B has soft side-wall "paddle-tread" tires, proved superior on soft terrain.

A side view of the Dunecycle 200-C, a three-wheeled motor vehicle. It features a large, treaded rear tire on the left and a smaller front tire on the right. A black bucket seat with deep padding is mounted on a silver frame. A Briggs & Stratton 5 hp engine is visible behind the seat. The Dunecycle logo is on the side of the seat.

Dunecycle 200-C: This is the basic Dunecycle yet it has most of the features that have made the other machines in the line so popular. Nowhere else can be found such value. Torque converter; split rear axle with differential; 5 hp Briggs & Stratton engine; bucket seat and deep padding, just like the most expensive Dunecycle; and the most carefully tested frame in the business. The 200-C features a single, self energizing, brake on the jackshaft and the same rear tires found on the hot Spider. The beginner can start with this model and add Allied Pacific's power and handling options as the need arises.



Dunecycle 200-A: This model is the best of the Dunecycles with the 5 hp Briggs & Stratton engines. It has everything, and then some, at a price that is surprisingly low. Big feature is Allied Pacific's new suspended front end. This leading link type design irons out most of the wrinkles found in off-road terrain. At the same time, it maintains Dunecycle's famous agility on the trail. The square knobbed rear tires provide tremendous traction over all types of terrain. The trouble-free torque converter makes the maximum use of the powerful engine by changing gear ratios, automatically, to suit speed and terrain conditions. The alternator-driven lighting system extends the occasional use of the 200-A into the dusk hours.



Dunecycle 300-A: For even more power, there are two Dunecycles equipped with the new Tecumseh 8 hp engine. Allied Pacific is first to offer this light, compact, four-stroke engine. Both 300 models have a fuel pump for remote and extra fuel tanks; built-in alternator; two rear brakes; split rear axle with differential; and a special torque converter. The 300-A, shown here, has the new suspended front end; square-knobbed, low pressure, rear tires; and a full lighting kit.

Dunecycle 300-B: The same features as the 300-A but is offered for those who do not require front suspension; the lighting kit; or the engine/seat guard.