

**Super Bronc 10 extends the borders of trail bikes.** The hefty 10 H.P., 331 cc, 4-cycle Tecumseh engine with cast iron sleeve and pump carburetor has the power to pull a trailer or climb a steep dune, yet road speeds of 45 mph are within reach. And with the Comet Series 30 torque converter, you concentrate on the job or scenery at hand while it shifts automatically to the exact gear needed.

Super Bronc 10 can be an economical alternative to a pickup for "go see" trips around a farm. For changing combine shifts, herding cattle or sheep, getting replacement or repair parts, getting soil samples, checking fences or irrigation equipment, short trips to town — there are dozens of uses for Super Bronc 10. (When used on a farm, Super Bronc can be registered as farm machinery.)

There are two 10 H.P. models to choose from: VT-10 with an 8½" wide, 18" diameter cleat tread front tire, and VT-1012 with a 12" wide, 21" diameter chevron tread front tire. Both have 12" chevron tread rear tires. (12" knob tread tires optional.) Both have a full 8" clearance to glide over obstacles and above shallow streams, and a full engine skid pan protects the engine in tight spots. Both come with alternator as standard equipment so light accessories may be used on each. (Electric start requires AE model.)

This new Super Bronc is truly a blend of off-road and on-road bike. Its traditionally good Heald handling and new, super-tough 10 H.P. engine handle the rough paths of the backwoods and the power demands of a work load, and still have the get up and go needed for road travel.



**Big 10 H.P. 331 cc Tecumseh engine** with cast iron sleeve and pump carburetor is rugged and responsive.

Speeds up to 45 mph, a fuel economy of 25 mpg and a one-gallon gas tank give you a range of 25 miles. (55 miles with optional 5-quart auxiliary tank.)

## SPECIFICATIONS

Engine:	10 H.P., 331 cc, 4-cycle Tecumseh with cast iron sleeve
Electric Start:	optional on VT-10 or VT-1012
Torque Converter:	Comet, ¾" Fiber "B" Belt
Drive Ratio:	19.9:1 low to 6.6:1 high
Final Drive:	#40 roller chain
Brakes:	hand operated, jackshaft mount, 3½" rear drum (optional 4½" front drum)
Frame:	1" O.D. (.083" wall) tubular steel, full engine skid pan, painted Rebel Red
Suspension:	F/ two, spring-loaded telescoping shocks R/ two, mechanically-dampened spring shocks
Ground Clearance:	8"
Tires, front:	18x8.50x8 (VT-10) 21x12.00x8 (VT-1012)
Tires, rear:	21x12x8
Weight:	190#
Width:	30"
Length:	65"
Height, at seat:	31"
Height, at bars:	40"
Load Capacity:	450#
Gas Tank Capacity:	1 gallon (optional 5-quart auxiliary)
Top Speed:	45 mph
Fuel Economy:	25 mpg

# VT-1012

shown with accessories



# VT-10

shown with accessories

The only difference between VT-10 and -1012 is front fork and tire.



**Thick, foam-padded seat** and wide, low pressure tires smooth out the little bumps while four shock absorbers handle the big ones. You can concentrate on the countryside with Bronc's easy handling. Wide tires give the bike a good balance so there's no "tippy" feeling. You know you have a good solid base so you can go where others won't... because they can't.

**Chevron tread tires** are standard on rear of VT-10, front and rear on VT-1012. Their low pressure gives you a good, firm grip on any terrain, even sand. Knobby tires with 420 ground-grabbing cleats are optional wherever 12" tire is standard.

**Welded engine skid pan** provides a firm base for engine and protects it bottom and front against random stones and branches. Steel tube frame (1" diameter with .083" wall) is lightweight yet plenty tough enough to resist rough trails.

**Two sets of foldup foot pegs** let you change your sitting position on long rides or carry a friend in complete comfort. And since Super Bronc's load capacity is 450 lbs., even a really big friend won't exceed the power of this super bike.





# Powerful two-wheelers in four model sizes — kit priced and

*"I was pleased and thrilled by the performance of the bike (Super Bronc VT-812). Our camp was at 10,600 feet and we hunted up to 11,500 feet. My son and I both would ride the bike up to the high meadows then park it and hunt. We went up and down trails that I know no other bike could possibly go on. The bike never faltered or bogged down — just kept going. I couldn't be more pleased."*

Ralph W. Cook, Englewood, Colo.

## VT-812

Shown with optional knobby tires, lights, horn, speedometer, auxiliary gas tank, spark arrester muffler, front wheel brake.



## VT-8



## VT-5



### STREET LICENSING

Though Broncs are intended for off road use, many have licensed them as home built motorcycles for trips to town and short commuting. Front wheel brake and light accessories are usually required for licensing. Some states also require rear view mirror, horn and speedometer. Check with your local authorities before you order.

Shown with standard cleat tread front tire and optional knobby rear tire, lights, tow bar, auxiliary gas tank, spark arrester muffler.

Shown with optional tool pouch, front wheel brake, spark arrester muffler, lights, tow bar.

VT-5 and VT-2 handlebars collapse to make the bikes easier to transport.

## VT-2



Shown with optional lights.



The only difference between VT-8 and -812 is front fork and tire.



ready for fun.

## VT-8 and VT-812 SUPER BRONC

### MID-RANGE POWER AND ECONOMY

**Super Bronc** gives you good working power with more economy. A big 8 H.P. 306cc, 4-cycle cast iron sleeve Tecumseh engine generates speeds of 40 mph and still gets 30 miles per gallon. You get a standard range of 30 miles with the one gallon gas tank, and an optional 5-quart auxiliary tank can increase that range to over 60 miles between fill-ups. Low end power to carry or pull heavy loads without lugging, yet all the speed you could want for road use, Super Bronc's 19.9:1 low to 6.6:1 high gear ratio gives you the bike you want.

Model VT-8 has 18" dia. by 8½" wide front tire and 21" dia. by 12" wide rear tire. Model VT-812 has the 21x12 tire front and rear, which allows two knobby tires if you choose that option. And full 9" clearance goes over all but the biggest obstacles.

Customers tell us there isn't a trail any other bike can handle that the Super



VT-812 is powerful, but ladies can handle it too.

Bronc can't handle better. And there are many places the Super Bronc goes that others can't. It's the trail bike for blazing your own trail for others to try to follow.

Many farm families have found the Super Bronc a super replacement for a pickup on short runs. It costs less to operate and can take direct routes through planted fields, tight spots, and marshes or rough ground where a pickup has to detour. For quick trips to get replacement parts, shift changes on combines at meal times, herding cattle or sheep, getting soil samples on ground too wet for even a tractor, checking fence or irrigation or dozens of other farm and ranch chores the Super Bronc is the economical, fun answer. And when used for farm chores Broncs can be registered as farm machinery. For lowering work all week and increasing fun on the weekends, the answer is the Super Bronc.

## VT-5 TRAIL BRONC

### A FULL-SIZED BIKE THAT'S STILL TOTABLE

Mid-sized **Trail Bronc** is built to handle the chores and then be ready for fun. Slightly larger and heavier than the MiniBronc, the VT-5 reaches speeds of 35 mph with its 5 H.P., 197cc Tecumseh engine. The Trail Bronc's torque converter is geared to provide pulling power (low ratio 19.9:1) so Trail Bronc can pull small wagons, lawn sweepers or whatever you need pulled. It takes mud, sand and steep hills with more load aboard, and has a 450 lb. load capacity. A larger rear tire (18" dia. by 8½" wide) gives an 8" road clearance, for handling even tougher fields. Trail Bronc gets 45 mpg so with its 2 quart gas tank you get a range of over 20 miles between fill-ups. And Trail Bronc's handlebars collapse too to make a 29" x 56" x 25" package which can be easily transported. Trail Bronc's a full sized bike in power and performance that adds some of the more appealing features of a mini.

*"A product obviously well-designed and very impressive when compared with the current crop of 'mini-bikes,' 'trail bikes,' etc.; many of which are little more than toys. Congratulations and thanks to your firm for offering an excellent value at a reasonable price."*

Frank A. Maranto,  
Pueblo, CO

*"This is my third Heald bike purchase this year. Three generations of our farm family find them very useful for work as well as fun."*

Robert Hamilton,  
St. Louisville, Ohio

## SPECIFICATIONS

Engine:	2 & 5 — 5 H.P., 197 cc, 4-cycle Tecumseh with rope pull start and alternator
	8 & 812 — 8 H.P., 318 cc, 4-cycle aluminum Tecumseh with cast iron sleeve and alternator
Electric Start:	Not available
Torque Converter:	2&5 — Comet, ½" Fiber "B" belt 8&812 — Comet, ¾" Fiber "B" belt
Drive ratio:	2 — 12:1 to 4:1 5,8&812 — 19.9:1 to 6.6:1
Brakes:	hand operated, jackshaft mounted, 3½" rear drum, front brake optional
Final Drive:	#40 roller chain
Frame:	1" (.083 wall) tubular steel, full engine skid pan, painted Rebel Red
Suspension:	F/ two, spring-loaded telescoping shocks R/ two, mechanically-dampened spring shocks

	VT-8&812	VT-5	VT-2
Ground Clearance:	8"	7"	6"
Tires, front:	18x8.5x8 & 21x12x8	15x6x6	15x6x6
Tires, rear:	21x12x8	18x8.5x8	15x6x6
Weight:	185#	132#	110#
Width:	30"	25"	25"
Length:	65"	56"	52"
Height, at seat:	31"	29"	27"
Height, at bars:	40"	36"	35"
Bars collapsed:	N/A	29"	28"
Load Capacity:	450#	450#	400#
Gas Tank Capacity:	1 gal.	2 qts.	2 qts.
Top Speed (mph):	40	35	32
Fuel Economy (mpg):	30	45	50

## VT-2 MINIBRONC

### 5 H.P. POWER IN A VERY MANAGEABLE SIZE

**MiniBronc** is the most versatile bike of the line. Built for travel, its 5 H.P., 197cc Tecumseh engine gets 50 miles per gallon of gas and will reach speeds of 32 mph. MiniBronc is a good bike for first-time riders because it's lighter and easier to balance and control. It's also a great take along bike. Handlebars telescope down to 28" maximum height for packing in trunk or station wagon. Farmers pack a MiniBronc in the back of a pickup or strap it to a combine for speedy direct route runs like shuttling

combine drivers back and forth or getting a replacement part.

The 400 lb. load capacity lets you carry two or one plus of load of equipment easily. And 15" diameter, 6" wide tires provide a 7" clearance to get you over rough or muddy ground with space to spare. A two-quart gas tank gives you a 25 mile range between fill-ups. With full Bronc features and ride, the MiniBronc is mini only by comparison with our other bikes.

VT-2 is a great way to learn responsibility, and kit building fun.





# -ton Hauler kit.

For under \$1200 and 8 — 10 hours of assembly work you can build a Heald Hauler semi-kit — a workhorse that just won't quit. It can tote up to 800 lbs. or more (500 lbs. plus you and a friend) and is always rarin' to go when you are. Load it with wood, stone, dirt, feed, seed, fertilizer... and dump it right where you need it. For longer loads such as bales of wire or fence posts, the tailgate drops to extend the bed to over 4 feet. And you can increase load space with optional side racks. Corner post holes are provided for easy installation.

The 11 H.P., 399 cc, 4-cycle Briggs & Stratton engine with automatic torque converter, transmission and electric start is a fuel miser. You can get 25 mpg. and a lot of comfortable hauling for pennies! Plus you get the extra pulling power for heavy loads.

### Maneuverability — forward and reverse

Forward and reverse gears, a wheel base of 68" and overall width of less than 4 feet lets you drive your hauler along narrow trails, around tight corners, and dump the load right where you need it. Or, take it into the orchard at harvest time and lug bushels of fruit out on one

trip. A life-saver when ground is too soft for other equipment.

### Ease of Operation — the speed you need with no shifting

The automatic torque converter keeps you in the best gear for the speed and power you need without shifting — it does the work for you. Hydraulic disc brakes and parking lever are standard.



**10½" disc dual hydraulic brakes (standard)** give surer, no-fade stops. Single lever, hand operated master cylinder activates both rear wheel brakes simultaneously.

### All weather vehicle

Metal side and bottom panels welded to 2" tubular steel frame protect transmission, engine and driver when you have a hauling job to do in muddy, wet weather. Optional front ski for snow. Telescoping front shocks, full back support double seat and wide, low pressure tires smooth the ride on country lanes,

fields, or construction site.

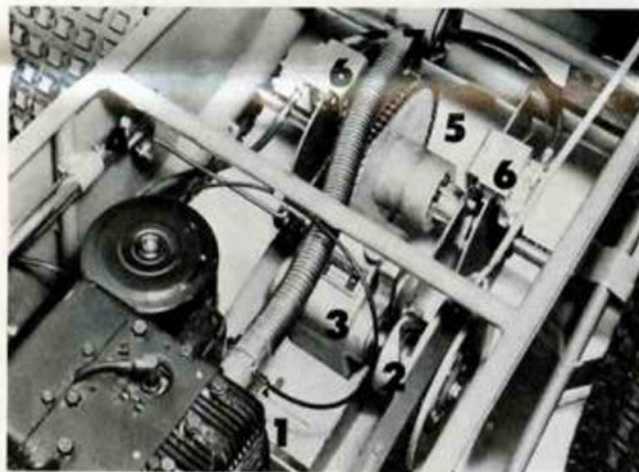
### TIRE CHOICES



STANDARD CLEAT    STANDARD CHEVRON    OPTIONAL KNOBBY

Cleat tread front tire is standard front on HH-811. It provides good traction on paved or unpaved surfaces. Chevron tread is standard rear on 811, and front and rear on 1211 models. Chevron provides flotation in off road situations; good in sand and mud. Knobby tread is optional wherever chevron is standard. 420 extra-thick knobs bite deep to give superior traction, and wear longer than standard chevron tires. Knobbys may be ordered *instead of* standard tires on a new kit. See accessories page and order form for details.

1. 11 H.P. engine 2. Driven sheave of automatic torque converter 3. gear box 4. gear shift rod 5. differential axle and #40 roller chain 6. dual 10½" disc hydraulic brakes 7. exhaust and optional spark arrester muffler



Over a half-ton of payload when you combine Hauler's quarter-ton with our one third-ton dump cart. For more on the dump cart, see next page.



Model HH-1211

### Choice of four bed configurations.



Regular dump box standard.



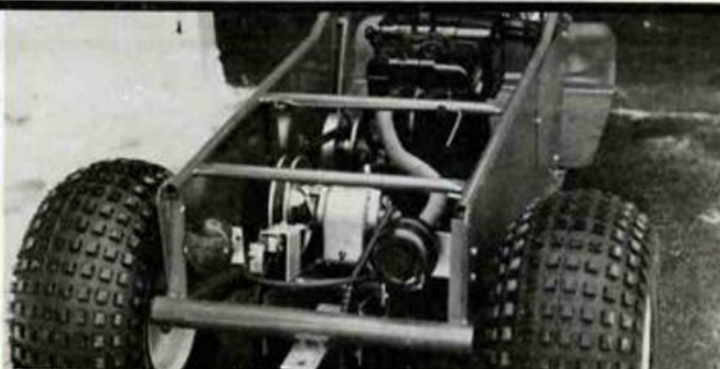
Optional flatbed.



Optional flatbed with custom slideracks.



Optional flatbed with optional seats for carrying people. Seat price — \$89.95



### Tough, all-weather frame.

Metal side and bottom panels welded to 2" tubular steel frame protect transmission, engine and driver when your hauling job is in muddy, wet weather. Telescoping front shocks, full back support double seat and wide, low pressure tires smooth the ride on country lands, fields, construction site or concrete floors.



**“I’ve had more darn fun on that Bronc than on full size motorcycles. I could go places with mine that others couldn’t go with other brands of trail bikes.”**

J.R. Funk, LaPorte, IN



Customers tell us Super Bronc can handle any trail any other bike can, and many places the Super Bronc goes, others can't. On a Super Bronc, you blaze the trail; others try to follow.

## **SUPER BRONC 10 — EXTENDS THE BORDERS OF TRAIL BIKES.**

The hefty Super Bronc 10 has the power to pull a trailer or climb a steep dune, yet road speeds of 45 mph are within reach. And with the Comet Series 30 torque converter, you concentrate on the job or the scenery while it shifts automatically to the exact gear needed.

Super Bronc 10 can be an economical alternative to a horse or a pickup for “go see” trips around a farm. For changing combine shifts, herding cattle or sheep, getting replacement or repair parts, getting soil samples, checking fences or irrigation equipment, short trips to town — you’ll find dozens of uses for Super Bronc 10. (When used on a farm, Super Bronc can be registered as farm machinery.)

There are two 10 H.P. models to choose from: VT-10 with an 8½” wide, 18” diameter cleat tread front tire, and VT-1012 with a 12” wide, 21” diameter chevron tread front tire. Both have 12” chevron tread rear tires. (12” knob tread tires optional.) Both have a full 8” clearance to glide over obstacles and above shallow streams, and a full engine skid pan protects the engine in tight spots. Both come with alternator as standard equipment so light accessories may be used on each. (Electric start model is also available. Electric start cannot be added later.)

This new Super Bronc is truly a blend of off-road and on-road bike. Its traditionally good Heald handling and new, super-tough 10 H.P. engine handle the rough paths of the backwoods and the power demands of a 450 lb. work load, and still have the get up and go needed for road travel.



VT-1012 shown with accessories

**Chevron tread tires** are standard on rear of VT-10, front and rear on VT-1012. Their low pressure gives you a good, firm grip on any terrain, even sand. Knobby tires with 420 ground-grabbing cleats are optional wherever 12” tire is standard.



Model VT-8 and VT-10 have 18” dia. by 8½” wide front tire and 21” dia. by 12” wide rear tire. Model VT-812 and VT-1012 have 21x12 tire front and rear, which allows two knobby tires if you choose that option.



**Thick, foam-padded seat** and wide, low pressure tires smooth out the little bumps while four shock absorbers handle the big ones. You can concentrate on the countryside with Bronc’s easy handling. Wide tires give the bike a good balance so there’s no “tippy” feeling. You know you have a good solid base so you can go where others won’t... because they can’t.



**Big 10 H.P., 331cc Tecumseh engine** with cast iron sleeve and pump carburetor

is rugged and responsive. Speeds up to 45 mph, a fuel economy of 25 mpg and a one-gallon gas tank give you a range of 25 miles. (55 miles with optional 5-quart auxiliary tank.)



VT-8

shown with accessories

## SUPER BRONC 8 — MID RANGE POWER AND ECONOMY

Many farm families have found the Super Bronc-8 a super replacement for a pickup on short runs. It costs less to operate and can take direct routes through planted fields, tight spots, and marshes or rough ground where a pickup has to detour. For quick trips to get replacement parts, shift changes on combines at meal times, herding cat-

tle or sheep, getting soil samples on ground too wet for even a tractor, checking fence or irrigation or dozens of other farm and ranch chores the Super Bronc is the economical, fun answer. And when used for farm chores Broncs can be registered as farm machinery. For lowering work all week and increasing fun on the weekends, the answer is the Super Bronc.

## VT-2 MINIBRONC — 5 H.P. POWER IN A VERY MANAGEABLE SIZE

MiniBronc is a very versatile bike. Built for travel, its 5 H.P., 197cc Tecumseh engine with rope pull start gets 50 miles per gallon of gas and will reach speeds of 32 mph. A two-quart gas tank gives you a 25 mile range between fill-ups. MiniBronc is a good bike for first-time riders because it's lighter and easier to balance and control. It's also a great take along bike. Handlebars telescope down to 28" maximum height for packing in trunk or station wagon. Farmers pack a MiniBronc in the back of a pickup or strap it to a combine for speedy direct route runs.

VT-2 shown with accessories

Front ski accessory adds wintertime fun to bikes.

With full Bronc features and ride, the MiniBronc is mini only by comparison with our other bikes.



A big 8 H.P., 318cc, 4-cycle cast iron sleeve Tecumseh engine generates speeds of 40 mph and still gets 30 miles per gallon.

You get a standard range of 30 miles with the one gallon gas tank, and an optional 5-quart auxiliary tank can increase that range to over 60 miles between fill-ups. Low end power to carry or pull heavy loads without lugging, yet all the speed you could want for road use, Super Bronc 8 gives you the bike you want.

### SPECIFICATIONS

VT-10, VT-1012, VT-8, VT-812, VT-5, VT-2

Engine:	2&5 — 5 H.P., 197cc, 4-cycle Tecumseh with rope pull start and alternator	8&812 — 8 H.P., 318cc, 4-cycle aluminum Tecumseh with cast iron sleeve and alternator	10&1012 — 10 H.P., 331cc, 4-cycle Tecumseh with cast iron sleeve
	optional VT-10 & 1012 only	N/A VT-2, 5, 8, 812	N/A VT-2, 5, 8, 812
	2&5 — Comet, 3/4" Fiber B® belt	8&10 — Comet, 3/4" Fiber B® belt	2 — 12:1 to 4:1
Electric Start:	2&5 — Comet, 3/4" Fiber B® belt	8&10 — Comet, 3/4" Fiber B® belt	2 — 12:1 to 4:1
Torque Converter:	2&5 — Comet, 3/4" Fiber B® belt	8&10 — Comet, 3/4" Fiber B® belt	2 — 12:1 to 4:1
Drive Ratio:	2&5 — Comet, 3/4" Fiber B® belt	8&10 — Comet, 3/4" Fiber B® belt	2 — 12:1 to 4:1
Final Drive:	2&5 — Comet, 3/4" Fiber B® belt	8&10 — Comet, 3/4" Fiber B® belt	2 — 12:1 to 4:1
Brakes:	hand operated, jackshaft mounted, 3 1/2" rear drum (front brake optional)	hand operated, jackshaft mounted, 3 1/2" rear drum (front brake optional)	hand operated, jackshaft mounted, 3 1/2" rear drum (front brake optional)
Frame:	1" O.D. (.083" wall) tubular steel, full engine skid pan, painted Rebel Red	1" O.D. (.083" wall) tubular steel, full engine skid pan, painted Rebel Red	1" O.D. (.083" wall) tubular steel, full engine skid pan, painted Rebel Red
Suspension:	F/ two, spring-loaded telescoping shocks	R/ two, mechanically-dampened spring shocks	R/ two, mechanically-dampened spring shocks

	VT-10&1012	VT-8&812	VT-5	VT-2
Ground Clearance:	8"	8"	7"	6"
Tires, front:	18x8.5x8 or 21x12x8	18x8.5x8 or 21x12x8	15x6x6	15x6x6
Tires, rear:	21x12x8	21x12x8	18x8.5x8	15x6x6
Weight:	190#	185#	132#	110#
Width:	30"	30"	25"	25"
Length:	65"	65"	56"	52"
Height, at seat:	31"	31"	29"	27"
Height, at bars:	40"	40"	36"	35"
Bars collapsed:	N/A	N/A	29"	28"
Load Capacity:	450#	450#	450#	400#
Gas Tank Capacity:	1 gal. (Optional 5-qt. auxiliary)	1 gal.	2 qts.	2 qts.
Top Speed:	45 mph	40 mph	35 mph	32 mph
Fuel Economy:	25 mpg	30 mpg	45 mpg	50 mpg



## VT-5 TRAIL BRONC — A FULL-SIZE BIKE THAT'S STILL TOTABLE

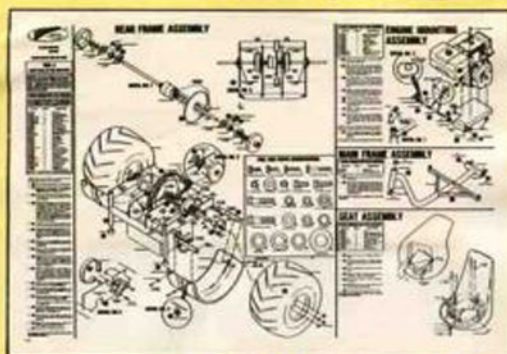
Slightly larger and heavier than the MiniBronc, the VT-5 reaches speeds of 35 mph with its 5 H.P., 197cc Tecumseh engine with rope pull start. The Trail Bronc's torque converter is geared to provide pulling power (low ratio 19.9:1) so Trail Bronc can pull small wagons, lawn sweepers or whatever you need pulled. It takes mud, sand and steep hills with more load aboard, and has a 450 lb. load capacity. A larger rear tire (18" dia. by 8 1/2" wide) gives a 7" road clearance, for handling even tougher fields. Trail Bronc gets 45 mpg so with its 2 quart gas tank you get a range of over 20 miles between fill-ups. And Trail Bronc's handlebars collapse too to make a 29" x 56" x 25" package which can be easily transported. Trail Bronc's a full sized bike in power and performance that adds some of the more appealing features of a mini.



VT-5 shown with accessories

See Order Blank for Prices





ACTUAL SIZE — 22" x 34"

**You really know your machine when you make it yourself.** Heald's big 22" x 34" wall chart assembly sheet steps you through bolting the parts together in 6-8 hours. Tires come mounted on rims and engine comes assembled and mounted to painted, welded frame. All you need is common wrenches, screwdrivers, a drill and pliers (socket wrenches would speed things up but aren't necessary). There are many illustrations, including a full sized identification chart for nuts and bolts. And while you're learning, you'll be earning up to \$20/hour in assembly cost savings.

**Twist throttle** is easy to operate and control. Automatic spring control returns engine to idle when you release grip. **Finned hand grips** give snug grip without tiring your hands over a long day of riding. **Ignition kill button** for panic stops is located on handle bar.

**1 ONE GALLON** = **30** MILES ON A TRYKE  
 UP TO  
**50** MILES ON A BIKE



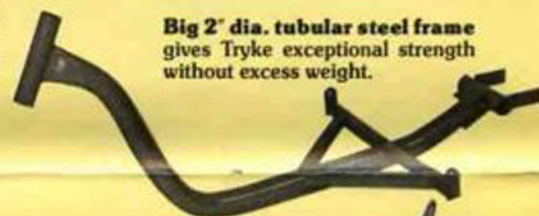
**Four-cycle engines offer pulling power, speed and economy.**

A steady, low-end power makes 4-cycles the choice for pulling wagons and hauling heavy loads, yet when unloaded they move along at a rapid clip. More economical to run than oil-burning 2-cycles, the 4-cycle engine is also easy on maintenance — just check the oil, fill the gas and go. 5 H.P. Tecumseh with rope pull start is the economy winner. 8 and 10 H.P.

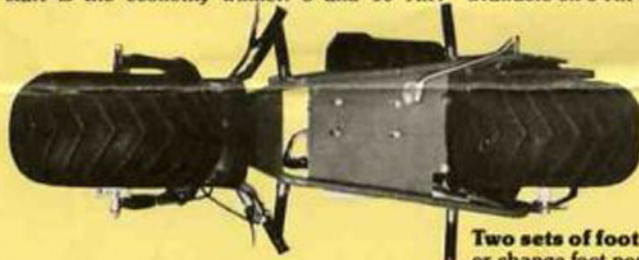
Tecumsehs with cast iron sleeve are tough, mid-range power plants. 11 H.P. Briggs & Stratton is Synchro-Balanced for extra smoothness. 16 H.P. twin Briggs & Stratton gives top speed and peak power. Most engines are alternator equipped so you can choose the accessory package you like. (Electric start not available on 5 H.P. or 8 H.P. engines.)



**1" tubular steel frame** provides strength with minimal weight.



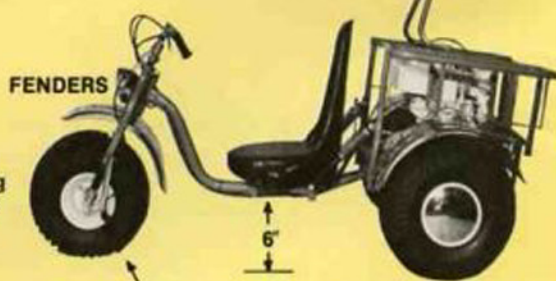
**Big 2" dia. tubular steel frame** gives Tryke exceptional strength without excess weight.



**Full, welded, engine skid pan** protects your engine from rocks, branches and other debris, and from being drenched by puddles.

**Two sets of foot pegs** let you carry a friend or change foot position during a long day of riding, or when hill climbing. Both sets fold up out of the way.

**Full fenders** keep you and your bike looking sharp the entire ride. Chrome plating keeps fenders looking sharp, even with rough treatment.

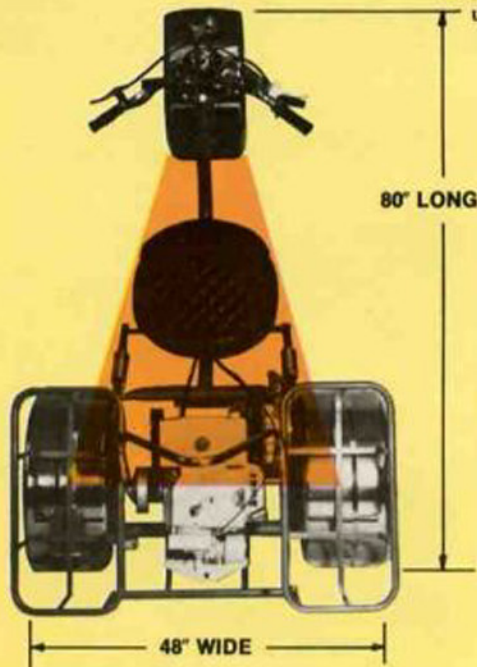


FENDERS

6"

FOOT PEG

**Foot pegs** on front fork fold up out of the way when not needed. **Full, chrome-plated fenders** keep you and your machine cleaner when crossing marshy ground. **6" ground clearance** lets you go through swampy areas, over many ground obstacles without hanging up.



80" LONG

48" WIDE

**Wide triangular stance** (four feet across the rear wheels) makes Heald Trykes exceptionally stable on hills or in loose terrain. There's none of the "tippiness" of smaller three-wheelers.



**A full 6" or more of ground clearance** lets you go where others hang up. Broncs are doubly valuable around a farm in wet weather, where the extra clearance lets you go through over half a foot of mud and water without scraping bottom.

**Motorcycle-type chain drive** (#40 roller) puts small sprocket on jackshaft in optimum power ratio to large sprocket on wheel. **Hand brake** activates on jackshaft using this same power ratio to multiply braking forces, much like power brakes. Jackshaft (small sprocket) turns 6.66 times for rear wheel to turn once.



TORQUE CONVERTER REMOVED FOR PICTURE



# and trykes the most value for your money!

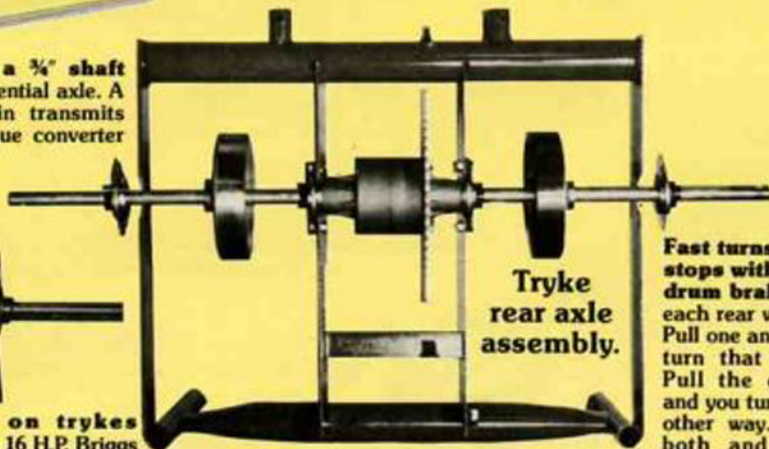


**Optional double seat** lets two ride to double the economy and the fun of your tryke. Great when you have to get to a two-man job fast. Let a youngster be the "driver" on harvesting shuttle runs. Double seat can be ordered instead of bucket seat (at a savings) or as an accessory. Handy storage area under the seat. See accessory page and order blank for details.

**Single bucket seat** provides soft, comfortable ride due to lower center of gravity. It's great for those times you want to get out and enjoy a ride by yourself. **Seat adjusts** forward and back for full comfort whether you're under 5' tall or over 6' tall or somewhere in between.



**Final drive is a 3/4" shaft** with a true differential axle. A #40 roller chain transmits power from torque converter to axle.



**Tryke rear axle assembly.**

**Fast turns and stops with a 6" drum brake** on each rear wheel. Pull one and you turn that way. Pull the other and you turn the other way. Pull both and you stop — fast.

**Reverse gear on trykes** available for 11 and 16 H.P. Briggs & Stratton and 8 H.P. Tecumseh engines. (Not available on 5 H.P.) Provides a drive ratio of 25.5:1 low to 8.5:1 high for more low end power and a slightly lower top speed. New reverse gear gives you complete control and maneuverability from the driver's seat. Press the electric start button and back out of your parking place... shift to forward and you're off and running. Reverse gear opens the outdoor motoring world for everyone — even the physically handicapped.



**Optional 8" hydraulic disc brakes** give surer, no-fade stops. Single, hand operated master cylinder activates both rear wheel brakes simultaneously. Save by ordering instead of band brakes on a new kit. See accessory pages and order blank for details.

**Full front and rear suspension** gives you a comfortable ride no matter the terrain. Spring loaded telescoping shocks in front and two mechanical (bike) or hydraulic (tryke) shocks in rear handle 400 lbs. (bikes) to 600 lbs. (trykes) of riders and/or equipment and still smooth the ride. Tryke's entire back section hinges to the front section to flex over bumps. Instead of a rigid bar to bounce on, you ride in comfort.



**The only difference between the "18" and the "21" models is front fork and tire.** Note the wider "21" fork. The 18 models come with 18" dia., 8 1/2" wide cleat tread front tire and 21" dia., 12" wide Chevron tread rear tires. The 21 models come with the 21" Chevron tire front and rear. Knobby tires may be substituted on all three wheels of the 21 models, but only on the rear of the 18s. Knobbys are only \$8.95 each when ordered instead of standard tires on a new kit. See Accessory pages and order blank for details.

**The only difference between a VT-8 and a VT-812 is the size of the front fork and tire.** Note the wider 812. The VT-8 comes with an 18" dia., 8 1/2" wide cleat tread front tire. The VT-812 comes with a 21" dia., 12" wide Chevron tread front tire. Knobby tires may be used front and back on the VT-812, but only on the back of VT-8. (See Accessory pages for details on knobby tires.)



18 x 8 1/2" wide front tire

21 x 12" wide (knob tire optional)



VT-8 8 1/2" wide

VT-812 12" wide standard tread

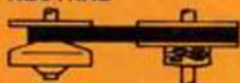
**No need to bother with shifting.** The automatic torque converter keeps you in the best gear for the speed or power you need and for the best possible gas mileage. You just apply the gas and concentrate on the countryside or the chore you're doing.



CLUTCH

DRIVEN PULLEY

NEUTRAL



A. Belt is loose during engine idle.

LOW SPEED



B. As engine speeds up, clutch closes forcing belt up beveled sides. Belt tightens and begins turning driven pulley. Ratio is for power (approx. 18:1) to get going.

INTERMEDIATE SPEED



C. As engine goes faster, clutch continues to close. Belt forces driven pulley wider. Drive ratio is about 10:1.

HIGH SPEED



D. At maximum speed clutch is closed, driven pulley open. Speed drive ratio is about 6:1. System adjusts infinitely and automatically up or down as engine speed and power requirements change.



STANDARD CLEAT

STANDARD CHEVRON

OPTIONAL KNOBBY

**Cleat tread tire** is standard front and rear on VT-2, VT-5 and SST-515, front on VT-8 and all Model 18s. Cleat treads provide good all-around traction on paved and unpaved surfaces. **Chevron tread** is standard rear on VT-8 and all model 18s and standard front and rear on VT-812 and all Model 21s. Chevron provides flotation in off road situations and is very good in sand and mud. **Knobby tread** is optional wherever chevron is standard. It has 420 cleats to bite deep in off road situations for superior traction. Extra thick knobs also wear longer than standard chevron tires. Knobbys may be ordered **instead of** standard tires on a new kit for a substantial savings from the replacement price. See Accessory pages and order form for details.

See Order Blank for Prices



# SPECIFICATIONS

VT-1012



## VT-1012 SUPER BRONC SPECIFICATIONS

Engine: 10 H.P., 331 cc, 4-cycle Tecumseh with cast iron sleeve optional on VT-10 or VT-1012  
 Electric Start: Comet, 3/4" Fiber "B" Belt  
 Torque Converter: 19.9:1 low to 6.6:1 high  
 Drive Ratio: #40 roller chain  
 Final Drive: Hand operated, jackshaft mount, 3 1/2" rear drum. Optional 4 1/2" front drum  
 Brakes: 1" O.D. (.083" wall) tubular steel, full engine skid pan, painted Rebel Red  
 Frame: F/two, spring-loaded telescoping shocks  
 Suspension: R/two, mechanically-dampened spring shocks  
 Ground Clearance: 8"  
 Tires: F&R/21x12.00x8 chevron tread (knobby optional)  
 Weight: 190#  
 Dimensions: W: 30" L: 65" H, seat: 31" H, bars: 40"  
 Load Capacity: 450 lbs.  
 Gas Tank Cap.: 1 gallon (optional 5-quart auxiliary)  
 Top Speed: 45 mph  
 Fuel Economy: 25 mpg

VT-8



VT-812



## VT-8, VT-812, VT-5, VT-2 BRONC SPECIFICATIONS

Engine: 2 & 5-5 H.P., 197 cc, 4-cycle Tecumseh (rope pull start, alternator)  
 8 & 812-8 H.P., 318cc, 4-cycle aluminum Tecumseh (cast iron sleeve, alternator)  
 Electric Start: Not available  
 Torque Converter: 2 & 5—Comet, 3/4" Fiber "B" Belt 8 & 812—3/4"  
 Drive ratio: 2—12:1 to 4:1 5, 8 & 812—19.9:1 to 6.6:1  
 Brakes: hand operated, jackshaft mounted, 3 1/2" rear drum, front brake optional  
 Final Drive: #40 roller chain  
 Frame: 1" (.083 wall) tubular steel, full engine skid pan, painted Rebel Red  
 Suspension: F/two, spring-loaded telescoping shocks R/two, mechanically-dampened spring shocks

	VT-5	VT-2
Ground Clearance:	8"	6"
Tires, front:	VT8: 18x8.5x8 cleat tread VT812: 21x12x8 chevron (Knobby optional)	15x6x6
Tires, rear:	21x12x8 chevron (Knobby optional)	15x6x6
Weight:	132 lbs.	110 lbs.
Width:	30"	25"
Length:	65"	52"
Height, at seat:	31"	27"
Height, at bars:	40"	35"
Bars collapsed:	N/A	28"
Load Capacity:	450 lbs.	400 lbs.
Gas Tank Capacity:	1 gal.	2 qts.
Top Speed:	40 mph	32 mph
Fuel Economy:	30 mpg	50 mpg



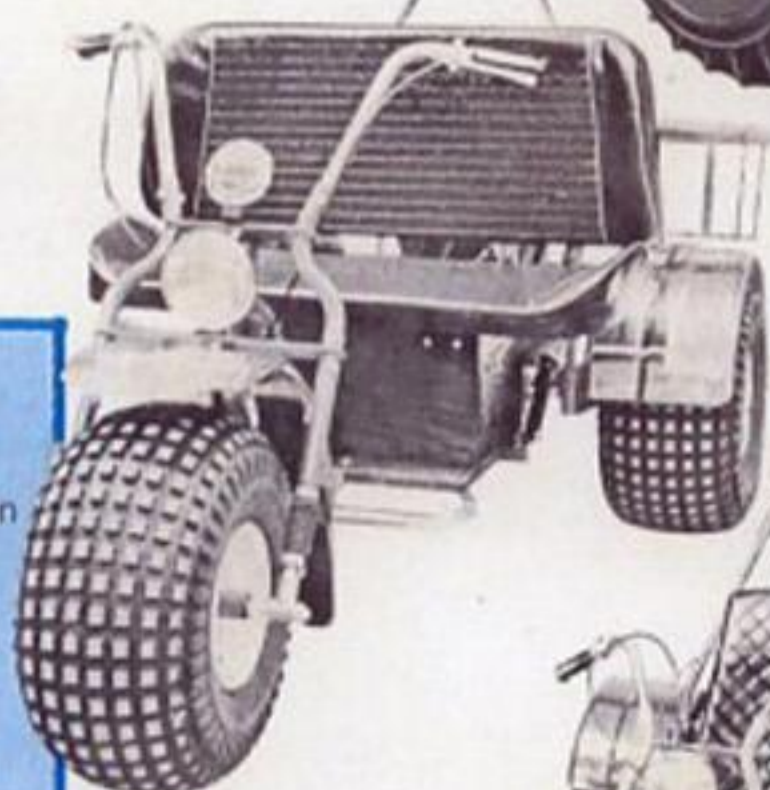
SST-515

## SST-515 TRYKE SPORTSTER SPECIFICATIONS

Engine: 5 H.P. 206-cc, 4-cycle Briggs & Stratton  
 Torque Converter: Comet, 3/4" Fiber B" belt  
 Drive Ratio: 19.9:1 low to 6.6:1 high  
 Final Drive: #40 roller chain  
 Rear Axle: Solid steel 3/4" shaft  
 Frame: 2" tubular steel  
 Tires: Front/15x6.00x6  
 Rear/18x8.50x8  
 Brakes: Hand operated, single 6" drum and band  
 Ground Clearance: 6"  
 Weight: 180 lbs.  
 Dimensions: H: 35" L: 74" W: 43" Wh. Base: 58"  
 Gas Tank Cap.: 3 quarts  
 Fuel Economy: 45 mpg  
 Top Speed: 32 mph  
 Load Capacity: 400 lbs.



SST-16/SST-11



SST-8

## SST-16, -11, -8 SUPER TRYKE SPECIFICATIONS

Engine: 16 H.P., 656 cc, 4-cycle, opposed twin-cylinder Briggs & Stratton  
 11 H.P. 399 cc, 4-cycle Briggs & Stratton (Synchro-Balanced)  
 8 H.P., 318 cc, 4-cycle Tecumseh  
 Electric Start: Standard on 16 and 11 H.P. N/A on 8 H.P.  
 Torque Converter: Comet, series 40 automatic torque sensing, 3/4" wide Fiber "B" belt  
 Drive Ratio: 15:1 low to 5:1 high—SST-16 (SST-8 & 11—18:1 low to 6:1 high)  
 Reverse Gear: Optional on 16, 11 & 8 H.P. (Reduces Top Speed by 15 mph)  
 Final Drive: #40 roller chain  
 Rear Axle: True differential with 1" hardened shaft  
 Frame: 2" tubular steel  
 Tires: Models 18-F/18x8.50x8 cleat tread R/21x12x8 chevron tread (knobby tires optional R only)  
 Models 21-F&R/21x12x8 chevron tread (knobby tires optional F&R)  
 Brakes: hand operated 6" drum and band on each rear wheel (8" hydraulic disc brake optional)  
 Ground Clearance: 6"  
 Weight: 280 lbs. SST-16: 335 lbs.  
 Dimensions: H: 38" L: 80" W: 48" Wh. Base: 56"  
 Gas Tank Cap.: SST-8—1 gal.  
 SST-11—1 1/2 gal.  
 SST-16—3 1/4 gal. (bench seat or toterack required)  
 Fuel economy: SST-16—20 mpg  
 SST-11—25 mpg  
 SST-8—30 mpg  
 Top Speed: SST-16—50 mph  
 w/standard SST-11—45 mph  
 transmission SST-8—40 mph  
 Load Capacity: 600 lbs.