
WE FIRMLY BELIEVE THAT YOUR HARDWARE SHOULD BE THE LAST THING ON YOUR MIND AS YOU'RE SCREAMING TOWARDS THE EDGE.
syncros
syncros
94

WHEN SYNCROS first sprang into being in a cluttered garage in 1986, mountain biking was still barely more than a glimmer in the eye of a handful of thrill-seeking, self-destructive pioneers riding lumbering, prehistoric mountain and modified road gear over anything that wasn't nailed down. We know, because we still bear some of the scars.



Our mission, even from the very beginning, was to design and build components that could withstand our own unforgiving, and often insane, needs. Along the way, we've succeeded in defining a standard of strength, performance and durability that's now the benchmark for the entire hardcore cycling world.



Today, championship racers around the world demand our **Pro Series**™, **Hardcore**™ and **Altura**™ components for that race-winning edge — among them, '92 World Cross Champ and '93 Silver Medalist Mike Kluge, '92 World X-C Champ Sylvia Furst, and Michellie Jones '93 World Triathlon Champ.



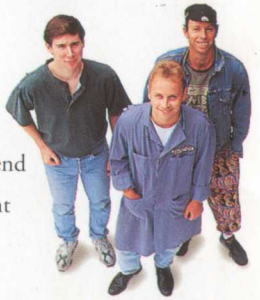
We firmly believe that your hardware should be the last thing on your mind when you're screaming towards the edge. That's why every Syncros component is built to deliver optimal,



bomb-proof performance under the most brutal conditions. A remarkable union of old world craftsmanship, precision C.N.C. machining, custom drawn aerospace titanium and aluminum alloys, Syncros components surpass the most exacting standards in the industry.



This year, our line of components continues to shred into uncharted territory, forever pursuing the magical blend of strength, light weight

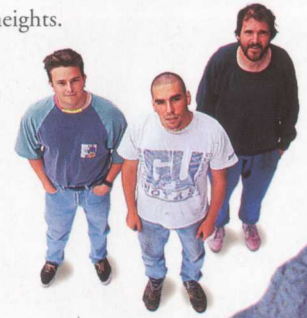


FROM OUR HOME IN THE LUSH COASTAL MOUNTAINS OF BRITISH COLUMBIA OUR DEDICATED TEAM HAND BUILDS QUALITY, BOMB-PROOF COMPONENTS FOR HARDCORE RIDERS WORLDWIDE.





and ergonomics. From the familiar Syncros components that are continuously being refined and perfected, to our new, ultralight **Revolution**™ crankset, the strongest crankset in the world, and our new **Pro-Series**™ and **Hardcore**™ hubs, we continue to push the bounds of performance to new and yet unexplored heights.



At the centre of our remarkable success is the Syncros team of committed (often literally) hardcores, local bros' and world-class designers. Since the very beginning, we've conceived, designed and crafted every Syncros component as though it was our very own, in response to our all out approach to riding, to component building, and to life.





We hope you enjoy our efforts for this new year.

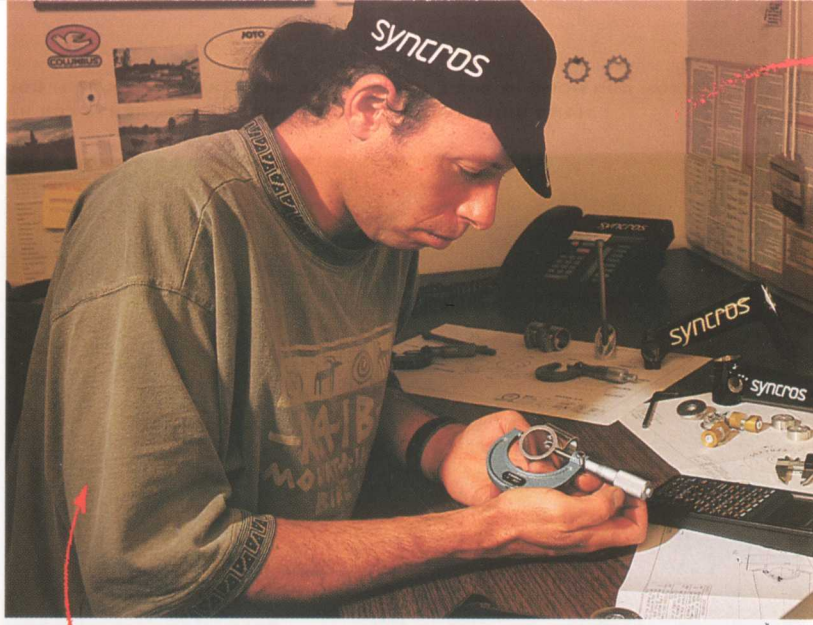


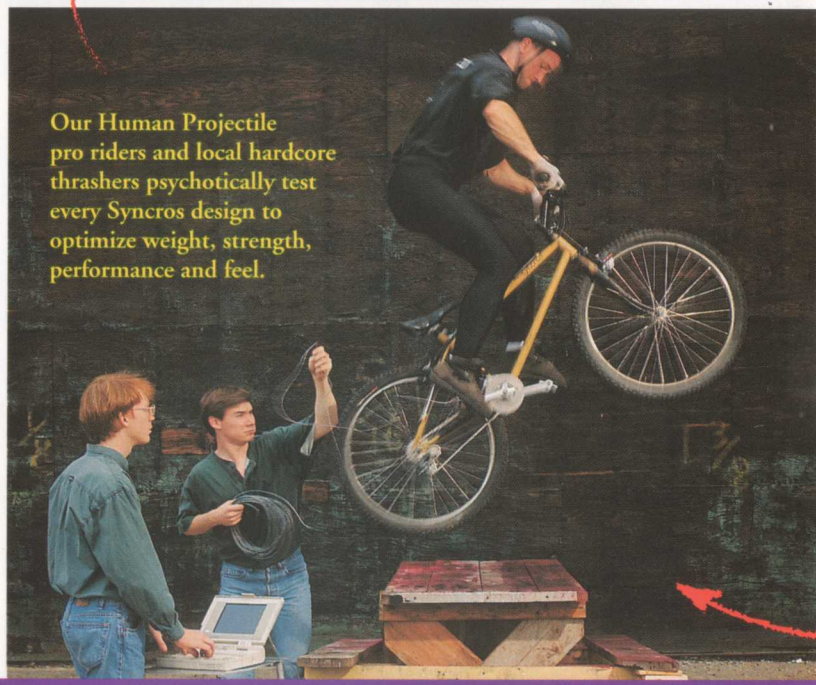
"ALLEGIANCE TO OBSOLETE IDEAS AND PETRIFIED OPINIONS HAS NEVER YET BROKEN A CHAIN OR FREED A HUMAN SOUL." —MARK TWAIN

OUR notorious rejection of the status quo and our loathing of fleeting trends are most in evidence in our rabid devotion to design and testing. A mystical blend of intuition, engineering expertise and the hottest CAD design technology, product development represents the most crucial and intensive stage of Syncros' manufacturing process. For those who, like us, refuse to be held back by convention, the reward is state-of-the-art componentry that leads, rather than follows.

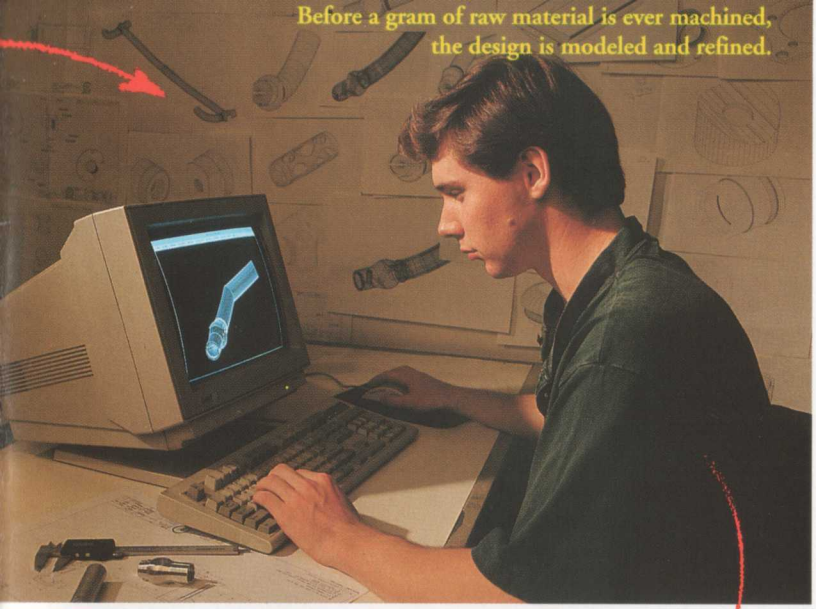
LONG before a gram of metal is ever machined, a component is put through its paces inside a computer using cutting-edge CAD (Computer Aided Design) and 3-D solid modeling technologies. Here, materials and designs are honed to optimize performance and ensure a lifetime of bomb-proof durability.

Then, the real testing begins. First, we equip a test bike with electronically-monitored prototype components. The component-mounted strain gauges and accelerometers are then linked to a computer that collects the real-life data as the bike is run through 24 separate disciplines ranging from 6-foot jumps to 50 M.P.H. downhills. This real-life data then determines the performance requirements of a component, and is used to program the testing machines in the lab.





Our Human Projectile pro riders and local hardcore thrashers psychotically test every Syncros design to optimize weight, strength, performance and feel.



Before a gram of raw material is ever machined, the design is modeled and refined.



"The Blue Meany" is programmed to simulate the real-life loads that a component experiences during a lifetime of white-knuckle rides.

IN A SERIES of static tests The Blue Meany (our brilliantly sadistic computer-driven testing apparatus) gradually pushes a new component to the point of destruction (and just a little beyond) while we electronically monitor force, deflection and micro-strain. This allows us to quantifiably compare our lab results with data gathered in the field. This test ensures optimal strength and stiffness for the ultimate bomb-proof ride.

Then we simulate the abuse of an all-out crash by slamming a component with bone-crushing amounts of force in our impact tester. This ensures that every Syncros component is virtually destruction-proof.

Of course, most of the abuse that any component endures is in the years of perpetual excess. That's why we fatigue test our components. Using the real-life data previously gathered in the field, we program The Blue Meany to replicate thousands of gut-wrenching miles — for up to 10,000,000 cycles of stress — all inside the sanctity of our lab.

It's an exhaustive and time-consuming process, but it's the only way to ensure integrity under the pressures of the real world. Not surprisingly, we're the only ones who go to such extreme lengths. It's by far the highest standard in the cycling world.

FINALLY there's the ultimate test — Human Projectiles. Because computer design and bench-top testing provide only part of the picture, our team of hardcore pro testers and world-class racers — among them David Baker, Martin Stenger and Allyson Sydor —ride each new design through hell, back through hell, and up and down the world's most ruthless trails and race courses, in a relentless effort to optimize performance, feel and ergonomics.

From our very first '86 **Cattleprod**™ stem to our new, s—t hot, magnesium **Pro Series**™ front hub, every last Syncros design has pioneered new techniques in mountain bike material application and fabrication. For that rare breed of rider who's driven to be first, what we offer is the edge which comes with blazing one's own trail.

A CHAIN is only as strong as its weakest link. Nowhere does that adage hold more truth than in the world of mountain bike racing. Here, the quest for perfection leads ever closer to the edge, where there isn't room for anything, least of all any doubt. Not in yourself. And certainly not in your bike.

Developed to satisfy the strength, weight and performance needs of elite racers like Martin Stenger, David Baker and our own Bad Luck Chuck, our Pro Series™ components have been devouring the competition from local races to the Grundig World Cup.

This year, our Pro Series components continue to redefine the bounds of performance, shedding weight and trimming seconds in the crucial search for speed. Together our components promise a union of man and machine for the penultimate race-winning edge.

Extreme riders, hell-bent on thrashing terrain and gear alike, have come to trust our Hardcore™ components for their extraordinary, bomb-proof performance. From our supertough seatposts to our indestructible stems and hubs, Syncros Hardcore components are built to endure the rigors of shredding without the penalty of added weight. If you're that special breed of psycho who never has light days, here's the edge that could prove to be the difference between clean and scream.



TWO YEARS ago, the world discovered our Altura road racing components, as Mike Kluge, Kenny Souza and the Coors Light Team rode them to victories, blowing away records as well as the status quo.

Based on the same race-proven technology that produced the world-class off-road Cattleprod™, our Altura™ was the world's first TIG-welded tubular aluminum road racing stem. More importantly, it's still one-third lighter than any forged aluminum stem on the globe. And of course, it's significantly stiffer than even the stiffest titanium stem.

This year, Altura components continue to drop the competition off the back, with our new road Revolution™ crankset, our new superlight, Magnesium front hub, and the MPR™ (Mo' Power Racing) Fasteners, the lightest of their kind on the orb.

In a sport where time waits for no one, and seconds may as well be years, we continue to set tradition on its aching little rear.



OUR CATTLEPROD™

and **Cattlehead**™ (pat. pending) stems represent the state-of-the-art in modern mountain bike componentry. Using the unique, energy absorbing characteristics of 6061T6 hard-drawn, solution heat-treated aircraft aluminum, our stems can absorb three times the shock of prehistoric Cromoly stems.

Unlike flexy Ti stems, our massive, differentially tapered extension tube and twin-bolt monocoque handlebar clamp deliver the ultra-rigid, hairpin precision steering and finger-tip control you need to snake through the maze of rocks and trees.

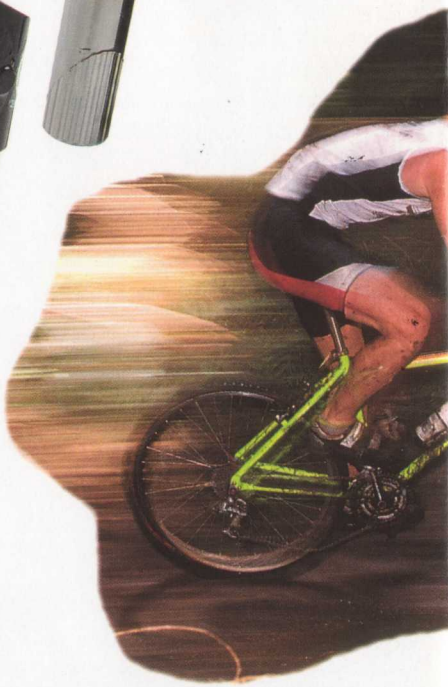
Our tireless quest for perfection is often revealed by attention to crucial details. Take the Syncros **Power Zit**™, which is the little bump on the stem where the weld ends. As minor as it may seem, the **Power Zit** represents a significant development in stem quality, strength and durability.



While every weld eventually has to end, most ends are positioned out of sight for cosmetic reasons. Notorious for developing hairline shrinkage cracks during cooling, the weld-end is the weakest part of the weld. By building up our **Power Zit**, grinding away the cracks, and positioning it on the neutral axis of the stem (the axis which experiences the least amount of stress) we produce a significantly stronger and longer-lasting weld. On every single stem we build.



HAND-MADE FROM HARD-DRAWN 6061T6 AIRCRAFT ALUMINUM, AND SOLUTION HEAT-TREATED AFTER WELDING FOR MAXIMUM STRENGTH AND FATIGUE RESISTANCE. ONLY 210G (1 1/8 X 120 X 0°). AVAILABLE IN 84 SIZES TO OPTIMIZE FIT.



INGENIOUSLY DESIGNED FOR AHEADSET™ SYSTEMS, THE CATTLEHEAD™ FEATURES THE ORIGINAL RECESSED SPLIT COTTER CLAMP MECHANISM, AVOIDING PROTRUDING BOLTS THAT MIGHT END UP SHREDDING YOUR NUTS.

THE DIFFERENTIALLY TAPERED EXTENSION TUBE PROVIDES EXCEPTIONAL LATERAL RIGIDITY FOR PRECISE STEERING, COMBINED WITH SUPERIOR VIBRATION DAMPING FOR A COMFORTABLE RIDE.



OUR HANG DOGGY™ RETROFIT CABLE-HANGER FEATURES A SELF-LUBRICATING BRASS CABLE GUIDE TO KEEP YOUR CABLE RUNNING FREE AND SMOOTH AT A MERE 25G.



NEW MONOCOQUE HANDLEBAR CLAMP GENERATES HIGH PRESSURE FOR MAXIMUM HANDLEBAR RETENTION.



OUR BRILLIANT NEW WEDGE LOC™ IS DESIGNED TO REPLACE THE STAR-FANGLED NUT FROM AHEADSET SYSTEMS, DELIVERING A FAR SUPERIOR HOLD ON THE STEERER TUBE, AND MANY MORE ADJUSTMENT-FREE RIDES.

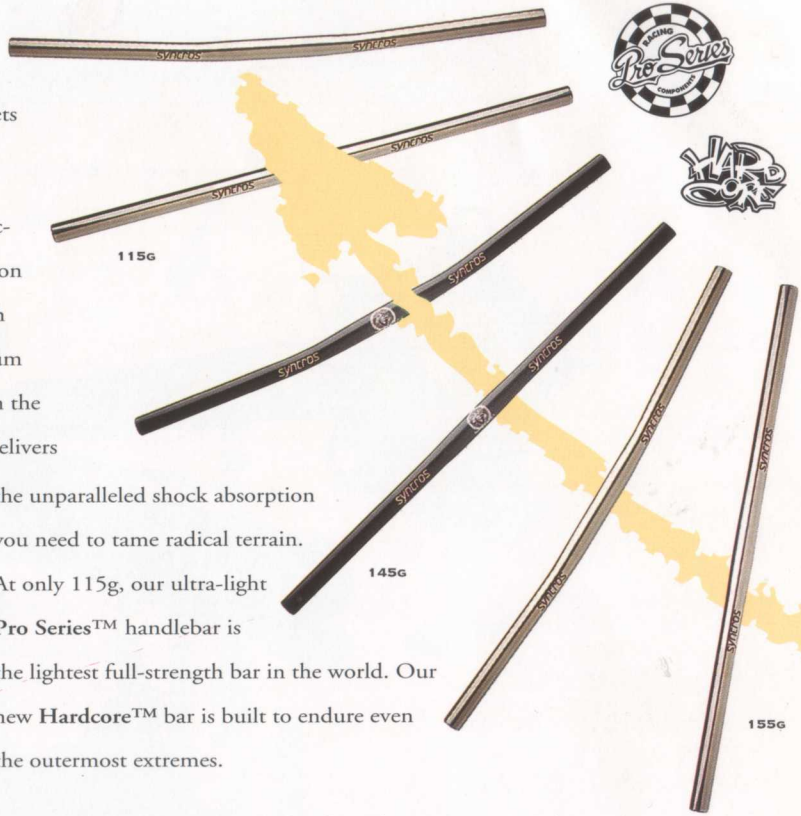


WITHOUT EXCEPTION, high-performance bulged handlebars suffer from one common and fatal flaw. While the tube-ends are cold-drawn for added strength, everyone forgets about the most stressed part of all —the bulge.

The Syncros solution was to pioneer a new technique of producing a cold-worked bulge. By cold-drawing the center section of the bar, we're able to strengthen the bulge area, which makes our hard-drawn titanium and 7075T78 aluminum handlebars stronger than virtually any other bar on the market. Meanwhile, our taperwall construction delivers the unparalleled shock absorption you need to tame radical terrain. At only 115g, our ultra-light **Pro Series**™ handlebar is the lightest full-strength bar in the world. Our new **Hardcore**™ bar is built to endure even the outermost extremes.







Syncros Horns™ continue to be the only true ergonomic bar ends on the market. Designed with an inward cant to match the natural orientation of your hands, Syncros **Horns** significantly reduce arm strain and increase available power for all-out climbs and sprints.

This year, to make installation even easier, we've redesigned our mounting system. This means the only **Horns** with an ergonomic palm rest are now easier than ever to bolt on. So grab hold of our original **Steerhorns** or **Longhorns** for more aggressive riding positions, or our new **Prohorns** for the truly bent.



NEW PROHORNS WERE DEVELOPED TO RESPOND TO THE DEMANDS OF RACERS LOOKING FOR OUR TRADITIONAL, ERGONOMIC PALM REST IN AN L-BEND CONFIGURATION.



CLOSED-CELL, UV RESISTANT FOAM PROVIDES CUSTOM SHOCK-ABSORPTION ON LONG AND HAIRY RIDES.

INGENIOUSLY DESIGNED TO SIMPLIFY MOUNTING AND REDUCE WEIGHT WHILE RETAINING THE SUPER-COMFORTABLE, ERGONOMIC PALM REST.



TODAY'S SUPER TRENDY

"lightweight" aluminum cranks are perhaps the ultimate example of dogged adherence to mindless fashion. While titanium and aluminum may be the materials of choice for many parts of your bike, they're simply too soft to efficiently transfer your mettle to the pedal.

Our new **Revolution Crank™** (pat. pending) is the product of a truly ground-breaking technology, one that opts for strength and rigidity, as well as ultralight weight. Three times stiffer and twice as strong as any lightweight crank on the market, our custom-drawn, tubular True Temper OX3 crank arms provide virtually flex-free power transmission, which means less wasted energy, more power, and more speed. At a head-turning 410g, they're among the lightest cranks in the world.







THE UNIQUE, ONE-PIECE POWERDISC SPIDER REDUCES CHAINRING DEFLECTION AND OPTIMIZES POWER TRANSFER. AVAILABLE IN MOUNTAIN, ROAD, AND NEW "COMPACT DRIVE" SIZES.

THE ONLY LIGHTWEIGHT CRANK IN THE WORLD WITH A COLD-FORGED TAPER SOCKET. THE 125 TON COLD-FORGING INCREASES THE METAL HARDNESS IN THE TAPER, GUARANTEEING A STRONGER AND FAR MORE DURABLE FIT ONTO BOTTOM BRACKET SPINDLES.



True Temper

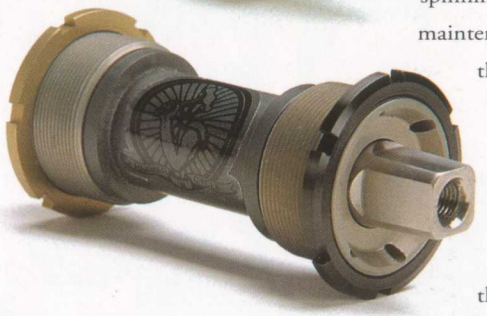


THE HARDCORE™ BOTTOM BRACKET FEATURES PRECISION INA DOUBLE-ROW ANGULAR CONTACT BEARINGS FOR MORE EVEN DISTRIBUTION OF LOAD. BOMB-PROOF STIFFNESS FOR INDUSTRIAL GRADE RIDING.

NO COMPONENT suffers more abuse, mud and neglect, and is more critical to pedalling efficiency, than your bottom bracket. Bottom bracket flex, ball bearing wear and invasive crud exponentially increase friction and rob power from your drivetrain.



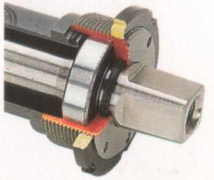
Eight independent rubber seals keep our precision-ground cartridge bearings free-spinning and virtually maintenance-free. But that's only the beginning. Our radical out-board-bearing placement overcomes the prob-lems associ-ated with titanium spindle flex by dramati-cally reducing spindle overhang. This unique outboard placement simultaneously increases bearing life and allows our bottom bracket to be compatible with 68mm, 70mm and 73mm BB shells. And because both cups are fully adjustable, you can micro-tune your chainline for a life-time of perfect shifting.





INGENIOUS, ULTRA-LIGHT TI CRANK BOLT AND PULLER IN ONE. PRECISION MACHINED FROM TI6AL4V WITH COLD-ROLLED THREADS FOR TOUGHNESS, TIODIZED TO PREVENT SEIZING. HALF THE WEIGHT OF CONVENTIONAL BOLTS AT A MERE 18G.

PRECISION MACHINED, HEAT-TREATED TI6246 SPINDLE WITH OUR REVOLUTIONARY OUTBOARD-BEARING PLACEMENT DELIVERS A SUPER-STIFF RIDE AT LESS THAN HALF THE WEIGHT OF CROMOLY. PRO SERIES 155G. HARDCORE 180G.

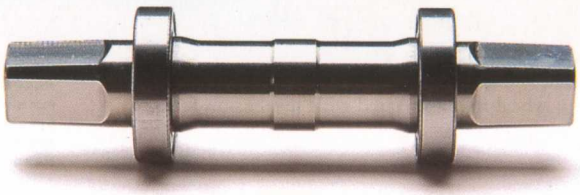




This year, our **Hardcore™** bottom bracket has been redesigned with a revolutionary, super-tough INA bearing system. The unique double-row angular contact cartridge bearings distribute bearing surface pressure more evenly, allowing them to handle up to three times the load of any (yes, any) other bottom bracket on the market. All of which translates into less maintenance and a smoother, more bomb-proof ride at less than half the weight of traditional Cromoly units.







THE PROBLEM with even the most hyper-trendy "premium" hubs is that the bearings can't be adjusted, so that after a few months of riding, bearing wear has induced play at the rim and a terminal case of the shakes. Which ironically, is precisely the problem oversized hubs are supposed to overcome.



Our new Syncros front hubs are the only oversize hubs in the world with adjustable bearings. This allows you to adjust the pre-load as your bearings wear (as all bearings will), for more precise steering response and significantly longer bearing life.

Designed around a massive, oversize, heat-treated, ceramic-coated Zicral axle, our new hubs deliver super-stiff precision tracking while virtually eliminating the hazardous wheel-flop associated with suspension forks.

Our ultra-light **Pro Series**™ magnesium hub weighs in at a remarkable 105g and, for you downhill extremists, our **Hardcore**™ hub employs the same bomb-proof axle and bearing, encased in an indestructible aerospace aluminum shell.





PRECISION CNC MACHINED WIDE FLANGE HUBS FOR A STRONGER WHEEL. PRO SERIES™ 105G HARDCORE™ 125G





ACCORDING TO a recent user survey by Mountain Bike Action, Syncros seatposts are the most popular high-performance posts in the world.

Never content to rest on our laurels, we've improved it further for '94. Our clamping mechanism has been redesigned with brass rotary pivots to generate stronger, more positive saddle retention, and our new cradle employs twin-tension webs to increase strength and reduce weight. Of course, while most so-called "micro-adjustable" seatposts still rely on awkward, old-fashioned teeth to maintain seat-angle, ours continues to employ the world-famous Syncros twin jacking-bolt mechanism that delivers true infinite micro-adjustment for dialed-in, optimal saddle position.

Hand-crafted from custom drawn, heat-treated Ti 3Al2.5V Titanium, our **Pro Series**™ seatpost is the lightest on the market at an impressive 185g (26.8 x 330mm). The unique vibration damping characteristics of the Ti pillar promise the plushest of off-road rides. For heavier, more gravitationally challenging riders, our **Hardcore**™ seatpost is precision-turned from hard-drawn 7075T78 tubing to endure a lifetime of cruel excess.



OUR UNIQUE, INFINITELY MICRO-ADJUSTABLE CAP WITH ROTATING PIVOTS REDUCES STRESS ON THE BOLTS, FOR SUPERIOR STRENGTH, MICROADJUSTABILITY AND TRULY DIALED GEOMETRY.

AVAILABLE IN 330 AND 425MM LENGTHS, IN ALL STANDARD AND NON-STANDARD SIZES.

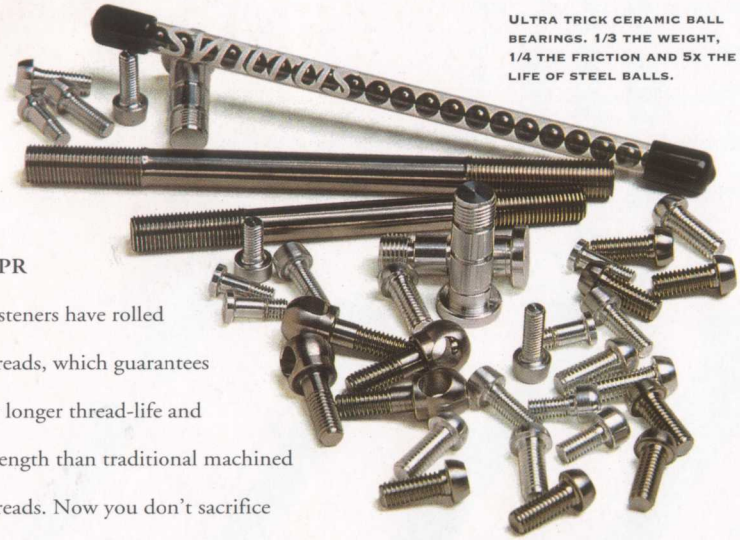


PRO SERIES™
TI3AL2.5V, 185G
(26.8 x 330)

HARDCORE™
7075T78, 210G
(27.2 x 330)

NEARLY HALF THE WEIGHT

of conventional Ti bolt kits, MPR™ (Mo' Power Racing) Fasteners are crafted from wrought titanium and Zicral alloys. Developed specifically for aerospace applications, Zicral has nearly twice the strength-to-weight ratio of Ti. But that's only part of the story.



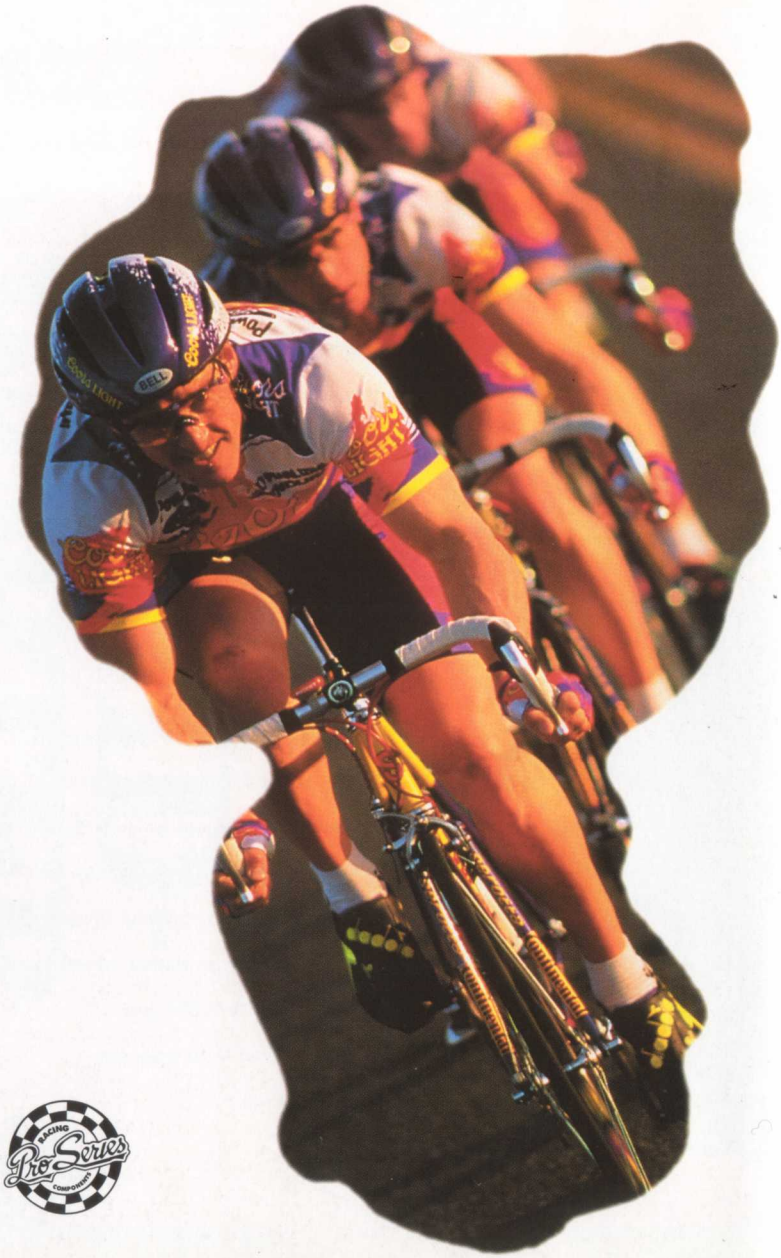
ULTRA TRICK CERAMIC BALL BEARINGS. 1/3 THE WEIGHT, 1/4 THE FRICTION AND 5X THE LIFE OF STEEL BALLS.

MPR Fasteners have rolled threads, which guarantees far longer thread-life and strength than traditional machined threads. Now you don't sacrifice strength in order to shed critical mass.



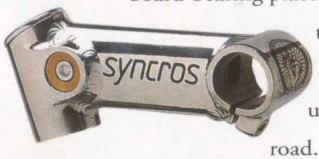


CRAFTED FROM ZICRAL, A HIGH-TECH, AEROSPACE FASTENER THAT'S HALF THE WEIGHT OF TI, OUR ULTRALIGHT Z-BOLT IS CERAMIC-COATED AND FEATURES SUPER-TOUGH COLD ROLLED THREADS FOR EXTRAORDINARY WEAR RESISTANCE. TEAMED WITH OUR NEW, HOLLOW "PEACE WEDGE", THE LIGHTEST STEM BOLT IN THE WORLD IS NOW A FEATHERWEIGHT 25G.



SELECTED BY the Coors Light Racing Team for a second consecutive year, the **Altura**™ road racing stem is more than 100g lighter than any forged alloy stem in the world. Despite this phenomenal light weight, it's still significantly more rigid and precise than any other stem in the peleton. The **Altura's** unique super-strong bi-oval extension tube with differential wall thickness delivers hairpin precision steering and unmatched rigidity for crucial climbs and sprints.



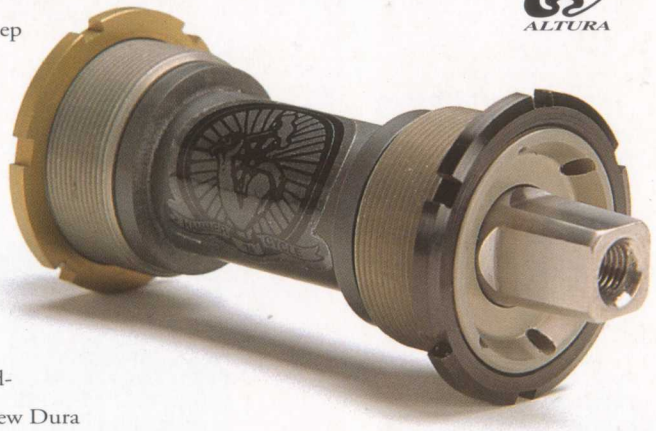




The road **Revolution**™ crankset delivers the same incredible stiffness and strength as our off-road version, with a **Powerdisc**™ configuration for road racing chainrings. Custom drawn, tubular True Temper arms provide nearly 100% efficient power transmission to your rear wheel at 430g.



Reducing mass and friction is critical in the bid against time. At an incredible 105g, our superlight, ultra-stiff Ti bottom brackets have 8 independent rubber seals to keep you spinning friction-free. What's more, our radical outboard-bearing placement makes them by far the stiffest unit on the road. And they're compatible with all high-performance road-cranks, including the new Dura Ace™.



Increasingly the standard in world-class competition, our **Altura** Ti seatposts deliver the ultimate in superlight performance at just 165g (27.2 x 230mm). And for riders who hold to the virtues of aluminum, our superstrong 7075T8 aluminum post leads the pack, at a mere 185g (27.2 x 230mm). This year, we've redesigned our micro-adjustable cap with brass rotary pivots for superior seat retention and effortless seat angle adjustment. Which means that fine-tuning your riding position just got even easier.



And our ingenious Titanium **Crank-O-Matic**™ crank bolt and puller weigh in at just 18g per pair. Precision machined from Ti6Al4V, they're tiodized to prevent seizing.



Coors LIGHT CYCLING TEAM

FROM OUR NEW super-breathable "Psycho-Paisley Jersey" to our extra-thick cotton T-shirts and caps, our mission is to keep you cool and comfortable as you leave your fellow riders gasping in your dust.







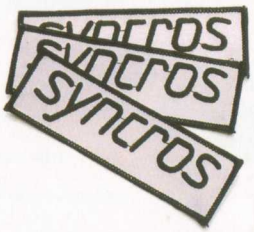


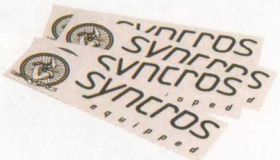












TECHNICAL SPECIFICATIONS

CATTLEPROD™ STEM

Material:
- Stem: Wrought 6061T6 aluminum, hand TIG welded, solution heat treated & artificially aged. Epoxy powder coated or polished fiinsh
- Pinch bolts: 4340 Cromo, heat treated, zinc plated
- Expander bolt: Ceramic coated Zicral alloy
- Thread: M8 x 1.0 cold rolled

Weight: 210g - 120 x 0° x 1"Ø polished

Sizes:
- Length: 110 - 160 x 10mm
- Rise: Low 0°, High 15°
- Quill: Ø- 7/8" (22.2mm) for 1" fork
  Ø- 1" (25.4mm) for 1 1/8" fork
  Ø- 1 1/8" (28.6mm) for 1 1/4" fork

CATTLEHEAD™ STEM

Material:
- Stem: Wrought 6061T6 aluminum, hand TIG welded, solution heat treated & artificially aged. Epoxy powder coated or polished
- Pinch bolts: 4340 Cromo, heat treated, zinc plated
- Cap/Wedgeloc: Die cast AZ91D magnesium, 27g
- Thread: M6 x 1.0

Weight: 175g - 120 x 0° x 1" Ø polished

Sizes:
- Length: 110 - 160 x 10mm
- Rise: Low 0°, High 15°
- Steerer clamp: Ø- 1" (25.4mm) for 1" fork
  Ø- 1 1/8" (28.6mm) for 1 1/8" fork
  Ø- 1 1/4" (31.8mm) for 1 1/4" fork

ALTURA™ STEM:

Material:
- Stem: Wrought 6061T6 aluminum, hand TIG welded, solution heat treated & artificially aged. Epoxy powder coated or polished
- Pinch bolt: 4340 Cromo, heat treated, zinc plated
- Expander bolt: Ceramic coated Zicral alloy
- Thread: M8 x 1.0

Weight: 185g - 110mm

Sizes:
- Length: 70 - 150mm x 10mm (110 - 130 x 5mm)
- Angle: -17.5° (strada)
  -30.0° (pista)
  0.0° (tri)
- Quill: Ø- 22.2mm
- Clamp: Ø- 26.4mm, 26.0mm

ALTURA™ AHEADSTEM:

Material:
- Stem: Wrought 6061T6 aluminum, hand TIG welded, solution heat treated & artificially aged. Epoxy powder coated or polished
- Pinch bolt: 4340 Cromo, heat treated, zinc plated
- Cap/Wedgeloc: Die cast AZ91D magnesium, 27g
- Thread: M6 x 1.0

Weight: 160g - 110mm

Sizes:
- Length: 110 - 130 x 5mm
- Angle: -17.5° (strada)
- Quill: Ø- 22.2mm
- Clamp: Ø- 26.4mm, 26.0mm

CRANK-O-MATIC™

Material:
- Bolt: Ti6Al4V titanium M8 x 1.0 cold rolled thread
- Washers: Bronze thrust bearings
- Cap: Hard anodized Zicral alloy
- Thread: M22 x 1 roll formed

Weight: 18g/pair

PRO SERIES TI BOTTOM BRACKET:

Material:
- Spindle: Ti 6Al 2Sn 4Zr 6Mo titanium
- Cups: Hard anodized 6061T6 aluminum, cold rolled thread
- Rings: Al 7075T6, right hand thread - gold anodized,left hand thread - black anodized, Italian thread red anodized
- Bearings: 2 - SKF, 61903-2RS

Weight: 155g - 103mm spindle

Sizes:
- Spindle: 103, 105, 107, 109, 111, 113, 117.5, 122.5, 127.5, 131mm
- Cups: 1.370 x 24T.P.I., LH, RH (English)
  36mm x 24T.P.I. RH (Italian)

HARDCORE TI BOTTOM BRACKET:

Material:
- Spindle: Ti 6Al 2Sn 4Zr 6Mo titanium
- Cups: Hard anodized 6061T6 aluminum, cold rolled thread
- Rings: Al 7075T6, right hand thread - gold anodized,left hand thread - black anodized,
- Bearings: 2 - INA, 3903-2RS

Weight: 180g - 113mm spindle

Sizes:
- Spindle: 107, 109, 113, 117.5, 122.5, 127.5, 131mm
- Cups: 1.370 x 24T.P.I., LH, RH (English)

Z-BOLT™

Material:
- Bolt: Ceramic coated Zicral Alloy, heat treated
- Wedge: 6061T6 aluminum, hollow section

Weight:
- Bolt: 18g
- Wedge: 9g 1" Ø

Sizes:
- Thread: M8 x 1.0 cold rolled thread
- Wrench: 6mm Allan
- Wedge: Ø- 22.2mm
  Ø- 25.4mm
  Ø- 28.6mm

PRO SERIES HANDLEBARS

Material:
- Al - 7075T78 cold drawn, bulge formed, taper wall aluminum, hard black anodized or polished finish
- Ti - 3AL2.5V bulge formed titanium, hand polished finish

Weight: Al - 115g
Ti - 155g

Bends: 5° bend, 0° unbent

HARDCORE HANDLEBARS

Material: 7075T78 cold drawn, bulge formed, taper wall aluminum, hard black anodized or polished finish

Weight: 145g

Bends: 5° bend, 0° unbent

PROHORNS™

Material:
- Horns: 6061T6 aluminum, hand TIG welded, epoxy powder coat finish
- Bolts: 4340 Cromo, heat treated, zinc plated

Weight: 180g

STEERHORNS™

Material:
- Horns: 6061T6 aluminum, hand TIG welded, epoxy powder coat finish
- Bolts: 4340 Cromo, heat treated, zinc plated

Weight: 150g

BIGHORNS™

Material:
- Horns: 6061T6 aluminum, hand TIG welded, epoxy powder coat finish
- Bolts: 4340 Cromo, heat treated, zinc plated

Weight: 200g

PRO SERIES SEAT POST

Material:
- Pillar: Ti3Al2.5V titanium, natural finish
- Bolts: 4340 Cromo, heat treated
- Cap: 6061T6 aluminum, heat treated
- Cradle: 6061T6 aluminum, heat treated
- Rotary nuts: Brass alloy 360

Weight: 185g - 26.8 Ø x 330mm

Sizes: Ø 26.8, 27.0, 27.2, 27.4, 28.6, 29.2, 29.4, 29.6, 29.8, 31.6, 31.8, Length 225 & 330mm

HARDCORE SEAT POST

Material:
- Pillar: 7075T78 cold drawn seamless aluminum, black anodized
- Bolts: 4340 Cromo, heat treated
- Cap: 6061T6 aluminum, heat treated
- Cradle: 6061T6 aluminum, heat treated
- Rotary nuts: Brass alloy 360

Weight: 210g - 27.2 Ø x 330mm

Sizes: Ø 26.0 - 31.8mm x 2mm, Length 230, 330 & 425mm

REVOLUTION™ CRANKSET

Material:
- Arms: Custom drawn True Temper 4130 cromoly, epoxy powder coat finish
- Spider: 7075T6 aluminum, anodized black
- Bolts: Ti 6-4 titanium, cold rolled thread
- Power plate: 2024T3 cold forged aluminum

Weight: 410g - 175mm

Sizes:
- Length: 165, 170, 172.5, 175, 177.5,180mm
- Fits: 109mm bottom brackets
  74 - 110 bolt pattern (mtn)
  58 - 94 bolt pattern (compact)
  130 bolt pattern (road)

PROSERIES HUB

Material:
- Shell: ZK60AT5 magnesium, heat treated
- Spindle: Ceramic coated Zicral alloy, M12 x .75 cold rolled thread
- Locknuts: 7075T6 aluminum, hard anodized, M12 x .75 cold rolled thread

Weight: 105g

HARDCORE HUB

Material:
- Shell: 6061T6 aluminum, heat treated, hard anodized
- Spindle: Ceramic coated Zicral alloy, M12 x .75 cold rolled thread
- Locknuts: 7075T6 aluminum, hard anodized, M12 x .75 cold rolled thread

Weight: 125g

MPR FASTENERS

Material: Ti6Al4V Titanium , Ceramic coated Zicral alloy, roll formed threads

Item	#pieces	Weight	Weight Savings
Rear derailleur	4	9.2g	15.0g
Front derailleur	2	2.3g	6.0g
Control lever	4	5.4g	10.5g
Front brake	5	12.7g	15.3g
Rear brake	5	15.2g	12.8g
Hubs	2	40.3g	37.0g
Crank	23	31.2g	41.0g
Total	45	116.3g	137.6g

HANG DOGGY CABLE HANGER

Material: 6061T6 aluminum black anodized Brass alloy 360

Weight: 30g

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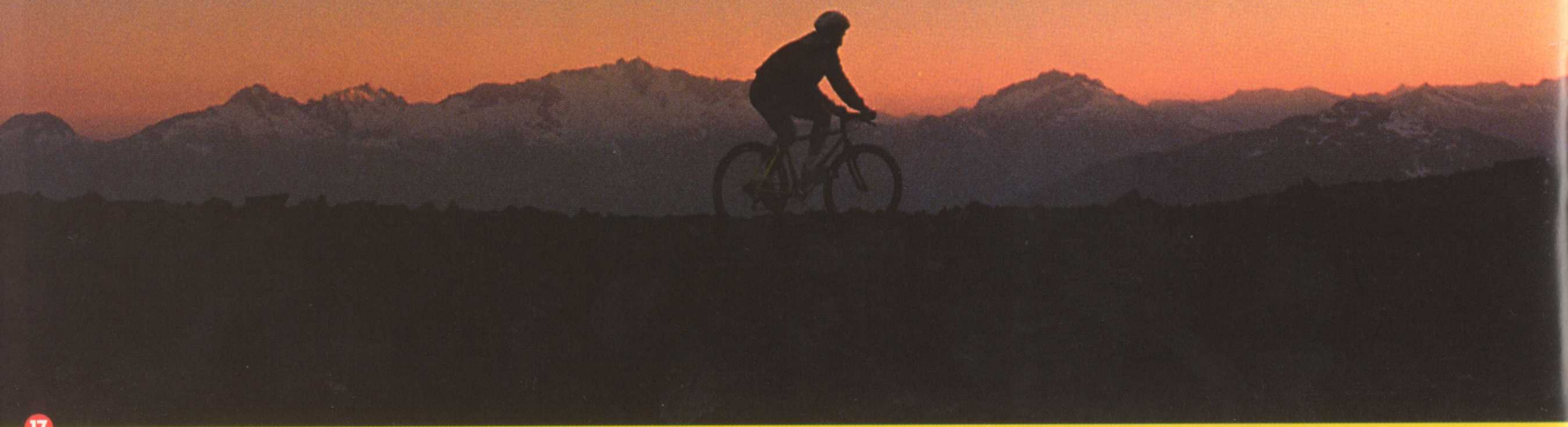
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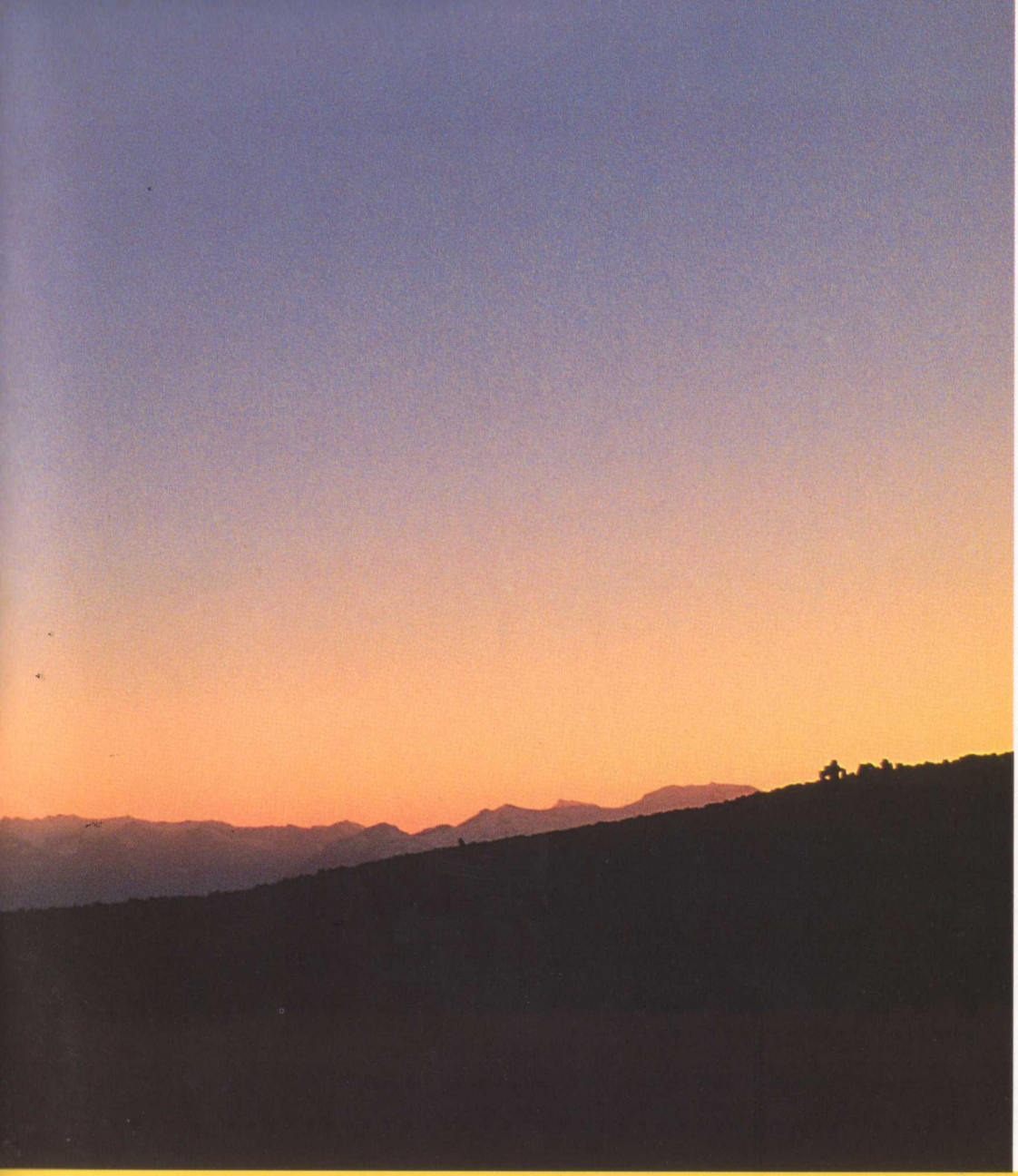
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