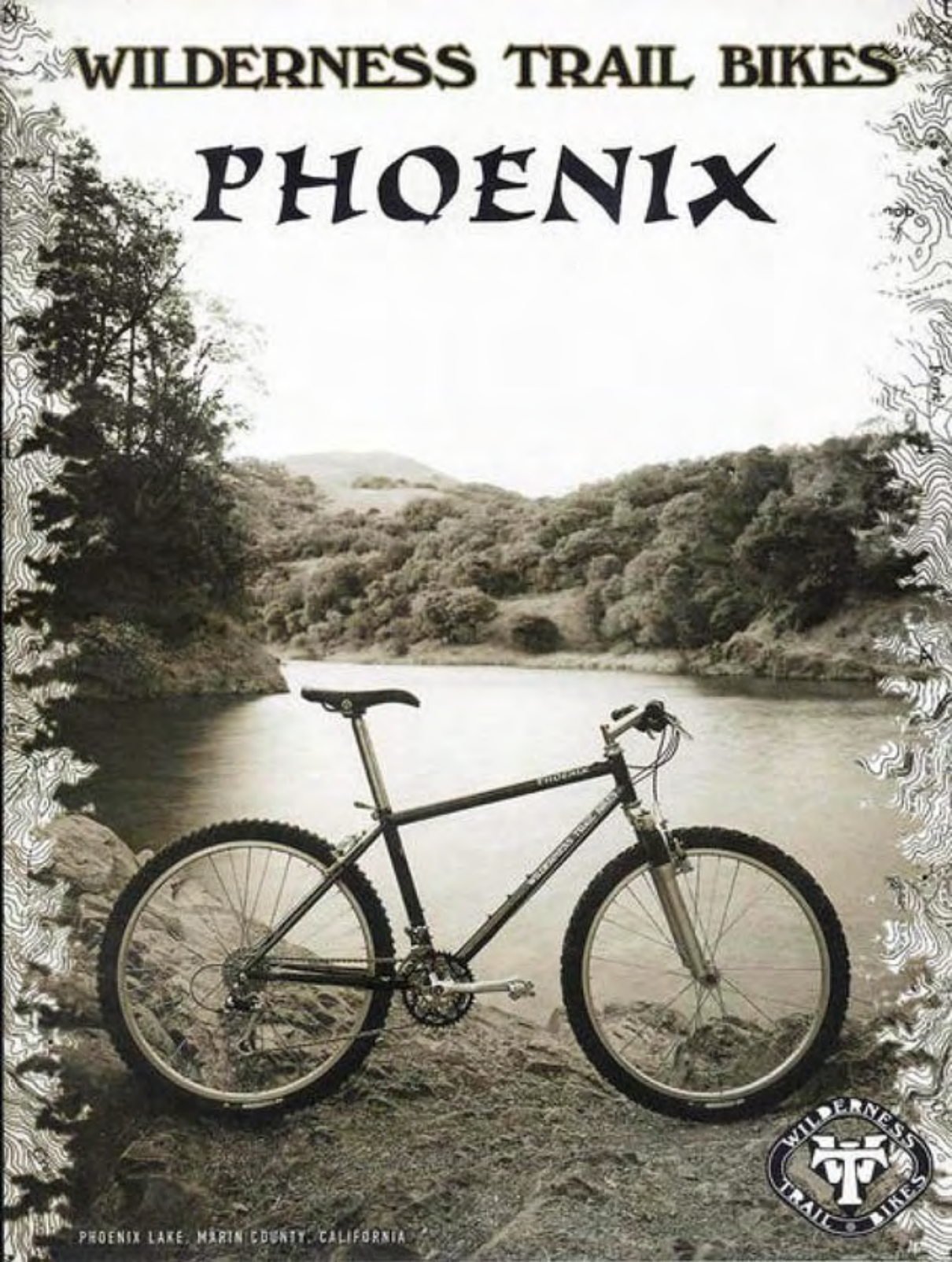
WILDERNESS TRAIL BIKES

PHOENIX



PHOENIX LAKE, MARIN COUNTY, CALIFORNIA

PHOENIX

WTB's PHOENIX frame has risen from the collaborative efforts of its partners. Mountain Bike Hall of Fame members, Mark Slate, Charlie Cunningham and Steve Potts have combined their extensive design and frame building experience with the strategic guidance of Patrick Seidler to bring you a perfectly balanced technical trail bike built for a lifetime of performance and durability.

MATERIALS



WTB believes that steel, aluminum, titanium and carbon fiber can be excellent materials for use in bike frames if applied with a thorough knowledge of their properties and when the fabrication is done with skill and experience. WTB considers steel ideal for the PHOENIX frame for a variety of reasons. Steve Potts knows steel. 16 years of steel welding experience guarantees expert understanding and use of the material. The steel tubing used in the PHOENIX is lively. WTB's choice of tubing diameter and wall thickness insures that power is transmitted effectively. The wide range of tubing choices available in steel allow WTB to tune the ride of the PHOENIX to perfection. The steel tubing used in the PHOENIX has an excellent track record. It is consistent, reliable and tough. It is known to withstand hard use and abuse.

DESIGN

The PHOENIX frame design combines small triangles and large diameter thin wall tubing to resist the torsional and side to side bending loads put on a frame. The radically sloping top tube provides a strong joint at both the head tube and seat tube while allowing vertical flex. Clearance for technical riding and generous standover height are added benefits. The short, large diameter seat tube stiffens the bottom bracket area contributing to more efficient power transmission while the correspondingly longer seat post promotes vertical forgiveness, creating a very effective climber and stable descender. As a whole, the PHOENIX delivers shock-absorbing give without side to side flex and twisting, tracking precisely and transmitting every stroke of power.





INNOVATION

Each PHOENIX frame features 140mm rear drop out spacing. In 1993, WTB initiated the industry's move from 130mm to 135mm rear spacing to accommodate the introduction of 7 speeds. Now, with the popularity of 8-speed cog sets, WTB offers the PHOENIX with 140mm rear drop out spacing to reduce dish and vastly improve wheel strength. Handling is improved and brake pad rub is reduced because the wheel cannot flex as much laterally.

STEVE POTTS

Steve Potts' passion is building frames. Under the careful eye of this craftsman, each PHOENIX frame begins with precision tube mitering and exact tube fitting. Sequential TIG welding one joint at a time is used to minimize material stress. A brass fillet reinforces the critical headtube/downtube junction and frame fittings are brazed with brass or silver. Finally, a rigorous process results in frame tolerances within .020" (0.5mm) of perfect alignment.





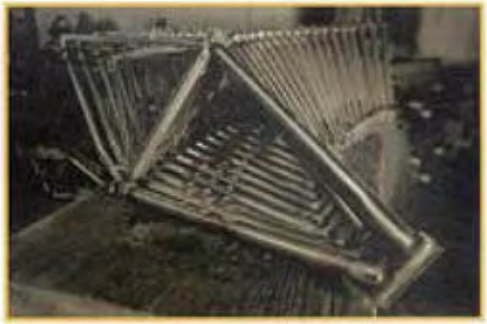


PERFORMANCE

The PHOENIX frame is offered with standard cantilever or special SpeedMaster brake bosses. The wider, stiffer mounting surface of the SpeedMaster brake boss is located closer to the supported area of the frame, anchoring the brake caliper for more powerful, precision braking. In 1982, WTB introduced the now legendary Roller Cam brake, which mounts on the SpeedMaster brake boss. Today's caliper linkage has evolved since the Roller Cam, and integrates design and performance improvements that deliver peak mechanical advantage and provide even more accurate feedback and positive control.

QUALITY

Attention to detail, a strict alignment standard and pride in craftsmanship will assure that you get a bike not everyone can own. The yearly production of PHOENIX frames is limited to assure that quality is the main ingredient.



"I doubt there's a better bike for the demanding world of technical trail riding than the PHOENIX"

BIKE Magazine, February 1995

PHOENIX SPECIFICATIONS

SIZE	12"	15"	18"
A. HEAD TUBE ANGLE	70.5°	71°	71°
B. SEAT TUBE ANGLE	73°	73°	73°
C. TOP TUBE LENGTH (EFFECTIVE)	22.25"	22.75"	23.45"
D. HEAD TUBE LENGTH	3.75"	4.5	4.8"
STEERER TUBE DIAMETER	1.125"	1.125"	1.125"
E. SEAT TUBE LENGTH	12"	15"	18"
F. FORK RAKE	The most common suspension fork rake is 1.5"	The most common suspension fork rake is 1.5"	The most common suspension fork rake is 1.5"
G. BOTTOM BRACKET HEIGHT	11.75" (with 2.1" tires)	11.75" (with 2.1" tires)	11.75" (with 2.1" tires)
H. CHAINSTAY LENGTH	16.9"	16.9"	16.9"
I. FRONT CENTER	23.9"	24.375"	25.1"
J. WHEELBASE	40.75"	41.3"	41.98"
K. TRAIL	3.8"	3.8"	3.8"
WEIGHT	4.2 lbs.	4.4 lbs.	4.6 lbs.
SEAT POST SIZE	31.8mm X 425mm	31.8mm X 425mm	31.8mm X 425mm
COLOR	Forest green or Real red	Forest green or Real red	Forest green or Real red
CABLE ROUTING	Down tube derailleur cable routing	Down tube derailleur cable routing	Down tube derailleur cable routing
	Top tube brake cable routing	Top tube brake cable routing	Top tube brake cable routing
BB SHELL DIAMETER	68mm, Threaded	68mm, Threaded	68mm, Threaded
BRAKE BOSS:			
PHOENIX	Cantilever Boss	Cantilever Boss	Cantilever Boss
PHOENIX SE	SpeedMaster Boss	SpeedMaster Boss	SpeedMaster Boss
SUGGESTED STANDOVER HEIGHT	27.5"	29.5"	32"
INSEAM LENGTH	25-29"	30-34"	33-37"
SUGGESTED RIDER HEIGHT	4'10" - 5'4"	5'5" - 6'	5'11" - 6'3"

ALL PHOENIX FRAMES ARE SUSPENSION-READY



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