FISHER MOUNTAIN BIKES 1988



PERFORMANCE

OFF-ROAD

BICYCLES

THAT WAS THEN... Back in the early seventies, members of Velo Club Tamalpais banded together for the challenge and exhilaration of piloting their machines down Mt. Tam's twisting fire roads. The one-speed bikes they rode were called "balloon-ers." And though it seems heroic by today's standards, they would push their fifty-pound monsters back up the mountain just for the "rush" of the downhill.



Gary Fisher...then.



Mt. Tamalpais, Marin County, California

Among these hardy souls was a young Category One road racer and master bicycle mechanic named Gary Fisher, who thought there must be a better way. One day in 1974, Gary mounted a rear derailleur, five speed freewheel, motorcycle brake levers and rear drum brake on his Schwinn Excelsior X.

And unknowingly altered the course of the sport forever.

Gary's "mongrel," with its Uniroyal tires, steel rims, Brooks B-72 saddle and Campagnolo seat post quick release, initially generated skepticism among the club members. But its efficiency



1962 Gary Fisher, age 12, starts competing in road races sanctioned by the Amateur Bicycle League of America.

1964 Gary discovers cyclocross, rides in five races—and finishes second in the intermediate category in the NorCal District Road Championships.

1974 A sport is born. Gary builds the first balloon-tire bike with thumb shifters, triple crank, extra long crank arms, motorcycle brake levers and seat post quick-release.



1976 Gary's 4:22:14 Repack descent—a record that still stands. Gary finishes fifth in the National Cyclocross Championships and starts as a roadtester for *Bicycling Magazine*.

1979 A sport is named: Gary coins the term "mountain bike." Gary wins the Tour of Klamath 125-mile road race as well as the Davis Double Century, covering 208 miles in 9:18.

1980 An industry is born. Charlie Kelly and Gary start a company called MountainBikes. Gary wins the first Reseda-to-the-Sea and the first Whiskey Town Downhill.

on their next few rides proved so convincing, he was soon busy building more for his friends.

It wasn't long before the limits of these new hybrids began to be tested, and the descent of Repack Road became the standard measure of man and machine.

Gary quickly became the man to beat on this 1.8 mile, 1300 foot plunge of switchbacks, hairpins and sweeping reverse-camber corners, and he still holds the standing record of 4.22 minutes.

But Repack and the other torturous fire roads began to take their toll on these old frames. When supplies ran out, new alternatives had to be considered.

Gary responded by designing a handmade fillet-brazed diamond frame with 15 speeds. And the rest is history.

His early involvement and constant innovations of the mountain bike led *Outside* magazine to name Gary as one of "50 who left their mark" in their Who's Who of the Last Ten Years. And Fisher MountainBikes have become recognized as the standard by which others are judged.

That tradition continues in our 1988 product line.



Our founder and CEO at speed.

THIS IS NOW... Throughout the years, the Fisher racing team has brought pride and distinction to our company with its unmatched record of successes.



...and today.

From the early days, when Gary established the standing record for the descent on Repack Road, we've maintained an unparalleled tradition of victory. Today, our sponsorship of men and women pro racers, and our support of local racing through our "grass roots team" program, continue that commitment.



The design of our reinforced seat collar facilitates quick adjustment.

Racing competition has always been our primary method of research and development. Many of the members of the racing team also work in-house at Fisher MountainBikes.

Our racers work hand-in-hand with our frame designers and evaluate components and materials to help make sure your Fisher mountain bike is always on the cutting edge of current technical achievements.

To give you an idea of how this process operates, let's look at the way we arrived at the exact head angle and bottom bracket height of our 1988 performance line.

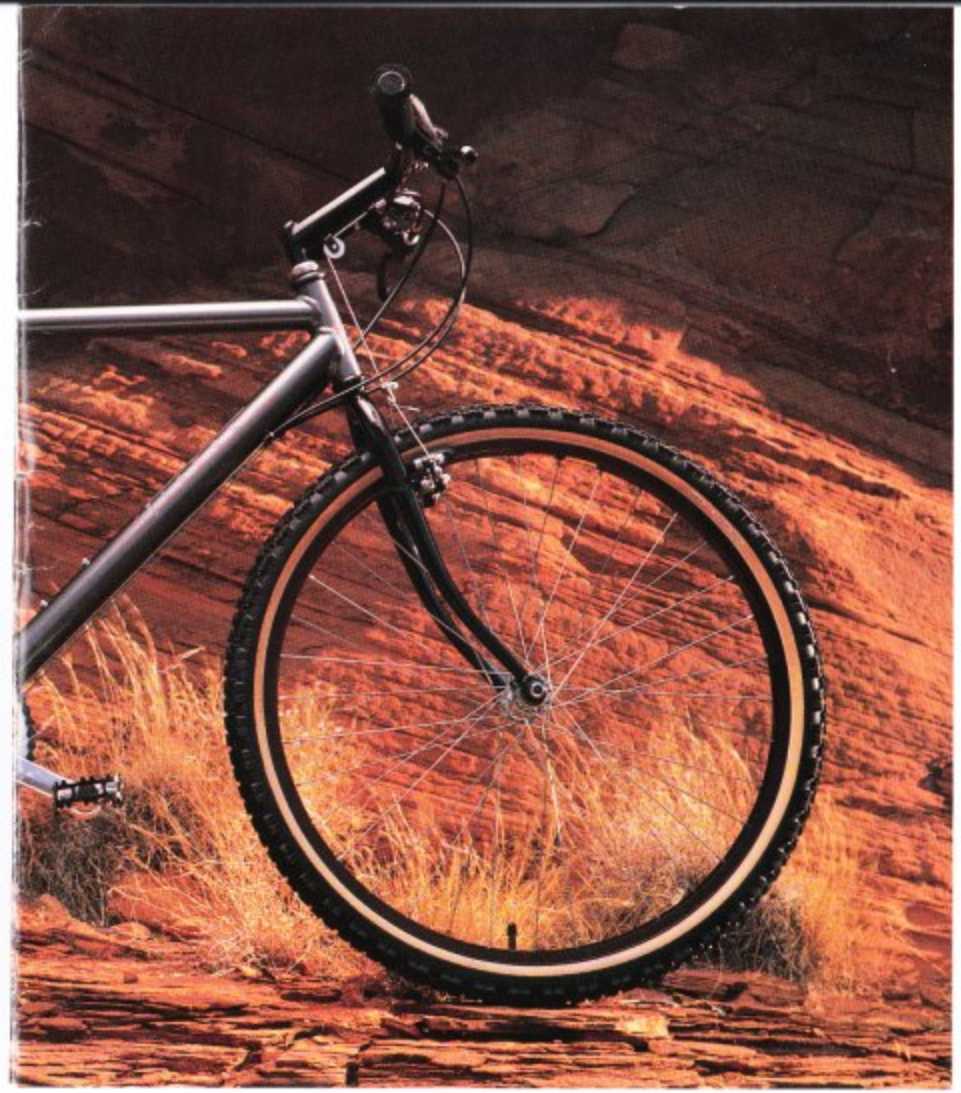
We built a series of test bikes–identical except for head-



1983 Fisher MountainBikes creates yet another industry standard—the unicrown fork. Gary wins the first Rockhopper, setting the stage for Fisher riders to claim the next six.

1984 Fisher MountainBikes designs the first Tange Prestige quad-butted tubesets for mountain bikes. The Fisher Racing Team wins Whiskey Town, Rockhopper, NORBA Nationals, Ross Stage Race, and Pacific States Final.

1985 The Fisher Off-Road Racing Team wins its second consecutive NORBA National title. Gary designs the double toe-clip, the Fattrax tire and the butted unicrown fork.



1986 Fisher starts a grass-roots racing team—the largest mountain bike racing team in the world. Gary designs the Bulge™ Bar and the first super-short 16.5-inch chainstay with clearance for full-size knobbies.

1987 Fisher Team member Sara Ballantyne wins a gold medal in the Women's NORBA World Championships, and Mike Kloser rides to second place and a silver medal in the Men's division.

1988 Introduction of the technologically advanced Fisher Cr-7, a collaboration combining Gary's renowned frame design and Richard Cunningham's expertise at joining aluminum and chromoly.

angle–and equipped them with specially made adjustable offset forks, allowing us to hold all other factors constant while comparing a wide variety of head-angle/fork-offset combinations to determine the optimum relationship.

Then we built another bike with an adjustable height bottom bracket to find the position that best maximizes both obstacle clearance and stability.



World Champion Gold Medallist Sara Ballantyne.



The Fisher cartridge bottom bracket is impervious to dirt and water infiltration, and virtually maintenance free.

In so doing, we made the discovery that bikes for different uses need bottom brackets of different heights, and we integrated this discovery into all our designs. Our drive to improve off-road bike design led us beyond mere inspired guesswork to develop empirical processes like these.

One result has been reviews like this one from *Mountain Bike Guide:* "Fisher builds some of the finest off-road bicycles on the planet..."

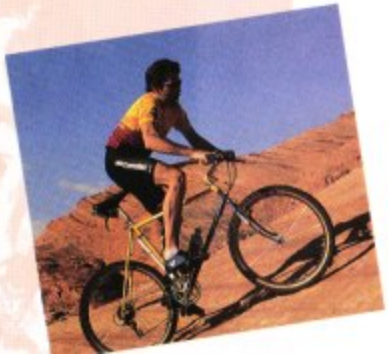
But the most important result is our ability to constantly introduce successful innovations and advanced designs–like the one shown here, the Fisher Cr-7.



Fisher team captain Mike Kloser in the heat of competition.

COMPETITION

Racing performance and aesthetic satisfaction—in that order—are the only criteria we consider in creating this bike, which, not coincidentally, is the personal choice of Gary Fisher. Every specification has been carefully considered. It's designed with an aggressive geometry to win NORBA races, with their fast descents and steep uphills. And win it has, with National Titles in '84 and '85 and a third-place in the NORBA Women's World Downhill in '87. If you can afford the very best, this hand-finished, fillet-brazed beauty is it.



SIZE 16," 18," 19," 20," 21"
FRAME MATERIAL Fisher Tange Prestige quad-butted competition tube set
FORK Fisher 25/15 butted Unicrown
HEADSET Shimano 600 Ultegra
CRANKARMS Shimano New Deore XT: 170 mm, 16" & 18," 175mm, 19"-21"
CHAINRINGS Shimano round: 24/34/46
BOTTOM BRACKET Fisher Cartridge sealed bearing
PEDALS Shimano New Deore XT competition style. Fisher double toe clips. Binda Extra toe straps.
CHAIN Shimano CN-6208

FREEWHEEL Shimano New Deore XT freehub 6-spd: 12/14/16/19/22/26
FRONT DERAILLEUR Shimano New Deore XT
REAR DERAILLEUR Shimano New Deore XT SIS with medium-length cage
SHIFTERS Shimano New Deore XT SIS
HANDLEBARS Dura-aluminum Fisher Bulge™ bars. Gray, hard anodized finish.
STEM Fisher Rhino™ stem. Rise and reach proportional to frame size.
GRIPS Grab On® MTB
FRONT BRAKE Shimano New Deore XT, cantilever
REAR BRAKE Shimano New Deore XT U-Brake
BRAKE LEVERS Shimano New Deore XT
BRAKE CABLE SET Fisher heavy-duty braided cable

HUBS Shimano Deore XT
RIMS Araya RM-20, Super-Hard Anodized, 32-hole
TIRES Fisher Fattrax™ 202, 26" x 2.2"
SPOKES 14/15 gauge double-butted stainless steel, alloy nipples
SEAT Avocet Racing II
SEATPOST Suntour XC, 26.8mm x 300mm
SEATPOST Q.R. Shimano New Deore XT with 1.5° Race-Hite™
EXTRAS Fisher MountainBikes Owners Manual and Stay Tuff™
COLORS Bright Blue/Chrome Yellow blended two-tone, and gloss Purple
Specifications subject to change without notice.



MT. TAM™

Just as we designed the Competition to be the ultimate mountain bike for racing, the hand-finished, fillet-brazed Mt. Tam is recognized as the ultimate vehicle for longer, more explorational rides. We've spared no expense to create our ideal go-anywhere-do-anything adventure bike. Result? To quote *Mountain Bike Action:* "Fisher's Mt. Tam has to be seen to be believed…It hops, sprints, darts and flicks off-road like a svelte deer out to save its hide. Fisher's Mt. Tam is so good, it's almost alive."

FRAME SIZE 16", 18", 19", 20", 21", 22"
FRAME MATERIAL Fisher Tange Prestige quad butted tube set
FORK Fisher 25/15 butted Unicrown
BRAZE-ONS Two water bottles, fender and rack mounts. Front fork drilled and threaded and oversize slotted cable stops.
HEADSET Shimano 600 Ultegra
CRANKARMS Shimano New Deore XT: 170mm, 16" & 18" 175mm, 19", 22"
CHAINRINGS Shimano Biopace II: 26/36/46
BOTTOM BRACKET Fisher Cartridge sealed bearing
PEDALS Shimano New Deore XT, competition style. Fisher double toe clips, nylon toe straps.
CHAIN Shimano CN-6208.

FREEWHEEL Shimano New Deore XT freehub 6-spd: 12/14/17/20/24/28
FRONT DERAILLEUR Shimano New Deore XT
REAR DERAILLEUR Shimano New Deore XT SIS
SHIFTERS Shimano New Deore XT SIS
HANDLEBARS Aluminum alloy Fisher Bulge™ bar. Gray, hard anodized finish.
STEM Fisher Rhino™ stem. Rise and reach proportional to frame size.
GRIPS Grab On™ MTB.
FRONT BRAKE Shimano New Deore XT, cantilever
REAR BRAKE Shimano New Deore XT U-Brake
BRAKE LEVERS Shimano New Deore XT
BRAKE CABLE SET Fisher heavy-duty braided cable

HUBS Shimano New Deore XT
RIMS Araya RM-20 Super-Hard Anodized
TIRES Fisher Fattrax™ 20.2, 26" x 2.2"
SPOKES 14/15 gauge double-butted stainless steel, brass nipples
SEAT Avocet Gelflex M-20
SEATPOST Suntour XC: 26.8mm x 300mm
SEATPOST Q.R. Shimano New Deore XT with 2.5" Hite Rite™
EXTRAS Fisher MountainBikes Owners Manual and Stay Tuff™
COLORS Chrome Yellow/Bright Green blended two-tone, and Dark Blue/Light Blue blended two-tone
Specifications subject to change without notice.



Master frame builder Tom Teesdale creating a Mt. Tam frame.

PROCALIBER™

Raced to NORBA World title in the Women's Cross-Country–and to second place in the NORBA Men's Cross-Country in 1987–the ProCaliber, with its light competition weight tube-set and TIG welded frame, is designed to deliver top-of-the-line racing performance. As *Mountain Bike Action* put it: "Have you ever wondered what it would be like to ride the same caliber bike that the hot-dog national championship team riders ride? Wonder no more...If you can't win races on this thing, it's not the bike."



FRAME SIZE 16," 18," 19," 20," 21"
FRAME MATERIAL Fisher Tange Prestige quad-butted competition tubeset
FORK Fisher 25/15 butted Unicrown
BRAZE ONS Two water bottles and oversize slotted cable stops
HEASET Shimano New Deore XT
CRANKARMS Shimano New Deore XT: 170mm, 16" & 18" 175mm, 19" - 21"
CHAINRINGS Shimano Round: 24/34/46
BOTTOM BRACKET Fisher cartridge sealed bearing
PEDALS Shimano New Deore XT competition style. Fisher double toe clips, nylon toe straps.
CHAIN Shimano CN-6208

FREEWHEEL Shimano New Deore XT freehub 6-spd 12/14/16/19/22/26
FRONT DERAILLEUR Shimano New Deore XT
REAR DERAILLEUR Shimano New Deore XT SIS with medium-length cage
SHIFTERS Shimano New Deore XT SIS
HANDLEBAR Aluminum alloy Fisher Bulge™ bars. Gray, hard anodized finish.
STEM Fisher Rhino™ stem. Rise and reach proportional to frame size.
GRIPS Grab On™ MTB
FRONT BRAKE Shimano New Deore XT, cantilever
REAR BRAKE Shimano New Deore XT U-Brake
BRAKE LEVERS Shimano New Deore XT
BRAKE CABLE SET Fisher heavy-duty braided cable

HUBS Shimano New Deore XT
RIMS Araya RM-20, Super-Hard Anodized, 32-hole
TIRES Panaracer Ibex II, 26" x 2.0"
SPOKES 14/15 gauge double-butted stainless steel, brass nipples
SEAT Avocet Racing II
SEAT POST Suntour XC 26.8mm x 300mm
SEAT POST Q.R. Shimano New Deore XT with 1.5" Race Hite™
EXTRAS Fisher MountainBikes Owners Manual, and Stay Tuff™
COLORS Red/Yellow/Black vertical blended tri-color
Specifications subject to change without notice.



FRAME SIZE 15," 17," 19," 21"
FRAME MATERIAL 7000 Series aluminum main triangle. Fisher Tange chromoly rear triangle.
FORK Fisher 25/15 butted Unicrown
BRAZE ONS Two water bottles, fender, and rack mounts. Front fork drilled and threaded and oversize slotted cable stops
HEADSET Shimano New Deore
CRANKARMS Suntour XCD: 170mm, 15" & 17." 175mm, 19" & 21"
CHAINRINGS Suntour round: 24/34/46
BOTTOM BRACKET Fisher cartridge sealed bearing
PEDALS Suntour XCD
CHAIN Shimano CN-UG20

FREEWHEEL Shimano New Deore Freehub 6-spd: 12/14/17/20/24/28
FRONT DERAILLEUR Suntour XCD
REAR DERAILLEUR Suntour XCD Accu Shift
SHIFTERS Suntour XCD Accu Shift
HANDLEBARS Aluminum alloy Fisher Bulge™ bars. Gray, hard anodized finish.
STEM Fisher Rhino™ stem. Rise and reach proportional to frame size.
GRIPS Grab On® MTB
FRONT BRAKE Dia-Compe 983, cantilever
REAR BRAKE Suntour XCD Roller Cam
BRAKE LEVERS Suntour XCD
BRAKE CABLE SET Fisher heavy-duty braided cable

HUBS Shimano New Deore
RIMS Araya RM-20 gray anodized
TIRES Panaracer Ibex II, 26" x 2.0"
SPOKES 14-gauge stainless steel with brass nipples
SEAT Avocet Touring I
SEATPOST Strong Mtn. 31.8mm x 300mm
SEATPOST Q.R. Suntour
EXTRAS Fisher MountainBikes Owners Manual and Stay-Tuff™
COLORS Gray main triangle, Black rear triangle and fork
Specifications subject to change without notice.

CR-7 ™

All-aluminum bikes are "hot" now, but we know aluminum tubes actually work best only in areas such as the main triangle where they can be used in large diameters. Chromoly, however, is an excellent material in small tube configurations such as the rear triangle. Gary and Richard Cunningham have collaborated on the Cr-7, which makes the most of the properties of each, with no compromises. With its super stiff 7000 series aluminum front end and short chromoly rear end with 17-inch chainstays offering full-size tire clearance, the Cr-7 redefines advanced off-road racing technology.

MONTARE™ XT

With its New Deore XT componentry and attention to every detail from the seat collar to the cable stops, the Montare XT continues to dominate its class. As *Mountain Bike Guide* puts it: "The Montare's handling is a hands-down winner. You can make it track like a razor through the corners, or slide through at will . . . Riders who are looking for that next bike to move up to would be wise to look at the Fisher Montare. Excellent handling, excellent response, and excellent component choices make it a worthwhile investment."





FRAME SIZE 16", 18", 19", 20", 21", 22"
FRAME MATERIAL Fisher Tange Custom double-butted chromoly
FORK Fisher 25/15 butted Unicrown
BRAZE ONS Two water bottles, fender and rack mounts, front fork drilled and threaded and oversize slotted cable stops
HEADSET Shimano New Deore XT
CRANKARMS Shimano New Deore XT: 170mm, 16" & 18" 175mm, 19"- 22"
CHAINRINGS Shimano Biopace II: 26/36/46
BOTTOM BRACKET Fisher cartridge sealed bearing
PEDALS Shimano New Deore XT
CHAIN Shimano CN-UG20

FREEWHEEL Shimano New Deore XT freehub 6spd: 13/15/18/21/25/30T
FRONT DERAILLEUR Shimano New Deore XT
REAR DERAILLEUR Shimano New Deore XT SIS
SHIFTERS Shimano New Deore XT SIS
HANDLEBARS Aluminum alloy Fisher Bulge™ bars. Gray, hard anodized finish.
STEM Fisher Rhino™ stem. Rise and reach proportional to frame size.
GRIPS Grab On® MTB
FRONT BRAKE Shimano New Deore XT, cantilever
REAR BRAKE Simano New Deore XT U-Brake
BRAKE LEVERS Shimano New Deore XT
BRAKE CABLE SET Fisher heavy-duty braided cable

HUBS Shimano New Deore XT
RIMS Araya RM-20, silver
TIRES Panaracer Ibex II, 26" x 2.0"
SPOKES 14-gauge stainless steel, brass nipples
SEAT Avocet M-20 Gelflex
SEATPOST Strong Mtn. 26.8mm x 300mm
SEATPOST Q.R. Shimano New Deore XT
EXTRAS Fisher MountainBikes Owners Manual and Stay-Tuff®
COLORS Bright Red and Bright Blue/Gloss White blended two-tone
Specifications subject to change without notice.



FRAME SIZE 16", 18", 19", 20", 21", 22"
FRAME MATERIAL Fisher Tange Custom double-butted chromoly
FORK Fisher 25/15 butted Unicrown
BRAZE ONS Two water bottles, fender and rack mounts, front fork drilled and threaded and oversize slotted cable stops
HEADSET Shimano New Deore
CRANKARMS Shimano New Deore: 170mm, 16" & 18" 175mm, 19", 22"
CHAINRINGS Shimano Biopace: 28/38/48
BOTTOM BRACKET Fisher cartridge sealed bearing
PEDALS Shimano New Deore
CHAIN Shimano CN-UG20

FREEWHEEL Shimano New Deore freehub 6-spd 13/15/18/21/25/30
FRONT DERAILLEUR Shimano New Deore
REAR DERAILLEUR Shimano New Deore SIS
SHIFTERS Shimano New Deore SIS
HANDLEBARS Aluminum alloy Fisher Bulge™ bars. Clear anodized finish.
STEM: Fisher Rhino™ stem. Rise and reach proportional to frame size.
GRIPS Grab On™ MTB
FRONT BRAKE Shimano New Deore, cantilever
REAR BRAKE Shimano New Deore U-Brake
BRAKE LEVERS Shimano New Deore
BRAKE CABLE SET Fisher heavy duty braided cable

HUBS Shimano New Deore
RIMS Araya RM-20, silver
TIRES Panaracer Ibex II, 26" x 2.0"
SPOKES 14-gauge stainless steel, brass nipples
SEAT Avocet Touring I
SEATPOST Strong 26.8mm x 300mm
SEATPOST Q.R. Suntour
EXTRAS Fisher MountainBikes Owners Manual and Stay Tuft™
COLORS Bright Yellow
Specifications subject to change without notice.

MONTARE™ SC

New for 1988, the affordable Montare SC shares the XT's famed frameset, and uses New Deore componentry. We've extended the Montare line to let you choose the bike that best matches your riding style. According to *Cyclist* you want this bike if "...you're getting serious about off-road riding...or if you want a quality mountain bike that is fast but forgiving...It's a huge step above the mass-produced $400 neo-mountain bikes, but it won't dump you for misplaced body english. And with its innovative extras, it's about as close as you can get to a custom bike without a custom bike's price."

HOO-KOO-E-KOO™

Named after the Indians who lived at the base of Mt. Tamalpais–where mountain biking got its start–the Hoo-Koo-E-Koo's affordability just might give *you* your start in our favorite sport. This race-bred machine delivers legendary Fisher design in an entry-level bike. And, as *Bicycling* puts it, the Hoo-Koo-E-Koo "...comes as close to 'disappearing beneath the rider'–the ultimate compliment...as any [mountain bike] we've ridden." Gary Fisher says, "The Hoo-Koo-E-Koo handles better than the first bikes we originally sold for over $1,300."



FRAME SIZE 16", 18", 19", 20", 21"
FRAME MATERIAL Fisher True Temper Custom double butted chromoly
FORK Unicrown, chromoly
BRAZE ONS Two water bottles, fender and rack mounts, front fork drilled and threaded and oversize slotted cable stops
HEADSET Shimano M-450
CRANKARMS Shimano New Deore: 170mm, 16" & 18"; 175mm, 19"-21"
CHAINRINGS Shimano Biopace: 28/38/48
BOTTOM BRACKET Tange-Seiki, sealed mechanism
PEDALS Shimano New Deore
CHAIN Shimano CN-UG20

FREEWHEEL Shimano New Deore freehub 6-spd: 13/15/18/21/25/30
FRONT DERAILLEUR Shimano New Deore
REAR DERAILLEUR Shimano New Deore SIS
SHIFTERS Shimano New Deore SIS
HANDLEBAR Chromoly, Fisher Bulge™ bar
STEM Fisher Rhino™ stem. Rise and reach proportional to frame size.
GRIPS Grab On® MTB
FRONT BRAKE Shimano New Deore, cantilever
REAR BRAKE Shimano New Deore U-Brake
BRAKE LEVERS Shimano New Deore
BRAKE CABLE SET Shimano heavy-duty braided cable

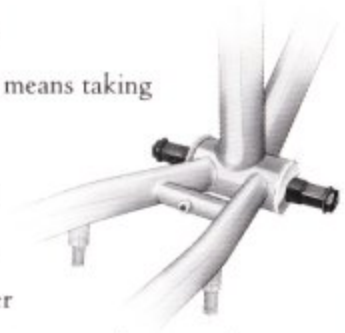
HUBS Shimano New Deore
RIMS Araya RM-20, silver
TIRES Fisher Fattrax 1.9, 26" x 1.9"
SPOKES 14-gauge stainless steel, brass nipples
SEAT Fisher Turbo
SEAT POST Kalloy 26.8mm x 300mm
SEAT POST Q.R. Kalloy with extra-long lever
EXTRAS Fisher MountainBikes Owners Manual and Stay Tuft™
COLORS Caribbean Green and Bright Blue.
Specifications subject to change without notice.

A BRIEF LESSON IN GEOMETRY.

Our ultimate goal is to design an energy-efficient machine, proportioned to the cyclist's anatomy and matched to the bike's intended use while wasting a minimum of the cyclist's energy.

Achieved perfectly, the result would be a mountain bike that handled so well, it felt like an extension of your body.

Approaching this ultimate in reality, though, means taking into account the bike's intended use.



On a racing bike, the steeper seat-tube angle positions you further forward over the pedals, facilitating a "spinning" action which allows for faster changes in pedalling speed. This also makes it easier to stand up and deliver more power to the pedals during a steep climb.

Meanwhile, the steeper head angle makes a quicker steering bike that responds to the expert rider's merest whim.

A longer top tube puts you in a lower, more aerodynamic position, lowers your center of gravity, and gets your weight out over the front wheel even more, which keeps the tire down on fast corners and steep hills, where momentary lack of front wheel contact with the ground impairs balance.

And a longer wheelbase and lower bottom bracket increases stability during high-speed descents.

Our adventure bikes, on the other hand, have a higher bottom bracket for clearing rocks, logs and ruts, while the shorter wheelbase, which makes for a shorter turning radius, enables you to maneuver around them.

There's a shorter top tube, too–to put you in a more upright riding position, making it easier to ride over various downhill obstacles without being pitched over the handlebars.

The more relaxed head angle is more shock-absorbent, to let you ride longer with less fatigue, while the more relaxed seat angle makes it easier to sit while riding uphill. Other Fisher design features, though, characterize all our products.

Short 16.5-inch or 17-inch, single bend crimpless chainstays, for example. The reinforced seat collar. The ovalized seat tube. Separate-junction construction. And the Fisher Rhino™ chromoly proportioned stem, to name a few.

If a detail affects handling, you can be sure the Fisher MountainBike design program has affected that detail.



FISHER PROPORTIONAL SIZING When you change the bike's size, you're changing its relationship to the ground and the rider. The same geometry in different sizes produces quite different handling and shock absorbing characteristics.

So, since we believe you'd rather buy a ride than a geometry, we change the geometry when we change the size, to maintain the ride we've so painstakingly perfected.

All frame dimensions are measured in inches center to center unless otherwise stated. • The top tube lengths for 15", 16", 17", and 18" bikes are measured center to center from the head tube to seat tube horizontally giving an effective top tube length.

COMPETITION

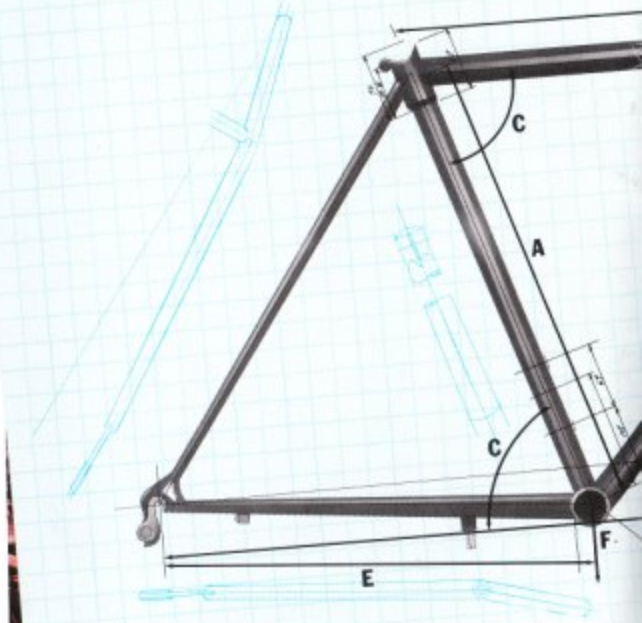
A Seat Tube Length (Size)	B Head Tube Angle (Degree)	C Seat Tube Angle (Degree)	D Top Tube Length	E Chain Stay Length	F Bottom Bracket Height	G Wheel Base	H Fork Offset	I Stem Reach	J Stem Rise	Ground To Top Of Top Tube w/2.125" Knobby Tires
16"	70°	74.5°	21½"*	16½"	11½"	40⅜"	1⅜"	90 mm	40 mm	28¾"
18"	70.5°	74°	22¼"*	16½"	11½"	41⅛"	1⅜"	125 mm	45 mm	29⅝"
19"	70.5°	74°	22⅝"	16½"	11⅝"	41⅛"	1⅜"	125 mm	45 mm	30½"
20"	70.5°	73.5°	23⅛"	16½"	11⅝"	42¼"	1⅜"	140 mm	50 mm	31⅜"
21"	71°	73.5°	23¾"	16½"	11⅝"	42⅛"	1⅜"	140 mm	50 mm	32⅛"

MT. TAM

A Seat Tube Length (Size)	B Head Tube Angle (Degree)	C Seat Tube Angle (Degree)	D Top Tube Length	E Chain Stay Length	F Bottom Bracket Height	G Wheel Base	H Fork Offset	I Stem Reach	J Stem Rise	Ground To Top Of Top Tube w/2.125" Knobby Tires
16"	69°	74°	20¾"*	17"	11½"	40⅝"	1¾"	90 mm	40 mm	28¾"
18"	69.5°	73°	21½"*	17"	11½"	40⅞"	1⅜"	125 mm	45 mm	29½"
19"	69.5°	72.5°	22"	17"	11⅝"	41⅜"	1⅜"	125 mm	45 mm	30⅜"
20"	69.5°	72.5°	22½"	17"	11¾"	41⅞"	1¾"	140 mm	50 mm	31⅜"
21"	70°	72°	23"	17"	11¾"	42⅛"	1¾"	140 mm	50 mm	32 5/16"
22"	70°	72°	23½"	17"	11¾"	42⅝"	1⅜"	140 mm	50 mm	33¼"

PROCALIBER

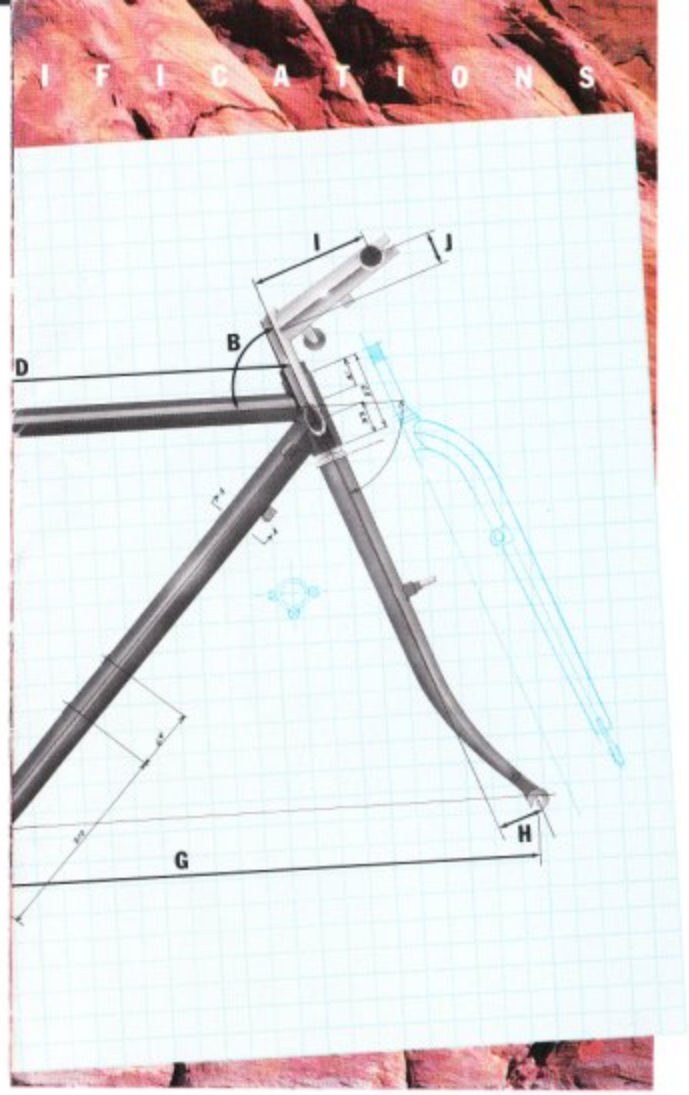
A Seat Tube Length (Size)	B Head Tube Angle (Degree)	C Seat Tube Angle (Degree)	D Top Tube Length	E Chain Stay Length	F Bottom Bracket Height	G Wheel Base	H Fork Offset	I Stem Reach	J Stem Rise	Ground To Top Of Top Tube w/2.125" Tires
16"	70°	74.5°	21¼"*	17"	11½"	41 3/16"	1⅛"	90 mm	40 mm	28 13/16"
18"	70.5°	74°	22"*	17"	11½"	41 3/16"	1⅛"	125 mm	45 mm	29⅝"
19"	70.5°	74°	22½"	17"	11⅝"	42 3/16"	1⅛"	125 mm	45 mm	30½"
20"	70.5°	73.5°	23"	17"	11⅝"	42½"	1⅛"	140 mm	50 mm	31⅜"
21"	71°	73.5°	23½"	17"	11⅝"	42 15/16"	1⅛"	140 mm	50 mm	32 5/16"



The seat tube angle positions you over the pedals. And it's this position —not some "magic number" of degrees— that characterizes a given model's ride. So we maintain the position and change the angle, instead of the other way around.

For example, if you're a taller rider, you need a slacker seat angle to compensate for your proportionately longer femur and foot length. If you're a shorter rider, the converse is true.

I F I C A T I O N S



A steeper head angle and a shorter wheelbase make a bike steer "quicker." So imagine what happens when you downsize (and thus shorten) an already quick-steering bike while keeping the same head angle. It could adversely affect stability.

We've found that by lengthening or shortening the top tube and steepening or relaxing the head angle, we can hold the steering quickness of a model constant across all sizes—making sure you get the Fisher ride you're paying for.

Cr-7

A Seat Tube Length (Size)	B Head Tube Angle (Degree)	C Seat Tube Angle (Degree)	D Top Tube Length	E Chain Stay Length	F Bottom Bracket Height	G Wheel Base	H Fork Offset	I Stem Reach	J Stem Rise	Ground To Top Of Top Tube w/2.125" Tires
15"	69.5°	75°	20¼"*	17"	11½"	39⅜"	1⅜"	90 mm	40 mm	28¾"
17"	70°	74.5°	21¼"*	17"	11½"	41⅛"	1⅜"	90 mm	40 mm	29⅜"
19"	70.5°	74°	22½"	17"	11⅜"	42 9/16"	1⅜"	125 mm	45 mm	30 9/16"
21"	71°	73.5°	23½"	17"	11⅜"	42 13/16"	1⅜"	140 mm	50 mm	32½"

MONTARE XT

A Seat Tube Length (Size)	B Head Tube Angle (Degree)	C Seat Tube Angle (Degree)	D Top Tube Length	E Chain Stay Length	F Bottom Bracket Height	G Wheel Base	H Fork Offset	I Stem Reach	J Stem Rise	Ground To Top Of Top Tube w/2.125" Tires
16"	69°	74°	20¾"*	17"	11½"	40⅝"	1¾"	90 mm	40 mm	28¼"
18"	69.5°	73°	21½"*	17"	11½"	40⅞"	1¾"	125 mm	45 mm	29½"
19"	69.5°	72.5°	22"	17"	11⅝"	41⅜"	1¾"	125 mm	45 mm	30⅜"
20"	69.5°	72.5°	22½"	17"	11¾"	41⅞"	1¾"	140 mm	50 mm	31⅜"
21"	70°	72°	23"	17"	11¾"	42⅛"	1¾"	140 mm	50 mm	32 3/16"
22"	70°	72°	23½"	17"	11¾"	42⅝"	1¾"	140 mm	50 mm	33¼"

MONTARE SC

A Seat Tube Length (Size)	B Head Tube Angle (Degree)	C Seat Tube Angle (Degree)	D Top Tube Length	E Chain Stay Length	F Bottom Bracket Height	G Wheel Base	H Fork Offset	I Stem Reach	J Stem Rise	Ground To Top Of Top Tube w/2.125" Tires
16"	69°	74°	20¾"*	17"	11½"	40⅝"	1¾"	90 mm	40 mm	28¼"
18"	69.5°	73°	21½"*	17"	11½"	40⅞"	1¾"	125 mm	45 mm	29½"
19"	69.5°	72.5°	22"	17"	11⅝"	41⅜"	1¾"	125 mm	45 mm	30⅜"
20"	69.5°	72.5°	22½"	17"	11¾"	41⅞"	1¾"	140 mm	50 mm	31⅜"
21"	70°	72°	23"	17"	11¾"	42⅛"	1¾"	140 mm	50 mm	32 3/16"
22"	70°	72°	23½"	17"	11¾"	42⅝"	1¾"	140 mm	50 mm	33¼"

HOO·KOO·E·KOO

A Seat Tube Length (Size)	B Head Tube Angle (Degree)	C Seat Tube Angle (Degree)	D Top Tube Length	E Chain Stay Length	F Bottom Bracket Height	G Wheel Base	H Fork Offset	I Stem Reach	J Stem Rise	Ground To Top Of Top Tube w/2.125" Tires
16"	69°	74°	21"*	17"	11½"	40⅜"	1⅜"	80 mm	70 mm	28¼"
18"	69.5°	73.5°	21¾"*	17"	11½"	41⅜"	1¾"	80 mm	70 mm	29½"
19"	69.5°	73.5°	22¼"	17"	11½"	41⅞"	1¾"	105 mm	90 mm	30¼"
20"	69.5°	73.5°	22⅞"	17"	11⅝"	42¼"	1¾"	105 mm	90 mm	31⅜"
21"	70°	73°	23¼"	17"	11⅝"	42⅞"	1¾"	105 mm	90 mm	32⅜"

FISHER MOUNTAINBIKES

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