
PRO-FLEX
by Offroad
World leader in full-suspension bicycles for performance and comfort.
PRO-FLEX

# PRO•FLEX: Suspension Leadership through Innovation.




Offroad PRO•FLEX full-suspension bikes don't follow design trends. They set them.

From the Flexstem — the product that started the bicycle suspension movement — to the all new "4th Generation" of PRO•FLEX bicycles, Bob Girvin and his staff of engineers at Ocean State International follow a simple formula for success: Continually strive to expand the existing limits of suspension bicycle design in order to improve performance and comfort.

The 1993 PRO•FLEX range benefits from the ongoing pursuit of this goal — resulting in an improved, full range of technically sophisticated, fully suspended bicycles. Each of which, from leading edge cross country racing machines, to the most comfortable all-around cross bikes for weekend riding, are lightweight, efficient, and very simple to maintain.

**Lightweight, simple suspension — designed for bicycles!** Many other "famous" bicycle manufacturers, most new to producing suspension bicycles, remain under the impression that what works for a motorcycle, also works for a mountain bike when 'scaled down'. We at PRO•FLEX contend that designing suspension systems for bikes and motorcycles are two entirely different engineering problems, ideally requiring very different design executions.



**DANGER!**
**BEWARE OF UNPROVEN SUSPENSION SYSTEMS!**

A bicycle is not as heavy as a motorcycle. It doesn't go nearly as fast. And it doesn't have horsepower to spare at the twist of the throttle. Furthermore, on a bicycle, power is applied in pulsating pedal thrusts — which can cause some pretty undesirable side effects with a suspension system not designed specifically for a bicycle's unique aspects.

PRO•FLEX new generation 4 continues the quest for ultimate suspension bicycle performance.

Producing the best full-suspension bicycles in the world is really no 'secret.' It's the result of four years' experience continually designing, testing, racing, refining, and producing.



This ongoing, evolutionary process combines innovation with experience to provide you with a high-performance suspension bike you can rely on.

## PRO•FLEX
### A history of "firsts"

**1988**
Our Introduction of the Girvin Flexstem started the mountain bike suspension boom.



**1989**
Offroad's Sport with its 12" framesize led the industry with mountain bikes for smaller adult riders.



**1990**
Offroad's first PRO•FLEX attains worldwide recognition as the first production, full-suspension mountain bike.



# Why riding a PRO•FLEX gives you 13% more available energy to go faster!

Quite simply, a full-suspension PRO•FLEX will make you one heck-of a lot faster on your next cross-country ride or race. Independent oxygen consumption tests performed on a sample group of cyclists at Wake Forest University have shown conclusively that you'll consume 13% LESS oxygen, simply by riding a PRO•FLEX full suspension bicycle instead of a rigid mountain bike. This reduction in oxygen consumption (scientifically simulated on a controlled, moderately bumpy 4% treadmill climb) is equivalent to having 13% more available energy! No joking matter if you're serious about improving your performance.

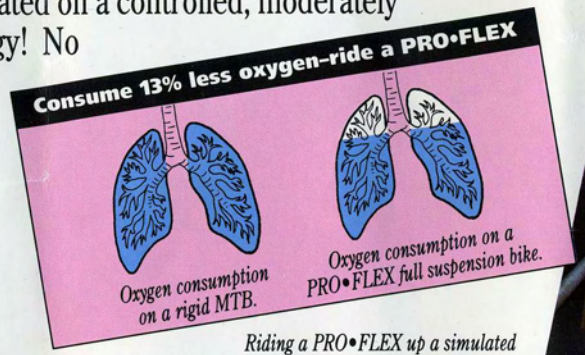
### "But I already have a front suspension — why do I need a PRO•FLEX full suspension bike?"

Because the same tests show conclusively that it's the action of the PRO•FLEX rear suspension — not the front suspension fork— that contributes the majority of this oxygen consumption savings. Because the rear wheel supports about 60% of the rider/bike mass, PRO•FLEX rear suspension isolates your body weight, the bike's 'engine', from the jarring, slowing effects of bump forces — keeping you from getting literally 'beaten' by the bumps. Simply put, riding a PRO•FLEX in the rough puts more of your aerobic energy output into pedaling, not into acting as 'suspension'.

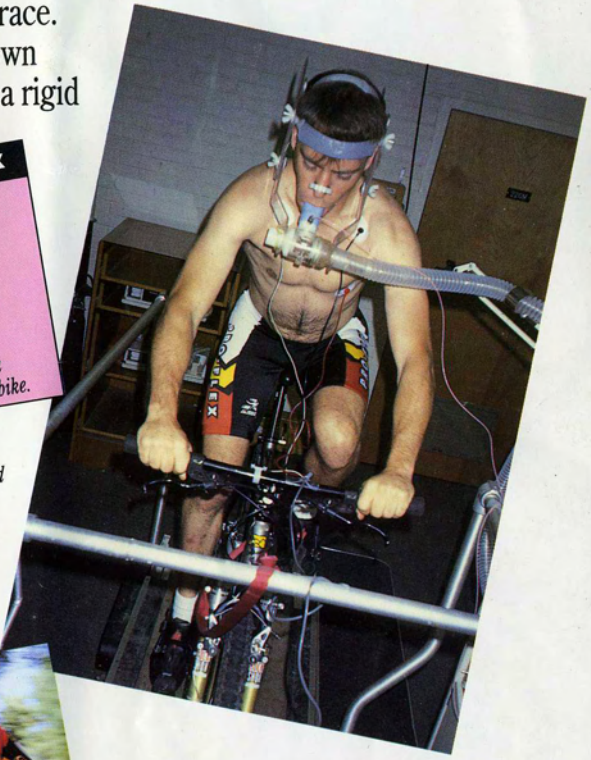
### "But won't rear suspension reduce my pedaling efficiency?"

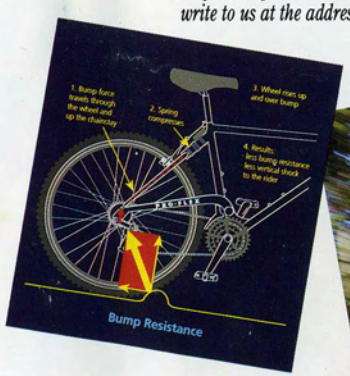
Not a PRO•FLEX! While other heavy, poorly designed, or less mechanically efficient rear suspensions might reduce your pedaling efficiency, the Wake Forest Tests reveal no statistically significant difference in oxygen consumption for a given speed and workload whether riding a fully suspended PRO•FLEX or a rigid mountain bike — even on a perfectly smooth surface!

With lightweight, simple to maintain PRO•FLEX bikes there's no disadvantage to full suspension — only an 'unfair aerobic advantage' to riders savvy enough to choose one.




*Riding a PRO•FLEX up a simulated 4% bumpy climb reduces oxygen consumption 13%. (source: Wake Forest University study) For more information on Dr. Michael Berry's study "Affects of Bicycle Suspension on Rider Oxygen Consumption", write to us at the address on the back of this brochure.*








*"Other pros on the World Cup circuit comment that they can't pedal as smoothly when following me through the bumps... I'm convinced that the PRO•FLEX rear suspension helps me technically and saves energy."*

*BERNARD VERMETTE, Age 28*
*Canada Cup Champion*




**1991**
Offroad brings suspension to the cycling masses with the Climber — the first fully-suspended hybrid bicycle.

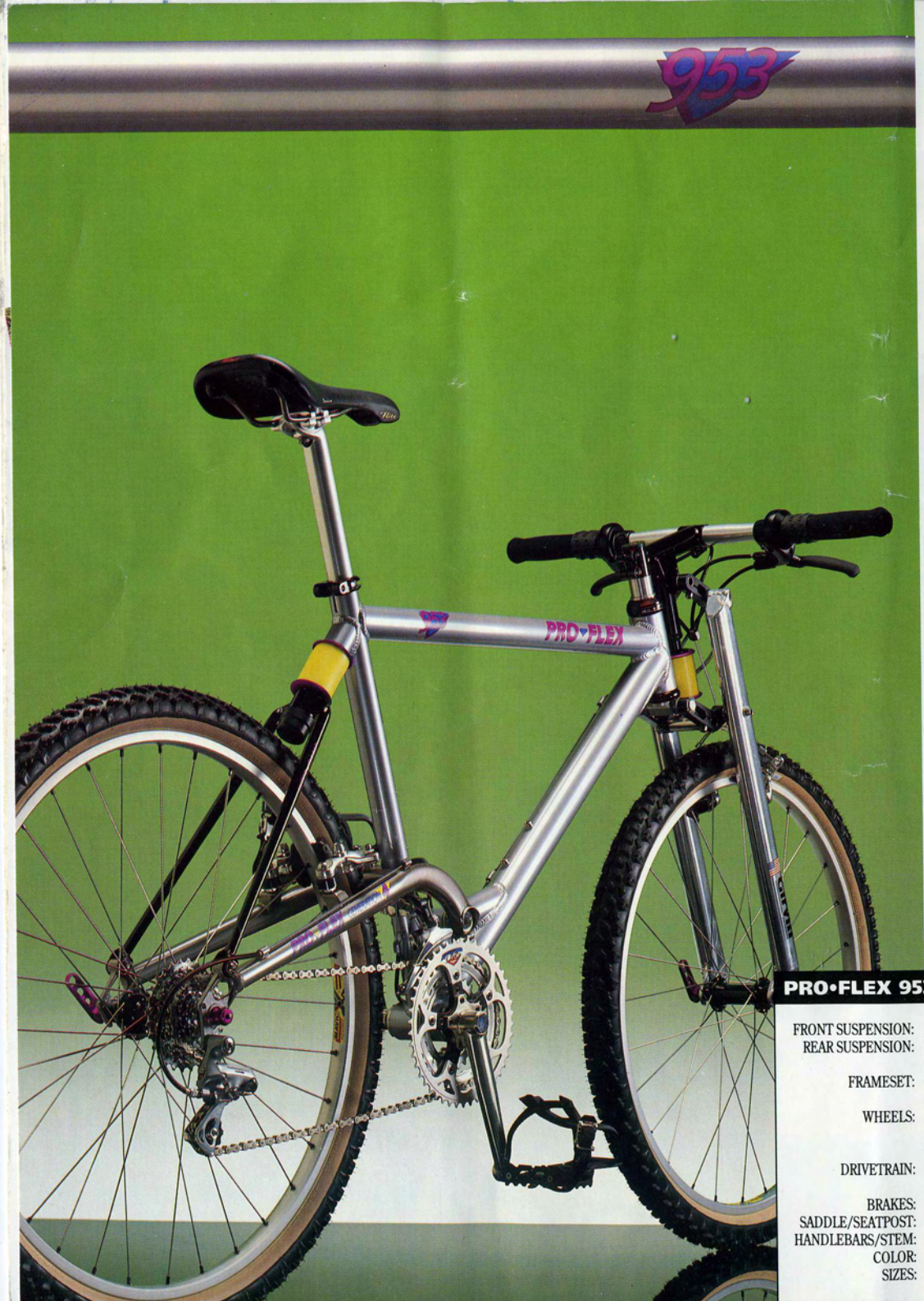


**1992**
Magazine tests around the world praise Offroad's PRO•FLEX Generation 3 bikes as the most efficient, lightweight full-suspension



**1993**
PRO•FLEX Generation 4: The evolution of the Suspension bike continues.






# Finally, a 24.9 lb., fully suspended cross country racing machine.

Now you cross country racers can get an 'unfair advantage'... with no weight penalty! Thanks to the new Girvin™ Vector Suspension Fork and PRO•FLEX Generation 4 rear suspension, the PRO•FLEX 953 pushes suspension mountain bikes to new, lighter standards.

**Cross Country Light** We painstakingly evaluated and selected each component on the 24.9 lb. PRO•FLEX 953 to minimize weight. The result— a fully suspended dream machine that's lighter than many non-suspended bikes! No surprise why PRO•FLEX factory racing teams around the world ride the ready-to-race 953.




**Front suspension that's sensitive to bumps — not the rider.**



The unique "curved" axle travel path of the new Girvin Vector Suspension fork is sensitive to bumps, reducing the 'stiction' and rider induced 'pogo' found in most telescoping forks. And an ingenious, torsionally stiff link design provides steering precision and stability unmatched by any other suspension fork.




*"...consistently the highest placing suspension bike racing in cross country events around the world."*

*MOUNTAIN BIKE ACTION - March '92*

**PRO•FLEX 953 Unrivaled lightweight performance**

| | |
|---|---|
| FRONT SUSPENSION: | Girvin Vector Suspension Fork w/2.2 inches travel. |
| REAR SUSPENSION: | PRO•FLEX Generation 4 with INTER DAMP™ Microcellular Elastomer foam springs w/2 inches travel. |
| FRAMESET: | Double butted, heat treated Alcoa® 7005 Aluminum main triangle with Cromoly swingarm. Tange A-Head oversized headset. |
| WHEELS: | Shimano Deore 32° rear hub, 12-28 freehub, Ringlé 28° front hub. Mavic rims, DT butted stainless spokes, IRC Geoclaw lite kevlar bead tires, Ringlé Ti-Stix QR skewers. |
| DRIVETRAIN: | Girvin Power Drive Crankarms. Grip Shift SRT 500 Shifter. White Industries Titanium BB. Shimano XT Derailleurs. Offroad pedals w/toe clips & straps. |
| BRAKES: | Dia Compe 986 with SS-5 levers. |
| SADDLE/SEATPOST: | Selle Italia Flite titanium saddle with Accord S-2 seatpost. |
| HANDLEBARS/STEM: | Accord alloy bars w/Girvin foam grips. Girvin design stem. |
| COLOR: | Metallic Silver. |
| SIZES: | 14", 16", 18", 20". |

PRO•FLEX by Offroad




# What's the big deal about Elastomer Foam?

Plenty. The new InterDamp™ elastomeric foam springs used on all PRO•FLEX Generation 4 rear suspensions are lightweight, require no maintenance, and are easily tuned to 'dial in' the exact preload and spring rate you require. Simple, easy-to-adjust suspension.



## High tech performance.

Simplicity doesn't mean 'low tech performance'. INTER DAMP™ elastomer foam springs provide more suspension travel than ever before possible with elastomers— up to a full 5cm! And damping is dramatically improved thanks to the 'integral damping' properties inherent in INTER DAMP™ material. INTER DAMP™ Foam springs provide more suspension travel and better damping too!

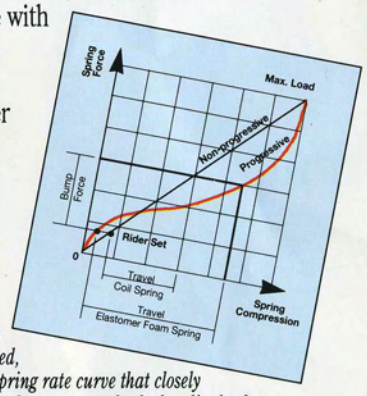


*853 also available with rigid front fork and Girvin Flexstem.*

*Special 853DH (Downhill) 'long suspension travel' version also available with 3" front travel PRO•FORX and 2.5" rear swingarm travel.*

## Why make suspension heavy and complicated?

Why indeed, when you can get equivalent performance, less weight and no hassle with INTER DAMP™ Elastomer Foam?




*The latest advances in elastomeric technology give PRO•FLEX foam springs a sophisticated, progressive spring rate curve that closely approximates the most complex hydraulic shocks without the hassles of blown seals, leaking oil, air adjustments and high maintenance.*

*"The performance improvement due to the new PRO•FLEX foam springs is really dramatic. Now I can stay seated while pedaling through much bumpier sections of trail than ever before..."*

*PETER VERSTEEGE*
*Netherlands Champion.*
*Sport Class Cross Country*



## PRO•FLEX 853 Race ready for Cross Country or Downhill

| | |
|---|---|
| FRONT SUSPENSION: | Girvin PRO•FORX or Girvin Aluminum Flexstem. |
| REAR SUSPENSION: | PRO•FLEX Generation 4 with INTER DAMP™ Microcellular Elastomer foam springs w/ 2inches travel. |
| FRAMESET: | Double butted, heat treated Alcoa® 7005 Aluminum main triangle with Cromoly swingarm. Tange 7000 oversized headset. |
| WHEELS: | Shimano Deore LX 32° hubs w/12-28 freehub, Sun CR-16 rims, DT stainless spokes, IRC Geoclaw lite 26x2.1 kevlar bead tires & panaracer lightweight tubes. |
| DRIVETRAIN: | Shimano Deore LX Crankset w/26/36/46T and low profile cartridge Bottom Bracket. Shimano XT Derailleurs with rapid fire plus shifters. Offroad/HK pedals w/toe clips & straps. |
| BRAKES: | Shimano Deore LX low profile. |
| SADDLE/SEATPOST: | Offroad™ titanium rail saddle with Offroad seatpost. |
| HANDLEBARS/STEM: | Zoom alloy bars w/Girvin foam grips. Zoom stem. |
| COLOR: | Racing Team Red. |
| SIZES: | 14", 16", 18", 20" |

PRO•FLEX by Offroad



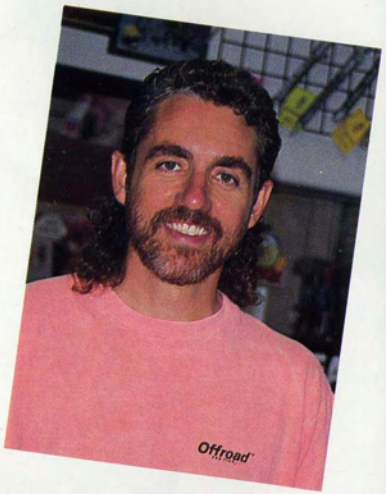

# "Rated the best overall suspension bike of the test due to its simplicity and effectiveness!"

*"Suspension Shootout — Torture testing the best fully suspended bikes"*
*MOUNTAIN BIKE ACTION, March 1992.*

**How do you improve the world's best selling, top rated, full suspension mountain bike?**
You start by using Shimano's hot new low profile Deore LX group. Then put on the lightweight elastomer Rock Shox Quadra up front. Mix in the new PRO•FLEX generation 4 frame & rear suspension improvements. Oh, yeah, make sure the bike is a pound lighter than last year. Finally, you give it two hot new color and graphics packages.
The result? The PRO•FLEX 753. If you're looking for a lightweight, proven performer with the best pedigree, you can stop your search right here.



*Also available with Girvin Flexstem/Rigid fork.*



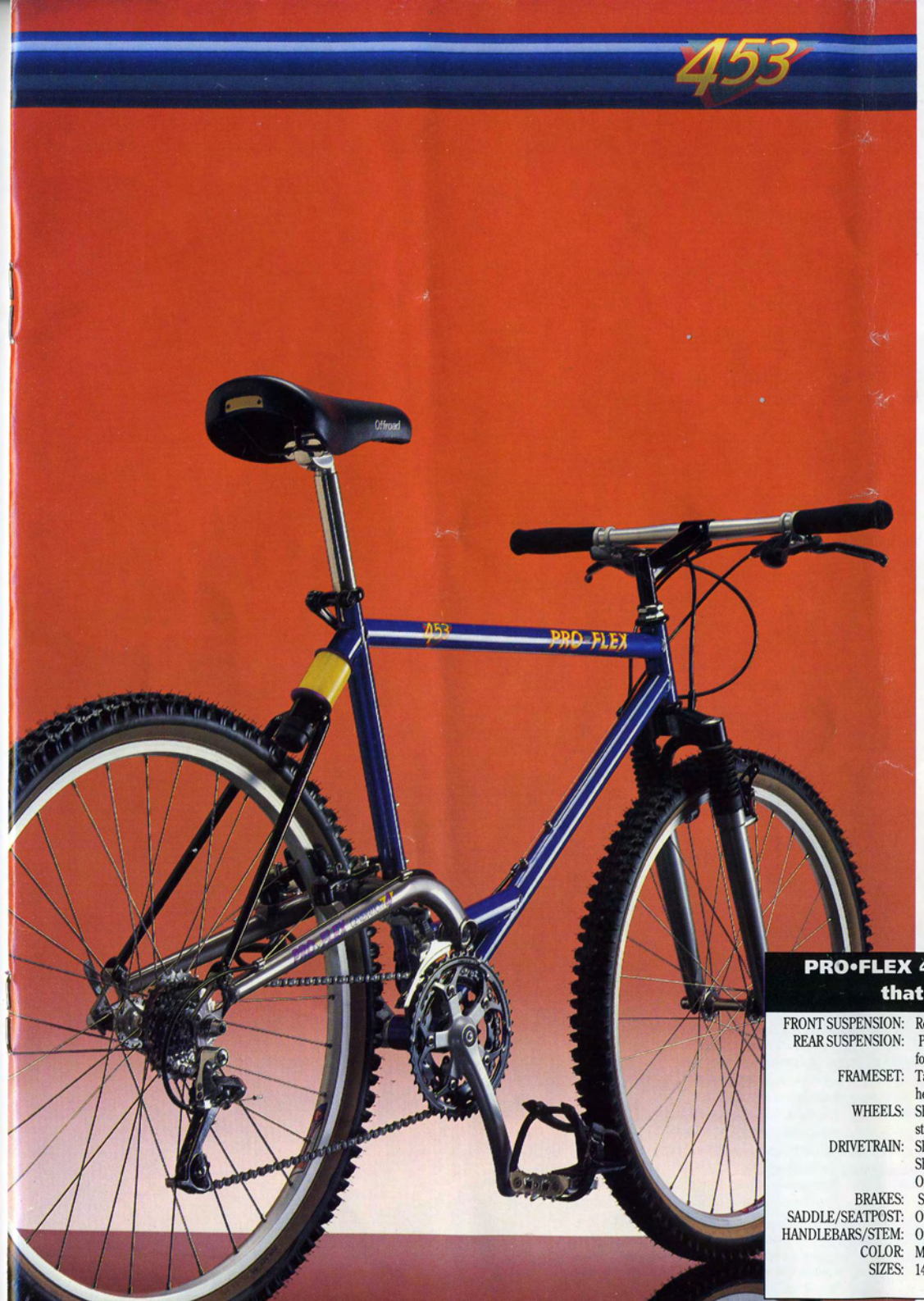

*"PRO•FLEX easy-to-adjust elastomer suspensions are practically maintenance free – letting my customers spend their free time riding instead of making repairs!"*

*GUIDO SCHULTE, Age 38*
*Owner Lo-Fat Cycles, Temecula, California*

**PRO•FLEX 753: The proven choice for trail performance.**

| | |
|---|---|
| FRONT SUSPENSION *OPTIONS:* | Rock Shox Quadra *or* Girvin Aluminum Flexstem. |
| REAR SUSPENSION: | PRO•FLEX Generation 4 with Elastomer foam springs with INTER DAMP™ Microcellular Elastomer foam springs w/ 2inches travel.. |
| FRAMESET: | Heat treated Alcoa® 7005 Aluminum main triangle with Cromoly swingarm. Tange 7000 oversized headset. |
| WHEELS: | Shimano Deore LX 32° hubs w/13-30 freehub, Sun USA CR-16 rims, 15g DT stainless spokes, IRC Geoclaw 2.1 Tires. |
| DRIVETRAIN: | Shimano Deore LX Low Profile Crankset w/26/36/46T and low profile cartridge Bottom Bracket. Shimano Deore LX Derailleurs with rapid fire plus shifters. Offroad pedals w/toe clips & straps. |
| BRAKES: | Shimano Deore LX low profile. |
| SADDLE/SEATPOST: | Vetta saddle with Offroad seatpost and binder bolt. |
| HANDLEBARS/STEM: | Offroad alloy bars w/Girvin foam grips. Zoom stem or Girvin Flexstem. |
| COLORS: | Metallic Emerald or Metallic Crimson. |
| SIZES: | 14", 16", 18", 20". |

**PRO-FLEX** by **Offroad**




# Dig-In™ for improved traction and acceleration on climbs.

Believe it or not, PRO•FLEX full suspension will actually help you climb faster thanks to DIG-IN™ technology — a feature on all PRO•FLEX bicycles including the 453.

When you're climbing a steep trail in your 'granny' gear, with maximum pressure on the pedals, the precise location of the PRO•FLEX rear suspension pivot point combines with the mechanical advantage from using the 'small ring' to allow chain-forces to slightly extend or open the rear suspension — pushing the rear wheel into the ground at precisely the instant it would tend to 'break loose' on a rigid mountain bike.

The result? Super traction just when you need it most. Faster, more efficient climbing, thanks to PRO•FLEX DIG IN™ Technology.






*Also available with Girvin Flexstem and rigid fork.*

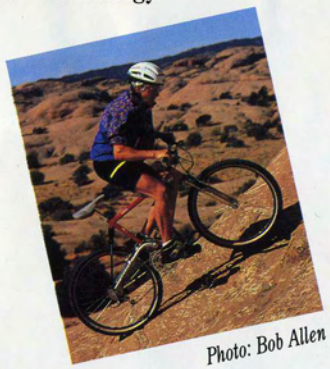


Photo: Bob Allen

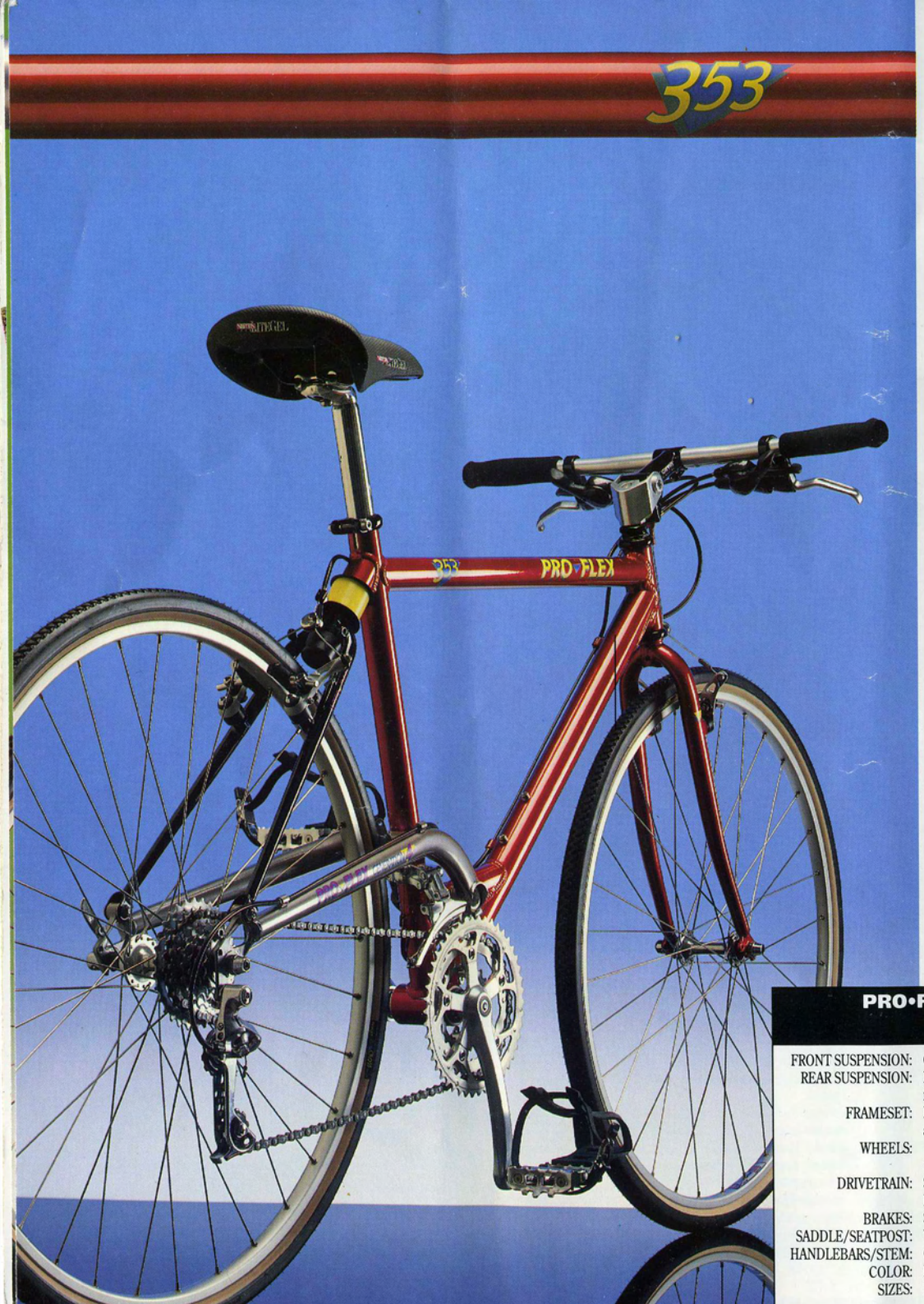
**PRO•FLEX 453: Full suspension performance that won't break your budget.**

| | |
|---|---|
| FRONT SUSPENSION: | Rock Shox Quadra or Girvin Chromoly FlexStem.. |
| REAR SUSPENSION: | PRO•FLEX Generation 4 with INTER DAMP™ Microcellular Elastomer foam springs w/ 2inches travel. |
| FRAMESET: | Tange Infinity Cromoly main triangle and Cromoly swingarm. Tange headset. |
| WHEELS: | Shimano Exage LT 36° hubs w/13-30 freehub, Sun USA L-18 rims, 15g stainless spokes, C.S. 26 x 1.95 tires. |
| DRIVETRAIN: | Shimano Exage LT Crankset w/26/36/46T and cartridge Bottom Bracket. Shimano Exage LT Derailleurs with rapid fire plus shifters. Offroad pedals w/toe clips & straps. |
| BRAKES: | Shimano Exage LT. |
| SADDLE/SEATPOST: | Offroad saddle with Offroad seatpost and quick release. |
| HANDLEBARS/STEM: | Offroad alloy bars w/Girvin foam grips. Zoom stem. |
| COLOR: | Metallic Atlantic Blue. |
| SIZES: | 14", 16", 18", 20". |

*"The traction is outstanding. This action can best be felt during hard out-of-the-saddle climbing over uneven ground."*

*Mountain Biker International Magazine (Great Britain)*

PRO•FLEX by Offroad




# Ride anywhere on Sunday — without paying for it on Monday!

**Fun should have nothing to do with pain.** Let's face it, even fun rides aren't always smooth sailing. With all those potholes, cracked pavement, bumps and frost heaves out there, its no wonder a fun ride even on 'supposedly smooth' roads will make you sore. Not to mention any detours into 'unpaved' territory. Ouch! Sore hands. Sore backsides. No fun!

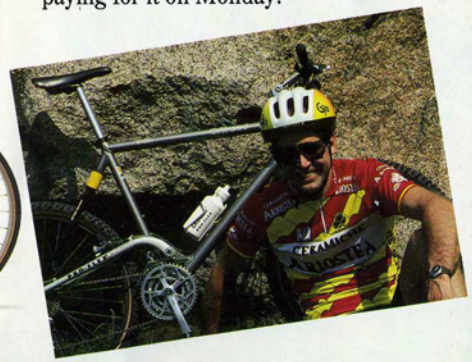
If you just want more comfort without giving up one bit of performance, here's the best thing since padded bike shorts: A PRO•FLEX 353 full suspension cross terrain bicycle.



PRO•FLEX' rear suspension and the Girvin Flexstem combine to take ALL the bumps out of any ride ... letting you ride longer, with less fatigue, and more comfort. Featuring a lightweight Aluminum frame and Shimano 700CX components, the 353 lets you explore the great outdoors, get a great workout, and not worry about paying for it on Monday!



*Fenders/ Rear Rack optional.*



**PRO•FLEX 353: Ride in pure luxury on road & trail alike.**

| | |
|---|---|
| FRONT SUSPENSION: | Girvin Aluminum Flexstem |
| REAR SUSPENSION: | PRO•FLEX Generation 4 with INTER DAMP™ Microcellular Elastomer foam springs. |
| FRAMESET: | PRO•FLEX Cross Design. Heat Treated Alcoa 7005 Aluminum main triangle and Cromoly swingarm. Tange Seiki 1" headset. |
| WHEELS: | Shimano 700CX 32° hubs w/11-19 freehub, Sun USA M-13L, 32° 700C rims, 15g stainless spokes, Avocet 700x35C cross tires w/presta tubes. |
| DRIVETRAIN: | Shimano 700CX crankset and cartridge Bottom Bracket. Shimano 700CX Derailleurs with rapid fire plus shifters. Offroad pedals w/toe clips & straps. |
| BRAKES: | Shimano 700CX. |
| SADDLE/SEATPOST: | Vetta Gel Lite with Delta seatpost and binder bolt. |
| HANDLEBARS/STEM: | Offroad alloy bars w/Girvin foam grips. |
| COLOR: | Metallic Crimson. |
| SIZES: | 16", 18", 20". |

*"PRO•FLEX smooths the interface between man and machine, making longer and harder rides less traumatic."*

*DR. TOM BROOKS, M.D. Age 46*
*Surgeon, PRO•FLEX owner and avid cyclist.*

**PRO•FLEX** by **Offroad**




# "You begin to wonder if this isn't the way all bikes should feel, especially those designed for town riding... The concept is brilliant."

*BICYCLING MAGAZINE, August 1992*




That's what the biggest cycling magazine in the world had to say about Offroad's predecessor to the PRO•FLEX 253.

Their praise didn't stop there. Offroad's cross-terrain bicycle received rave reviews for breaking new ground: Offering an affordable suspension bicycle perfect for touring, commuting, or just plain cruising.

For '93, the evolution of the recreational bike continues with the new PRO•FLEX 253 — featuring all PRO•FLEX generation 4 improvements. Now you can stay seated and enjoy a plush ride through those normal holes and bumps that would otherwise jolt you continuously.




*The Girvin Flexstem up front takes ALL those painful bumps and jolts out of any ride ... letting you ride longer with less fatigue.*



*Fenders/Rear rack optional*



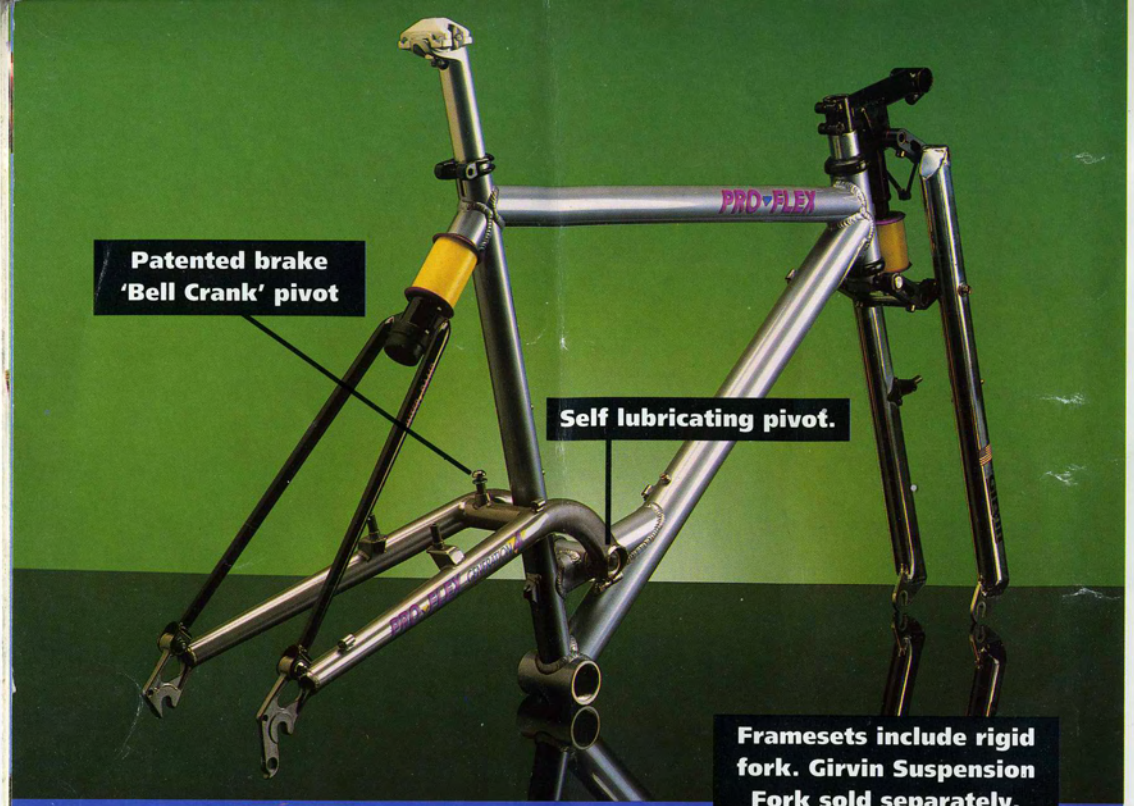
*"I just want to stay comfortable so I can have fun riding my bike. I don't care about going fast. Comfort is what's important to me. Thanks PRO•FLEX. Somebody out there finally understands!"*

*PAMELA "MA" JACOBSEN, Age 56*
*Respiratory Therapist & PRO•FLEX owner.*

## PRO•FLEX 253: Suspension for every cyclist

| | |
|---|---|
| FRONT SUSPENSION: | Girvin Cromoly Flexstem |
| REAR SUSPENSION: | PRO•FLEX Generation 4 with INTER DAMP™ Microcellular Elastomer foam springs. |
| FRAMESET: | PRO•FLEX Cross Design. Tange Infinity Cromoly main triangle and Cromoly swingarm. Shimano headset. |
| WHEELS: | Shimano Altus C-10 36° hubs w/13-30 freehub, Sun USA L-17, 36° 700C rims, 15g stainless spokes, Avocet 700x38C cross tires w/presta tubes. |
| DRIVETRAIN: | Shimano Altus C-10 crankset and cartridge Bottom Bracket. Shimano Altus C-10 Derailleurs with Grip Shift Shifter. Sedis chain. Offroad pedals w/toe clips & straps. |
| BRAKES: | Shimano Altus C-10. |
| SADDLE/SEATPOST: | Vetta Gel Lite saddle with Offroad seatpost. |
| HANDLEBARS/STEM: | Offroad alloy bars w/Girvin foam grips. |
| COLOR: | Emerald Metallic. |
| SIZES: | 16", 18", 20". |

PRO•FLEX by Offroad







# The heart of the unfair advantage.

## Twin Metal Combo — Aluminum and Cromoly.

PRO•FLEX MTB framesets use a combination of two materials to maximize performance and stiffness, while minimizing weight. Custom drawn, cromoly chain stays of asymmetrical design provide PRO•FLEX rear suspension with unmatched lateral rigidity. These stays combine with a bulletproof pivot system to provide a rear end that feels as solid as a rigid bike — only with all the advantages of suspension!

## "Why is the main triangle Aluminum instead of, say, Titanium?"

Just like a aluminum monocoque race car, a PRO•FLEX uses a super rigid aluminum frame to provide positive wheel geometry, letting the suspension — not the frame — absorb the bumps. The flexible properties of materials like titanium, while ideal for a rigid bicycle are really not desirable on a suspension bicycle. Because a PRO•FLEX bicycle is naturally compliant to road shocks due to its suspension systems, it does not require the same amount of forgiveness or 'flex' to be built into the frame as is necessary with a rigid bicycle. That's why PRO•FLEX main triangle is constructed of double butted, heat-treated, Alcoa 7005 Aluminum — because it is stiffer than titanium, and very lightweight to boot.

## Aligned three times!

Because of the complexity inherent in producing a pivoting rear triangle, each and every PRO•FLEX frame is aligned three times during hand-assembly by skilled craftsmen, before it is sent to the dealer, assuring that each PRO•FLEX tracks arrow straight – right out of the box!

### 1993 Offroad PRO•FLEX Frame Specifications

**26' Wheel Mountain Bikes**

| Frame Size *(Seat tube measured center to center)* | 14" | 16" | 18" | 20" |
|---|---|---|---|---|
| Stand-over Height *inches (cm)* | 28.0 (71.1) | 29.0 (73.7) | 30.1 (76.4) | 31.7 (80.5) |
| Top Tube Length *inches (cm)* | 20.5 (52.0) | 21.7 (55.1) | 22.8 (57.9) | 23.6 (60.0 |
| Seat Angle | 75° | 73° | 73° | 73° |
| Head Angle | 71° | 71° | 71° | 71° |
| Bottom Bracket Drop *inches (cm)* | 1.2" (3.1) | 1.2" (3.1) | 1.2" (3.1) | 1.2" (3.1) |
| Chain Stay Length *inches (cm)* | 16.6" (42.3) | 16.6" (42.3) | 16.6" (42.3) | 16.6" (42.3) |
| Fork Offset *(mm)* | 38mm | 38mm | 38mm | 38mm |

**700C Wheel Cross Bikes**

| Frame Size *(Seat tube measured center to center)* | 16" | 18" | 20" |
|---|---|---|---|
| Stand-over Height *inches (cm)* | 28.4 (72.1) | 29.5 (74.9) | 31.0 (78.7) |
| Top Tube Length *inches (cm)* | 21.2 (53.8) | 22.2 (56.5) | 22.6 (57.5) |
| Seat Angle | 75° | 75° | 75° |
| Head Angle | 69° | 70° | 72° |
| Bottom Bracket Drop *inches (cm)* | 2.4" (6.0) | 2.4" (6.0) | 2.4" (6.0) |
| Chain Stay Length *inches (cm)* | 17.0" (43.2) | 17.0" (43.2) | 17.0" (43.2) |
| Fork Offset *(mm)* | 50mm | 40mm | 40mm |

# Expanding the Science of Bicycle Suspension.



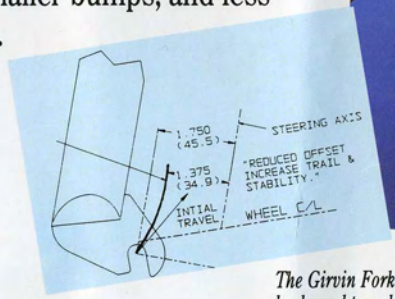

*Bob Girvin's suspension innovations have received worldwide recognition.*

**Girvin™ Vector Suspension Fork: Laterally rigid, bump-sensitive front suspension.**

"Why doesn't somebody design a front suspension fork that performs super on both big and small bumps, yet also reduces 'pogo' from rider pedal forces. A fork that significantly reduces 'stiction'. One that has super lateral rigidity, increases stability in the bumps, and of course is simple to adjust and maintain."

"Somebody" finally did it. The Girvin Vector Suspension Fork's rigid 'link' design provides a unique "curved" front axle travel path — making it more sensitive to smaller bumps, and less sensitive to macho big gear munching.




*The Girvin Fork's curved axle path requires a slight initial backward travel in line with the bump force, before resuming a more conventional vertical movement.*

# The key to rear suspension perfection?

**Proper geometry.** A rear suspension should work freely, unaffected by pedal forces, without exhibiting three undesired side effects that can interfere with efficient pedaling, and good suspension performance. The precise location of the PRO•FLEX Generation 4 pivot and springs minimizes these negative side effects inherent in poorly designed rear suspensions.



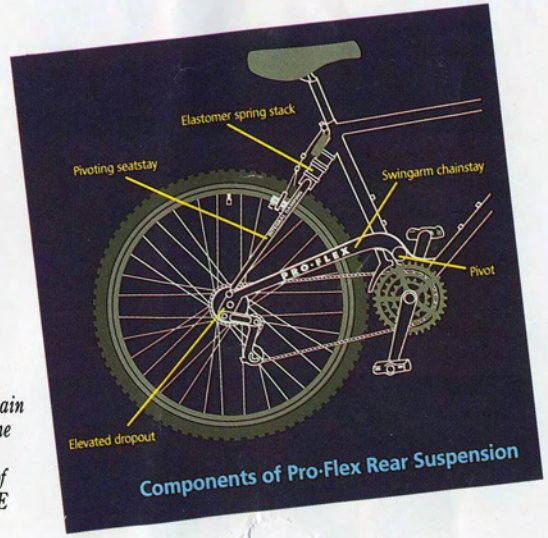

*Suspension Lockout: A bicycle with an improperly placed pivot point allows pedaling chain tension to render the suspension inactive.*




*Pedal Feedback: On poorly designed rear suspensions, bump force felt at the pedals will impede smooth pedaling motion.*




*Pedal Pogo: A pivot too low can utilize pedaling chain tension to activate the suspension — which causes the swingarm to 'pogo' due to pedal input. For more technical information, write to PRO•FLEX at one of the addresses on the back of this brochure for a FREE copy of Bob Girvin's "Bicycle Suspension Design".*



# PRO-FLEX by Offroad

**United States**
**PRO•FLEX International Headquarters**
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