

MOUNTAIN BIKES 84



Tim Gartside: "We were lucky to have such superbly robust bikes and good equipment."

MountainBike riders continue to set the standards winning and placing higher in the most important off-road races. It's no coincidence more top riders choose a Fisher MountainBike. The advantage is obvious.

1983

Giro De Briones / 1st, 2nd
Rockhopper II / 1st, 2nd, 3rd, 4th, 5th
Crested Butte / 1st King of Mountain
1st Downhill
1st Overall (tie)
1st Criterium

Rockhopper I / 1st

Prairie City / 1st

Mountain Mania / 1st, 2nd

NORBA National Championships /
3rd, 5th, 8th, 9th / Most Finishers

Repack Downhill Recordholder / 4:22:14

Our intention is to build a bicycle that feels like a natural extension of the rider . . .

A bicycle that responds to every effort with truly balanced forward motion

A bicycle that comforts the rider with excellent shock absorbing qualities

**A bicycle that is easy to maintain
A bicycle that combines all these features with strength, lightness, longevity and beauty.**

TOURING THE SAHARA

In February 1983, Tim Gartside and Peter Murphy crossed the Sahara Desert on Fisher MountainBikes. The "guts" of the journey is the 650 kms. of dirt track between Tamanrasset and Arlit. Cycling and pushing every day, carrying 30 kgs. of equipment (often from dawn to dusk), the pair took 17 days to do the crossing—an average of 36 kms. per day (22 miles). For three days a sandstorm howled across the desert. The hammering from the track and the abrasive effect of the sand made the crossing "a fierce test for bikes and equipment."





MONTARE MT. TAM

Performance is the sum total of hundreds of factors. Excellence is the product of experience. In the tradition of the Fisher MountainBike, we have designed and engineered this newest, most affordable model. Why bother with imitations?

Slight changes in geometry, the use of our specially butted tube set and the Unicrown™ fork have lowered the weight and improved the handling of this hand-built performer. The Tam is built to expedition standards of quality, and is guaranteed unconditionally against failure of the joints and braze-ons.

SIZES WEIGHT COLORS

20", 21.5", 23"

17", 18", 19", 20", 21½", 23"

29.5 lbs.

28.5 lbs.

Blue Metallic
Grey Metallic

Slate Grey Metallic
Medium Jade Metallic
Light Rich Blue Metallic
Ditzler primer, Imron color

FRAME

Oversize double butted chrome-moly tube. Chrome-moly fork single bend tapered chainstays, ovalized seat tube, reinforced seat cluster. Forged dropouts. TIG welded.

Brazed-on Features: Water bottle, oversize cable stops and guides, cantilever brake bosses.

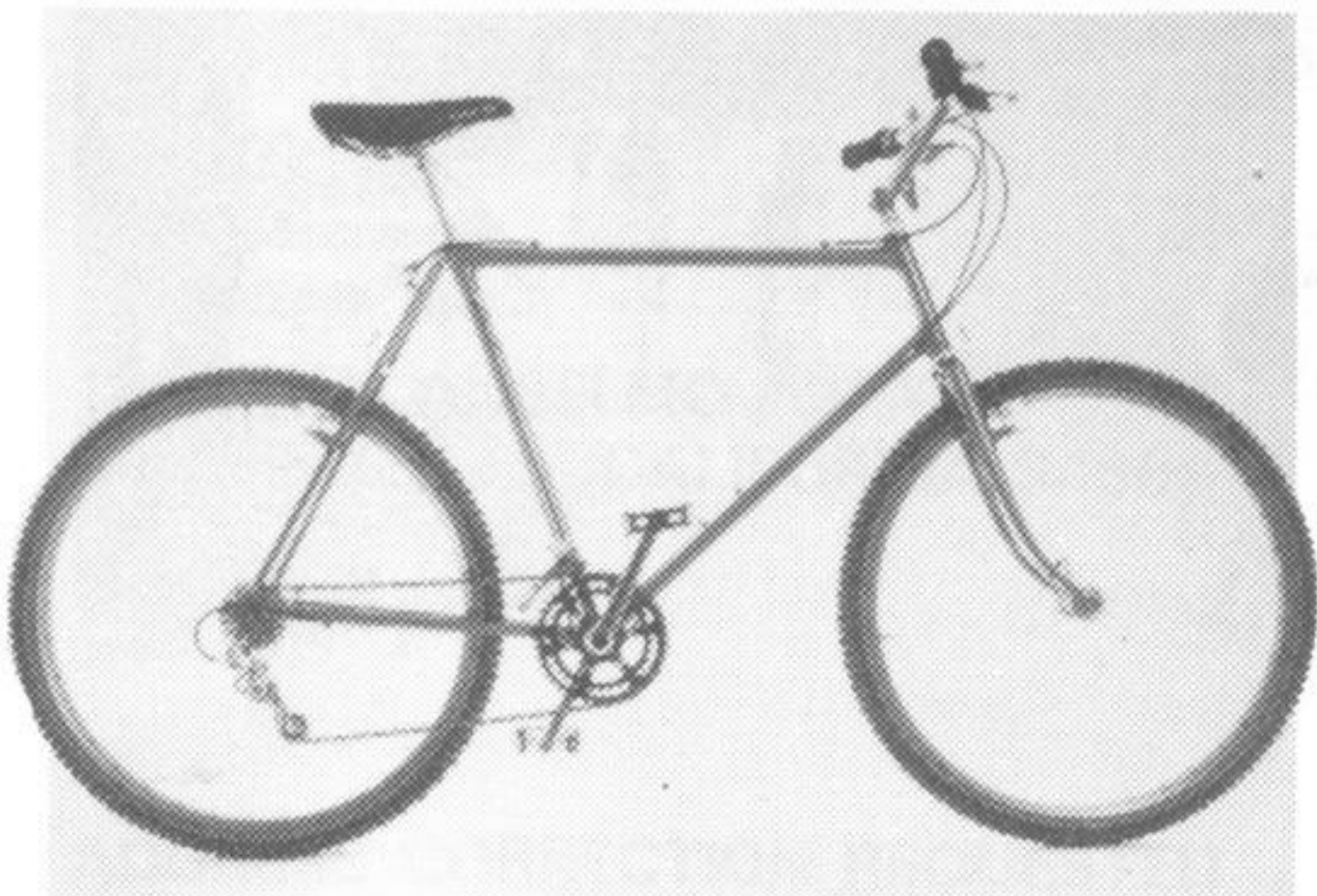
Bronze brazed lugless. Oversize double butted chrome-moly tube set. Unicrown™ TIG welded chrome-moly tubular fork. Single bend tapered chainstays, ovalized seat tube, reinforced seat cluster, forged dropouts.

Brazed-on features: Water bottle, oversize cable stops and guides, cantilever brake bosses.

WHEELS DRIVETRAIN COMPONENTS GEARING

Rims: Ukai 26 x 1.75
Hubs: Shimano XT Black
Tires: Panaracer 26 x 2.125 Knobby
Derailleurs: Shimano XT
Shift Levers: Shimano XT
Chain: D.I.D. Lanner
Crankset: Shimano 600 Black Triple
170, 175, 180 on 20", 21.5",
23"
Freewheel: Shimano 600
Pedals: Shimano SX
Seatpost: SR Laprade 250 mm.
with Suntour QR-170
Saddle: Avocet Touring
Handlebars: "BULLMOOSE"™ TIG
welded
Brakes: Shimano XT Black
Chainwheels: 24/38/48
Freewheel: 13/15/17/21/25/30

Rims: Ukai 26 x 1.75
Hubs: Shimano Deore XT
Tires: Panaracer 26 x 2.125 Knobby
Derailleurs: Shimano Deore XT
Shift Levers: Shimano Deore XT
Chain: D.I.D. Lanner
Crankset: Sugino AT or Takagi XT
Triple
Freewheel: Shimano Uniglide
Pedals: Shimano SX
Seatpost: SR Laprade
Saddle: Avocet Touring I
Men's or Women's
Handlebars: "BULLMOOSE"™ fillet
brazed
Brakes: Shimano Deore XT with
Magura Shorty levers
Chainwheels: 24/36/46
Freewheel: 13/15/17/21/25/30



EVEREST 84

COMPETITION

TANDEM

Bicycle engineers the world over appreciate this bicycle/work of art.

With custom shaped chrome-moly and brass filleted lugs, the Everest is built with exceptional strength for a long-lasting investment.

The Everest is the ultimate in aesthetics and technology.

18", 19", 20", 21", 22", 23", 24", 25", 26"

28.5 lbs.

Pewter Grey Metallic, Slate Grey Metallic, Dark Chestnut Metallic, Dark Continental Blue Metallic, Light Rich Blue Metallic, Dark Firethorn Metallic, Dark Burgundy Metallic, Fire Engine Red

Ditzler primer, all colors Imron

Hand built chrome-moly and bronze lugs, perfectly radiused joints, scalloped, reinforced seat cluster and head tube. Oversize double butted chrome-moly tube set. Unicrown™ chrome-moly tubular fork blades. Single bend tapered chainstays, ovalized seat tube. Forged dropouts.

Brazed-on features: Water bottle, oversize cable stops and guides, cantilever brake bosses.

Rims: Ukai 26 x 1.75

Hubs: Phil Wood or Cook Brothers

Tires: Panaracer

Derailleurs: Shimano XT

Shift Levers: Shimano XT

Chain: D.I.D. Lanner

Crankset: Sugino AT or Takagi XT

Freewheel: Shimano Uniglide

Pedals: Suntour CX oval or Shimano SX

Seatpost: S.R. Laprade with Campy QR

Saddle: Avocet Touring II
Men's or Women's

Handlebars: "BULLMOOSE"™ fillet brazed

Brakes: Shimano Deore XT with Magura Shorty Levers

Chainwheels: 24/36/46

Freewheel: 13/15/17/21/16/32

Working closely with race winners has helped us develop the right blend of lightness, stiffness and shock absorbing characteristics needed for off-road competition.

The Competition combines the aesthetic features of the Everest 84 with the lightness and resiliency essential to a racing bicycle.

19", 20", 21", 22", 23", 24"

25 lbs.

Pewter Grey Metallic, Slate Grey Metallic, Dark Chestnut Metallic, Dark Continental Blue Metallic, Light Rich Blue Metallic, Dark Firethorn Metallic, Dark Burgundy Metallic, Fire Engine Red

Ditzler primer, all colors Imron

Unicrown™ TIG welded chrome-moly tubular fork, Columbus SP steerer, down and seat tubes. SL down tube for top tube. Straight gauge chrome-moly seat and chainstays. Hand built chrome-moly and bronze filleted lugs. Perfectly radiused joints. Forged dropouts. Reinforced seat cluster and head tube. Single bend tapered chainstays. Ovalized seat tube.

Brazed-on features: Water bottle, oversize cable stops and guides, cantilever brake bosses.

Rims: Super Champion Mod. 58, 26"

Hubs: Shimano Dura-Ace Ex Freehub

Tires: I.R.C. Racer x-1 26 x 1.75
Knobby

Derailleurs: Shimano XT

Shift Levers: Shimano XT

Chain: D.I.D. Lanner

Crankset: Sugino AT or Takagi XT
double

Freewheel: Shimano Freehub

Pedals: Suntour XC

Seatpost: SR Laprade

Saddle: Avocet Racing Saddle
Men's or Women's

Handlebars: "BULLMOOSE"™
clamp on, fillet brazed

Brakes: Shimano Deore XT with Magura Shorty levers

Chainwheels: 36/46

Freewheel: 12/13/14/15/17/20/24

Fast and reliable, the Tandem handles more like a single bike than any other tandem. In 1981, the Tandem completed the 208 mile Davis Double Century in under 10 hours. Tandem riders are amazed at the speed this model can maintain.

21.5" x 20", 23" x 21.5"

49 lbs.

Pewter Grey Metallic, Slate Grey Metallic, Dark Chestnut Metallic, Dark Continental Blue Metallic, Light Rich Blue Metallic, Dark Firethorn Metallic, Dark Burgundy Metallic, Fire Engine Red

Ditzler primer, all colors Imron

Oversize straight gauge chrome-moly tubing. Isiwata oversize fork blades, internal 1 1/4" lateral tube, reinforced seat cluster and head tube. Forged drop outs. Single bend chainstays, ovalized seat tubes. Bronze brazed lugless.

Braze-on features: Three water bottles, oversize cable stops and guides, cantilever brake bosses.

Rims: Ukai

Hubs: PhilWood

Tires: Panaracer 26 x 2.2125

Derailleurs: Shimano Deore XT

Shift Levers: Shimano Deore XT

Chain: Sedisport

Crankset: TA Cyclotourist or Sugino
AT triple crossover drive

Freewheel: Suntour New Winner

Pedals: Shimano SX

Seatpost: SR Laprade

Saddle: Avocet Touring II

Men's and Women's

Handlebars: "BULLMOOSE"™ front,
Magura rear with stoker stem

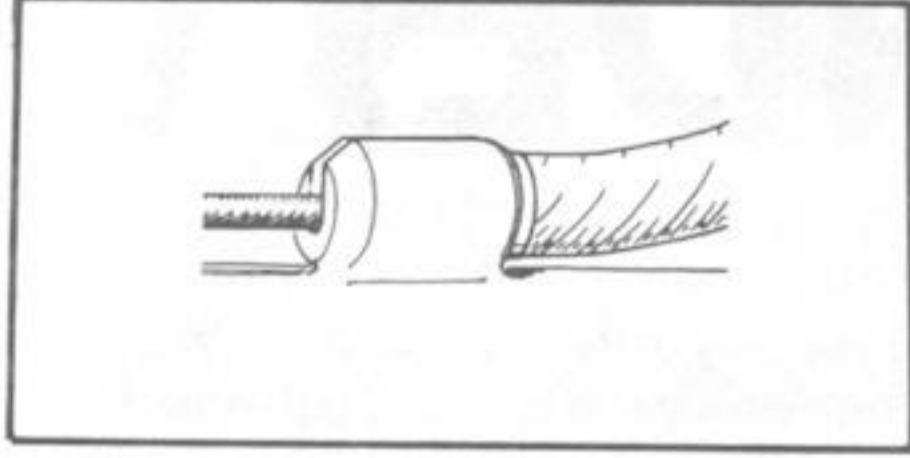
Brakes: Shimano Deore XT front and rear plus Arai drum rear, Magura dual pull levers

Chainwheels: 28/40/54

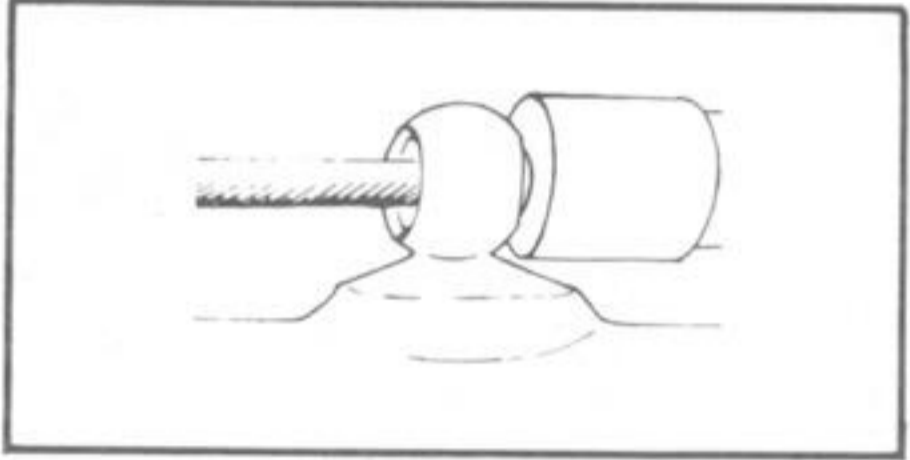
Freewheel: 12/13/15/17/19/21/24

THE BEST ENGINEERED ALL-TERRAIN VEHICLE FOR UNDER \$35,000.

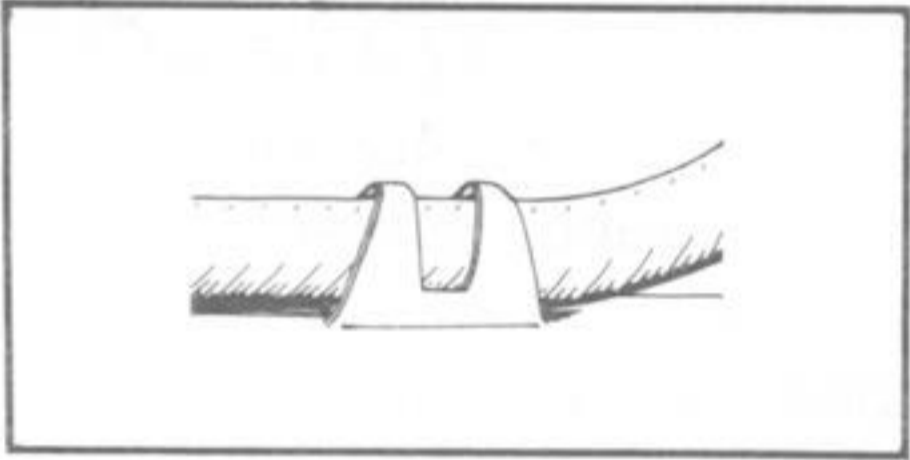
BRAZE-ONS



The MountainBikes cable stop is slotted to provide easy cable cleaning without removing cable anchors. This is a real asset in the mud. It is also oversized to permit the use of a motorcycle cable and to allow a large contact area with the frame where it is brazed on.

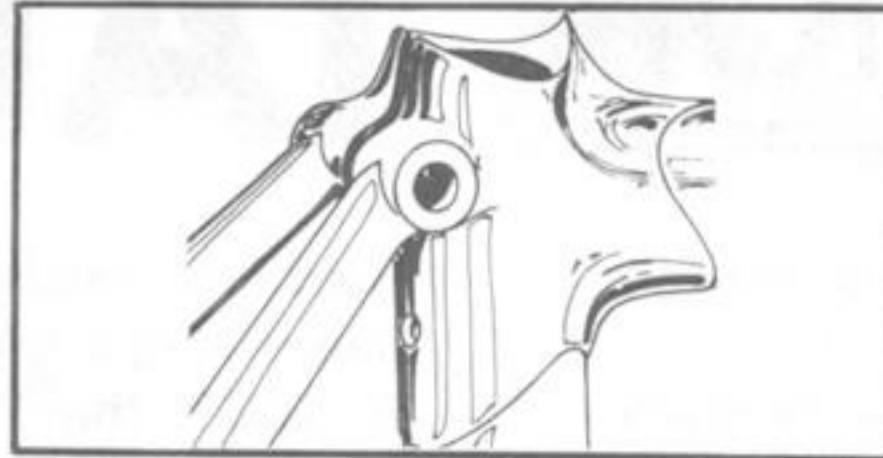


The divers helmet cable stop must be used with a special cable ferrel. The larger sizes that will accept motorcycle cable are rare. The neck of the helmet can be seen to flex under the strain of motorcycle levers, and cable, and tandem cantilever brakes. These cable stops are not designed for these functions.

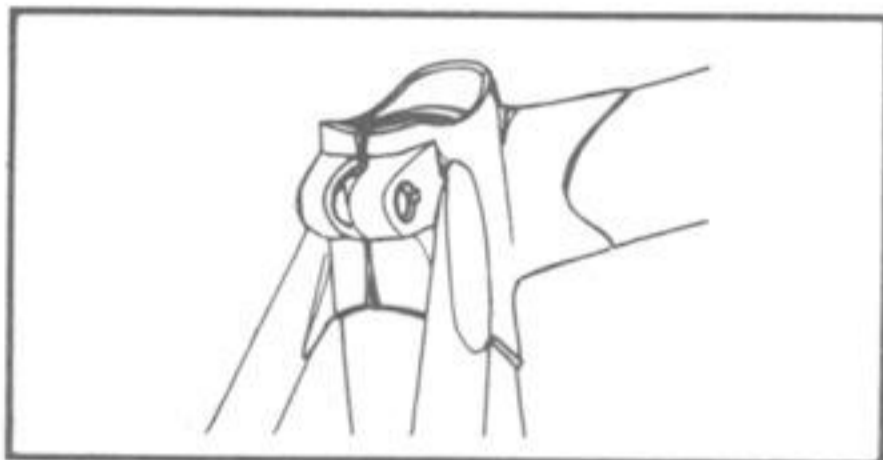


Top tube cable guides limit the size of the cable to standard bicycle cable. The casing slides through the guides. This longer length of housing compresses more (mushy brakes) and adds weight.

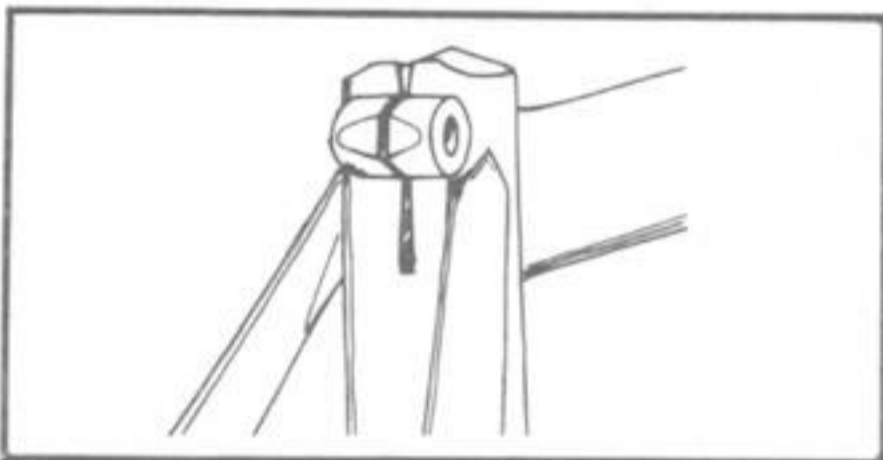
SEAT CLUSTER



The seat tube ends $\frac{1}{4}$ " inside the reinforced seat collar. An extra long slot ends with a stress relief hole. The slot's inner edge is radiused so the seat post won't be scratched. Over tightening the quick-release seat post bolt can cause damage to the quick-release bolt but never to the seat cluster.

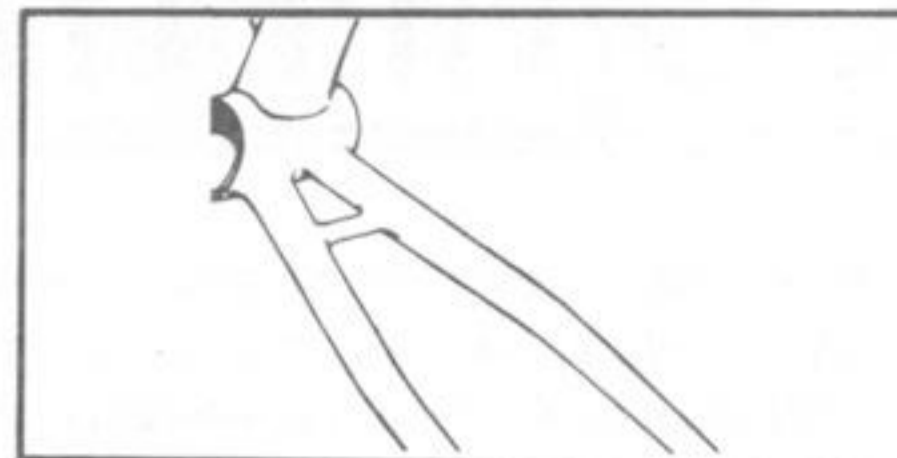


This ready made seat lug was never designed for the daily use of a seat post quick-release. Its slot is short with no stress relief hole. It's gripping power is concentrated on a small area. Overtightening can easily crush the seat binder bosses, so the saddle is never quite tight enough.

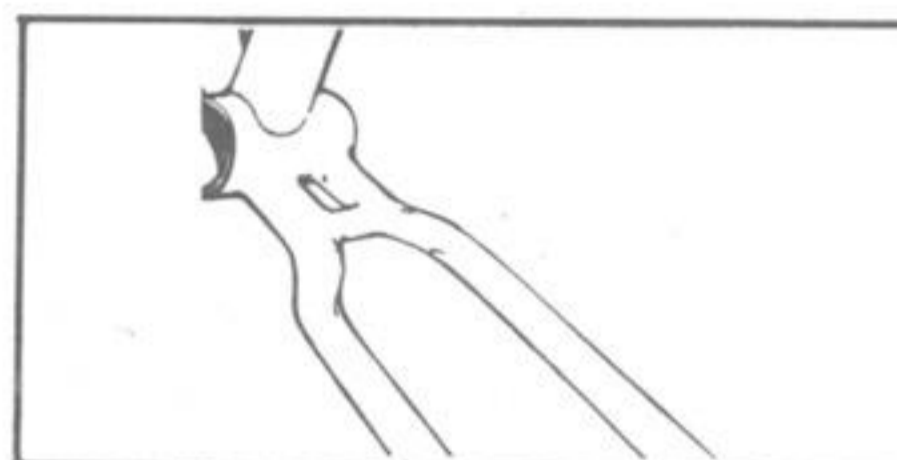


The binder bolt mounted directly on the seat tube relies upon the strength of the seat tube material. Over-tightening the quick-release seat post bolt can cause the seat tube to stretch or even tear.

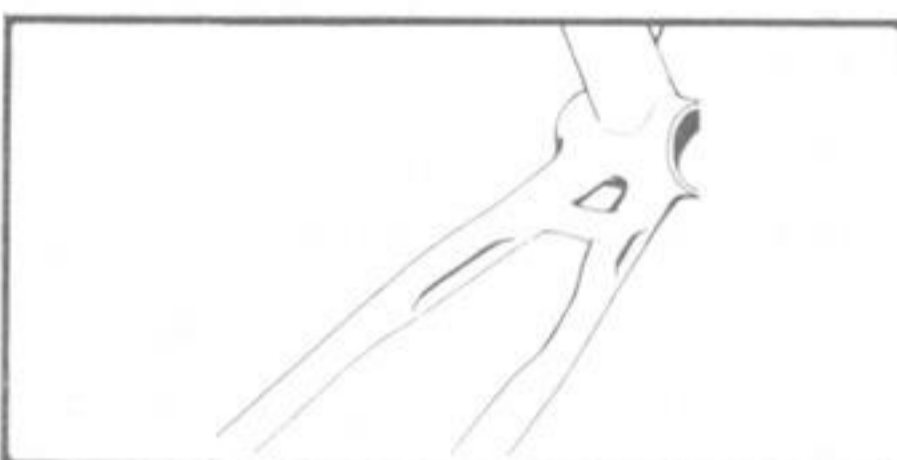
BOTTOM BRACKET CHAINSTAYS



Single bend round oval chainstays are gradually tapered and have no indentations. This preserves as much stiffness as possible where you need it the drive train without adding weight. The seat tube is ovalized where it meets the bottom bracket shell to provide stiffness and to assure full contact with the shell.

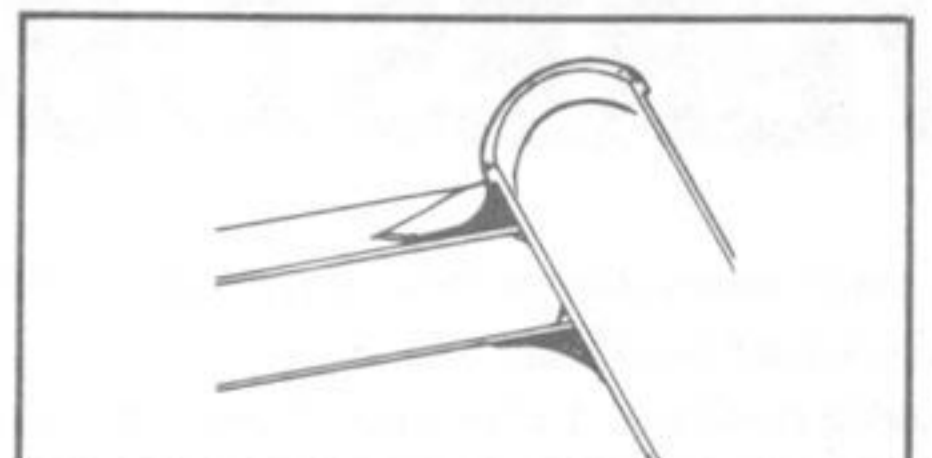


Double bend chainstays. This type loses a great deal of stiffness and creates stress at the chainstay bridge. This style is popular because one bend of chainstay can be cut to any manufacturer's length. These sharply bent chainstays are made from an extra thick material to resist wrinkling, and are heavier.

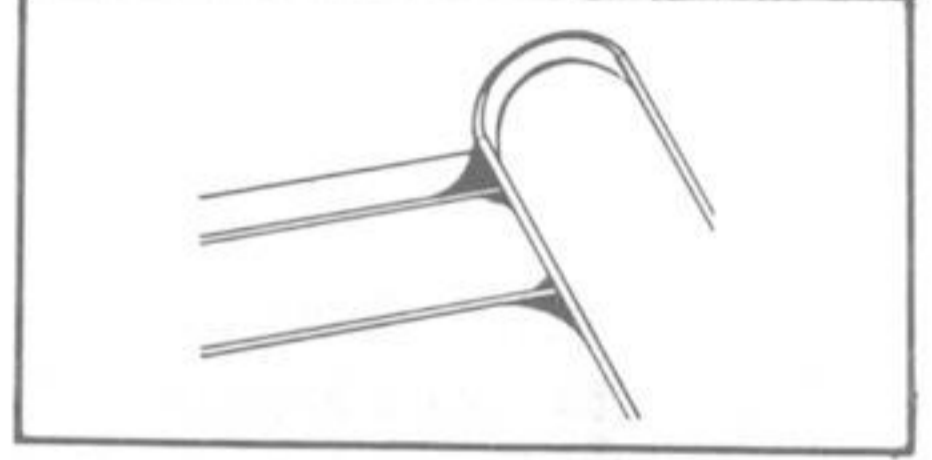


Heavily indented or crimped chainstays. With straight chainstays, stiffness is lost and stresses are formed at the crimps.

MOUNTAINBIKE CONSTRUCTION



Hand-built chrome-moly and bronze filleted lugs. Chrome-moly sleeves that strengthen joint areas are brazed on the tubes. The tubes are tacked together and the bronze fillets are shaped to form the lugs that will get the ultimate ride from a given set of tubing.



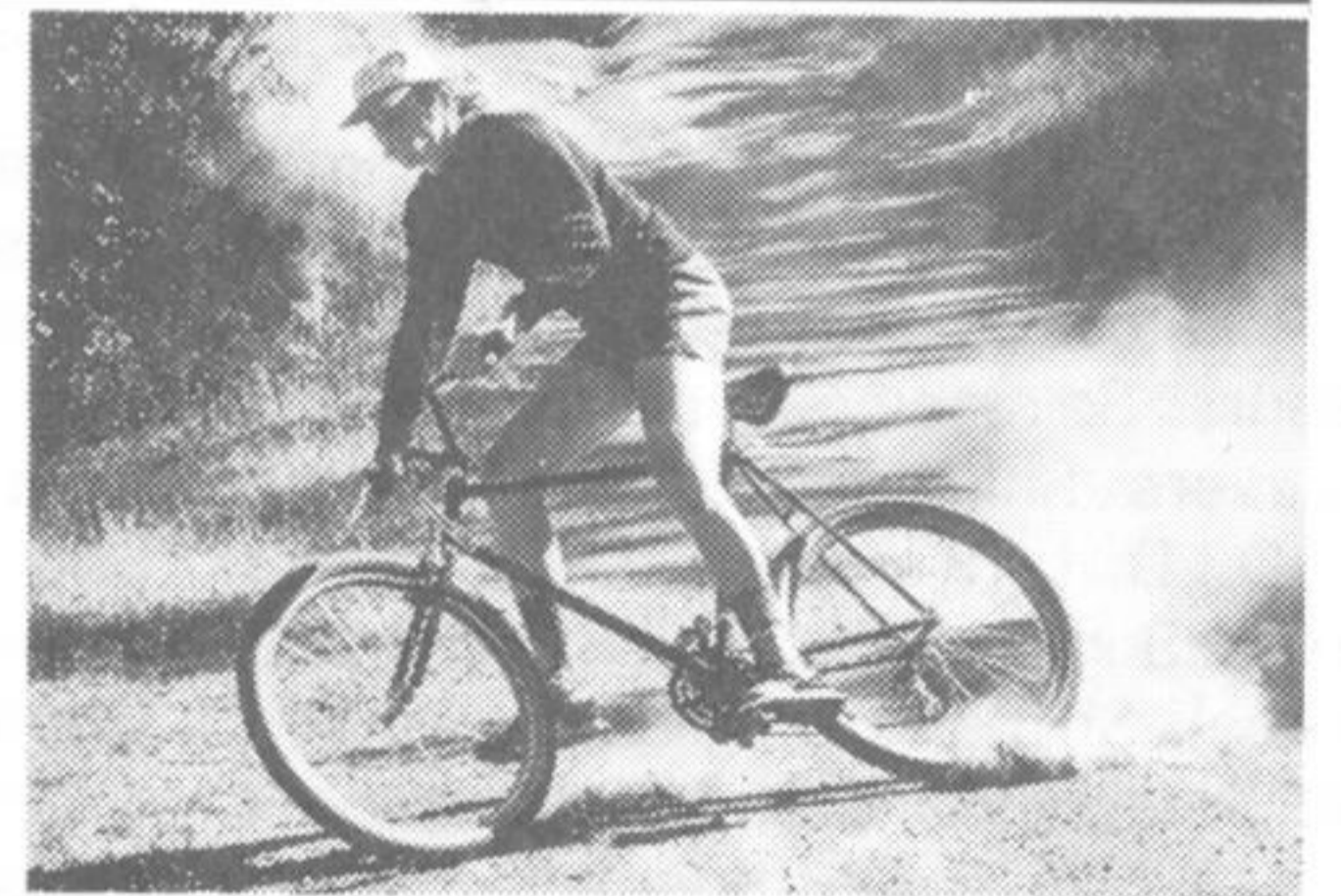
Tam 84 bronze fillets are fine examples of excellence in craftsmanship. Shaped with torch control that minimizes reshaping with tools.



UNICROWN™ FORK

The Unicrown™ soothes the hands without scrambling the ride. These round blades provide good fore and aft flexibility for shock absorption and excellent side to side stiffness for control on loose surfaces. Our team riders, who were provided with prototype forks, rave about the feel of a Unicrown™.

**ASK TO TEST RIDE THE '84 MODELS
AT YOUR NEAREST DEALER:**



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