



Offroad™ Bicycles 1990

Offroad[™] Bicycles

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Peter Brentlinger**



Brakes	Handlebar/Stem	Headset	Chain	Saddle/Seatpost	Color	Braze-ons	Sizes
Chang Star cantilevers with adjustable reach levers	20" steel, tapered, black. Stem: alloy, black	YST 662, chrome	Shimano UG50	Offroad juvenile saddle, steel seatpost with zinc plate finish	Black and neon yellow with clearcoat	Single water bottle mount, rack mounts, cable stops and guides	10"/25 cm
Shimano BR200 cantilever (12" & 14" have U-Brake rear). Levers: Shimano BL200	Black MTB 110 steel, tapered, 22" width, black. Stem: Offroad Flexstem Lightweight	YST 8002 sealed, black	Shimano HG20N	Offroad racing saddle, Kalloy SP242 seatpost	Gloss black with neon yellow fork or blue with white fork, both with clearcoat	Two water bottle mounts, rack mounts, cable stops and guides	12"/31 cm 14"/36 cm 16"/41 cm 18"/46 cm 20.5"/52 cm
Shimano Deore LX cantilever (12" & 14" have U-Brake rear). Levers: Shimano 2 finger levers	Black MTB 110 alloy, tapered, 22" width, black. Stem: Offroad Flexstem Lightweight	YST 8002 sealed, black	Shimano HG50	Offroad racing saddle. Kalloy heat treated CrMO seatpost, 300mm, black	Neon yellow and black with clearcoat	Two water bottle mounts, rack mounts, cable stops and guides	12"/31 cm 14"/36 cm 16"/41 cm 18"/46 cm 20.5"/52 cm
Shimano Deore XT cantilevers. Levers: Shimano Deore XT 2 finger STI levers	True Temper/Offroad, 22" width. Stem: Offroad Flexstem Lightweight	Shimano Deore XT	Shimano Deore XT, silver/black	Avocet Gel-flex R-20 racing saddle. Offroad 4130 CrMO seatpost, 300mm	Gloss black/red powder coat with clear top coat	Two water bottle mounts, cable stops and guides	15.5"/39 cm 18"/46 cm 20"/51 cm
Shimano BR200 cantilever (14" has U-Brake rear). Levers: Shimano BL200	Black MTB 110 steel, tapered, 22" width, black. Stem: Offroad Flexstem Lightweight	YST 8002 sealed, black	KHC UG50	Velo Gel saddle, Kalloy SP242 seatpost	Blue with clearcoat	Two water bottle mounts, rack mounts, cable stops and guides	14"/36 cm 16"/41 cm 19"/48 cm 21"/53 cm
Shimano Deore LX cantilever (14" has U-Brake rear). Levers: Shimano 2 finger levers	Black MTB 110 alloy, tapered, 22" width, black. Stem: Offroad Flexstem Lightweight	YST 8002 sealed, black	Shimano HG50	Offroad racing saddle. Kalloy heat treated CrMO seatpost, 300mm, black	Black & white with neon yellow	Two water bottle mounts, rack mounts, cable stops and guides	14"/36 cm 16"/41 cm 19"/48 cm 21"/53 cm

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	Frame/Fork	Geometry	Wheels	Derailleurs/ Shifters	Crankset/ Bottom Bracket	Pedals	Freewheel
MT. 10	TIG welded hi-tensile frame and fastback stays. Fork: hi-tensile unicrown, 1" dia.	Head angle 69°, seat angle 74°, fork rake 1.9°, wheelbase 37.0", chainstays 15.5"	Hubs: Joy You, 36 hole. Rims: CMCHE-8, 24x1.5", black. Tires: Cheng Shin, 24x2.125"	Shimano rear with 6 speed shifter.	Black, 32-tooth steel, with chain guard, 152mm crankarms. Bottom bracket: YST	VP-230 resin, with reflectors	Shimano Hyperglide, 14-32, 6 speed
SPORT	TIG welded 4130 CrMo main tubes, ovalized seat tube, hi-tensile fastback stays. Fork: CrMo unicrown, 1 1/8" dia.	Head angle 69°, seat angle 72°, fork rake 1.9°, wheelbase 41.4", chainstays 16.9" (12" & 14" have 16.5" chainstays)	Shimano HG/RM50, quick release front & rear. Rims: Araya VP-20, silver, 36-hole. Tires: Cheng Shin 26x1.95"	Shimano M200. Shifters: Shimano M020, 7 speed	Shimano M201 alloy Biopace chainrings. Bottom bracket: Shimano 200GS, bolt type axle	VP-230 resin, CrMo axle, with reflectors	Shimano Hyperglide, 14-32, 7 speed cassette
MASTER	TIG welded Tange 1200 double butted CrMo main tubes, ovalized seat tube, CrMo fastback stays. Fork: CrMo unicrown, 1 1/8" dia.	Head angle 70°, seat angle 72°, fork rake 1.5", wheelbase 41.4", chainstays 16.9" (12" & 14" have 16.5" chainstays)	Shimano Deore LX. Rims: Araya VP-20, silver, 36-hole. Tires: Tioga Farmer John's Nephew	Shimano Deore LX. Shifters: Shimano Deore LX, 7 speed	Shimano FC550 SG, 175mm cranks (12" & 14" have 170mm), 24x36x46 round rings. Bottom bracket: YST 611 bolt type axle	Wellgo LU alloy body & cage, OFFROAD clips & straps	Shimano Hyperglide, 13-30, 7 speed cassette
PRO-FLEX	TIG welded True Temper double butted CrMo, custom drawn True Temper CrMo rear triangle. Fork: True Temper CrMo unicrown, 1 1/8" dia.	Head angle 70°, seat angle 72°, fork rake 1.5", wheelbase 41.4", chainstays 16.85"	Shimano Deore XT. Rims: Sun Metal C-16, 32 hole, duro grey. Tires: Ritchey 26x2.1" Mega-Bite Hard Drive, Presta valve	Shimano Deore XT short cage. Shifters: Shimano Deore XT, 7 speed STI	Shimano Deore XT SG, 175mm cranks, 24x36x46. Bottom bracket: Deore XT	Shimano Deore XT Comp	Shimano Hyperglide, Deore XT 12-28, 7 speed cassette
EXPRESS	TIG welded 4130 CrMo main tubes, ovalized seat tube, hi-tensile fastback stays. Fork: hi-tensile unicrown, 1" dia.	Head angle 69°, seat angle 74°, fork rake 1.9°, wheelbase 40.5", chainstays 16.5"	Hubs: Joy You, alloy sealed, quick release. Rims: Araya SP-20, 700c (26" Mistral M20T on 14" frame). Tires: Cheng Shin, 700 x 35c	Shimano M200. Shifters: Shimano M020, 7 speed	Shimano M201 alloy, Biopace. Bottom bracket: YST, bolt type axle	VP-230 resin, CrMo axle, with reflectors	Shimano Hyperglide, 14-32, 7 speed cassette
CLIMBER	TIG welded Tange Infinity double butted CrMo main tubes, ovalized seat tube, 4130 CrMo fastback stays. Fork: CrMo unicrown, 1" dia.	Head angle 69°, seat angle 74°, fork rake 1.9°, wheelbase 40.5", chainstays 16.5"	Hubs: Shimano Deore LX. Rims: Alesa 613 GMG finish, 32 hole, 700c (26" Mistral on 14" frame). Tires: Cheng Shin, 700 x 38c, Presta valve.	Shimano Deore LX. Shifters: Shimano Deore LX, 7 speed	Shimano FC550 SG, 170mm cranks, 24x36x46 round rings. Bottom bracket: YST 611 bolt type axle	Wellgo LU alloy body & cage, Offroad clips & straps	Shimano Hyperglide, 13-30, 7 speed cassette

When we introduced the CLIMBER last year, it received some rave reviews. "Bicycle Guide" magazine listed the CLIMBER in their Best of '89 issue, calling it "an amazing trail bike, particularly when the trail goes uphill". It really is the definitive cross trainer, mountain bike, cyclocross bike all rolled up into one. Lightweight with large diameter wheels for speed and MTB components for tough off-road power and traction. Precise, comfortable, extremely rugged and still loads of fun.

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OFFROAD™ 1990 CLIMBER

This year we've developed the CLIMBER even further. Yes, it still has all the goodies from last year. Like the Tange tapered frame, a 1" Unicrown fork, Shimano Deore LX components and of course our new Flexstem Lightweight. The big change is in our exclusive new "S" Frame seat tube. We figured out a way to improve both road handling and trail stability with one simple idea. By incorporating an "s" bend into the seat tube, more weight is placed further back, adding traction over the rear for climbing and stabilizing the bike during hard cornering.

The 1990 CLIMBER also has several other mentionables. 32 hole, 700C box section rims from Alesa of Belgium, alloy handlebars, Imron paint, and a total weight of only 26 pounds. That's an achievement in itself. The 1990 Offroad CLIMBER, the bike that does it all.





The new Offroad EXPRESS is a fun, versatile way to combine on and off-road riding. The convenience and durability of a mountain bike. The lightweight efficiency and larger wheels of a racer. It's easy to ride! One position for your hands controls the brakes and shifters. It's a gas! The EXPRESS goes anywhere. It's great for country rides or city commutes. With wide ratio gearing, climbing steep unpaved paths and roads is easy. Large knobby tires have plenty of traction for loose surfaces, and they're tough enough to stand up to urban obstacles like curbstones, potholes and sewer grates. The upright riding position is efficient and comfortable for the long haul. You'll really appreciate the adaptability of the EXPRESS on pavement and off.

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OFFROAD™ 1990 EXPRESS

The EXPRESS is really equipped. 7 speed Shimano components, Araya rims, and our Flexstem Lightweight. Its 4130 CrMo steel frame is light. With frame geometries that like the popular Offroad CLIMBER, handle touring and trail riding equally well. Our exclusive "S" frame design puts your weight further back over the rear wheel for climbing and



off-road stability. The upright seat and laid back head angles breed great manners for on the road handling. Finished in clear coated, durable Imron. The 1990 Offroad Express, it's a lot of bike at a very affordable price, but most of all- it's fun!

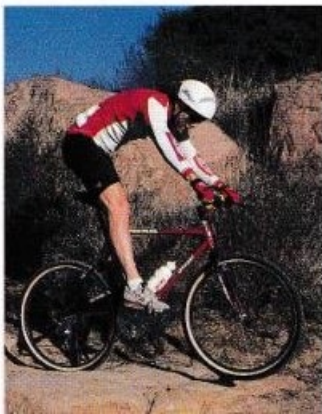




If you like leading edge design in mountain bikes, you'll love the new Offroad PRO-FLEX. An unadulterated, pure performance machine; a glimpse of the future, ready to race today. Brand new for 1990, this is the most radical bike anywhere. For starters, the PRO-FLEX frame uses our exclusive Pro-Trac™ rear suspension. That's right, rear suspension. Fully adjustable to match the rider's weight and riding conditions, the Pro-Trac uses our race-proven elastomeric bushings to provide controlled shock absorption. A radical concept in mountain bike design that, until now, was only seen in exotic show bikes that never rode the dirt. Short, elevated chain stays pivot above the bottom bracket, functioning as the suspension's swing arms. They offer superior tire clearance as well. Special True Temper tubing has been custom engineered to meet the PRO-FLEX's requirements.

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OFFROAD™ 1990 PRO-FLEX



Complementing the rear suspension, you'll find the new Flexstem Lightweight and straight blade forks at the front. It's an amazing package with only one thing in mind. Total performance. Top of the line Shimano Deore XT STI componentry including 7 speed Hyperglide with Rapidfire shifters, and Superglide chainrings really sets this machine apart. What a combination.

Once you ride the PRO-FLEX you'll see the edge so clearly. The suspension provides unmatched handling capabilities and rider comfort. It tames the edge on wild terrain while allowing the bike to respond to and transmit the surface of the trail. It produces a smooth, efficient power transfer that doesn't absorb any pedaling force. Experience superior traction that'll outclimb any rigid frame ATB. Flawless mechanicals, bulletproof



electrostatic powder coat finish and at a price you'd expect for an ordinary high performance mountain bike. Designed by Offroad and built in the USA by Serotta Sports. Fast, efficient, a real joy to ride. The Offroad PRO-FLEX, own a piece of the future today.



The 1990 Master is one slick looking mountain bike. And with a spec sheet like this, you know it's hot! Tange taper-butt tubes in the frame, for a superior strength to weight ratio. A Unicrown, 1 1/8" fork; big, beefy and built. To put it all together, frame geometries that beg to be ridden. 12" bottom bracket height gets through just about anything and short chainstays to stay on the ground when climbing. There's no skimping when it comes to components. Our own Flexstem Lightweight front suspension stem. Shimano Deore LX STI- 7

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OFFROAD™ 1990 MASTER

speed Hyperglide with Rapidfire shifters, Superglide chainrings and quick release rear cassette and quick release front hubs. On the ground you'll find 36 hole Araya VP20s shod with Farmer John Nephews for traction.

For 1990, we're introducing a 12" MASTER. Equipped with everything the regular MASTER has plus a couple of extra details for the small rider. Ultra-short chainstays- 16.5", thin wall Tange tubing and adjustable reach brake levers.

Finished off in durable, clear coated, neon yellow Imron, with hot new graphics; the MASTER from Offroad, it'll get you all warm under the collar.





The *SPORT* from Offroad is a very special bike. When developing the *SPORT*, we focused on frame and component combinations that would provide a balanced, comfortable ride, with plenty of traction and stability. And we were looking for operational reliability to make riding easy and fun. A practical, well designed mountain bike; fully featured and very affordable.

Our custom ovalized seat tube prevents lateral bottom bracket flex for better power transfer. Five proportionally designed frames sizes with ultra short chain stays fit the *SPORT* to every rider. Frame geometries that offer superb handling and ride are complemented with the latest Shimano STI components-cassette hubs with 7 speed Hyperglide and Rapidfire shifters, Superglide chainrings and quick release wheels front and rear.

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OFFROAD™ 1990 SPORT

For the small sizes, 12" and 14", we've developed our own exclusive thin wall CrMo tube. It costs a little more, but the weight of the frame is reduced by 18%. The ride of our custom, .9mm tube *SPORT* is more comfortable too. Low profile forks produce a balanced seat and handlebar height relationship for better climbing and high performance handling characteristics.



One of the hottest features on the 1990 *SPORT* is the new Flexstem Lightweight, the same suspension stem used by top mountain bike racing teams. All *SPORT*s are finished in clear coated Imron, with hot new graphics and colors for this season. Check out the 1990 *SPORT* from Offroad. You won't find a better combination of reliable componentry and intelligent mountain bike design at any price.



1339



Offroad's new MT. 10 is developed especially for riders in the 8 to 12 year old range. To fit smaller cyclists, (4'6"-5'), we've put together a 10" frame bike with the lowest standover height of any 24" wheel bike. By choosing not to use smaller diameter 20" wheels, the MT. 10 "fits" today, but still has plenty of room to grow tomorrow.

Its steel frame and fork are virtually indestructible. So is the spot-on, hassle free gearing. The single, 36 tooth front chainwheel works with a wide ratio, 6 speed Shimano Hyperglide rear cluster to



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OFFROAD™ 1990 MT. 10

provide all the range young riders could need without the problems of front derailleurs. A drivetrain that'll take the MT. 10 over the toughest terrain. Other special features on the MT. 10 are short, adjustable reach brake levers that fit young fingers. Tough, 36 spoke wheels and aggressive, all-terrain tires offer great traction and outstanding durability. The MT. 10, it's a package designed specifically for young riders, looking for a mountain bike without compromises.

SMALL BIKE SIZING

Over 20% of the U.S. adult population is under 5'4" in height. Accordingly, a big portion of riders out there are under 5'4" as well. But fitting a mountain bike when you're short is no easy matter. Most manufacturers' small bikes are one size fits all, and usually that size is too big in one direction or another.

At Offroad, we tailor small frame bikes to small frame riders. That's why we build three different small bike sizes, 10", 12" and 14". Our smalls offer the lowest stand-over height of any other mountain bike in either 26" or even 24" wheel sizes. But proper frame sizing isn't the only critical point to consider.

STAND-OVER HEIGHTS



10"	23"
12"	25"
14"	25 ³ / ₄ "

Short top tube length is equally important. We also use thinner walled CrMo and high tensile steels to make the bike proportionally lighter. Small inner chainrings for extra low gearing too. Combined with shorter cranks, this combination feels right for shorter riders. We spec adjustable reach brake levers to match the hand size of every short rider. And we build these bikes at prices to meet most any budget.

Offroad. Small frame mountain bikes engineered for the small rider.



When Offroad first introduced the Flexstem last year, we knew what a brilliant idea we had. As it turns out, the rest of the mountain biking world thought so too! We received more awards and praise than any other single product on the market last year. Nearly every biking magazine (on and off-road) named the Flexstem as one of the best new products for 1989.

After all, with the Flexstem, it was easy and inexpensive to retro-fit any mountain bike with a front suspension. A suspension that isolated the rider's weight from the front wheel, absorbing shock through an ingeniously simple mechanism. The pivoting dog-bone section of the stem displaces a small urethane disc, absorbing the most jarring shock without deadening either trail feel or handling. In fact, by softening the edge of rugged terrain, the Flexstem instills a

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OFFROAD™ 1990 FLEXSTEM LIGHTWEIGHT



greater sense of confidence. It allows the rider to reach new levels of performance, greater speed and efficiency. All by simply replacing the bike's stem with a new Flexstem.

But frankly, we weren't going to sit on our laurels. Some riders were looking for a lighter Flexstem, with all the same advantages. Others wanted more freedom in setting the stem's position into the steerer. And our engineers, they knew it could be done. So here it is...

The 1990 Flexstem Lightweight. Over three ounces lighter than the original. Constructed of thin wall CrMo steel, hard anodized aluminum and Delrin. Redesigned, conical urethane discs as shock absorbers, available in varying hardnesses adjust and tune the travel rate. New fastening hardware makes the disc change simple and quick. A new cable hanger allows greater positioning choices for stem height.



Flexstem is available in sizes from 100 to 150 mm to fit all size steerers. Standard on most Offroad models. The Flexstem Lightweight from Offroad. A brilliant idea that just got a lot brighter.



RACING

At Offroad, we are intimately involved with mountain bike racing. Offroad is sponsoring some very successful racing teams, supplying the riders with Offroad bikes and components. We listen to what racers have to say. What they need a bike to do. How they need it to feel. This hands-on, race-proven experience constantly helps us to design new products that enhance performance at every level. Products that complement a riders' skills and



strengths, giving them the confidence to perform to their fullest. And what we've discovered through our race programs is, if it works great for a racer, it'll work great for recreational riders as well.

In developing products and components for racing we encounter some pretty tough questions that apply to other Offroad products as well. Does it feel better? Can I ride faster? What about durability? How strong and how light should it be? Does a change in geometry or materials make a noticeable difference? Racing provides the answers. And we provide you with the benefits.



SMALL BIKES

As the leader in the 26" wheel, small bike market, Offroad is expanding our 1990 lineup to include new models and component groups that satisfy every shorter rider's needs. Designed proportionally and tailored for riders 5'4" and under, our smalls offer high performance with a custom fit, off the rack.

With over three years of experience designing small bikes, Offroad is no newcomer. We pay attention to details. We've developed our own custom gauge tube sets to produce small bikes that are lightweight, while offering more responsive ride characteristics than standard tubes ever could. Important details to remember when building small, lightweight mountain bikes that ride and feel great. This time has taught us many valuable lessons in the development of small bikes, that without compromise, perform in every way like their full size counterparts.

SUSPENSION

What prediction of the future of mountain bike design could be complete without the inclusion of suspension systems? Suspensions have a great deal to offer every cyclist, from off-road racer to recreational trail rider. Shock dampening decreases stress to the rider and the frame, improves control and comfort, and increases speed.

At Offroad, we feel the keys to a successful suspension system are first, that it be efficient.



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Second, it has to be light. Third, the suspension mechanism must be both simple in design and rugged in construction. Fourth, the suspension should buffer shock without deadening trail feel of the bike. Lastly, if the suspension doesn't provide more comfort, confidence and efficiency, then it isn't right.

For 1990 we are introducing suspension developments that will revolutionize mountain biking. Designs that lead the way to the future, designs available today. New materials, innovations and expertise yielding lightweight, practical suspension systems. Tough components that reduce fatigue and increase speed. Simple designs that work great. Innovations that will set the standard for efficient off-road cycling, today and tomorrow.



The new Flexstem Lightweight has evolved from our original Flexstem, a top design innovation of 1989 in virtually every cycling magazine around. The Lightweight is lighter without sacrificing durability.

Our new Pro-flex is the first affordable, rear suspension mountain bike ever to hit the market. Not a designer pipe-dream or a factory one-off, the Pro-flex is ready to go today.

What else will the future hold for the mountain bike? One thing is certain, Offroad will push the edge of that envelope with suspension and innovations that don't just follow trends. We set them.