

'94

HARRO
BIKES

bmxfreestyle

Maybe you've heard of Haro
Bicycles. If not

**check it
out.**

This kid Bob Haro started it back in 1978
'cause normal bike companies weren't
building the dope gear he and his friends*
needed for **hardcore** bmx racing,
jumping and riding called freestyle.
Normal equipment just didn't hang. It
bent. It broke. It held them back. So out

of necessity Bob Haro
created bikes and **gear**

designed by riders

for riders and Haro bicycles was born.

Since then, the best riders in the

world have come to rely on Haro

products and have **won**

nearly every

possible bmx and

freestyle title

in the process. Bob Haro



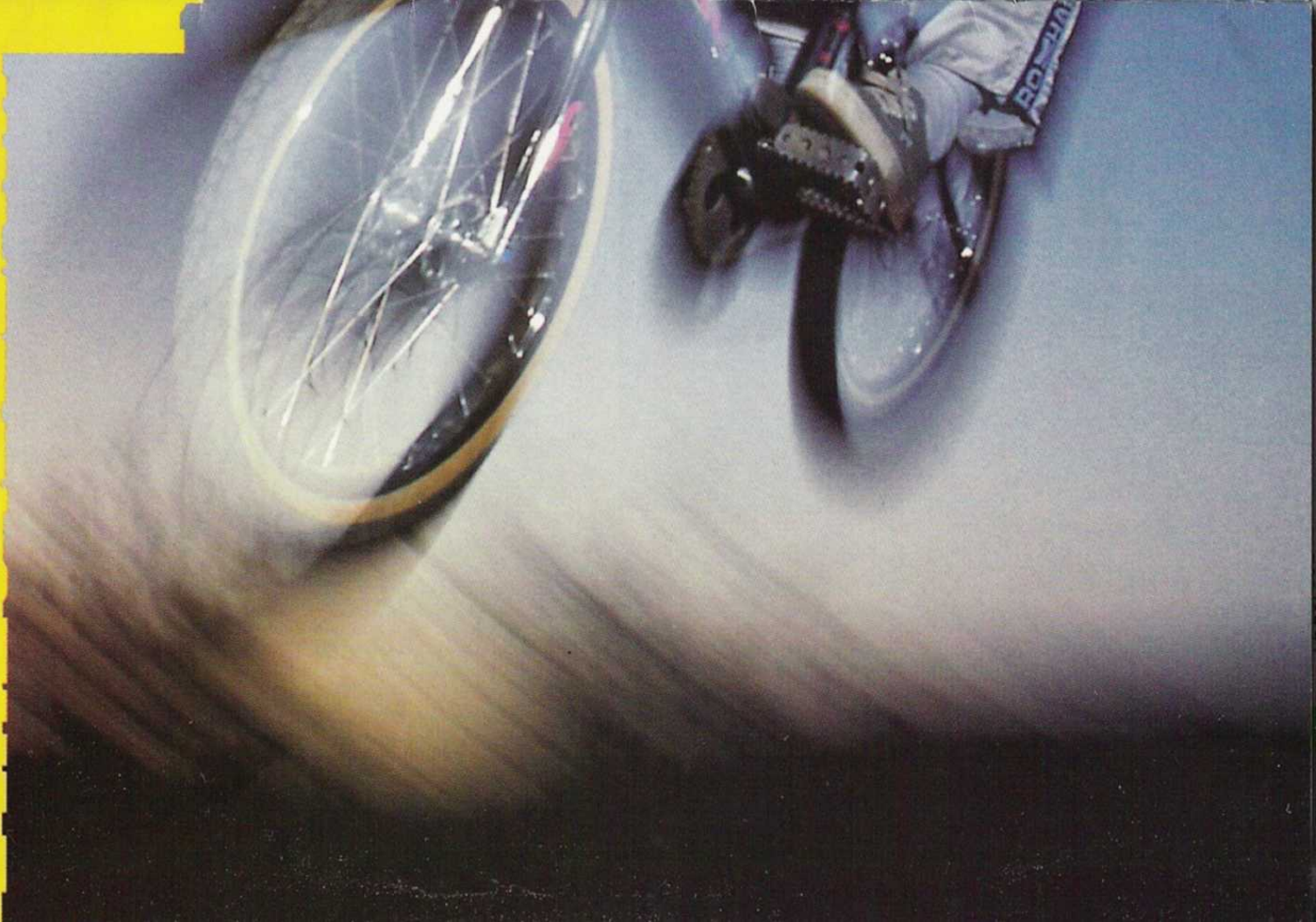
the prestigious
BMX Hall of Fame for his
contributions to the
sport. **not** your
ordinary bike company
founder! And not your
ordinary

bike company.

In the fifteen years
we've been around we've
learned alot. And we
apply that experience to
every product we offer.

Accept **no**
substitutes.

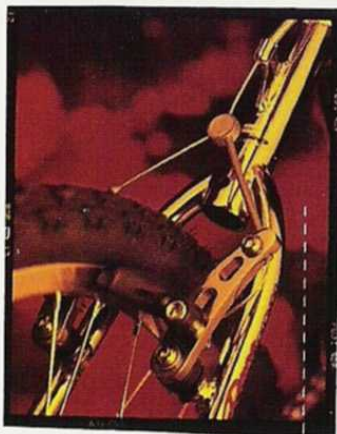
Since 1978 bmx and
freestyle **Legends**
have chosen **Haro.**
For **1994** the choice
is yours...



GROUP 1 SI

all new and redesigned for 1994. the si is our **top of the line** racer with features you'll only find on bikes costing hundreds of dollars more. for '94 we stretched the 4130 chromoly frame to **pro xl** dimensions. we added our amazingly light race lite bars, two-piece disc drive sprocket, improved cantilever braking, **oversized** pedals, and pad set.

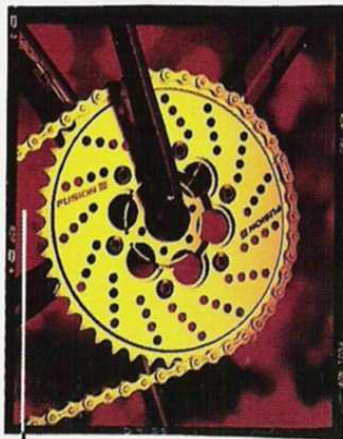
if you're looking for **race ready** out of the box go for an **si**.



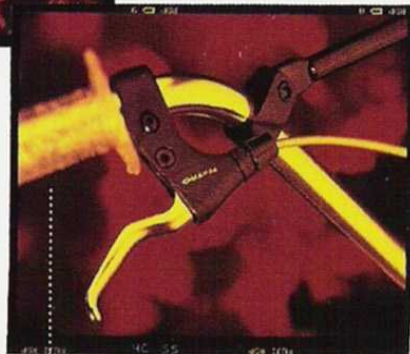
Last year we shook up the BMX world by going with rear canti brakes on the Si. This year we've gone one better. We redesigned the machined aluminum arms for greater stiffness. We even added a new allen anchor bolt and quick release link wire for easy adjustment and wheel changes. For '94 the Si is the fastest stopping bike on the race track, period.



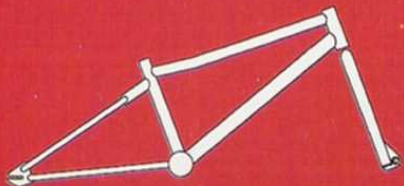
New for 1994: Fusion Race Lite 6061 T-6 alloy handlebars with clamp-on crossbar. At 1lbs. 4 oz. our new Race Lite bar is one half a pound lighter than comparable chromoly bars! Total weight on the Si race ready with pads and plate is an incredible 23 lbs. 8 oz!



New for 1994: our Fusion 2-piece alloy Race Disc sprocket. It features a smaller six bolt radius instead of the conventional five. Combine this with increased sprocket thickness and forged spider and you've got one of the most flex free racing chainrings available today. Out of the gate and down the first straight you'll definitely feel the difference!



The Right Lever is key to high performance BMX racing. The Si has it stock...The Haro XTR. Ultralight resin composite clamp with spring return sculpted aluminum blade. This lever is trick, light and powerful.



frame	S	group 1 racing double butted crmo
fork		haro oversized crmo
head set		steel retainered ball
sprocket/spider	P	fusion 2 piece alloy
crank set		one-piece 175mm crmo
bb-set		steel retainered ball
handlebar		fusion race lite aluminum
stem		fusion hi-polished alloy
f/hub	E	acs alloy 36h
r/hub		acs alloy 36h
rims		alloy 36 hole
spokes		14 gauge ucp
tires	C	haro holeshot blackwall
grips		haro kraton xl
f/brake		none
r/brake		haro cantilever
brake levers	S	haro xtr
freewheel		16t
chain		1/2" x 1/8"
seat		haro
seat post		fusion alloy micro adjust
seat clamp		fusion alloy megatorc
pedals		haro racing



GROUP 1

Last year the ci was our **most popular** race bike.

at most bike companies they would have just changed the color and decal and called it "a '94." not at

haro. for '94 we started by dropping the weight

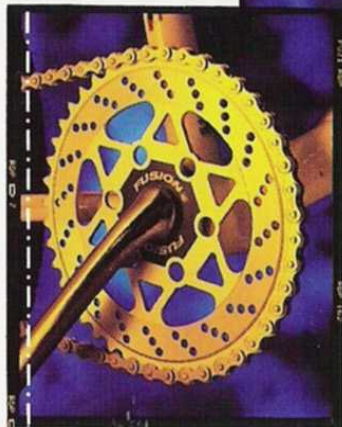
three quarters of a pound thanks to our **fusion alloy** micro-adjust

seat post, **disc drive** alloy sprocket and acs alloy hubs. then we added our new **stealth** haro racing seat and **race ready** pad set.

if you want to start racing, simply zip tie a number plate on and sign-up.

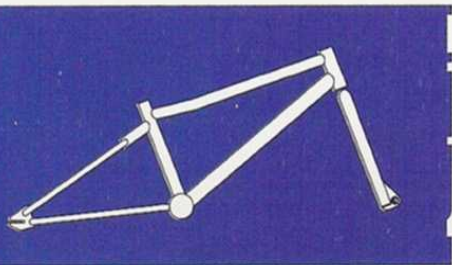


Group 1 Ci is also available in chrome.



Other so called BMX "Race Bikes" come with wimpy 7/8" steel seat posts with ancient steel seat clamps and bulky seats. Not the '94 Ci. Check out the ultralightweight 1" diameter alloy micro-adjust Fusion post, minimalist Haro racing seat and Fusion Megatarc seat post clamp.

• New for '94...Fusion alloy Disc Drive 44T chaining. It weighs in at an incredibly light 4 ounces! That's one half pound lighter than a steel sprocket/steel spider combinations found on our competitor's bikes in this price range!



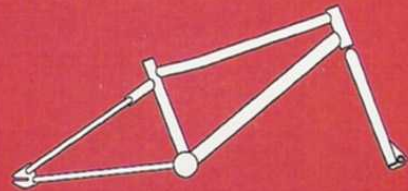
the '94 Ci will do the rest.

	S	group 1 racing crmo maintube
frame		haro oversized crmo
fork		steel retained ball
head set		fusion disk drive alloy 44t
sprocket/spider	P	one-piece 165mm
crank set		steel retained ball
bb-set		haro racing
handlebar		fusion hi-polished alloy
stem	E	acs alloy 36h
f/hub		acs alloy 36h
r/hub		alloy 36 hole
rims		14 gauge ucp
spokes	C	haro holeshot blackwall
tires		haro kraton xl
grips		none
f/brake		dia-compe bulldog
r/brake	S	dia-compe mx-122 alloy
brake levers		16t
freewheel		1/2" x 1/8"
chain		haro
seat		fusion alloy micro adjust
seat post		fusion alloy megatorc
seat clamp		black plastic
pedals		



bmx
RACING

GROUP 1

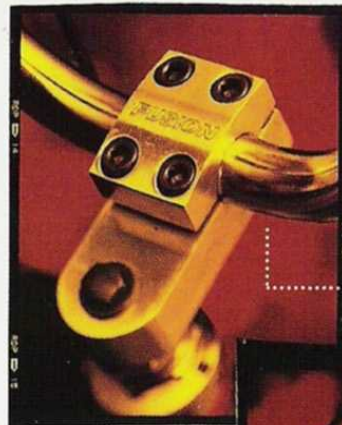


all new for 1994, the group 1 ti
 is designed to be the **most**
competitive, most
 affordable race bike we've ever
 produced. there's just not
 enough companies making
really cool entry
 level racers. so we did
 something about it. same
 awesome, **race**
winning
 geometry and
 frame design as the Ci and
 Si. add a front brake and all
 those cool little haro details and
 you've got the ti .

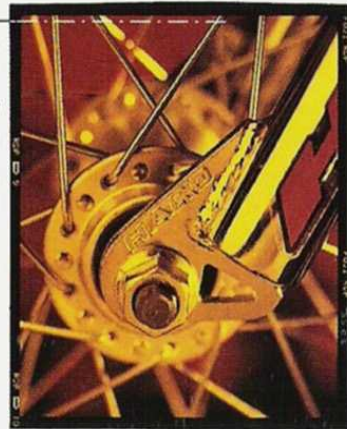
so if you want to **get out there** and
race but don't know where to start... start
 with a **ti.**



Group 1 Ti is also available in chrome.



The '94 Ti comes stock with our Fusion stem precision CNC machined from solid 7075 aluminum billet. Shaft is 4130 chromoly steel. All bolts are the highest Grade 8 Aircraft standard. Finish is mirror like high polish. It's so beautiful it's a shame we cover it with a race ready nylon /foam stem pad. The Ti even comes equipped with top tube and crossbar pads



Look closely and you'll see laser cut dropouts with embossed Haro logo, oversized and tapered chrome plated forks, ACS alloy hubs and precision 14 gauge spokes... Stuff you simply won't find on bikes in this price range.



The only thing faster stopping than one Dia-Comp Bulldog caliper and MX 122 lever is TWO. That's right, we've equipped this year's Ti with front AND rear Bulldogs for awesome braking power. Coupled with oversized uncrown fork and rear monostay you've got flex-free stopping fore and aft.

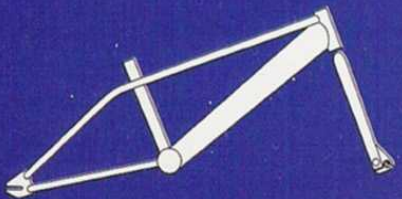
bmX
RACING



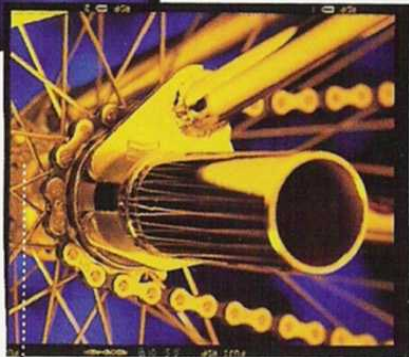
frame	S	group 1 racing
fork		haro oversized
head set		steel retained ball
sprocket/spider	P	fusion disk drive 44t
crank set		one-piece 165mm
bb-set		steel retained ball
handlebar		haro racing
stem	E	fusion hi-polished alloy
f/hub		acs alloy 36h
r/hub		acs alloy 36h
rims		steel 36 hole
spokes		14 gauge ucp
tires	C	haro holeshot blackwall
grips		haro kraton xl
f/brake		dia-compe bulldog
r/brake		dia-compe bulldog
brake levers	S	dia-compe mx-122 alloy
freewheel		16t
chain		1/2" x 1/8"
seat		haro
seat post		chrome
seat clamp		fusion alloy megatorc
pedals		black plastic

MASTER

a lot of people forget. the haro master was the **first freestyle bike ever.** and bob haro was the father of freestyle. but that was then. the 1994 haro master is NOW. last year when we added the huge 2" diameter **megatube** downtube it confused some of the **hardcores.** don't worry. everything about the original flatland specific master geometry is exactly the same. this year we've redesigned and **beefed up** the forks, added **oversize** seat stays, chainstays and pegs. so really ,the 1994 master has everything the sport's



Most every Master we sell isn't just ridden...It's lived on, so only the highest quality, longest lasting equipment will do. Like our time proven Pro favorite, Kneesover handlebars, XL clear kraton grips and Dia-Compe's Tech 77 cold forged alloy levers with stopper buttons.



Now for '94...Fusion oversized 1.5" diameter 4" long chromoly pegs. They begin life two pieces of precision machined chromoly. The two pieces become one via a ten ton hydraulic press. Then they're oven brazed to cement the precision press fit. Finally they're hard chrome plated for consistently fast grinds on all surfaces.



The Standard of freestyle braking has always been stock equipment on the Master. Dia-Compe's AD 990 U-brake features fully adjustable arm return spring tension and independent brake pad toe-in and post adjustments. Properly dialed-in, 990s out modulate and out stop every other brake on the market. Accept no substitutes.

Legends
came to expect from it, plus some cool, new refinements.

still **the bike** when it comes to flatland freestyle.

street FREESTYLE



frame	S	master megatube crmo
fork		haro oversized crmo
head set		steel retained ball
sprocket/spider	P	fusion cd alloy 44t
crank set		odyssey excalibur 175mm
bb-set		steel retained ball
handlebar		haro kneesaver crmo
stem		fusion hi-polished alloy w/ gyro
f/hub	E	48h sealed alloy
r/hub		48h sealed alloy
rims		ukai equalizer hp-48 alloy cp
spokes		14 gauge stainless
tires	C	haro multisurface blackwall
grips		haro kraton xl
f/brake		dia-compe nippon
r/brake		dia-compe 990 u-brake
brake levers	S	dia-compe mx-77 w/ locking lever
freewheel		16t
chain		1/2" x 3/32"
seat		fusion freestyle
seat post		haro crmo 25.4 mm layback
seat clamp		fusion alloy megatorc
pedals		fusion alloy platform

SPORT

what can you say about the sport
 that hasn't already been said? that
 it's **the definitive**
ramp/vert bike since
 1987? that it's inspired a
 million copies? that while
 others makers are
 producing overweight,
 overpriced heirs to
 the throne, the sport

just keeps getting
 better with age?
no hype. no
overkill. .065

wall thickness tubing
 throughout. **no**
sketchy

handling. just
solid refinements to a

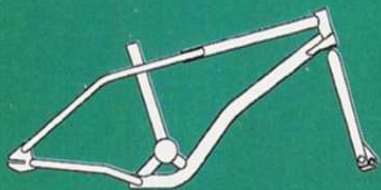
classic bike ridden by the

best riders in the world. from the first
 "rider owned" freestyle bike company in the world, **haro.**

Other brands out there feature bolt-on type bashguards. This accomplishes three things...Added weight, expense and shorter frame life due to clamp stress on downtubes and chainstays. We designed the Sport's frame around our removable and replaceable nylon bashguard which spreads hard hits over the reinforced sub frame.



The Sport features only time proven componentry...Like Odyssey's Gyro cable detangler, Fusion 7075 aluminum billet stem, and Haro's legendary Pro Kneecover 4130 chromoly bars.



street FREESTYLE



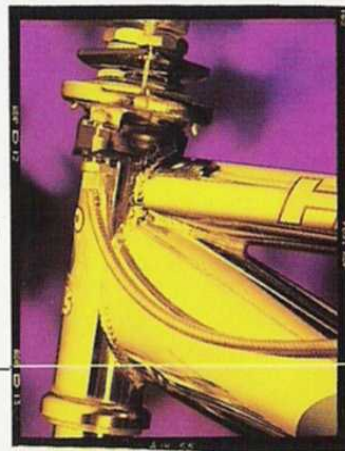
frame	S	sport crmo, w/ bashguard
fork		haro oversized crmo
head set		steel retained ball
sprocket/spider	P	fusion cd alloy 44t
crank set		odyssey excalibur 175mm
bb-set		steel retained ball
handlebar		haro kneesaver crmo
stem		fusion hi-polished alloy w/ gyro
f/hub	E	precision alloy 48h
r/hub		precision alloy 48h
rims		alloy 48 hole
spokes		14 gauge vcp
tires	C	haro multisurface blackwall
grips		haro kraton xl
f/brake		dia-compe bulldog
r/brake		dia-compe bulldog
brake levers	S	dia-compe 128 w/ locking lever
freewheel		16t
chain		1/2" x 1/8"
seat		haro
seat post		haro crmo 25.4 mm layback
seat clamp		fusion alloy megatorc
pedals		fusion alloy platform

SHREDDER

it's really
tough to
categorize our '94
shredder with its
massive 2 inch
diameter downtube and 6mm
thick dropouts. some guys
think we designed it for dirt jumping.
and with it's Multi-surface
tires and odyssey gyro some think
it's a freestyle bike. we've even seen guys
put knobbies on 'em and race 'em.
whatever. the shredder is a
cool bike you can use
for, well, whatever...or
wherever your riding
may lead you.

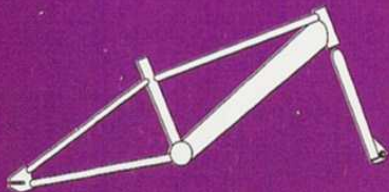


Shredder is also available in black.



On regular diamond style frames the downtube takes most of the punishment. That's why our Shredder features Magatube Construction. It's massive 2" butted 4130 downtube is ovalized at the headtube and bottom bracket for superior lateral stiffness and unequalled weld surface area. Translation: Nearly indestructible.

don't try to figure it out. just ride
it.



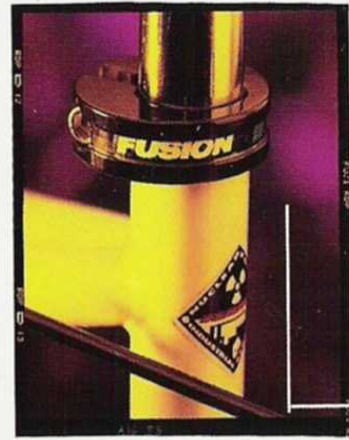
street FREESTYLE



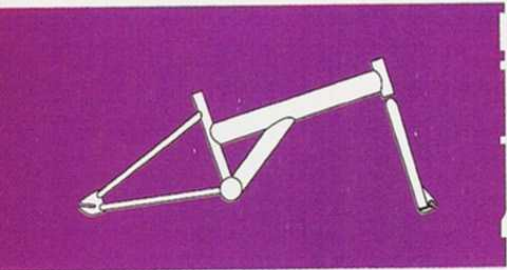
- | | | |
|-----------------|---|----------------------------------|
| frame | S | megatube crmo maintubes |
| fork | | haro oversized crmo |
| head set | | steel retained ball |
| sprocket/spider | P | fusion cd alloy 44t |
| crank set | | one-piece 175mm crmo |
| bb-set | | steel retained ball |
| handlebar | | haro freestyle crmo |
| stem | | fusion hi-polished alloy w/ gyro |
| f/hub | E | acs alloy 36h |
| r/hub | | acs alloy 36h |
| rims | | alloy 36 hole |
| spokes | | 14 gauge ucp |
| tires | C | haro multisurface blackwall |
| grips | | haro kraton xl |
| f/brake | | dia-compe bulldog |
| r/brake | | dia-compe bulldog |
| brake levers | S | dia-compe mx-122 alloy |
| freewheel | | 16t |
| chain | | 1/2" x 1/8" |
| seat | | haro |
| seat post | | haro layback |
| seat clamp | | fusion alloy megatorc |
| pedals | | fusion alloy platform |

MX mag
dv8
Z mag
MX mag
dv8
Z mag

for '94 haro's offering two radical
megatube models. the mx mag and
dv8. the mx mag shares all the same
features as the dv8 plus acs's
legendary **Z mag**
wheels. formulated from
spaceage zytel
nylon, z mags add a new
dimension and durability
for no holds barred
jumping, **thrashing**
and street riding. if
you've been looking for
the combination of radical
megatube styling and
rugged mag wheel
durability the **mx mag** is
your bike.



Like any Haro model, the closer you look the better it looks. We take a lot of pride in designing and building totally unique components and bikes...Like the Megatube MX. You won't find anything on the market like it.

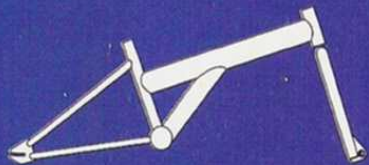


street
FREESTYLE

frame	S	haro megatube crmo maintube
fork		haro oversized crmo
head set		steel retained ball
sprocket/spider	P	fusion cd 44t alloy
crank set		one-piece 175mm
bb-set		steel retained ball
handlebar		haro racing
stem		fusion hi-polished alloy
f/hub	E	acs z mag
r/hub		acs z mag
rims		alloy z mag
spokes		none
tires	C	haro holeshot blackwall
grips		haro kraton xl
f/brake		dia-compe bulldog
r/brake		dia-compe bulldog
brake levers	S	dia-compe mx-122 alloy
freewheel		16t
chain		1/2" x 1/8"
seat		haro
seat post		chrome
seat clamp		fusion alloy megatorc
pedals		black plastic



megatube DV8



last year we
shook a
lot of
people up when
we introduced our
radical megatube frames.
for '94 they're back and
more radical
than ever!

by popular demand we've added alloy hubs/rims,
full sized bars, seat, seat post, freewheel and
front and rear caliper braking. combined with our
trend setting frame design the '94 DV8
deviates from the norm

by not looking or riding like any other bike on the market.



Megatube DV8 also available in chrome.



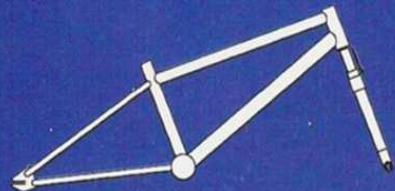
The key to the DV8's unique looks
and superior frame strength is a
massive 2" Megatube downtube
combined with Haro's exclusive
wraparound headtube gusset.

frame	S	haro megatube crmo maintube
fork		haro oversized crmo
head set		steel retained ball
sprocket/spider		fusion cd 44t
crank set	P	one-piece 175mm
bb-set		steel retained ball
handlebar		haro racing
stem		fusion hi-polished alloy
f/hub	E	acs alloy 36h
r/hub		acs alloy 36h
rims		alloy 36 hole
spokes		14 gauge ucp
tires	C	haro holeshot blackwall
grips		haro kraton xl
f/brake		dia-compe bulldog
r/brake		dia-compe bulldog
brake levers	S	dia-compe mx-122 alloy
freewheel		16t
chain		1/2" x 1/8"
seat		haro
seat post		chrome
seat clamp		fusion alloy megatorc
pedals		black plastic



street
FREESTYLE

SCREAMER



new for 1994
the screamer is our one and
only front
suspension
bmxer. it shares the
same frame as the burner
but that's where the
similarity ends. add alloy
hubs, alloy rims, fusion
alloy stem,
seat post clamp,
cd sprocket
and of course, elastomer bumper
suspension fork and you've got a
screamer. if you have
to ask why you need
a suspension fork, this isn't the
bike for you.



Over the past year one of the hottest trends in Pro BMX has been front suspension. The advantages are obvious. Our new Screamer screams over rough washboard sections, takes hard landings in stride and rails through berms like no rigid bike could. Space age elastomer bumpers require no maintenance or adjustment. Just ride hard and let the forks do the rest.

know what we mean?

	S	tig welded bmx frame
frame		
fork		elastomer suspension
head set		steel retained ball
sprocket/spider	P	haro cd 44t
crank set		165 mm steel
bb-set		steel retained ball
handlebar		haro racing
stem		fusion alloy
f/hub	E	acs alloy 36h
r/hub		acs alloy 36h
rims		steel 36 hole
spokes		14 gauge ucp
tires	C	haro holeshoot blackwall
grips		haro kraton xl
f/brake		none
r/brake		dia-compe bulldog
brake levers	S	dia-compe mx-122 alloy
freewheel		16t
chain		1/2" x 1/8"
seat		haro
seat post		chrome
seat clamp		fusion alloy megatorc
pedals		black plastic

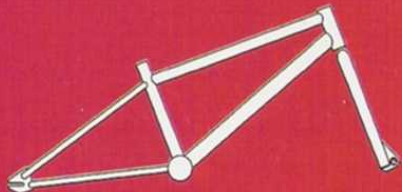


BURNER

new for 1994, the burner shares all the same features as our popular blaster. the difference is in the frames. the burner is a **full sized** (24" standover) frame and fork. **the bottom line?**

...the new burner is haro's most affordable full sized 20" wheel machine.

Other brands use a cheap pot metal clamp to fasten their coaster brake arms to the chainstay. The result is mushy braking. At Haro we incorporate our brakearm mount into the rear dropout. The result is flex free positive braking. We sweat the details so you can ride harder and stop faster.



	S	frame	tig welded bmx frame
		fork	haro oversize
		head set	steel retainered ball
		sprocket/spider	fusion cd 44t
	P	crank set	165 mm steel
		bb-set	steel retainered ball
		handlebar	haro racing
		stem	fusion alloy
	E	f/hub	steel 36h chrome
		r/hub	steel 36h chrome
		rims	steel 36 hole
		spokes	14 gauge ucp
	C	tires	haro holeshot blackwall
		grips	haro kraton xl
		f/brake	dia-compe bulldog
		r/brake	coaster
	S	brake levers	dia-compe mx-122 alloy
		freewheel	none
		chain	1/2" x 1/8"
		seat	haro
		seat post	chrome
		seat clamp	fusion alloy megatorc
		pedals	black plastic

BLASTER

new for 1994

the blaster is our most affordable

bike ever. perfect for riders moving up

from 16" wheel machines. **ultra**
low-profile frame features 22"

standover height (measured from ground to top of top tube).

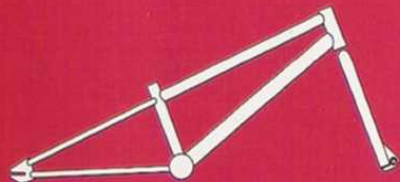
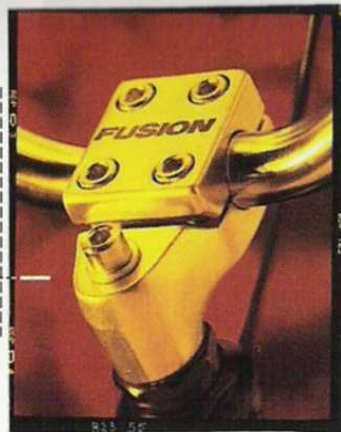
braking is a combination of foot activated coaster brake and hand/ lever operated rear wheel caliper brake. the '94

blaster...the **first**
choice for

riders looking for their first 20
incher.



Don't let the low-profile frame and low price fool you. Our Blaster features big league Fusion 4-bolt alloy stem, Fusion Disc Drive CD sprocket and combination coaster brake/Dia-Compe Bulldog caliper hand braking.



frame	S	low profile tig welded
fork		horo oversize
head set		steel retained ball
sprocket/spider	P	fusion cd 44t
crank set		165 mm steel
bb-set		steel retained ball
handlebar		horo racing
stem	E	fusion alloy
f/hub		steel 36h chrome
r/hub		steel 36h chrome
rims		steel 36 hole
spokes		14 gauge ucp
tires	C	horo holeshot blackwall
grips		horo kraton xl
f/brake		dia-compe bulldog
r/brake		coaster
brake levers	S	dia-compe mx-122 alloy
freewheel		none
chain		1/2" x 1/8"
seat		horo
seat post		chrome
seat clamp		fusion alloy megatorc
pedals		black plastic



5922 Farnsworth Ct., Suite B
Carlsbad, CA 92008
(619) 438-4812

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All specifications subject to change without notice.
C.P.S.C. EQUIPMENT INCLUDED BUT NOT SHOWN.

All 1994 Haro bicycles are covered by a limited lifetime warranty.

See your local dealer for details.

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