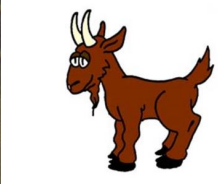


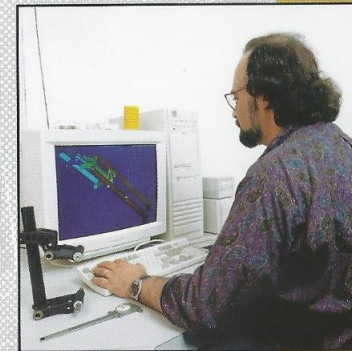
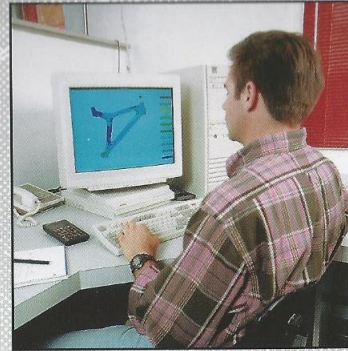
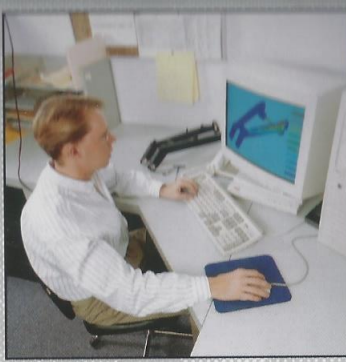
• 1997

PROFFLEX[®]

#1 IN FULL SUSPENSION BIKES



FOCUS

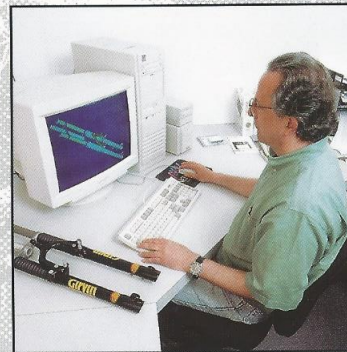


To be #1, you need to do one thing better than anyone else.

At Pro • Flex, we build full suspension bikes. We've been designing bicycle suspension for over eight years. In 1989, we jump-started the revolution with the introduction of the Flexstem™. In 1990, we produced the original Pro • Flex, the first mass produced full suspension bike. In 1993, we developed the first Microcellular Urethane (MCU) springs, with millions of tiny nitrogen bubbles for better damping. We've come a long way since the original Pro • Flex, continuing to innovate better designs. Today, frames are crafted from 7005 aluminum instead of cromoly steel. Shocks have evolved into coil-over-oil damped nitrogen charged units with full adjustability. And travel has exploded from an inch to three or more.

How do we channel this rapidly advancing technology into products that perform as well as they look? At Pro • Flex, we engineer suspension components to work together. Each part of a Pro • Flex meshes to form a complete suspension package. We build, test, and refine our own forks and shock absorbers to work with our award-winning frame geometry and patented Pro-Active™ swingarm pivot. One test ride and you'll feel the balance of our holistic approach.

We're not like other bike companies. At Pro • Flex, all we make is full suspension—and it shows.



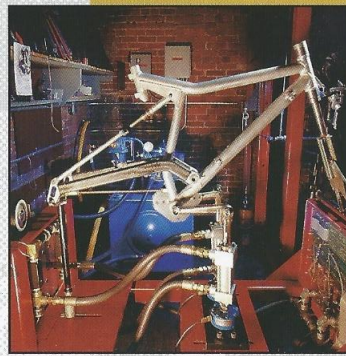
It's not easy being a leader. Everyone's gunning for you. Everyone has expectations. We rise to the challenge by embracing technology and engineering products people trust. We spare no expense investing in the latest engineering and R&D technology.

The 12 person Pro • Flex engineering team rivals those of the biggest bicycle companies in size, and far outweighs them in suspension experience.

The team uses Pro-Engineer, the same CAD (Computer Aided Design) and 3-D modeling program used by the Aerospace and Defense industries, to design all of our products. "Pro-E" is so advanced, our engineers can select different materials for each part of a frame or fork, and generate a computer weight that's within grams of the actual production product.

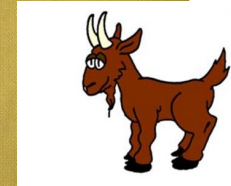
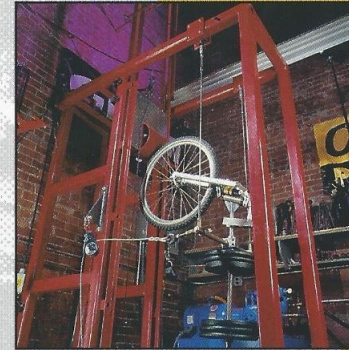
After preliminary design on Pro-Engineer, Rasna's Mechanica, an advanced Finite Element Analysis program, allows us to mesh a Pro-E model with simulated stresses. Through FEA, we locate areas that need to be reinforced, and remove material at non-stressed areas to produce the lightest, safest product possible—all before a single proto is made.

Balance



At Pro • Flex, we make the most thoroughly tested, most durable, best performing suspension on the market. As our designs evolve, we pledge to reinvest in the latest technology, and to continue delivering the performance and reliability our customers have come to expect—that's the essence of being #1 In Full Suspension Bikes.

Testing



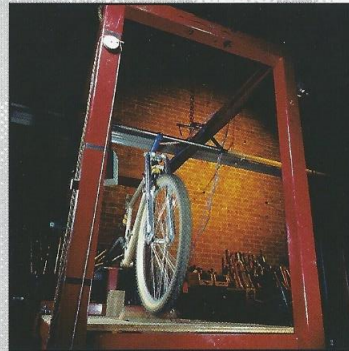
*A new dimension in testing:
The (mad) scientific way.*

Our custom-built torture chamber houses some of the most destructive testing equipment in the bicycle industry—all of it attached to the latest computer hardware and software for measurement and analysis.

The "Elevator," a two-story front end impact machine, simulates loads equivalent to riding your bike off a small building. "Twistin' Betty," a hydraulic crank load machine with an attitude, can pound a frame with 100,000 cycles in days—simulating years of destructive off-road miles.

Mobile strain-gauge testing lets us test stressed areas in real-world conditions—then come back to the lab and download the data to our computers for analysis.

Our bump drum machine and shock dyno pulverize spring and shock designs day after day, helping us



200 grass roots racers across the country test Pro • Flex frames and forks week in and week out. Thirteen of them are Expert State Cross Country Champions.

3-time World Champ Henrik Djernis leads the BMW Pro • Flex squad in putting our suspension to the toughest test around the world. Pro • Flex is the only brand committed to racing full suspension, and only full suspension, at every Grundig and NORBA event

pro circuit proves invaluable in the technology (and durability) every Pro • Flex owner receives.

At Pro • Flex, we make the most thoroughly tested, most durable, best performing suspension on the market. As our designs evolve, we pledge to reinvest in the latest technology, and to continue delivering the performance and reliability our customers have come to expect—that's the essence of being #1 In





Table of Contents

Pro • Flex Engineering: Technology at Work

Page 2

Pro-Active Suspension Geometry

Page 5

Noleen Racing Technology

Page 6

Pro Series Bikes

Page 7

Extreme Series Bikes

Page 11

Expert Series Bikes

Page 17

Detailed Specifications

Page 21

Hardware/Framesets

Page 22

Geometry

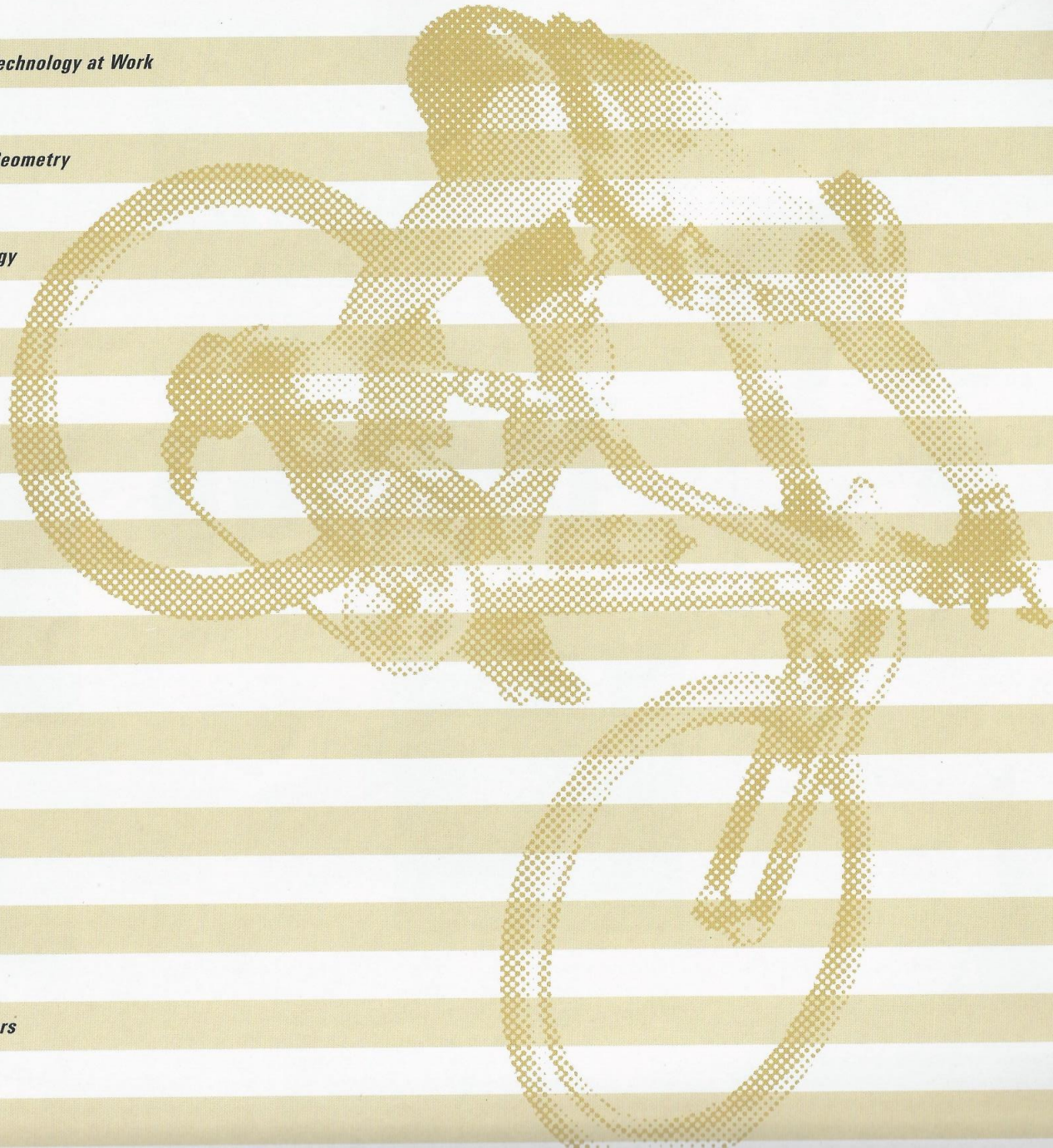
Page 22

Gear

Page 23

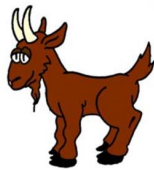
International Distributors

Page 24



Pro Active Suspension Geometry

- 1 Patented chain-line swingarm pivot provides fully active performance.
- 2 Sprinting in the middle ring, Pro-Active suspension resists pogo, efficiently converting pedaling energy into forward motion.
- 3 Climbing in the granny gear, Pro-Active suspension provides Dig-In, actually pulling the rear tire into the ground for improved traction.
- 4 *Bicycling Magazine* called Pro • Flex "the hands-down climbing champ on Moab's famed Slickrock trail."



The engineered bump guidance system.

At Pro • Flex, we've been designing full suspension bikes for over eight years. We've got experience that can't be bought, and we've discovered things the other guys haven't quite figured out...

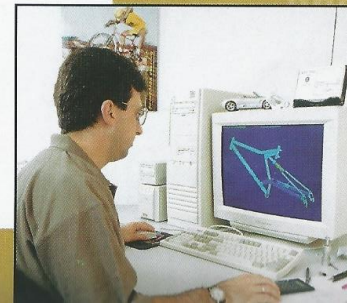
Most suspension designers feel interaction between chain forces and spring forces is negative—a gremlin that must be eliminated at all costs. This premise has given rise to both unified rear triangle (URT) and Low Pivot Independent/Neutral designs. Through years of R&D, the Pro • Flex engineering team discovered that correctly designed chain/spring interaction actually provides substantial benefits.

Pro • Flex's patented Pro-Active pivot location positions the swing arm pivot on the chain line to keep the suspension fully active when you're cranking in the middle and big chain rings, sitting or standing. But in the middle ring, the Pro-Active design actually resists suspension squat when sprinting. Your power drives the bike forward without being lost in suspension pogo. In addition, Pro • Flex is the only

suspension design with Dig-In™. In the granny gear, the chain actually pulls the rear wheel into the ground for improved climbing traction—traction that can't be duplicated by URT or Neutral designs.

The Pro-Active design lets the suspension work equally well sitting or standing—many URTs don't. The Pro-Active pivot eliminates negative side effects like pedal pogo, pedal feedback, and suspension lockout. So do many Low Pivot Independent/Neutral designs... but those designs don't resist squat—and they don't have Dig-In.

That's why Mountain Bike Action named last year's 856 the "All-Time Best Off-The-Shelf Suspension Bike," and remarked "did the wrecking crew love the 856? In a word, yes... the Pro • Flex delivers a good balance between plush and the NORBA-handrail prejudice so prevalent in the top cross-country ranks... there are few, if any, contenders in the full-suspension, cross-country racing game that can be considered worthy. Pro • Flex did its homework on this bike."



Think of Pro • Flex's Pro-Active design as fully active suspension Plus... Plus Dig-In. It's patented. Only Pro • Flex has got it. It works. Don't just take our word for it. Test ride a Pro • Flex on the gnarliest, loosest, steepest grade near you and find out how Dig-In helped Pro • Flex claw its way to the top!

Noleen RACING SUSPENSION

So much control, it's shocking.

Innovation. Stop and you might as well throw it in reverse, because you won't be moving forward. At Pro • Flex, we've got more suspension experience than anyone. Until now, we've relied on light weight Microcellular Urethane (MCU) shocks to suspend our bikes—we still do on some models. But when we asked our engineers how to deliver ultimate performance in 1997, they replied in a word—coil-over-oil.

In our quest for ultimate performance, we tested every shock on the market. We ended up at Noleen Racing. The Noleen boys have been building shock absorbers for over eight years. Their shocks grace mega-dollar motocrossers capable of leaping thirty feet in the air. Noleen's bicycle shocks mirror this technology with multiple oil circuits, floating pistons, adjustable damping, and stable nitrogen gas.

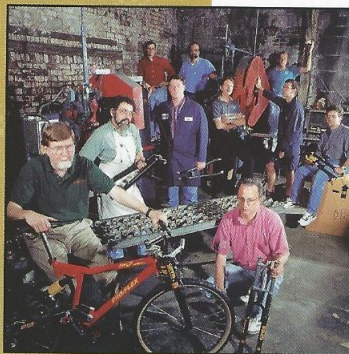
Noleen NR shocks are made from the finest materials. Chrome silicon springs yield consistent rates and long-term durability, while CNC machined 6061 aluminum shock bodies are hard anodized for toughness. All bearings, valves, and shafts are machined with leading-edge equipment, and hand inspected before assembly. We've pounded these shocks for weeks on the dyno without a failure.

Noleen's technicians collaborated with Pro • Flex engineers to develop spot-on valving and spring rates that work in conjunction with our award-winning Pro-Active suspension geometry. Accessory steel and titanium springs and adjustable preload, compression, and rebound damping can make it perfect for you.

Pro • Flex has been blazing a trail in full suspension technology for better than eight years. A trail full of the same bumps and grinds you ride every day. Try a Pro • Flex on your favorite trail.

Then, when you float through the nasties unscathed, point your

6 *nose toward the east and give us a nod.*



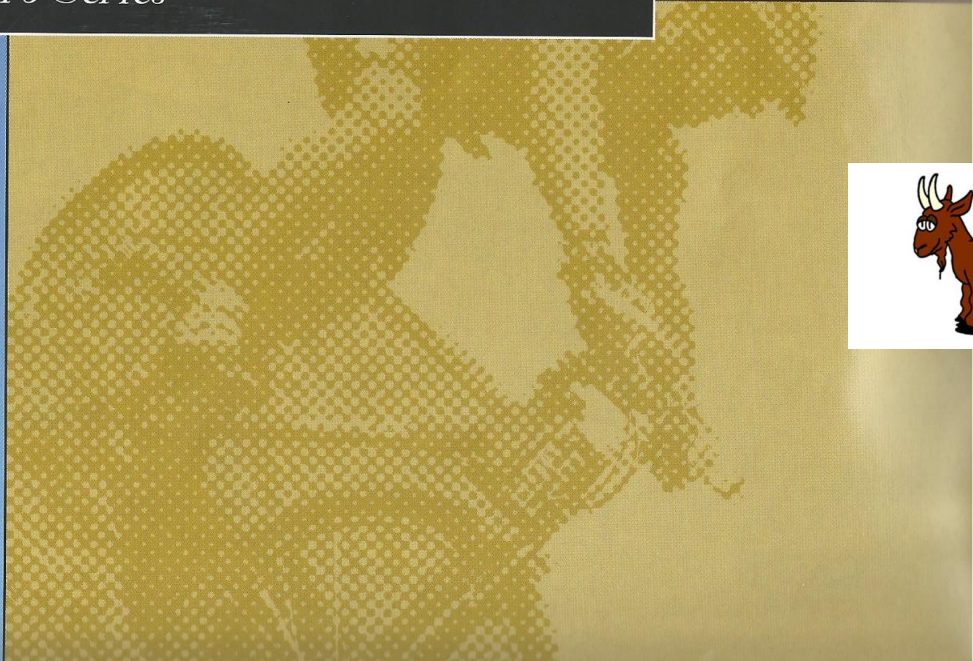
- 1 Nitrogen charge delivers consistent damp
- 2 Floating piston separates nitrogen and
- 3 Finger-adjustable pre-load tunes in the fi
- 4 Chrome hardcoated steel shaft for stren
- 5 Highest quality chrome-silicon steel spr
- 6 Adjustable compression and rebound damp



The Pro • Flex engineering team rivals those of the biggest bicycle companies in size, and far outweighs them in suspension experience.



Pro Series



PRO
SERIES



P
E
C
S

Size:
Sm, Md, Lg, Wvy Big **Frame:** Easton
7005 ProGram Al, Easton Carbon swingarm
Front Suspension: Girvin Cross-Link, 3" travel,
Easton Carbon leg **Rear Suspension:** Pro-Active w/ DigIn,
3.5" travel **Shocks:** Noleen NR-2/NR-4, Adjustable Damping
Drivetrain: Gripshift 900 Shifters, XT/ESP 90 derailleurs,
Kooka crank, Shimano BB **Brakes:** Shimano XT V-brake, Atek
levers **Pedals:** Girvin Mag-T Ti Clipless **Wheels:** Hershey
Naked/XT hubs, Mavic 220 rims, Wheelsmith spokes,
alloy nipples. **Tires:** Michelin Wildgrippler Green
Color: Polished Aluminum
and Carbon

957



Look for these quality components on the 957:



Carbon Fiber. The right material for the job.



Carbon fiber technology - it's stiffer, tougher, and lighter than any material on the planet. Last year, Pro • Flex's pro team hammered our carbon fiber fork legs and swingarm throughout the World Cup season. They commented that the material's stiffness delivered superb steering precision and instant drive. After his last ride, 3 time World Champ Hank Djennis remarked "You pedal and the bike shoots forward - it's gonna do good!"

For 1997, we improved our swingarms and fork legs by working with the legendary engineers at Easton. One look at our curvaceous swingarm, and you'll realize beauty is skin deep. One ride and you'll realize stiffness isn't. Next, we developed a feathery 2.8 pound Easton aluminum front triangle. After extensive testing, Pro • Flex engineers determined a forward-mounted chainline pivot to optimize the interface between the carbon fiber swingarm and aluminum triangle, and maintain the 9's award-winning geometry. The only flex you'll feel in this frame is controlled suspension absorption.

Form following suspension function.

Carbon fiber technology would be worthless if it wasn't engineered into a suspension system that works. The 957 uses Pro • Flex's patented Pro-Active™ pivot location with Dig-In™ to enhance climbing traction and sprinting response. Our geometry-correct design remains fully active, sitting or standing, regardless of chain forces or body oscillation. And our Noleen Racing shocks utilize advanced coil-over-oil design with nitrogen charge and adjustable damping to deliver the most absorbent, best performing suspension.

Improving the breed.



Choice spec picked especially for cross country racing includes Gripshift 900 and an ESP-90 rear derailleur for positive shifts in the toughest conditions, and the revolutionary 3" travel Girvin Cross-Link fork. The Cross-Link's Uni-Link™ design is 10% torsionally stiffer and 20% laterally stiffer than the most popular telescopic fork on the market, delivering rigid-fork steering precision.

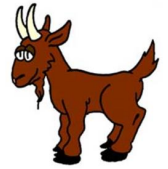
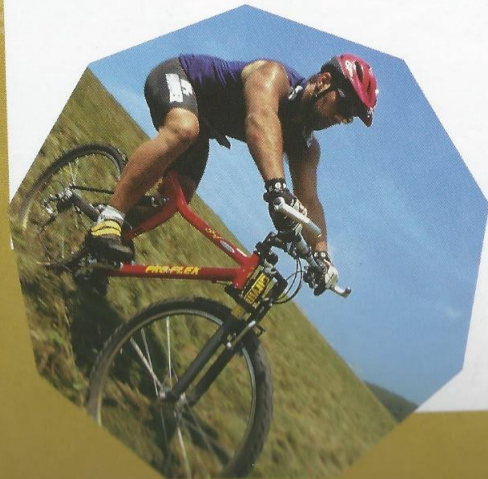
857

Born to win.

Ask a racer what makes a winning ride and you'll get a variety of answers, from the latest widget derailleur to the label of some obscure micro-brew glued to the head tube. Ask 1996 Olympian Beat Wabel of Switzerland, and he'll tell you three things matter—weight, stiffness, and suspension control. When Beat came to us last year, he said the bike was good. Then he helped us make it better.

By using Easton 7005 aluminum tubing butted to Pro•Flex's specifications, and the same space-age Easton carbon fiber swingarm found on the 957, we've produced a frame that's 5.5 ounces lighter than last year's 856—with 20% less chain deflection. We added the ultimate long travel cross-country fork, the Cross-Link Elite, to keep the front wheel tracking through the roughest terrain, then continued to revamp our shocks. The Noleen Racing NR-2s use coil springs, floating pistons, and nitrogen gas to provide supple, consistent damping throughout the most grueling races. And they're compression and rebound adjustable with the turn of a single knob.

Top it off with Shimano XT V-brakes with integrated Rapidfire shifters, an instant response Shimano Roller Clutch hub, and feathery Girvin Magnesium clipless pedals, and you've got just what the racer ordered.



PRO-FLEX

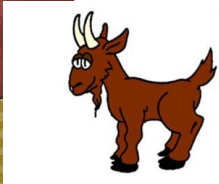
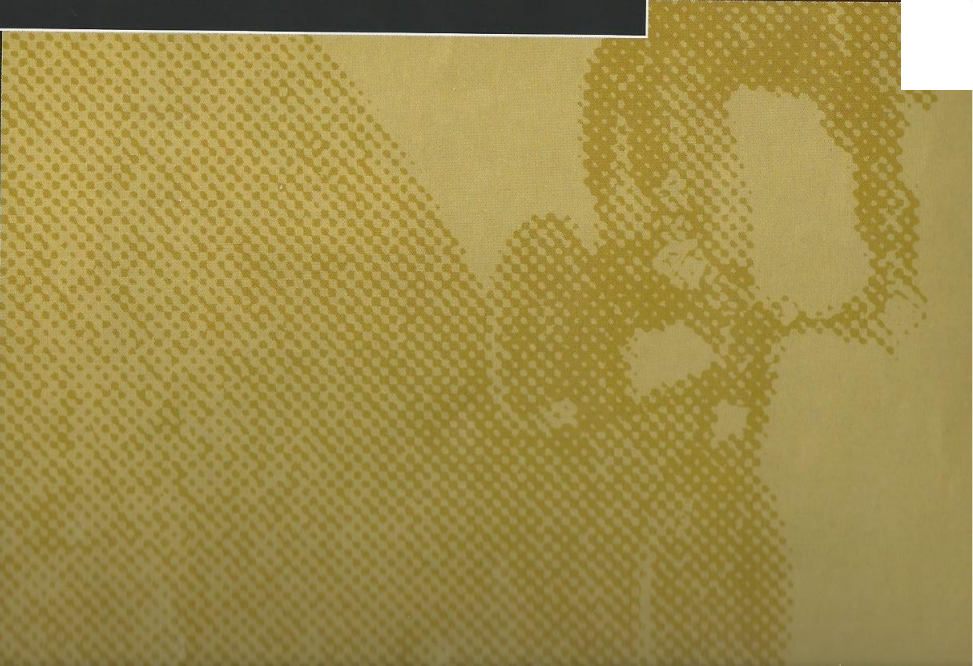
Size:
Sm, Md, Lg, Way Big **Frame:** Easton Aluminum, Easton Carbon swingarm **Front Fork:** Easton Cross-Link, 3" travel, Easton Aluminum leg **Rear Suspension:** Pro-Active w/ Dighn, 3.5" travel **Shocks:** Noleen NR-2, Adjustable Damping **Drivetrain:** Shimano XT Shifters, derailleurs, crank/BT **Brakes:** Shimano XT V-brake, levers **Pedals:** Girvin Mag-C **Wheels:** WTB/LX hubs, Mavic 220 rims, DT spokes, alloy nipples. **Tires:** Panaracer Duster **Stk Color:** Race Red, Purple Matte

Look for these quality components on the 857:

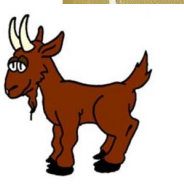




Extreme Series



ANIMAL



There's something about an Animal...

It's lack of fear, it's raw speed, the way it effortlessly lopes across the roughest terrain. The best riders share these traits. They demand a machine that lets them attack extreme terrain.

The Animal's backbone is an Easton ProGram TaperWall frame and massive box-section aluminum swingarm. Rear suspension duties are performed by a 3.5" travel Noleen Racing NR-4 nitrogen-charged shock. In front, a dual-triple clamp Pipeline Chubby fork delivers a whopping 4" of travel to devour anything in its path. The Chubby's dual triple clamps provide a stiff front end for precise steering. The reduced clamp height keeps geometry correct, even with 4" of travel.

Magura hydraulic HS-22 brakes haul the Animal down from speed, while over-sized WTB PowerBeam 36-spoke rims keep the wheels round and tires tracking. Top off the package with an anodized Kooka crank, raised Titec bar, Gripshift with ESP derailleurs, and Girvin magnesium clipless pedals, and this is one Animal you don't want to mess with.



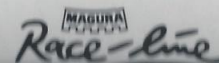
The Animal is upgradable to the carbon-fiber swingarm.



S P E C

Size:
Sm, Md, Lg, Way Big **Frame:**
Easton 7005 ProGram Aluminum, Box Section
Aluminum swingarm **Front Suspension:** Girvin
Pipeline Chubby, 4" travel, Mag slider **Rear Suspension:**
Pro-Active w/ DigIn, 3.5" travel **Shocks:** Noleen NR-4,
Adjustable Damping **Drivetrain:** Gripshift, 900 Shifters, XT/ESP
90 derailleurs, Kooka anodized crank/LX BB **Brakes:** Magura
HS-22 **Pedals:** Girvin Mag-C **Wheels:** WTB/XT hubs,
Powerbeam rims, DT spokes, alloy nipples. **Tires:**
WTB Velociraptor kevlar **Color:** Race Red to
Navy Blue Fade

Look for these quality components on the Animal:



EXTREM
SERIE



BEAST

Be the Beast Master.

You've been warned time and again. Steer clear of wild animals. But if you're rider enough to handle this Beast, the competition is sure to steer clear of you—if they can keep up, that is.

How does the Beast chew up rough ground? It's 4" dual triple-clamp Pipe-Line Chubby fork uses MCU for plushness on jarring stutter bumps, while a supplementary coil spring and air damping chamber take huge hits in stride. In the rear, a Noleen Racing NR-2 coil-over-oil shock uses nitrogen gas and adjustable compression and rebound damping to keep the wheel glued to the ground.



New for 1997, external cable routing on the stiff box-section swingarm makes for slick shifting and ease of maintenance. Magura hydraulic brakes deliver the pucker-power to scrub off speed, and allow the elimination of the seat tube brake port, saving 20 grams of frame weight.

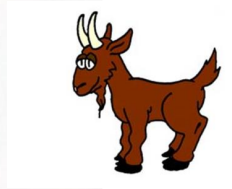
Think you're fast? If you've got the guts to let the Beast run, revised frame geometry provides 44 or 46 tooth chain ring compatibility. Can you master the Beast? We doubt it, but you'll sure have fun trying.

S P E C S

Size:
Sm, Md, Lg, Way Big **Frame:** Easton 7005 ProGram Aluminum, Box Section Aluminum swingarm **Front Suspension:** Girvin Pipeline Chubby, 4" travel, Mag slider **Rear Suspension:** Pro-Active w/ Dighn, 3.5" travel **Shocks:** Noleen NR-2, Adjustable Damping **Drivetrain:** Gripshift 700 Shifters, LX/ESP 70 derailleurs, Sugino Impel 500 crank/LX BB **Brakes:** Magura HS-11 **Pedals:** Girvin Mag-C **Wheels:** Shimano LX hubs, WTB Speed Master rims, DT spokes **Tires:** WTB Velociraptor kevlar **Color:** Red-to-Black Fade, Yellow and Red



Look for these quality components on the Beast:



S **P** **E** **C**

Size:
Sm, Md, Lg, Xl **Frame:** Butted
Aluminum, Aluminum swingarm **Front**
Suspension: Girvin AL Linkage Fork, 2.5" travel,
Aluminum leg **Rear Suspension:** Pro-Active w/ Digin, 3.5"
travel **Shocks:** GDT w/ Floating Piston, Coil spring **Drivetrain:**
Gripshift, 600 Shifters, LX/XT derailleurs, Sugino Impel 500
crank/LX BB **Brakes:** Magura HS-11 **Pedals:** Alloy body,
steel cage toe Clips **Wheels:** Shimano LX hubs, Mavic
221 rims, DT spokes **Tires:** WTB Primal Raptor
Amber **Color:** Navy to Green Met-
allic Fade

Jekyll & Hyde.

Hurling down a mountain is the ultimate adrenaline rush. But what happens when you have to ride back up the other side? Want to scratch your way up a demoralizing grade? The Beast GDT's scientific design has got you covered. With Pro-Active suspension geometry that counteracts pogo and keeps the tires sticking, this bike can run with the best cross-country machines. It's even got a steering-precise Girvin AL fork to keep your front wheel locked on the singletrack.

But get to the top of a steep and a startling transformation will occur. You'd better be holding on when it does. This Beast's got Girvin Damping Technology (GDT) coil-over-oil shocks front and rear. They utilize floating pistons and air charges to keep the wheel glued to the ground on surfaces that would make Jekyll wince. We added Magura hydraulic brakes to satisfy the good doctor in you. Perform the experiment. Hop on today and release your inner Beast.



BEAST
GDT

REPTILE

Make your blood run cold.

Stare into a reptile's stony gaze. You won't see fear. Hop on the Pro-Flex Reptile, and a bit of this cold-blooded courage may rub off on you.

The Reptile is poised to strike with 3.5" of patented Pro-Active™ rear suspension. Its proven cromoly swingarm maintains lateral and torsional stiffness, while a feathery 7005 aluminum triangle with interrupted seat tube and angled top tube provides a low standover on all frame sizes. In fact, standover on the "small" size is a mere 27 inches. A 2.5" travel Girvin Linkage Fork gives the Reptile fangs by eliminating independent leg movement, and ensuring precise steering response. Top it off with V-brakes that squeeze massive 36-hole WTB Speed Master rims and Velociraptor tires, and you'll claw off speed with confidence. Can Reptiles rule the earth again? You be the judge.



Look for these quality components on the Reptile:



Size:

Sm, Md, Lg, Way Big **Frame:** Butted

Aluminum, Cromoly swingarm **Front**

Suspension: Girvin AL linkage fork, 2.5" travel, Friction

Damped, Aluminum leg **Rear Suspension:** Pro-Active w/

Digh, 3.5" travel **Shocks:** Girvin MCU spring **Drivetrain:**

Gripshift 500 Shifters, STX-RC/ESP 50 derailleurs, Sugino

Impel 350 crank/LX BB **Brakes:** V-brake **Pedals:** Toe

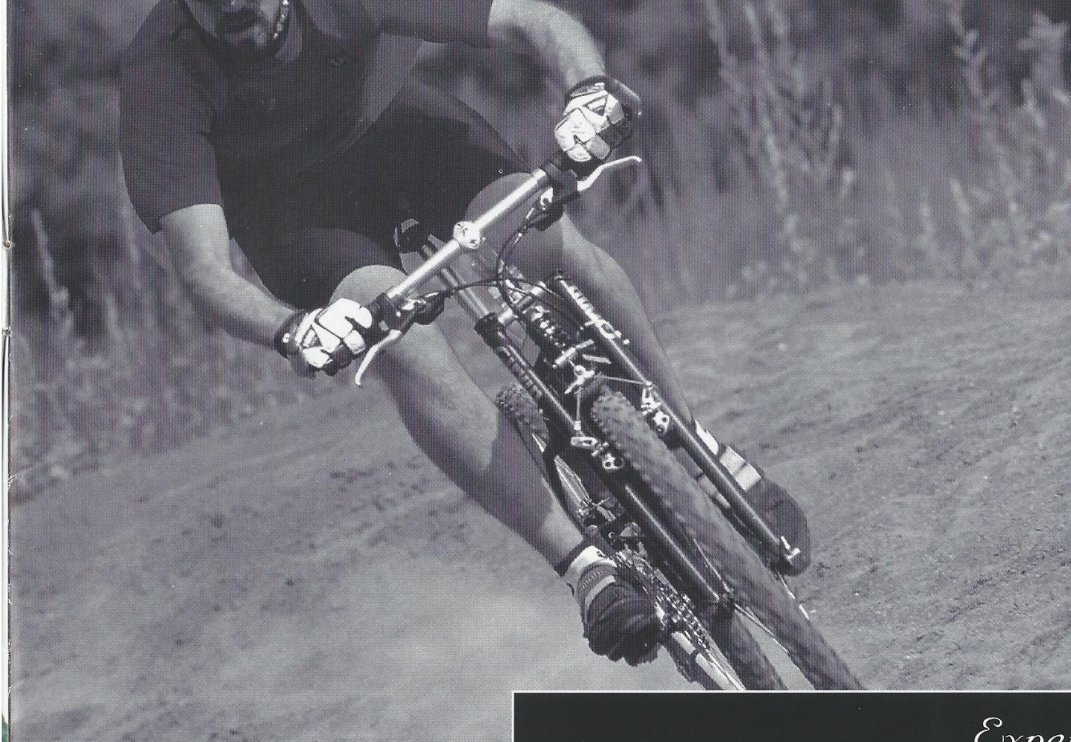
clips **Wheels:** Formula/Shimano STX-RC hubs, WTB

Speed Master rims **Tires:** WTB Velociraptor

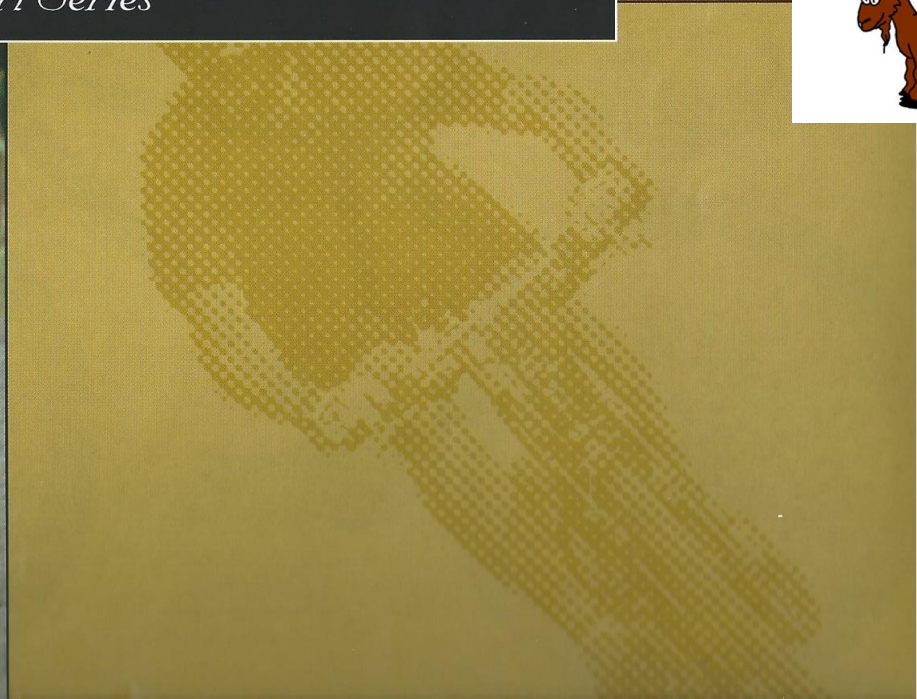
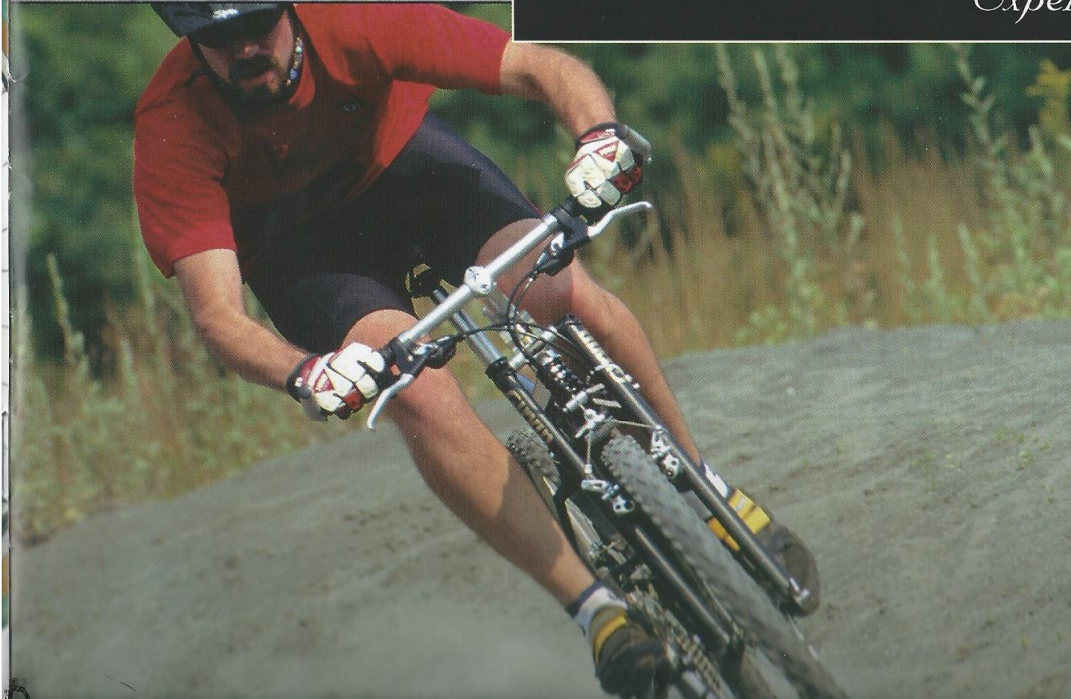
Color: Yellow-to-Blue Fade, Yellow-to-

Rust fade





Expert Series



Size:
Sm, Mid, Lg, Way Big **Frame:** Easton
Aluminum, Aluminum swingarm **Front**
Suspension: Girvin Cross-Link, 3" travel, Aluminum
leg **Rear Suspension:** Pro-Active w/ Dign, 3.5" travel
Shocks: Noleen NR-1 **Drivetrain:** Shimano LX Rapidfire
Shifters, LX/XT derailleurs, LX crank, BB **Brakes:** Shimano
LX V-brakes, levers **Pedals:** Girvin Mag-C **Wheels:**
Shimano LX w/ roller clutch, Mavic 238 rims, DT
spokes **Tires:** Panaracer Duster II kevlar
Color: White & Red, Yellow &
Blue

Look for these quality
components on the 757:

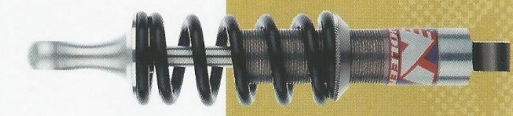
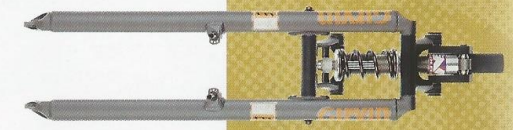


757

World Cup Frame, Pro-Active technology.

We built the 757 frame with racing in mind. It's 2nd generation World Cup Design features the same front triangle as the 857 with an all-new box-section aluminum swingarm. The swingarm and patented downtube-mounted Pro-Active pivot survived our rigorous machine and ride testing process with ease. The result is a 120% stiffer rear end for improved handling and forward drive.

The exclusive pivot location ensures the suspension remains fully active sitting or standing, pedaling or coasting. As an added feature, every Pro • Flex model actually pulls the rear tire into the ground in the granny gear so you'll climb like a mountain goat—we call it "Dig-In™." And when you stomp the pedals in the big rings, the rear end resists power robbing suspension squat, transferring all of your pedaling energy into forward motion.



Every Pro • Flex including the "7" comes in four sizes, from our 27" standover Small size to our long-reach "Way-Big" models. Other 757 features include Easton Pro-Gram TaperWall tubing, a 3" travel Cross-Link fork, Shimano LX RapidFire with V-brakes and Roller Clutch hub, and Girvin Mag clipless pedals. Top it off with Noleen Racing NR-1 nitrogen charged coil-over-oil shocks and you've got one sweet chariot.

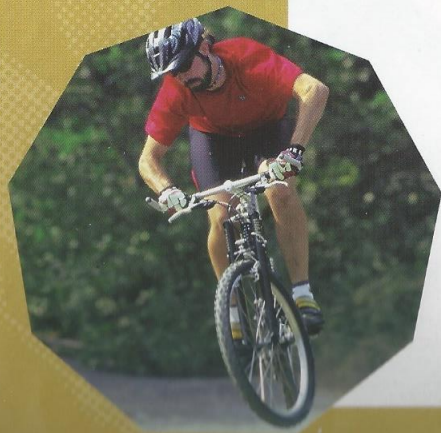
Proven Geometry, Coil Spring Control.

With the same World Cup Design frame and box-section swingarm as last year's 856, the 657 may be the sleeper of the Pro • Flex line.

An independent study at Wake Forest University proved Pro • Flex suspension can save a rider up to 13% in oxygen consumption over the course of an extended ride. One key to energy savings lies in absorbing small bumps as well as large. High performance springs and shock absorbers are critical to suspension performance. Shocks must be compliant on small bumps, absorb large impacts, and control rebound. They should also be simple and reliable.

While other manufacturers buy shocks from third parties, Pro • Flex designs and produces its own shocks to work with its suspension systems. For 1997, we've mated coil springs to a speed sensitive oil damping stack. The coil works on small hits, while the oil damping controls compression and rebound on mid-to-large impacts. The faster you go, the more damping control GDT shocks deliver.

Tune it in the field with adjustable preload, or switch springs in minutes to tailor your ride.



657

Look for these quality components on the 657:

SELLE
**san
marco**

Size:

Sm, Md, Lg, Xl **Frame:** Butted

Aluminum, Aluminum swingarm **Front**

Suspension: Girvin AL linkage fork, 2.5" travel, Oil

Damped, Aluminum leg **Rear Suspension:** Pro Active

w/ Dighn, 3.5" travel **Shocks:** Girvin GDT Coil **Drivetrain:**

STX-RC Rapidfire Shifters, STX-RC/LX/ derailleurs, ST

RC crank, Alivio BB **Brakes:** Aluminum Lo Pro Cantilever

Pedals: Toe Clips **Wheels:** STX/STX-RC hubs,

Mavic 238 rims, **Tires:** Panaracer Duster II

kevlar **Color:** Black, Titanium

Matte

S
P
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C

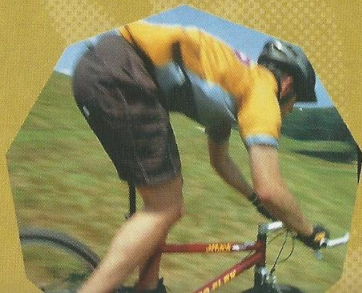
Attack

Working man's racer.

Full suspension isn't just the wave of the future. It's here today. A competitive full suspension rig doesn't have to cost \$2,000 either. At Pro • Flex, we strive to make competitive suspension technology that outperforms rigid bikes at every level.

Take the Attack. Built around a 7005 aluminum frame and stiff cromoly swingarm, it's got 3.5 inches of active rear wheel travel with Girvin MCU springs. Like all of our models, the Attack utilizes a Pro-Active™ suspension that resists sag when sprinting, and uses Dig-In™ technology in the granny gear to improve climbing traction.

In front, a 2.5" travel RST fork with light-weight magnesium sliders and MCU springs keeps the bike tracking straight and true. Add a full 24-speed drive train, and the Attack gives the big buck bucks a run for their money.



Look for these quality components on the Attack:

**SELLE
san
marco**



Size:

Sm, Md, Lg, Xl **Frame:** Butted Aluminum, Cromoly swingarm **Front**

Suspension: RST Telescopic, 2.5" travel, Mag

leg **Rear Suspension:** Pro-Active w/ DigIn, 3.5" travel

Shocks: Girvin MCU **Drivetrain:** Sachs Power Grip Shifters, Alivio/STX-RC derailleurs, Alivio crank, Alivio BB

Brakes: Aluminum Lo-Pro Cantilevers **Pedals:** Toe

Clips **Wheels:** Formula/STX-RC hubs, Weinmann

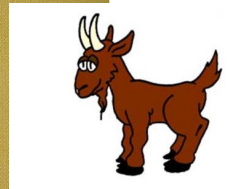
ZAC-19 rims **Tires:** Panaracer Duster II

Color: Race Red, Yellow & Green Metallic



	537	537	Animal	Beast	Beast 011	Reptile	737	737	Attack
Sizes	Sm, Md, Lg, Way-Big	Sm, Md, Lg, Way-Big	Sm, Md, Lg, Way-Big	Sm, Md, Lg, Way-Big	Sm, Md, Lg, Way-Big	Sm, Md, Lg, Way-Big	Sm, Md, Lg, Way-Big	Sm, Md, Lg, Way-Big	Sm, Md, Lg, Way-Big
Frame	Patented Pro-Active design, 7005 Easton® ProGram triangle, Easton Carbon Fiber swingarm, 3.5" travel.	Patented Pro-Active design, 7005 Easton® ProGram triangle, Easton Carbon Fiber swingarm, 3.5" travel.	Patented Pro-Active design, 7005 Easton® ProGram triangle, Box section aluminum swingarm, 3.5" travel.	Patented Pro-Active design, 7005 Easton® ProGram triangle, Box section aluminum swingarm, 3.5" travel.	Patented Pro-Active design, 7005 Butted Aluminum triangle, Cromoly aluminum swingarm, 3.5" travel.	Patented Pro-Active design, 7005 Butted Aluminum triangle, Cromoly aluminum swingarm, 3.5" travel.	Patented Pro-Active design, 7005 Easton® ProGram triangle, Box section aluminum swingarm, 3.5" travel.	Patented Pro-Active design, 7005 Butted Aluminum triangle, Cromoly aluminum swingarm, 3.5" travel.	Patented Pro-Active design, 7005 Butted Aluminum triangle, Cromoly swingarm, 3.5" travel.
Fork	Girvin Cross-Link Pro-Carbon, 3" travel, Easton Carbon Fiber leg.	Girvin Cross-Link Expert, 3" travel, aluminum leg.	Girvin Pipe-Line Chubbie, Dual triple clamp, 4" travel, MCU/coil spring, air damp, leading axle, mag slider.	Girvin Pipe-Line Chubbie, Dual triple clamp, 4" travel, MCU/coil spring, air damp, leading axle, mag slider.	Girvin AL linkage fork, 2.5" travel, tapered aluminum leg.	Girvin AL linkage fork, 2.5" travel, tapered aluminum leg.	Girvin AL linkage fork, 2.5" travel, tapered aluminum leg.	Girvin Cross-Link Expert, 3" travel, aluminum leg.	Girvin AL linkage fork, 2.5" travel, tapered aluminum leg.
Shocks	Noleen Racing NR-2/NR-4 with remote reservoir, adjustable compression and rebound.	Noleen Racing NR-2, adjustable compression and rebound, nitrogen charged, floating piston.	Noleen Racing NR-4 with remote reservoir, adjustable compression and rebound, floating piston.	Noleen Racing NR-2, adjustable compression and rebound, nitrogen charged, floating piston.	Girvin Damping Technology (GDT) coil-over oil with air charge and floating piston.	Front: 3-stage friction damp, Girvin MCU spring. Rear: Dual stage friction damp, Girvin MCU spring.	Noleen Racing NR-1, nitrogen charged, floating piston.	Front: GDT oil damped, floating piston, air charge, coil spring.	Dual-stage friction damp, Girvin MCU spring.
Rims	Mavic 220, 32-hole, Steel Blue.	Mavic 220, 32-hole, Steel Blue.	WTB Power Beam, 36-hole.	WTB Speed Master, 36-hole.	Mavic 221, 32-hole.	WTB Speed Master, 36-hole.	Mavic 238, 32-hole, Silver.	Mavic 238, 32-hole, Silver.	Weinmann ZAC19, 32-hole.
Tires	Michelin Wildgripper Lite, S SW Translucent/Green, 127 TPI, kevlar, 1.95.	Panaracer Duster II, 60 TPI, Black-wall, kevlar, 26x2.1.	WTB Velociraptor, 60 TPI, Black-wall, kevlar, 44/50.	WTB Velociraptor, 60 TPI, Blackwall, kevlar, 44/50.	WTB Primal Raptor, Amber casing.	WTB Velociraptor, 60 TPI, Blackwall, steel bead, 44/50.	Panaracer Duster II, 60 TPI, Blackwall, kevlar, 26x2.1.	Panaracer Duster II, 60 TPI, Blackwall, Steel bead, 26x2.1.	Panaracer Duster II, 60 TPI, Blackwall, Steel bead, 26x2.1.
Hubs	Hershey Naked/Shimano XT, 32-hole, 8 speed.	WTB Momentum w/ grease guard/Shimano LX w/ roller clutch, 32-hole, 8 speed.	WTB Momentum w/ grease guard/Shimano XT 36-hole, 8 speed.	Shimano LX w/ roller clutch, 36-hole, 8 speed.	Shimano LX, 32-hole, 8 speed.	Formula over-sized, Shimano STX-RC, 36-hole, 8 speed.	Shimano LX w/ roller clutch, 32-hole, 8 speed.	Shimano STX/STX-RC, 32-hole, 8 speed.	Formula/Shimano STX-RC, 32-hole, 8 speed.
Spokes	WheelSmith 15/16 gauge with Alloy Nipples.	DT 15/16 gauge Swiss stainless steel with Alloy Nipples.	DT 15/16 gauge Swiss stainless steel with Alloy Nipples.	DT 15/16 gauge Swiss stainless steel with Brass Nipples.	DT Swiss stainless steel with Brass Nipples.	15 gauge stainless steel with Brass Nipples.	DT 15 gauge Swiss stainless steel with Alloy Nipples.	15 gauge Stainless steel with Brass Nipples.	15 gauge Stainless steel with Brass Nipples.
Pedals	Girvin Mag-T Ti axle clipless, Magnesium body, Cromoly axle.	Girvin Mag-C clipless, Magnesium body, Cromoly axle.	Girvin Mag-C clipless, Magnesium body, Cromoly axle.	Girvin Mag-C clipless, Magnesium body, Cromoly axle.	Alloy body, steel cage, toe clips.	Alloy body, steel cage, toe clips.	Girvin Mag-C clipless, Magnesium body, Cromoly axle.	Alloy body, steel cage, toe clips.	Alloy body, steel cage, toe clips.
Chain	Sachs SC-40 narrow.	Sachs SC-40 narrow.	Sachs SC-40 narrow.	Sachs SC-40 narrow.	Sachs SC-40 narrow.	Sachs SC-40 narrow.	Sachs SC-40 narrow.	Sachs SC-40 narrow.	Sachs SC-40 narrow.
Derailleurs	Shimano XT top swing/SRAM ESP 90 long cage.	Shimano XT top swing/Shimano XT.	Shimano XT top swing/SRAM ESP 90 long cage.	Shimano LX top swing/SRAM ESP 70 long cage.	Shimano LX front/XT long cage rear.	Shimano STX-RC top swing/SRAM ESP 50 long cage.	Shimano LX top swing/Shimano XT.	Shimano STX-RC/Shimano LX.	Shimano Alvin top swing/Shimano STX-RC.
Shifters	Gripshift 900.	Shimano XT RapidFire SL.	ESP Gripshift 900.	ESP Gripshift 700.	Gripshift 600.	ESP Gripshift 500.	Shimano LX RapidFire.	Shimano STX-RC RapidFire SL.	Sachs Power Grip.
Cog Set	Shimano XT 11/30 8-speed.	Shimano XT 11/30 8-speed.	Shimano XT 11/30 8-speed.	Shimano LX 11/30 8-speed.	Shimano LX 11/28 8-speed.	Shimano STX-RC 11/28 8-speed.	Shimano LX 11/30 8-speed.	Shimano STX-RC 11/28 8-speed.	Shimano STX-RC 11/28 8-speed.
Handlebar	Easton EA-70.	Titec Enduro HF aluminum.	Titec 6061 raised DH bar.	Titec 6061 raised DH bar.	Aluminum straight bar.	6061 raised DH bar.	Titec Enduro HF aluminum.	6061 Aluminum.	6061 Aluminum.
Bar Ends	Advanced Bike Carbon Fiber	Girvin Shortie, cold-forged/welded with knurl.	None	None	Girvin shortie, forged.	None.	Girvin Shortie, cold-forged/welded with knurl.	Girvin Shortie, cold-forged/welded with knurl.	Girvin Shortie, cold-forged/welded with knurl.
Stem	Control Tech threadless, 1 1/8 x 150.	Girvin Reversible, cold forged, 1 1/8 x 130.	Girvin Reversible, cold forged, 1 1/8 x 130.	Girvin Reversible, cold forged, 1 1/8 x 130.	Girvin Reversible, cold forged, 1 1/8 x 130.	Girvin Reversible, cold forged, 1 1/8 x 130.	Girvin Reversible, cold forged, 1 1/8 x 130.	Girvin Reversible, cold forged, 1 1/8 x 130.	Girvin Reversible, cold forged, 1 1/8 x 130.
Grips	Titec Peak Bind foam.	Velo rubber.	SRAM/Gripshift rubber.	SRAM/Gripshift rubber.	SRAM/Gripshift rubber.	SRAM/Gripshift rubber.	Velo rubber.	Velo rubber.	Sachs rubber.
Crankset	Kooka, 42/32/22, Frame Sizes: Sm=170mm, Mid-Way Big=175mm.	Shimano XT 4-arm, 42/32/22, Frame Sizes: Sm=170mm, Mid-Way Big=175mm.	Kooka, 44/32/22, Frame Sizes: Sm=170mm, Mid-Way Big=175mm.	Sugino Impel 500, 44/32/22, Frame Sizes: Sm=170mm, Mid-Way Big=175mm.	Sugino Impel 500, 42/32/22, Frame Sizes: Sm=170mm, Mid-Way Big=175mm.	Sugino Impel 350, 44/32/22, Frame Sizes: Sm=170mm, Mid-Way Big=175mm.	Shimano LX 4-arm, 42/32/22, Frame Sizes: Sm=170mm, Mid-Way Big=175mm.	Shimano STX-RC, 42/32/22, Frame Sizes: Sm=170mm, Mid-Way Big=175mm.	Shimano Alvin, 42/32/22, Frame Sizes: Sm=170mm, Mid-Way Big=175mm.
BB	Shimano XT Cartridge, 68x110.	Shimano LX Cartridge, 68x110.	Shimano LX Cartridge 68x110.	Shimano LX Cartridge 68x110.	Shimano LX Cartridge 68x110.	Shimano Cartridge, 68x110.	Shimano Cartridge, 68x110.	Shimano Alvin, 68x110.	Shimano Alvin, 68x110.
Headset	Tange Aheadset DL, 1 1/8".	Threadless Alloy, 1 1/8".	Threadless Alloy, 1 1/8".	Threadless Alloy, 1 1/8".	Dia Campe Kontak, 1 1/8".	Threadless Steel, 1 1/8".	Threadless Alloy, 1 1/8".	Threadless Steel, 1 1/8".	Threadless Steel, 1 1/8".
Saddle	Selle Royal, Cromoly rail, synthetic cover.	Selle San Marco Alaska, Cromoly rail, synthetic leather/reinforced.	Selle San Marco Alaska, Cromoly rail, synthetic leather/reinforced.	Selle San Marco Alaska, Cromoly rail, synthetic leather/reinforced.	Veiza Torino, Manganese rail, synthetic cover.	Selle San Marco Linea, Cromoly rail, synthetic leather/reinforced.	Selle San Marco Alaska, Cromoly rail, synthetic leather/reinforced.	Selle San Marco Ictna Dynamica, Cromoly rail, synthetic cover.	Selle San Marco Linea, Cromoly rail, synthetic cover.
Seat Post	Control Tech Aluminum, 27.2.	Polygon Aluminum, 27.2.	Polygon Aluminum, 27.2.	Polygon Aluminum, 27.2.	Polygon Aluminum, 27.2.	Polygon Aluminum, 27.2.	Polygon Aluminum, 27.2.	Polygon Aluminum, 27.2.	Polygon Aluminum, 27.2.
Brakes	Shimano XT V-brakes.	Shimano XT V-brake.	Magura HS-22 hydraulic w/ quick release.	Magura HS-II hydraulic w/ quick release.	Magura HS-II Hydraulic w/ quick release.	V-Brakes.	Shimano LX V-brakes.	Low Profile Aluminum Cantilevers.	Low Profile Aluminum Cantilevers.
Brake Levers	Altek BL 70.	Shimano XT V-brake levers.	Magura.	Magura.	Magura.	V-Brake levers.	Shimano LX V-brake levers.	Two finger levers.	Two finger levers.

SPEC

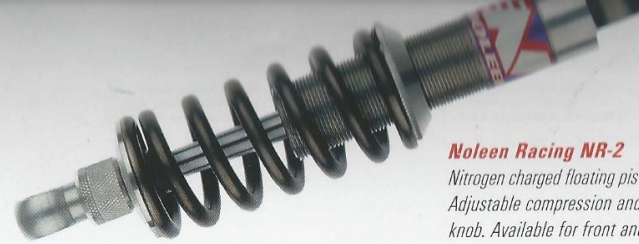


Specifications subject to change without notice.

Hardware



Easton Carbon Fiber Swingarm
Available for 1997 757, Beast, & Animal.
650g of ultra-stiff power.



Noleen Racing NR-2
Nitrogen charged floating piston shock absorber.
Adjustable compression and rebound on same knob. Available for front and rear.



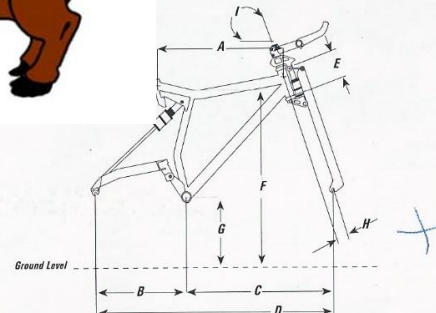
Noleen Racing NR-4
Nitrogen charged floating piston shock absorber with remote reservoir. Separate compression and rebound adjustment knobs. Available for front and rear.



857 Frameset
Easton ProGram tubing. Easton carbon fiber swingarm. Noleen NR-2 shock with adjustable compression and rebound. Available in Small, Medium, Large, and Way Big.



Coil Springs
Available in six spring rates to suit your weight and riding style. Chrome silicon steel for durability. Choose from red,



Frame Geometry (all measurements in millimeters)

Sizes	A	B	C	D	E	F	G	H	I	J
Small	517	425	614	1039	120	694	315	44.5	71"	75"
Medium	554	425	628	1053	120	745	315	44.5	71"	74"
Large	579	425	654	1079	120	754	315	44.5	71"	74"
Way-Big	592	425	668	1093	120	754	315	44.5	71"	74"

P PRO-FLEX®

1 IN FULL SUSPENSION BIKES



Authorized Pro-Flex Distributors:

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Outdoor Gear Canada
2708 Diab
St. Laurent, Quebec
H4S 1E8
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Fax: Same

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Generalvertretung K2 Bike
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Tel: 339-4521838
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2040 AC Zandvoort
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