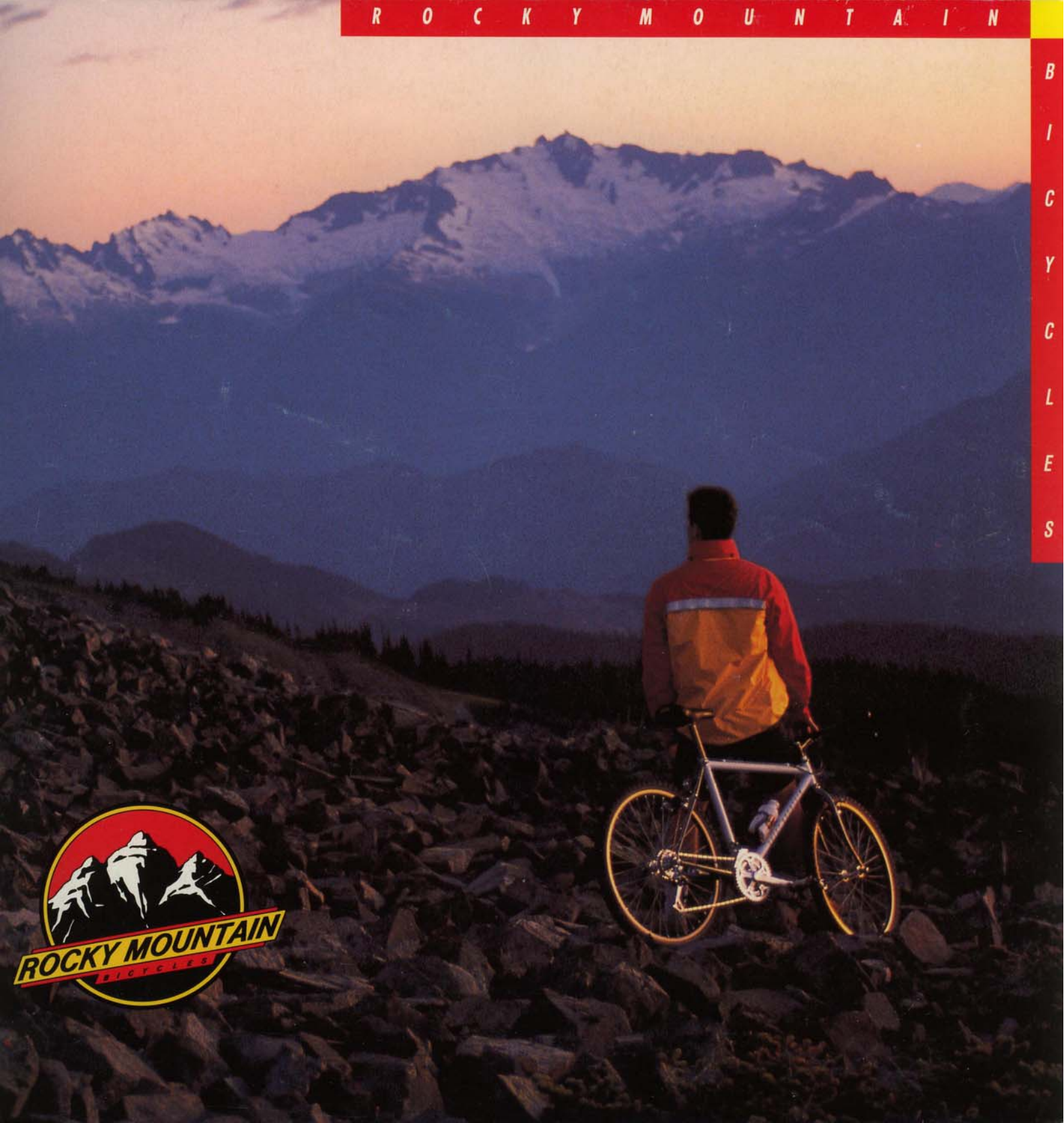


R O C K Y M O U N T A I N

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IN THE PAST... Back in the early Seventies, a small bicycle store owned by Grayson Bain gathered a group of visionary cyclists to design and construct a unique vehicle. Built for the hills and rough roads of Canada's west coast, these modified 10-speeds had flat handlebars, thumbshifters, wide gearing and wider tires. This stable, strong climber was known as the "Sherpa", and became Rocky Mountain's first bicycle.

Meanwhile, across the border in California, a master builder was using the technique of lugless brazing to create a new bike he called the "Mountain Bike". While Canadian cyclists enthusiastically rode these bicycles, they realized that the rugged Canadian terrain called for custom frame and component modifications. The Rocky Mountain Bicycle evolved from a perfect blend of U.S. and Canadian innovative developments.

Exceptional quality, it was determined, would be the fundamental commitment of the Rocky Mountain Bicycle Company. The "no-compromise" Canadian control and involvement in the manufacture of each individual Rocky Mountain bicycle achieves this goal.

IN THE PRESENT... The Rocky Mountain Bicycle Company continues as a strongly committed team whose extensive cycling experience is utilized in the design and manufacture of superior bicycles. Beyond the quality of each bicycle, truth and respect for all people is the basic objective that resounds throughout the company. It is our responsibility to provide to each customer a quality of service fitting the distinctive nature of our bikes. Commitment and quality unites the people and product of Rocky Mountain with discriminating customers throughout North America and Europe.

THE ROCKY MOUNTAIN PRO TEAM... The All-Canadian Rocky Mountain Team has ridden hard to test and improve 1989 models for 1990. Some of Canada's best: Cindy Devine, Guido and Georges Visser, Paul Chetwynd, and Bernie Lafleur rode their chosen Rocky Mountain bike to fulfill their personal goals of success. Based in Vancouver and Quebec City, the teams gave the TEAM TANTALUS, STRATOS and the BLIZZARD their stamp of approval with their most successful season ever.



**HANDBUILT FRAME PRODUCTION
IN THE ORIGINAL CRAMPED QUARTERS.
NO ASSEMBLY LINES OR ROBOTS IN SIGHT!**

The years of development in designing and building superior bicycles did not begin with sophisticated marketing concepts, but with hard riding. Nine years ago, Grayson and his staff began developing these bikes by riding the trails and roads of Canada's west coast. Nothing much has changed. Every design is tested, every bike is ridden, improved and ridden again by selected Rocky Mountain team riders across Canada

**DESCENT AT SPEED.
RICHARD KELLY FLIES DOWN
WHISTLER MOUNTAIN, B.C.
ON HIS TANTALUS.**



until we are confident it has the integrity to carry the Rocky Mountain name. All rider feedback is assessed in the analysis of what works and what does not. The Pro Team is especially helpful, as new frame and component designs either make it or break it at this level of competition.

TEAM TANTALUS... TIG welded by Chris Dekeuf. Drawing from seven years of experience in manufacturing performance mountain bikes, Rocky Mountain proudly presents the 1990 TEAM TANTALUS. The Tantalus mountain range is surrounded by some of the toughest mountain bike terrain in North America.

And a second bike, the TITANIUM COMPETITION enters Year 2 of production. The TITANIUM relies on over a decade of racing and

building experience with state-of-the-art technology. The TITANIUM frameset uses the ultimate 3/2.5 grade materials, resulting in an incredibly light 23 pound race bike with the responsiveness and durability that only precision-crafted titanium alloy affords.

The 1990 TEAM TANTALUS or TITANIUM COMPETITION will perform exceptionally well for any competitor... including the Rocky Mountain Pro Team.



| SPECIFICATIONS | | | | | | | | | |
|------------------------|--|------|------|------|--|------|------|------|------|
| TITANIUM | (DIMENSIONS IN INCHES) | | | | | | | | |
| SIZE (CENTRE TO TOP) | 17.0 | 18.5 | 20.0 | 21.5 | 23.0 | | | | |
| TEAM TANTALUS 2 | | | | | | | | | |
| SIZE (CENTRE TO TOP) | 16.0 | 17.0 | 18.0 | 19.0 | 20.0 | 21.0 | 22.0 | 23.0 | |
| HEAD ANGLE | 71.0 | 71.0 | 71.0 | 71.0 | 71.0 | 71.0 | 71.0 | 71.0 | 71.0 |
| SEAT ANGLE | 73.0 | 73.0 | 72.5 | 72.5 | 72.5 | 72.0 | 72.5 | 72.0 | 71.5 |
| TOP TUBE | 21.5 | 22.0 | 22.5 | 22.7 | 23.0 | 23.2 | 23.6 | 23.7 | 24.7 |
| CHAIN STAY | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | 16.9 |
| B/B HEIGHT | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 |
| TITANIUM 1 | | | | | TEAM TANTALUS 2 | | | | |
| FRAME | 3A1/2.5V | | | | TANGE PRESTIGE, STD, O/S CONCEPT OR RITCHEY LOGIC | | | | |
| FEATURES | SEMI-SLOPE TOP TUBE REVERSE SEAT COLLAR WISHBONE SEAT STAY | | | | SAME DESIGN FRAME | | | | |
| FORK | SYNCROS TITANIUM OR CRO-MO | | | | SYNCROS CRO-MO OR ROCKY MTN. PRESTIGE | | | | |
| FEATURES | ALUM. #7000 MACHINED CROWN AND DROPOUTS, COVALENT BONDING | | | | (SAME DESIGN) OR CUSTOM BY ROCKY MOUNTAIN | | | | |
| HANDLEBAR | SYNCROS ALUM. HEAT TREATED | | | | SYNCROS OR TANGE PRESTIGE | | | | |
| STEM | SYNCROS ALUM. HEAT TREATED | | | | SYNCROS OR RMB CUSTOM | | | | |
| SEAT POST | SYNCROS ALUM. 27.0 X 335 | | | | SYNCROS OR SHIMANO DEORE XT 27.0 X 330 | | | | |
| SADDLE | SELLE ITALIA TURBO | | | | SELLE ITALIA TURBO | | | | |
| HEADSET | SHIMANO DEORE XT; DIA. 1-1/8" | | | | SHIMANO DEORE XT; DIA. 1-1/8" OR 1" | | | | |
| PEDALS, CHAIN | SHIMANO DEORE XT | | | | | | | | |
| B/B & CRANKSET | SHIMANO 24-36-46 "SG" | | | |OR OTHER RING COMBINATIONS | | | | |
| DERAILLEURS | SHIMANO DEORE XT "STI" | | | |LONG OR SHORT CAGE RR | | | | |
| BRAKES | SHIMANO DEORE XT CANTI | | | |2 FINGER LEVERS OR MAGURA HYDRAULICS | | | | |
| HUBS, SPOKES | SHIMANO DEORE XT 12-28 COGS DT S.S. | | | |WITH DT SPOKE 14-15-14G WITH ALLOY NIPPLE | | | | |
| RIMS | WOLBER AT18 32H, BLACK, HARD ANODIZED | | | |ALL WHEELS WHEELTECH HANDBUILT | | | | |
| TIRES | RITCHEY MEGABITE "OVERDRIVE" | | | |OR KEVLAR BEAD (OR HARDRIVE 26 X 2.1) | | | | |
| COLOUR | POLISHED TITANIUM | | | | ANY RMB DUPONT, IMRON OR NEON | | | | |
| | 1 COMPONENT SPECIFICATIONS CAN BE CUSTOMIZED TO SUIT RIDER | | | | 2 FRAME AND COMPONENT SPECIFICATIONS CAN BE CUSTOMIZED TO SUIT RIDER | | | | |

HAND BUILT BY
Derek Bailey

HAND BUILT BY
Chris Dekeuf



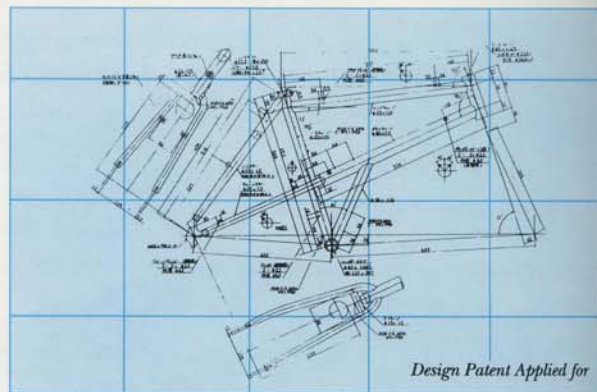
FRAME OF THE BICYCLE . . . The Bicycle Frame constitutes the largest and heaviest part of the bicycle, therefore it is the component viewed most critically by knowledgeable cyclists. The Cro-Moly steel tubing in Rocky Mountain's

bicycles is Tange. The over-stiff "Oversize" tubing adds at least 1/4 of a pound (111 grams) to the frame weight, so instead we use a blend of special diameter Tange tubes to produce a frame that's stiff in acceleration, yet stable on descents. Our Aluminum and Titanium frames follow the same principles.


Lance Bohlen, Rocky Mountain's chief frame designer, in cooperation with several top universities, is now using scientific lab testing and computer modelling to evaluate various frame materials. By combining the experience of mountain bike building and the technical knowledge of specialists, Rocky Mountain frames continue to provide racers everything they demand.

One area of advancement is our move from the standard road bike Steerer Column - (the threaded section of the fork that passes through the head tube of the frame) - to the 1-1/8" size. For years Rocky Mountain has been building forks with strength advantages in the blades and dropouts, while continuing to use the same

**EVOLUTION OF THE 1990 CIRRUS
FRAME: FINAL DRAWING AND
SAMPLE, PRODUCED - APRIL 1989**



Design Patent Applied for




steerer size. This steerer and accompanying head tube is perfectly suited to road bikes. But over the years, on rutted roads or mountain trails, the 1" road size steerers can cause bending, or even frame and fork breakage on mountain bikes, hence the move to a larger diameter, more durable component. The extra 1/8" diameter of Headset, Head tube and Steerer significantly increases the strength and adds only slightly to the weight. All Rocky Mountain bikes come with the new 1-1/8" head tube components.

In early 1989 we started developing prototypes of Advanced Frame Designs which would remove the problems associated with: Standard Chainstay Placement (with the chain grabbing between the stay and chainstays); Short Chainstays (chain ring clearance and tire clearance difficulties); Bottom Bracket Axle Width (chain line problems). The result is Advanced Design Advanced Design you can see on the WEDGE, SUMMIT or CIRRUS.

COMPONENTS OF THE BICYCLE . . . More than a simple collection of parts, a fine bicycle is a balanced combination of chosen components that results in superior ride characteristics. Rocky Mountain designs and selects the best suited components for each bicycle model. Component development focuses on Wheeltech, Ritchey, Syncros and, of course, Shimano.

Shimano has again edged out all component manufacturers with STI "Shimano Total Integration". The two BEST STI component groups are used on all Rocky Mountain bikes!



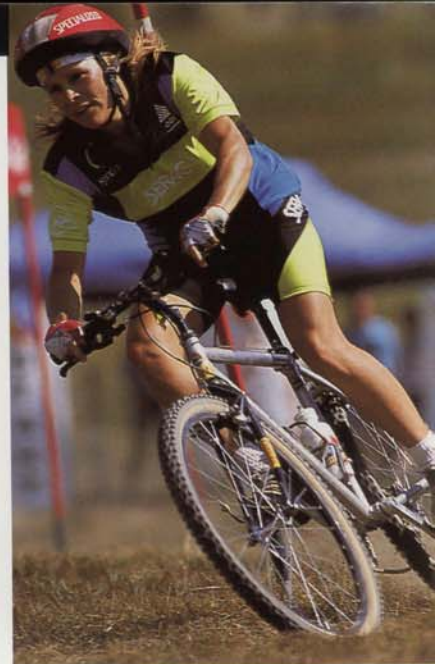
In the meantime, our favorite Canadian component maker, Syncros, is hot for 1990! As well as the Propost seatposts; the Steerhorn, Shotgun and Cattleprod handlebar/stem system, the Syncros ranch is adding the new Powerlite Composite fork. The Syncros equipment is standard on the BLIZZARD, CIRRUS and SUMMIT.

Tom Ritchey is a valuable ally of Rocky Mountain, and is a major influence in most international component designs. Since 1984, Rocky Mountain's bicycles have been equipped exclusively with Ritchey tires.

Wheeltech wheels are mounted on every Rocky Mountain bicycle.

We use only DT Swiss spokes with Wolber rims. Wheel durability is demanded by our riders, so each Wheeltech® wheel is hand-stressed and trued.

**NORBA DOWNHILL AND DUAL
SLALOM CHAMPION CINDY DEVINE
SHOWING WINNING FORM ON HER
ROCKY MOUNTAIN STRATOS.**





LANCE'S WEDGE

THE WEDGE . . . ADVANCE DESIGN

Those serious about their cycling pursuits know the performance of Rocky Mountain bicycles encompasses the latest design function, the finest builder's quality, and the most innovative component selection. Named "one of the 7 Ferraris" by the German magazine "Bike" (Feb/89), the WEDGE is the absolute best of Rocky Mountain bicycles.

THUNDERBOLT . . . RADICAL SLOPES

From start to finish it takes around 18 hours and one master craftsman to turn a rider's dream into a THUNDERBOLT. During each hour of production, Rocky Mountain's commitment to quality is the rule rather than the isolated exception.

DISCOVERY . . . URBAN/EXPEDITION

The Rocky Mountain SHERPA of 1974 has been reborn! The DISCOVERY is handbuilt for the cyclist who wants the perfect blend of tough urban performance, or the stability off-road for a 1500 mile expedition.

S P E C I F I C A T I O N S

| WEDGE | | (DIMENSIONS IN INCHES) | | | | | | | |
|--|---|---|------|---|------|------|------|------|------|
| SIZE (CENTRE TO TOP) | | 17.0 | 18.0 | 19.0 | 20.0 | 21.0 | 22.0 | 23.0 | |
| THUNDERBOLT | | | | | | | | | |
| SIZE (CENTRE TO TOP) | | 16.0 | 17.0 | 18.0 | 19.0 | 20.0 | 21.0 | 22.0 | 23.0 |
| HEAD ANGLE | | 71.0 | 71.0 | 71.0 | 71.0 | 71.0 | 71.0 | 71.0 | 71.0 |
| SEAT ANGLE | | 73.0 | 73.0 | 72.5 | 72.0 | 72.0 | 72.0 | 72.0 | 71.5 |
| TOP TUBE | | 21.5 | 22.0 | 22.5 | 23.0 | 23.5 | 23.9 | 24.2 | 24.7 |
| CHAIN STAY | | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 | 16.7 |
| B/B HEIGHT | | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 |
| DISCOVERY SIZE (CENTRE TO TOP) 18.5" - 23" (SEE SPECS. FOR METRO FRAME) | | | | | | | | | |
| | WEDGE | THUNDERBOLT | | DISCOVERY | | | | | |
| FRAME | TANGE PRESTIGE; CUSTOM TUBE SELECTION | TANGE PRESTIGE; STD, O/S OR CONCEPT; OR RITCHEY LOGIC | | TANGE PRESTIGE, STD OR CONCEPT | | | | | |
| FEATURES | TWIN DT, OVERSIZE MIDTUBE, RAISED CHAINSTAYS, FULL CUSTOM TO SUIT RIDER | RADICAL SLOPE T.T. WITH SEAT COLLAR; CUSTOM CABLE ROUTING | | RIDER'S CHOICE OF BRAZE-ONS | | | | | |
| FORK | SYNCROS POWERLITE CRO-MO | SYNCROS (SAME) OR ROCKY MTN PRESTIGE | | ROCKY MTN PRESTIGE UNICROWN | | | | | |
| FEATURES | ALUM. #7000 MACHINED CROWN AND DROP-OUTS, COVALENT BONDING. | (SAME) OR CUSTOM BY ROCKY MTN. | | CUSTOM RADIUS BLADE WITH WIDE 40C CLEARANCE | | | | | |
| HANDLEBAR | TANGE PRESTIGE | SYNCROS ALUM. OR TANGE PRESTIGE | | TANGE PRESTIGE W/STEERHORN | | | | | |
| STEM | ROCKY MTN. CUSTOM | SYNCROS ALUM. OR ROCKY MTN CUSTOM | | ROCKY MTN. CUSTOM | | | | | |
| SEAT POST | SHIMANO DEORE XT; 27.0 x 330 | SYNCROS ALUM. OR SHIMANO DEORE XT | | SHIMANO DEORE XT; 27.0 X 330 | | | | | |
| SADDLE | SELLE ITALIA TURBO | SELLE ITALIA TURBO | | VELO TURBO | | | | | |
| HEADSET | SHIMANO DEORE XT; DIA. 1-1/8" | SHIMANO DEORE XT; DIA 1 1/8" | | TANGE VANTAGE; DIA. 1" | | | | | |
| PEDALS, CHAIN | SHIMANO DEORE XT | SHIMANO DEORE XT | | SHIMANO DEORE XT | | | | | |
| B/B & CRANKSET | SHIMANO 24-36-46 "SG"..... | OR OTHER RING COMB. | | SHIMANO 28-38-48 "SG" | | | | | |
| DERAILLEURS | SHIMANO DEORE "STI"..... | WITH LONG OR SHORT CAGE RR. | | (SAME) | | | | | |
| BRAKES | SHIMANO DEORE XT CANTILEVERS OR MAGURA HYDRAULICS | SHIMANO DEORE XT; CANTI FR. TOP MOUNT "U" BRAKE RR | | SHIMANO CANTILEVERS 2 OR 4 FINGER LEVERS | | | | | |
| HUBS | SHIMANO DEORE XT..... | (SAME)..... | | (SAME) | | | | | |
| SPOKES | DT 14-15-14g, WITH ALLOY NIPPLES | (SAME)..... | | DT 14g | | | | | |
| RIMS | WOLBER AT18 32H BLK., HARD ANODIZED..... | (SAME) ALL WHEELS WHEELTECH HANDBUILT | | WOLBER GTX 700 x 19: 32H | | | | | |
| TIRES | RITCHEY 26 x 2.0 WIRE "OVERDRIVE"..... OR KEVLAR BEAD OR "HARDRIVE" 2.1 | (SAME) | | B. GORDON ROCK 'N' ROAD 700 X 40 KEVLAR | | | | | |
| COLOUR | ANY RMB DUPONT IMRON OR NEON | | | | | | | | |
| NB: | ANGLES AND SPECIFICATIONS CAN BE CUSTOMIZED TO SUIT RIDER | | | | | | | | |



GRAYSON'S TURBO LTD.

**TURBO**

Here is the bicycle that is a natural leader, standing out from every other road bike. The Turbo is the committed work of Derek Bailey, a craftsman with 32 years of personal frame building experience. Mr. Bailey builds for the rider who wants the utmost attention to detail, without compromise.

S P E C I F I C A T I O N S

| TURBO | |
|----------------------|---|
| SIZE (CENTRE TO TOP) | 46 TO 66cm |
| HEAD/SEAT TUBE | 74 AND 74 OR RIDER'S CHOICE |
| TOP TUBE | 50 TO 62cm OR RIDER'S CHOICE |
| FRAMESET | TANGE PRESTIGE; SUPER VITUS; REYNOLDS 531C; COLUMBUS SLX, TSX |
| FEATURES | HENRY JAMES LUGS - SILVER SOLDERED (LTD VERSION) CUSTOM CROWN REINFORCEMENTS (LTD VERSION) CINELLI LUGS (STD VERSION) |
| HANDLEBAR | CINELLI MOD. 66 (OR PROFILE FOR SPEED TRI BAR/STEM) |
| STEM | CINELLI XA |
| TAPE | VINYL VENTED OR CINELLI CORK RIBBON |
| SADDLE | VELO OR SELLE ITALIA TURBO |
| POST | SR LAPRADE OR SHIMANO NEW DURA-ACE |
| GROUP | SHIMANO NEW DURA-ACE (STD OR STI); ULTEGRA; 105 SC |
| OPTIONS | CHAINRINGS, CRANK LENGTH, PEDALS, COGS |
| COLOUR | ANY RMB DUPONT IMRON, OR NEON |



SUMMIT

One of the Advance Design series of bikes, not bound by traditional frame geometries, and out to solve traditional problems. Chain suck is eliminated without the soft feeling rear triangles and flexy bottom brackets that plague other elevated chainstay designs. A special blend of "Prestige" tubing diameters and gauges maintains strength, resulting in high performance advantages with a mere 0.5 lbs. additional frame weight.

S P E C I F I C A T I O N S

| SUMMIT | (DIMENSIONS IN INCHES) | | | |
|-------------------------|--|------|------|------|
| SIZE (CENTRE TO TOP) | 17.0 | 18.5 | 20.0 | 21.5 |
| HEAD ANGLE | 71.0 | 71.0 | 71.0 | 71.0 |
| SEAT ANGLE | 73.0 | 72.0 | 72.0 | 72.0 |
| TOP TUBE | 21.9 | 22.5 | 23.1 | 23.7 |
| CHAINSTAY | 16.5 | 16.8 | 16.8 | 16.8 |
| B/B HEIGHT | 11.5 | 11.5 | 11.5 | 11.5 |
| FRAME | TANGE PRESTIGE; SPECIAL SELECTION | | | |
| FEATURES | DOUBLE MAIN TRIANGLE, TWIN LATERAL DOWN TUBES, ELEVATED WISHBONE CHAIN STAYS, WISHBONE SEAT STAY, REVERSED SEAT COLLAR | | | |
| FORK | SYNCROS POWERLITE | | | |
| FEATURES | ALUM. #7000 MACHINED CROWN AND DROPOUTS; COVALENT BOND TO CRO-MO BLADES | | | |
| HANDLEBAR | SYNCROS ALUM. #7000; ODI "ATTACK" GRIPS | | | |
| STEM | SYNCROS #6061 ALUM. HEAT TREATED | | | |
| SEAT POST | SYNCROS #7000 ALUM.; 27.0 X 335 | | | |
| SADDLE | VELO TURBO LEATHER | | | |
| HEADSET | SHIMANO DEORE XT; DIA. 1-1/8" | | | |
| CHAIN, B/B AND CRANKSET | SHIMANO DEORE XT 24-36-46 "SG" ROUND RINGS | | | |
| PEDALS | SHIMANO DEORE XT COMP. WITH CLIPS AND STRAPS | | | |
| DERAILLEURS | SHIMANO DEORE XT "STI", SHORT CAGE RR | | | |
| BRAKES | SHIMANO DEORE XT, CANTILEVERS "SLR" | | | |
| WHEELS | HANDBUILT BY WHEELTECH | | | |
| HUBS | SHIMANO DEORE XT; 12-28" "HG" COGS | | | |
| SPOKES | DT COMPETITION 14-15-14g WITH ALLOY NIPPLES | | | |
| RIMS | WOLBER AT18 32H; HEAT TREATED; HARD ANODIZED; BLACK | | | |
| TIRES | RITCHEY MEGABITE "OVERDRIVE" 26 X 2.0 | | | |
| COLOUR | PEARL WHITE/BRIGHT RED | | | |


BLIZZARD

Now in its fourth year, the BLIZZARD continues to dominate in its class. The appeal of the radical sloping top tube with the TIG welded Prestige tubing is well recognized.

"The sloping top tube design tightens the frame up on both front and rear triangles". (Mountain & City Biking).

S P E C I F I C A T I O N S

| BLIZZARD | (DIMENSIONS IN INCHES) | | | |
|-------------------------|---|------|------|------|
| SIZE (CENTRE TO TOP) | 17.0 | 18.5 | 20.0 | 21.5 |
| HEAD ANGLE | 70.5 | 70.5 | 70.5 | 70.5 |
| SEAT ANGLE | 72.5 | 72.5 | 72.5 | 72.5 |
| TOP TUBE | 22.0 | 22.6 | 23.1 | 23.6 |
| CHAINSTAY | 16.8 | 16.8 | 16.8 | 16.8 |
| B/B HEIGHT | 11.5 | 11.5 | 11.5 | 11.5 |
| FRAME | TANGE PRESTIGE, QUAD BUTTED/ DOUBLE BUTTED | | | |
| FEATURES | RADICAL SLOPE TOP TUBE, CUSTOM SEAT COLLAR AND CABLE ROUTING, WISHBONE CRO-MOLY SEAT STAY | | | |
| FORK | SYNCRS POWERLITE | | | |
| FEATURES | ALUM. #7000 MACHINED CROWN AND DROPOUTS; COVALENT BOND TO CRO-MO BLADES | | | |
| HANDLEBAR | TANGE PRESTIGE, ODI "ATTACK" GRIPS | | | |
| STEM | ROCKY MOUNTAIN CRO-MO | | | |
| SEAT POST | KALLOY HEAT TREATED CRO-MO; 27.0 x 300 | | | |
| SADDLE | VELO TURBO LEATHER | | | |
| HEADSET | SHIMANO DEORE DX; DIA. 1-1/8" | | | |
| CHAIN, B/B AND CRANKSET | SHIMANO DEORE XT 24-36-46 "SG" ROUND RINGS | | | |
| PEDALS | SHIMANO DEORE XT COMP, WITH CLIPS AND STRAPS | | | |
| DERAILLEURS | SHIMANO DEORE XT "STI"; SHORT CAGE RR. | | | |
| BRAKES | SHIMANO DEORE XT; CANTI. FR, U-2 RR ON SEAT STAY; "SLR" CUSTOM CABLE ROUTING | | | |
| WHEELS | HANDBUILT BY WHEELTECH | | | |
| HUBS | SHIMANO DEORE XT; 12-28 "HG" COGS | | | |
| SPOKES | DT COMPETITION 14-15-14g, WITH ALLOY NIPPLES | | | |
| RIMS | WOLBER AT18 32H; HEAT TREATED; HARD ANODIZED; BLACK | | | |
| TIRES | RITCHEY MEGABITE "HARDDRIVE" 26 X 2.1 | | | |
| COLOUR | WHITE/JET BLACK | | | |



CIRRUS

The CIRRUS is possibly the world's first aluminum mountain frame with a sloping top tube and raised chainstays. The rider understands the trail ahead is a challenge to be met. The CIRRUS is specifically bred to perform on the most technical of trails, through each switchback, down every descent.

S P E C I F I C A T I O N S

| CIRRUS | (DIMENSIONS IN INCHES) | | | |
|-------------------------|---|-------|-------|-------|
| SIZE (CENTRE TO TOP) | 17.0 | 18.5 | 20.0 | 21.5 |
| HEAD ANGLE | 71.0 | 71.0 | 71.0 | 71.0 |
| SEAT ANGLE | 73.0 | 73.0 | 73.0 | 73.0 |
| TOP TUBE | 21.9 | 22.8 | 23.2 | 23.8 |
| CHAINSTAY | 16.6 | 16.6 | 16.6 | 16.6 |
| B/B HEIGHT | 11.5 | 11.75 | 11.75 | 11.75 |
| FRAME | ALUMINUM #7000 SERIES | | | |
| FEATURES | ELEVATED WISHBONE CHAIN STAY, SLOPING TOP TUBE, WISHBONE SEAT STAY, REVERSE SEAT COLLAR | | | |
| FORK | SYNCROS POWERLITE | | | |
| FEATURES | ALUMINUM #7000 MACHINED CROWN AND DROPOUTS, COVALENT BOND TO CRO-MO BLADES | | | |
| HANDLEBAR | SYNCROS ALUMINUM #7000; ODI "ATTACK" GRIPS | | | |
| STEM | SYNCROS ALUMINUM #6061 HEAT TREATED | | | |
| SEAT POST | SYNCROS ALUMINUM #7000; 27.0 X 335 | | | |
| SADDLE | VELO TURBO LEATHER | | | |
| HEADSET | SHIMANO DEORE XT; DIA. 1-1/8" | | | |
| CHAIN, B/B AND CRANKSET | SHIMANO DEORE XT, 24-36-46 "SG" ROUND RINGS | | | |
| PEDALS | SHIMANO DEORE XT COMP, WITH CLIPS AND STRAPS | | | |
| DERAILLEURS | SHIMANO DEORE XT "STI"; SHORT CAGE RR. | | | |
| BRAKES | SHIMANO DEORE XT, CANTILEVERS "SLR" | | | |
| WHEELS | HANDBUILT BY WHEELTECH | | | |
| HUBS | SHIMANO DEORE XT, 12-28" "HG" COGS | | | |
| SPOKES | DT COMPETITION 14-15-14g, WITH ALLOY NIPPLES | | | |
| RIMS | WOLBER AT18 32H; HEAT TREATED; HARD ANODIZED; BLACK | | | |
| TIRES | RITCHEY MEGABITE "OVERDRIVE" 26 X 2.0 | | | |
| COLOUR | RAW SILVER/BLACK | | | |



STRATOS

Light yet stiff enough to challenge the toughest of downhills, the STRATOS is famous for its 1989 results;

Rider: Cindy Devine

Bike: STRATOS

Results: NORBA National Slalom Champion, World's Downhill Champion

S P E C I F I C A T I O N S

STRATOS

(DIMENSIONS IN INCHES)

| | | | | |
|-------------------------|--|-------|-------|-------|
| SIZE (CENTRE TO TOP) | 17.0 | 18.5 | 20.0 | 21.5 |
| HEAD ANGLE | 70.5 | 70.5 | 70.5 | 70.5 |
| SEAT ANGLE | 72.5 | 72.5 | 72.5 | 72.5 |
| TOP TUBE | 21.7 | 22.7 | 23.3 | 23.8 |
| CHAINSTAY | 16.9 | 16.9 | 16.9 | 16.9 |
| B/B HEIGHT | 11.5 | 11.75 | 11.75 | 11.75 |
| FRAME | ALUMINUM #7000 SERIES | | | |
| FEATURES | OVERSIZE SLOPING TOP TUBE, WISHBONE SEAT STAY, REVERSE SEAT COLLAR | | | |
| FORK | TANGE BIG FORK | | | |
| FEATURES | LARGE RADIUS; DIA. 1-1/8" UNTAPERED, INTERNAL BUTTED 1.2-0.9-0.6mm | | | |
| HANDLEBARS | TANGE PRESTIGE; "KRATON" GRIPS | | | |
| STEM | ROCKY MTN. CRO-MO | | | |
| SEAT POST | KALLOY HEAT TREATED CRO-MO; 27.0 x 300 | | | |
| SADDLE | VELO TURBO LEATHER | | | |
| HEADSET | SHIMANO DEORE DX; DIA. 1-1/8" | | | |
| CHAIN, B/B AND CRANKSET | SHIMANO DEORE DX 24-36-46 "SG" ROUND RINGS | | | |
| PEDALS | SHIMANO DEORE DX COMP, WITH CLIPS AND STRAPS | | | |
| DERAILLEURS | SHIMANO DEORE DX "STI"; SHORT CAGE RR. | | | |
| BRAKES | SHIMANO DEORE DX, CANTILEVERS "SLR" | | | |
| WHEELS | HANDFINISHED BY WHEELTECH | | | |
| HUBS | SHIMANO DEORE DX; 12-28" "HG" COGS | | | |
| SPOKES | DT SWISS S.S. 14g. | | | |
| RIMS | WOLBER AT18 32H; HEAT TREATED; SILVER | | | |
| TIRES | RITCHEY MEGABITE "HARDDRIVE" 26 X 2.1 | | | |
| COLOUR | RAW SILVER/BLACK | | | |

**ÉQUIPE**

The ÉQUIPE is the "stock built" Tantalus. This race-engineered frame will track like a razor through the corners, or slide through at will. Rocky Mountain bike owners have a passion for their bike that makes them experience the joy of unconquered terrain.

S P E C I F I C A T I O N S

| ÉQUIPE | (DIMENSIONS IN INCHES) | | | |
|-------------------------|--|------|------|------|
| SIZE (CENTRE TO TOP) | 17.0 | 18.5 | 20.0 | 21.5 |
| HEAD ANGLE | 71.0 | 71.0 | 71.0 | 71.0 |
| SEAT ANGLE | 72.5 | 72.5 | 72.5 | 72.5 |
| TOP TUBE | 21.7 | 22.7 | 23.2 | 23.7 |
| CHAINSTAY | 16.9 | 16.9 | 16.9 | 16.9 |
| B/B HEIGHT | 11.5 | 11.5 | 11.5 | 11.5 |
| FRAME | TANGE PRESTIGE | | | |
| FEATURES | WISHBONE SEAT STAY CRO-MO, TOP TUBE CABLE ROUTING, REVERSE SEAT COLLAR | | | |
| FORK | TANGE BIG FORK | | | |
| FEATURES | LARGE RADIUS; DIA. 1-1/8" UNTAPERED, INTERNAL BUTTED 1.2-0.8-0.6mm | | | |
| HANDLEBARS | TANGE PRESTIGE; "KRATON" GRIPS | | | |
| STEM | ROCKY MOUNTAIN CRO-MO | | | |
| SEAT POST | KALLOY HEAT TREATED CRO-MO; 27.0 x 330 | | | |
| SADDLE | VELO TURBO LEATHER | | | |
| HEADSET | SHIMANO DEORE DX; DIA. 1-1/8" | | | |
| CHAIN, B/B AND CRANKSET | SHIMANO DEORE DX 24-36-46 "SG" ROUND RINGS | | | |
| PEDALS | SHIMANO DEORE DX COMP. WITH CLIPS AND STRAPS | | | |
| DERAILLEURS | SHIMANO DEORE DX "STI"; SHORT CAGE RR. | | | |
| BRAKES | SHIMANO DEORE DX CANTILEVERS "SLR" | | | |
| WHEELS | HANDFINISHED BY WHEELTECH | | | |
| HUBS | SHIMANO DEORE DX; 12-28" "HG" COGS | | | |
| SPOKES | DT SWISS S.S. 14g | | | |
| RIMS | WOLBER AT18 32H; HARD ANODIZED; HEAT TREATED; BLACK | | | |
| TIRES | RITCHEY MEGABITE "HARDDRIVE" 26 X 2.1 | | | |
| COLOUR | NEON GREEN/BLACK | | | |



HAMMER

Hammer flat out, pound up the hills, scream back down. Challenge all rivals on the HAMMER. The basic choice of a rider who wants to compete in the toughest conditions.

S P E C I F I C A T I O N S

| HAMMER | <i>(DIMENSIONS IN INCHES)</i> | | | |
|-------------------------|--|------|------|------|
| SIZE (CENTRE TO TOP) | 17.0 | 18.5 | 20.0 | 21.5 |
| HEAD ANGLE | 70.5 | 70.5 | 70.5 | 70.5 |
| SEAT ANGLE | 72.0 | 72.0 | 72.0 | 72.0 |
| TOP TUBE | 21.7 | 22.7 | 23.2 | 23.7 |
| CHAINSTAY | 16.9 | 16.9 | 16.9 | 16.9 |
| B/B HEIGHT | 11.5 | 11.5 | 11.5 | 11.5 |
| FRAME | TANGE CRO-MO SEAMLESS MTB | | | |
| FEATURES | OVERSIZE SLOPING TOP TUBE, WISHBONE SEAT STAY CRO-MO, TOP TUBE CABLE ROUTING | | | |
| FORK | TANGE CRO-MO | | | |
| FEATURES | LARGE RADIUS, DIA. 1-1/8" BLADES | | | |
| HANDLEBARS | ROCKY MTN. CRO-MO; "KRATON" GRIPS | | | |
| STEM | ROCKY MTN. CRO-MO | | | |
| SEAT POST | KALLOY HEAT TREATED CRO-MO; 27.0 x 300 | | | |
| SADDLE | VELD VINYL | | | |
| HEADSET | YST ALLOY 1-1/8" DIA. | | | |
| CHAIN, B/B AND CRANKSET | SHIMANO DEORE DX 24-36-46 "SG" ROUND RINGS | | | |
| PEDALS | SHIMANO DEORE DX COMP, WITH CLIPS AND STRAPS | | | |
| DERAILLEURS | SHIMANO DEORE DX "STI"; LONG CAGE RR. | | | |
| BRAKES | SHIMANO DEORE DX; CANTILEVERS "SLR" | | | |
| WHEELS | HANDFINISHED BY WHEELTECH | | | |
| HUBS | SHIMANO DEORE DX; 12-28" "HG" COGS | | | |
| SPOKES | DT SWISS S.S. 14g | | | |
| RIMS | WOLBER AT20 32H; HEAT TREATED; SILVER | | | |
| TIRES | RITCHEY MEGABITE "HARDDRIVE" 26 X 2.1 | | | |
| COLOUR | NEON ORANGE/COOL GREY OR WHITE/SEA FOAM GREEN | | | |



FUSION

Fusion of individual care and dedication, not usually attributed to imports, is the birthmark of this bike. The FUSION name is the trademark for good value, without compromise. To ride such a bicycle is entirely satisfying.

S P E C I F I C A T I O N S

| FUSION | (DIMENSIONS IN INCHES) | | | | | | |
|----------------------|---|------|---------|------|----------|------|------|
| SIZE (CENTRE TO TOP) | 15.5 | 17.0 | 17.-STT | 18.5 | 18.5-STT | 20 | 21.5 |
| HEAD ANGLE | 69.0 | 70.5 | 70.5 | 70.5 | 70.5 | 70.5 | 70.5 |
| SEAT ANGLE | 74.0 | 72.5 | 74.0 | 72.5 | 72.5 | 72.5 | 72.5 |
| TOP TUBE | 20.2 | 21.7 | 20.7 | 22.4 | 21.7 | 23.0 | 23.6 |
| CHAINSTAY | 16.9 | 16.9 | 16.9 | 16.9 | 16.9 | 16.9 | 16.9 |
| B/B HEIGHT | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 |
| FRAME | ISHIWATA CRO-MO TRIPLE BUTTED | | | | | | |
| FEATURES | OVERSIZE SLOPING TOP TUBE; CUSTOM CABLE ROUTING; VERTICAL DROPOUTS; RACK AND FENDER BRAZE-ONS | | | | | | |
| FORK | FULL CRO-MO | | | | | | |
| FEATURES | LARGE RADIUS DIA. 1-1/8" BLADES | | | | | | |
| HANDLEBARS | ROCKY MTN.; "KRATON" GRIPS | | | | | | |
| STEM | ROCKY MTN. CRO-MO | | | | | | |
| SEAT POST | KALLOY ALLOY; 27.0 x 300 | | | | | | |
| SADDLE | VELO VINYL | | | | | | |
| HEADSET | YST ALLOY 1-1/8" DIA. | | | | | | |
| CHAIN AND B/B | SHIMANO DEORE DX | | | | | | |
| CRANKSET | SHIMANO DEORE LX 28-38-48 "SG" ROUND RINGS | | | | | | |
| PEDALS | SHIMANO DEORE LX, WITH CLIPS AND STRAPS | | | | | | |
| DERAILLEURS | SHIMANO DEORE LX "STI"; WITH DEORE DX SHIFTERS. | | | | | | |
| BRAKES | SHIMANO DEORE LX, CANTI FR, U-2 RR & DX 2 FINGER "SLR" LEVERS | | | | | | |
| WHEELS | HANDFINISHED BY WHEELTECH | | | | | | |
| HUBS | SHIMANO DEORE LX; 13-30" "HG" COGS | | | | | | |
| SPOKES | DT SWISS S.S. 14g | | | | | | |
| RIMS | WOLBER AT20. 32H; HEAT TREATED; SILVER | | | | | | |
| TIRES | RITCHEY "MOD QUAD" 26 X 2.0 | | | | | | |
| COLOUR | ROYAL BLUE/SKY BLUE OR BLACK/BLACK | | | | | | |



METRO

Light and lively, it's the bike for those who like to get off the beaten path.

Whether it's the mountains of Colorado, or the uncivilized canyons of Toronto.

The METRO is carefully built for your backyard jungle.

S P E C I F I C A T I O N S

| METRO | (DIMENSIONS IN INCHES) | | | |
|----------------------|--|------|------|------|
| SIZE (CENTRE TO TOP) | 18.5 | 20.0 | 21.5 | 23.0 |
| HEAD ANGLE | 72.5 | 72.5 | 72.5 | 72.5 |
| SEAT ANGLE | 74.0 | 73.0 | 73.0 | 73.0 |
| TOP TUBE | 22.3 | 22.8 | 23.3 | 23.7 |
| CHAINSTAY | 17.1 | 17.1 | 17.1 | 17.1 |
| B/B HEIGHT | 11.6 | 11.6 | 11.6 | 11.6 |
| FRAME | TANGE CRO-MO | | | |
| FEATURES | FULL EXPEDITION BRAZE-ONS, EQUIPPED FOR 700C WHEELS FOR MTN BIKE TIRES (1.6 WIDTH) | | | |
| FORK | TANGE CRO-MO | | | |
| FEATURES | 40C CLEARANCE | | | |
| HANDLEBARS | ROCKY MTN. CRO-MO; WITH SYNCROS STEERHORNS | | | |
| STEM | ROCKY MTN. CRO-MO | | | |
| SEAT POST | KALLOY ALLOY; 27.0 x 300 | | | |
| SADDLE | VELO VINYL | | | |
| HEADSET | SHIMANO DEORE LX | | | |
| CHAIN AND B/B | SHIMANO DEORE DX | | | |
| CRANKSET | SHIMANO DEORE LX 28-38-48 "SG" ROUND RINGS | | | |
| PEDALS | SHIMANO DEORE LX, WITH CLIPS AND STRAPS | | | |
| DERAILLEURS | SHIMANO DEORE LX "STI" LEVERS | | | |
| BRAKES | SHIMANO DEORE LX, CANTILEVER "SLR" | | | |
| WHEELS | HANDFINISHED BY WHEELTECH | | | |
| HUBS | SHIMANO DEORE LX; 12-28 "HG" COGS | | | |
| SPOKES | DT SWISS SG 14g | | | |
| RIMS | WOLBER GTA 700C; 32H; HEAT TREATED; SILVER | | | |
| TIRES | B. GORDON 700 x 40C; KEVLAR BEAD | | | |
| COLOUR | DEEP RED/WHITE | | | |

ROCKY MOUNTAIN BICYCLES

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