

Interloc Racing Design



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Hello Cycle Buffs,

The crew at Interloc Racing Design would like to thank you for your interest in our products.

We strive to produce quality products and service for you, the Mountain Bike Enthusiast.

A phone call or note by mail will put **IRD** in your shop or on your bicycle. When ordering by mail please include: quantity, name of product, your name and address. Shipping costs vary from state to state; Blue Label is extra of course!!

"We Do Appreciate Your Business"

Happy Trails,

Rod Moses

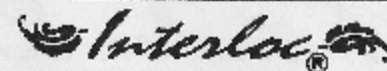
Ray Baldwin

Glenda Baldwin



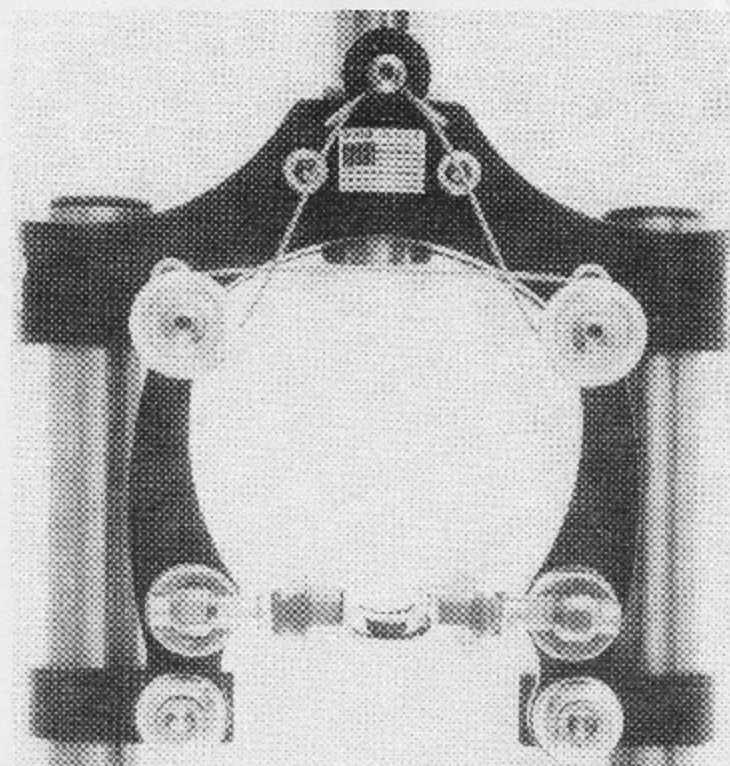
P.O. Box 475
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Introducing

The New Switchback Brake for Cantilever Mounts



A powerful brake with a soft feel, excellent for front or rear application. The parallel arms tuck in neatly to prevent snagging. The cable is easily removed from the rollers to quickly accomplish wheel removal. The versatile hardware stack allows easy installation and total adjustability.

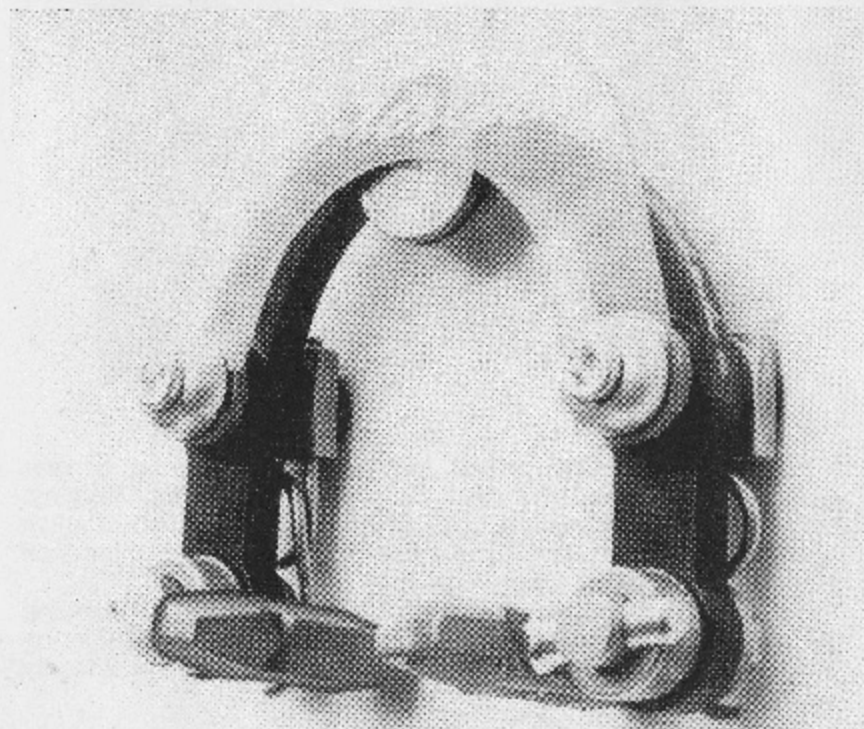
The unique cable routing pulls the arms together - therefore easing the strain on mounting studs, eliminating the need for reinforcing bridge or "booster plate", as the power has already been boosted by the design.

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Rotary Brake

Recently designed by Ray Baldwin and Rod Moses of Interloc, the Rotary Brake is considered by many to be the most powerful rim brake available today. This brake can stop a bike in snow, rain or mud. Not only does the brake have surplus of power, it can be finely feathered and controlled with a light touch as well. Power setting can be set to rider's own specific needs. Mud clearance is excellent except in the most extreme conditions. The chain stay brake has a chain guide plate that reduces "chain suck" headaches. The chain stay brake is compact and will fit chain stays as short as 16". Optimum braze-on spacing is 86 mm to 88 mm. A 3/8 inch thick aluminum brake bridge is provided with each brake set. The innovative quick release cable coupler design allows fast and easy removal of front or rear wheels. This brake was designed and developed in the great Pacific Northwest mountain ranges where long descents are part of every ride. It is a landmark design in rim brakes because of simplicity, power and controllability.

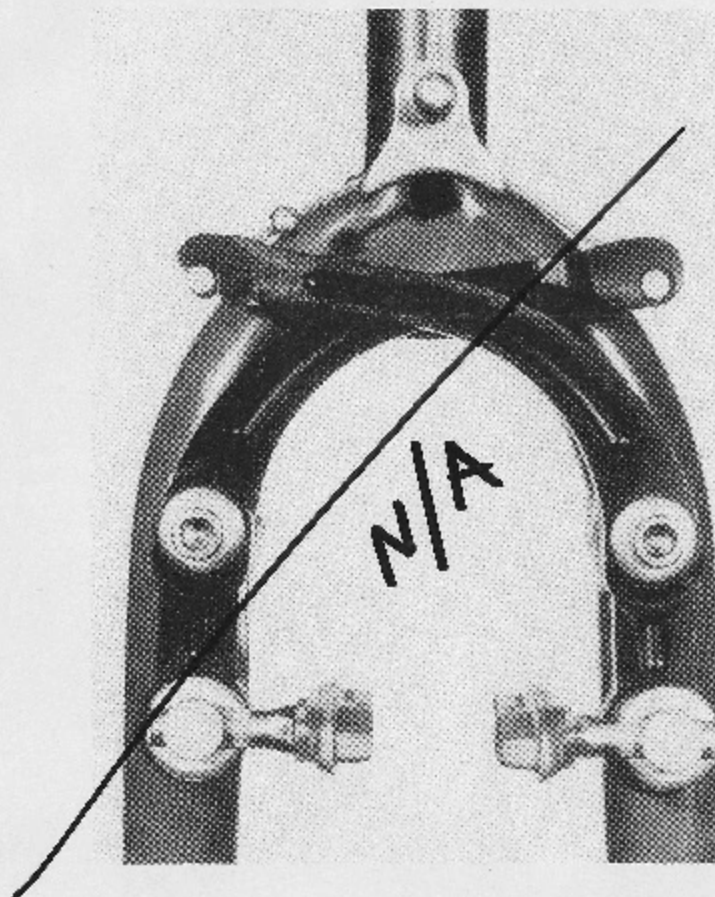
This Brake Is Made To Fit On Cam Or "U" Brake Type Mounts



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Interloc Progressive Brake

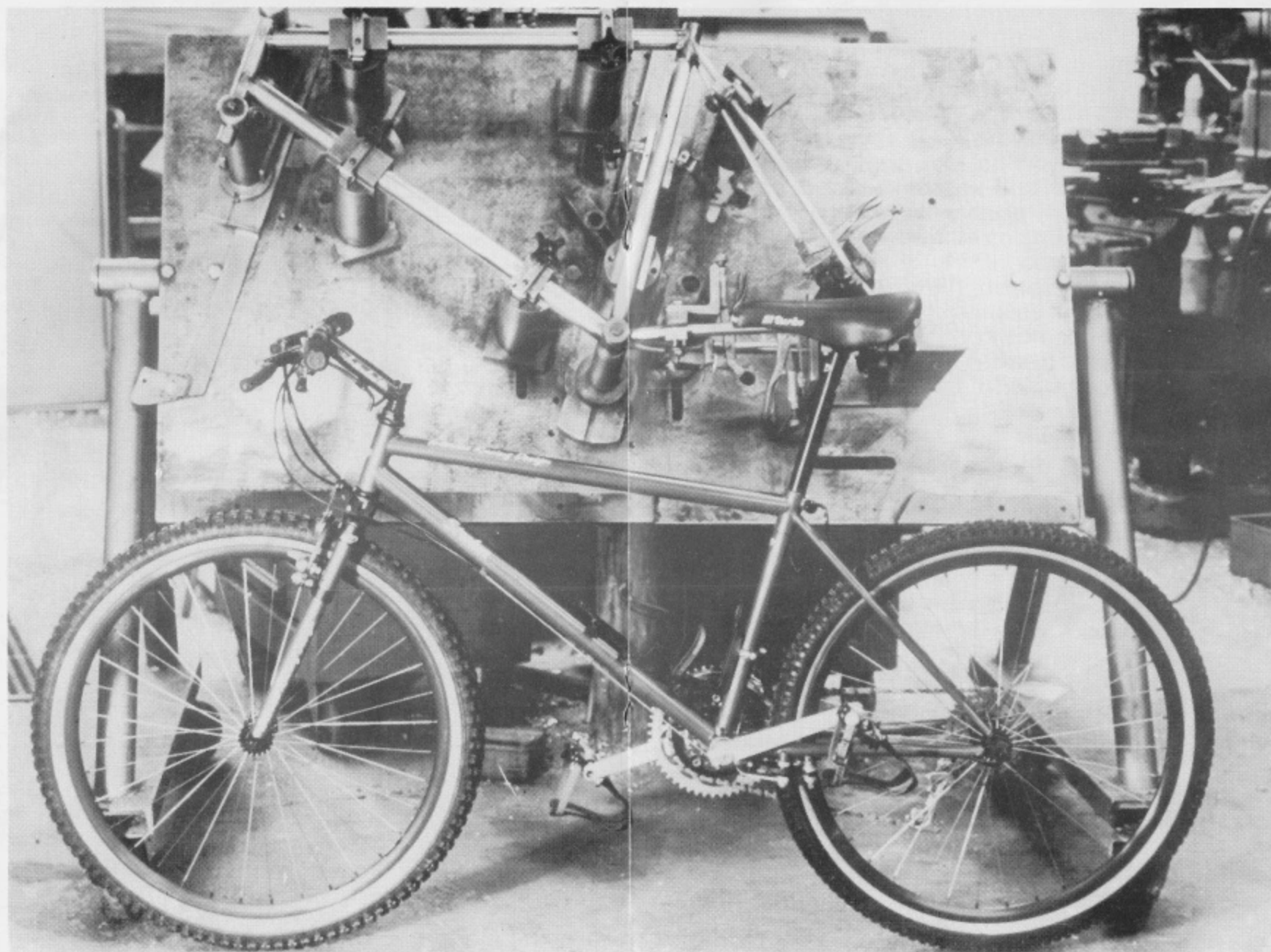


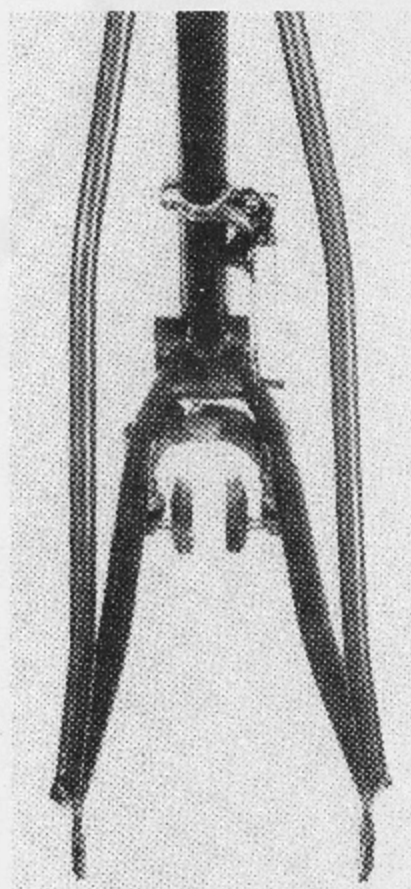
The progressive center pull
Powerful and Predictable
Designed for Beauty in both
Form and Function.
QR feature is quick and easy
to operate.

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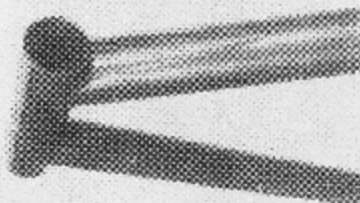
Frame Package

Interloc Racing Design has a unique frame machine which enables them to make virtually any frame design or size. It is capable of most any combination of angles and dimensions for custom fit application.

The frames are made of aircraft quality 4130 Cr-Mo straight gauge tubing (.035), T.I.G. welded, with reinforcing at crucial points. With this material, significant weight savings occur. Frames have oversize top and down tubes ($1\frac{1}{4}$ " and $1\frac{1}{2}$ " in diameter respectively). These maintain torsional stiffness. The chain stays are $\frac{3}{4}$ ". The seat stays are $\frac{1}{2}$ " and the absence of a bridge allows vertical flex, relating to better traction and a smoother ride.

The stock color is a flashy blue to rose flip-flop, high impact, powder coat.

Complete frame packages come with an IRD groupo that includes IRD seatpost, handlebars, stems, front cantilever brakes, (optional front rotary brakes) rear rotary brakes, the Expedition Fork and optional Remote Quick Release.



The Semi-Stroker frame is IRD's design for all around use, high speed stability, with single track precision. The short chain stays (16") provide excellent traction and increased agility. A long top tube (24" plus) gives lots of room for easy breathing and for negotiating difficult terrain. The long wheel base (43") contributes to high speed stability and more control on steep descents. To compensate for longer front center and wheelbase, the head angle is steep (72 degrees) and the fork offset is shallow ($1\frac{1}{2}$ "). This maintains a light and agile feel. It keeps the front wheel hooked up in fast turns with total operator control. The steep seat tube (75 degrees) puts you over the cranks for efficient and comfortable applied power. 190mm cranks give extra torque necessary for those steep sections and short bursts of power for acceleration. They also ease the strain on the joints and muscles associated with long distance rides. A $12\frac{1}{2}$ " bottom bracket provides adequate clearance for the longer crank, complimented by the overall geometry.

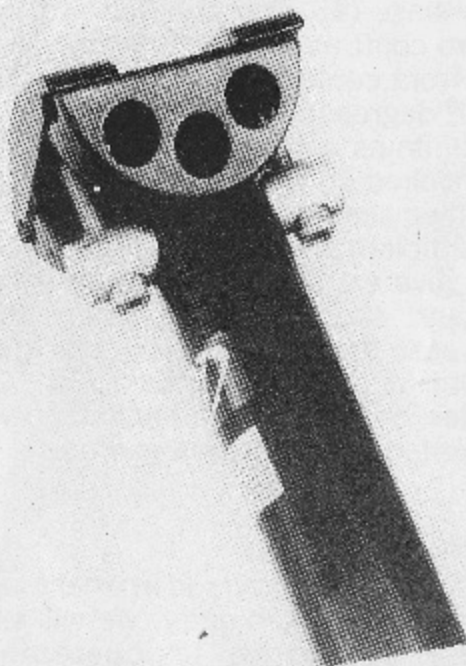
Circuit Racer

Since most mountain racers are well versed in what they need in crank length and frame geometry, we will be building each frame according to customer specifications. It is our opinion that 180 to 190 cranks are not at all radical in length and can be spun just as easily as 175 cranks. When ordering a circuit bike we can discuss your riding style and use of bike to determine a crank length and geometry that will meet your specific needs and preferences.

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Interloc Seatpost

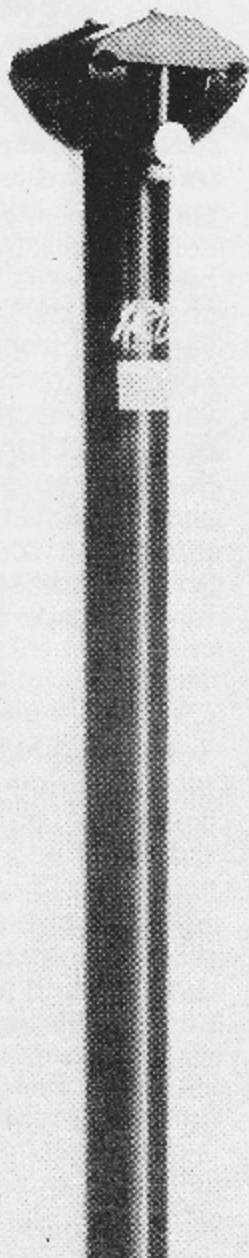
The IRD seatpost is American made of wrought aircraft alloys. Proven reliability by miles and miles of training and racing.



AVAILABLE IN THE FOLLOWING SIZES:

- 352 mm in length (13.875 in.)
27.4, 27.2, 27.0, 26.8, 26.6,
26.4 mm in diameter
- 392 mm in length
27.2, 26.8, 26.4 mm in diameter
- Also available, 29.4, 31.6 mm in diameter
Stock length, 400 mm
Custom diameter available upon request

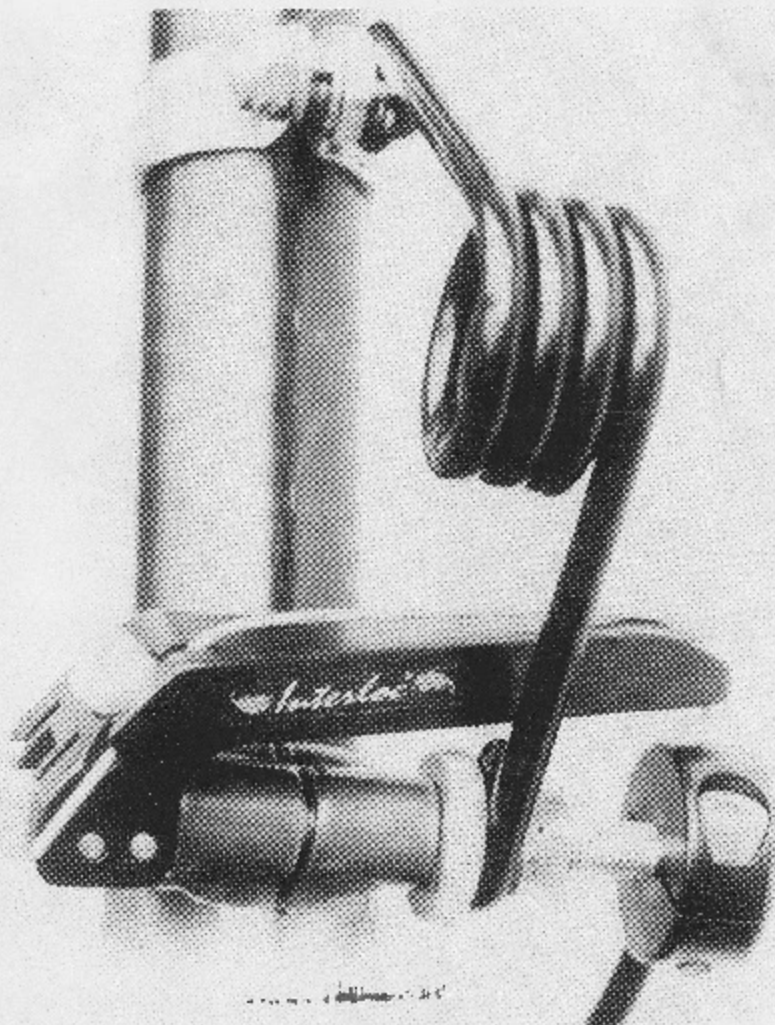
(Some sizes available in hard black anodized.)



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Remote Quick Release

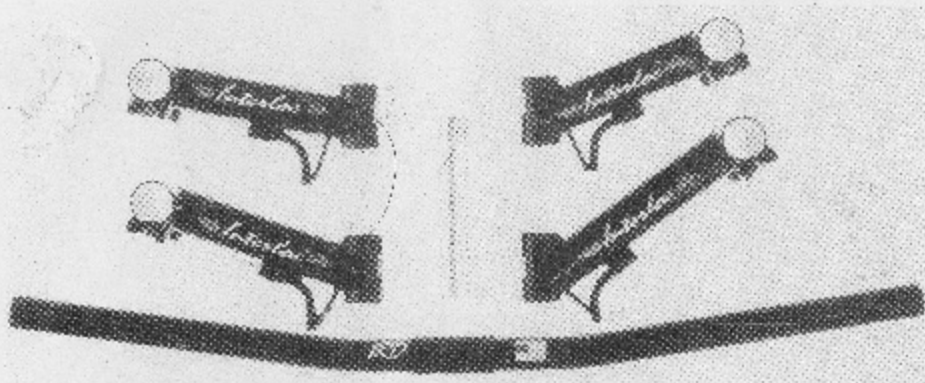


For those of you who would like to adjust your seat height without fumbling under your seat, we at Interloc have developed a powerful little clamp that can be operated with a shift lever on your handlebar. It is used in conjunction with a "Hite Rite" spring.

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Macaroni Stem

Type	Rise	Reach	2 Petite 5mm Binders
I	3.0"	4.3"	Double Ended Button
II	3.0"	5.25"	Aluminum Riser
III	1.5"	5.25"	Length 4 1/8 Inches
IV	4.0"	5.25"	Polished Radius Button
V	2.75"	6.00"	Head Covers Top Edge (Recess Allen) 6mm



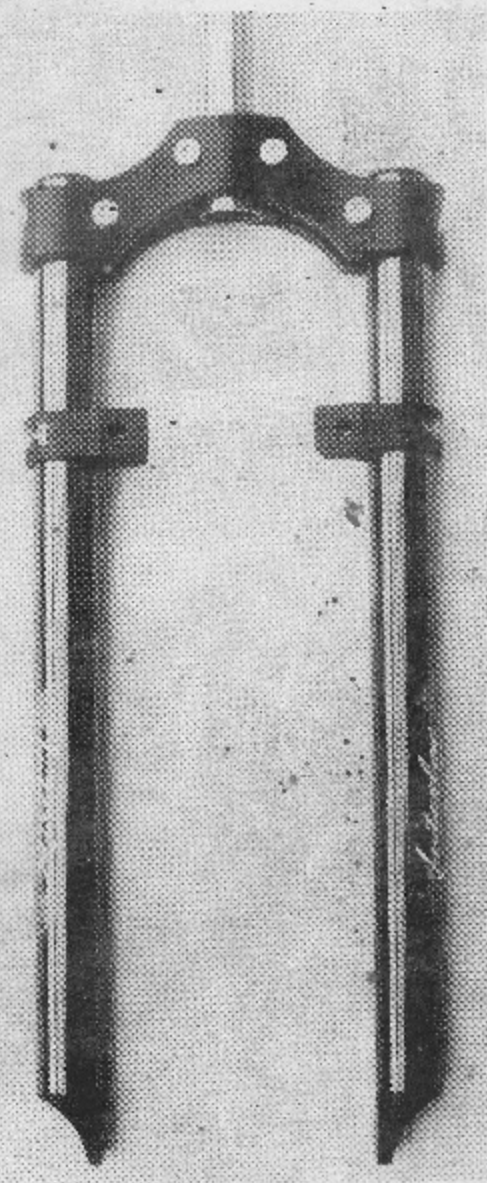
Flat Bar Infinity Bull

The Interloc Infinity Handlebar is designed for strength with .095 wall, 2024-T3 tubing and tapered internally to 1/16 wall at the ends for lightness at 235 Grams. This bar dampens shock and resists fatigue! The new bend has a narrow center section "5 W" to provide more room for lever positioning and improved feel.

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Expedition Fork



The Expedition Fork by Interloc is distinctive for providing smooth riding with precise steering. The steer tube, aluminum crown, and fork blades all flex in unison. The wide slot in the center of the crown creates "torsion bars" for fore and aft flexibility, softening the ride. The large diameter tubes maintain torsional rigidity. With this fork, you can maneuver deep ruts or any washboard with grace. Fork tubes are special Interloc single butted tubes. The crown is precision machined, heat treated, aircraft grade aluminum. The Interloc wrap-around brake mounts slide up and down to accept rotary or cantilever brakes. With cantilever brakes, mud clearance is exceptional. Nothing on the fork has any welding so there is no loss of strength due to heat affected zones. Fork blades are available black anodized ALUMINUM, or bare TITANIUM. This is a true suspension fork because of its fore and aft flexibility and damping qualities. The lightest suspension fork available to date. Lighter riders will appreciate the softer action of the titanium blades.

Intrepid Racing Design

P.O. Box 475
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