-MRC-

The story behind McMahon Racing....

Back in 1985 I was making a small number of custom steel frames in a garage. By 1988, I began to realize that steel, while still a great way to make frames, was a dying art. I began to experiment with bonding titanium tubes into steel lugs. One thing led to another and soon we were one of the larger makers of titanium rigid frames. State of the art back in 1990... At the same time we began making components. I think we were the first company to make both ti seatposts and ti stems in production. We designed and manufactured quite a few products over the years, some of which evolved and are in this catalog. The bike business is full of companies making some awfully good and some awfully bad products. Over the years we have tried to deliver bike parts that combined brute function with a little bit of form. I think we have done a pretty good job.

I'm a pretty restless soul. I am always looking for a better way to make things. This is why MRC makes the variety of products you see here. If I think we can make a better fork than one of the big boys, we will. Conventional wisdom often says don't do it. We like to think that riders are smart enough to figure out what works and what does not. This catalog will hopefully help you understand each products design, construction, and function.

We think suspension is not only cool, but a necessity. For this reason we have devoted quite a bit of our energy to the Boom Shaka and BUFF. After riding these two bikes, they still make me laugh out loud at how well they work The Zulu forks are stiff and have very smooth travel and damping. Our components have very specific design features which we think offer some performance improvements over others on the market.

MRC is not a marketing company. We weld all the frames and cranks in our own factory. All bonding, finishing, assembly, and QC is done here as well. We hate making excuses for somone else's work, so we do our own. I am very proud of our welders, they do a fantastic job of making both functional and beautiful welds in some pretty tough areas.

We will be sponsoring a number of race teams for 1997. Outer Circle Racing, Champion Cytomax, Univega-France, and numerous individual riders will be out there this year making sure our stuff holds up.

Thanks for your support,

Steve McMahon

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Office: 4195 Carpinteria Ave. #7 • Carpinteria, CA 93013
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Full Suspension Frames

Construction
-6061 t/6 seamless, drawn aluminum tubing
-TIG welded and heat treated
-Garlock DU teflon/steel pivot bushings
-CNC machined dropouts, crowns, linkages, bb shell, and shock plates
-Hard anodized pivot rods,teflon coated
-Stainless steel screws, replaceable dropout hanger, and seat clamp
-Choice of polished or powdercoated main triangles, all rear ends are polished.
-All frames are tapped, reamed, and prepped before shipment.

Boom Shaka

Back in early 1994 we designed this frame with a sweet little swing link to help keep the rear end much stiffer than many of the linkage bikes at the time. Well the big boys have copied the design now. It does not matter. Theirs are made in Taiwan, not stiff enough, and the pivots are in the wrong location This design is timeless. The Boom Shaka is a great all around FS frame. If you are looking for a frame that you can ride every day use this would make a great choice. We offer the frame with either a Stratos "Strata Pro" air oil shock or a Fox "Vanilla" coil shock. With either shock you can expect about 3.75" of travel. The frame is super stiff to keep the shock moving and not the frame. The rear end is fully active. This means that the shock is free to move regardless of whether you are seated, standing, pedaling, or braking. The design of the chainstays and dropouts will keep the frame from bobbing when climbing the steep stuff. A Shaka Zulu 3" travel fork is like butta' on the front of this frame. Choice of Red, Black, or Polished frames.

BUFF

We tried to squeeze more travel out of the Boom Shaka design for riders who want mega travel. No go. So we came up with a design that has never been done and is so simple it is scary. We extended the chainstay crown pivots to hold the lower end of the shock. Whoa. Basically what happens is this. The shock now has both ends (or eyelets) "live". The upper shock mount is attached to a linkage which pushes the shock down as the bike hits a bump. The lower shock mount also moves down under the same bump, but at a much slower rate. The net effect is that the rear wheel can move further with a smaller shock travel. By carefully figuring out all the pivot points we can make the shock rate falling, straight, or rising. A cool by- product of the design is that the frame will slightly lock out in the granny gear for climbing. As you shift up, the rear end becomes totally neutral and fully active. We are offering the BUFF with a Stratos "Helix Expert" coil/ air shock. You can expect close to 6" of rear wheel travel. Here's the type of rider it's designed for.... We think it has too much travel for most riders for everyday use. If you crave travel, like going fast downhill, but are fit enough to ride up the hill, and appreciate a super stiff, fully active frame, with an infinitely adjustable suspension this is your animal. Put a Zulu DH fork on the front and a set of riser bars and you will never stop giggling. This bike will smoke many of the so-called downhill frames out there. By the way BUFF stands for Big, Ugly, Fat, F-cker.

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Suspension Forks

Construction
-CNC machined crown, fork plate, dropouts, and wiper blocks
-1.25" (31.8mm) hard anodized, teflon coated stanchions
-Garlock DU teflon coated/steel bushings
-1.5" 6061 t/6 aluminum sliders
-Risse Racing "Gem" cartridge damper
-Coil spring and MCU combination spring kit
-Infinitely adjustable spring pre-load

Shaka Zulu

Over the past two years this has been the best kept secret going. The Shaka Zulu features a 3" travel Risse" Gem" damper. The damper has fully adjustable rebound damping. A variety of spring rates and combinations are available. We think the main feature of the fork is how much stiffer it is compared to others. It is amazing how much a stiff fork can do for your confidence when it comes to crossing ruts. The Shaka Zulu has the rare combination of being stiff while still very competitive in terms of weight. While many forks use a single damper on one side of the fork with springs in each stanchion, our fork is so stiff we tried using springs and the damper in one side of the fork only. We found that this system allows us to save weight by not doubling the springs. It is also much easier to adjust the spring rate as there is no "matching" required.

The Shaka Zulu is designed for riders who have rigid or FS frames that are looking for a super precise, point and shoot fork.

Zulu DH

We go to Big Bear and Mammoth every year and see all the exotic DH frames and forks and wonder what these guys do the rest of the year when the lifts are not running. We started thinking that riders who want to ride a dual crown, long travel fork might want to ride it all year around. So we took the Shaka Zulu, extended the stanchions, put in a 4" travel Risse damper, and machined some new crowns and gave it a try. We discovered the Zulu DH. This fork has standard dropouts so your front wheel is going to fit easily. We decided to offer cantilever brake studs as the new generation brakes offer plenty of power for most situations. The result is a fork that weighs 4.25 pounds. The dual crowns make the steering noticeably more precise than single crown forks. The large stanchions resist twist and fore and aft bending. Two crowns mean we can thin down the thickness of the crowns to allow for a lower ride height. You can still get 4" of travel without kicking the head angle of the bike back to chopper levels.

The Zulu DH is designed for riders who have heuvos for downhill work and fitness to ride up the hill. This fork is super fun on the front of BUFF.

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Components

Steely Danz and **Steely Danz BD** cranks
-4130 butted cro-moly tubular arms
-2024 t/3 aluminum socket
-6061 t/6 aluminum Starfish
-tig welded

We think the Steely Danz gives a rider a huge advantage. Compared to an aluminum crank our crank is much stiffer and ultimately more durable. The tapered ellipse shape of the arms distributes pedaling stresses beautifully. We are currently making two different styles of crank. The Steely Danz uses the industry standard "two degree" taper socket to fit a wide variety of BB's on the market. The second model, the Steely Danz BD, features the use of a massive 25mm splined spindle to make the crank one of the stiffest made- period.

This is a tough call. We think the Steely Danz is great way to go if you already own a bb you like and wish to have the ability to switch components back and forth. If you are looking for total performance and much better stiffness we highly recommend the Steely Danz BD. Either way each crank will work better than almost anything out there now. Steely Danz 460 grams. Steely Danz BD 420 grams.

BB Gun
-6/4 titanium or cro-moly spindles
-6061 t/6 aluminum cups
-3 sealed bearings standard
-6903 2 rs bearings

Available in 68 and 73mm widths with a vareity of spindle lengths. This design allows the cups to lock inside the frame. The BB installs with a standard spline tool. We press in two bearings on the drive side and one on the adjustable side to help the spindle stay as stiff as possible. The three bearings last much longer than standard two bearing BB's. This BB will fit both road and mountain crank and spindle combinations. Spindles are available in 109,113,119,and123mm lengths. 165 grams

BD BB
-7075 t/6 aluminum spindle
-6805 2 rs sealed bearings
-English threaded cups

We take a 1" diameter bar of ultra tough aluminum and machine both a taper and a series of splines into each end. The 25mm spindle is 4-5 times stiffer than any 17mm spindle. Since the spindle is so large we place the bearing outside the edge of the bb shell. This spindle will never break. We gaurantee it. Welcome to the future. One spindle width required for mountain bikes.

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Components

Titanium seatpost

-3/2.5 titanium shaft
-cold forged aluminum head
-380mm length
-laser etched height scale and logo

Over the years we have been amazed at how durable these titanium tubes are. They have just enough flex to make your rigid bike comfortable and are strong enough to be used on the super sloped top tube frames on the market today. Since the titanium tube needs no finish to keep it from rusting or corroding, you can slide your post up and down in your frame over the years with no marring. We have laser etched a height scale in the front of the shaft to easily find the same height every time. These posts have no compromise. They are the same price as many of the aluminum posts out there and much more durable. We are making these posts in the following sizes. 26.8,27.0,27.2,31.6, and 31.8mm sizes. About 210 grams.

Batwing

-designed in 1993
-CNC machined from 6061 t/6 aluminum
-stainless steel linear springs
-Kool Stop Eagle 2 pads included
-black ,silver, red, green, and blue

Hey we ripped off the design from Marinovative so we were second. The only credit Shimano should get is for the parallel push. Anyway, the Batwing was first designed to work on the rear of the early FS frames with no cable stop. The long arms required to get the cable to go over the tire make for lots of leverage. You will need to use a lever that pulls 25mm of cable or greater-call for recommendations. We think the parallel push mechanism creates far too much slop and resulting pad squeal. The Batwing has the most rigid brake arm/pad mounting in the market. There are a minimum amount of parts and the overall power is as good or better than most. 135 grams with pads.

Aero Link

-95 grams without pads
-CNC machined from 6061 t/6 aluminum
-Igus Iglide bushings

We took our old Power link "U" brake design and put a cover plate on the front and rear to allow it work on road bikes. The result is the Aero Link. This brakes generates progressive power as the brake lever is pulled. The shape is very compact to keep metal out of the airstream. We are offering these brakes in black, polished, and pewter. Whether you ride a road or tri bike, these will lighten the load and get the bike stopped at the same time. 95 grams without pads.

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McMAHON RACING PRODUCT SPECIFICATION SHEET 1997

FRAMES	head angle	seat angle	top tube	bb height	cs length	travel	bb width
Boom Shaka	71	73	22.5",23", 23.5"	12.5"	16.9"	3.75"	73mm
BLIFF	70.5	72.5	22.5" 23", 23.5"	12.75"	16.9"	5.9"	73mm

FORKS	fork length	steerer	stanchion	travel	dropout	rake	brake studs
Shaka Zulu	17"	1 1/8" alum.	1.25"	3" (76mm)	slotted	1.5"	cantilever
Zulu DH	17.5"	1 1/8" alum.	1.25"	4" (101mm)	slotted	1.5"	cantilever

CRANKS	length	attachment	bb spindle	starfish	colors
Steely Danz	170,175,180	2 degree taper	119-123	58/94,74/110,74/130	black, red, nickel plate
Steely Danz BD	170,175,180	MRC splined	one size	58/94, 74/110, 74/130	black, red, nickel plate

BB	spindles	cups	bearings	tool	colors
BB Gun	109,113,119,123mm	1.37 x 24	6903 2rs	Splined	Pewter cups
BD BB	splined aluminum	1.37 x 24	6805 2rs	MRC	Navy cups

BRAKES	front	rear	black	silver	red	green	blue	pewter
Batwing	n/a	n/a	x	x	x	x	x	
Aero Link	x	x	x	x				x

SEATPOST	length	26.8mm	27.0mm	27.2mm	31.6mm	31.8mm
Titanium	380mm	x	x	x	x	x

Specs subject to change without notice

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