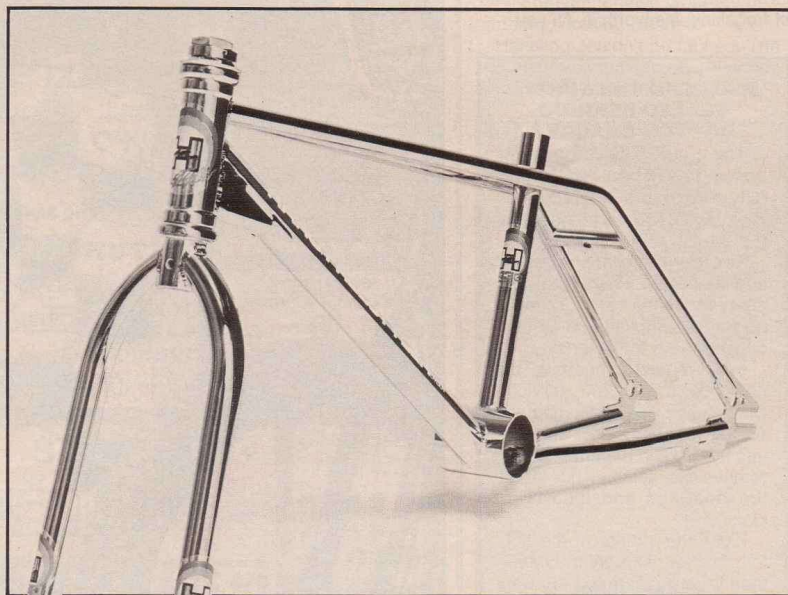


# PRODUCT ANALYSIS



Functional, innovative, stylish, specialized and seizureingly expensive.

## HARO FREESTYLER

We're talkin' specialized equipment here. A frame and fork combo specifically designed to handle the stresses and strains of heavy duty, high voltage freestylin'.

Bob Haro, number plate impresario and early freestyle innovator, knows what should make a freestyler tick. He has put together a product that won't go snap, crackle, and pop after a few months of the unique pounding associated with trick riding.

The Haro Freestyler frame looks much like a Torker. There are several reasons for this. One is that Torker manufactures it for Haro.

The other is that Haro chose the double top tube design because it makes for easy frame standing tricks. But there are some critical differences with gusseting, beefing up a few things, and geometry.

Let's put these components under BMXA's giant microscope and do some scrutinizing.

### THE FRAME

A thick head tube — almost twice the thickness of the head tube on a racing frame — and a hefty gusset are extra fortifications up front. The gusset also helps disperse steering head shock out over the beefy 1 1/4 inch down tube.

Front end geometry has been

changed to quicken the steering. Steering head angle is 73 degrees.

4130 chrome-moly tubing is employed for both the frame and fork. The Haro seat tube angle is 5 degrees steeper than on a Torker racing frame.

Rear dropouts are thicker than those on your normal racing frame. This extra beef handles the extreme side loads that occur during tricks where the rear end is whipped around — like rock walks.

A built-in slotted coaster brake bracket spells an end to broken brake arm straps. Any semi-serious freestyler will recognize

the advantage of this detail. The Haro Freestyler frame weighs 4 pounds, 12 ounces.

### THE FORK

The fork dropouts are mucho stylish and, as with the rear, hefty. Consider the side loads imposed at these points during hectic trick riding sessions. Each time you swap ends, max destructive forces target on the dropouts. That's the reason Haro has built extra muscle into these critical areas.

These same destructive side load forces are transmitted up to the steering head area. That's why the frame has been heavily reinforced in this area. For the same reason, the fork stem has been heat-treated prior to welding. Haro did his homework.

The fork comes drilled for a front caliper brake which is de rigueur equipment for freestyle freaks. Fork rake is 1 1/4 inches. Combined with the steep steering head angle of the Haro frame, this will make for snappy, precise, quick steering — a definite advantage for the intricate maneuvers involved in trick riding.

Fork weight is 1 pound, 11 ounces.

### AND IN CONCLUSION

Most Haro products are super-stylish, innovative to the max, and expensive.

When you go to a bike shop to check out the Haro Freestyler frame and fork combo, take oxygen. The price, which can drift as high as \$250, could cause a seizure.

On the other side of the coin, the super-styling and innovative design associated with other Haro products definitely exists in this frame and fork.

And, so far, it is the only frame and fork specifically designed for the sleeping-giant market of freestyle riding.

And designed extremely well.

### FOR MORE INFO

Haro Designs  
6066 Corte Del Cedro  
Carlsbad, California 92008  
Tel: (619) 438-4812 ■

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