

X-up style aboard the new low-end Haro. You definitely don't have to spend a lot of money on a bike to get rad. The Invert took virtually all our abuse.

HARO'S

Bustin' out on a new 'style monster

■ Haro's creatively demented minds have unleashed a new bike upon the universe. It's the Haro Invert!

What's an Invert? Funny you should ask. Haro found themselves selling lots of bikes in the mid-to-upper price range, but missing sales left and right when someone wanted an inexpensive Haro. Like light in the darkness, the void has been filled. They hit the ol' drawing boards and invented the Invert.

NEW FOR NEWCOMERS

Really, the Haro Invert is a great bike for anyone just getting started in freestyle. It's

designed for either ground or ramp thrashing, with the right geometry for either use. And a workable frameset. What you won't find on the Haro Invert is a lot of expensive componentry to drive the price tag up. You'll get basic two-wheel freestyle transpo, but with the Haro feel and styling.

Haro starts with a tri-moly frameset on the Invert. That means the three main tubes (top, down and frame) are made of chromoly. The rest is made of full 4130 chromoly. The best part? The famous Haro frame design remains intact on the Invert.

INVERT

STUFF

Some of the more noticeable features on the Invert include the Anlun one-piece cranks. They're 175mm long (standard) and are finished in gunmetal black (far from standard). Anlun also supplies the stem, with a hollow bolt and chromoly shaft.

The alloy rims are by Sumo and are laced with 48-spokes, a feature that's become a standard for most freestyle machines. Haro's own Multisurface tires surround each rim and grip the pavement. You'll even get an original Odyssey Gyro to keep your brakes working even through bar spinning frenzies.

BUT HOW DOES IT HANDLE?

Performance is the name of the game for any bike. So we turned the Invert over to various members of the Test Society for their usual no-holds-barred sessioning.

Ron Camero was the key Societyite for ground raging. Ron liked the way it handled on the ground and felt it would work especially well for novice to intermediate level 'stylers. "Overall, it's a good bike for the price." Said Ron.

Camero felt the front peg position was okay for beginners, but wished there were lower peg bosses as well. Ron wasn't that impressed with the way the brakes worked, "kinda cheesy." But the paint and stickers were cool.

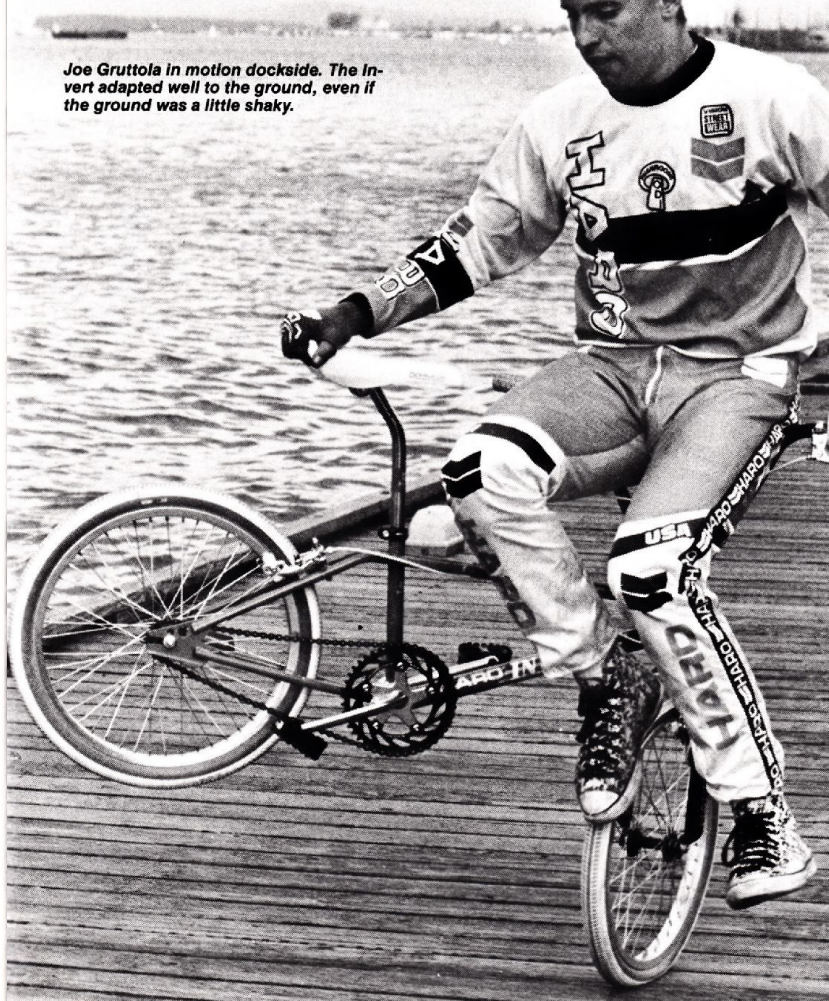
Ron also didn't like the rear standers, "they have no purpose back there." He suggests to replace them with axle pegs. Then the brake levers kept shifting while Ron was riding the Invert. Even after they were tightened up they kept slipping.

AIRBORNE FUN

Chris Potts was the man of the hour when it came to test ramping the Invert. It was a Haro, so we expected good things. It delivered. "I liked it a lot, the feel of the bike was good." Commented Chris after everything was over.

Potts especially liked the way it felt through an inordinate number of lookbacks and lookdowns. Chris went on to insist that the Invert was designed more for ramps than for the ground.

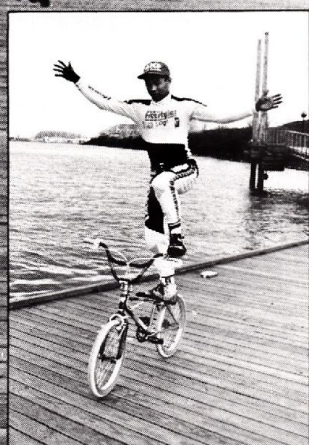
What didn't Chris like? The pedals: he found them kind of cheap. The seat post: it bent but Chris was sorta responsible for that. Haro's Multisurface tires were too mushy for Potts' taste; they didn't grip well enough for use on the ramp. Chris also found the bike,



Joe Gruttola in motion dockside. The Invert adapted well to the ground, even if the ground was a little shaky.

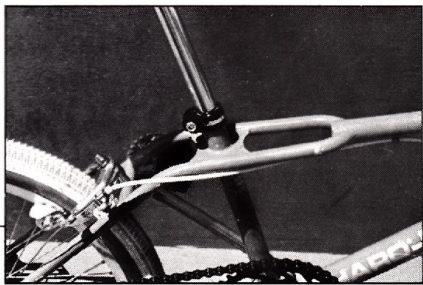


Chris Potts takes the Haro Invert for a ride. Opposite side one-hander one-footer action.



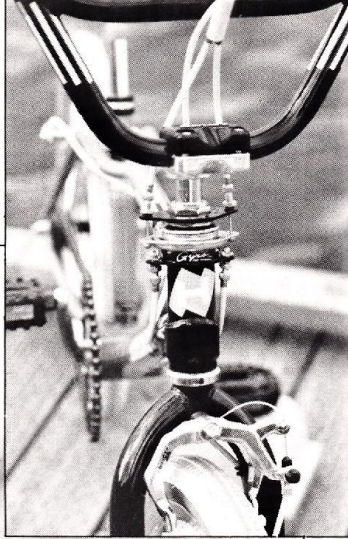
The stability of this bike is obvious. Ron Camero proves it alongside the Columbe River in Portland, Oregon.

INVERT



◀ It's easy to recognize this as a Haro; the two-into-one top tube design gives it away.

Braking on the Invert is accomplished through a pair of Odyssey FS 1999s; for detangling there's an Odyssey Gyro, of course. ▶



SPECIFICATIONS

1988 HARO INVERT

I. FRAME & FORK
Frame design: Wrap around gusset, two into one top tube design, cable guides.
Frame construction: Tri-moly; three main tubes chromoly.
Diameter of top tube: 1"
Diameter of down tube: 1-3/8"
Diameter of chainstays: 3/4"
Diameter of seatstays: 3/4"
Fork construction: Full 4130 chromoly, bolt on stationary footsteps.
Diameter of fork blades: 1-1/8" tapered to 1"

Cranks: Anlnu OPC, steel, 175mm, gunmetal black.
Chainwheel: Haro steel, uni-directional, 44t.
Bottom Bracket: Anlnu, loose ball.
Chain: KMC, 1/2" x 3/32", black.
Freewheel: SunTour, 16t.

IV. WHEELS
Rims: Sumo, 7x, 20x1.75, alloy.
Hubs: JcuYu, steel, 48-hole, low flange.
Tires: Haro Multisurface, 20x1.75 1/2.

V. STEERING
Grips: Co-Union, rubber.
Handlebar: Haro, steel, dropped and knurled crossbar, 28" wide by 8" rise.
Stem: Anlnu, chromoly shaft, Potts modification.
Headset: Anlnu, loose ball.

VI. SEATING
Seat: Viscount Dominator.

II. GEOMETRY
Wheelbase: 36-1/2" to 38"
Steering head angle: 72-1/2-degrees.
Seat tube angle: 69-degrees.
Bottom bracket height: 11-1/4"
III. DRIVE TRAIN
Pedals: Victor VP-707.

Seat Post: Haro, lay-back.
Seat Post Clamp: Peregrine, alloy.
VII. BRAKES
Front: Odyssey FS 1999.
Rear: Odyssey FS 1999.
Levers: Odyssey Tech 6, locking buttons.
VIII. ACCESSORIES
Detangler: Odyssey Gyro.
Rear Platform: None.
Pegs: None.
C.P.S.C. Equipment: Reflectors and chainguard.
IX. WEIGHT
 27 lbs., 4 oz.
X. PRICE
 \$229
XI. COUNTRY OF ORIGIN
 Taiwan
XII. ADDITIONAL INFORMATION
 Haro Designs, Inc. 6060 Corte del Cedro Carlsbad, CA 92008

small, not really a long bike like Haro's are known for. Unlike Ron, Chris didn't have any probs with the brakes. He found they worked well enough. Both Chris and Ron couldn't stand the grips. According to Camero and Potts, those are the first things that have to go.

SIMPLE MODIFICATIONS

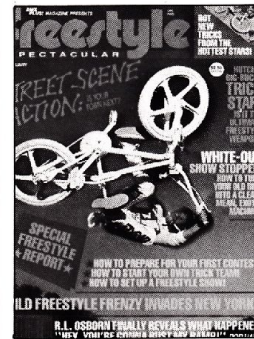
Let's say you want a Haro Invert for your very own. Okay. The first thing you'll want to do is toss the grips and put on a genuine pair of something, anything! Next, if you're into ground, spend some time dialing in the Odyssey brakes. Once they're working properly you shouldn't have to mess with 'em again. Get rid of the rear standers and put some decent pegs on. And lastly, think seriously about replacing the pedals with something that'll grip a little better.

The best part about the new Haro Invert is it will make a fine machine for not many bucks (we were way stoked when we found out it sells for \$230). It's far from a perfect bike; you will have to make a few changes to dial it in. Start with the grips and the pedals. Then take a look at the brakes. But the basic bike is killer. Haro's Invert is one invention worth keeping. ■

INVERT

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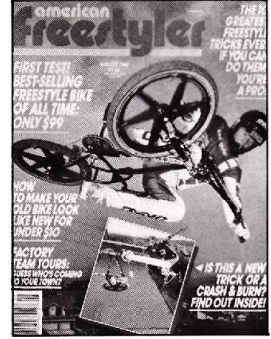
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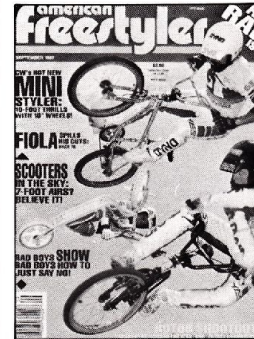
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