

EXPENSIVE & BUILT TO RIDE THAT WAY!

# HARO

The heroes at Haro strike again!

## TEAM SPORT



*Stylin' Steve B. is about as local to Doug's ramp as one could get. Killer variations are commonplace, no matter what the situation.*

□ For years we've been reading the Haro ads which say, "First in freestyle." Some of us read the ads in depth to see what the drawing board of "Master Bob" has brought the world this time. Others check out the hot action photos James Cassimus shoots for the masterpieces of graphic design. Whichever category you fit into, you've seen that "First in freestyle" phrase. What does it mean? It means that with his first bike—the Haro Freestyler—Bob was able to virtually start another industry, separate from that of BMX. Bob and his people make it known that they are out for quality and a good graphic appearance with their bikes. By far, Haro's 1987 lineup is the most technologically advanced line in the company's history. After merging with

West Coast Cycles in late 1986, Haro has stepped up to a new plane of success. The buying/distributing power of WCC, combined with the design/promotional strengths of Haro Designs, make the job of the other manufacturers even more difficult. For you, the consumer, Haro units will be easier to find, and perhaps you will realize a little better pricing on some items. This all according to Jim Ford, V.P. of Haro Cycles. The first glimpse of the 1987 Haros came at the Long Beach bike show in January. Not to be scooped by anyone (even Basikin's 31 Flavors), we used the art of persuasion on the Haro guys to give *Spec* a look at the top of their line first—before any other publication on the earth's surface.

### YOU'VE COME A LONG WAY, BABY!

Bob's first bike, the Freestyler, was produced in 1981. The frames were as heavy-duty as you could get. Unfortunately, they were a little more heavy than duty. Remember, everyone was used to light race bikes back then. Crossing over to a heavy freestyle bike with thicker tubing and Tuffwheel 1s was practically a sin. Once freestyle started catching on, heavier bikes became more acceptable. A number of changes have occurred in the world of freestyle since then. Weld-on and bolt-on pegs have found their

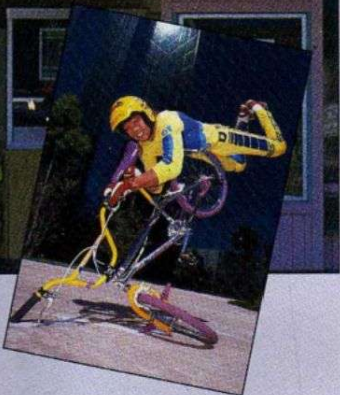
*The Haro and Broderson got to be best friends by the end of our test session. X'in' up in Camarillo. ▶*



# RAD TV THE SEQUEL



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# HARO

way into the market. Of course, the Haro bikes have progressed with the changing market.

**ONLY THOSE SERIOUSLY SPOILED NEED APPLY!**

If you get a 1987 Haro Sport Team Model, you're spoiled in one of two ways: You're so used to having the trickiest, most up-to-date, performance freestyle machinery possible, that you're spoiled in that sense. Or you get everything you ask for and just want to own the hottest freestyle scooter ever to grace your Haro dealer's floor. Whatever the excuse, the bike is all it's cracked up to be—and more! We got hold of the bike on a balmy SoCal afternoon. The weather was perfect to rage a street session with the members of the Test Society, so we proceeded to do so. This bike has class. It has been redesigned and re-spec'd from the ground up. The front pegs were the first items on the bike to receive praise. The standers are bolted into the fork legs and contoured so that when they're folded up, they wrap around the fork leg, and you can't even tell they're there. They are large enough for Bigfoot to feel comfortable on. Good job, guys. The rear standers were also praised for their innovative styling and function. Essentially, they were a little more spacious than the rear platforms on the 1986 Master. Additionally, they had little studs welded on them (like on the old Shimano DX pedals). If you wear Vans or any other soft-bottomed shoe, you'll have a tough time separating your feet from these pups. They're *that* good!



Groundwork on the Sport was cake. Larry was stoked on how responsive the bike was to flatland moves.

**SPEC CHECKS OUT THE SPECS!**

Haro put a lot of effort into the "Team" models in its line. The Sport's sister bike, the Team Master, is virtually the same bike, with the exception of some minor frame differences and the color coordination (black/turquoise/chrome on the Sport, black/yellow/chrome on the Master).

The "Team" bikes are the absolute, no-holds-barred, top-of-the-line bikes for a few companies these days. GT has its "Team Model," Kuwahara has the "Team Issue," and, of course, the star of this show—Haro's "Team Sport." The standard Master and Sport also have exactly the same components; however, they use different frames. To save you the garbled and somewhat boring comments of the Test Society, we'll run through the specs on the Team Sport, touching on various points of interest.

**YOU GET WHAT YOU PAY FOR**

Starting at the front of the bike is the Odyssey Gyro and the Haro Freestyle stem. The Gyro, as you know, is, without a doubt, one of the most effective cable detanglers in the world today. This was the first year Haro included a rear cable detangler on its bikes as stock equipment. The Gyro has its problems, though—adjustment, and the seemingly endless battle with cable breakage! Fortunately, no such problems arose on the Haro. The Haro stem is a decent one. It clamped well in the forks and exceptionally well on the bars. Everyone's always afraid to tighten the stem bolt too tightly for fear it will snap in two like a wet toothpick. We torqued it down heavily (one might say, with "hi-torque") and had no problems with it snapping or moving!

The Haro bars are becoming preferred equipment on a lot of freestyler's bikes (even those who don't jam on Haros); therefore, they were liked by all. You'll notice that Haro has done something very interesting on these bikes. All the spots that your body or the ground comes in contact with a lot are chromed. For instance, the top part of the bars can get chewed up from aborted bar rides and other new-age trickery. The chain stays, (where your feet go) are also chromed. A giant step toward longer bike life. Nice touch, guys!

The brakes on the Team Sport are Japan's finest—Dia-Compe FS-883 Nippon up front and AD-990 crosspulls out back. Our only gripe about the brakes was satisfied after doing the "Tech Tips" article in this issue—adjusting the rear brakes.

Our first glimpse of the new Peregrine cranks came just prior to the Long Beach bike show that we referred to before. We were mildly impressed at the time. Frankly, they looked like a Red Line copy that may or may not have worked. Well, the jury has come back on those things—the verdict: *guilty!* of being totally trick and a definite plus for this bike. We were impressed with the way the cranks held up. They didn't come loose at all. For



The Team Sport came stock with a straight seatpost. This made the bike tend to feel kind of small to even medium-sized guys like Steve.

those of you who own Red Line cranks, you may know how it is to have cranks loosen up on you. The Peregrine "Laser Disc" gives the bike kind of a 21st century look. The Shimano pedals were perfect. The presence of Peregrine HP 48s made us even more impressed with the Team Sport; spinning tricks required little or no thought, and ramp efficiency was slightly improved. Hey, 80 psi is a lot of pressure!

Additionally, we didn't have any problems with the Viscount Dominator seat or the Peregrine seat clamp or the Haro fluted laidback seatpost. After a number of intense evaluation sessions, we found the components of the Team Sport to be outstanding, and well worth the bread.

**STEERING IS BELIEVING!**

Componentry wasn't the only thing that Haro changed on this year's bikes. The geometry of many Haro bikes was changed to fit the riding styles of present-day freestyledom. The head angle was changed from 72.5 degrees to 73.5 degrees, while the seat angle was changed from 72 degrees to 73 degrees. The rear standers were modified, and chrome was added to places undergoing abnormal wear and tear.

Generally, when we take a bike out on a test, we do the ramp and ground photos in one day; however, the test isn't over after that one short photo session. Usually, a few members of the Test Society will take possession of the bike for a few days—or even a week, sometimes. After a few guys have ridden the bike for awhile, the editorial staff gets together with the test riders and asks all sorts of questions. Normally, these question and answer sessions last a few hours. Two 90-minute tapes have been used in prior sessions to denote a bike's good points and its shortcomings. Whoever's writing the story goes back and listens to every bit of input the test riders give and then writes the test. The only reason we're telling you all this is because we get let-



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ters once in a while asking us if we test the bikes on a long-term basis, or if it's just a one-day thing. For Spec it's kind of like a semi-long-term thing. We'd like to test them for a longer period, but we don't want to sacrifice getting the scoop! In any case, we went through all the steps with the Team Sport, and it proved to be a true handler.

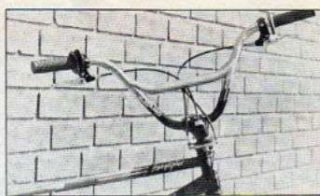
As a ground bike, the Sport performed flawlessly. The fork pegs were extremely popular, and we were not surprised that there weren't any complaints. On the ramps it was obvious that Haro took the input of Wilkerson, Blyther and McCoy into account; our guys were fighting over who'd get to take the next run! As a street bike, the bike is overqualified. Who in their right mind would buy a \$500-plus bike just for the street? If you're using it for a street bike, a contest bike and a show bike, you've got yourself one heck of a machine. The Sport Team is capable of handling all you can throw its way.

Our test guys have access to the hottest bikes the world has to offer, and for them to say anything nice about a bike is a big thing. In fact, we encourage them to be fair but harsh on the bikes they test; aside from Plus! other mags tend to say that every bike is "super rad and an ultra-qual scoot, to boot!" We'll say that too—but only if it's true! With that, we'll end this evaluation by saying that the Haro is a big-bucks proposition,

You wouldn't think a one-degree difference in the head angle between the '86 and the '87 Sport would make much difference. It really does. Larry found boomerangs and related tricks much easier on this year's model.

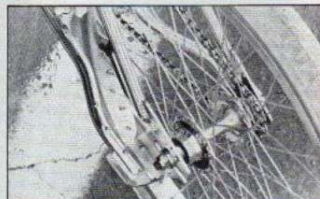


The front pegs were the riders' vote for the "most trick part on the bike." They were gigantic and provided enough room for any foot, plus they fold up entirely out of the way.



The bars/stem combo chosen for the Team Sport was great. There were no problems with the stem slipping at the clamp or in the forks, and the bars didn't bend. The graphics were cool, too!

but for those who won't accept anything less than perfection, this is the ride for you. It's contest-ready out of the box, and talk about a psych-out tool—all you have to do is show up at the contest, and it's in the bag! The Haro guys once again emerge victorious from the clutches of the Hi-Torque test union. Someday you'll build a bike we can destroy—won't you? □

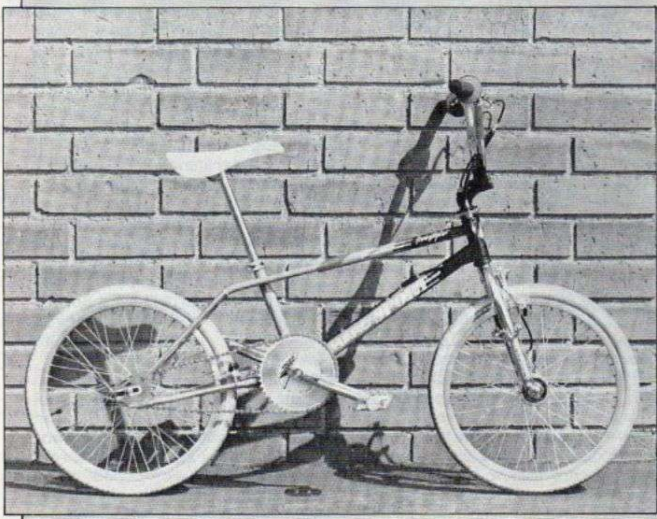


Haro's innovative rear platforms drew praise from everyone the bike came in contact with—even people who are not regular Haro fans.

## SPECIFICATIONS:

### HARO TEAM SPORT

- I. FRAME AND FORK**  
Type: Freestyle  
Frame design: Single-double top tube, chromed chain and seat stays w/integral rear platforms.  
Frame construction: 4130 chromoly  
Diameter of top tube(s): 1" O.D.  
Diameter of down tube: 1.38" O.D.  
Diameter of chain stays: .58" O.D.  
Fork construction and design: Semi-leading axle, 4130 chromoly whistles to accept screw-in fork pegs.  
Diameter of fork blades: 1.18" O.D.  
Fork platforms: Haro contoured, screw in.
- II. GEOMETRY**  
Wheelbase: 34.56"  
Steering head angle: 73.5°  
Seat tube angle: 73°  
Bottom bracket height: 11" (center to ground).
- III. DRIVE TRAIN**  
Pedals: Shimano MX-15, alloy body w/chromoly shaft.  
Crank: Pergrine, tubular chromoly, 180mm.  
Front sprocket: Pergrine Compact Disc, alloy.  
Bottom bracket: Pergrine, sealed bearing.  
Chain: KMC, chrome plated.  
Rear sprocket or freewheel: SunTour MF-2000, 16T, chromoly.
- IV. WHEELS**  
Rims: Pergrine HP-48, alloy.  
Hubs: Pergrine 48-hole, sealed bearing, alloy.
- Spokes: Chun Nan, 19-gauge, stainless.  
Tires: Pergrine, HP-48, skinnwall.
- V. STEERING**  
Grips: Co-Union, tri type, rubber.  
Handlebars: Haro HB-71L, two-tone, 29" width, 9 1/2" rise.  
Stem: Haro freestyle w/hollow bolt, alloy clamp, chromoly shaft.  
Headset: YST, retained ball, steel.
- VI. SEATING**  
Seat: Viscount Dominator, plastic.  
Seatpost: Haro, straight, fluted, chromoly.  
Seatpost clamp: Pergrine Donut Clamp, alloy.
- VII. BRAKES**  
Front: Dia-Compe FS-803 Nippon w/recessed bolt.  
Rear: Dia-Compe AD-990, crosspull.  
Levers: Dia-Compe Aerial w/locking mechanism and adjusting barrel.
- VIII. EXTRAS**  
Hubs: Dia-Compe Aerial w/locking mechanism and adjusting barrel.  
VIII. EXTRAS  
Hubs: Dia-Compe Aerial w/locking mechanism and adjusting barrel.  
CPSIC equipment included: Yes.  
IX. MISCELLANEOUS DATA  
Weight: 30 lbs  
Sugg. retail price: \$525  
Country of origin: Taiwan.  
X. ADDITIONAL INFORMATION  
Haro Cycles  
8060 Corte Del Cedro  
Carlsbad, CA 92008



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