

The crafty Pro aboard the Procraft. Martin and the 2400. He liked it. We liked it, and, with a little personal dialing in, we loved it. For play racing, this thing scores.



(Photos by Dean Bradley & John Ker)



# PROCRAFT ULTIMA 2400

2 x 4 Pro show

By Dean Bradley

## PROCRAFT PROFILE

The latest entry into the best-buy market is Procraft's Ultima 2400, the big brother to the impressive Ultima 20. Looking back, the Ultima 20 was probably one of the best best-buy racers we tested all last year. We concluded that its well-rounded package of hand-picked componentry, beautifully finished frame and fork and refreshing attention to detail added up to a truly "ultima" bike that could easily have cost up to \$100 more than its \$330 to \$350 price tag would have you believe. Procraft's new 2400 is essentially a scaled-up Ultima 20-incher with an equally scaled-up price tag, which has it rolling out of the dealer's door and into your garage for right around \$400.

## PROCRAFT PHRAME AND PHORK SET

One of the things that made the

Ultima 20 such a stand-out was its frame-and-fork set. It featured proven Isiwata tubing, clean welding, flawless plating, brazed-on cable guides, custom-tapered chain stays and knurled dropouts. All these little details added up to a killer frameset manufactured in Taiwan, no less. In fact, to this day we still haven't found anything better from Taiwan than the Ultima 20.

But when you compare the new Ultima 2400 to its little brother, it falls short. The 2400 still features a clean and functional frame and fork but lacks the super details that set the Ultima 20 apart from everything else in its class.

Up front the 2400 starts off with

*We found that quality- and little detail-wise, Procraft's biggest is not their best; however, performance and durability hung in there like on a top-of-the-liner.*



# ULTIMA

one-inch tubular chromoly leading-axle forks, followed by a beefy five-inch head tube, RedLine-like gusset, 1-1/8-inch downtube and slightly ovalized .990-inch by 1.250-inch top tube. Behind the bottom bracket Procraft preferred to go with a "hanger block" and straight gauge 5/8-inch diameter seat and chain stays. You won't find any exotic, tapered and capped rear stays, or brazed and knurled dropouts like on the 20—just a simple and straightforward rear triangle designed to get the job done.

Wheelbase range on the 2400 is only 3/4 inch, due to too short of a slot on the rear drops. If you plan on varying your gearing more than a couple of teeth, make sure to take along a

chain breaker. Angles are 71 degrees at the seat tube and 70.5 degrees at the head, while the bottom bracket height and chain stay length with a centered rear axle are 12 inches and 17-1/4 inches, respectively.

Overall, the weld quality, fabrication and finish were again not quite as nice as on Procraft's 20, but the 2400 still displays Procraft's commitment to turning out framesets with higher than expected quality from Taiwan.

## DRIVE TRAIN

Here's where the 2400 reeks of trickiness. Start with Takagi 180mm Cro-Mo cranks, MKS Grafight-X platform pedals, narrow TBS 1/2-inch by 3/32-inch chain, Sugino alloy sprocket, SunTour EZ-Off freewheel, Procraft's own power disc and sealed-bearing bottom bracket. That's right—a sealed-bearing bottom bracket, stock! And with quality alloy cups, no less! We

figured that it would only be a matter of time before the Taiwanese would get hold of one of Hadley's high-zoot BB sets and start mass-producing them for next to nothing. This is, however, the first time we've ever seen one come on a bike as stock equipment. Bravo, Procraft! The unit on our 2400 worked flawlessly, was easy to adjust, and generally looked trick, but as far as durability goes, only time will tell if it will last as long as a Hadley unit. We'll keep you posted.

## WHEELS AND TIRES

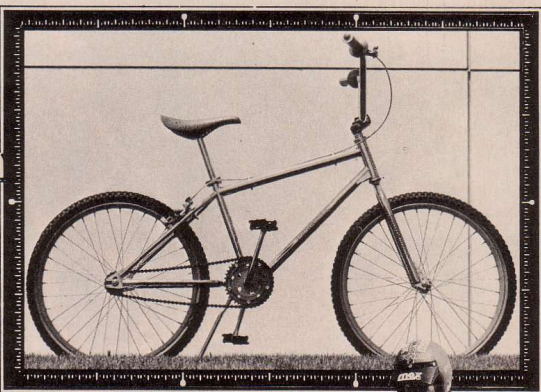
In the rolling department the 2400 comes with more of the same trick sealed-bearing stuff: Suzue low-flange hubs unfortunately laced with cadmium-plated, straight-gauge, .080 spokes—a big step down from the higher-quality, double-buttet stainless-steelers found on the little Ultima.

Stock rubber on the 2400 is a set of



## BMX PLUS!

1. **Bike:** Procraft Ultima 2400, 24-inch complete bike.
2. **Age range:** 12 years and over.
3. **Country of origin:** Taiwan.
4. **Intended use:** Racing all levels/high-performance street.
5. **Wheelbase:** 39-1/4" to 40".
6. **Bottom bracket height:** 12.0".
7. **Chain stay length:** (C/L with 39-3/4" wheelbase) 17-1/4".
8. **Steering head angle:** 70.5°.
9. **Seat tube angle:** 71.0°.
10. **Frame:** Procraft, 4130 chromoly, heli-arc welded, chrome plated. Features: .990" x 1.250" oval top tube, 1-1/8" downtube, 5" head tube with RedLine-type wedge gusset, 5/8" rear stays, American-style bottom bracket.
11. **Fork:** Procraft, 4130 chromoly, 1" diameter, leading-axle design, heli-arc welded, chrome plated.
12. **Rims:** Arya, 7X alloy, 24" x 1.75", 36-hole.
13. **Spokes:** TBS, 36/.080, cadmium plated.
14. **Hubs:** Suzue, low-flange, alloy, sealed bearing.
15. **Tires:** Cheng Shin skinwalls, 24" x 1.75" front and rear, 35 psi.
16. **Cranks:** Takagi, Cro-Mo, one-piece, 180mm.
17. **Pedals:** MKS Grafight-X, fiberglass resin body with 1/2" chromoly shafts.
18. **Chain:** TBS, 1/2" x 3/32".
19. **Bottom bracket:** Procraft, sealed bearing.
20. **Front sprocket:** Sugino, 39T, alloy, quick-charge with Procraft alloy disc.
21. **Freewheel:** SunTour EZ-Off, 17T.
22. **Brakes:** Dia-Compe MX-900 caliper and Tech 3 lever, rear only.
23. **Headset:** Tange MX-2, steel with Dirt Defender.
24. **Stem:** Sugino, alloy, 4-bolt with chromoly shaft.
25. **Handlebars:** Procraft, 4130 chromoly, 7-1/2" rise, 28" width, heli-arc welded, chrome plated.
26. **Grips:** Fuan (Oakley F-1 style)
27. **Seating:** Viscount, Aero-style, plastic with 12" Nitto chromoly post and Dia-Compe Tech II alloy post clamp.
28. **Miscellaneous:** CPSC reflector set. Pads optional.
29. **Overall weight:** (Without pads, plate or reflectors) 26-1/4 lbs.
30. **Approximate retail price:** \$390 to \$410.
31. **For additional information contact:** Procraft, 17101 S. Central Ave., Carson, CA 90746; (213)537-8700. Telex: 182599 BEAR CRSN.



Front-wheel stands are a blast! Good weight distribution and room to spare make the 2400 a willing and able freestyler.

# EXPLOSIVE ACTION

# IRC

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# ULTIMA

Cheng Shin 1.75-inch skinwalls. The more we ride 24s with the narrower 1.75-inch tires up front, the more we like them. We think that after you get used to cornering with a bit more weight over the front end, you'll prefer the lighter weight and reduced rolling resistance of the 1.75-inch tire also.

One interesting thing we noticed with our particular set of 2400 wheels is that after only half a day of hard riding, the spokes began to make funny noises and became noticeably loose. Whether the factory had neglected to pre-stress, seat and retighten the spokes in our wheels or we just rode them extra hard, we're not sure. Whatever the case, it's always a good idea to take along a spoke wrench when breaking in a new set of wheels. **CONTROLS, SEATING, ETC.**

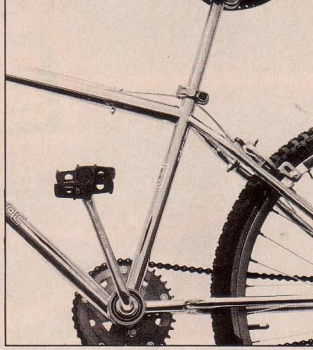
No complaints here except for maybe the Fuan-brand fake Oakley F-1 grips, which we have never been able to get to soften up and break in, even after months of riding.

The bars are Procraft's own Big-Boy design and were well received by all the tall. Seating was again well liked and featured a popular Aero-style plastic saddle with a straight chromoly post. The bigger guys said they would be going to a laid-back post, while we concluded that for riders 11 to 14 years old, the straight post was the hot tip.

In the headset-and-brake department we were pleased to find that Procraft hadn't skimped, offering the popular Tange MX-2 units (complete with Procraft's own version of a Dirt Skirt, dubbed the Dirt Defender), Dia-Compe MX-1000 caliper and Tech 3 lever. Although we would like to have seen matching front caliper and lever offered as stock equipment, at least Procraft drills their forks in case you decide to put one on later.

### RIDING AND RACING IMPRESSION

The 2400 didn't let us down here. We rode it, raced it and really liked it. We found it an easy bike to adapt to and very forgiving of all but our lamest move or miscalculation. The dialed rear triangle and well-thought-out power position and controls allowed for well-behaved manners over speed jumps and strong acceleration down starting hills and along bumpy straights. Like the Ultima 20, the 2400 is respectable when it comes to weight. At a trim 26-1/4 pounds with plate, pads, and air in the tires, the biggest Procraft can, and will, go out and win without the need for costly weight-reducing plans. And probably the best thing of all is that a 2400 on the track with the 2400 won't work you



Check out the killer componentry: Aero-style plastic saddle, Dia-Compe brake, MKS Graflight-X pedals, Takagi cranks and (the first time ever as stock equipment) a sealed-bearing one-piece bottom-bracket setup. When you add it all up, the 2400 is a deal.



Fast cornering without washouts or slide-outs aboard the Procraft is best handled by charging and carving up over the front end. The 2400 comes stock with 1.75-inch tires, front and rear. Once you get used to them, they're hot!

to the bone the way some big-wheel bikes will.

Also similar to the Ultima 20, the 2400 offers slow to neutral handling traits. It's not a super-snappy racer or laid-back cruiser, but a well-balanced fun runner that just about everybody found a gas to ride.

### PROCRRAFT PROLOGUE

While we truthfully can't claim to be as impressed with the 2400 as we were a year ago with the Ultima 20, it's still a good bike and a good buy—just not as good as the 20. Little things like leaving off the brazed-on cable guides and stainless-steel spokes hurt. And they probably hurt more than they normally would, because we've seen them on a lesser-priced bike in the Procraft line, and frankly, we had expected to find them on the Ultima 2400.

All in all though, the 2400, priced at a reasonable \$400, must still be considered a true-to-life best-buy racer—a 24 that's ready to race, roost and in the process offer you more bike for your money than you ever thought was possible. □



# VANS RADICAL That's The Hole Shot

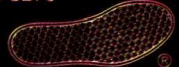


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