



REDLINE 500a

SERIES THREE



RedLining it for under 200 bucks

□ We know you're out there. There are hundreds, even thousands of you. You've grown up with a dream. The dream of someday owning a RedLine. One of those bright white, status symbol BMXers ridden by some of the world's top riders. But, alas, status has its price. RedLines don't come cheap. If you want quality, you'll have to pay for it. So for many of you, your dream has remained only that—a dream, at least until the time you save up enough money. But that could take years. Maybe even a lifetime.

But what if we were to tell you there's a new RedLine. It's called the 500a. And it will roll off the showroom floor and into your life for under 200 bones. Would that make your day? Sure it would. Well, consider your day made and your dream on its way to becoming true. Introducing the wild new RedLine 500a—the most affordable RedLine ever made.

YOUR DREAM COME TRUE

The new RedLine 500a starts off with an all-chromoly frame and fork fabricated in the usual RedLine fashion. Dual triangulated head gussets, oversized top and down tubes, classic leading-axle-style forks. It's all there. Everything you've always dreamed of. Those awesome RedLine sticker graphics. That super-clean all-white paint. That RedLine look.

After all is said and done, the overall quality of the frame and fork is outstanding. Weld beads and penetration are spot-on. Tube fit and finish work are clean and simple. You'd never expect to find this kind of RedLine quality on a \$200 bike. Expect the unexpected with the 500a.

500a PARTS PACKAGE

Hold on to your shorts, sports, because the 500a overflows with trickness when it comes to componentry. How about Sugino 177mm one-piece cranks, SunTour freewheel, Dia-Compe brake, Ukai rims, Suzue hubs, Cheng Shin skinwall tires, and a host of hand-picked Taiwanese goodies? We told you to hang on to your shorts!

The bottom line of all this componen-



Some all-chromoly frame-and-fork sets cost \$200. The complete RedLine 500a ready to race costs \$200. For beginner and novice racers, the answer is obvious.

try is to build up a race-ready scoot for under \$200. And that's not an easy task. The end result is an out-of-the-crate ready racer for the 12- to 15-year-old crowd.

As far as the ergonomics go, the 500a is set up for the bigger BMXer in that age group. With its 177mm cranks, and high-rise 28½" by nine-inch bars, we think you'll find plenty of room to strut your stuff whether out on the track or booking to school. If you thought the 500a would come with mismatched componentry and strange ergonomics, you're forgetting something: The 500a is every bit a RedLine.

STREET OR DIRT—TAKE YOUR PICK

An important consideration when building an entry-level BMX bike is that the bike will, nine times out of ten, be serving double duty as a street bike. If it performs great on the track but can't hack it on the street, it's not going to be a whole lot of good. And vice versa: A \$200 BMXer must be a well-rounded, durable, dual-purpose bike, because if it isn't, people simply won't buy it.

RedLine definitely designed its 500a with the dual-purpose people in mind. We found the componentry to be both durable and performance oriented.

For example, the high-flange Suzue

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AS SEEN ON TV

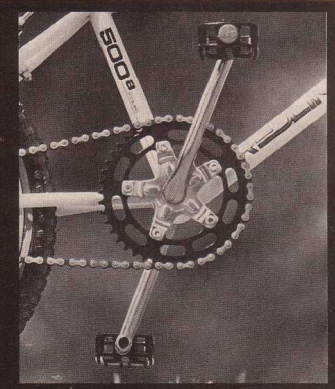
REDLINE

hubs. Good choice. Not only do these hubs roll well and offer easy adjustment, but the high-flange design makes for stronger lacing, which means they'll hold up better on the street. Also, the pedals spell "dual-purpose" with their tough-as-nails platform design, as do the one-piece cranks, beefy stem and vinyl Fuan grips. In the end, if it won't take street abuse as well as perform on the track, you just won't find it on the 500a. Componentry here is a cool and calculated compro-

mise between light weight and durability. **HANDLING AND PERFORMANCE**
At a very respectable 24 pounds, the 500a is a surprising performer on the track. Novices felt it easy to adapt to as well as easy to go fast on. The 500a's layout offers good power posi-

tion for strong starts and acceleration out of turns. The relationship between bars and cranks is especially nice. The bars are tall and wide and the cranks are long and lean. Together they form a competitive combo that works as well bombing to and from school as it does

How rad can you get on a \$200 bike? Ask Mike Franze. Just because the 500a is an entry-level racer, don't let that stop you from pushing it to the limit. Franze didn't!



Drive train deluxe: Sugino cranks, Sun-Tour freewheel, KMC chain, SFE platform pedals. For \$200 the 500a is loaded!



