

Photos by Dean Bradley & John Ker



# REDLINE PL-24

Big Red Rooster *Story by Dean Bradley*

□ Sure, everybody's heard of love at first sight. But how about love at first ride? Only a BMXer would understand, but it does happen every so often. And more often than not, it's immediately following the release of a new RedLine model. So, whether you're ready or not to fall head over heels for some hot new wheels, here's RedLine's latest and possibly greatest labor of love—the PL-24.

### CLASSY CHASSIS

Simply put, the new RedLine PL-24 frame-and-fork set is the best money can buy. Not everyone can afford one, but then again, not everyone needs a

chassis this classy.

After one look at the Big Red's stout profile, featuring a massive ovalized downtube, 1¼-inch top tube, ¾-inch rear stays and BMX's first-ever six-inch-tall head tube, there's no doubt that the PL-24 was designed for big guys—racers like Stu, Kos and D.D., who subject BMX bikes to more torsional torture in one lap than the rest of us dish out in an entire season of racing and thrashing.

The end result of all this oversize tubing plus the unique six-inch-tall head tube is very possibly the stiffest BMX frame ever—20-inch or other-

*(Left) When cornering, the mighty PL-24 can either bite and carve or drift and slide—whatever the occasion calls for at the time.*

*(Above) Moves like this put tremendous torsional loads on BMX framesets. The Big Red fights flex and turns twists into power to the ground. While every other bike out on the track is squirming and worming, the PL-24 stays rock solid and gets down to the business of winning races.*

wise. This thing is a rock! But there's a price to be paid—weight. The frame weight alone on the PL-24 is a stout five pounds, four ounces, while



# REDLINE

RedLine's tapered forks weigh in at a surprisingly trim two pounds, 11 ounces. Sure, the frame's a bit on the beefy side, but taking into consideration the size and strength of the people for whom the PL-24 was designed, it all seems to even out.

Actually, all set up and ready to race, the stock PL-24 hits the scales at a respectable 27½ pounds. Certainly nothing to scoff at, especially with a six-foot two-inch, 200-pound bruiser aboard! But then again, it's not a good idea to scoff at *anything* a 200-pound bruiser is sitting on or around.

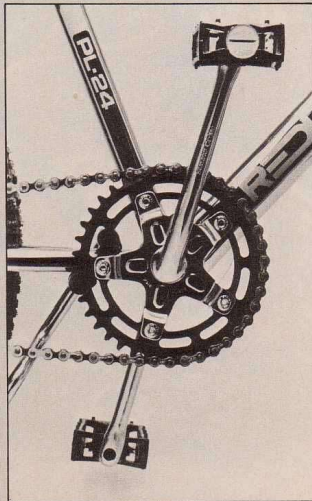
We can't emphasize enough how trick this frame-and-fork set really is—you'll have to see one in person to believe it. Up front the Big Red features beautifully tapered and totally tubular chromoly forks. They go from 1-1/8-inch up top to a thin 5/8-inch at the bottom where the ends have been roll-formed (which seals them off) and then slotted to allow the dropout plates to actually be inserted two inches up into the leg. The result is deceiving. Stylewise, there's nothing like them. They appear to be among BMX's most delicate forks, but performancewise, they proved to be among the toughest. The tapered legs lend themselves to a very stiff and responsive ride. Combine this with the Big Red's six-inch-tall head tube, and we feel you've got the Open class's toughest front end. The unique head tube is machined in the center, leaving flanges on both ends and thus providing strength where it's most needed—where the headset's bearing



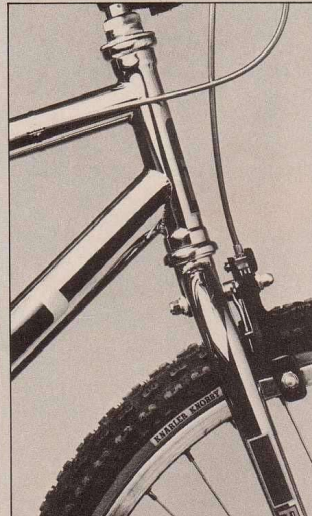
**Our little experiment worked:** We moved the PL's Dia-Compe Tech II two-finger levers from under the crossbar up to the top bend. The result? No more rolling your wrist forward to fish for a lever you can't see. The grips are Mach vinyls—for stock equipment they're great grips.



*In the air, this thing is a dream come true. And, unlike a lot of bikes, when you come down for a landing it doesn't turn into a nightmare. The word "solid" doesn't even begin to describe the mighty PL-24.*



**Quality stuff abounds on the PL-24:** Sugino Cr-Mo cranks, KKT AMX pedals and Izumi chain are all standard equipment. If you're one of those guys who like to bolt on new components, the new PL-24 is not the bike for you.



**Just one look at the PL's massive downtube and super-tall six-inch head tube and you know RedLine's biggest is also its strongest. This bike is tough enough for Stu... need we say more?**

# REDLINE

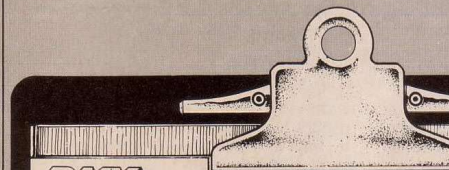
cups seat into the head tube. Another advantage of the taller tube is its ability to accept the larger, stiffer top tubes and downtubes, thus eliminating any need for gusseting. Moving toward the back end, you'll notice how well the bigger top tubes and downtubes wrap around the seat and the bottom bracket shell, respectively, adding additional rigidity. Now, just add the beefy 7/8-inch rear stays, complete with two tubular bridges—one on the chain stays down by the bottom bracket and one between the seat stays for caliper brake purposes, and bingo! You've got strength and stiffness to spare.

## LUCKY STIFF

So who needs a frame and fork this



*Special guest star/test star Stompin' Stu Thomsen came along for the ride and to prove to us and to himself that the PL-24 is way more than a 24—this bike rips!*



1. Bike: RedLine Pro-Line PL-24 complete bike.
2. Age range: 13 years and over.
3. Country of origin: USA (Newbury Park, CA).
4. Intended use: Racing, high-performance street/trail.
5. Wheelbase: 39-1/4" to 40-1/4".
6. Bottom bracket height: 11-1/2".
7. Chain stay length: (C/L with 39-3/4" wheelbase) 17.0".
8. Steering head angle: 72°.
9. Seat tube angle: 68°.
10. Frame: RedLine, 4130 chromoly, hell-arc welded, chrome plated.  
Features: 1-1/4" top tube, 1-1/4" x 1-3/4" oval downtube, 6" head tube, 7/8" rear stays, large bottom bracket.
11. Fork: RedLine, 4130 chromoly, tapered, leading-axle design, hell-arc welded, chrome plated.  
Offset: 1-1/2".
12. Rims: Ukai, alloy, 24.0" x 1.75", 36-hole.
13. Spokes: 36/080, Asahi, cadmium plated.
14. Hubs: SunTour, low-flange, alloy, sealed bearing.
15. Tires: National Knarler knobblies—2.125" front, 1.75" rear, 40-50 psi.
16. Cranks: Sugino, Cr-Mo, one-piece, 175mm.
17. Pedals: KKT AMX, alloy with 1/2" chromoly shafts.
18. Chain: Izumi 1/2" x 3/32".
19. Bottom bracket: Hatta, steel with retainered balls.
20. Front sprocket: Sugino .39T, alloy, quick-change, with chromoly spider.
21. Freewheel: SunTour, 18T.
22. Brakes: Dia-Compe MX-900 calipers and Tech II two-finger levers front and rear.
23. Headset: Hatta MX-II, steel with retainered balls.
24. Stem: RedLine, alloy, 4-bolt with chromoly shaft.
25. Handlebars: RedLine, 4130 chromoly, 6.0" rise, 29.0" width, hell-arc welded, chrome plated.
26. Grips: Mach vinyl.
27. Seating: Taihei Elina plastic with RedLine 11.0" long chromoly post and Dia-Compe Tech II post clamp.
28. Misc.: CPSC reflector set. Pads optional. Finishes available: chrome with black or blue components.
29. Overall weight: (With pads and without reflectors) 27-1/2 lbs.
30. Approximate retail price: \$400 to \$420.
31. For additional information contact: RedLine Engineering, 830 Tourmaline Dr., Newbury Park, CA 91320; 805-498-6783.



stiff, anyway? Everybody. Especially racers, definitely jumpers, and anybody who's too big and too bad to be riding anything else.

Next time you're out at the races, check out the big guys on the line. If you can, go behind the gate, look very closely, and you'll see the bikes flexing from side to side—especially the rear triangle. Watch as the chain flexes taut then slack again. Well, that's the same thing that goes on down the first straight, and all the rest of the way around the track, for that matter. Frame flex robs power and, depending on how severe it gets, can lead to fatigue and eventually fracture. A stiff frame, on the other hand, efficiently transmits maximum power to the ground. If you've ever ridden a stiff frame, you know it rides totally differently than anything else. It feels as if your tires are overinflated. There's more vibration—you can feel it in your hands and feet. It's a rougher ride which, after some getting used to,

feels more responsive and more resilient, or "lively." That's what the PL-24 is all about—it lets you know exactly what's going on beneath its sure-footed National tires and is ready and able to adjust to the slightest bit of rider input, weight shift, or power impulse. For the racer, it all boils down to power to the ground, the kind that wins races every time. The PL-24 chassis is a no-nonsense, minimal-flex-and-whip accelerator. To the jumper the new RedLine means bigger air, harder landings and more confidence. What more is there?

### PIECES OF GOOD FORTUNE

The component package on the PL-24 offers no real big surprises: Ukai rims, National tires, and Sun-Tour's low-flanged, sealed-bearing hubs get things rolling, while Dia-Compe MX-900 calipers and two-finger Tech II levers bring things to a halt. Now, if you follow our tests you'll know that two-finger-style levers don't do much for us. Since our PL-24 came stock with them, we decided to experiment a little. We simply moved the Tech IIs from under the crossbar of RedLine's six-inch by 29-inch chromoly bars, up to the top bend (by the grips), where regular levers are located. The result was 100-percent improvement. We think you'll find they're

easier to reach—no more rolling your wrist forward to fish for a lever that you can't see. We also found they offer better pull and a cleaner cable routing. Why didn't we think of this about six months ago? The PL-24's stem is RedLine's proven four-bolt unit, while the grips are Oury-like, waffle-pattern models called Mach. In the seating department you'll find a Taihei Elina saddle atop a simple and straight RedLiner chromoly post, clamped by a Dia-Compe Tech II alloy unit. All that's left is the drive train, which consists of Sugino one-piece 175mm cranks, KKT AMX pedals, Izumi chain and SunTour freewheel. As we said—no major surprises, just consistent, no-bull, quality stuff throughout.

### THE REDLINE PRO-LINE BOTTOM LINE

We'll keep this short and sweet. The new RedLine PL-24 is the best 24 on the market today. That's right—numero uno. The top dog, the champ, the thrill of victory, the agony of defeat—the whole nine yards. That's today... tomorrow, who knows? But right now the PL-24 is king of the Open Wheels class. The price of royalty? About 400 to 420 pieces of silver. Just look at it as an investment in brass—trophies, that is. □



(Mike Miranda appears courtesy of CW Racing)

Stomp on the pedals and shoot for the moon. But just be ready when the Big Red Roost comes on the boost or you'll be left in the dust.



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5A	GT BMX PAD SET	11.95	HANDLEBAR, STEM AND FRAME PADS, RED, BLUE or BLACK	10.15		1/2	
6A	HARO FLO PANEL NUMBER PLATE	8.95	RED, BLUE, YELLOW, WHITE or BLACK	6.30		1/2	
7	HARO COLORPLATE NUMBER PLATE	6.95	RED, BLUE, YELLOW, WHITE or BLACK	4.00		1/2	
8	RED LINE MICRO LINE CROMOLY "V" HANDLEBAR	21.95	BLUE ONLY	10.59		2	
9	GT BMX HANDLEBAR	23.95	CROMOLY, CHROME-PLATED, 6 3/4" (STANDARD) or 8 3/4" (PRO) SIZE	20.99		1 1/2	
10	CW RACING HANDLEBAR	26.95	PRO MODEL, 8" x 28" CROMOLY, CHROME-PLATED	22.19		1 1/2	
11	OAKLEY F-1 GRIPS	10.95	YELLOW ON BLACK, YELLOW ON BLUE, YELLOW ON RED, WHITE ON RED, BLUE ON BLUE	8.33		1	
13	PRO CLASS GOOSE NECK BY MONGOOSE	19.95	CROMOLY SHAFT, ALLOY CAP, CHROME OR GOLD	13.99		1 1/2	
14	TUF-NECK PRO MODEL STEM	24.95	ROUND CORNERS, 7/8" BLUE, RED, GOLD, SILVER or BLACK, CHROME; ADD \$2.00	15.97		1 1/2	
16	UNI SEAT	19.95	13/16" with 7/8" ADAPTOR, RED, BLUE, YELLOW or BLACK	15.82		1/4	
18	GT BENT SEAT POST	9.50	7/8" CROMOLY, CHROME-PLATED	8.42		1	
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25	SHIMANO DX CROMOLY FREEWHEEL	7.95	CHROME-PLATED, 16 TOOTH FOR 1/8" or 3/32" CHAIN	4.60		1/2	
26	COMPETITION III TIRES	23.90	PAIR 20 x 1.75 SKINWALL, RED, BLUE, YELLOW or BLACK	17.90		1	
27	ALLOY WHEELS 20"	51.95	ARAYA 7X RIMS, MATCHING HUBS FOR FW PAIR, BLUE, RED, GOLD, BLACK or SILVER, SPECIFY 20 X 1.75 or 20 X 1 1/2	45.95		5	
28	"Z" WHEELS 20"	62.95	MATCHING ALLOY HUBS, GLUED SPOKES, FW PAIR, BLUE, RED, YELLOW or BLACK	54.95		5	
28A	SUZUE-7X SEALED WHEELS	89.95	ARAYA 7X RIMS, MATCHING SUZUE SEALED HUBS FOR FW, PAIR, BLUE, RED, GOLD or BLACK	77.48		6	
29	ALL CHROME-PLATED ALLOY WHEELS 20"	96.95	SUZUE SEALED BEARING HUBS, ARAYA 7X RIMS, CHROME SPOKES	84.48		6	
30	BULLSEYE-7X WHEELS	121.95	BULLSEYE PRECISION HUBS, RED, BLUE, GOLD, BLACK or SILVER, ARAYA 7X ALLOY RIMS, RED, BLUE, GOLD, BLACK or POLISHED SILVER, CHROME-PLATED SPOKES, CROSS 4 LACED	105.62		6	
31	BULLSEYE-7X Chrome-Plated WHEELS	128.95	BULLSEYE PRECISION HUBS, RED, BLUE, GOLD, BLACK or SILVER, ARAYA 7X CHROME-PLATED ALLOY RIMS, CHROME-PLATED SPOKES, CROSS 4 LACED, ALLOY NIPPLES RED, BLUE, GOLD or BLACK ADD \$5.	112.62		6	
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