

RED LINES

THE NEW RED LINES

RED LINES

Hardware for hard-core 'stylers



The brakes on the RL20B didn't work perfectly, so Danny Hubbard squeezed the brake lever extra hard during this perverted boomerang.

■ "Rolls Royce," was the term most often used by members of AF's Test Society when talking about the new 1988 Red Line RL20II freestyler. Of course, you'd kinda expect it from Red Line's top-of-the-liner. But the 20II isn't Red Line's only freestyler for '88—there is also an all-new RL20B for those of you on a budget.

We got a hold of these two new bikes because we'd heard so many good things about the new Red Lines, we had to see for ourselves.

PARTS WORTH SCOPIN' OUT

A quick glance at the RL20II reveals Red Line's new Forklifter Pro stem, featuring six bolts with an ACS Rotor on top. You may also notice the new Araya ADX-7W rims with Red Line's logo stamped on the side. The polished-silver rims look killer but don't help braking. The feature you'll probably notice most about this machine is its color—ours was called "Kiwi" (or was it "Mango?"). At any rate, Red Line didn't want to take chances on its bikes being mistaken for anyone else's.

The RL20B, on the other hand, is a fairly typical entry-to-mid-level freestyler. The frame utilizes tri-moly construction—meaning the top, down and seat tubes are all made of chromoly, and the rest of the frame is made of high-tensile steel—a common method of building frames these days.

Odyssey brakes and Gyro are included, as is a Red Line Compact Disc chain wheel and the unique Forklifter Pro stem. The rest of

If you've been around freestyle for a while, you know what the R.L. in R.L. 20II originally stood for. And if you know that, then you know that it must perform like a dream. It does. The "Camarillo Kid," Robert Smart at the helm. John Ker ▶

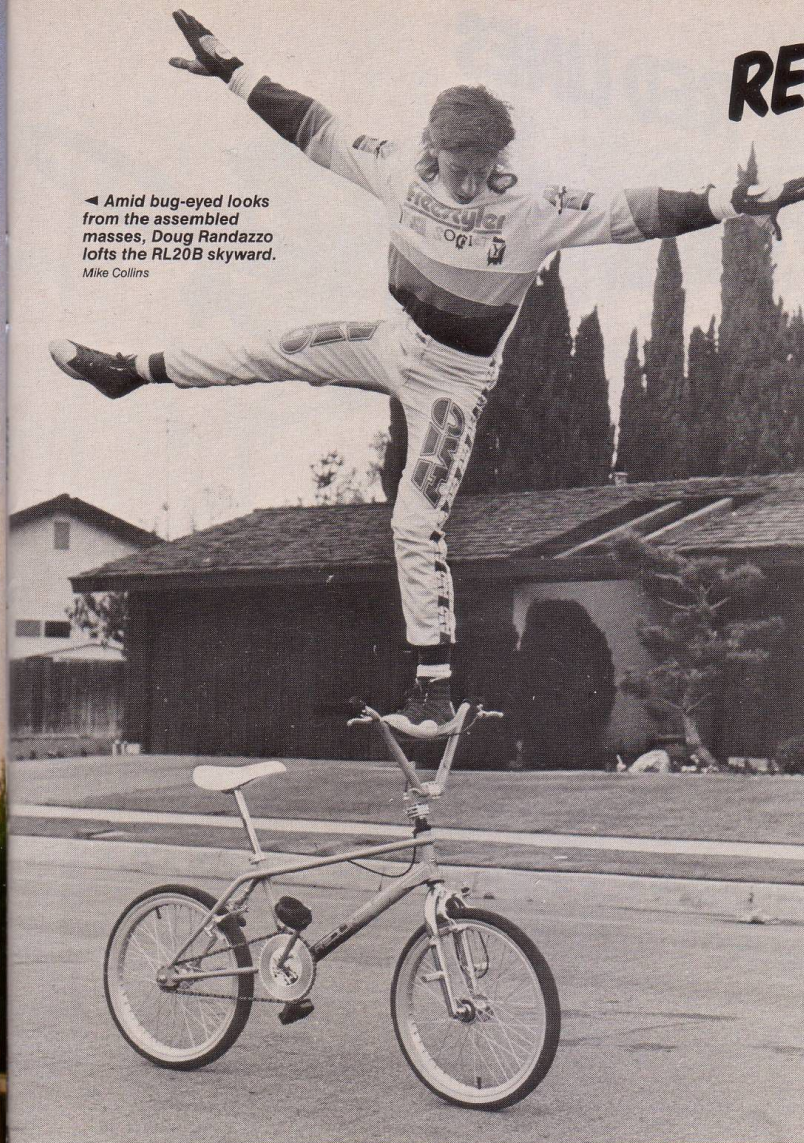




◀ Amid bug-eyed looks from the assembled masses, Doug Randazzo lofts the RL20B skyward.
Mike Collins

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◀ Test Force pilot Jeff Cotter adding new meaning to the Scurfer. That's the 2011 in action with its single-tube crossbar. What does all this mean? Besides true sickness, it's a bad bike.



the parts you've heard of a thousand times—Victor saddle, Cheng Shin tires, Anlun crank—the list goes on.

DOES IT WORK?

The brand of component—or even the brand of the whole bike— isn't nearly as important as whether it works and how it rides. We enlisted the help of most of our crack Test Society, including hot riders Jeff Cotter and Danny Hubbard for ground riding, and Doug Randazzo and Robert Smart on the ramps. Even Nathan Shimuzu showed up and took the RL20II for a test spin.

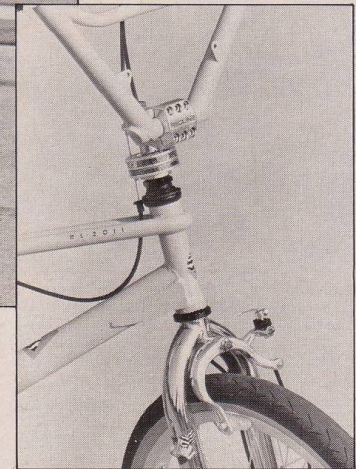
Before Nathan hopped on, he noticed that something was wrong. The bearings on the Victor VP-868 pedals had fallen out. We took the pedals off the RL20B, put 'em on the RL20II, and Nathan grabbed it and started

clicking off radical combinations. "This is giant!" Nathan said, commenting on how tall the bike stands, the result of its five-inch head tube. Nathan was equally stoked about the axle pegs, which he found functional; they gripped well. The top tube is killer. "It's good for boomerangs," said Nathan. Nathan liked the tires, which he claimed are "good for street riding." The ground force agreed. There's a lot of room to move around.

The RL20II is well suited for ramps. It was taken through a nonstop aerial session and, except for the dirt on the tires, you'd hardly know it. The Test Society found the RL20II to be very tall and extremely roomy. And they especially loved the new IRC FSK-6302 tires (especially Jeff and Nathan), because they worked great on the street.



Front-end control on the RL20B is made possible through the six-bolt stem, steep 74-degree head-tube angle and 48-spoke Araya wheels.

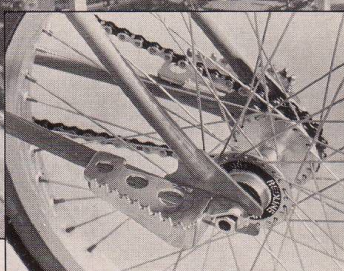
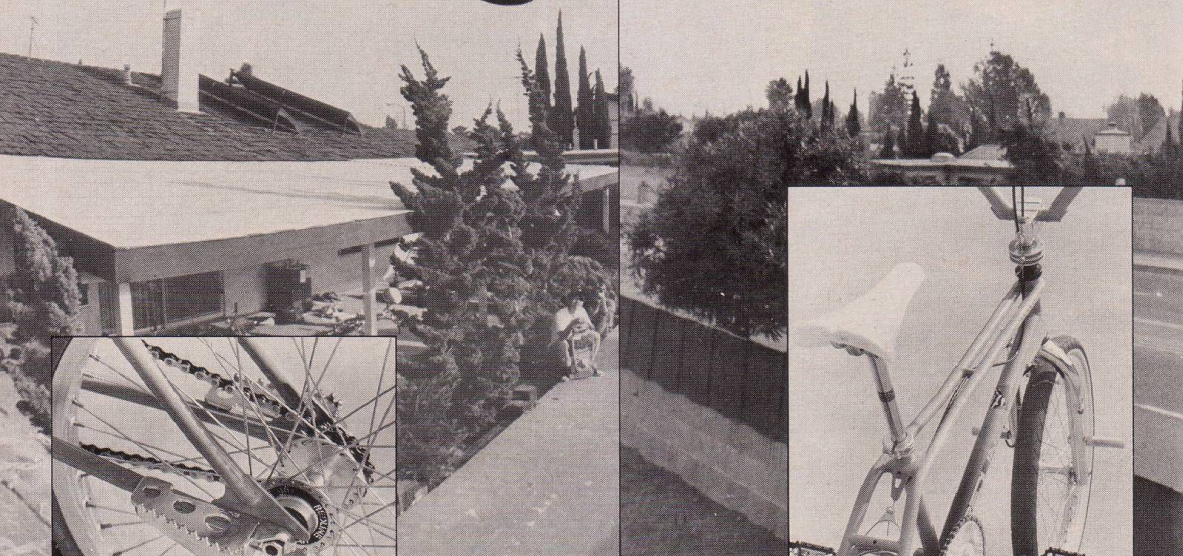


The Test Society commented on the RL20II's size, due to its five-inch head tube and high-rise bars.

HOW ABOUT THE RL20B?

Doug Randazzo was assigned the task of taking this machine into the atmosphere. It's considerably smaller than the RL20II, and Doug feels that makes it great for new ramp raggers. "It's small; you can easily turn it around."

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COMMENTS ON THE RED LINE RL2011
 "It's pink . . . or is it orange?"
 "This thing's gigantic!"
 "The grips are real; they're not fakes!"
 "The top tube's killer, good for boomerangs."

COMMENTS ON THE RED LINE RL20B
 "Except for the bars, it's very strong."
 "They should put different grips on it."
 "Good for young riders and both ramps and ground."



Slender twin top tubes on the 2011 provide enough room for any freestyler, but they're not overdone.

Talk about grip! If your feet slip off these pups, your only choice is to weld your shoes to the chain-stay tube!

Doug also liked the position of the chain stays. They didn't get in the way at all. "Of course," Doug said, "that all depends on where you put your feet on the pedals."

Overall, the riders agreed that the RL20B is a good bike for young or beginner riders. It's a nice, tight bike, and it handles well both in the air and on the ground.

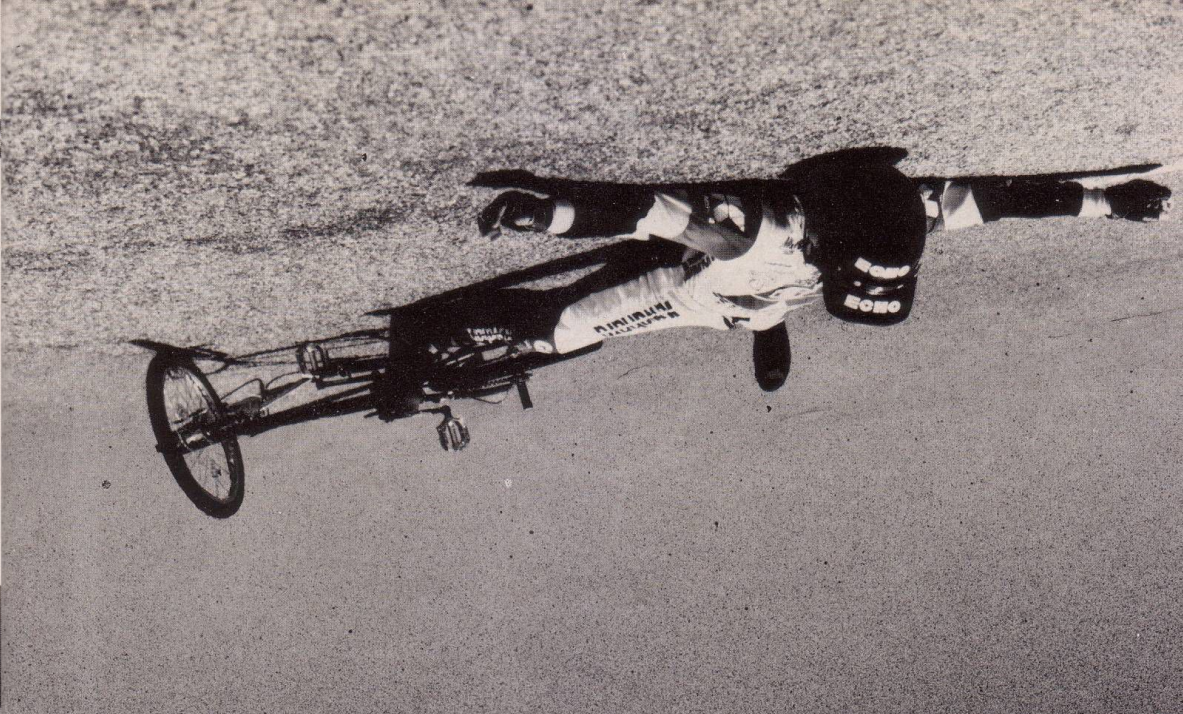
TIME TO DE-BUG

Besides the pedals on the RL2011, the other component that was criticized was the brakes. The Dia-Compes needed adjusting. But that problem paled in comparison with the RL20B. The Anlun steel bars bent, as did the cranks. We talked with Red Line owner Linn Kastan about these problems. He said that the Anlun steel bars are the same units

they have been using for three years, and this is the first complaint. But, according to Kastan, it's possible that a bar with the wrong tubing thickness got on our bike. He's looking into the problem. Linn was already aware of a problem with the cranks; 3000 bikes

were shipped from Taiwan with the wrong kind of cranks. Red Line had 3000 new cranks shipped to its dealers so the switch could be made before anyone buys a bike with the wrong cranks. However, the bike we got was a sample model from Red Line's head office. It is possible that we got a bike that still had the wrong cranks on it. We checked, and sure enough, the bike we tested was equipped with the wrong cranks.

Cranks and bars aside, there are a couple of general changes that experts may want to make on the RL20B: namely, the grips and the pedals. Doug complained that his feet kept slipping off the Victor VP-800 pedals. Other than that, it's a good bike with good handling on the ground and in the air. The



ABSOLUTELY!

Kuwahara '88

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SPECIFICATIONS:

1988 RED LINE RL20B

I. FRAME AND FORK

Type: Freestyle, age range 11 to 15.

Frame design: Two-into-one top tube with bolt-on rear platforms.

Frame construction: Tri-moly (three chromoly main tubes, steel rear stays).

Diameter of top tube: 1-1/8" to 5/8"

Diameter of down tube: 1-3/16" x 1-5/8" elliptical.

Diameter of stays: 5/8"

Fork construction and design: Chromoly, tapered, with cable guides and peg mounts.

Diameter of fork blades: 1-3/16" tapering to 7/8"

II. GEOMETRY

Wheelbase: 36-1/4" to 37-1/2"

Steering head angle: 73°

Seat tube angle: 65°

Bottom bracket height: 11-3/4"

III. DRIVE TRAIN

Pedals: Victor VP-800, chromoly axle, black.

Cranks: Anlun, one-piece chromoly, 175mm, chrome plated.

Chain wheel: Red Line CD, painted to match frame.

Bottom bracket: YST, 65mm, black or chrome plated.

Chain: KMC, 1/2" x 1/8", 92 links, black and silver.

Freewheel: SunTour, MF-2000, 16T.

IV. WHEELS

Rims: Araya 7X, 48-hole, silver.

Hubs: Jou-Yu, sealed, large flange, 48-hole, silver.

Tires: Cheng Shin, FS Stadium, 20" x 1.75" front and rear.

V. STEERING

Grips: Co-Union, Tri-type, black.

Handlebars: Anlun, HB-700SU, steel, chrome plated.

Stem: Red Line, Forklifter Pro, black.

Headset: YST, 8201, black.

VI. SEATING

Seat: Viscount Dynamax, white.



Seatpost: Anlun, SP-C1, chromoly, 14", straight, chrome plated.

Seatpost clamp: Anlun, alloy.

VII. BRAKES

Front: Odyssey, System FS2000, black.

Rear: Odyssey, System FS2000, black.

Lever: Chang Star, MX-70A-1, with locking lever, silver.

VIII. ACCESSORIES

Detangler: Odyssey Gyro.

C.P.S.C. equipment: Reflectors and chain guard.

IX. WEIGHT

26-1/2 lbs.

X. PRICE

\$300 (approximately, in the contiguous U.S.)

XI. COUNTRY OF ORIGIN

Taiwan

XII. ADDITIONAL INFO

Red Line Engineering, Inc. 439 Calle San Pablo Camarillo, CA 93010

1988 RED LINE RL20II

I. FRAME AND FORK

Type: Freestyle, age range 15 and over.

Frame design: Wrap-around twin top tube with built-in rear platforms.

Frame construction: 100-percent chromoly.

Diameter of top tubes: 3/4"

Diameter of down tubes: 1-3/16" x 1-5/8" elliptical.

Diameter of stays: 3/4" tapering to 1/2"

Fork construction and design: Chromoly, tapered with cable guides.

Diameter of fork blades: 1-3/16" tapering to 7/8"

II. GEOMETRY

Wheelbase: 36-1/4" to 37-1/2"

Steering head angle: 73°

Seat tube angle: 65°

Bottom bracket height: 12"

III. DRIVE TRAIN

Pedals: Victor VP-868, chromoly axle, black and white.

Cranks: Anlun, one-piece chromoly, 175mm, chrome plated.

Chain wheel: Red Line CD, painted to match frame.

Bottom bracket: YST, 65mm, black and chrome plated.

Chain: KMC, 1/2" x 1/8", 92 links, black and chrome plated.

Freewheel: SunTour, MF-2000, 16T.

IV. WHEELS

Rims: Araya ADX-7W, 48-hole, silver.

Hubs: Suzue, Sealed Tech, 48-hole, polished silver.

Tires: IRC, FSK-6302, 20" x 1.75", front and rear.

V. STEERING

Grips: Not included; bike shops to supply.

Handlebars: Red Line, Forklifter, chromoly, painted to match frame.

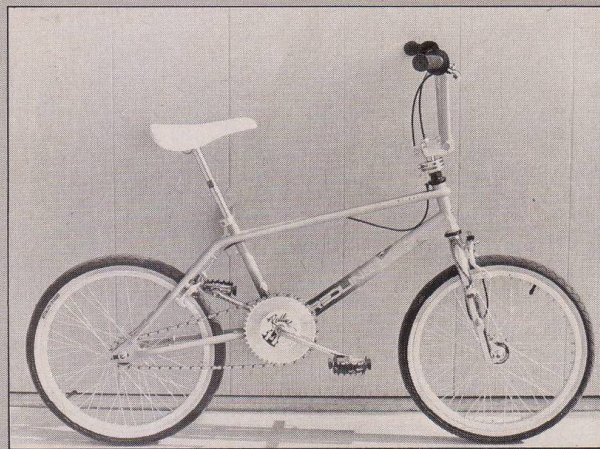
Stem: Red Line, 6-bolt Forklifter Pro, silver.

Headset: YST, 8201, black or chrome plated.

VI. SEATING

Seat: Viscount Dynamax, white.

Seatpost: Anlun, chromoly, 14", chrome plated.



Seatpost clamp: Anlun, alloy.

VII. BRAKES

Front: Dia-Compe 893, silver.

Rear: Dia-Compe, AD-900U, silver.

Lever: Dia-Compe Tech 7, with locking lever, silver.

VIII. ACCESSORIES

Detangler: ACS Rotor.

C.P.S.C. equipment: Reflectors and chain guard.

IX. WEIGHT

25-1/2 lbs.

XI. COUNTRY OF ORIGIN

Taiwan

XII. ADDITIONAL INFO

Red Line Engineering, Inc. 439 Calle San Pablo Camarillo, CA 93010

problem with the bars and cranks should be corrected by the time this article gets printed. Other than that, it's a very good bike. For a real dandy of a bike, though, look

to the RL20II. It works great right out of the box. If you want to get technical, you may decide to spend a few extra minutes dialing in the brakes. Don't worry about the bear-

ings falling out of the pedal, though; we're convinced that was a fluke. If you can afford it, the RL20II will make for many joyful freestyle moments for years to come. ■



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