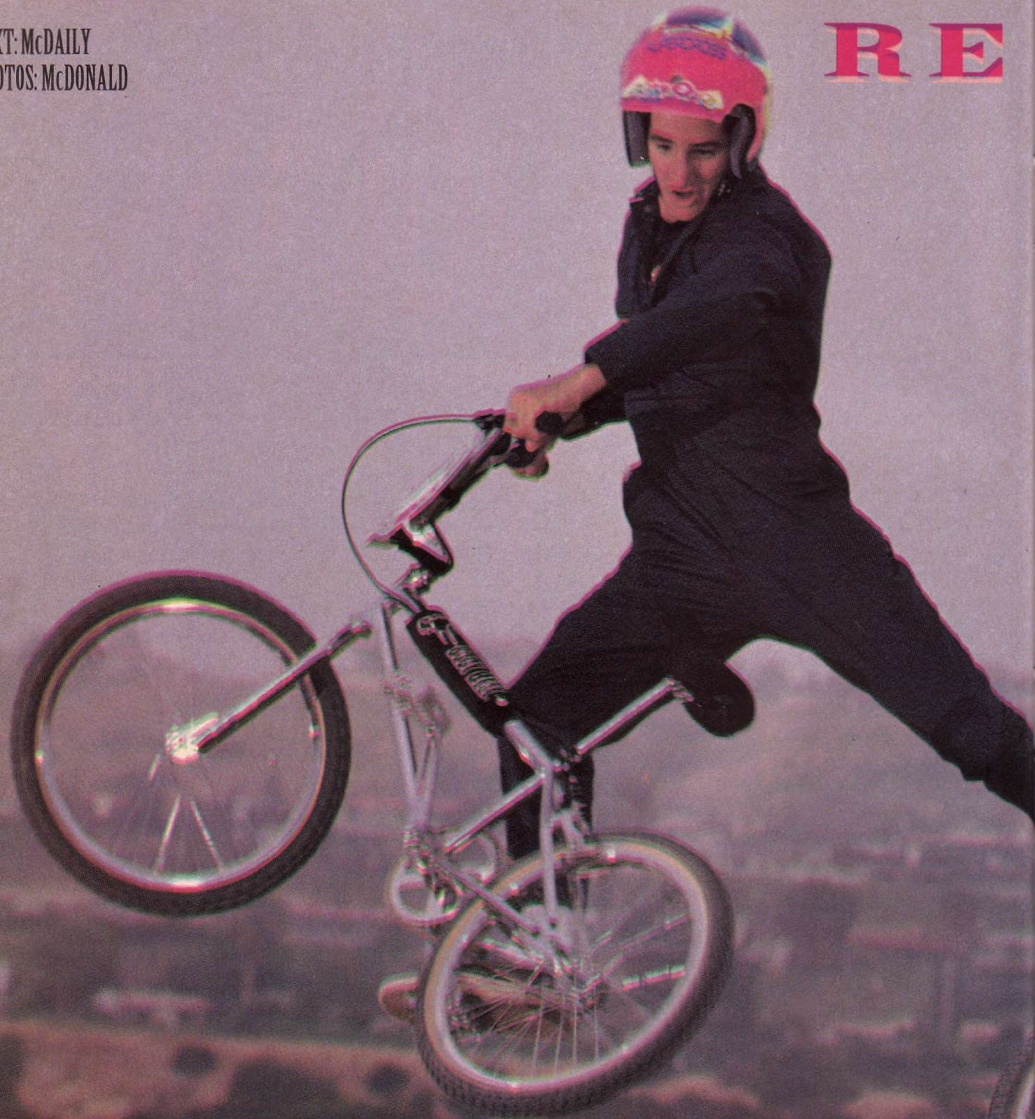


TEXT: McDAILY
PHOTOS: McDONALD

REDLINE RL-520



The lid is slowly raised from the box and as the white sunlight strikes its contents, the boy's face lights up like the Star of David. Squinting while his eyes adjust to the profound glare, the boy hears the heavenly chorus of a thousand monks singing in unison. A dove descends from the sky and lights upon the boy's shoulder. All is at peace, within and without. Gladness fills his heart. The boy closes the box, grins, and begins walking...walking...

The spiritual well being of owning your very first set of genuine Redline Flight Cranks is much like the over-dramatized intro above. You feel as if you've attained something of greater worth than the \$130 you sacrificed for your sacred temple on wheels. Redline Flight Cranks, the first ever three-piece tubular chrome moly cranks, continue to be the standard by which all others are judged. Redline Engineering has been a leader in BMX technology since day one, having introduced such industry firsts as the first chrome-moly racing frame, the first tubular forks, the first double-clamp goosenecks, first chrome-moly V-bars...the list loops on and on. Redline products reflect roots.

We let our loco-motivated testers hulk out on the two Redline RL-520's we were sent for evaluation purposes. What's up with them? Keep reading.

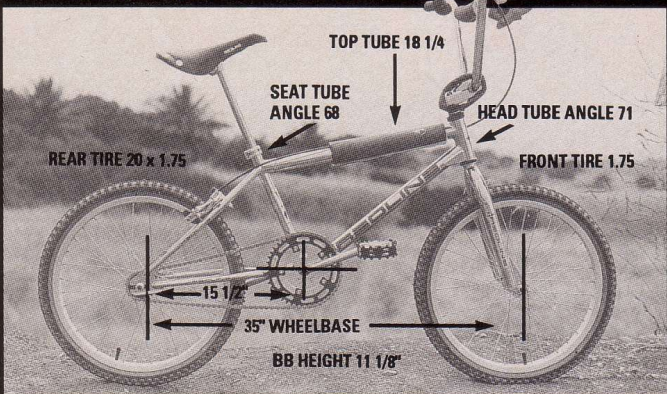
OFFICIAL

A
B
C

TEST

Dual pac race by Ryan Vanderveen and guest jumper Jimmy LeVan. Ryan's on Jason Pannell's race bike. Jimmy's modeling the new Redline RL-520.

REDLINE RL-520



COMPONENTRY

FRAME: Redline RL-520, tri-moly.
FORK: Redline Pro, 4130 chrome-moly.
HANDLEBAR: Redline Pro, 4130 chrome-moly
HANDLEBAR STEM: Redline Pro Stealth, 4-bolt.
GRIPS: Tri type, rubber.
HEADSET: Steel, loose ball.
RIMS: Araya 7X, alloy, 20 x 1.75.
SPOKES: Stainless steel, .080 gauge.
HUBS: Joy Tech, sealed.
TIRES: Cheng Shin, skinwall, 20 x 1.75.
BRAKE: Dia Compe Bull Dog.

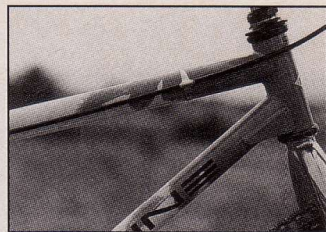
BRAKE PADS: Dia Compe, stock.
BRAKE LEVER: Dia Compe 128.
PEDALS: XC II type with chrome-moly axles.
CRANK: One-piece chrome-moly, 175mm.
BOTTOM BRACKET SET: Steel, loose ball.
CHAINWHEEL: Alloy, 44T.
DISC: Alloy power design.
FREEWHEEL: Suntour, 16T.
CHAIN: 3/32".
SEAT POST: Redline, 4130 chrome-moly, straight.
SEAT POST CLAMP: Peregrine, single-bolt, alloy.
SEAT: Redline, 5-rivet.
ACCESSORIES: Safety pad set.

SPECIFICATIONS

COMPLETE BICYCLE PRICE: Approximately \$259.95 for chrome, \$254.95 for painted (actual dealer prices may vary).
FINISHES AVAILABLE: Chrome, Airwest/Snow, Solar/Carbon, Rio/Carbon.
COMPLETE BICYCLE WEIGHT: 25 1/2 pounds.
STEERING HEAD TUBE LENGTH: Four inches.
HANDLEBAR RISE: 7 1/2 inches.
HANDLEBAR WIDTH END TO END: 29 inches.
TOP TUBE O.D.: 1 1/8 inches.
DOWN TUBE O.D.: 1 1/4 inches.
FORK LEG O.D.: 31.8mm tapered to 25.4mm.
BOTTOM BRACKET TYPE: American.

FOR MORE INFO CONTACT: Your local Redline dealer.
DISTRIBUTED BY: Seattle Bike Supply
 7620 So. 192nd St.
 Kent, Washington 98032

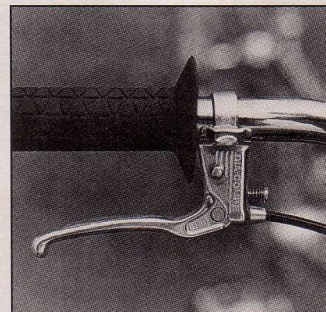
THE BIKE



The 520 frame features tri-moly tube construction, which means the front triangle is 4130 chrome-moly and the rear end is hi-tensile steel. That helps keep the bike in the affordable \$250 range. Don't worry about the RL-520 being a tanker. She tips the scales at a respectable 25 1/2 pounds. Nice attributes of the frame include the unique bends in the rear drop outs (to prevent "pac-manning") and exceptional side-to-side stiffness. Welds are very good for a Taiwan-made bike, and the quality of finish is great.



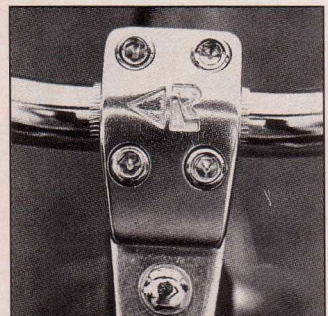
The forks are entirely 4130 chrome-moly; the legs tapered and extra beefy. The only thing we didn't particularly jump for joy about was the hole in each drop out. One of the test bikes sustained a very slightly warped left fork tab, but we tend to believe this minor problem stemmed from the testers' torture-torquing—not a fault in fork design.



Ryan liked the way the 520 handled—even with the HUGE bars. As you can see, he made do.

THE PARTS

The componentry comprises enough trickness to make it raceable right out of the crate or a dependable thrasher, whatever the buyer desires to do with it. Age range is approximately 10 years old through 16, possibly older with a stem and seat post switch.



Raves regarding the gear-changeability of the alloy power disk and chainring combo, the Joy Tech sealed hubs and authentic Araya 7X rims, Sun Tour-like pedals (with chrome-moly axles, wouldn't you know it), and soft Tri-type grips were heard from our testers.

THE TEST

Ryan Vanderveen and guest test boy Jimmy Levan were more than eager to provide riding evaluations for the 520's, providing we set them up with some primo launching terrain. Redline's factory guys Jason Donnell (15X) and Robert Zahnow (17X) also came along for the ride.

We packed everything up and headed on out to Palos Verdes trails,

hoping to find some BMX-ready jumps. No go. The jumps we found weren't exactly kickers, but our resourceful test crew made the most of what was available.

The treacherous P.V. downhills turned out to be excellent for testing how the bikes handled at white knuckle speeds of 35-40mph. Roosting into the loose dirt at the bottom of one of the hills also put the 520's to the handling test. What did they think of it?



Robert Zahnow roostin' (we always wanted to say that).

