

# SCHWINN FREE FORM PRO

A little kick-ramp radness just for fun. The forks were slightly off set by this punishment, but at least the bars didn't bend anymore.

Learning about the YO! machine.

■ Okay class, now listen up. Today we are going to put out text books away and take out our dittos on the testing of the Schwinn Free Form Pro (thunderous applause). Now settle down. Let's take turns reading the test. We'll go around the room having people read out loud until we're finished. Everyone got it?

Deep concentration drifted over the class as the students intently analyzed everything that the test had to say. It went exactly like this:

## FIRST IMPRESSIONS

The day the Schwinn Free Form Pro arrived at our offices, and we began piecing it together, we quickly noticed that it was no regular freestyle bike. Mainly because it has a lot of bizarre features that are real eye catchers. For instance, the Schwinn YO! grips with

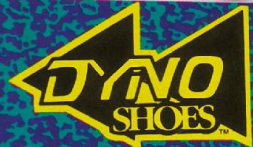
their molded ring and pinky finger design. The Schwinn YO! stem with its aerodynamic shape. The Schwinn YO! Rock-n-Roll seat with its molded four-fingered hole in the top of it, and an actual roller at the back of it to smooth out tricks like seat grinders. The Schwinn Ay-Bomb rear axle pegs (they're sold separately for around \$16) that you really have to see to believe. And finally the Schwinn YO! tires that have the word YO! plastered all over them, of course.

Some other parts of the bike that were cool, but not as exotic were the Dia-Compe Tech 6 levers, the 883 front caliper, and the rear Schwinn U-brakes (which were accompanied by the raddest Teflon lined cables we've come across on a stock bike in a long time). Also, the Schwinn 48-spoked wheels





AROUND AND ABOUT **THE**  
 STATE OF CALIFORNIA YOU  
 MAY CATCH BRETT  
 HERNANDEZ GLIDING  
 KILLER **NEW** TRICKS  
 ON HIS **DYNO** BIKE.  
 ELSEWHERE, BUT  
 NOWHERE IN PARTICULAR,  
 DAVE VOELKER CAN  
 BE WITNESSED  
 CARVING HIGH AND  
 LONG ACROSS 90°  
 TRANSITIONS. THESE GUYS  
 WEAR **DYNO** **SHOES**.  
 THESE GUYS **ARE**  
 HAVING FUN!  
**INSANE** DOES NOT  
 DESCRIBE THE WAY  
 THEY RIDE.



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RIDE SAFE ALWAYS USE THE PROPER SAFETY GEAR

**ASSORTED QUOTES ON THE  
 FREE FORM PRO**

"This thing is way heavy in the air."  
 "What's with these Ay-Bombs?"  
 "The frame geometry rules for flatland."  
 "I feel like having a YO! gurt."  
 "These brakes are really smooth."



The YO! Pro was stable in the air, yet hard to muscle around during corrections because of its heavy rear end. That forced Marty Schlesinger to stick to airs that were comfortable to him like this one-hand one-footer instead of trying anything harder.

looked good along with Schwinn's classic freestyle bars. After we stopped staring at the YO! Pro and actually got it all dialed in, we anxiously waited for the test day to arrive. We were very curious about how the bike would perform.

**YO! RAMPS**

When the test day finally arrived the YO! Pro had a long hard workout at the Industrial Ramp in Vista, California. Marty Schlesinger was the host Test Society member that did all of the ramp thrashing. He felt that the bike was long and heavy when he was first getting used to it. But once he got used to its feel, he said it was pretty stable. Marty managed to bust out some no-footers, one-hand one-footers, and even some cancans. He pretty much stayed away from more advanced moves, because it was too hard to throw the heavy rear end around during mid-air corrections. Plus, Marty tries to stay out of the hospital as much as he can.

When Marty called it quits on ramps for the day he said that the bike seemed like more of a flatland bike than a ramp bike because of its long feel, mega tubes everywhere, and a steep head-tube angle. Could



**SCHWINN**

The YO! Pro's chain stays were much more functional if you used your heel on them instead of your toes.

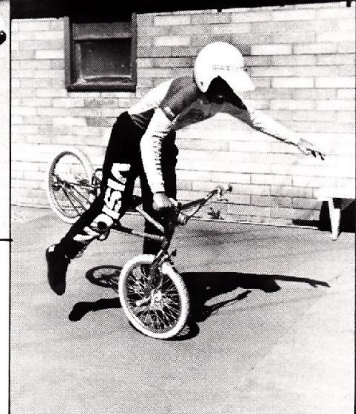
Do the brakes work, Danny? Obviously they were dialed in hard. Way perverted boomerang by the Hubbard.

that have anything to do with the design input of an all flatland team? The only damage the YO! Pro suffered from the ramping was a bent left handlebar end. Marty wasn't landing very hard and the bike never landed on its bars so we have to assume that the bars aren't all that tough. Other than that, the YO! Pro held up great.

**YO! FLATLAND**

For the flatland session Society Members Danny Hubbard and Chad Johnston took the controls. They had no problems doing cool rolling tricks because of the steep head-tube angle and optional peg positioning on the forks (Danny likes his pegs a little higher than Chad, but it was no problem, the forks made adjustments very easy). For once the brakes worked to everyone's standards. That was a surprise. The bars were liked also, but they would've been liked even more if they weren't bent from the ramp session.

The guys worked their way around the YO! Pro to test all its features and came to a dead



Chad Johnston sessioned the YO! Pro through some combo moves and rolling tricks with no probs. The steep frame geometry was definitely designed for flatland.

halt dealing with its chainstay platforms and Ay-Bomb pegs. The way Schwinn designed them actually makes tricks harder than easier. To solve the problem Danny suggests you use your heel on the stays with your toes pointing outward. Danny proved to us that this method will give you more support than resting your toes on the chainstays. Danny retired from testing the bike after making his point and let Chad finish off the test with some cool combo moves. Nothing bent or broke on the flatland session, and it went through some serious punishment.





The YO! Pro's chain stays and Ay-Bomb pegs made us do some serious wondering until Danny figured out how to use them.

The framestanding platform was cool. It was big enough for real feet during framestanding tricks, but also stayed out of the way of real feet during other tricks. The diagonal tube from the seat tube to the downtube is another hot idea.

Dia-Compe's adjusting barrels are just plain too high. Ours barely cleared the bottom of the downtube... barely.

## SPECIFICATIONS

### 1988 SCHWINN FREE FORM PRO

#### I. FRAME & FORK

**Frame design:** Freestyle design; Step 1 top tube platform, Step 2 rear integral platform and Step 3 down tube platform.

**Frame construction:** 4130 Bi-Oval chromoly.

**Diameter of top tube:** 1-1/4".

**Diameter of down tube:** 1-1/4".

**Diameter of**

**chainstays:** 3/4".

**Diameter of seatstays:** 5/8".

**Fork construction:**

Full 4130 chromoly, integral fork pegstands.

**Diameter of fork blades:** 1-1/8".

#### II. GEOMETRY

**Wheelbase:** 35" to 35-1/2".

**Steering head angle:** 75-degrees.

**Seat tube angle:** 68-degrees.

#### Bottom bracket height:

11-1/2".

#### III. DRIVE TRAIN

**Pedals:** Orbital Roller Design, chromoly axles.

**Cranks:** SR Cr Mo Lite, chromoly, 175mm.

**Chainwheel:** Sugino Diamond Cut Compact Disc, 43t.

**Bottom Bracket:** Steel, caged bearings.

**Chain:** KMC, 1/2" x 1/8", two-tone.

**Freewheel:** SunTour, EZ Off, 16t.

#### IV. WHEELS

**Rims:** Araya 7x, 48-hole, alloy.

**Hubs:** Large Flange, alloy, chromoly axles.

**Tires:** Yo! 20 x 1.75 t/r.

#### V. STEERING

**Grips:** Yo! Grip This.

**Handlebar:** Schwinn Low Rider, 4130 chromoly.

**Stem:** Yo! Potts modification.

**Headset:** Steel, caged bearings.

#### VI. SEATING

**Seat:** Yo! Rock 'N Roll, roller and handle design.

**Seat Post:** Schwinn, fluted, chromoly.

**Seat Post Clamp:** Alloy.

#### VII. BRAKES

**Front:** Dia-Compe FS 883.

**Rear:** Yo! U-Brake.

**Levers:** Dia-Compe Tech 6, locking buttons.

#### VIII. ACCESSORIES

**Detangler:** ACS Rotor.

**Pegs:** None, sold separately.

**C.P.S.C. Equipment:** Reflectors and chainguard.

#### IX. WEIGHT

29 lbs., 8 oz.

#### X. PRICE

\$370.

#### XI. COUNTRY OF ORIGIN

Taiwan.

#### XII. ADDITIONAL INFORMATION

Schwinn Bicycle Company

217 N. Jefferson St.

Chicago, IL 60606



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## ACS

Freestyle for the committed.

### THE YO! END

To sum it up the Schwinn held up great with only a bent pair of bars to wonder about. The frame geometry was liked more for flatland than ramps. The rear chainstays are weird, but can be functional if you use Danny's advice. The brakes worked rad and smooth. Some of the YO Pro's bizarre fea-

tures were questioned by the Test Society members, but since they were more for looks than anything else, they didn't bother anyone too much. For \$370 the YO! Pro is a good buy. If you get one it should last you awhile. But we'd have to suggest new bars for it. Tests don't lie.

As the last sentence of the test was read

out loud, the teacher announced that there would be no homework due the next day (thunderous applause, again). The test didn't interest some students, but some were so inspired that they went to their local bike shop to check out a Schwinn Free Form Pro that same day. Talking parents into buying a new bike is a whole new test, though. ■