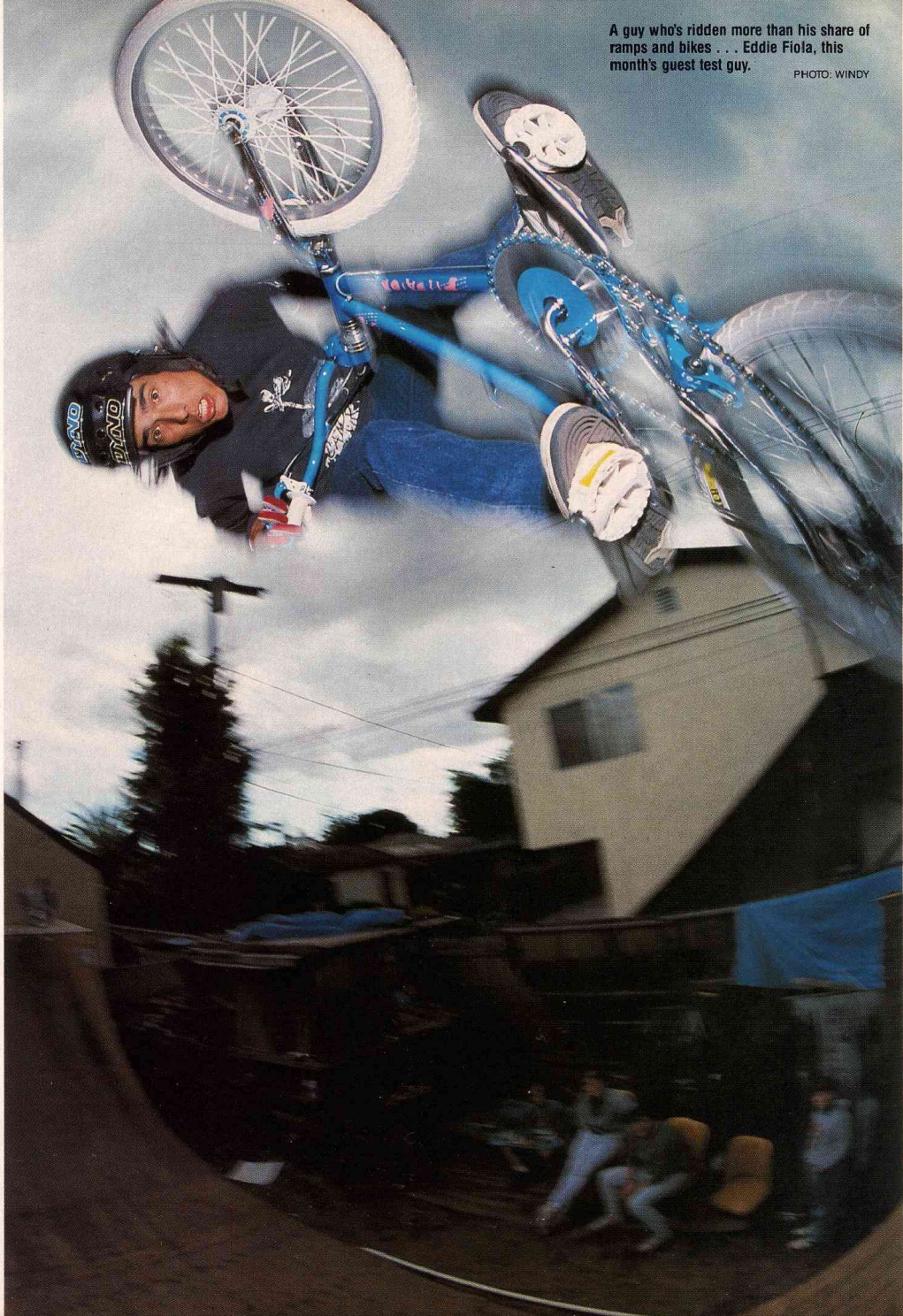


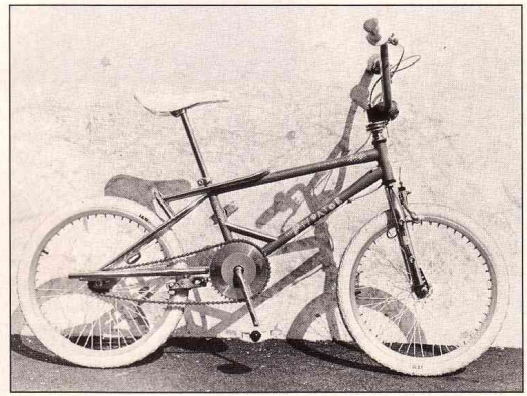
A guy who's ridden more than his share of ramps and bikes . . . Eddie Fiola, this month's guest test guy. PHOTO: WINDY



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# Schwinn's predator free-form pro

COMPARISON SHOPPING OF SORTS



STORY BY LEW





Boasting the latest in casual wear, Robert Peterson plays it safe in today's world.

Somewhere out there . . . someone owns the world's worst bike. It's a scary thought, but imagine it. Bald tires with the thread showing through. A single clamp stem holding the rusty, hi-rise bars. Half the spokes missing from the bent wheels. A giant chain guard to prevent your pant leg getting greasy from the chain, although the sprocket does rub the chain guard because it's warped badly. Grips harder than anything you've experienced. And forget about the lack of seat . . . there's just a seat post protruding from the cracked frame, which has been sloppily painted several times.

A bike any sane person wouldn't even consider



PHOTOS: SPIKE

riding. And freestyle it? Not a chance.

Luckily, you can walk into any modern bike shop and set yourself up with something *much* better than the above described ride. Say you wanted a freestyle bike that had street capabilities and would be able to cut the mustard with today's wave of tricks.

You'd most definitely want a good spinning device. Perhaps an ACS Rotor? Then there's wheels and tires. 48's are the latest rage . . . and get a set of tires with a cool low-profile tread pattern.

Choose a 4130 chrome-moly frame and fork set. Make sure the frame has plenty of built-in standing platforms or you'll be hatin' it later. The hot ticket in forks is to have a couple of different places to thread pegs in. Also make certain you find a nice pair of chrome-moly cranks and a set of bars that have a good rake to them.

Selecting the components for a project like this would take some time. An alternative to this would be to find a Schwinn dealer and ask to see a Predator Free-Form Pro. It's got everything we just described, not to mention Dia-Compe Nippon front brakes, a Schwinn YO! Rock & Roll saddle with a roller-edge for grinding, and the new Schwinn freestyle stem. Schwinn's new wheels are pleasing as well—Araya 48 spoke rims, YO! high-flange hubs, and Schwinn YO! tires. They even come with dice valve caps.

Color selection on the Predator Free-Form Pro is limited, but cool nonetheless. Your choice of neon blue/chrome or just plain old black chrome. The damage to your wallet isn't too bad either—\$369.95. Read the first paragraph of this story again and then decide . . . which would YOU rather have? I thought so.

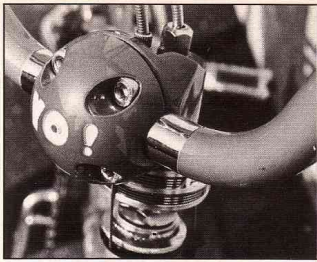
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Robert Peterson combines a basic flatland move with a set of stairs and comes up with something most riders would think twice about before attempting.

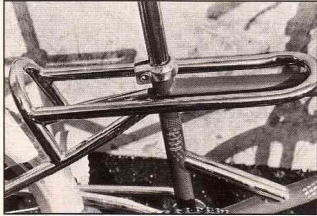
PHOTO: SPIKE







All new for '88—the YO! Freestyle stem. Looks a little like something out of Star Wars, eh?



More tubing than a jungle gym, but that only means more room to stand. Note how the standing platforms have been chromed to prevent the paint from wearing thin.



Halting power. No flex, no slipping, no sweat.

## SCHWINN PREDATOR FREE-FORM PRO SPECS

**COMPLETE BIKE PRICE:** \$369.95.  
**FINISHES AVAILABLE:** Neon blue/chrome or black chrome.  
**COMPLETE BIKE WEIGHT:** 29 pounds.  
**FRAME WEIGHT:** 6 pounds, 1 1/2 ounces.  
**FORK WEIGHT:** 2 pounds, 3 1/2 ounces.  
**BAR RISE:** 8 inches.  
**BAR WIDTH:** 28 inches.  
**SEAT TUBE ANGLE:** 70 degrees.  
**STEERING HEAD ANGLE:** 77 degrees.  
**FORK RAKE:** 1 inch.  
**BOTTOM BRACKET HEIGHT:** 11 3/4 inches.  
**WHEELBASE:** 36 inches to 37 1/4 inches.  
**TOP TUBE LENGTH:** 19 inches.  
**TOP TUBE O.D.:** 1 1/8 inches, tri-oval.  
**DOWN TUBE O.D.:** 1 1/8 inches, tri-oval.  
**FORK LEG O.D.:** 1 1/8 inches.

## COMPONENTS

**FRAME:** Schwinn Predator Free-Form Pro, 4130 chrome-moly.  
**FORK:** Schwinn Free-Form, 4130 chrome-moly.  
**BARs:** Schwinn Freestyle, 4130 chrome-moly.  
**STEM:** Schwinn YO! freestyle stem.  
**SPINNING DEVICE:** ACS Pro Rotor.  
**HEADSET:** Schwinn.  
**GRIPS:** Schwinn YO!  
**RIMS:** Araya 48's.  
**HUBS:** Schwinn YO! 48 hole.  
**SPOKES:** Steel, 14 gauge.  
**TIRES:** Schwinn YO! freestyle, 20 x 1.75.  
**BRAKES:** Front Dia-Compe Nippons, rear Schwinn YO!/Lee Chi U-brakes.  
**BRAKE LEVERS:** Dia-Compe Tech-6 with locking buttons.  
**BRAKE CABLES:** Dia-Compe.  
**PEDALS:** Schwinn YO! Yorbal, plastic with chrome-moly shaft.  
**CRANK:** SR, 4130 chrome-moly.  
**BOTTOM BRACKET:** OPC type.  
**FRONT SPROCKET:** Compact Disc type, 43 tooth.  
**FREEWHEEL:** SunTour 16 tooth.  
**CHAIN:** KMC.  
**SEAT:** Schwinn YO! Rock & Roll.  
**SEAT POST:** Schwinn, fluted chrome-moly.  
**SEAT POST CLAMP:** Schwinn, aluminum.

## STANDING FEATURES

**PLATFORMS/PEGS:** The forks have dual positioned thread-in peg holes, although no pegs are included with the bike. On the bars there is a small flattened area for standing. A sprocket guard/standing bar is welded in the main frame triangle, the

top tube has the intense standing platform which extends behind the seat and ends with a small kicker loop. On the rear chainstays there are the mysterious platforms which work well with axle pegs.

## OVERALL EVALUATION

**QUALITY OF FINISH:** 8+. The paint is as high-gloss as they come, but tends to chip rather easily. Luckily there are sections of the bike show-chromed so abuse won't affect the finish too badly. Decals were uniform and without wrinkles or bubbles.  
**QUALITY OF WELDING:** 8.5+. Fairly clean and neat. Nothing can compare to the hand-brazing Schwinn used to do on their bikes a few years back, but the welds on the current line are still above average.  
**QUALITY OF COMPONENTS:** 8.5+. Modern and up-to-date thanks to the useful input of the team. Many of the items are brand name or made for Schwinn by reputable parts manufacturers. Also, some of the equipment on the Predator you won't find on any other brand of bike . . . such as the YO! Rock & Roll saddle.

\*Based on a 1-10 scale.  
**ASSORTED COMMENTS:** "With Dave Fox and Jim Johnson on their team, Schwinn has definitely gained some respect. Combine those two with Robert Peterson and you've got the makings for a pretty wacked-out summer tour!" . . . "Schwinn's fully getting into freestyle for '88—the tour, the freestyle camps, hitting the majority of the contests." . . . "The YO! Ay-Bomb pegs (formerly the mysterious YO! Stools) work darn good considering how weird they look." . . . "The new forks are beefy and have dual positioning pegs." . . . "Those Schwinn tires are really soothing." . . . "Nothing but bite from the new YO!/Lee Chi brakes. Since they're mounted underneath and behind the bottom bracket, there's no WAY you could step on them." . . . "The new grips are a bit funky." . . . "The rear chainstay platforms were at first considered worthless, but with axle pegs they seem quite enjoyable." . . . "I wish there was a better color selection." . . . "You get what you pay for with the Predator Free-Form Pro." . . . "I was especially stoked to see an OPC type bottom bracket on this bike."

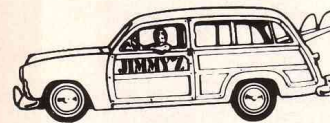
**MANUFACTURER**  
Schwinn Bicycles  
217 North Jefferson  
Chicago, Illinois 60606

## SKATER OF THE MONTH



Jacob "Marley" Sharp lives in Duncan, South Carolina. We thought we'd take a minute and call him and talk skating.

- **ASP:** *How long have you been skating?*  
JACOB: It's been about two years.
- *What equipment do you ride?*  
I have a large Clause Grabke and 92a bullets.
- *Who has influenced your skating the most?*  
Kevin Calvert.
- *Who is your favorite band?*  
Zeppelin.
- *What are your favorite tricks?*  
360 foot plants, Judo airs, ollies.
- *Future?*  
Keep skating.
- *Would you like to be sponsored?*  
Yes, Schmitt.
- *Closing words of advice?*  
Last month's winner was stupid.



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