TANTALUS & THUNDERBOLT

From start to finish it takes some 550 separate processes; 1 master craftsman, 1 painter and around 18 hours to turn an owner’s dream into a Tantalus or Thunderbolt. That is because with Rocky Mountain, technical innovation and commitment to quality is the rule rather than the isolated exception.

Rocky Mountain Bicycles now offers the serious rider a complete choice of options to fulfill all performance objectives.
Frame Design and Construction

From the testing of Rocky Mountain bikes across Canada (and now the United States and Europe) come the new models for the 1990s. New Rocky Mountain hybrids are invented throughout the year, but only a handful survive to pass the rigors of our “test crews.” Mark Cahill has impressed fellow competitors with his bold bursts of energy hopping broodside on to 3’6” obstacles; he is riding the fifth generation of the prototype Rocky Mountain Trails. Brian Walton with his amazing road wins in North America is assisting in the development of Stellos aluminum frames. While Lance Hitchen (Bike Design) perfections the Wedge II with hydraulic brakes, the sales representatives put in a lot of overtime on roads and trails to test out the 1989 models. Whether single function specific as the 1990 Metro, or multi-function general as the prototype Equipe, Rocky Mountain continues to lead with innovation and common sense.

Component Development

The news for 1989 is definitely Shimano . . . the Deore XT II 7 speed HyperGlide . . . the SLR and U-2 braking . . . the new Dura-Ace Integrated 8 speed. Wheeltech® wheels are now on every Rocky Mountain bicycle, most with 32 hole Ritchey Vantage or Welder AT20 rims. Looking forward to 1990, more will come from Canada . . . Syncros, Rocky Mountain components; the USA . . . Ritchey rims, tires and more; Japan . . . Shimano, power train components; and Germany . . . Magura, Hydraulic brakes.

The two BLIZZARD designs continue a standard in top flight Mountain Bikes. The BLIZZARD delivers stunning acceleration and superb handling through the Tange Prestige tube set and the Shimano Deore XT II power train. Ritchey tires mounted on Wheeltech® wheels rise above the most challenging trail conditions.

**BLIZZARD STANDARD/SPECIFICATIONS**

- **Frame Specifications**
  - Sizes: 17.5, 19.0, 20.5
  - Top Tube (for 19.0 size) 22.75”
  - Chordstays 16.6”
  - Bottom Bracket height 11.5”
  - Head/Seat angle 70/74°
  - Frame: Tange Prestige “Quad Butted” main triangle Tange Prestige

- **Component Group**
  - Deore XT II throughout, with the following special features:
    - Crankset: 48-34-24 round rings and crank length sized to frame
    - Hubs: 32 hole with XT II Hyperglide 12-28T
    - Rear Derailleur: Super short cage
    - Breaks: 10.2” brake front and rear
    - Brake Levers: 2-Finger with “SLR”
    - Pedals: K1 Rose with nylon Mountain clips and straps

- **Head Set**
  - Tange Vantage

- **Handle Stem**
  - Ritchey “Granito” TIG

- **Handlebar**
  - Tange Prestige “Black Chrome” with 6° bend

- **Handle Grips**
  - Rocky Mountain High Density Foam

- **Saddle**
  - Rocky Mountain Competition Leather

- **Seat Post**
  - Syncros Canadian 7000 series (335mm)

- **Wheels**
  - Welder AT20 Hard Anodized 32” rims
  - Spokes on Wheeltech® Hand Built Wheels

- **Tires**
  - Ritchey Force Duro

- **Colour**
  - White with black Granite Accent

**BLIZZARD SLOPE/SPECIFICATIONS**

- **Frame Specifications**
  - Sizes: 16.5, 18.0, 19.5
  - Top Tube (for 18.0 size) 22.75”
  - Chordstays 16.6”
  - Bottom Bracket height 11.5”
  - Head/Seat angle 70/74°
  - Frame: Tange Prestige “Quad Butted” main triangle Tange Prestige

- **Component Group**
  - Deore XT II throughout, with the following special features:
    - Crankset: 48-34-24 round rings and crank length sized to frame
    - Hubs: 32 hole with XT II Hyperglide 12-28T
    - Rear Derailleur: Super short cage
    - Breaks: 10.2” brake front and rear
    - Brake Levers: 2-Finger with “SLR”
    - Pedals: K1 Rose with nylon Mountain clips and straps

- **Head Set**
  - Tange Vantage

- **Handle Stem**
  - Ritchey “Granito” TIG

- **Handlebar**
  - Tange Prestige “Black Chrome” with 6° bend

- **Handle Grips**
  - Rocky Mountain High Density Foam

- **Saddle**
  - Rocky Mountain Competition Leather

- **Seat Post**
  - Syncros Canadian 7000 series (335mm)

- **Wheels**
  - Welder AT20 Hard Anodized 32” rims

- **Tires**
  - Ritchey Force Duro

- **Colour**
  - White with black Granite Accent
The trail vanishes into a terrain of rocks, bushes and trees. Down the hill you plunge, balancing over the steeply sloping top tube of the Tange Prestige frame set. In, then out of the saddle, you concentrate on the trail, as the AVALANCHE reacts instinctively, sensing the challenge yet to come. The 1988 World’s dual slalom Downhill at Mammoth Mountain was won on an Avalanche. That’s the flawless breeding of Rocky Mountain’s AVALANCHE.

AVALANCHE/SPECIFICATIONS

Frame Specifications
- Frame Sizes: 17.5, 19.0, 20.5 inches
- Top Tube (for 19.0'): 22.75” ("Horizontally" measured)
- Chain Stay: 14.75”
- Bottom Bracket Height: 11.5”
- Head/Seat Angle: 70/73
- Frame/Fork: TIG welded in Japan with Tange Prestige with top tube and special RNB seat tube re-inforcement, Tange Ex-Me MIB seat triangle and fork

Component Group: Shimano Deore II throughout with the following special features:
- Crankset: 46-36-26 H.P. Biscop and crank length sized to frame
- Hubs: 32 hole with Deore II Hyperglide
- 12-18t cogs
- Head Set: Rocky Mountain "Black Chrome"
- Handlebar: Rocky Mountain budge bar "Black chrome" with 10° bend
- Handle Grips: Rocky Mountain High Density Foam
- Saddle: Rocky Mountain Competition Leather
- Seat Post: Strong hard anodized PFH (300mm)
- Rear Derailleur: Long Cage
- Brakes: "U-2" rear, centerfire front
- Brake Levers: 2-finger with "SLR" 2.0mm Oversize Cables
- Wheels: Ritchey Vantage Silver Anodized 32 hole rims on Wheeltech" hand-finished wheels

STRATOS

The 7000 series Aluminum STRATOS is the result of a responsive ear to competitive rider requests. The toughest industrial tools, like the STRATOS are not covered with glamorous paint.

“I am used to challenging the best in the world on my road bike, so I chose a Stratos for the championship Cyclo-cross Race Circuit. I find the aluminum Stratos is very light and yet stiff enough to challenge the toughest of climbs.”

Brian Walton, the 1988 BC Cyclo-cross Champion, 1st in Gestown Grand Prix, Canadian National Road Champion, 1st at numerous stage races in the USA and Europe.

STRATOS/SPECIFICATIONS

Frame Specifications
- Frame Sizes: 17.5, 19.0, 20.5, 22.0 inches
- Top Tube (for 19.0'): 22.69”
- Chain Stay: 14.85”
- Bottom Bracket Height: 11.75”
- Head/Seat Angle: 70/73
- Frame/Fork: TIG welded in Japan, with 5° slope on Top Tube and 3-Wo MIB fork set

Component Group: Shimano Deore II throughout, with the following special features:
- Crankset: 46-36-26 H.P. Biscop and crank, length sized to frame
- Hubs: 32 hole with Deore II Hyperglide
- 12-21t cogs
- Rear Derailleur: Long Cage
- Brake Levers: 2-finger with "SLR"
- Head Set: Rocky Mountain "Black Chrome"
- Handlebar: Tange Prestige "Black Chrome" with 6° bend
- Handle Grips: Rocky Mountain High Density Foam
- Saddle: Rocky Mountain Competition Leather
- Seat Post: American Classic MIB
- Wheels: Ritchey Vantage Gray Anodized 32 hole rims on Wheeltech" hand-finished wheels
- Tires: Ritchey Force Duro
- Pedals: H.K. (XT type) with Nylon Mountain Clips and Straps
- Colors: Natural Silver with Black Accent
HAMMER flat out, pound up the hills, scream back down. Challenge all rivals with the Shimano Deore II components, and Wheeltech® hand-trued wheels. Cables routed smooth along the top tube, and a high pressure pump neatly tucked into the seatpost complete this tough, yet refined machine. The HAMMER can be trusted in the toughest conditions.

HAMMER/SPECIFICATIONS

Frame Specifications
- Frame Sizes: 16.0, 17.5, 19.0, 20.5, 22.0 inches
- Top Tube (to 19.0” seat) 22.25”
- Chainstay: 16.9”
- Bottom Bracket height: 11.5”
- Head/seat angle: 70°
- Frame/Fork: Tange MTB 4130 Cro-Mo throughout
- Crankset: 46-36-26 H.P. Bixpaco and crank length sized to frame
- Hubs: 32 hole with Deore II Hyperglide
- 12-28T cogset
- Rear Derailleur: Long Cogs
- Front Derailleur: Top Tube Cable routing through pulley
- Brakes: Cantilever front and Rear routed along Top Tube
- Brake Levers: 2-finger with “SLK” 2.0mm
- Oversized Cables
- Handlebar: Rocky Mountain “Black Chrome”
- Handlebar: Rocky Mountain High Density foam
- Handle Grips: Rocky Mountain/Odyssey with Autoto H.P. Pump
- Wheels: Ritchey Vantage Silver 32 hole rims on Wheeltech® hand-finished wheels
- Tires: Ritchey Force Duo
- Pedals: H.K. (XT type) Cro-Mo spindle
- Colours: Red/Black Grains or Black/Candy Apple Red

FUSION/SPECIFICATIONS

Frame Specifications
- Frame Sizes: 16.0, 17.5, 19.0, 20.5, 22.0 inches
- Top Tube (to 19.0” seat) 22.25”
- Chainstay: 16.9”
- Bottom Bracket height: 11.5”
- Head/seat angle: 70°
- Frame/Fork: Tange MTB 4130 Cro-Mo throughout
- Crankset: 48-38-28 H.P. Bixpaco and cranks, length sized to frame
- Hubs: 36 hole with Deore II Hyperglide
- 13–30T cogs
- Brakes: “O-2” rear, cantilever front
- Brake Levers: with “SLK” 1.8 mm cables

Component Group
- Headset: Rocky Mountain
- Handle Stem: Rocky Mountain “Black” Cro-Mo
- Handlebar: Rocky Mountain bike with 10° bend
- Handle Grips: Rocky Mountain High Density foam
- Saddle/Post: Rocky Mountain/New Kalloy 300mm
- Wheels: Araya TX rims on Wheeltech® hand-finished wheels
- Tires: Ritchey Quest 1.9
- Pedals: H.K. (XT-type) Cro-Mo spindle
- Options: Blackburn 5X1 Rack and Mountain Cage or Syncros Burgundy Xanite Fenders
- Colours: Aqua/White Accent or White/Black Accent

Fusion of individual care and dedication, not usually attributed to imports, is the birthmark of this bike. Each frame set is inspected in Taiwan by Rocky Mountain’s Chief Designer, then built in Canada by Rocky Mountain Mechanics.

Test the uncompromising performance of the FUSION’s full Cro-Moly frame set and Hand Trued Wheeltech® wheels. Shift through 21 gears of the revolutionary Shimano Hyperglide power train. FUSION’S name is the trademark for good value without compromise.
The Rocky Mountain Team is working hard to improve and perfect the 1989 models for the 1990’s. The Rocky Mountain Bicycle, designed and built in Canada, is sponsoring Pro Mountain Bike Racers across Canada.

Geoff “Lumpy” Leidal
Whistler Mountain, B.C. Canada
“People get pretty serious at the start of a race, I try to lighten things up.”
Serious about winning though, Lumpy’s results in 1989 will indicate his potential.
His choice: Rocky Mountain Tantalus with T16 welded Tange Prestige tubing.

Cindy Devine
Whistler Mountain, B.C. Canada
As a professional in mountain bike racing and physical therapy, Cindy is the first Canadian woman to challenge and win in the dominant American Freewomen category. She is returning with a passion for the Downhill and Dual Slalom events. Her choice: Rocky Mountain Stratos.

Paul Chetwynd
Deep Cove, B.C. Canada
Paul’s watched closely in competition. Rated at the top of Canada’s Pro men, he has chosen the Tantalus to out-perform his competitors in 1989.

Mark Cahill
Victoria, B.C. Canada
In order to train for motorcycle trials (No. 2 in Canada), Mark’s talent led him to ride mountain bike trials competitions. “Trials” is the specialty mountain bike sport of tripping through and over obstacles without dismounting. Mark is ranked No. 1 in Canada. His choice: Rocky Mountain Trials.

Guido Vissar
Brandon, P.E. Canada
Guido has a winning instinct while racing his Rocky Mountain Blizzard. He has placed top 3 in almost every Expert and Pro mountain bike race entered in the Eastern U.S. and Canada. Eighteen year old Guido is ready to battle for top honours in the East for Rocky Mountain Bicycles.

Borino Lafleur
St-Foy, P.Q. Canada
As an Olympic hopeful on Canada’s Cross-Country Ski team, winning on the Rocky Mountain Blizzard is an important part of Borino’s “cross training”. Borino’s second year on the Pro Am Circuit will be coupled with the determination that has made him one of Quebec’s top athletes.

The pinnacle of success comes with a bicycle worth winning on. What goes into each GIRO or TURBO is the craftsmanship of one master builder — Derek Bailey. Full custom frame sizing and component options are available.

GIRO SPECIFICATIONS

<table>
<thead>
<tr>
<th>Frame Material</th>
<th>Each frame is individually handmade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame Materials</td>
<td>Vitus 963 GTI, investment cast lugs and Campy dropouts</td>
</tr>
<tr>
<td>Frame Colour</td>
<td>Any inners or Neons applied with F-base, C-base, Brush</td>
</tr>
<tr>
<td>Component Group</td>
<td>Shimano Ultegra, 105 7 speed or Dura-Ace 8 speed</td>
</tr>
<tr>
<td>Handlebar Stem</td>
<td>Cinelli XA, sized to frame</td>
</tr>
<tr>
<td>Saddle/Post</td>
<td>Rocky Mountain Racing Leather with SR Sakei Post</td>
</tr>
<tr>
<td>Wheels</td>
<td>Whiskey® Rigid Built with DT spokes, Weldite® TK rims and SL19 tires</td>
</tr>
</tbody>
</table>

TURBO SPECIFICATIONS

<table>
<thead>
<tr>
<th>Frame Material</th>
<th>Finished to perfection with optional Turbo seat cluster and fork crown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame Materials</td>
<td>Tangent Prestige, Columbus SLX or Reynolds 531C, Cinelli investment cast lugs, Campy dropouts</td>
</tr>
<tr>
<td>Frame Colour</td>
<td>Any inners or Neons applied with F-base, C-base, Brush</td>
</tr>
<tr>
<td>Component Group</td>
<td>Shimano New Dura-Ace 8 speed or Ultegra 7 speed. With options crank size, hub drilling, pedal type, and sprocket combinations</td>
</tr>
<tr>
<td>Handlebar Stem</td>
<td>Cinelli XA, sized to rider</td>
</tr>
<tr>
<td>Saddle/Post</td>
<td>Rocky Mountain Racing Leather or SI Turbo with NDB or SR Sakei Post</td>
</tr>
<tr>
<td>Wheels</td>
<td>Whiskey® Rigid Built with any option of Weldite® rim and number of DT spokes</td>
</tr>
</tbody>
</table>

*Stock Dimensions (cm)*

<table>
<thead>
<tr>
<th>Frame Size</th>
<th>49</th>
<th>50</th>
<th>51</th>
<th>52</th>
<th>53</th>
<th>54</th>
<th>55</th>
<th>56</th>
<th>57</th>
<th>58</th>
<th>59</th>
<th>60</th>
<th>61</th>
<th>62</th>
<th>63</th>
<th>64</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top Tube</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td>55.5</td>
<td></td>
</tr>
<tr>
<td>Seat</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
<td>72</td>
</tr>
<tr>
<td>Headset</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>75</td>
</tr>
<tr>
<td>Front</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

*All Turbo sizes and dimensions may be modified for each individual rider*