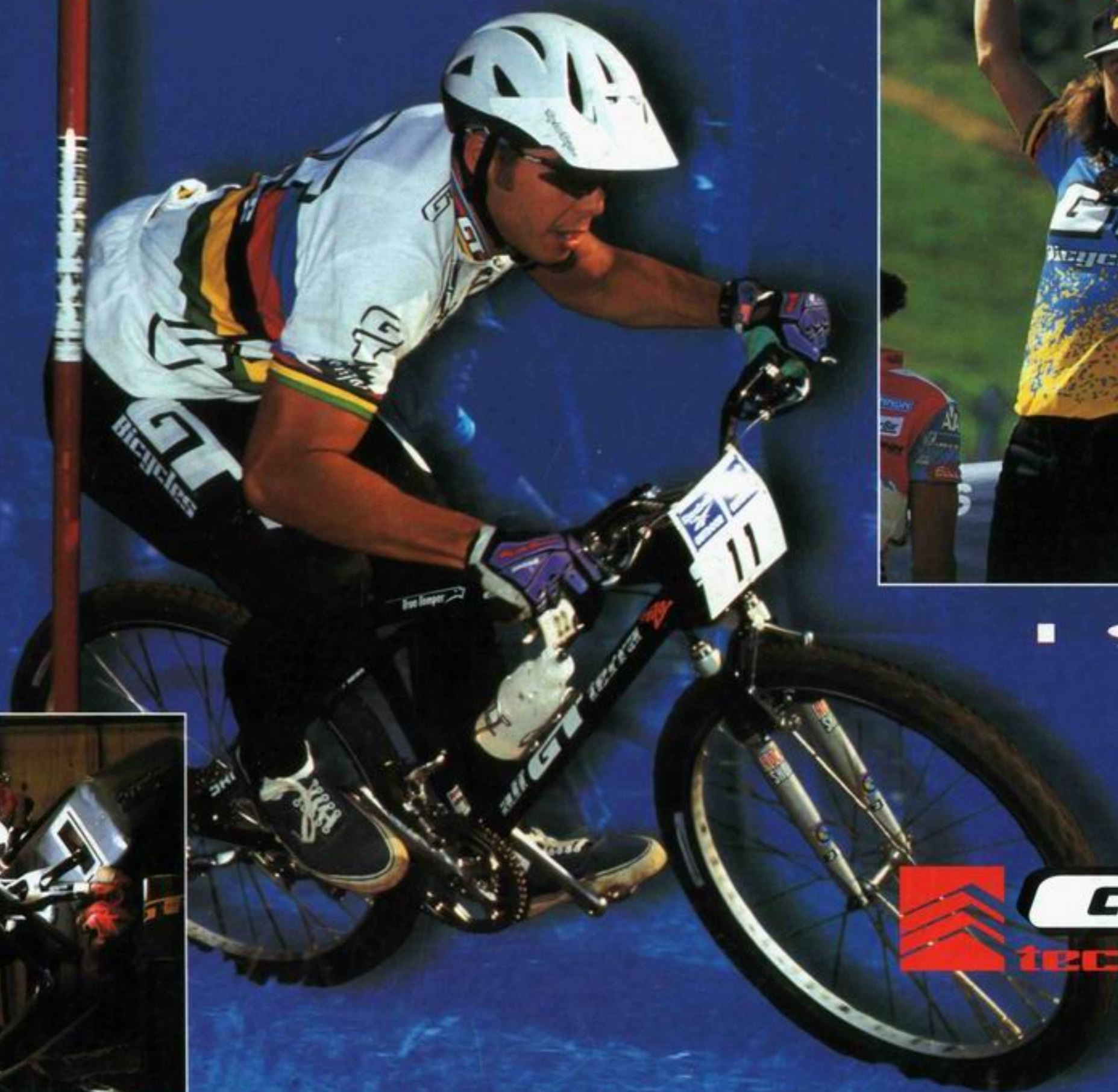
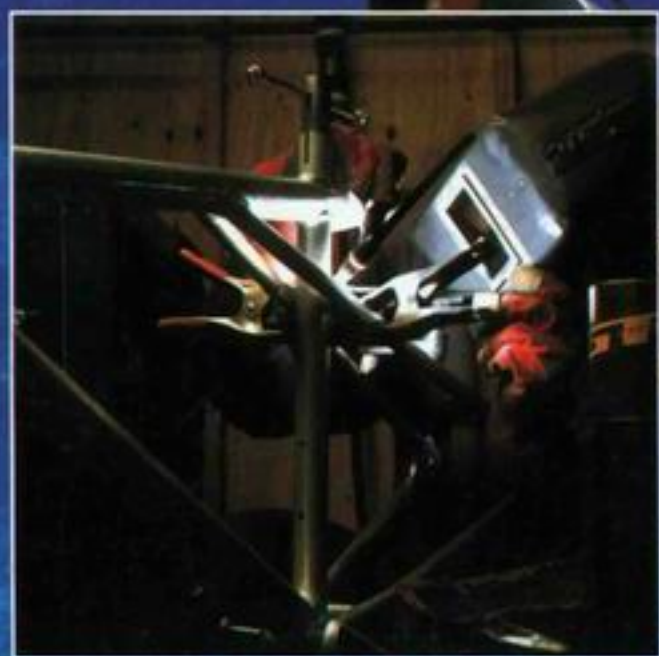




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GT
tech shop

nicolas vouilloz



Jr. World Downhill Champion

team rts

FRAME SIZE	HEAD TUBE ANGLE	SEAT TUBE ANGLE	TOP TUBE LENGTH
14.5"	70.5	73.0	530
16"	70.5	73.5	545
18"	70.5	73.5	575
19"	70.5	73.5	580
20"	70.5	73.5	585
FRAME SIZE	BOTTOM BRACKET HEIGHT	STANDOVER HEIGHT	RAKE
14.5"	298	743.1	45
16"	298	760.5	45
18"	298	782.1	45
19"	298	795	45
20"	298	830.2	45
FRAME SIZE	CHAINSTAY LENGTH	WHEEL BASE	BOTTOM BRACKET WIDTH
14.5"	425.5	1044.19	73
16"	425.5	1054.14	73
18"	425.5	1076.17	73
19"	425.5	1076.17	73
20"	425.5	1088.59	73

All dimensions except Head and Seat angles are in millimeters



Fully Adjustable
USA Made Noleen
Piggyback Oil
Dampened Coil
Over Shock.

CNC Machined 6061-T6
Heat Treated Aluminum
Rocker Arm

USA Made Ball Burnished
6061-T6 Heat Treated
Aluminum Front Triangle.



Race proven by Team GT speedsters around the globe, the world downhill championship design Team RTS

team RTS

is back for 1995 and faster than ever. When racing on the World Cup circuit, second best won't cut it. To succeed here means you're the best

in the sport. And that's something at GT we don't take lightly. • The USA made Team RTS (Rocker Tuned Suspension™) 6061-T6 aluminum

frame incorporates race car suspension technology to provide the proper amount of chassis stiffness to constrain wheel movement, to give

the Team RTS the advantage of full suspension with rigid frame acceleration. The suspension configuration of the RTS offers three distinct

advantages: Anti-squat, Anti-dive, and Adjustability. • The Anti-squat geometry allows the chain force to counteract the rearward weight transfer due to

forward acceleration. It ensures the suspension stays topped out during normal riding, thus preventing energy loss,

with no "bobbing". So when you're sprinting for the finish or climbing a technical section, you have optimum power

transfer to the rear wheel. • During braking, weight transfer tries to compress the front, as well as extend the rear sus-

pension. By incorporating Anti-dive geometry, the forces generated by braking actually compress the rear suspension,

leveling out the bike. This lowered center of gravity reduces the

weight transfer to the front, thereby improving braking performance. • With the idea that no rider

was created equal, the RTS system is designed for complete adjustability. The RTS can easily be

tuned to fit each riders individual riding style, weight, and handling preferences. The USA made

Noleen oil dampened coil over shock's adjustable compression damping and spring preload

allows the shock to be tuned for a variety of terrain. • The Team RTS. Race tested, and proven.



* frame shown with optional RockShox suspension fork.

team LTS

Fresh out of the gate, and already posting podium finishes, the Team LTS is the new

force to reckoned with on the professional race circuit. • Crafted in the USA from 6061-T6 aluminum, the Team LTS

employs a classic "four-bar linkage" suspension system. This unique design centers around imaginary points called



"instantaneous centers of rotation". These points, located at the intersection of the chainstay and

upper link (approximately 20 feet in front of the bike), are where the acceleration forces are trans-

mitted into the suspended chassis. As the rear axle moves up and down, its instantaneous center of rotation moves in the opposite

direction. The end result virtually eliminates any pedaling influence when compressing deep into the suspension travel. • In chain dri-

ven vehicles, Anti-squat geometry allows the chain tension to counteract the rearward weight transfer. With the Team LTS' four bar

linkage suspension design, we have achieved optimum Anti-squat (100%). With 100% Anti-squat, the weight transfer to the rear wheel

is perfectly balanced by the driving force pushing the rear axle downward, therefore creating a lifting force at the rear of the bicycle. This balancing force

is what eliminates "bio-pacing", and allows the LTS to have significant droop travel. • By allowing the

rider to set up the bicycle with the proper amount of "droop", the Team LTS' rear wheel travels with

the terrain giving the rider superior traction and braking control. • Featuring a USA made Fox

Racing air/oil adjustable shock, investment cast titanium upper link, "knee-

action" style shock activation, and ball burnished finish the Team LTS takes

the world of active suspension to a new level of performance.



* Frame shown with optional Rock Shox suspension fork



Investment Cast
Titanium Upper Link.

All Pivot Points
are Kevlar
Reinforced Acetal
Bushings,
rotating on
Hard Anodized
Aluminum Pivots.

Custom Tuned Fox
Racing "Alps 4" Air/Oil
Shock with Hard Anodized
Aluminum Shaft.

6061-T6 Heat
Treated Aluminum
Main Frame and
Rear Triangle.

mike king



World Downhill Champion
NORBA Dual Slalom Champion

Its

FRAME SIZE	HEAD TUBE ANGLE	SEAT TUBE ANGLE	TOP TUBE LENGTH
14.5"	69.7	73.8	537.1
16"	69.7	73.8	546.7
18"	69.7	73.8	576.4
20"	69.7	73.8	587.7
FRAME SIZE	BOTTOM BRACKET HEIGHT	STANDOVER HEIGHT	RAKE
14.5"	301	743.4	38
16"	301	753.3	38
18"	301	781.1	38
20"	301	831.5	38
FRAME SIZE	CHAINSTAY LENGTH	WHEEL BASE	BOTTOM BRACKET WIDTH
14.5"	424.4	1049.68	73
16"	424.4	1058.69	73
18"	424.4	1080.51	73
20"	424.4	1093.53	73

All dimensions except
Head and Seat angles are in millimeters

juli furtado



World Cup & NORBA
National Champion

xizang

FRAME SIZE	HEAD TUBE ANGLE	SEAT TUBE ANGLE	TOP TUBE LENGTH
16"	71	73.5	545
18"	71	73.5	575
19"	71	73.5	580
20"	71	73.5	582
FRAME SIZE	BOTTOM BRACKET HEIGHT	STANDOVER HEIGHT	RAKE
16"	298	747.5	45
18"	298	771.8	45
19"	298	784	45
20"	298	809.1	45
FRAME SIZE	CHAINSTAY LENGTH	WHEEL BASE	BOTTOM BRACKET WIDTH
16"	425.5	1046.67	73
18"	425.5	1067.91	73
19"	425.5	1066.81	73
20"	425.5	1070.41	73

All dimensions except
Head and Seat angles are in millimeters

Pierced top tube at
the seat tube for
increased strength at
this critical point.

3/2.5 Titanium Triple
Triangle Design™ Frame.
3/2.5 titanium has a strength
to weight ratio almost twice
that of steel.

Oversize double
taper seatstays for
optimum braking
performance.



From National championships to World Cup events, professional racers around the world have fallen prey to the Xizang as it powered home such champions as Juli Furtado, Gerhard Zadrobilek and Chantal Daucourt. Angle for angle, tube for tube, and spec for spec, this is the exact bike raced by Team GT pros on the World Cup circuit. And when you total up their respective wins, you can only imagine what this USA made thoroughbred could do for your performance. Making a bike worthy of such great riders takes the finest talent, materials and ingenuity. And at GT, we let nothing

stand in our way • Titanium is an ideal alloy for bicycle construction due to its dramatic weight to strength ratio (almost twice that of steel), its workability and optimum cold-worked-stress-relieved yield strength.

When utilizing titanium in bicycle construction the selection of alloys is paramount. Through years of research and testing, the titanium found to be best suited for bicycle construction is 3/2.5 titanium. 3/2.5 is a titanium alloy consisting of 3 parts aluminum and 2.5 parts vanadium. •



Tubes cut and mitered, the highly skilled welders that titanium requires take charge. Due to some of its unique characteristics, titanium must be welded in an environment completely free of oxygen and contaminants. To accomplish this the welding area is surrounded with an inert gas, which in turn keeps oxygen away and eliminates any possibility of weld contamination. Once the frame is complete a hand polishing process is applied that achieves a unique shine exclusive



to natural titanium. • When all the designing, tube selection, welding and testing are done, the finished frame represents a benchmark of modern ideals and technology. To see a Xizang is to see a bike that has taken some of the world's top athletes to the podium. To ride a Xizang, well, that's an experience we'll leave for you to find out.



zaskar le

Manufactured at GT's headquarters in Southern California, the Zaskar LE is the personal ride of

Trials/Extreme rider Hans Rey. And if you've ever seen Hans ride, you can appreciate what that means. For over 4 years Hans has been

blazing some of the toughest and most extreme trails in the world. And year after year it's the same story, the Zaskar LE handles whatever Hans throws its



way. • To make the Zaskar LE capable of enhancing a rider like Hans' performance we pulled out all the stops. Featuring our race proven Triple Triangle Design™ frame, the Zaskar LE is created using 6061-T6 heat treated aluminum to create a light-weight, yet strong and powerful frame. With the equipment abuse that goes hand in hand with competing on the World Cup circuit, special attention was paid to the very critical high stress areas, such as the seatstays, chainstays and juncture of the

head, top, and down tubes. To strengthen these areas we used oversized butted tubing and bold welds. At the head tube we also added powerful reinforcing gussets to aid in the distribution of stress loads over a larger surface area. • And as if that were not enough, even the finishing process adds to the strength, as well as the beauty, of the Zaskar LE. Every Zaskar, including anodized frames, undergoes a unique process called "ball burnishing". In this

process the frame is tumbled in a large drum filled with thousands of ball bearings. This constant bombard-

ment of ball bearings acts as a mild form of "shot-peening" that not

only polishes the frame, but compresses and strengthens the alu-

minum as well. • From the extreme to the World Cup circuit, the

Zaskar LE is ready to win. The Zaskar LE is available in Ball

Burnish, Anodized Turquoise, Ink Blue or Purple Fade.



* frame shown with optional RockShox suspension fork.



GT Titanium
Axle Skewers



6061-T6 Heat Treated
Aluminum Triple Triangle
Design™ frame with bold
oversize welds.

Reinforcing head
tube gussets for
additional strength.

hans rey



Team GT extremist

zaskar le

FRAME SIZE	HEAD TUBE ANGLE	SEAT TUBE ANGLE	TOP TUBE LENGTH
14.5"	70.5	73.5	530
16"	70.5	73.5	545
18"	70.5	73.5	575
19"	70.5	73.5	580
20"	70.5	73.5	585
FRAME SIZE	BOTTOM BRACKET HEIGHT	STANDOVER HEIGHT	RAKE
14.5"	298	733.3	38
16"	298	751.4	38
18"	298	776.9	38
19"	298	789.3	38
20"	298	825	38
FRAME SIZE	CHAINSTAY LENGTH	WHEEL BASE	BOTTOM BRACKET WIDTH
14.5"	425.5	1035.59	73
16"	425.5	1044.62	73
18"	425.5	1066.59	73
19"	425.5	1065.8	73
20"	425.5	1078.99	73

All dimensions except
Head and Seat angles are in millimeters



Official bike of the
U.S. Cycling Team

Edge

Frame Size	Head Tube Angle	Seat Tube Angle	Top Tube Length
50cm	72.0	74.5	525
52cm	73.0	74.0	535
54cm	73.5	73.5	545
56cm	74.0	73.5	560
58cm	74.0	73.0	575
60cm	74.5	73.0	585
Frame Size	B.B. Height	Rake	Chainstay Length
50cm	271	50	410
52cm	271	45	410
54cm	271	45	410
56cm	271	40	410
58cm	276	40	410
60cm	276	40	410
Frame Size	Wheel Base	All dimensions except Head and Seat Angles are in millimeters	
50cm	982.7		
52cm	975.1		
54cm	976.1		
56cm	981.4		
58cm	990.9		
60cm	997.1		

Pierced top tube at the seat tube for added strength.

Powerful Triple Triangle Design™ frame for quicker acceleration and enhanced climbing.

Hand polished titanium, Ball Burnished aluminum and lustrous DuPont Imron chromoly finishes.



With a strength to weight ratio almost twice that of steel, it is easy to see

edge ti

why titanium has become one of the top alloys of choice for today's high performance bicycle craftsmen. When we added the weight and strength advantages of titanium to our Triple Triangle Design™ frame featuring classic road racing geometry, we knew we had a bike destined for a single place. 1st. The Titanium Edge is the ideal bike for those seeking the perfect fusion of tradition and innovation.

edge crmo

Chromoly has long been the preferred metal of road cycling's "old-world"

craftsmen. And when that chromoly happens to be True Temper's GTX Ultra-III heat treated tubing, you could say that tradition has just run head on into the 21st century. Featuring exquisite fillet brazed welds and beautiful DuPont Imron™ paint finishes, the Edge crmo is an artistic statement



to the form and function of chromoly.

Never before have you seen anything like it. Bold welds and

edge aluminum

an aggressive ball burnish finish combine with proven road geometry to create the USA made Edge aluminum. Handcrafted from 6061-T6 heat treated aluminum, the Edge aluminum features our lightweight, responsive and stiff Triple Triangle Design™ frame. A combination that transfers the energy from every pedal stroke into acceleration.



psyclone

When Team GT pros Rishi

Grewal and Jimi Killen chose to race chromoly instead of titanium, the competition knew something was up. Well, they were right. Handcrafted in the USA from True Temper's finest GTX



GT Titanium spindle sealed bearing bottom bracket



Jimi Killen - Team GT XC Pro

Ultra-III heat treated chromoly, the 1995 Psyclone features our innovative and beautiful fillet brazed Triple

Triangle Design™ frame, GT engineered Groove Tube™ top tube cable routing, replaceable alloy derailleur hanger and lustrous DuPont Imron™ paint finishes.



* frame shown with optional RockShox suspension fork.

psyclone

FRAME SIZE	HEAD TUBE ANGLE	SEAT TUBE ANGLE	TOP TUBE LENGTH
14.5"	70.5	74.0	530
16"	70.5	73.5	545
18"	70.5	73.5	575
19"	70.5	73.5	580
20"	70.5	73.5	585
22"	70.5	73.5	595
FRAME SIZE	BOTTOM BRACKET HEIGHT	STANDOVER HEIGHT	RAKE
14.5"	298	726.8	45
16"	298	744.4	45
18"	298	768.6	45
19"	298	780.8	45
20"	298	807.1	45
22"	298	855.0	45
FRAME SIZE	CHAINSTAY LENGTH	WHEEL BASE	BOTTOM BRACKET WIDTH
14.5"	420	1036.09	73
16"	420	1044.15	73
18"	420	1064.90	73
19"	420	1063.59	73
20"	420	1071.29	73
22"	420	1083.59	73

All dimensions except Head and Seat angles are in millimeters

Beautiful hand fillet brazed welds and lustrous DuPont Imron paint finishes.

Powerful Triple Triangle Design™ frame for quicker acceleration and enhanced climbing.



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