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Stand Out from the Crowd

Welcome to the world of GT Bicycles. Perhaps you already know us from our success in mountain bike racing, or maybe you know us from twenty years ago when Gary Turner (the "GT" in GT) made his first chrome-moly frame and it was an instant success on BMX tracks around the world.

On the other hand, we may be totally new to you. Either way, we want to say thanks for taking a look at our bikes. We look forward to every opportunity to meet prospective buyers and cycling enthusiasts and introduce them to GT Bicycles. Once you see our bikes and get to know us a little bit, you'll want to be part of the ever-growing family of GT owners around the world. We're a diverse and interesting lot if ever there was one. The family includes World Championship mountain bike racers like Juliana Furtado, Mike King, and Nicolas Vouilloz; adventurers like Bart Castellen, who spent over a year riding through Africa (if

you read Dutch, he's written a book about it) and Grant Dalton, who sailed around the world to win the Whitbread yachting title; and then there are superstars like Hans "No Way" Rey whose videos are a tour de force stunt spectacular, and pro basketball MVP Hakeem Olajuwon, whose 25-inch GT Psyclone looks like a kids bike with 20-inch wheels when he rides it. Of course, we would be remiss not to mention the thousands of GT family members that are even more important to us. They are the Generation-X'ers, the 30-somethings, and the baby-boomers who might not be as famous as some of the names men-

Awesome is GT's lineup of LTS, RTS and Triple Triangle bikes.

tioned before, but they're the folks who, together with the dedicated network of professional independent bicycle dealers that sell and service our bikes, have made us a success.

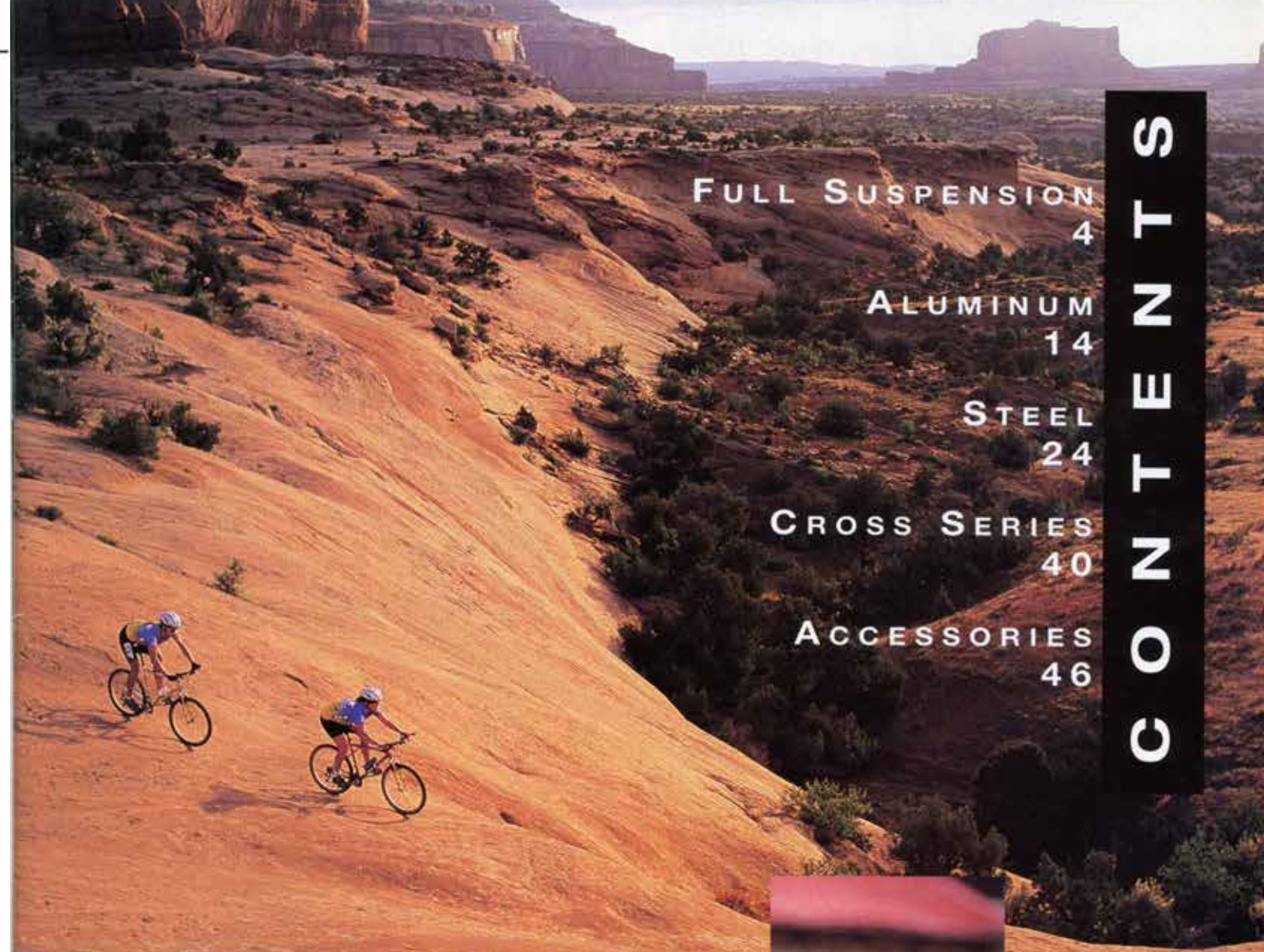
So you see, when you purchase a GT bike, you also become a member of the GT family. You're not just a face in the crowd riding a bike that looks and feels like every other bike. You're distinct and individual; you're a GT rider.

GTs represent the best of everything in cycling. The best for racing (cross-country or downhill) the best for recreational back-country riding and the best for dual-purpose on- or off-road riding. With GT Bicycles, you get the mountain bike of your choice. Whether it's the Karakoram, with its superlative



chrome-moly Triple Triangle frame, or a full suspension Team LTS, with its 6061-T6 aluminum alloy frame and titanium link, each and every GT bicycle offers the latest technology and represents the ultimate fulfillment for your cycling experience.

GT Bicycles are brought to you exclusively by a network of independent professional bicycle retailers. Only through these shops can you be assured the quality, service and technical expertise that is your right as a consumer. Only these dedicated independent bicycle dealers can offer the full selection of models, in the size you need, and with the full range of accessories, tools, and apparel to guarantee the most satisfying cycling experience after you've left the store. So visit your local GT Bicycles dealer today and get a first-hand look at the ultimate in bikes — GT Bicycles: Innovation that works.



FULL SUSPENSION
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ALUMINUM
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STEEL
24

CROSS SERIES
40

ACCESSORIES
46

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LTS riders all over the world are making headlines winning National and World Cup races. GT champions Nicolas Vouilloz of France and Mike King of the United States stunned the competition at the season opening Cap d'Ail World Cup on their LTSs, winning one-two by unheard of margins on the world's most notorious course. Nicolas was over 15 seconds faster than third place (the same time gap spanned the placings from third through twenty-fifth).

The secret to every LTS is in its aluminum alloy frame,



the essence

of which, is the rear suspension, a classic "four-bar linkage" system with anti-squat geometry in which chain tension (from pedaling) is used to counteract the "bio-pacing" forces that plague other designs. With the LTS, we have achieved optimum anti-squat (100%). This means that any weight transferred to the rear wheel by pedaling is perfectly balanced by the lifting action of the anti-squat geometry. This balance is what eliminates bio-pacing and allows the LTS to be set up with significant droop travel (often called "sag"). Droop travel means the LTS can follow the terrain more accurately — extending with depressions as well as compressing over bumps — providing better traction

- LTS - Links Tuned Suspension

than any other system.

All pivot points on the LTS are space-age materials designed for long life and low maintenance. The LTS is your mechanic's dream: it has self-aligning pivots and, to simplify maintenance, a bushing extractor is provided (with the LTS-1 and LTS-2).

The Team LTS, LTS-1 and LTS-2 are fitted with the latest Rock Shox coil-over-oil rear shock absorbers. The LTS-3 features an elastomer rear shock. The Team LTS and LTS-1 feature a breakthrough design titanium link arm, while the LTS-2 features an aluminum alloy link arm.

The LTS-3 is totally new. Its purpose is to break the performance/price barrier for quality full suspension. The essential geometry is the same as the original LTS. The only difference lies in the necessary adaptations to optimize the installation and performance characteristics of the all new, GT-designed, double elastomer stack. This system provides remarkable performance, comparable to the original LTS.

Rock Shox "Super Deluxe" Rear Shock



LTS Frame

Stem, headset and fork not included with frame



- RTS - Rocker Tuned Suspension

The RTS is GT's most successful full suspension bike and it's no wonder: this is the design that proved full suspension mountain bikes didn't have to be flimsy, flexy flyers. Almost overnight, the RTS affirmed the idea that full suspension was for everyone. The RTS was the first and is still the best, of the high-pivot, anti-squat designs. The heart of the system is the precision machined aluminum alloy rocker that keeps the rear suspension in a perfect up-and-down arc. As an additional anchor-point between the swingarm and the main frame (the primary anchor being the main pivot on the seat tube), the rocker helps keep the rear triangle free from side-to-side flex. Those are pertinent functions of the rocker, no doubt, but its primary function is to transmit the swing arm movement to the Noleen coil spring-over-oil shock absorber. The RTS system is



RTS Frame

Stem, headset and fork not included with frame

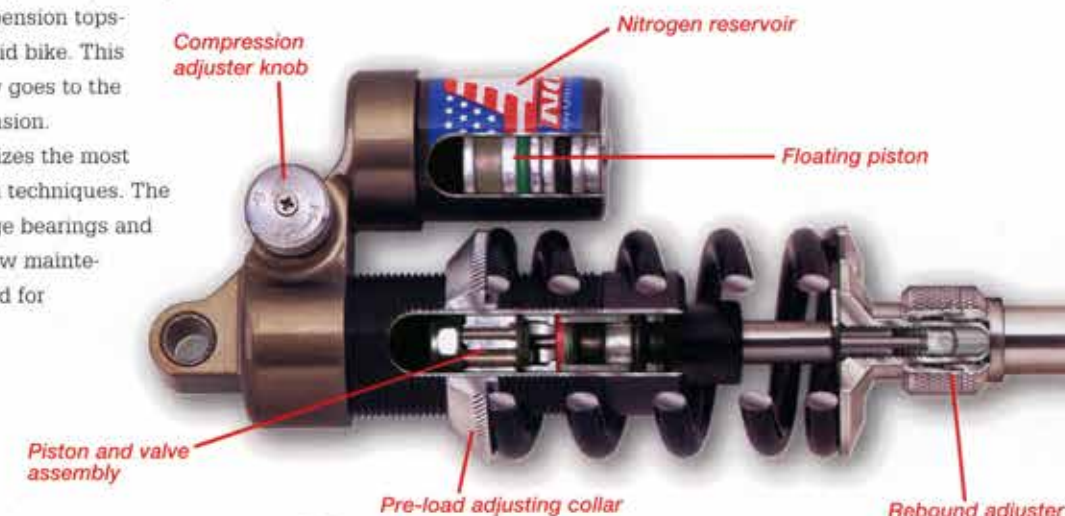
one of the most

adjustable rear suspension systems ever. Ride height (via the shock length adjustment), spring rate (via after-market springs), spring preload (via the preload ring), plus compression and rebound damping (on the RTS-1 only) are all elements that the user can modify to suit a specific riding style or handling preference.

The anti-squat geometry on the RTS uses chain tension (from pedaling) to counteract any tendency to "bio-pace" (bob up and down from the pedaling stroke). During aggressive pedaling, the RTS' suspension tops-out and the bike acts just like a rigid bike. This assures that every ounce of energy goes to the rear wheel and not into the suspension.

Like the LTS, the RTS frame utilizes the most modern materials and construction techniques. The pivots ride on heavy duty space-age bearings and bushings to ensure long life and low maintenance. No special tools are required for routine maintenance.

Noleen Racing "Piggyback" Shock Absorber



It's the goal of every suspension system to smooth out the road. But when you are the engine, you can't afford any inefficiency — such as a system that bounces up and down when you pedal, stealing valuable power. Both the LTS and the RTS offer the best combination of suspension to soak up the bumps and maximize pedaling efficiency. On our bikes you get the smoothest ride without wasting any of your precious pedaling energy "bio-pacing" the suspension.

TEAM LTS

If you want the ultimate full suspension bike on the planet, do not turn the page. The USA-made Team LTS is the very definition of "full suspension." We could throw complicated techno-terminology at you like: low chain growth, instantaneous centers of rotation, zero chain induced pedal feedback, optimum anti-squat, or rider-specific droop travel — certainly,

these things are important, and we could spend 30 pages explaining them — but what you want is simply the best performing suspension bike obtainable. The Team LTS will power you up, over, around, through and down any terrain in a predictable, responsive, ultra-plush manner with no loss of energy. The LTS design is the acknowledged leader in today's active suspension technology race. Unlike other trendy solutions to suspension, the LTS four bar link system is always working, always active no matter what position the rider has on the bike.

The KORE Elite Post is the ultimate seat post. It's hand made in the USA from custom drawn 7005 aluminum and features an ultra light titanium bolt.



The pivoting LTS seat stay link employs precision kevlar-reinforced acetal bushings and sealed bearings for exceptional lateral rigidity. New for '96 is the single-bolt replaceable derailleur hanger.



New GT CNC precision sealed bearing front hub; Rock Shox Judy SL long travel.



Made in the USA Alcoa 6061-T6 double butted aluminum front and rear triangles

Die-Caste Korker DL alloy Aheadset stem, Ti-Tech titanium handlebar, Onza "CWA" bar ends

New dual oval downtube

Titanium link with USA made Rock Shox adjustable coil-over-oil shock

For 1996 we chose Rock Shox front and rear suspension systems. This cutting edge combo from the number one company in suspension technology gives the pilot of the Team LTS infinite adjustability for any riding style, weight or terrain. Components include the new, bulletproof, GT CNC hub set, the revolutionary new Shimano 24-speed XTR drivetrain and the potent new

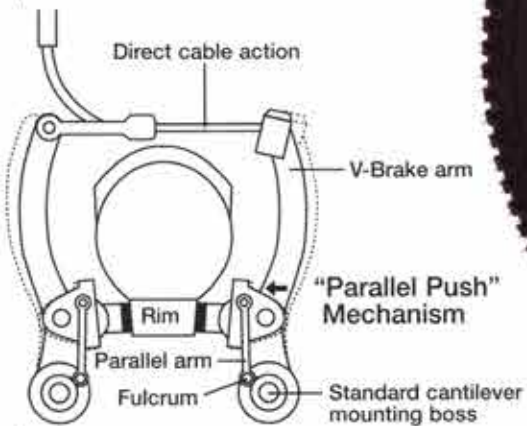
Shimano XTR V-brakes. KORE, Mavic and a host of other impeccable parts round out this GT flagship bike.

Color: Ball Burnished



Shimano XTR V-Brake

More braking power and control provides a further competitive advantage.



Advantages:

- Stronger braking power with less effort.
- Parallel push mechanism prevents "dive-in" to provide uniform pressure along entire pad.
- New pad compound offers 3-times more wear resistance and allows a thinner design without any decrease in service life.



Shimano clipless M-747 pedals

Mavic 217 double-wall alloy rims with machined sides and GT exclusive gold anodized color. Panaracer Dart Smoke tires with Magic tread compound, 127tpi, kevlar bead



LTS-1

This is the "son of Team LTS" and with a papa like that you can be sure this kid will scream. The 1996 LTS-1 is a race-ready, complete XT rocket ship that will lead full suspension onto the X-C race courses of the world. This is a USA-made model that features the

same chassis as the Team LTS with the brand new, fully adjustable, coil-over-oil rear Rock Shox; this combination provides 3.5 inches of travel. Competition features include GT design CNC hub set, full 24-speed Shimano XT componentry with the powerful new V-Brakes and V-Brake levers, Rock Shox Judy XC front fork, Mavic M-217 rims, Panaracer

Hardcore Dart and Smoke tires with Magic Tread compound, Wheelsmith XL-15 spokes, KORE alloy AHead stem, Shimano M-535 pedals and Vetta AT saddle.
Color: Ball Burnished



LTS-2

This is the bike you've been waiting for. Downhill, cross-country, you name it, this bike can make you a champion. The LTS-2 has victory in its blood. The frame is 7005 heat treated aluminum with an all new, cold-forged, aluminum link. Each pivot point features self-aligning hardened shafts and maintenance-free bushings for long life and no hassles. The rear shock is the totally new coil spring and oil damped

Rock Shox which, when combined with the LTS' race-proven superior design, provides unsurpassed rear suspension performance. At the front you've got a Rock Shox Quadra 21R. With over two inches of travel it'll take just about any kind of punishment you can dish out. The Quadra 21R features the same elastomer stack as the Judy fork, which means you can tune it to suit your weight and style of riding with the widely available Rock Shox Judy elastomers. Shimano 24-speed LX shifters and derailleurs ensure perfect gear changes, no matter what, and Shimano's cantilever

brakes stop you on a dime. Shimano clipless pedals assure maximum pedaling efficiency with the most reliable quick release action. Other key features include Mavic rims, WTB Velociraptor 60 thread-per-inch kevlar racing tires, KORE stem with a GT aluminum alloy handlebar with Onza bar ends, and a micro-adjust seat post. Colors: Anodized Ink Blue or Ball Burnished



The all new, GT-designed, double elastomer stack. This system provides remarkable performance, comparable to the original LTS.



LTS-3

The all new 1996 LTS-3 brings the amazing performance of the LTS design into an all new realm. GT combines the revolutionary LTS system with elastomer technology to achieve unheard of performance. Designed from the ground up, this entirely new rear link system provides 2.75 inches of travel with an internally damped and fully adjustable elastomer shock. This package delivers the same super supple, no bio-pace ride that made last year's premier Team LTS world famous. The frame is 7005 heat treated aluminum. Highlights: STX drivetrain and shifters, Rock Shox Quadra 5 front fork, Mavic wheelset and WTB Velociraptor tires.
Colors: Candy Blue or Black



"Ride Hard or Ride Alone." We've heard this motto from Moab to Mammoth. With the RTS you will be riding alone, way-off-the-front-alone.

Inspired by Indy car suspension technology, the patented Rocker Tuned Suspension system (from '95's best selling, USA-made RTS-1) is for the rider who prefers the feel of a hardtail while climbing or sprinting, yet wants the benefits of full suspension on downhills and in the rough. The intense anti-squat nature of this system has earned the RTS a worldwide reputation for excellent handling characteristics on tight, single-track courses. For 1996, the RTS-1 is fully equipped with the latest from Shimano, Rock Shox and Noleen. Color: Ball Burnished

RTS-1



KORE design aluminum handlebar stem

Rock Shox Judy XC long travel suspension fork

GT CNC hubset

Made in USA Alcoa 6061-T6 double butted heat treated aluminum front and rear triangles with reinforcing head tube gusset

Shimano M-535 clipless pedals

Mavic 217 double-wall alloy rims with machined sides and GT exclusive gold anodized color, Panaracer Dart Smoke tire with Magic tread compound

RTS-2

Rocker Tuned Suspension is taken to new levels of performance with the RTS-2. Only the RTS system provides full suspension with pedaling lock-out to prevent the bobbing and bouncing you get with other systems when you mash on the pedals. With years of proven success on the race circuit, the RTS-2 continues to be the suspension bike of choice for hard-core racers who take cross-country as seriously as they do downhill. The RTS-2 frame is full aluminum alloy with a hard anodized front triangle and classic GT ball burnishing on the rear triangle. The shock is

the latest generation Noleen, specifically designed for the RTS with adjustable preload and interchangeable springs to provide the ultimate in tuneability. All pivot points feature tough and trouble-free bearings with hard-ened cases. Shimano 24-speed Deore LX shifters and derailleurs ensure perfect gear changes, no

matter what, and Shimano's LX cantilever brakes stop you on a dime.

Shimano clipless pedals assure maximum pedaling efficiency with the safest quick release action. Other features include Mavic rims, WTB Velociraptor 60 thread-per-inch kevlar racing tires, KORE stem and a micro-adjust seat post. Colors: Hard Anodized Gray or Ball Burnished



RTS-3

The pioneer in full suspension! New designs come and go, but the RTS-3 continues to be a sell-out. The stunning 1996 RTS-3 upholds the "Rocker Tuned Suspension" philosophy that revolutionized the full suspension market. The RTS-3 uses the high quality USA-made Noleen coil-over-oil shock that delivers progressive spring rates and trouble-free performance. On the front, you get the same trouble-free performance with an RST 171 elastomer front shock. Highlights: 7005 heat treated aluminum front and rear triangle, Shimano STX drivetrain, Araya double-wall rims, WTB Velociraptor tires and Dia-Compe AHeadset.

Colors: Candy Red or Ball Burnished



USA made Noleen piggyback adjustable oil-damped coil-over-oil shock

FULL SUSPENSION SPECIFICATIONS

TEAM LTS	LTS-1	LTS-2	LTS-3	RTS-1	RTS-2	RTS-3
SIZES: 14.5, 16, 18, 19, 20	14.5, 16, 18, 19, 20	14.5, 16, 18, 20	14.5, 16, 18, 20	14.5, 16, 18, 19, 20	14.5, 16, 18, 20	14.5, 16, 18, 20
COLORS: Ball Burnished	Ball Burnished	Anodized Ink Blue, Ball Burnished	Black, Candy Blue	Ball Burnished/Ball Burnished	Hard Anodized Gray/Ball Burnished, BB/BB	Candy Red/Silver, Ball Burnished/Ball Burnished
FRAME: LTS Design; 6061-T6 double butted aluminum; w/Rock Shox Super Deluxe rear shock	LTS Design; 6061-T6 double butted aluminum; w/Rock Shox Super Deluxe rear shock	LTS Design w/Rock Shox Deluxe rear shock; 7005 heat treated aluminum	LTS Design w/elastomer suspension system full 7005 heat treated aluminum	6061-T6 double butted aluminum RTS design w/ Noleen coil/oil piggyback rear shock	7000-series aluminum RTS design with Noleen rear shock	Full 7000-series aluminum RTS design with Noleen rear shock
FORK: Rock Shox Judy SL long travel	Rock Shox Judy XC long travel	Rock Shox Quadra 21R	Rock Shox Quadra 5	Rock Shox Judy XC long travel	Rock Shox Quadra 21R	RST 171
RIMS: Mavic 217 OR-3UB, gold anodized; 32-hole	Mavic 217 OR-3UB, gold anodized; 32-hole	Mavic 221, gold anodized; 32-hole	Mavic M-238; 26 x 1.5; 32-hole	Mavic 217 OR-3UB, gold anodized; 32-hole	Mavic 221; gold anodized; 32-hole	Araya TM-820, alloy double wall, 26 x 1.5
TIRES: Panaracer Dart and Smoke w/Magic Tread, 127 tpi, kevlar bead	Panaracer Dart and Smoke w/Magic Tread, 127 tpi, kevlar bead	WTB Velociraptor 60 tpi	WTB Velociraptor 60 tpi	Panaracer Dart and Smoke w/Magic Tread, 127 tpi	WTB Velociraptor 60 tpi kevlar bead	WTB Velociraptor 60 tpi
FRONT HUB: GT CNC design, 32-hole, cartridge sealed, 17mm aluminum axle	GT CNC design, 32-hole, cartridge sealed	Shimano Deore LX	Shimano Alivio	GT CNC design, 32-hole, cartridge sealed	Shimano Deore LX	Shimano Alivio
REAR HUB: GT CNC design, 32-hole, cartridge sealed, 17mm aluminum axle, 8-speed	GT 8-speed CNC design, 32-hole, cartridge sealed	Shimano Deore LX cassette 8-speed	Shimano 7-speed Alivio cassette	GT 8-speed CNC design, 32-hole, cartridge sealed	Shimano Deore LX cassette 8-speed	Shimano 7-speed Alivio cassette
SPOKES: Wheelsmith XL-15	Wheelsmith XL-15	Stainless steel, butted	Stainless steel 14 gauge	Wheelsmith XL-15	Stainless steel, butted	Stainless steel 14 gauge
PEDALS: Shimano Clipless M-747	Shimano Clipless M-535	Shimano Clipless M-535	Steel cage/alloy body with clips and straps	Shimano Clipless M-535	Shimano Clipless M-535	Steel cage/alloy body with clips and straps
CHAIN: Shimano XTR	Shimano IG	Shimano IG	Shimano IG	Shimano IG	Shimano IG	Shimano IG
FRONT DERAILLEUR: Shimano XTR	Shimano Deore XT	Shimano Deore LX	Shimano STX	Shimano Deore XT	Shimano Deore LX	Shimano STX
REAR DERAILLEUR: Shimano XTR	Shimano Deore XT	Shimano Deore XT	Shimano STX 7-Speed	Shimano Deore XT	Shimano Deore XT	Shimano STX 7-speed
SHIFTERS: Shimano XTR 8-speed	Shimano Deore XT 8-speed	Shimano Deore LX 8-speed	Shimano STX Rapidfire 7-speed	Shimano Deore XT 8-speed	Shimano Deore LX 8-speed	Shimano STX
FREEWHEEL: Shimano XTR 11-30T	Shimano Deore XT 8-speed	Shimano Deore LX 8-speed	Shimano Alivio 7-speed IG, 11-28T	Shimano Deore XT 8-speed	Shimano Deore LX 8-speed	Shimano Alivio 7-speed IG, 11-28T
HANDLEBAR: Ti-Tech Titanium flat, 5° anatomically sized	Ti-Tech Titanium flat, 5° anatomically sized	GT aluminum, flat, 5° bend, anatomically sized	GT aluminum, flat, 5° bend, anatomically sized	Ti-Tech Titanium flat, 5° anatomically sized	GT aluminum, flat, 5° bend, anatomically sized	GT aluminum, flat, 5° bend, anatomically sized
BAR ENDS: Onza "CWA"	Onza Raw-110	Onza Raw-110	N/A	Onza Raw -110	Onza Raw -110	N/A
HANDLEBAR STEM: KORE Design, aluminum, 5° rise	KORE design, aluminum, 5° rise.	KORE design, aluminum, 5° rise.	GT design Cr-Mo AHead	KORE design, alum., 5° rise	KORE design, alum., 5° rise	GT design Cr-Mo AHead
HANDLEBAR GRIPS: New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton
CRANKSET: Shimano XTR 46/36/26	Shimano Deore XT 42/32/22	Shimano Deore LX 42/32/22	Shimano Alivio w/IG 42/34/24	Shimano Deore XT 42/32/22	Shimano Deore LX 42/32/22	Shimano Alivio w/IG 42/34/24
BB PARTS: GT design cartridge sealed titanium spindle	Shimano Deore XT cartridge	Shimano Deore LX cartridge	Shimano cartridge	Shimano Deore XT cartridge	Shimano Deore LX cartridge	Shimano cartridge
HEADSET: Dia-Compe Kontak DL AHead	Dia-Compe alum. AHead, 1 1/4"	Dia-Compe alum. AHead, 1 1/4"	Tioga AHead 1 1/4" sealed	Dia-Compe Kontak AL AHead	Dia-Compe alum. AHead, 1 1/4"	Tioga AHead 1 1/4" sealed
SADDLE: Selle Italia "Flite" Alps	Vetta AT Transverse	Vetta Tri-Shock	GT Racing	Vetta AT Transverse	Vetta Tri-shock	GT Racing
SEAT POST: Kore Elite	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust
SEAT POST CLAMP: Alloy collar w/titanium bolt	Alloy collar w/stainless steel bolt	Alloy collar w/stainless steel bolt	Alloy collar w/stainless steel bolt	Alloy collar w/stainless steel bolt	Alloy collar w/stainless steel bolt	Alloy collar w/stainless steel bolt
BRAKE SET: Shimano Deore XT V-Brake	Shimano Deore XT V-Brake	Shimano Deore LX	Shimano Alivio	Shimano Deore XT V-Brake	Shimano Deore LX	Shimano Alivio
BRAKE LEVERS: Shimano Deore XT V-Brake	Shimano Deore XT V-Brake	Shimano Deore LX	Shimano STX	Shimano Deore XT V-Brake	Shimano Deore LX	Shimano STX

Specifications subject to change without notice

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Notes From Inside

The continuing scoop, be it fact or fiction, on Team GT

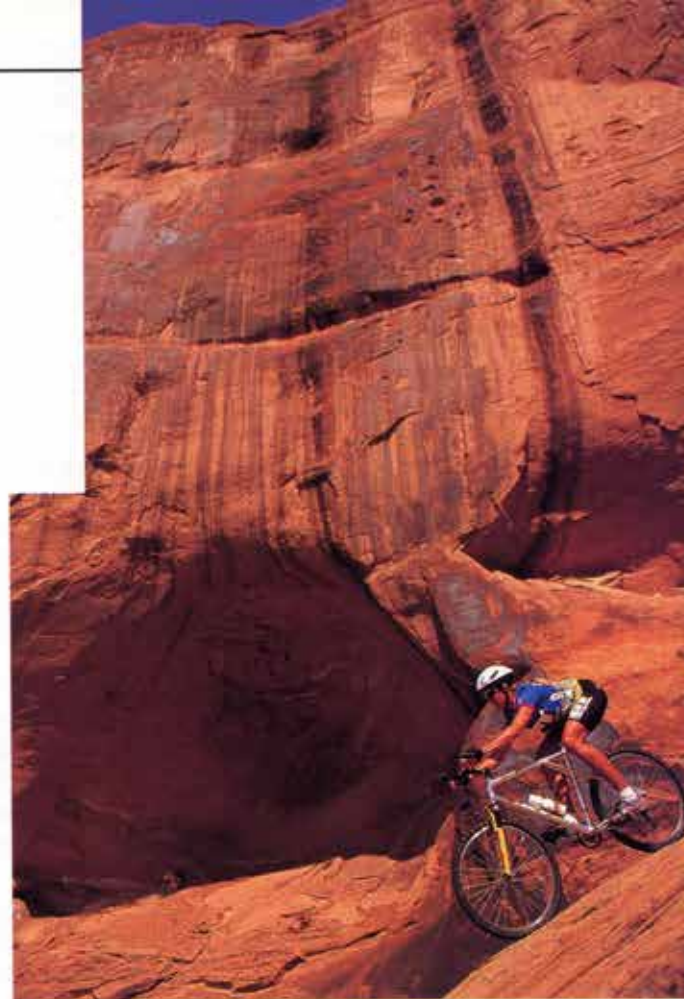
By Doug Martin, Team Director

- Number of times any given downhill will change various pieces of equipment during the three days prior to race: no less than 53. Cross country riders: none (if it were up to them).
- Number of times course is ridden by cross-country riders prior to race: 1/2 to 1 ("Well, I rode the uphill twice today and I remember the drop-ins from three years ago — whatever, I'll see it race day"); Downhillers: as many as humanly possible or until the mechanic quits, whichever comes first.
- Likelihood of cross-country riders to be laying in bed on their race night and having to listen to the downhillers in the street either screaming and howling, conducting transmission research on rental cars, or still trying to improve on that day's race time under the moonlight: reference bear-in-woods adage.
- Percentage of meals cooked in condo by cross-country riders over a five day period: 85 percent; Female downhillers: same; Male downhillers: 0.7 percent (percentage increases if BEN & JERRY's in front of the tube counts)... they'll conveniently show up around dinner time at their cross-country teammate's, girlfriend's, manager's or sponsor's place before eventually ending up at the Golden Arches.
- Percentage of time watching TV during idle time in Europe by male downhillers and cross-country riders: 90 percent. Of TV watched, channel breakdown: EuroSport — 65 percent, Euro MTV — 20 percent, channel surfing for game shows or commercials featuring girls with no tops on — 15 percent. Percentage of time by female downhill and cross-country riders spent trying to figure out their male counterparts fascination with girls with no tops on: not much, but they still can't figure it out.
- Chances of remembering much of the party on the night the World Championships are over, especially if party is co-sponsored by RockShox's historically awesome lager: see percentage of time male downhillers cook.



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Seventy years ago aluminum alloys revolutionized aviation manufacturing and performance. The lightweight, high strength and (among other properties) workability of aluminum alloys made it ideal for everything from tubular frames to forged structures and sheet skins. The old DC-3s are a classic example of an early generation aluminum airplane because, most noteworthy for this discussion, there are still scores of them in service to this day. This is decades longer than the designers ever imagined possible. Amazing, especially when you consider the vibration, temperature cycles, landing stresses and other forces that an airframe is subjected to. The fact is, the aluminum airframes of these and other old airplanes have proven so reliable that there is no compelling reason to stop flying them. Even today, with the twenty-first century just around the corner, you'd think the high-tech world would have long since forgotten about aluminum. No way! With the exception of a few hypersonic and stealth airplanes, aluminum is still the most prevalent structural material used in modern aviation. The reasons are simple. Cost is one factor, especially when compared to exotic composites or titanium, but aluminum is hard to beat today for the same reasons that made it popular over 70 years ago: lightweight, high strength and workability.



GT Bicycles initiated the use of aluminum alloy in the Zaskar frame in 1991. In the years since, aluminum alloy, when combined with GT's exclusive Triple Triangle

Zaskar - "Evolution of the Species"

1989-90

- Extensive prototyping and evaluation of design
- Hans Rey and Dave Wonderly involved in frame testing and final geometry selection

1991

- First Zaskar frames offered for sale
- Gusset technology employed for the first time on a production level aluminum frame
- First ATB to use "ball burnish" finish
- Start of GT "Aluminum Revolution"

1992

- Refinement of frame design
- Massive expansion of Zaskar frame building capacity to meet growing demand
- Zaskar develops cult following among expert and sport NORBA racers due to great price, performance, and durability

1993

- New replaceable derailleur hanger increases frame life
- Welded on cable stops increase braking/shifting response
- Cantilever replaces U-brake in rear
- Experience from Zaskar frame technology is used for revolutionary new RTS-1
- Becomes the frame of choice for Hans "No Way" Rey

1994

- Butted frame tubes drastically decrease weight of frame while maintaining legendary Zaskar durability
- Further improvements in heat treating and welding process increase durability
- Anodized colors offered for the first time

1995

- Tube specifications are further optimized to decrease weight while keeping durability
- Maintains market share for "hard tails" in the onslaught of full suspension designs
- Revolutionary ball burnish process is copied by other manufacturers

1996

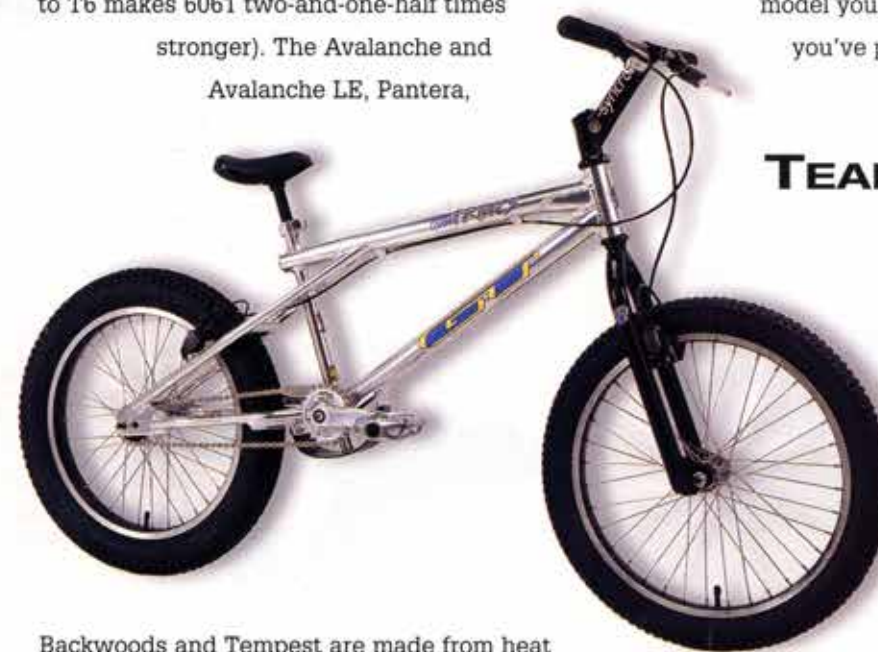
- All new frame design
- New radically shaped downtube decreases weight and increases strength
- Elegant and lighter brake bridge plate
- Innovative rear dropout design
- Single-bolt replaceable derailleur hanger

Zaskar Frame

Stem, headset and fork not included with frame



frame design, has proved to be an ideal frame material for mountain bikes. The Zaskar and Zaskar LE (and all other GT manufactured, USA-made, aluminum frames) are made from 6061 aluminum and heat treated to T6 (heat treating to T6 makes 6061 two-and-one-half times stronger). The Avalanche and Avalanche LE, Pantera,



Backwoods and Tempest are made from heat treated 7005 aluminum. Both 6061-T6 and 7005 heat treated aluminum produce excellent, lightweight and high-strength frames.

The latest refinement in the Zaskar LE, Zaskar, Avalanche LE, Avalanche and Pantera aluminum alloy frames is the double butted and dual oval downtube. This new technology makes the frame significantly stronger by increasing the contact area at the head tube and bottom bracket joints. Plus, the double-butting makes it lighter. But there's more to the design than just the ovalized tube ends. The innovation is in the smooth transition from the vertical major axis at the head tube



to the horizontal major axis at the bottom bracket.



This not only gives the downtube a clean and symmetrical visual quality, but distributes stress loads over a wider area.

The different models we offer reflect various performance considerations: If you're a pro or expert racer or someone who simply enjoys owning the best, the Zaskar LE, Zaskar, Avalanche LE and Avalanche are bikes you

should consider. If elite-level racing performance is not as critical, but you still want the best frame and components for your money, take a hard look at the Pantera, Backwoods, Tempest or Arrowhead. No matter which model you ultimately select, you'll be secure in knowing you've purchased the best.

TEAM TRIALS

Video star and world renowned trials and stunt ace Hans "No Way" Rey puts his limited edition Team Trials through its paces. Hans' latest video, "Monkey See, Monkey Do" features unbelievable riding in some of the world's most exotic locations.

The GT Team Trials bike that Hans rides has a 6061-T6 heat treated aluminum frame and is equipped with the best trials components available, including super-grip tires and Magura hydraulic, no-slip brakes.

Ball Burnished or Anodized: You Make the Choice

GT pioneered the process of ball burnishing mountain bike frames for a highly attractive, long lasting "raw" aluminum look. The frames are "tumbled" in special tanks filled with tens of thousands of steel balls and a special solution. After several hours of these balls "burnishing" against the surface of aluminum, a lasting luster is produced. No finish coating is required after ball burnishing.

Anodizing is an electro-chemical dye process that penetrates the surface of aluminum. Anodic "coatings" typically range from 0.2 to 0.7 mils in thickness (a "mil" is one one-thousandth-of-an-inch, so 0.2 mils = 0.0002 inches). Hard anodizing (also called military anodizing) can produce coatings up to 2 mils thick. Regular anodizing, though primarily cosmetic, helps seal the aluminum (when you rub an anodized aluminum surface there's no residue — unless you rub through the anodizing). Hard anodizing provides a degree of surface hardness and scratch resistance over regular anodizing.

ZASKAR LE

The king of hardtails is back and ready to rule. The Zaskar LE has been a mainstay on the racing circuit for years due to its lightweight, legendary toughness, excellent handling and awesome value. It was tough to improve on such a great design, but we dug deep and sweated the details. This year, the USA-made Zaskar LE has an all new look starting with the radically shaped dual oval downtube for decreased weight and increased strength. Other new features include an elegant and lighter seatstay bridge and innovative rear dropout design. Components include the incredible new GT CNC hubset, Shimano XTR drivetrain and all new V-Brakes: plus top-of-the-line parts from KORE, Mavic and a host of others.

Color: Ball Burnished



Double butted 7005 aluminum KORE Elite post with a custom made titanium bolt.

Fork brace

Rock Shox "Judy SL" Fork

Pre-load adjusting knob

MCU stack

Damper cartridge

Low-stiction bushing

Shimano XTR 24-speed component group with RapidFire Plus shifter, KORE Aheadset stem, Ti-Tech titanium handlebar with GT Krypton grips and Onza bar ends

New 1996 made-in-the-USA Aloha 6061-T6 double butted heat treated aluminum frame



Shimano XTR V-Brake

Mavic 217 double-wall alloy rims with machined sides and GT exclusive gold anodized color. GT CNC sealed-bearing hubs with WheelSmith XL-15 double butted spokes and alloy nipples



Shimano XTR derailleur; single bolt replaceable hanger

Panacer Dart and Smoke Xavier bead tires

Kids Zaskar

Little dogs ride with the big dogs on this mini version of the world famous Zaskar. What can we say? These Zaskar frame kits positively offer the best, most durable bike available in its class. Words don't begin to describe this ball burnished beauty. You'll have to see it to believe it. Fork included. Available in 20-inch-wheel and 24-inch-wheel models.



ZASKAR

The hardtail legend gets a facelift! It was a tough job, but our fanatical design engineers managed to improve upon the tried-and-true Zaskar frame set. The 1996 USA-made frameset has the revolutionary new dual oval downtube. Other touches like the graceful new seatstay bridge and sleek new dropout, lend a more refined look to the Zaskar for 1996. On the component side, the new GT-designed CNC hubset is a major step forward for GT ATB

components. These lightweight, yet bomb-proof units have massive pawls, low lash angles, and huge, oversize axles. Highlights include: 24-speed Shimano XT componentry with the powerful new V-Brakes and V-Brake levers, Rock Shox Judy XC front fork, Mavic M-217 rims, Panaracer Hardcore Dart and Smoke tires with Magic tread compound, Wheelsmith XL-15 spokes, KORE alloy AHead stem, Shimano M-535 pedals and Vetta AT saddle. Colors: Anodized Red or Ball Burnished



AVALANCHE

A GT star shines brighter! All of GT's experience and dedication are combined in the '96 Avalanche to bring the discerning cyclist the utmost in value and performance. The Avalanche for 1996 gets the all new 7005 butted aluminum frame design with our radical new dual oval downtube, the new lighter, stronger brake-bridge and new dropouts. Highlights: Shimano 24-speed Deore LX componentry with Shimano XT rear derailleur, Mavic M-221 rims, 60tpi

Velociraptor tires, KORE alloy AHead stem, Vetta Tri-Shock saddle, Tioga AHeadset, Surefoot pedals and Zoom one-piece bar ends. Colors: Hard Anodized Gray or Ball Burnished



AVALANCHE LE

GT introduces a killer new racing machine for 1996: the Avalanche LE. The frame is inspired by Zaskar design technology with features like the new dual oval downtube, new seatstay bridge and a new rear dropout. With a great start like that we had to use the hottest

new components! This new model has the stuff racers dream of like Shimano 24-speed Deore XT drivetrain, XT shifters and all new XT V-Brakes, Rock Shox Judy XC front fork, Mavic M-221 rims, WTB Velociraptor tires and the redesigned Tioga Clipman pedal. With a combination like this, there is no doubt the Avalanche LE is ready for competition out of the box. Color: Ball Burnished



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PANTERA

The Pantera was completely redesigned for 1996 to give it a new look and a new image. We started with an all new 7005 butted aluminum frame featuring a radical new dual oval downtube and topped it off with a new lighter brake-bridge and new dropouts. The Pantera frame echoes features found on our top-of-the-line Zaskar LE. The Pantera is for anyone who wants high performance and high value.

Highlights: STX RC derailleurs and Shimano Silent Clutch rear hub, Mavic rims, WTB Velociraptor tires, KORE alloy AHead stem and optional Rock Shox.

Colors: Black or Ball Burnished



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RICOCHET

Just because you're not a bizillionaire, doesn't mean you can't have a great bike with front suspension. The Ricochet has everything you need to go out and conquer the trails in style.

We started with a 7005 heat treated aluminum frame that has the same geometry as our top-of-the-line Zaskar. The Ricochet components include the accurate and dependable Shimano 21-speed STX drivetrain along with the Rock Shox Quadra 5 fork, to give the aspiring racer a great start on the pack. Colors: Candy Evergreen or Matte Blue



TEMPEST

The Tempest is a full on aluminum bike with bold, oversize tubing that has the look you like and the performance you demand. It's the smart choice for the rider who's gone beyond entry level riding and is looking for adventure. With a GT

Triple Triangle 7005 heat treated aluminum frame and a dynamic new look, the Tempest is more than just a bicycle, its a whole new attitude. Colors: Red/Yellow Fission, Candy Blue or Mulberry



BACKWOODS

Incredible is the only way to describe the Backwoods. It features the tried-and-true GT Triple Triangle frame design in 7005 heat treated aluminum.

The Backwoods has all the features you're looking for: Mavic rims, WTB Velociraptor tires, Shimano hubs, shifters and STX rear derailleur, front loading GT stem, and GT's new replaceable derailleur hanger. Now available in a new, smaller 12.5-inch frame, too. Colors: Firestorm, Candy Red or Ball Burnished



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ARROWHEAD

You'll be wondering how we did it: We matched our classic 7005 Triple Triangle heat treated frame with some of the best components and came up with an unbeatable package. The Arrowhead has a complete Shimano drivetrain ensemble, including Altus derailleurs and EZ-Fire shifters. Other features include front and rear quick releases, Maxxis tires and Araya rims. Colors: Candy Red, Black or Matte Purple



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ALUMINUM SPECIFICATIONS

	ZASKAR LE	ZASKAR	AVALANCHE LE	AVALANCHE	PANTERA	BACKWOODS	RICOCHET	TEMPEST	ARROWHEAD
SIZES:	14.5, 16, 18, 19, 20	14.5, 16, 18, 19, 20	14.5, 16, 18, 20	14.5, 16, 18, 20	14.5, 16, 18, 20	12.5, 14.5, 16, 18, 20	14.5, 16, 18, 20	14.5, 16, 18, 20	14.5, 16, 18, 20
COLORS:	Ball Burnished	Ball Burnished, Anodized Red	Ball Burnished	Ball burnished or Hard Anodized Gray	Ball Burnished or Black	Candy Red or Ball Burnished	Candy Evergreen or Matte Blue	Candy Blue or Red/Yellow Fission	Candy Red, Black or Matte Purple
FRAME:	New GT Triple Triangle design, butted 6061-T6 aluminum	New GT Triple Triangle design, butted 6061-T6 aluminum	New GT alloy Triple Triangle design, butted 7005 aluminum	New GT alloy Triple Triangle design, butted 7005 aluminum	New GT alloy Triple Triangle design, 7005 heat treated butted aluminum	GT Triple Triangle design, 7005 heat treated aluminum	GT Triple Triangle design, 7005 heat treated aluminum	GT Triple Triangle design, 7005 heat treated aluminum	GT Triple Triangle design, 7005 heat treated aluminum
FORK:	Rock Shox Judy SL	Rock Shox Judy XC	Rock Shox Judy XC	Cr-Mo unicrown, triple butted	Cr-Mo Unicrown, double butted	Cr-Mo Unicrown, double butted	Rock Shox Quadra 5	Bologna Lite Cr-Mo	GT Unicrown w/ 1 1/2" blades w/chisel cut
RIMS:	Mavic 217 OR-3UB gold anodized, 32-hole	Mavic 217 OR-3UB gold anodized, 32-hole	Mavic M-221 26 x 1.5; gold anodized, 32-hole	Mavic M-221 26 x 1.5; gold anodized, 32-hole	Mavic M-238; 26 x 1.5; 32-hole; silver anodized	Mavic M-238; 26 x 1.5; 32-hole; silver anodized	Mavic M-238; 26 x 1.5; 32-hole; silver anodized	Araya GP-710; 26 x 1.5; silver anodized	Araya GP-710; 26 x 1.5; silver anodized
TIRES:	Panaracer Dart/Smoke w/Magic tread, 127 tpi, kevlar bead	Panaracer Dart/Smoke w/Magic tread, 127 tpi, kevlar bead	WTB Velociraptor 60 tpi kevlar	WTB Velociraptor 60 tpi	WTB Velociraptor 60 tpi	WTB Velociraptor 60 tpi	WTB Velociraptor 60 tpi	WTB Velociraptor 60 tpi	Maxxis 26 x 1.95 dual purpose knobby
FRONT HUB:	GT CNC design, 32-hole, cartridge sealed, 17mm aluminum axle	GT CNC design, 32-hole, cartridge sealed	Shimano Deore LX	Shimano Deore LX	Shimano Alivio	Shimano Acera-X QR	Shimano Acera-X QR	Shimano Altus C-90	Alloy QR
REAR HUB:	GT CNC design, 32-hole, cartridge sealed, 17mm aluminum axle, 8-spd	GT CNC design, 32-hole, cartridge sealed	Shimano Deore LX cassette 8-speed	Shimano Deore LX cassette 8-speed	Shimano Alivio roller clutch	Shimano 7-speed Alivio cassette	Shimano 7-speed Alivio cassette	Shimano 7-speed Acera-X cassette	Alloy QR 7-speed cassette
SPOKES:	Wheelsmith XL-15	Wheelsmith XL-15	Stainless steel butted	Stainless steel butted	Stainless steel 14 gauge	Stainless steel 14 gauge	Stainless steel 14 gauge	Stainless steel 14 gauge	UCP 14 gauge
PEDALS:	Shimano Clipless M-747	Shimano Clipless M-535	Tioga Clipless Clipman	Tioga Surefoot-6 w/clips and straps	Alloy body/alloy cage w/clips and straps	Steel cage/alloy body w/clips and straps	Steel cage/alloy body w/clips and straps	Steel cage, resin body	High Impact nylon ATB
CHAIN:	Shimano XTR	Shimano IG	Shimano IG	Shimano IG	Shimano IG	Shimano IG	Shimano IG	Shimano HG	Shimano
FRONT DERAILLEUR:	Shimano XTR	Shimano Deore XT Topswing design	Shimano Deore LX Topswing design	Shimano Deore LX Topswing design	Shimano STX RC Topswing design	Shimano Alivio Topswing design	Shimano Alivio Topswing design	Shimano Acera-X	Shimano Altus C-90
REAR DERAILLEUR:	Shimano XTR	Shimano Deore XT	Shimano Deore XT	Shimano Deore XT	Shimano STX RC 7-speed	Shimano STX 7-Speed	Shimano STX 7-speed	Shimano Alivio 7-Speed	Shimano Altus C-90
SHIFTERS:	Shimano Deore XT 8-speed	Shimano Deore XT 8-speed	Shimano Deore XT 8-speed	Shimano Deore LX 8-speed	Shimano STX Rapidfire 7-speed	Shimano Alivio Rapidfire 7-speed	Shimano Alivio Rapidfire 7-speed	Acera-X 7-speed EZ-Fire	Altus 7-speed EZ-Fire
FREEWHEEL:	Titanium 12-28T	Shimano Deore XT 8-speed	Shimano Deore LX 8-speed 11-28T	Shimano Deore LX 8-speed; 11-28T	Shimano Alivio 7-speed IG, 11-28T	Shimano Alivio 7-speed IG, 11-28T	Shimano Alivio 7-speed IG, 11-28T	Shimano Hyperglide cassette 11-28	Shimano Hyperglide cassette 11-28
HANDLEBAR:	Ti-Tech Titanium flat, 5°, anatomically sized	Ti-Tech Titanium flat, 5°, anatomically sized	GT aluminum, flat, 5° bend, anatomically sized	GT aluminum, flat, 5° bend, anatomically sized	GT aluminum, flat, 5° bend, anatomically sized	GT aluminum, flat, 5° bend, anatomically sized	GT aluminum, flat, 5° bend, anatomically sized	Flat, 5° bend, anatomically sized	Flat, 5° bend, anatomically sized
BAR ENDS:	Onza "CWA"	Onza Raw-110	Cold Forged aluminum 1-piece	Cold Forged aluminum 1-piece	N/A	N/A	N/A	N/A	N/A
HANDLEBAR STEM:	KORE design, alum., 5° rise	KORE design, alum., 5° rise	KORE Design, alum., 5° rise	KORE design, alum., 5° rise	KORE Design, alum., 5° rise	GT design Cr-Mo AHead	GT design Cr-Mo AHead	GT design Cr-Mo for oversize system	1 1/2" 15° rise
GRIPS:	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton
CRANKSET:	Shimano XTR 48/36/26	Shimano XTR 48/32/22	Shimano Deore LX 42/32/22	Shimano Deore LX 42/32/22	Shimano STX 42/32/22	Shimano Alivio w/IG 42/34/24	Shimano Alivio w/IG 42/34/24	Shimano Acera-X 42/34/24	Shimano Altus 24/32/38
BB PARTS:	GT design cartridge sealed titanium spindle	Shimano Deore XT cartridge	Shimano Deore LX cartridge	Shimano Deore LX cartridge	Shimano cartridge	Shimano cartridge	Shimano cartridge	Shimano cartridge	Shimano cartridge
HEADSET:	Dia-Compe Kontak DL AHead	Dia-Compe Kontak DL AHead	Tioga aluminum AHead	Dia-Compe alum. AHead, 1 1/2"	Tioga AHead 1 1/2" sealed	Tioga AHead 1 1/2" sealed	Tioga AHead 1 1/2" sealed	1 1/2" sealed mechanism	1 1/2" sealed mechanism
SADDLE:	Selle Italia "Flite" Alps model	Vetta AT Transverse	Vetta Tri-shock	Vetta Tri-shock	Vetta Tri-shock	Vetta Tri-shock	Vetta Tri-shock	GT ATB	GT ATB
SEAT POST:	KORE Elite	GT design alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust
SEAT POST CLAMP:	Titanium Bolt	GT Kiwi QR	GT design alloy QR	GT design alloy QR	GT design alloy QR	GT design alloy QR	GT design alloy QR	GT design alloy QR	GT design QR
BRAKES:	Shimano Deore XT V-Brake	Shimano Deore XT V-Brake	Shimano Deore XT V-Brake	Shimano Deore LX V-Brake	Shimano STX	Shimano Acera-X	Shimano Acera-X	Shimano Altus C-90	Alloy Cantilevers with spring adjust
BRAKE LEVERS:	Shimano Deore XT V-Brake	Shimano Deore XT V-Brake	Shimano Deore XT V-Brake	Shimano Deore LX V-Brake	Shimano STX	Shimano Alivio	Shimano Alivio	Shimano Acera-X	Shimano Altus C-90

The Ups and Downs of Mountain Biking

by Vic Armijo
VeloNews feature writer



Ponder, for a moment, the origins of mountain biking. You know, the bygone days of the Repack trail and the Whiskeytown downhill (I'm talking about the original Whiskeytown here: a *twenty-mile* downhill). In those pre-chairlift "klunker" days, mountain-biking was all about downhill. More often than not, fatigue urges for speed were fulfilled by loading overweight, single-speed bikes into pick-up trucks and driving to the top of an adrenaline-producing downhill. That is, until the more mechanically (not to mention aerobically) inclined began grafting derailleurs, triple chainrings and wide-ratio cogsets onto their klunkers, thus enabling them to eschew motor-assisted ascending. But the purpose of these gears was not to diminish downhill; it was to facilitate the search for more and better downhills. The gear-borne riders could go places and ride down more (and usually better) trails than the single-speed crowd ever dreamed of. This desire to ride more and better downhills unwittingly melded downhill riders into true all-around mountain bike riders.

The first Mammoth Mountain Kamikaze downhill was held in 1985. It was the first event to use a ski lift (actually, at Mammoth they use a gondola) to whisk riders to the starting line, thereby negating (theoretically, anyway) any need for a granny gear. Alas, Mammoth was but once a year and, though one could become a "downhill specialist," it was clearly a self-proclaimed distinction with few, if any, career opportunities. In fact, most "downhillers" raced cross-country more than they ever did downhill.

By 1990 more and more ski resorts began to realize that their otherwise idle equipment and terrain could be utilized for mountain biking. All it takes is some wheel hooks on the lift chairs and "voila," instant mountain-bike center (and a darn good

race venue). Logically (though quite unexpectedly), the National Off-Road Bicycle Association (NORBA) championship circuit became (and has been ever since) a "Tour de Ski Resorts." With chairlifts to shuttle riders to the mountain-tops, and the fact that in 1992 NORBA made it official and gave downhillers their own championship series, downhill racing has grown enormously in popularity. Along the way two things have happened: one, the "downhill" is now a true breed of mountain biker and, two, all this downhill activity has given, I think, a false identity to new riders who aspire to be downhill specialists (especially as it relates to the whole "mountain bike" picture).

Let me explain: I live in Big Bear, California, home of the Snow Summit Ski Resort, one of the first ski areas to feature chair-lift service for bicycles. In the late spring the lifts only operate on weekends. Every so often on a weekday I'll see a truckload of downhill riders going up to Summit only to turn around when they find the lifts aren't running. They invariably stop in at the bike shop where I work to complain about this lack of vertical assistance. There they stand, with *literally* hundreds of miles of prime mountain-bike riding just waiting for them, and all they can think to say is:

"No chair-lift? Aww dude, guess we can't ride!"

At these moments I find myself looking for a handy pedal wrench to inflict an upside-the-head wallop.

Come-on! What's with you guys! It's called mountain biking! Sure,

World Championship riders like Mike King ride the lift up on race day, but what do ya think he does on Wednesdays?

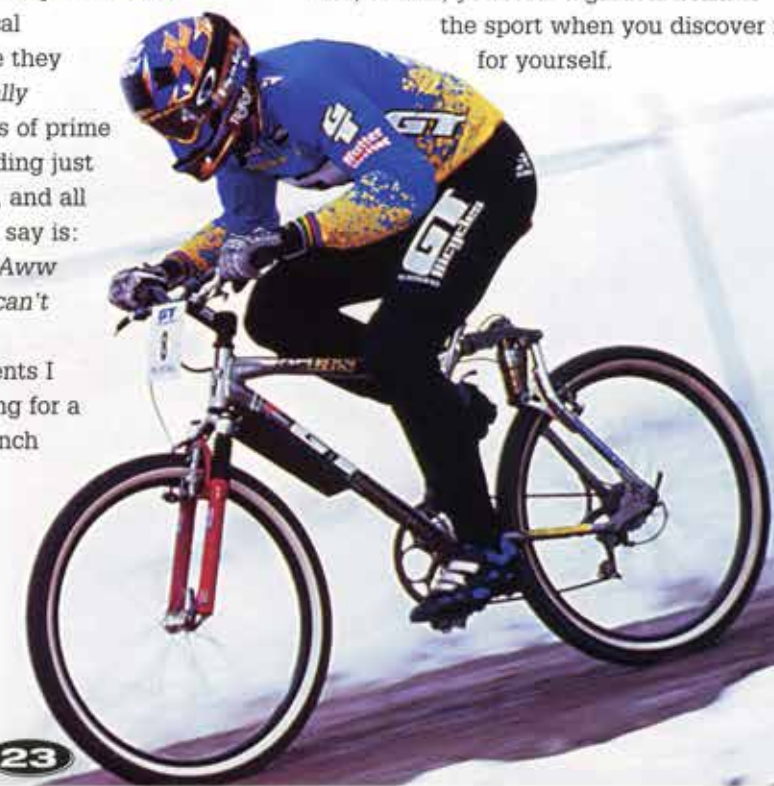
He rides.

This fact often comes as a surprise to these aspiring young downhill specialists.

In the real world, to be good like Mike King, it not only takes skill and nerve; *it takes fitness*. These days *no one* does well in downhill racing solely on nerve and *cajones*. The most successful downhillers have training schedules to rival the most dedicated cross-country rider. Cross-country riding with power intervals are more the routine than the exception for the gravity set. They might even put in (gasp!) road miles and do motor-pacing!

That's why, when these kids come up and can't manage a little pedaling to get to the top of good downhill, I'm tempted to bend their ear a bit about how they should get off their butts and go riding and learn what the sport is all about. A little effort helps you gain a true appreciation for the sport.

But I never do. I just hang back and let 'em go. If they want to ride bad enough they'll eventually figure it out. They say that if you don't know history you're doomed to repeat it. In this case that's not so bad—for it is a history worth repeating and, I think, you form a greater bond to the sport when you discover it for yourself.



The GT Triple Triangle frame design is your absolute assurance of the best possible mountain bike.

There's a bunch of talk these days about space-age materials, composites, and super-alloys and not much talk about good-old steel. Don't let it throw you. Steel is still the most prominent material for bicycles. But all steel is not created equal.

The word "steel" is generic for most iron-carbon alloys (carbon content ranging from just a few hundredths of a percent to up to around one percent). There are hundreds of different types of iron-carbon alloys, all composed of various combinations of additional alloying ingredients such as chromium, nickel, silicon, molybdenum, and magnesium.

The best steel for racing or high performance bicycles comes from the chromium-molybdenum family of steel alloys, commonly referred to as chrome-moly, cromoly, or Cr-Mo (a combination of the periodic table symbols for chromium and

molybdenum).

For the ultimate steel bike, the hand-built GT

Psychone or the GT Karakoram are top-of-the-line butted Cr-Mo frames. Next to them are the

Timberline and Timberline FS, both terrific values for bikes with chrome-moly tubing.

If you're looking for a high performance bike that's not as competition oriented, yet still offers the outstanding strength

of Cr-Mo steel in critical areas, check out the Talera or the Rebound.

Either one will be the bike for you. These

bikes have Cr-Mo main tubes with the rest of the bike made up of

high tensile steel tubes

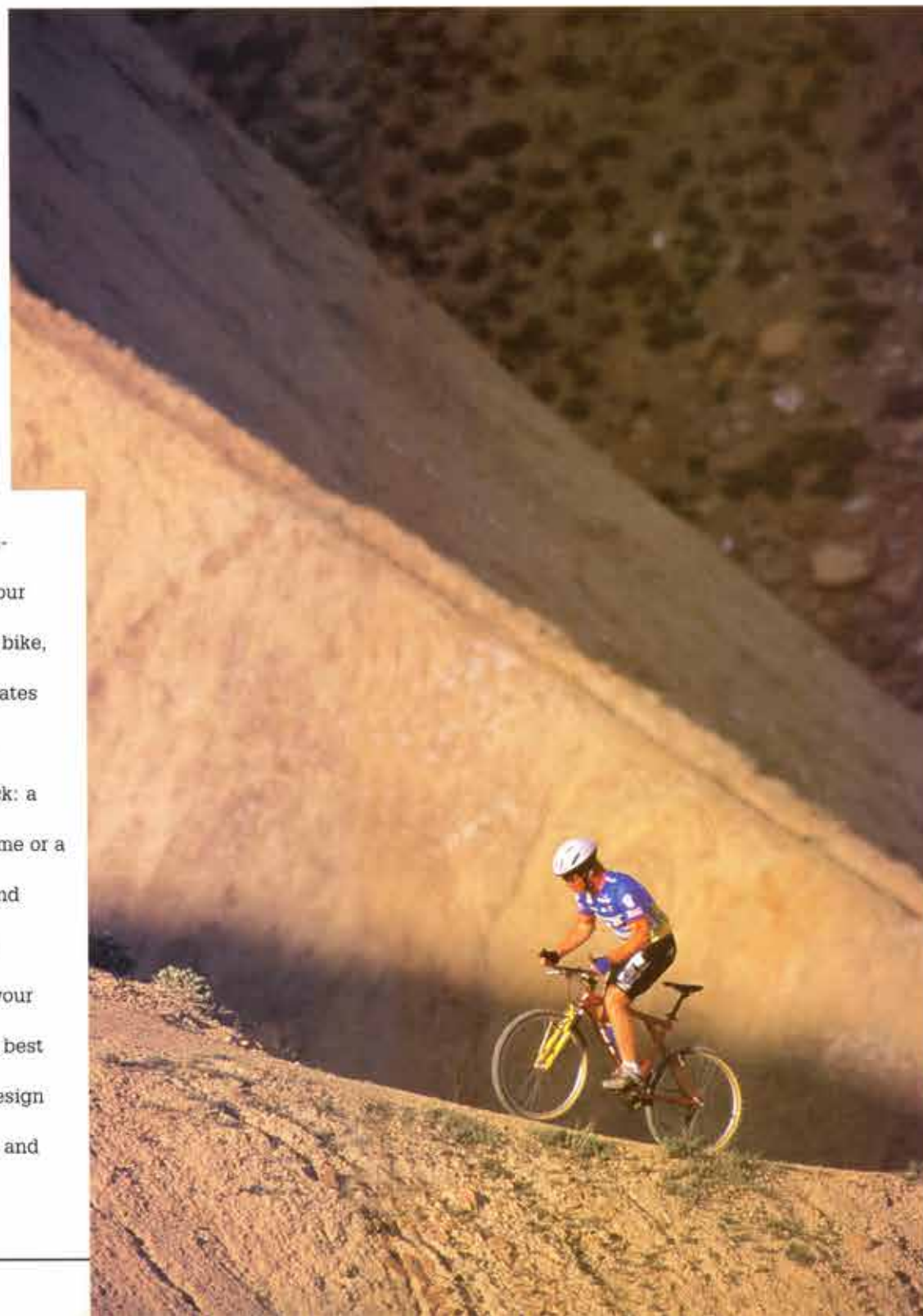
(commonly called "hi-

ten"). For touring and non-racing applications, even our most affordable mountain bike, the Outpost Trail incorporates Cr-Mo tubing.

No matter what you pick: a 100 percent Cr-Mo GT frame or a GT with a mix of Cr-Mo and hi-ten steel, the GT Triple Triangle frame design is your absolute assurance of the best possible mountain bike design for strength, performance and good looks.



GT Colorado



Nestled just off the beaten path in downtown Longmont, Colorado, there's a small shop in a nondescript industrial building. It's home to the cycling industry's most advanced research and development center.

Welcome to GT Colorado. This is where we build the bikes for the US Cycling Team and where Project '96 super-bikes are taking shape. This is also where bikes like the hand-built Psychone are designed, built and painted from the ground up.

GT Colorado uses state-of-the-art computer-aided technology (CAD) to evaluate new designs for just about everything GT makes. Advanced techniques such as finite element analysis (FEA), allow GT Colorado engineers to "get inside" mathematical models of bicycle frames and components to better understand the stresses involved. This, combined with real-world testing of prototypes and production models, allows the GT Colorado staff to continually optimize and improve designs.

GT Colorado is the best of both worlds: new-age information technology coupled with old-world skills and craftsmanship. Every engineer and designer is a capable frame builder in his own right, and is thoroughly knowledgeable in all aspects of frame design and construction. They design, produce, and test prototypes, custom frames and specials like Project '96, all with a mind to keep GT on top in the bicycle business.

In this day, when so many "bicycle companies" are no more than *marketing* organizations with just sales and importing offices, GT takes pride in being one of the few *real* bicycle manufacturers. GT has it all: the huge capacity of our main Santa Ana, California manufacturing facility, plus the one-off capabilities of a traditional hand builder with GT Colorado.



Psychone Frame

Stern, headset and fork not included with frame



BRAVADO

What do you get when you match up the best steel frame on the market with the best components? You get Bravado! Steel is the traditional material of champions and with the Bravado's classic triple triangle design, you'll be a champion too. Nothing else gives you such a subtle and responsive ride. And the Bravado brings that home with its world class Triple Triangle, double butted chrome-moly frame featuring the exclusive GT replaceable derailleur hanger and the cleanest cable routing in the business, for smooth shifting and responsive braking. The Bravado's world class chassis is dressed up with the world's best parts, like Avid brake levers, Shimano's hot new V-Brake calipers, XT shifters, XT rear derailleur and LX front derailleur. You'll also find Mavic rims, Onza bar-ends, a KORE stem and a Vetta Tri-shock saddle. Color: Matte Blue



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KARAKORAM

The 1995 "Bike of the Year" is back for more in 1996 with a new, lighter frame. GT's roots are in chrome-moly steel and the 1996 Karakoram is the latest expression of 20 years of experience. Highlights include: GT Triple Triangle double butted chrome-moly frame, optional Rock Shox Quadra 21R, KORE alloy AHead stem and a Shimano 24-speed LX group. Colors: Ghost Flames or Candy Red



"The Karakoram handled so well, it was hard to finish riding it without a big grin on your face."

Mountain Biking Magazine
March 1995



BORREGO

Club racers and weekend warriors alike will love the Borrego. This value-packed machine has a full chrome-moly double butted fork and Triple Triangle frame. You will power up the steepest hills with 24-speed Shimano LX shifters, derailleurs and hubs. Ready for action when you are, the Borrego is the way to go. Colors: Black or Matte Red



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TEQUESTA

The Tequesta is enough bike to tackle the nastiest trails and the toughest terrain. With a double butted chrome-moly Triple Triangle frame and full chrome-moly fork, the Tequesta is a true off-road machine that will give you miles of pure ATB nirvana for a long, long time. Key features include Shimano STX components, Mavic wheelset, WTB Velociraptor tires, the new Shimano silent clutch rear hub, Vetta Tri-Shock saddle and Dia-Compe AHeadset system. Colors: Afterburner or Matte Titanium



TIMBERLINE FS

You'll rock and roll over just about any obstacle or terrain you dare with your Rock Shox Quadra-equipped Timberline FS. But the Timberline FS is more than just a bike that smooths out the bumps. When you're on those daunting trails, the precision handling and stability will get you through. Only from GT do you get a bike that

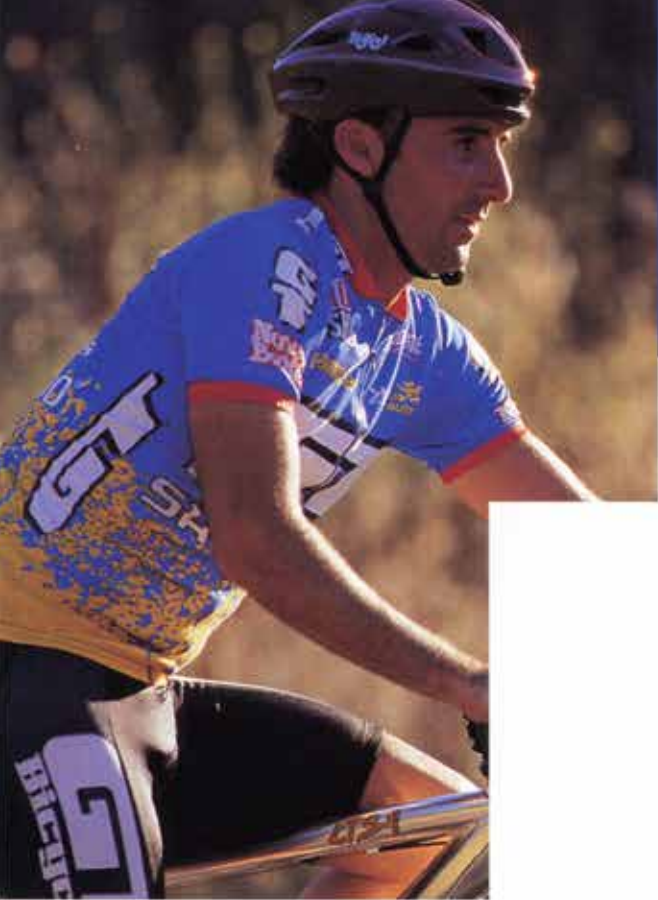
delivers confidence above all else. The Timberline FS has an awesome frame with chrome-moly main tubes and stays. With Shimano RapidFire shifters, Shimano STX rear derailleur and Shimano Alivio front derailleur, you're guaranteed the smoothest and most positive shifts every time. Colors: Vivid Evergreen or Team Scream



REBOUND

The Rebound, with its ovalized downtube and killer finish, is sure to turn heads. The '96 model features an all new GT triple triangle design frame, chrome-moly oversize main tubes and an elastomer suspension fork. With the Rebound you get a ride that's fast and fun. Features include: RST-171 fork, Shimano Alivio rear derailleur and WTB Velociraptor tires. Colors: Radiant Blue or Brilliant Silver





It's not just a pretty face. Underneath that cool exterior is a great mountain bike. GT's Triple Triangle frame is the hottest design on the market. On the Timberline, the main tubes and stays are chrome-moly, the toughest and lightest steel going. Like its big brothers that compete on the National and World Cup scene, the Timberline has a GT aluminum handlebar and Shimano shifting for top performance. Shimano's Alivio RapidFire Plus shifters, together with an STX rear derailleur and an Alivio front derailleur guarantee smooth and accurate shifting. Shimano brakes, like the shifters, are the best in the business and top-notch components like Araya rims and GT Kraton grips round out the package. Colors: Team Scream or Vivid Evergreen

TIMBERLINE



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AGGRESSOR

The Aggressor features bump-eating front suspension and agile handling that you'd expect on bikes that cost way more. The Aggressor's oversized downtube is more than just for looks. It's 100 percent chrome-moly for extra strength and a more efficient ride. One grab of the handlebars and you will know this is a real machine: RST 170B fork, GT Kraton grips, Shimano EZ-Fire shifters and derailleurs, aluminum alloy hubs, Weinmann aluminum alloy rims, and a GT ATB racing saddle. Colors: Red/Black Fission or Matte Purple



TALERA

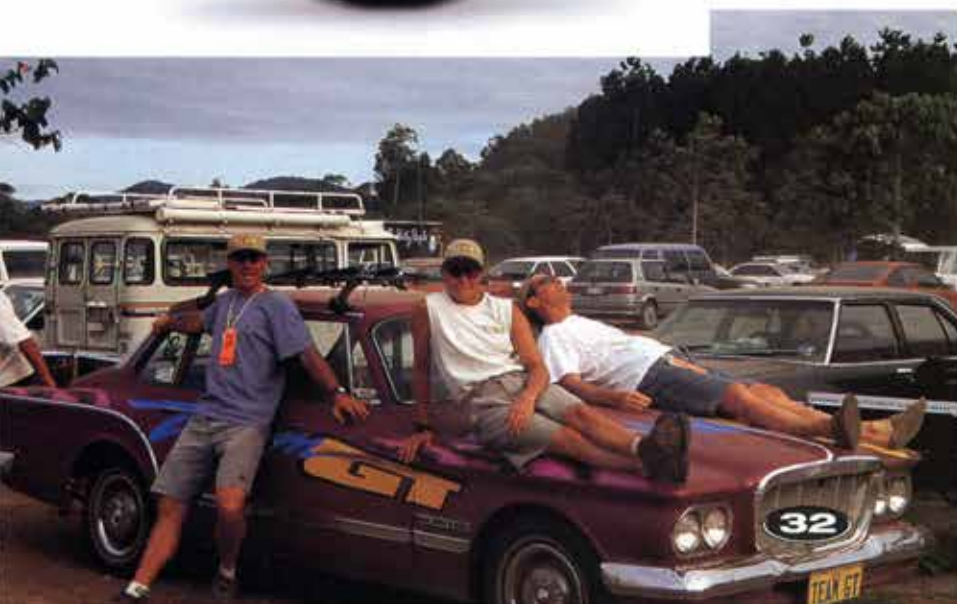
With the Talera's Triple Triangle chrome-moly main tube frame, you're definitely on the right track. It is smartly spec'd with 7-speed Shimano derailleurs and EZ-Fire shifters, Tioga Psycho tires and Araya rims. You are in for a ride that's fast and fun. Colors: Blue/Green Fission, Red/White Fission or Matte Titanium



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OUTPOST MENS

The smooth ride and comfortable position is what makes the GT Outpost the bike of choice for mountain bikers everywhere. Nobody gives you the great features like GT: a chrome-moly (main tubes) frame, a GT Narrow Supersoft saddle, micro-adjust seat post, front and rear alloy hubs with Weinmann aluminum alloy rims and quick release axles. With 21-speed Shimano shifting you'll never be caught without the right gear — Whether you're climbing the steepest trail in town or just cruising along the bike path. Colors: Matte Red, Vivid Evergreen or Bright Yellow



You'll be gliding along in supreme comfort and high style on your GT Outpost Ladies. With Shimano EZ-Fire shifting you'll never fumble to find the right gear. Those hills you thought impossible? They'll be a breeze on the Outpost. Nobody makes an easier riding or better handling bike than GT. Other features include a micro-adjust seat post (to guarantee absolute comfort), front and rear aluminum hubs with Weinmann aluminum rims and quick release axles. Colors: Matte Red, Bright Yellow, Vivid Evergreen or Purple Marble

OUTPOST LADIES



OUTPOST TRAIL MENS

Fitness with finesse — that's the Outpost Trail. Why watch life go by when you can be part of the scenery? Get your adrenaline pumping and put the sun and wind in your face. The Outpost Trail reminds you of why you spent so much time on your bike as a kid (only now it's a lot more fun with 21-speed Shimano EZ-Fire shifting, powerful cantilever brakes and a comfy saddle). Colors: Black, Matte Blue or Brilliant Silver



OUTPOST TRAIL LADIES

When's the last time you found yourself grinning from ear to ear at the gym? Exactly. That's why the Outpost Trail is so perfect. With superb features like the all new Shimano EZ-Fire 21-speed shifters and Altus derailleurs, the Outpost Trail is easy to operate and maintain. So, whether you like to take in the scenery slow and easy or in a blur, this comfortable bike has "healthy lifestyle" written all over it. Colors: Pearl Teal, Black, Brilliant Silver or Matte Blue



OUTPOST TRAIL GIRLS



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OUTPOST TRAIL BOYS

Video games lead to nowhere. Go on the road to somewhere with the Outpost Trail. Both boys' and girls' models are designed to take anything a young thrasher can dish out. With trouble-free Shimano

components and safe handling geometry, the Outpost Trail is sure to give years of awesome fun. Colors: Black, Matte Blue, Brilliant Silver or Pearl Teal (ladies)



PALOMAR

Commute in style with simple to operate 21-speed grip twist shifting. The Palomar is just the ticket for anything from cobblestone roads to scenic bike paths. It is equipped with reliable and accurate Shimano derailleurs, alloy rims, dual purpose tires and a front quick release. The Palomar is available in 12.5-inch for smaller riders. Colors: Red or Midnight Blue



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STEEL SPECIFICATIONS

	BRAVADO	KARAKORAM	BORREGO	TEQUESTA	TIMBERLINE FS	REBOUND
SIZES:	14.5, 16, 18, 20, 22	14.5, 16, 18, 20, 22	14.5, 16, 18, 20, 22	14.5, 16, 18, 20, 22	14.5, 16, 18, 20, 22	14.5, 16, 18, 20
COLORS:	Matte Blue	Candy Red, Ghost Flames	Black, Matte Red	Matte Titanium, Afterburner	Team Scream, Vivid Evergreen	Radiant Blue, Brilliant Silver
FRAME:	GT Triple Triangle design with butted Cr-Mo	GT Triple Triangle design with all tubes butted Cr-Mo	GT Triple Triangle design with all tubes butted Cr-Mo	GT Triple Triangle design with all tubes butted Cr-Mo	GT Triple Triangle design with main tubes and stays Cr-Mo	GT Triple Triangle design with oversize Cr-Mo maintubes
FORK:	GT design, Cr-Mo Unicrown, double butted	Cr-Mo Unicrown, double butted	GT design, Cr-Mo Unicrown; double butted	1 1/2" Cr-Mo w/Bologna cut	Rock Shox Quadra-5	RST 171 elastomer suspension fork
RIMS:	Mavic M-238; 26 x 1.5; 32-hole; silver anodized	Mavic M-238; 26 x 1.5; silver anodized; 32 hole	Mavic M-238; 26 x 1.5; 32-hole; silver anodized	Mavic M-238; 26 x 1.5; 32-hole; silver anodized	Araya GP-710; 26 x 1.5; silver anodized	Araya GP-710; 26 x 1.5; silver anodized
TIRES:	WTB Velociraptor 60tpi kevlar	WTB Velociraptor	WTB Velociraptor 60tpi	WTB Velociraptor	WTB Velociraptor	WTB Velociraptor
FRONT HUB:	Shimano Deore LX	Shimano Deore LX	Alloy QR; Sealed Mechanism; 32 hole	Shimano Alivio	Shimano Acera-X QR	Shimano Altus C-90
REAR HUB:	Shimano Deore LX Cassette 8-speed	Shimano Deore LX Cassette 8-speed	Shimano Deore LX Cassette 8-speed	Shimano silent clutch	Shimano 7-speed Acera-X cassette	Shimano 7-speed Acera-X cassette
SPOKES:	Stainless steel butted	Stainless steel 14 gauge	Stainless steel 14 gauge	Stainless steel 14 gauge	Stainless steel 14 gauge	Stainless steel 14 gauge
PEDALS:	Steel cage/alloy body with clips and straps	Steel cage/alloy body with clips and straps	Steel cage/alloy body with clips and straps	Steel cage/alloy body with clips & straps	Steel cage/resin body with clips & straps	Satin finish steel cage with resin body
CHAIN:	Shimano Deore LX w/IG function	Shimano STX w/IG function	Shimano Alivio w/IG function	Shimano Alivio w/IG function	Shimano Alivio w/IG function	Shimano
FRONT DERAILEUR:	Shimano Deore LX Topswing design	Shimano Deore LX Topswing design	Shimano STX Topswing design	Shimano STX Topswing design	Shimano Alivio Topswing design	Shimano Acera-X
REAR DERAILEUR:	Shimano Deore XT	Shimano Deore LX 8-speed	Shimano Deore LX 8-speed	Shimano STX 7-speed	Shimano STX 7-speed	Shimano Alivio 7-speed
SHIFTERS:	Shimano Deore XT 8-speed	Shimano Deore LX 8-speed	Shimano Deore LX 8-speed	Shimano STX Rapidfire 7-speed	Shimano Alivio Rapidfire 7-speed	Shimano Alivio Rapidfire 7-speed
FREEWHEEL:	Shimano Deore LX 8-speed 11-28T	Shimano Deore LX 8-speed 11-28T	Shimano Deore LX 8-speed 11-28T	Shimano Alivio 7-speed IG, 11-28T	Shimano Alivio 7-speed IG, 11-28T	Shimano Hyperglide cassette 11-28
HANDLEBAR:	GT aluminum, flat, 5° bend, anatomically sized	GT aluminum, flat, 5° bend, anatomically sized	GT aluminum, flat, 5° bend, anatomically sized	GT aluminum, flat, 5° bend, anatomically sized	GT aluminum, flat, 5° bend, anatomically sized	Flat, 5° bend, anatomically sized
BAR ENDS:	Cold Forged Aluminum one-Piece	N/A	N/A	N/A	N/A	N/A
HANDLEBAR STEM:	KORE Design, Alum., 5° rise.	KORE Design, Alum., 5° rise	KORE Design, Aluminum, 5° rise.	GT design Cr-Mo AHead	15°, Cr-Mo	15°, Cr-Mo
GRIPS:	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton
CRANKSET:	Shimano Deore LX 42/32/22	Shimano Deore LX 42/32/22	Shimano STX 42/32/22	Shimano STX 42/32/22	Shimano Alivio w/IG 42/34/24	Shimano Acera-X 42/34/24
BB PARTS:	Shimano Deore LX cartridge	Shimano cartridge	Shimano cartridge	Shimano cartridge	Shimano cartridge	Shimano cartridge
HEADSET:	Dia-Compe AHead 1 1/2"	Tioga AHead 1 1/2" sealed	Tioga AHead 1 1/2" sealed	1 1/2" AHeadset	1 1/2" sealed mechanism	1 1/2" sealed mechanism
SADDLE:	Vetta Tri-shock	Vetta Tri-shock	GT ATB	Vetta Tri-shock	GT ATB	GT ATB
SEAT POST:	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro adjust
SEAT POST CLAMP:	GT design alloy quick release	GT design alloy quick release	GT design alloy quick release	GT quick release	GT quick release	GT quick release
BRAKES:	Shimano Deore XT V-Brake	Shimano STX	Shimano STX	Shimano STX	Shimano Acera-X	Shimano Altus C-90
BRAKE LEVERS:	Shimano Deore XT V-Brake	Shimano Deore LX	Shimano Deore LX	Shimano STX	Shimano Alivio	Shimano Alivio

STEEL SPECIFICATIONS

	TIMBERLINE	AGGRESSOR	TALERA	OUTPOST	OUTPOST TRAIL	PALOMAR
SIZES:	14.5, 16, 18, 20, 22	14.5, 16, 18, 20	14.5, 16, 18, 20, 22	12.5, 14.5, 16, 18, 20, 22 and ladies 16 and 18	14.5, 16, 18, 20, 22; 24-inch wheel boys/girls; and ladies 16 and 18	12.5, 14.5, 16, 18, 20, 22 and ladies 16 and 18
COLORS:	Team Scream, Vivid Evergreen	Red/Black Fission, Matte Purple	Red/White Fission, Blue/Green Fission, Matte Titanium	Matte Red, Bright Yellow, Vivid Evergreen, Purple Marble (ladies)	Black, Matte Blue, Brilliant Silver, Pearl Teal (ladies)	Red, Midnight Blue
FRAME:	GT Triple Triangle design with main tubes and stays Cr-Mo	GT Triple Triangle design with oversize Cr-Mo downtube	GT Triple Triangle design with main tubes Cr-Mo	GT Triple Triangle design TIG welded with main tubes Cr-Mo	GT Triple Triangle design TIG welded with down tube CR-Mo	GT Triple Triangle design TIG welded Hi-Tensile steel
FORK:	1 1/2" Cr-Mo chisel cut	RST-170B	1 1/2" Cr-Mo chisel cut	GT Unicrown with 1 1/2" blades with chisel cut	GT Unicrown with 1 1/2" blades with chisel cut	GT Unicrown with 1 1/2" blades with chisel cut
RIMS:	Araya GP-710; 26 x 1.5; silver anodized	Araya VP-20; 26 x 1.5; silver anodized	Araya VP-20; 26 x 1.5; silver anodized	Weinmann 519 alloy; 26 x 1.5; polished	Weinmann 519 alloy; 26 x 1.5; polished	Alloy 26 x 1.5 polished
TIRES:	Tioga Psycho	Tioga Psycho; 26 x 1.95	Tioga Psycho 26 x 1.95	Maxxis 26 x 1.95 dual purpose knobby	Maxxis 26 x 1.95 dual purpose knobby	26 x 1.95 dual purpose knobby
FRONT HUB:	Shimano Acera-X QR	Alloy QR	Shimano Altus C-90	Alloy w/QR	Alloy QR	Steel QR
REAR HUB:	Shimano 7-speed Acera-X cassette	Shimano 7-speed Acera-X cassette	Shimano 7-speed Acera-X cassette	Alloy cassette w/QR	Alloy screw-on	Steel cassette
SPOKES:	Stainless steel 14 gauge	UCP	Stainless steel 14 gauge	UCP	UCP	UCP
PEDALS:	Steel cage/resin body	High Impact nylon ATB	High Impact nylon ATB	High Impact nylon ATB	High Impact nylon ATB	High Impact nylon ATB
CHAIN:	Shimano IG	Shimano	Shimano	Shimano	Shimano	Shimano
FRONT DERAILEUR:	Shimano Alivio Topswing design	Shimano Altus C-90	Shimano Acera-X	Shimano Acera-X	Shimano Altus C-90	Shimano Altus C-90
REAR DERAILEUR:	Shimano STX 7-speed	Shimano Acera-X 7-speed	Shimano Alivio 7-speed	Shimano Acera-X 7-speed	Shimano Altus C-90	Shimano Altus C-90
SHIFTERS:	Shimano Alivio Rapidfire 7-speed	Shimano Altus 7-speed EZ-Fire	Shimano Acera-X 7-speed EZ-Fire	Shimano Altus 7-speed EZ-Fire	Shimano Altus 7-speed EZ-Fire	Dyna-Grip Twist shifter
FREEWHEEL:	Shimano Alivio 7-speed IG, 11-28T	Shimano Hyperglide cassette 11-28	Shimano Hyperglide cassette 11-28	Shimano Hyperglide cassette 11-28	Shimano Hyperglide cassette 11-28	Cassette 12-28
HANDLEBAR:	GT aluminum, flat, 5° bend, anatomically sized	Flat, 5° bend, anatomically sized	Flat, 5° bend, anatomically sized	Flat, 5° bend, anatomically sized	Flat, 5° bend, anatomically sized	Flat, 5° bend, anatomically sized
BAR ENDS:	N/A	N/A	N/A	N/A	N/A	N/A
HANDLEBAR STEM:	15°, Cr-Mo	15°, rise Cr-Mo	GT design, 15° rise, anatomically sized	GT design, 15° rise, anatomically sized	GT design, 15° rise, anatomically sized	GT design, 15° rise, anatomically sized
GRIPS:	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton	New GT design Kraton
CRANKSET:	Shimano Alivio w/IG 42/34/24	Shimano Altus 38/32/24	Shimano Acera-X 42/34/24	Shimano Acera-X 42/34/24	Shimano Altus 38/32/24	Tracer 38/34/24
BB PARTS:	Shimano cartridge	Shimano Cartridge	Shimano cartridge	Shimano cartridge	Shimano cartridge	Cartridge BB
HEADSET:	1 1/2" sealed mechanism	1 1/2" sealed mechanism	1 1/2" sealed mechanism	ATB sealed mechanism	ATB sealed mechanism	ATB sealed mechanism
SADDLE:	GT ATB	GT ATB	GT ATB	GT ATB	GT ATB	GT ATB
SEAT POST:	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Satin steel	Satin steel
SEAT POST CLAMP:	GT quick release	GT quick release	GT quick release	GT quick release	GT quick release	GT quick release
BRAKES:	Shimano Acera-X	Shimano Altus C-90	Shimano Altus C-90	Shimano Altus C-90	Alloy Cantilevers w/spring adjust	Alloy Cantilevers with spring adjust
BRAKE LEVERS:	Shimano Alivio	Shimano Altus C-90	Shimano Acera-X	Shimano Altus C-90	Shimano Altus C-90	Alloy

"Race it on Sunday, Sell it on Monday."

The factory bike. In motocross they are the ultra-light, ultra-trick, ultra-exotic, ultra-expensive bikes that are the sole domain of the factory pilots. It takes years of struggle, pain and dedication on the part of the racers to find themselves aboard such a machine. The factory pours hours upon hours into research and development. Nothing short of optimum performance will do. In the pits, the public stands off at a distance. Straining. Gasping. Dreaming.

"Race it on Sunday, Sell it on Monday." It is an age-old sporting adage of the racing/retail world. Is it true? Certainly not when it comes to those factory motocross bikes. Obviously not with the four-wheeled rockets known as Indy cars. What about with mountain bikes?

Remember that wind-swept day in Bromont, Quebec, Canada? It was the 1992 World Championships and Juli Furtado was preparing herself for a downhill assault that would win her a gold medal. As she stooped to adjust her shoes, she asked me to hold up her RTS full suspension bike. It was the first time I had taken a close look at it. It was as painfully stock as a bike could get. If you walked into your local GT dealer the next day, a carbon copy of Juli's bike could have been yours. "Race it on Sunday, Sell it on Monday." Yes, it can happen.

Now, fast forward two more years. It's the World Championships in Vail, Colorado. With threatening skies overhead, the young French sensation, Nicholas Vouilloz, comes rocketing down the brutal course to collect his third consecutive gold medal. As GT team manager,

Doug Martin sweeps Nicholas into his arms, I take a close-up look at Nicholas' LTS full suspension bike as it leans against the fencing. Once again, I realize how closely the bike resembles a showroom version. I think the grips and tires were different (pardon me if I don't get excited!). Race it on Sunday and sell it on Monday? Absolutely.

Here we are now in the midst of the '95 season. The sport of downhill racing has gone stark-raving mad. New technology, designs, and materials have

The sport of downhill racing has gone stark-raving mad.



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all but decimated what were previously thought of as top speeds. In April, the racing world focuses on the south of France for one glorious weekend. It's the opening round of the Grundig Supercup downhill series — the first serious gravity-fest of the year. You can feel the tension in the air. The rock-strewn course is notorious for its bike and back-breaking potential. Factory bikes abound. No longer are the store-bought bikes capable of handling the demands of the factory riders. Especially here at Cap d'Ail.

It doesn't take long for everyone to realize that GT pilots, Vouilloz and Mike King, are putting in practice runs on all new LTS bikes. With a radically reshaped seat tube, a Rock Shox coil spring shock and gobs more travel, the dynamic duo is set for the two-wheeled battle to come. Quite a few riders put in good times aboard "one-off" bikes that will never see the light of a dealer's floor. How could they?

The leap from Cap d'Ail to the showroom is just too expansive, too perverse. Just the way GT likes it!

At day's end, GT's dynamic duo rockets to first and second place. Amazing. GT bike designer, Jim Busby, is ecstatic. Imagine reaping such rewards so soon after the bike left the drawing board! "Race it on Sunday, sell it on Monday?" Well, not immediately. Even GT has its limits I guess.

The fact that GT dominates so often on Sunday, we all know. But what about Monday? Is it just business as usual or are they busy applying what they've learned from the races to their production schedule?

Well, you can quit your straining, gawking, gasping and dreaming. The new LTS will be available by summer's end. Consider yourself a factory rider!

-Zapata Espinoza
Mountain Bike Editor



Left: Mike King with his LTS DH tech shop frame kit.
Right: Titanium Xizang tech shop frame. Available through your GT dealers. Stem, headset and fork not included with frame.



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One look at the GT cross series bikes and you can see our commitment to the multi-purpose bike.

With the addition of two new cross models, the Nomad and Virage, plus the Rapid Transit "recreation bike," GT offers the most complete line ever for 1996.

These smart, practical bikes are like getting a mountain bike and a road bike rolled into one: fast enough for the pavement, yet rugged enough for dirt roads. And with high quality design features like the Triple Triangle frame and Shimano components, these cross series bikes are indeed a special breed.

Whether you are a student, commuter or die-hard touring aficionado, you've got to love a bike that incorporates many of the trademark GT innovations into one bicycle.



VIRAGE



With a heat treated 7005 aluminum Triple Triangle frame and full Shimano drivetrain and brakes, the Virage is a true high performance cross bike. Equipped with 24 speeds and such stellar features

as Maxxis 700 x 42C cross knobby tires, Araya TX-350 rims and GT Cross saddle and handlebars, the Virage is ready to go any place in the world. Colors: Ball Burnished, Candy Blue or Black.

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NOMAD

If you're looking to step up to a cross bike, the all new Nomad is your transportation solution. The lightweight, full chrome-moly frame and fork gives you the comfort and reliability you need to go mile after mile. The carefully selected Shimano components provide effortless shifting and the most reliable braking. Features include: Shimano STX drivetrain and shifters, GT Gel Lite saddle and Araya rims. Colors: Black or Mulberry



CIRQUE

What better way to enjoy the local bike path or a quiet country lane than with your new GT Cirque. You'll never miss a shift or lose a beat with its complete Shimano drivetrain featuring 21-speed EZ-Fire levers and Alivio rear derailleur. Designed for real comfort and performance, the Cirque delivers both. Color: Mulberry



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MENS

Escape to the great outdoors on the 21-speed Vantara by GT. The Vantara is the key to cycling freedom. Whether you are commuting, touring or just out for a cool evening ride, this durable, lightweight bike offers so many features you won't believe your eyes. The chrome-moly main tubes Triple Triangle frame and Shimano componentry add up to a super responsive, high performance machine. Classy paint and elegant graphics add a distinctive touch. Colors: Slate Blue or Sage Green

VANTARA



LADIES

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ARETTE MENS

This lightweight, easy roller is the civilized way to travel. Explore winding dirt roads or run errands on this easy to operate machine.

With a cushy GT Supersoft saddle with spring, quality Shimano components, classic paint job and simple GripShift shifting, the Arette is designed for easy spirited cycling. Colors: Sandstorm or Vivid Evergreen

ARETTE LADIES



RAPID TRANSIT

The 1996 Rapid Transit is the start of a whole new breed of bicycle for GT. With it's elegant line and high technology the Rapid Transit blends old world tradition with new world performance. The Rapid Transit is made to be supremely comfortable, and maintenance free while retaining a level of performance not known is this style of bike. If you want to be riding on the cutting edge of bike design, check out the Rapid Transit. The Rapid Transit features the all new Shimano "Nexus" Inter-7 internal shifting system. Colors: Sage Green, Slate Blue or Sandstorm



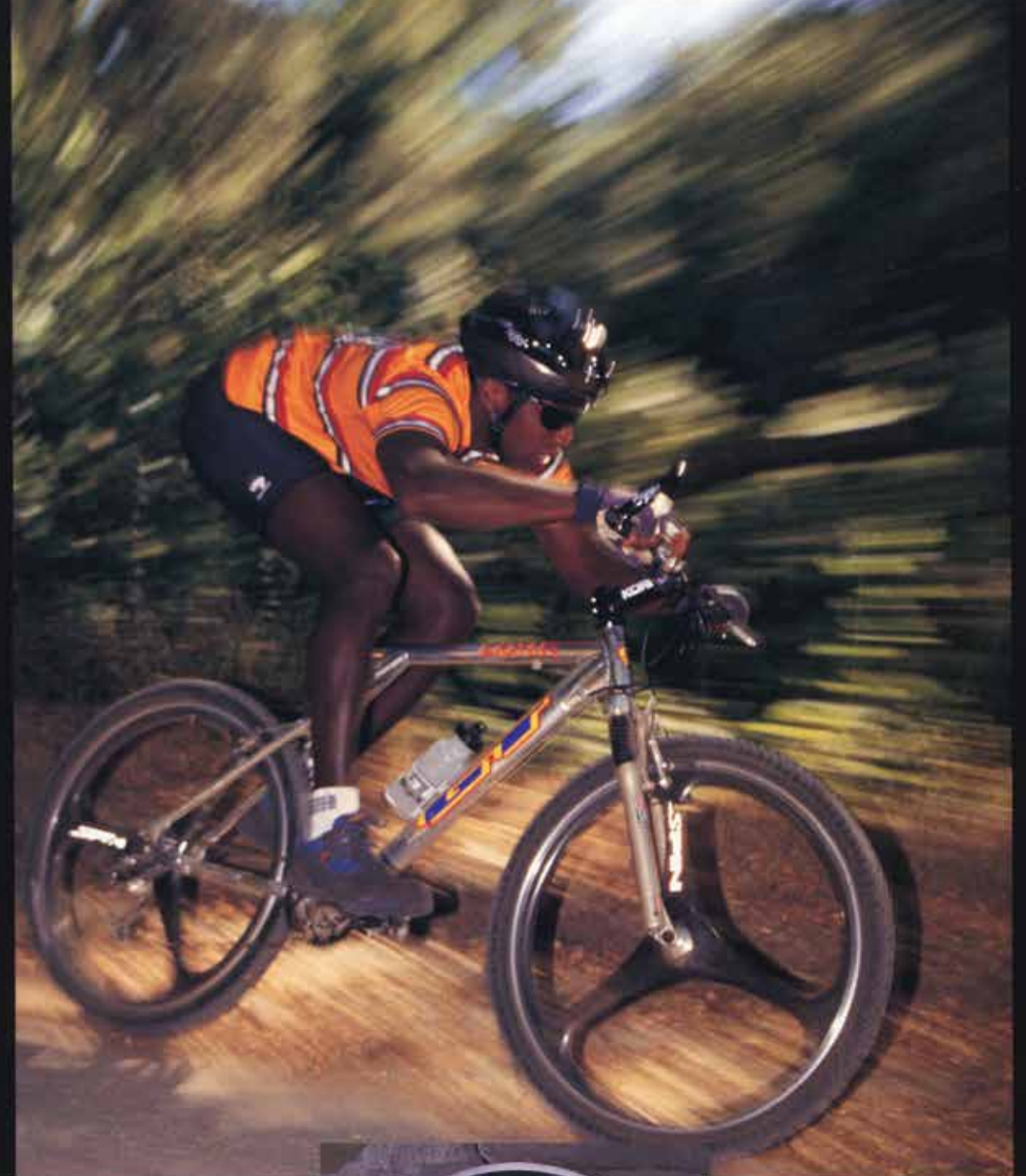
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CROSS SERIES SPECIFICATIONS

	VIRAGE	NOMAD	CIRQUE	VANTARA	ARETTE	RAPID TRANSIT
SIZES:	15, 17, 19, 21, 23	15, 17, 19, 21, 23	15, 17, 19, 21, 23	15, 17, 19, 21, 23 and Ladies 15 and 17	15, 17, 19, 21, 23 and Ladies 15 and 17	15, 17, 19, 21, 23 and Ladies 15 and 17
COLORS:	Ball Burnished, Black, Candy Blue	Black, Mulberry, Vivid Evergreen	Mulberry	Slate Blue, Sage Green	Sandstorm, Vivid Evergreen	Sage Green, Sandstorm, Slate Blue
FRAME:	GT Triple Triangle design w/full 7005 heat treated aluminum frame set	GT Triple Triangle design w/full Cr-Mo frameset	GT Triple Triangle design w/Cr-Mo frameset	GT Triple Triangle design w/Cr-Mo main tubes	GT Design Triple Triangle design w/Cr-Mo seat tube	GT Design Triple Triangle RB design w/Cr-Mo main tubes
FORK:	700c Cr-Mo Unicrown with 1 1/8" steerer	700c Cr-Mo Unicrown with 1 1/8" steerer	700c Cr-Mo Unicrown with eyelets	700c Unicrown with eyelets	700c Unicrown with eyelets	700c Cr-Mo Unicrown
RIMS:	Araya TX-350; double wall; 36-hole; aluminum	Araya TX-350; double wall; 36-hole; aluminum	Araya PX-645; 36-hole; aluminum	Araya PX-645; 36-hole; aluminum	Araya PX-645; 36-hole; aluminum	Araya PX-645; 36-hole; aluminum
TIRES:	Maxxis Cross design; 700 x 42c	Maxxis Cross design; 700 x 42c	Maxxis Cross design; 700 x 42c	Maxxis Cross design; 700 x 42c	Maxxis Cross design; 700 x 42c	City Cross 700 x 38c
FRONT HUB:	Shimano Deore LX	Shimano Alivio	Shimano Altus C-90	Alloy Sealed Mech QR	Alloy Sealed Mech QR	Shimano Altus
REAR HUB:	Shimano Deore LX; 8-speed cassette, QR	Shimano Alivio; 7-speed cassette, QR	Shimano Acera-X; 7-speed; cassette, QR	Alloy 7-speed cassette, QR	Alloy 7-speed cassette, nutted	Shimano Nexus internal 7-speed, aluminum
SPOKES:	Stainless	Stainless	Stainless	Stainless	UCP	Stainless
PEDALS:	GT Cross design; aluminum body; steel cage	GT Cross design; aluminum body; steel cage	GT Cross design; hi-impact body; steel cage	GT Cross design; hi-impact body; steel cage	GT Cross design; hi-impact body; steel cage	GT Cross design; hi-impact body; steel cage
CHAIN:	Shimano Hyperglide	Shimano Hyperglide	Shimano Hyperglide	Shimano Hyperglide	Shimano Hyperglide	Shimano Hyperglide
FRONT DERAILLEUR:	Shimano Deore LX	Shimano STX	Shimano Acera-X	Shimano Acera-X	Shimano Altus C-90	N/A
REAR DERAILLEUR:	Shimano Deore LX 8-speed	Shimano STX 7-speed	Shimano Alivio 7-speed w/IG function	Shimano Acera-X 7-speed	Shimano Altus C-90, 7-speed	N/A
SHIFTERS:	Shimano Deore LX	Shimano STX	Shimano Acera-X EZ-Fire	GripShift MRX-100, 7-speed	GripShift MRX-100 7-speed	Nexus Toggle for 7-speed
FREEWHEEL:	Shimano Hyperglide; 11-28; 8-speed	Shimano Hyperglide; 11-28; 7-speed	Shimano Hyperglide; 11-28; 7-speed	Shimano Hyperglide; 11-28; 7-speed	Shimano Hyperglide; 11-28; 7-speed	Shimano Nexus 14 tooth
HANDLEBAR:	Aluminum, GT Cross design	Aluminum, GT Cross design	GT Cross design	GT Cross design	GT Cross design	Aluminum, GT RB design
HANDLEBAR STEM:	GT Cross design aluminum	GT Cross design Cr-Mo	GT Cross design with Mid-Rise	GT Cross design with Mid-Rise	GT Cross design with Mid-Rise	GT RB design, aluminum
GRIPS:	GT Design	GT Cross Design	GT Cross design	GripShift	GripShift	RB GEL Grip
CRANKSET:	Shimano Deore LX 42/32/22	Shimano STX 42/32/22	Shimano Acera-X 42/34/24	Shimano Acera-X 42/34/24	Shimano Altus 38/32/24	Shimano Nexus single sprocket
BB PARTS:	Shimano cartridge	Shimano cartridge	Shimano cartridge	Shimano cartridge	Shimano cartridge	Shimano cartridge
HEADSET:	1 1/8" sealed mechanism	1 1/8" sealed mechanism	1" sealed mechanism	1" sealed mechanism	1" sealed mechanism	Sealed mechanism
SADDLE:	GT Cross	GT Cross	GT Supersoft	GT Supersoft	GT Supersoft	GT Supersoft w/springs
SEAT POST:	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Alloy micro-adjust	Satin Steel	Alloy micro-adjust
BRAKE SET:	Shimano Deore LX	Shimano Alivio	Shimano Altus	Shimano Altus	Alloy Cantilevers	Shimano Altus cantilever front and Nexus integrated drum rear
BRAKE LEVERS:	Shimano Deore LX	Shimano STX	Shimano Acera-X	Alloy with reach adjust	Alloy with reach adjust	Shimano Nexus
EXTRAS:						Aluminum fenders; full coverage chainguard

Specifications subject to change without notice

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SPIN
COMPOSITE WHEELS

Ride as hard as you have to. Spin wheels were designed not only to be strong, light, and fast, but also practical. Until now, only wire-spoked wheels were affordable and repairable, but Spin makes the same true for composite wheels! Spin features replaceable rims on its mountain and road wheels. These aren't fragile specialty wheels; they're strong, stiff and minimal maintenance wheels that you can use every day. Imagine never breaking a spoke or having to true another wheel again.

Spin uses a long carbon fiber thermoplastic to form the composite into one, hollow piece with a lost core

injection molding technique. Not only is this mechanized technique more reliable than hand-layering sheets of thermoset carbon fabric that can delaminate, but also much more affordable. Because Spin's computer-controlled molding process is more consistent, we also guarantee that every road and mountain Spin wheel is true and round within 0.020" (0.5 mm). Twenty thousandths of an inch is a business card folded in half, a tolerance that hand-layup methods can't ensure every time. Available in 700c, 650c, mountain 26". Spin down to your local bicycle shop and ask for a demonstration.

45



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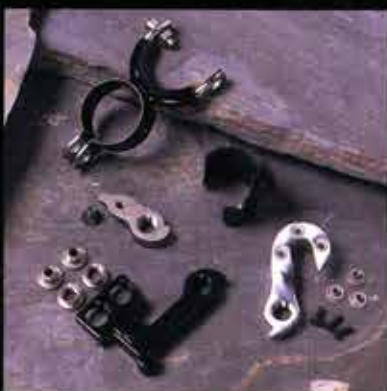


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