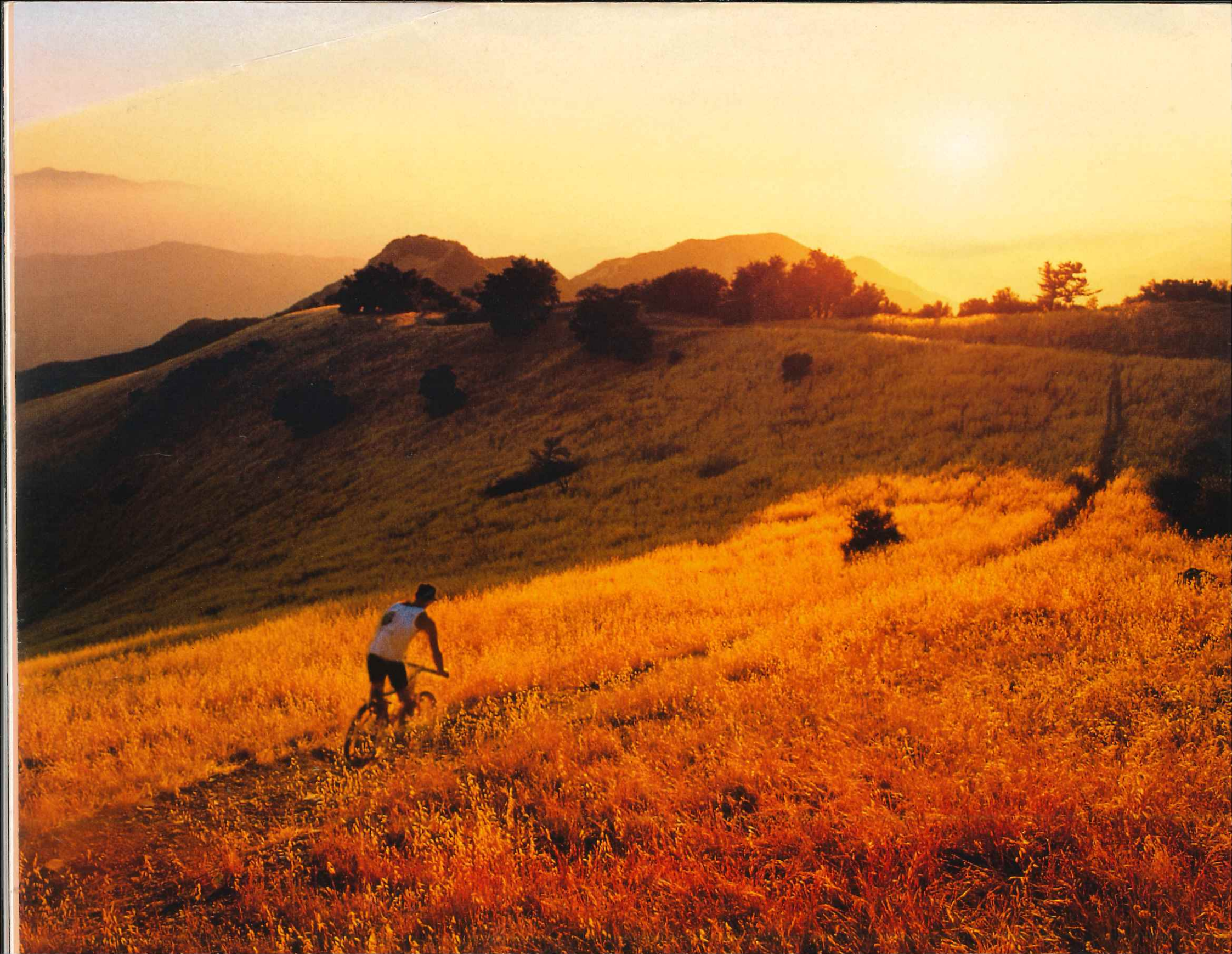




EARTH
WIND
AND
BICYCLES





READ THE OPERATING INSTRUCTIONS BEFORE RIDING

If you don't choose the bike that's just right for you, you're selling yourself short. You'll be in for an uncomfortable ride and peddalling will become a pain. And that's the last thing we at Giant want, which is why we've got a tip for you: before you take to the tracks, take a

long, hard look at yourself. Ask yourself some questions only you can answer. What will you be using your new Giant for? What do you

hope to achieve from it? Is commuting to work

your only goal, or do you have a burning ambition to make cycling your profession? Is it

comfort you want, or the rock-hard thrill of performance? Do you want to cruise the streets

or blaze muddy trails? Or both, perhaps? Do you cycle occasion-

ally or are you planning to tour the globe?

In short, ask yourself a few vital questions. Every answer will

bring you closer to your ultimate goal: the ideal Giant. Because,

even though we are the world's leading ATB manufacturer, only

one thing really counts at Giant: YOU.

This explains why Giant's range of frames and models is so diverse. We have taken into

account all sorts of cycling postures and can offer innumerable geometries and customising

options using a wide variety of materials and components. Frame, forks, posture, weight,

components... find the right equation, add them up and we'll sell you a bike that's perfect-

ly suited to your needs; a guarantee that only Giant can give.

You may think that this incredible diversity will make it even harder to find the bike that's

right for you, but you'd be wrong. Each sec-

tion of this brochure, has a handy overview, of

the 1996 Giant Collection. Each table tells you

at a glance whether the Giant of your choice is

suited to your needs. In addition, each model in the brochure comes with a table of specifi-

cations, listing the bike's most important features: its purpose, available frame sizes, weight,

materials, drive mechanism, optional extras, safety features and

Giant series specs - Sports, Competition or Pro Racing. In no time

you'll find the bike that will give you years of cycling pleasure. A

glance at the table tells you what your Giant was built for. Keep

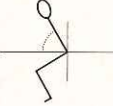
an eye on the outer limits of the table; they are a decisive factor.

Comfort versus heavy-duty. Recreational versus racing. If achie-

vement is what you're after, you'll find your ideal bike somewhere between 'heavy-duty'

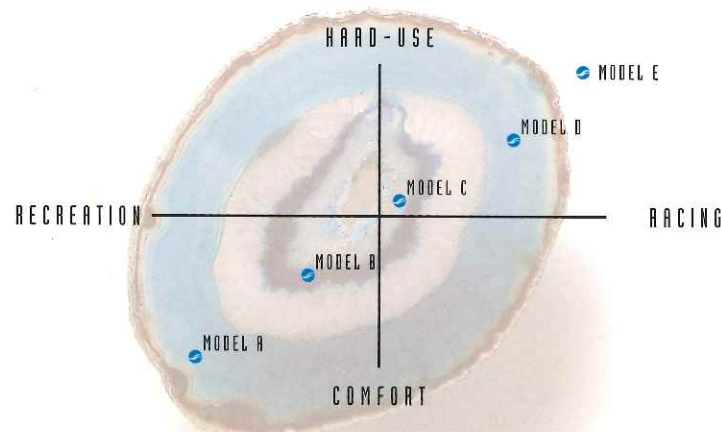
and 'racing'. And if you want to enjoy your surroundings to the full extent, you'll find the

right bike for leisurely cycling in the 'recreation' and 'comfort' corner.

SPORTS					
USERPOSITION	MATERIAL INDEX	WEIGHT	SIZING	DRIVESYSTEM	RIDING POSITION
					
EXTRA'S					

This specs table gives you a clear overview of the most important features of the Giant depicted here.

Segment



THREE WAYS TO GET TO THE TOP.



The frame and fork form the heart of your bike, getting them right is half the job. Because the frame and fork are such vital components, it will come as no surprise that we at Giant never take the easy way out. The bike's purpose and your intentions form the basis of our choice of materials, construction method and frame geometry. In other words, there is no such thing as a standard Giant. Giant frames are made of aluminium 6061 and Alcoa CU92 [6013] - both are given the T-6 treatment. We also use lightweight 4130 Chromoly [CRMO], treating it to various degrees, last but not least, we use the Giant speciality: advanced carbon fibre construction in all shapes and sizes. Moreover, Giant is the only bike manufacturer in the world who do not leave the butting of aluminium and Chromoly tubes to anyone else. The quality of a frame depends on the quality of the butting, a process which gives the tube walls their definitive dimensions.

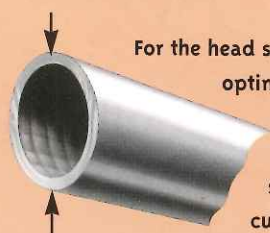
The butt is the thickened section at the end of a tube, the tube is thick in places where extra strength is required and thinner wherever possible, for optimum weight saving.

Giant can guarantee optimum weight, because we do all our own butting. Once we have cut the tube down to size, we determine the exact length of the butt, thus guaranteeing the perfect butt length for each frame. We believe this is vital, because bad butting could be detrimental to the bike's efficiency. Some important material specs have been listed on the next page.

1. THE CHROMOLY WAY

At Giant we do not leave the tooling of our Chromoly 4130 tubes to anyone else. We are the only bike manufacturer in the world who can boast in-house control and execution of this process. As a result, we make frames like no one else can! We have selected a variety of Chromoly 4130 frames for our 1996 range. One of these is a lightweight model with double-butteted tube walls measuring 0.9 - 0.6 - 0.9 mm, you'd have a hard time finding a lighter and stronger Chromoly frame. It gives the bike an incredible feel, but keeps you in the driving seat at all times. This exclusive material has been used for a selected range of our Race, ATB and All Roads models. Road racers in this range include the Peloton 7600 and 7400, we also used it for our All Roads model, the Trooper.

One of our other favourites is Chromoly 4130 (tube wall: 0.9 mm) manufactured according to the 'Max' principle. These tubes have an outer butting at each end, reinforcing them in places which take the most strain during cycling. We apply the Max principle horizontally around the bottom bracket, to absorb the lateral forces that are unleashed during pedalling.



For the head set, on the other hand, we use the Max principle vertically, ensuring optimum absorption of front-wheel shock waves.

Frames built according to the Max principle absorb many of the shocks that would otherwise be absorbed by the rider. This is particularly good news for avid off-road riders.

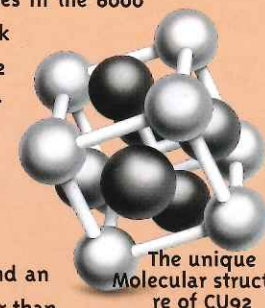
This explains why we have for so many years used this strong and durable component for our successful range of ATB models, such as the Granite, Sierra and Terrago. It now also features on some of the All Roads bikes of the 1996 collection, including the Squadron and Tourer range. This type of Chromoly is ideal for constructing stable frames that react swiftly to handling and are almost as light as the Sports and Competition Series.

2. THE ALUMINIUM WAY

A perfect bike is not only durable, it is also light. This is why many manufacturers use aluminium for their frames; it offers an ideal mix of rigidity and weight (Aluminium's weight is a third of steel!). But there is one snag: not all aluminium is the same, and a Giant wouldn't be a Giant if we didn't go one better. We use only the best aluminium, selected from the so-called 6000 series, for our frames. Our favourite type numbers are 6061 and CU92 (6013), both of which are given the T-6 treatment. (The Giant T-6 treatment ensures that the bikes' tube features are maintained to perfection, even after soldering).

We developed the high-tech CU92 (6013) aluminium together with Alcoa, who initially used this material exclusively for its space programmes. There's no prizes for guessing which material you should choose if you want to go like a rocket on any surface.

To start with, CU92 is 30% lighter than other aluminium types in the 6000 series. Furthermore, our technicians find it a pleasure to work with. As mentioned earlier, we do our own butting, and CU92 is an ideal product for this process. Our oversized tube diameters ensure a frame that weighs next to nothing, but is still durable. CU92 is easy to solder and produces better and stronger welds.



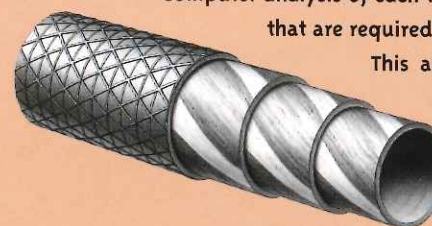
Many of the models in our Competition Series are built around an aluminium 6061 frame. Although this material is a little heavier than high-tech CU92 it is perfect for the construction of extremely light, strong and rigid frames - especially after we've given it the T-6 treatment. We also use oversized tubes in these frames, allowing us to pare down the tube walls, reducing the overall weight of the bike even more. And what's more: aluminium is completely weather proof, which will undoubtedly come as a great relief to many Giant riders, most of whom tend to ignore weather reports.

3. THE CARBON WAY

The ultimate material for bike frames is carbon fibre. It is not only the most rigid, durable and lightweight material on this planet, it is also not susceptible to metal fatigue. In the most extreme sports - such as Formula 1 racing - where weight and winning are almost synonymous, carbon fibre forms the basis of most of the vital components.

However, carbon is not only the best, but it is also the most difficult material to use for bike frame construction. The specific criteria for each layer and each square millimetre must be precisely calculated. Giant has honed this down to a fine art: we are the only bike manufacturer in the world that has the in-house expertise to control the processing and development of this black gold from start to finish.

Computer analysis of each tube determines the number of layers of carbon fibre that are required along with the constitution of each layer (0.14 mm).



This allows us to achieve an optimum balance between weight, material, geometry and purpose. Carbon frames are never welded. The best way to connect two carbon-fibre frame components is by bonding. This will come as no surprise to people who know that bonding is fairly common

practice in the aviation industry and space programmes.

We have co-operated with top industrial glue manufacturers to find the most suitable adhesive for bonding aluminium lugs to carbon tubes on our CFR and HCM models, and for bonding carbon lugs to carbon tubes on our MCM models. The production of our top-end carbon-fibre frames and forks is not something we take lightly. It is a precision process for which we have constructed a special production facility. This is where we build our racing and ATB bikes, which are not only rated amongst the best in their respective categories, but are also affordable because we control the production process from start to finish.

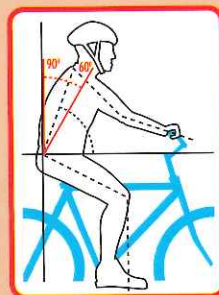
At Giant we know that success not only depends on materials, but on personal ambitions and demands too. In order to find out which bike is right for you, it is not only important to choose the right material, but also to understand the basic principles of frame geometry. Although all frames may look alike, there may be major differences in geometry, which have an effect on cycling satisfaction. The length of the toptube, the wheel base and the angles between the frame tubes all affect cycling posture. A shorter wheel base requires radical adjustment of your cornering technique.

The geometry of your frame and fork therefore have an effect on cycling. The specs tables include schematic diagrams of cycling position, with the specific angles and purpose of each series or bike. In other words, there is no such thing as a standard Giant. The following overview, which we referred to on Page 3, will help you to determine from which Series you should choose your tailor-made Giant.

SPORTS SERIES

The 1996 Race, ATB and All Roads ranges have a special Sports Series. We have done everything in our power to make these models as comfortable as possible. Sports Series Giants give you a more upright cycling posture, ensuring more relaxed cycling during rides, in spite of the physical exertion. Seated upright, you have an optimum view of your surroundings and excellent steering, gear and brake control. The levers are at your fingertips, which means you don't have to lean forward to change gears, like you do on racing bikes.

This pleasant position and ease of operation would be impossible to achieve with a standard frame. Which is why we don't make them at Giant. We adapt the frame geometry for each series. The Sports Series' frames have a longer wheel base and often have a lower bottom bracket, which makes for smooth and stable cycling. The frames are rigid, light and strong, and we generally use Chromoly 4130 as a basic material.



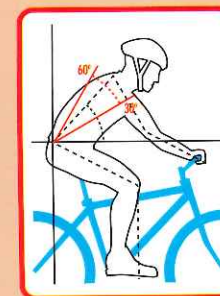
(60 - 90 degrees)

COMPETITION SERIES

The Best of Both Worlds: An ideal mix of the Sports and Pro Racing Series. This series is ideal performance, without too much loss of comfort and ease of operation. Your cycling position on Competition Series bikes will generally be more hunched and flatter (the 30 to 60 degree position), allowing you to generate more power and at higher speeds. This aerodynamic position puts you one up on your greatest adversary: wind.

The frames in this series are extra light. We use only high-tech materials such as aluminium 6061, CU92 and even carbon fibre. The geometries and the components of the Competition Series are designed for speed. The rear-fork is shorter, allowing faster and more direct transmission. Due to the shorter wheel base, the Giant reacts to handling more swiftly, allowing smoother cornering at high speeds.

The gear shifting is short and direct. Speed was also the decisive design factor for the saddle, wheel rims (the racing bikes have extra deep and stable DP18 rims), handlebars and stems (from 0 to 15 degrees on ATB's).

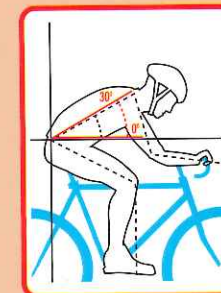


(30 - 60 degrees)

PRO RACING SERIES

In Pro Racing, success is all that matters. Which is why our materials are tuned for success. Only aluminium CU92 and carbon fibre are good enough for these frames and forks. The cycling position is aerodynamic allowing for optimum power generation and faster reaction times in sprints, corners and descents. In comparison to most Competition models, the toptube is a little longer (in comparison to the down tubes), the seatstays is shorter and the front fork is even straighter. There is no room for concessions in Pro Racing, where the only goal is success.

The ATB models in this series have a replaceable rear dropout, which means that you don't have to trash your bike when you meet with that unavoidable accident. The name Pro Racing is reserved for a select range of bikes: the AR-1 and CFR-1 & 2 racing bikes, and the ATB models MCM-1 & 2 and ATX 990 (a dual-suspension bike designed in co-operation with multiple world champion John Tomac).



(0 - 30 degrees)



RACE

At Giant we never sit still. Neither do our designers, not to mention our own racing teams.

Now and then we have time for one another. But sooner or later the subject turns to cycling.

Usually we discuss how we can make bikes better and faster. There is an exchange of ideas and experiences, where lists are submitted, full of demands and impossibilities. Tests are done and then repeated.

As a result, Giant has succeeded in making its 1996 collection even better than before.

A prime example is the Tig welded, Chromoly 4130, double-buttet frame we use for the

Peloton 7400 and 7600. If your legs can take the strain, this is the sure-fire answer

to success. Of course you have to choose the size that is right for you. But that

shouldn't be a problem. Both models are available in

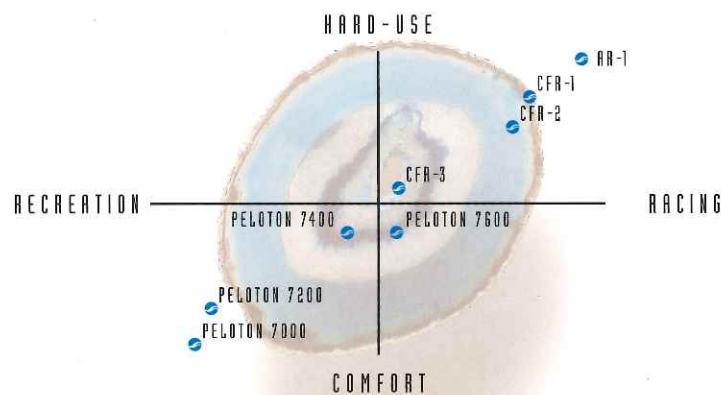
frame sizes ranging from 52 - 62 cm and 50 - 66 cm.

In collaboration with Gripshift we have also designed

handlebar gear shifts for the Peloton 7000 and 7200:

rotating shifters at your fingertips, which means you don't have to bend forward to

reach the gear levers on the down tube.



What are the basic requirements for your racing bike?

Many of our models come with 21 gears, which makes for easy cycling on flat surfaces and uphill, without the hassle of having to change your freewheels and chainwheels. The Peloton 7600 and all CFR models come with extra large, super aerodynamic DP18 rims, for more speed and greater stability. The 1996 CFR-1 and CFR-2 now both have a 100% carbon-fibre front fork, which is lighter and more stable, giving you greater control.

As you can see, at Giant every tenth of a second counts...

The unique Gripshift racing shifters offers comfort and control at your fingertips.



PELTON 7200



SPORTS

USER

Recreational, health

MATERIAL

4130 chromoly maintubing, tig welded, chromoly unicrown frontfork

WEIGHT

10,9 kg

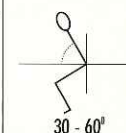
SIZING

50, 52, 54, 56, 58, 60, 62, 66 cm

DRIVESYSTEM

21 speed Gripshift, triple chainwheel 26-36-46, adjustable bracketset, Shimano Acera derailleur

RIDING POSITION



EXTRA'S

Dual pivot brakes, Aluminium seatpost, Aluminum handlebar, Aluminium aero rims, 700x23c racing tyres, Gripshift handlebar shifters, Wide gear ratio

PELTON 7000



SPORTS

USER

Recreational, fun

MATERIAL

4130 Chromoly maintubing, Tig welded, Unicrown frontfork

WEIGHT

11,4 kg

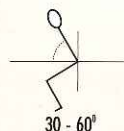
SIZING

54, 56, 58, 60, 62 cm

DRIVESYSTEM

18 speed Gripshift, Triple chainwheel 48-38-28 teeth, Adjustable bracketset

RIDING POSITION



EXTRA'S

Aluminium seatpost, Aluminium handlebar, Aluminium aero rims, Gripshift handlebar shifters, Wide gear ratio

PELTON 7400



SPORTS

USER

sports, fitness

MATERIAL

4130 chromoly double butted tubing, tig welded, 4130 chromoly frontfork

WEIGHT

10,5 kg

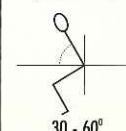
SIZING

52, 54, 56, 58, 60, 62 cm

DRIVESYSTEM

21 speed Shimano RSX, dual control shifter levers, triple compact chainwheel 46-36-26 teeth

RIDING POSITION



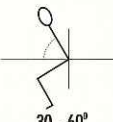
EXTRA'S

700 x 23c Racing tyres with nylon breaker (anti-puncture), aluminium one piece seatpost, aluminium handlebar, dual pivot brakes, stainless spokes, wide gear ratio

PELTON 7600



COMPETITION

USER	MATERIAL	WEIGHT	SIZING	DRIVESYSTEM	RIDING POSITION
Sports, ultimate	4130 double butted tubing, Tig welded, Aerocrown 4130 chromoly butted frontfork	10,6 kg	50, 52, 54, 56, 58, 60, 62, 66 cm	16 speed Campagnolo Avanti, Ergopower Shift levers	 30 - 60°
EXTRA'S 700 x 23 Racing tyre with nylon breaker (anti-puncture), Rigida DP18 deep V-rims 32 spokes front, 32 spokes rear, aluminium one piece seatpost					

Even modern cyclists are confronted with an age-old adversary: wind. One way of beating it is to choose a Giant with DP18 rims. These ultra-large, V-shaped rims are extremely aerodynamic, which not only makes them faster than regular rims, but also more stable. Our DP18 rims are not only used on the revolutionary AR-1, but also on the CFR-1, 2 & 3 and the Peloton 7600.



In 1988, our carbon bikes heralded a breakthrough in the racing world. We designed and manufactured the first carbon frame that was available to both pro's and top amateurs. By controlling the production process from start to finish we were able to supply a carbon bike at the price of a top Chromoly model.

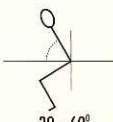


It will come as no surprise therefore that we have gone one step further. The front forks of the 1996 CFR-1 & 2 and the AR-1 are now also made of carbon fibre. This light (600 grams), stable and ultra-aerodynamic front fork gives leading racers even better road holding capacity.

CFR-3



COMPETITION

USER	MATERIAL	WEIGHT	SIZING	DRIVESYSTEM	RIDING POSITION
Racing, mix	90% carbon 10% Twaron fibre maintubes with aluminium lugs, aluminium rearstays, aluminium frontfork	9,9 kg	49, 51, 53, 55, 57, 59, 61, 63 cm	21 speed Shimano RSX, dual control shift levers, triple compact chainwheel 46-36-26 teeth	 30 - 60°
SAFETYFEATURES 700 x 22 Racing IRC Paperlite Plus tyres, Rigida DP18 deep titan V-rims, 32 spokes front, 32 spokes rear, aluminium one piece seatpost, aluminium headset with needle bearings, butted Tig welded chromoly handlebar stem					



If you have your own ideas about frame construction we have just the thing for you. This Giant frame will become the durable and indestructible heart of your new bike. We designed it ourselves and it is crafted in black gold: 100% carbon fibre.

CFR-2



PRO-RACING

USER
Racing,
enthusiast

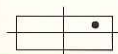
MATERIAL
100% carbon fibre frames and
stays with aluminium lugs,
100% carbonfibre aero frontfork

WEIGHT
9,6 kg

SIZING
49, 51, 53, 55,
57, 59, 61, 63 cm

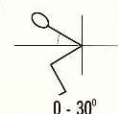
DRIVESYSTEM
16 speed Shimano 105, dual
control shift levers,
chainwheel 39-53 teeth

**RIDING
POSITION**



SAFETYFEATURES

700 x 22 Racing IRC Paperlite Plus tyres, Rigida DP18 deep titan V-rims, 32 spokes front, 32 spokes rear, aluminium ultralight stem Tig welded, ultralight crossbow saddle with active suspension, aluminium headset with needle bearings



0 - 30°

CFR-1



PRO-RACING

USER
Racing,
expert

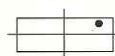
MATERIAL
100% carbonfibre frame and
stays with aluminium lugs,
100% carbonfibre aero frontfork

WEIGHT
9,5 kg

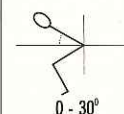
SIZING
49, 51, 53, 55,
57, 59, 61, 63 cm

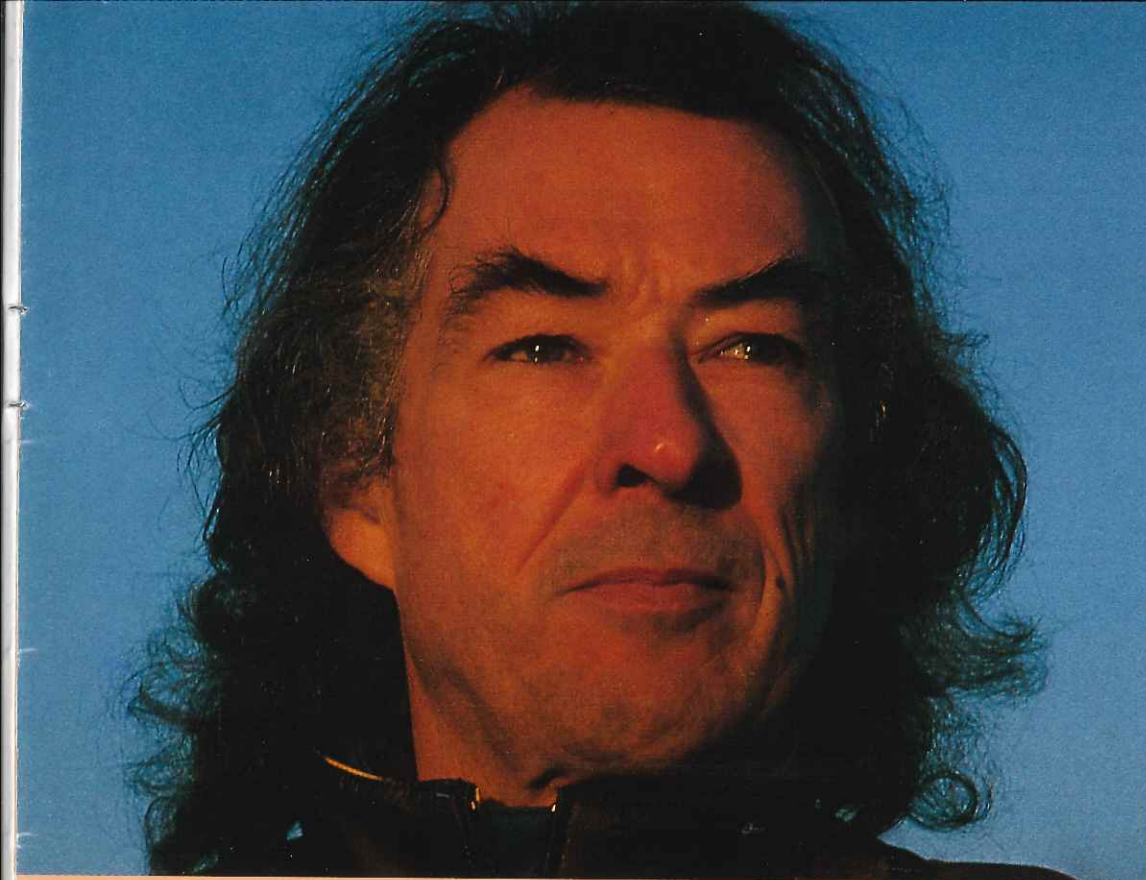
DRIVESYSTEM
16 speed Shimano Ultegra,
dual control shift levers,
chainwheel 39-53 teeth

**RIDING
POSITION**



EXTRA'S
700 x 22 Racing IRC Paperlite Plus tyres, Rigida DP18 deep titan V-rims, 32 spokes front, 32 spokes rear,
aluminium ultralight stem Tig welded, ultralight crossbow saddle with active suspension, aluminium
headset with needle bearings





MIKE BURROWS. THE KING OF CARBON

Walk into the world of Pro Racing and you're sure to bump into Mike Burrows. But be warned, Mike Burrows is a fanatic, a bike fanatic. Better still: Mike Burrows acts like a bike, reacts like a bike, Mike Burrows is a bike. [His wife will vouch for this.] This is why we are crazy about Mike at Giant, especially because Mike's not an ordinary bike. 'Ordinary' does not feature in Mike's vocabulary.

Mike has had his own workshop in Norwich, England for the past fourteen years or so. If he's not there, he's here with us. On his bike, of course, because Mike doesn't spend his whole life seated at a drawing board, he's a mile muncher too, he came up with the perfect bike design which carried Chris Boardman to Olympic gold in Barcelona. He selected the perfect components and the best construction materials.

Mike Burrows is not only a bike, he's also made of carbon. He can craft this black gold like no other. He has built revolutionary frames that have done away with the diamond-shape that has been around for more than a hundred years.

He is not the type of man who stops when he's completed a prototype intended for Olympic gold medallists. That would be far too easy. He knows how to adapt a high-tech frame so that the common or garden cyclist can pedal to unprecedented heights. Although most people wouldn't dare to take on the Giant AR-1...

AR-1

The AR-1 is the first monocoque racing bike that is ideal for road racing, time trials and triathlons. This bike has a variety of specific features: it is ultra-lightweight, durable, easy to ride and control, and suitable for fitting all standard components and wheels. In addition, the AR-1's frame is more aerodynamic than a standard frame. And, above all, it is just about the most beautiful thing on two wheels.

A double moulding technique was used to achieve optimum structural rigidity. T-300 carbon fibre with digitally designed lay-up reinforcements form the raw material and technical make-up of the AR-1. An aluminium insert is used for the steering head and bracket. The handlebars and seat are adjustable. The frame weighs 1298 grams and the front fork weighs 600 grams.



USER
Extremely fast

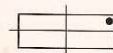
MATERIAL
Mike Burrows monocoque carbonframe 1298 grams and 100% carbonfibre aero frontfork

WEIGHT
8,9 kg

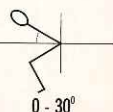
SIZING
variable

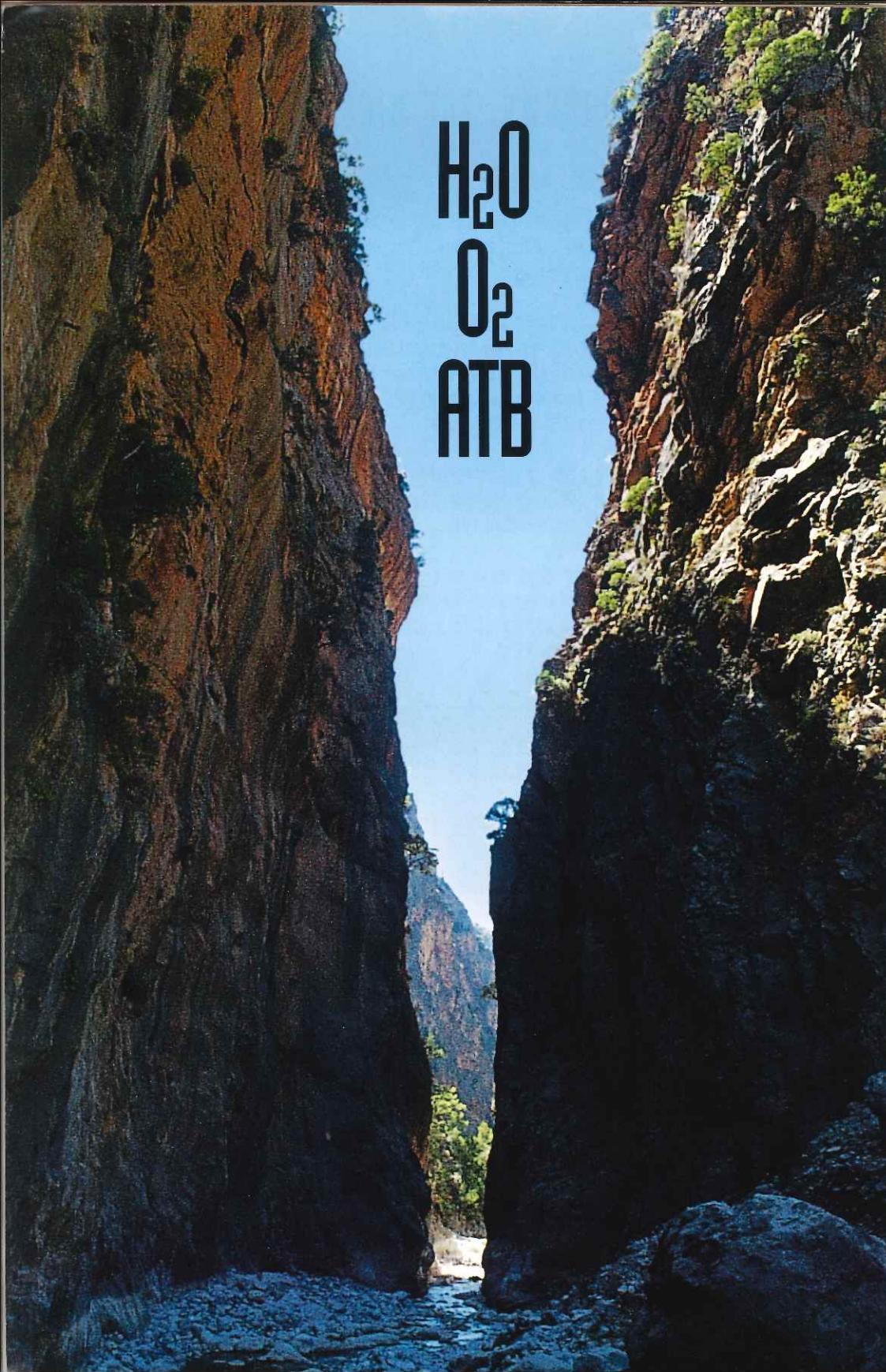
DRIVESYSTEM
16 speed Shimano Dura-Ace, dual control shift levers, wide ratio chainwheel 39-53 teeth

RIDING POSITION



EXTRA'S
Variable stem system, variable aero seatpost system, Mike Burrows 12 spoke wheel design, Pariba tyres, Ultralight innertube, Racing team design saddle.





H₂O
O₂
ATB

The carbon frames on our MCM models are based on the frames that have taken Giant racing teams from victory to victory. As is the case in Formula 1 racing, Giant combines the experience and knowledge of carbon fibre, gained in the world of professional ATB racing, to render its entire ATB range completely suited to your diverse needs. Because nothing tastes better than a resounding victory, we like to experiment with our materials now and then in order to see if we can make improvements, making our bikes faster or more durable... On one occasion, we let our boys ride a number of races with frames in which tube specifications had been altered. This not only made the frames lighter, but also more durable. What we learnt from this raw experience has been incorporated into the 1996 collection. This not only applies to our carbon frames, but also to our aluminium [6061 and CU92] and Chromoly 4130 models. This year we also paid extra attention to cycling posture, which is one of the most powerful weapons in the battle against the elements, adversaries and time.

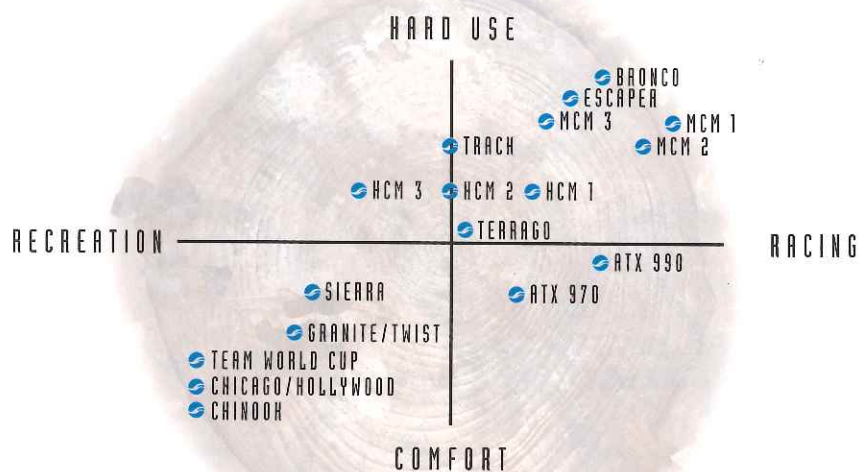
We have developed a variety of frames for different cycling postures; a wide range that will meet your specific demands [see Page 7]. Our carbon models allow the lowest riding position, which makes them pure racing machines.

In collaboration with John 'The Legend' Tomac - multiple world champion in various ATB categories and Giant rider - our frame builders have succeeded in designing the optimum geometry for our aluminium models.

This geometry produces the ideal cycling posture, allowing you and your Giant to achieve the optimum during radical climbing and technical exertion.

The geometry of the Chromoly models gives you a more upright posture (60 -90 degrees), because the toptube had been shortened in relation to the down tubes. This is ideal if you want something a little less racy and more comfortable.

By now it should be clear that we don't like standard solutions at Giant. Which is why most of our ATB components aren't ordered from an outside source; we prefer to design and develop them ourselves. Under the brand name EXT we fit all our frames with our own hubs, cranks, seatpin, headset and brakes. That way, we keep your cycling pleasure in our hands.



What are the basic requirements for your ATB?

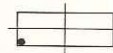
CHICAGO



SPORTS

USER

hard wearing,
trendy, Easy use,
comfortable



MATERIAL

Super oversized tubing, 1020
Hi-tensile frame and stays,
big unicrown frontfork, safety
dropouts

WEIGHT

13,5 kg

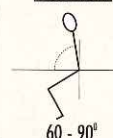
SIZING

13,5, 16, 18,
20, 22 inch

DRIVESYSTEM

21 speed XR-250, Twistshift
lever with indicator, compact
chainwheel 42-32-24 teeth,
adjustable bracketset

RIDING POSITION



EXTRA'S

Aluminium seatpost, aluminium handlebar, aluminium quick release seatpin, bar ends, aluminium brakelevers, aluminium rims, double sealed hubs

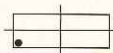
TEAM WORLD CUP



SPORTS

USER

Recreational,
trendy, Team-look



MATERIAL

4130 chromoly mainframe tubes
with "MAX" outerbutting,
big unicrown frontfork, safety
dropouts

WEIGHT

13,1 kg

SIZING

13,5, 18,
20, 22 inch

DRIVESYSTEM

21 speed Shimano
Acera full group

RIDING POSITION



EXTRA'S

Giant team-look, aluminium seatpost, aluminum handlebar, aluminium Rigida rims, coloured tyres, bar ends, quick release front/rearhubs and aluminium seatpin

HOLLYWOOD



SPORTS

USER
comfortable,
easy to use

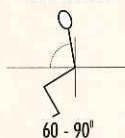
MATERIAL
Super oversized tubing, 1020
hi-tensile frame and stays,
big uni-crown frontfork, safety
dropouts

WEIGHT
13,5 kg

SIZING
14,5, 16, 18,
20 inch

DRIVESYSTEM
18 speed Shimano TY22 derail-
leur, Gripshift shift levers,
aluminium cranks

**RIDING
POSITION**



60 - 90°

EXTRA'S

Quick release front hub, aluminium rims, handlebar 30 mm upraise



GRANITE



SPORTS

USER
Recreational,
comfortable

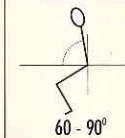
MATERIAL
4130 chromoly "MAX" outerbut-
ted frame and stays, big uni-
crown frontfork, safety dropouts,
low chainstay design

WEIGHT
13,0 kg

SIZING
16, 18, 20, 22,
24 cm

DRIVESYSTEM
21 speed Shimano Alivio derail-
leurs, Shimano Alivio compact
chainwheel, Shimano Alivio
shifters

**RIDING
POSITION**



60 - 90°

EXTRA'S

Aluminum handlebar, EXT-hubs with double seal, aluminium brakes with easy setting and ultra long shoes, aluminium quick release for hubs and seatclamp, clear grips



CHINOOK



SPORTS

USER
recreation,
daily

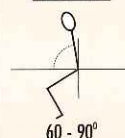
MATERIAL
Super oversized hi-tensile
frame with hi-tensile big
unicrown frontfork

WEIGHT
15,6 kg

SIZING
GTS S(18),
M(20), L(22) inch

DRIVESYSTEM
Shimano Acera 21 speed
derailleurs, compact chainwheel
and Gripshift shifterlevers

**RIDING
POSITION**



60 - 90°

EXTRA'S

Special designed multi-use tyres with reflective tape, bar ends (on GTS), upraise handlebar (on LDS), chainguard, aluminium rims, Bumm integrated reflector/rearlight unit, quick release front/rear hub and seatpin, unbreakable fenders



SIERRA



SPORTS

USER
Sporty,
comfortable

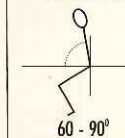
MATERIAL
4130 chromoly "MAX" outerbuted
frame and stays, 4130 chromoly big
unicrown frontfork, safety dropouts,
low chainstay design

WEIGHT
12,2 kg

SIZING
16, 18, 20,
22, 24 inch

DRIVESYSTEM
21 speed Shimano STX derail-
leur, Shimano Alivio compact
chainwheel, Gripshift SRT 300
Shift levers

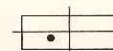
**RIDING
POSITION**



60 - 90°

EXTRA'S

Aluminum "buted" handlebar, aluminium bar-ends, aluminium brakes with easy setting and ultra long shoes, skinwall tyres with front/rear tread, aluminium quick release for hubs and seatclamp, bottle + cage included, stainless spokes.



Following the introduction of our EXT range of components

in 1995, we took a long, hard look at them to see whether they could

be altered or improved. We suc-

ceeded. They look even

better now.

All EXT handlebars

are made of high-grade

aluminium. This has certain advanta-

ges: aluminium is lighter than steel and has

better shock absorption capacity. Handlebars

are available in a 6061 aluminium version, a 6061 butted

159-gram model, and the ultra-

lightweight 2014 butted 146-gram model. All handlebars are given the T-6 treatment.

Even models such as the Chicago, are fitted with 6061 aluminium handlebars.

TERRAGO

All EXT hubs, both front and

rear, have an inner and outer

sealing. The rear hubs have an

extra sealing behind the

cassette body, to keep

out dirt and water,

guaranteeing durability.

And last but not least, most of our

models come with an aluminium quick

release, which is both light and durable.

SPORTS

USER

Ultimate sport

MATERIAL

4130 chromoly "MAX" outerbutted frame and stays, 4130 chromoly big uncrown frontfork, safety dropouts, low chainstay design

WEIGHT

12,2 kg

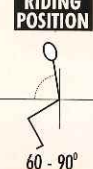
SIZING

16, 18, 20,
22, 24 inch

DRIVESYSTEM

24 speed Shimano Deore LX derailleurs, Shimano STX compact chainwheel, Gripshift SRT600 Shift levers

RIDING POSITION



EXTRA'S

Aluminum "butted" handlebar, EXT TEC-brakes with easy setting and ultra long shoes, coloured 26 x 1.95 tyres with front/rear tread, Rigid Apex rims, bottle + cage included, stainless spokes.



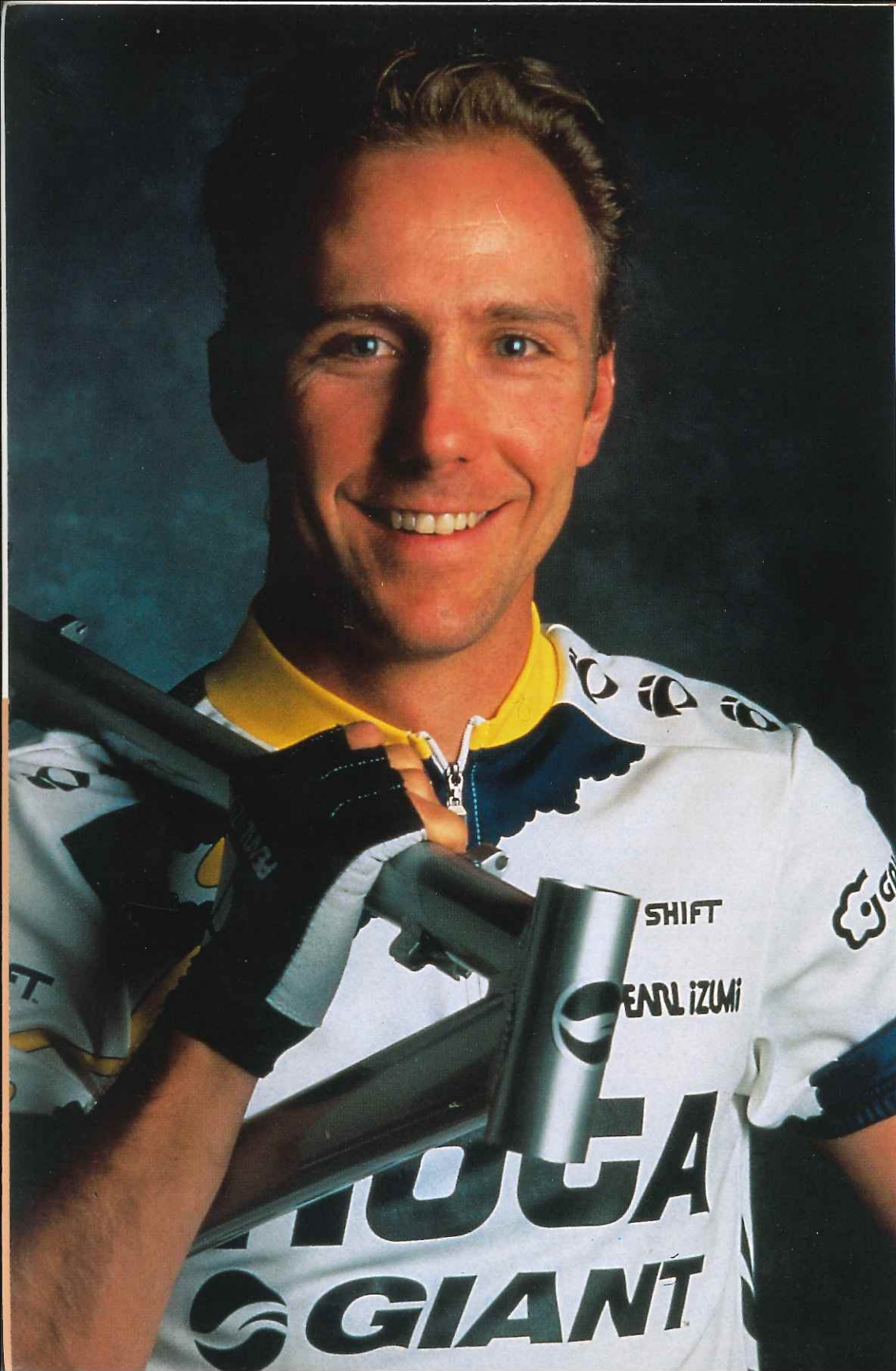
EXT range

Giant uses 70-mm brake pads for

its EXT brakes. Extra length means extra brake surface,

more control and a shorter braking distance.





JOHN 'THE LEGEND' TOMAC

John has definitely earned his nickname. Cross country or downhill racing, Tomac has won almost every national and international title there is to win. Naturally, they didn't all just fall into the lap of this American champion, who hails from Ossowo, Michigan. Since the day he could ride - which, according to some, was before he could walk - he left the beaten track to blaze his own trails. He rode his first race in 1973, when he was only six years old.

His first real sponsor turned up when he was eleven: the local cycle shop was the first to recognise his natural talent. He turned full pro when he was sixteen. After that, his career developed very quickly.

Tomac now has about - he's lost count - thirty national and international trophies on his mantelpiece. These include: overall Norba World Champion in 1988 and 1989; Norba Downhill Champion in 1989 and 1991; World Champion Cross Country and overall World Cup Cross Country in 1991; and Norba National Downhill Champion in 1994. The man doesn't know when to quit. Which is why John 'The Legend' Tomac rides a Giant.

ATX-970



COMPETITION

USER

pure off road, technically orientated

MATERIAL

4130 chromoly double butted frame + stays, RST oil/spring, active suspension system, 3 inch rearaxle travel, RST 381 frontfork

WEIGHT

14,6 kg

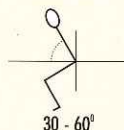
SIZING

16, 18, 20 inch

DRIVESYSTEM

21 speed Shimano STX derailleur, Gripshift SRT 400 shifters, Shimano compact chainwheel 24, 34, 42

RIDING POSITION

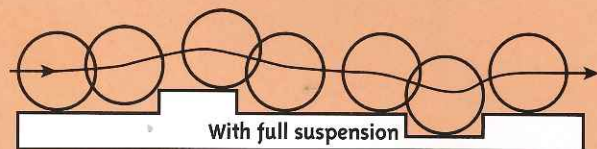


EXTRA'S

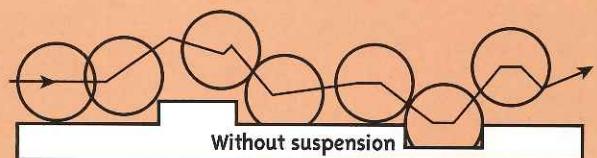
Aheadset system, 26 x 1.95 tyres with front/rear tread, stainless spokes, grey grips, EXT aluminium handlebar

We introduce to you the ATX 990 and ATX 970. Designed by John Tomac. John Tomac, also known as 'Johnny T', uses an MCM frame for cross-country racing and an ATX 990 dual-suspension frame for his speciality: downhill racing.

Giant's ATX dual-suspension frames are based on the 'active suspension system'. This system ensures that the suspension has no effect on the peddalling power generated by the rider. The graph demonstrates the differences in surface contact between a bike with or without full suspension. Power can only be generated when the rear wheel is in contact with the ground, which is not always the case when you take on extreme off-road conditions or the challenge of downhill racing.



With full suspension



Without suspension

ATX-990



PRO-RACING

USER

pure off road, advance high-tech

MATERIAL

Alcoa CU-92 butted aluminium T6 oversized frame + stay, Noleen oil/air, Rockshox Judy XC96 frontfork

WEIGHT

12,4 kg

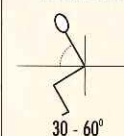
SIZING

16, 18, 20 inch

DRIVESYSTEM

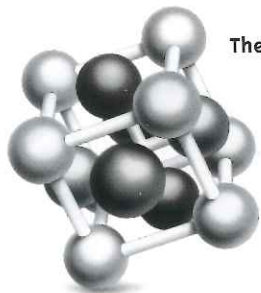
24 speed Shimano XT derailleur, Shimano LX compact chainwheel 22, 32, 42, Gripshift SRT 800 shifters

RIDING POSITION



EXTRA'S

Active suspension system, 3 inch rearaxle travel, Tioga Psycho Kevlar tyres, Mavic 220 double wall rims, Tioga Multi control saddle with cromo rail, one piece seatpost, Aheadset system, butted handlebar, John Tomac Race Proven geometry



The unique molecular structure of Alcoa CU92 makes it 30% stronger than aluminium 6061 and 70% harder than the aluminium 7000 series.

Giant is the only bike manufacturer in the world that has in-house control of the production process from start to finish. We use raw carbon to make carbon strands, which consist of no fewer than 1,200 microscopic fibres. These strands are used to make the sheets which we use to make frame tubes. Sheets vary from 10 to 20 layers and, depending on the tube specifications, they may be bonded together in different directions.

Giant has fitted bar ends to the handlebars of many of its ATB's, offering a wide variety of steering options.



ESCAPER



COMPETITION

USER
Hard
racing

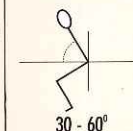
MATERIAL
Alcoa CU92 butted aluminium T-6 oversized frame and stays, replaceable dropout, low chainstay design, 4130 chromoly boxer frontfork

WEIGHT
10,9 kg

SIZING
16, 18, 20,
22 inch

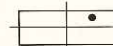
DRIVESYSTEM
24 speed Shimano LX derailleurs, Shimano LX compact chainwheel, Shimano LX hubs, Gripshift SRT 600 Shift levers

RIDING POSITION



EXTRA'S

John Tomac Race geometry, aluminum EXT "butted" handlebar, aluminum stem A-headalike type, crossbow saddle, Tioga Psycho tyres with front/rear tread, Rigida Laser 40 double wall rims with ground side walls



BRONCO



PRO-RACING

USER
Hard
mix

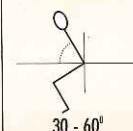
MATERIAL
Aluminium 6061 T 6 oversized frame and stays, replaceable dropout, low chainstay design, 4130 chromoly big uncrown frontfork

WEIGHT
11,7 kg

SIZING
16, 18, 20,
22 inch

DRIVESYSTEM
21 speed Shimano STX RC derailleur, Shimano STX compact chainwheel, Shimano STX Shift levers

RIDING POSITION



EXTRA'S

John Tomac Race geometry, aluminum EXT "butted" handlebar, aluminium bar ends, EXT TEC-brakes with easy setting and ultra long shoes, Tioga Psycho tyres with front/rear tread, Rigida Laser 40 double wall rims with ground side walls



USER
Hard
extreme

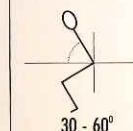
MATERIAL
Alcoa CU92 butted aluminium T-6 oversized frame and stays, replaceable dropout, low chainstay design, 4130 chromoly big boxer frontfork

WEIGHT
11,7 kg

SIZING
16, 18, 20,
22 inch

DRIVESYSTEM
24 speed Shimano XT derailleurs, Shimano LX compact chainwheel, Gripshift SRT 800 X-ray Shift levers

RIDING POSITION

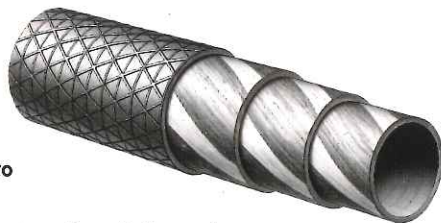


EXTRA'S

John Tomac Race geometry, Tioga brakelevers, crossbow saddle with Teamlogo, Tioga Psycho tyres (grey) with front/rear tread, Rigida Laser 40 double wall rims with ground side walls, one piece seatpost, headset with needle bearings, grey grips + shifters



Giant is the only bike manufacturer in the world that has in-house control of the Carbon fibre production process from start to finish. We use raw carbon to make carbon fibre strands, which consist of no fewer than 1,200 microscopic fibres. These strands are used to make the sheets



which we use to make frame tubes. Sheets vary from 10 to 20 layers and,

depending on the tube specifications, they may be bonded together in different directions.



All our aluminium and carbon ATB's have a replaceable rear drop-out. So, if you break or damage the rear end of your frame during a

wild ride, it won't mean the end of your Giant.

HCM-2



COMPETITION

USER
sporty, technically orientated

MATERIAL
100% Carbon main frame, aluminium rear triangle, 4130 chromoly big unicrown frontfork, replaceable dropout and low chainstay design

WEIGHT
11,3 kg

SIZING
16, 18, 20, 22 inch

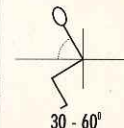
DRIVESYSTEM
21 speed Shimano STX-RC derailleur, Shimano Alivio compact chainwheel, Shimano STX Shift levers

RIDING POSITION



EXTRA'S

Aluminium EXT butted handlebar, EXT-TEC brakes with ultra long shoes, aluminium A-head alike stem, aluminium bar ends, Araya TM 18 double wall rims, stainless spokes, bottle and cage included



HCM-1



COMPETITION

USER
Sporty, material enthusiast

MATERIAL
100% Carbon main frame, chromoly rear triangle, 4130 chromoly big unicrown frontfork, replaceable dropout and low chainstay design

WEIGHT
11,9 kg

SIZING
16, 18, 20, 22 inch

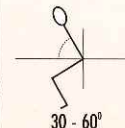
DRIVESYSTEM
21 speed Shimano STX derailleur, EXT-TEC compact chainwheel, high polish cranks, Gripshift shift levers

RIDING POSITION



EXTRA'S

Aluminium EXT-handlebar, aluminium brakes with ultra long shoes, Skinwall tyres with front/rear tread, stainless spokes, bottle and cage included



USER
competition, advanced technique

MATERIAL
100% Carbon main frame, aluminium rear triangle, 4130 chromoly big boxer frontfork, replaceable dropout and low chainstay design

WEIGHT
11,2 kg

SIZING
16, 18, 20, 22 inch

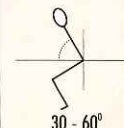
DRIVESYSTEM
21 speed Shimano STX-RC derailleurs, Shimano STX compact chainwheel, Shimano STX-RC Shift levers

RIDING POSITION



EXTRA'S

Aluminium EXT butted handlebar, aluminium A-head alike stem, aluminium bar ends, Tioga Psycho tyres with front/rear tread, Araya TM 18 double wall rims, stainless spokes, Crossbow design saddle, clear grips, EXT-COMP aluminium pedals with toeclips





RUNE'S LUCKY NUMBER

To the great dismay of our opponents we started our own Giant Pro Team in 1995. During their first year, Rune Høydahl, Albert Iten, Marcel Arntz, Lennie Kristensen and Jens Schwedler turned the RTB world upside-down. Our boys ran off with many of the major trophies. Rune Høydahl played a unique leading role in this saga.

Never before had anyone won three of the prestigious Grundig World Cup races in a row. Rune won in Spain, Australia and Belgium. He went on to ride and win in Vermont (USA) and Mount St. Anne (Canada). The competition also stood in silent awe of the Giant team during the gruelling races in Hawaii and Tour de Suisse. Here too, the European team ended at the head of the pack. Was it because our boys were in sublime shape? Or was it because they had access to the world's best cycling equipment: Giant MCM-team frames, made of 100% carbon tubes and lugs, developed in collaboration with Mike Burrows [designer of the 'wonder bike' which carried Chris Boardman to Olympic gold in Barcelona]. Let's say it was a combination of the two. Whatever the case may be, one thing is certain: the other teams aren't pleased with our 'novices'.



Most of our opponents in the international Grundig Cup Mountain Bike races have already developed a fear of our yellow frames. The perfect combination of bike and rider is the key to success. Ask Rune Høydahl, winner of five of the eight Grundig World Cup races held this year.



MCM-3



COMPETITION

USER
extreme,
sporty

MATERIAL
Full Carbon frame stays and
lugs, 4130 chromoly big boxer
frontfork

WEIGHT
10,9 kg

SIZING
16, 18, 20 inch

DRIVESYSTEM
21 speed Shimano STX-RC
derailleur, Shimano STX compact
chainwheel, Gripshift SRT 400
Shift levers

**RIDING
POSITION**

EXTRA'S

Aluminium EXT butted handlebar, EXT-TEC brakes with ultra long shoes, Tioga Psycho tyres with front/rear tread, Rigidia double wall rims with eyelets, anodized aluminium brakelevers

30 - 60°

MCM-2



PRO-RACING

USER
Extreme
competition

MATERIAL
Full Carbon frame stays and
lugs, new Marzocchi adjustable
Zokes suspension frontfork

WEIGHT
11,4 kg

SIZING
16, 18, 20 inch

DRIVESYSTEM
24 speed Shimano Deore LX
components, Gripshift SRT 600
Shift levers

**RIDING
POSITION**

SAFETYFEATURES

Aluminium one piece bar ends, aluminium EXT butted handlebar Tioga brakelevers, Crossbow design saddle, Tioga Psycho tyres front/rear tread, headset with needle bearings

0 - 30°

Our MCM models are the best thing money can buy. The lugs on these models are

made of carbon instead of aluminium. One high-tech element is the bonding

process, developed at the Giant factories,

which is used to attach the tubes to the

lugs. The bonding and polishing are



The extremely precise bonding process.

all done by hand.

By controlling the process from start to finish we get the desired result: a light bike,

with incredible shock absorption and

durability. Only suitable for people who are

out to explore the limits of their endurance.



The lay-up treatment of the lug.

MCM-1



PRO-RACING

USER
extreme
racing

MATERIAL
Full Carbon frame stays and
lugs, Marzocchi XCR air/oil
suspension frontfork

WEIGHT
11,2 kg

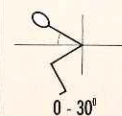
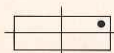
SIZING
16, 18, 20 inch

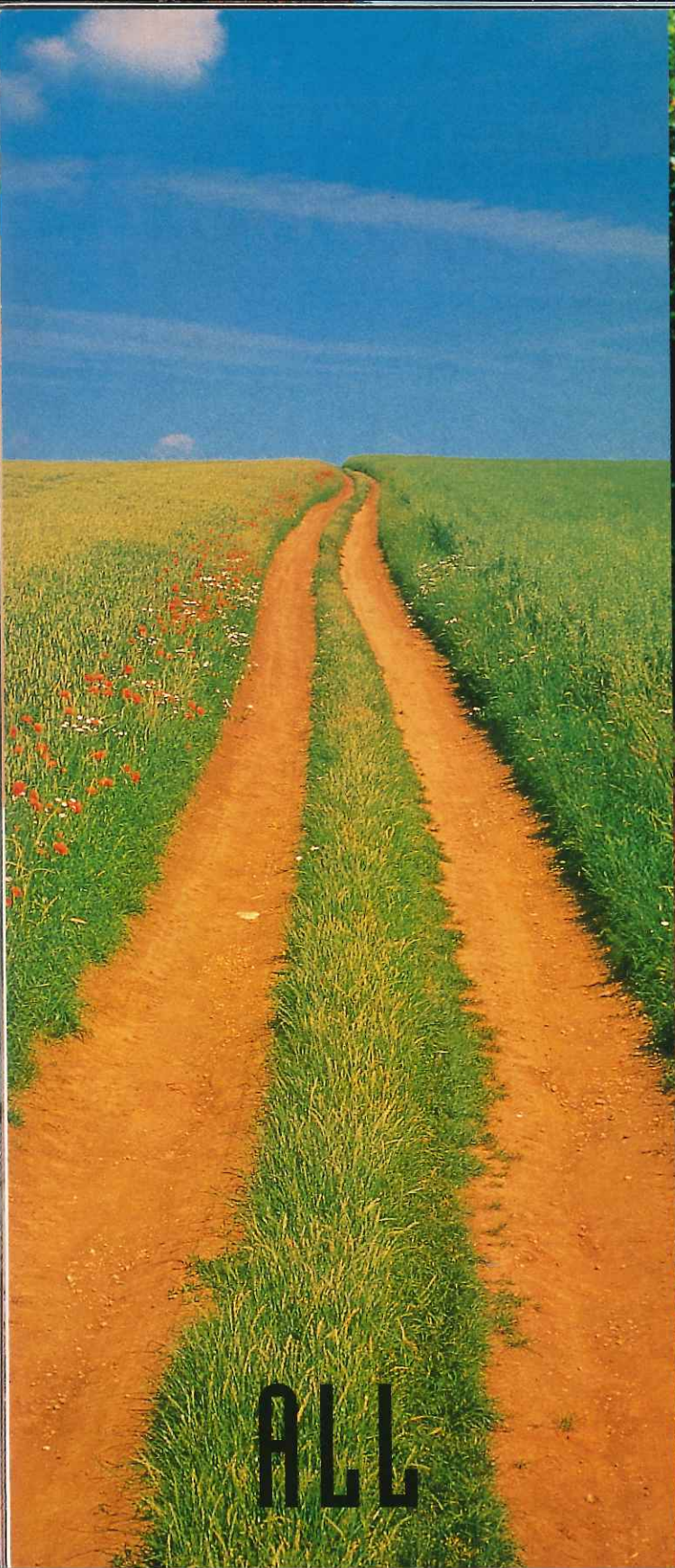
DRIVESYSTEM
24 speed Shimano XT
components, EXT-PRO ultra
light chainwheel (600 grs)

**RIDING
POSITION**

EXTRA'S

Shimano V-brakes, Aluminium one piece bar-ends, Team design saddle, Tioga Psycho Kevlar tyres grey colour, double butted stainless spokes, Mavic 220 S double wall ultralight rims

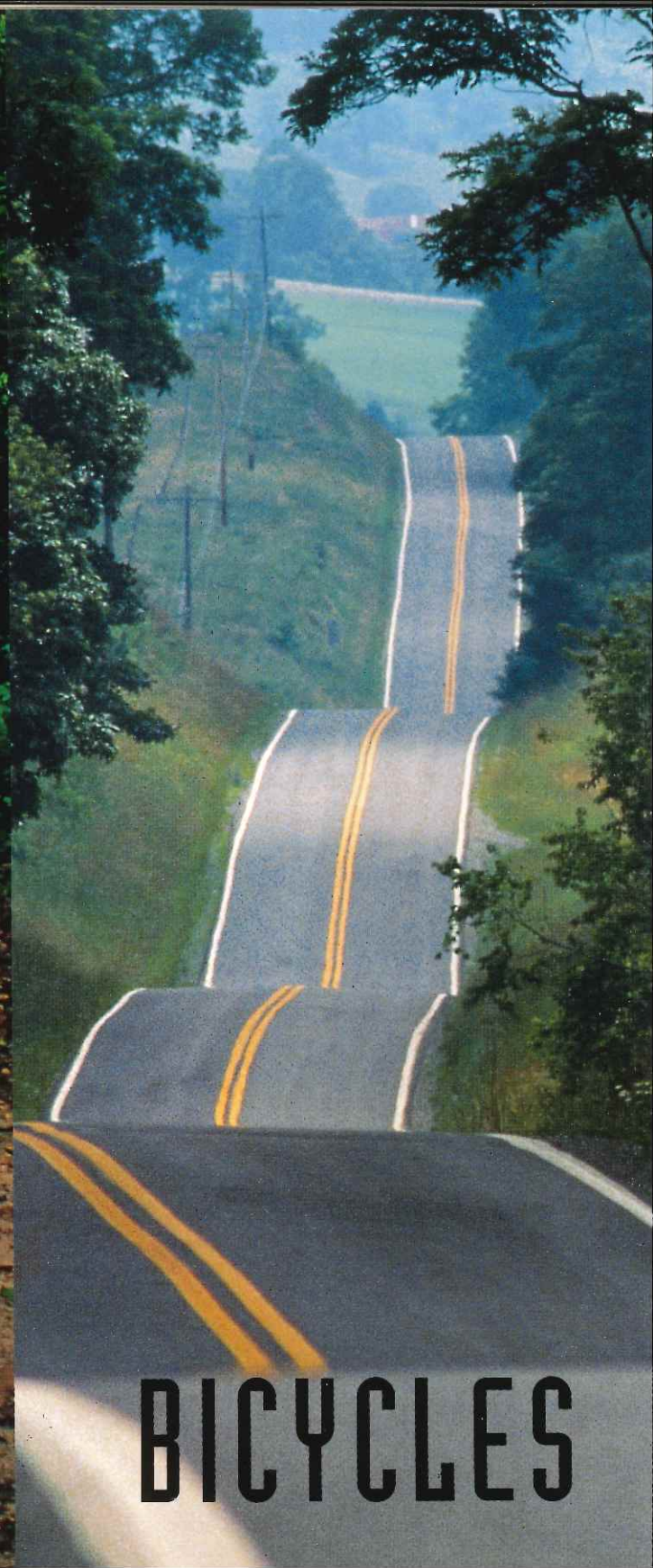




ALL



ROAD



BICYCLES

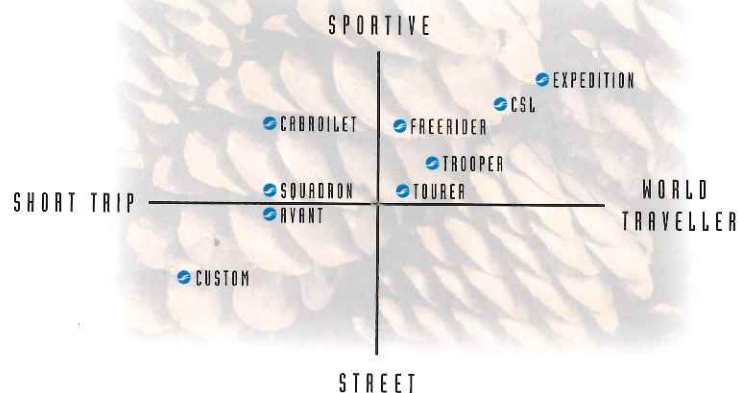
A standard frame with carriers mounted on the front and back is usually referred to as a touring bike. At Giant we don't make that sort of touring bike. Our solutions are never standard. We want to know how different types of materials (we generally use Chromoly and aluminium) and varying geometries function on different surfaces, all over the world and under any conditions. We also listen to the hints and advice sent to us by our fans - usually on picture postcards - from the most phenomenal corners of the globe. Because we don't like to take the easy way out, we build bikes that are almost certainly the best in the world, and even then, we aren't satisfied. Which is why we don't make touring bikes, because almost any bike with two wheels, mudguards and a carrier is eligible for that name.

We call them All Roads bikes, because whatever the surface or situation, your Giant will take you wherever you want to go, comfortably and safely. We have even managed to introduce a few improvements to the 1996 All Roads collection.

On almost all models the stem can be adjusted with a flick of the wrist. Some of them even have a high-tech, ultra-lightweight, Zoom steering head. And all our All Roads models come with a Comfort saddle. We have also introduced new handlebars, which give you just that little extra comfort. The tyres have an anti-splash layer, which means you'll know one thing for sure: if you get a wet back, it won't be from back-wheel spray. After all, our motto is: safety first.

We have also fitted new head lamps, which light your way with a 17 LUX beam. The integrated Bumm tail lights have a special reflector for optimum lateral reflection. On a few of our models the light keeps burning even when you're standing still. This is also known as the stop light.

And last but not least, you need not be afraid that your favourite Giant isn't available in your size. Our All Roads models are available in All Sizes.



What are the basic requirements for your All Roads?

SQUADRON



USER
comfortable,
easy handling



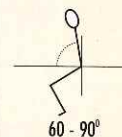
MATERIAL
Chromoly main frame with
"MAX" outerbutting, unicrown
frontfork

WEIGHT
15,7 kg

SIZING
48, 51, 54, 58,
60, 63 cm

DRIVESYSTEM
Shimano 21 speed Acera-X
derailleurs, Twistshift shift
levers with indicator, compact
chainwheel

**RIDING
POSITION**



EXTRA'S

Chainguard, low rolling resistance tyres, non slip pedals, double sealed EXT-TEC hubs with quick releases, comfort dualdensity saddle GTS type, Bumm integrated reflector/rearlight unit, new handlebar design

SQUADRON



USER
comfortable,
easy handling



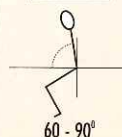
MATERIAL
Chromoly main frame with
"MAX" outerbutting, unicrown
frontfork

WEIGHT
15,7 kg

SIZING
48, 51, 54,
58 cm

DRIVESYSTEM
Shimano 21 speed Acera-X
derailleurs, Twistshift shift
levers with indicator, compact
chainwheel

**RIDING
POSITION**



EXTRA'S

Chainguard, low rolling resistance tyres, non slip pedals, double sealed EXT-TEC hubs with quick releases, comfort dualdensity saddle GTS type, Bumm integrated reflector/rearlight unit, new handlebar design

AVANT



SPORTS

USER

comfortable,
easy handling

MATERIAL

Chromoly main frame with
"MAX" outbutting, unicrown
frontfork

WEIGHT

15,1 kg

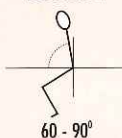
SIZING

51, 54, 58,
60, 63 cm

DRIVESYSTEM

Shimano 21 speed Acera-X compo-
nents, Shimano EZ shifters (easy
and quick), EXT-TEC compact chain-
wheel with high polish cranks

RIDING
POSITION



EXTRA'S

Chainguard, safety lock, carrierclamp or strap, Rigid double wall rims with eyelets, low rolling resistance tyres with nylon breaker layer (anti-puncture), comfort dual density saddle GTS, bottle + cage included, Bumm integrated reflector/rearlight unit, aluminium carrier with bag protector, double lighting wire (+/-), non slip pedals



AVANT



SPORTS

USER

comfortable,
easy handling

MATERIAL

Chromoly main frame with
"MAX" outbutting, unicrown
frontfork

WEIGHT

15,1 kg

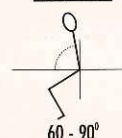
SIZING

48, 51, 54,
58 cm

DRIVESYSTEM

Shimano 21 speed Acera-X compo-
nents, Shimano EZ shifters (easy
and quick), EXT-TEC compact chain-
wheel with high polish cranks

RIDING
POSITION



EXTRA'S

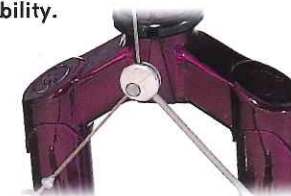
Chainguard, safety lock, carrierclamp or strap, Rigid double wall rims with eyelets, low rolling resistance tyres with nylon breaker layer (anti-puncture), comfort dual density saddle, bottle + cage included, Bumm integrated reflector/rearlight unit, aluminium carrier with bag protector, double lighting wire (+/-), non slip pedals



Giant has always given its frames and forks extra stability.

The Boxer fork is proof of Giant's continuing efforts to build better bikes, to enhance precision and make them lighter. We

even introduced the crown construction for greater stability.



The adjustable stem, which can be angled from 0 to 90

degrees, ensures an ideal cycling posture. This give you optimum comfort and

maximum control. Stem models include the EXT and ultra-lightweight Zoom.

A racy Giant with all the comforts of a traditional frame design. A low frame step-in with high levels of stability, ensuring greater comfort and control. This design was used for the Freerider and Cabriolet models.

One of the hidden advantages of many Giants is the extremely thin, but highly durable protective layer built into the tyres. This ensures longer tyre life and greater cycling pleasure.

This unique saddle offers extra comfort due to a double internal layer which serves as an extra shock-absorber. This means more



comfort and longer cycling pleasure.



The high-efficiency dynamo, with limited resistance, ensures a blazing beam at lower revolutions, ensuring extra safety even at low speeds.

TOURER



SPORTS

USER
recreational,
comfortable

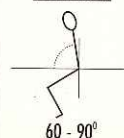
MATERIAL
Chromoly main frame with
"MAX" outerbutting, chromoly
unicrown frontfork

WEIGHT
15,4 kg

SIZING
51, 54, 58,
60, 63 cm

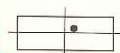
DRIVESYSTEM
Shimano 21 speed STX derail-
leur, Shimano Rapidfire Shift
levers, EXT-TEC compact chain-
wheel with high polish cranks

**RIDING
POSITION**



EXTRA'S

Adjustable handlebar stem, aluminium seatpost, stainless spokes, aluminium brakes with long shoes, Bumm integrated reflector/rearlight unit, double lightingwire (+/-), chainguard, unbreakable fenders, tyres with nylon breakerlayer, comfort dual density saddle, aluminium carrier with bag protector, bottle + cage included, stainless spokes



TROOPER



SPORTS

USER
recreational,
health conscious

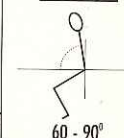
MATERIAL
Full chromoly butted frame with
"MAX" outerbutting, chromoly
boxer frontfork

WEIGHT
15,2 kg

SIZING
51, 54, 58,
60, 63 cm

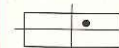
DRIVESYSTEM
Shimano STX-RC derailleur,
Gripshift Shift levers, EXT-COMP
compact chainwheel with high
polish cranks

**RIDING
POSITION**



EXTRA'S

Aluminium handlebar, adjustable handlebar stem, EXT-TEC brakes with long shoes, stainless spokes, Rigid double wall rims with ground side walls, halogen wide beam frontlight, Bumm integrated reflector/rearlight unit, multi grip tyre with nylon breaker layer, double lightingwire (+/-), bottle + cage included, aluminium carrier with bag protector, aluminium rearfork kickstand



TOURER



SPORTS

USER
recreational,
comfortable

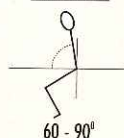
MATERIAL
Chromoly main frame with
"MAX" outerbutting, chromoly
unicrown frontfork

WEIGHT
15,4 kg

SIZING
48, 51, 54,
58 cm

DRIVESYSTEM
Shimano 21 speed STX derail-
leur, Shimano Rapidfire Shift
levers, EXT-TEC compact chain-
wheel with high polish cranks

**RIDING
POSITION**



EXTRA'S

Adjustable handlebar stem, aluminium seatpost, stainless spokes, aluminium brakes with long shoes, Bumm integrated reflector/rearlight unit, double lightingwire (+/-), chainguard, tyres with nylon breakerlayer, comfort dual density saddle GTS, aluminium carrier with bag protector, bottle + cage included, stainless spokes



TROOPER



SPORTS

USER
recreational,
health conscious

MATERIAL
Full chromoly butted frame with
"MAX" outerbutting, chromoly
boxer frontfork

WEIGHT
15,2 kg

SIZING
48, 51, 54,
58 cm

DRIVESYSTEM
Shimano STX-RC derailleur,
Gripshift Shift levers, EXT-COMP
compact chainwheel with high
polish cranks

**RIDING
POSITION**



EXTRA'S

Aluminium handlebar, adjustable handlebar stem, EXT-TEC brakes with long shoes, stainless spokes, Rigid double wall rims with ground side walls, halogen wide beam frontlight, Bumm integrated reflector/rearlight unit, multi grip tyre with nylon breaker layer, double lightingwire (+/-), bottle + cage included, aluminium carrier with bag protector, aluminium rearfork kickstand



CUSTOM



SPORTS

USER

recreation,
daily,
comfort

MATERIAL

Chromoly main frame with
"Max" outerbutting, chromoly
uncrown frontfork

WEIGHT

16,5 kg

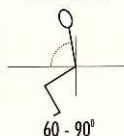
SIZING

GTS 51, 54, 58,
60, 63 cm

DRIVESYSTEM

Shimano Nexus 7 speed internal
hub system with Revo shifter
and indicator, Compact 33 teeth
Shimano Nexus chainwheel

RIDING
POSITION



EXTRA'S

Adjustable handlebar stem, aluminium seatpost, stainless spokes, full chainguard compact style,
aluminium carrier with bag protector, upraise handlebar, comfort saddle



The new Zoom adjustable steering stem is a feature of

many of our new models. It's a great addition to your bike, due

to its high-tech look and ultra-light weight. It also allows you to adopt almost any

cycling posture on your bike. The Zoom stem is a standard feature on our All Roads models.



Needle bearings are far better than ordinary ball

bearings. That's because needle bearings have a larger bearing surface, which means

less resistance and lighter, smoother and faster steering action.

CUSTOM



SPORTS

USER

recreation,
daily,
comfort

MATERIAL

Chromoly main frame with
"Max" outerbutting, chromoly
uncrown frontfork

WEIGHT

16,5 kg

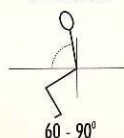
SIZING

LDS 48, 51, 54, 58

DRIVESYSTEM

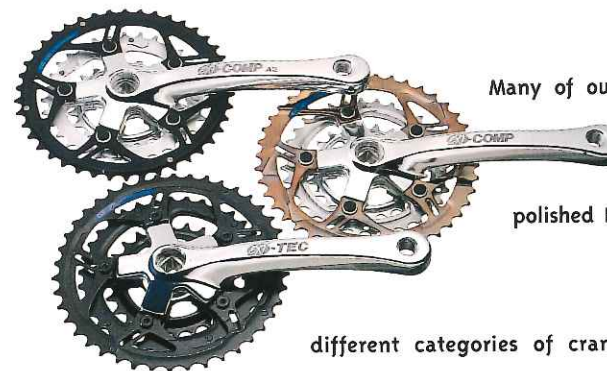
Shimano Nexus 7 speed internal
hub system with Revo shifter
and indicator, Compact 33 teeth
Shimano Nexus chainwheel

RIDING
POSITION



EXTRA'S

Adjustable handlebar stem, aluminium seatpost, stainless spokes, full chainguard compact style,
aluminium carrier with bag protector, upraise handlebar, comfort saddle



Many of our All Road models come with

polished EXT crank units. There are four

different categories of crank units: EXT-TEC, EXT-COMP,

EXT-COMP A2 and EXT-PRO.



A tail light that keeps burning even when you've stopped. This is a standard feature of the Cabriolet-21 and Expedition, and a welcome safety improvement.

An All Roads bike must be light, stable and comfortable, but

it must also provide optimum protection. We have developed



a completely sealed (33 teeth) chain guard, which improves safety and cuts down

chances of an accident. A standard feature of our Cabriolet and Custom-7.



This grip was specially developed by Shimano and ensures

swift and smooth gear changing. This not only makes cycling more pleasant, but also

safer, because you can keep your hands on the handlebars when you change gears. You will

find Nexus grips on the Custom-7, Cabriolet-7, Chicago-7 and the BE-U.

CABRIOLET-21



SPORTS

USER
recreation,
daily,
comfort

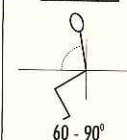
MATERIAL
Aluminium 6061 T6 oversized
frame and stays, chromoly
boxer frontfork

WEIGHT
15,1 kg

SIZING
GTS 51, 54, 58,
60, 63 cm
LDS 50, 54, 58 cm

DRIVESYSTEM
Shimano 21 speed STX-RC
derailleur with Gripshift shift
levers, EXT-COMP chainwheel
with high polished cranks

**RIDING
POSITION**



EXTRA'S

Lightweight adjustable Zoom handlebar stem, aluminium parts, Union Halogen, frontlight with extra wide beam, full type chainguard, double wall rims, low rolling resistant tyres with Nylon breaker layer (anti-puncture), unbreakable fenders, double lighting wire +/-, stainless spokes

CABRIOLET-7



SPORTS

USER
recreation,
daily,
comfort

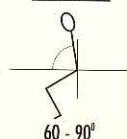
MATERIAL
Aluminium 6061 T6 oversized
frame and stays, chromoly
boxer frontfork

WEIGHT
16,4 kg

SIZING
GTS 51, 54, 58,
60, 63 cm
LDS 50, 54, 58 cm

DRIVESYSTEM
Shimano Nexus 7 speed internal
hub system with Revo shifter
and indicator

**RIDING
POSITION**



EXTRA'S

Lightweight adjustable Zoom handlebar stem, aluminium parts, Union Halogen frontlight with extra wide beam, full compact type chainguard, double wall rims, low rolling resistant tyres with Nylon breaker layer (anti-puncture), unbreakable fenders, double lighting wire +/-, stainless spokes, roller brake front and rear

FREERIDER



SPORTS

USER
recreational,
sporty

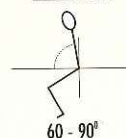
MATERIAL
Aluminium 6061 T6 oversized
frame and stays, chromoly
boxer frontfork

WEIGHT
14,9 kg

SIZING
51, 54, 58 60,
63 cm

DRIVESYSTEM
Shimano 21 speed Alivio derail-
leurs, Gripshift Shift levers,
EXT-TEC compact chainwheel
with high polish cranks

**RIDING
POSITION**



EXTRA'S

Aluminium lightweight adjustable handlebar stem, Rigid double wall rims, aluminium brakes with long shoes, aluminium handlebar, EXT-TEC double sealed hubs, Bumm integrated reflector/rearlight unit, comfort saddle with "SPG" foam, low rolling resistant tyres, double lightingwire, (+/-) carrier with bag protector and clamp or strap, safety lock



FREERIDER



SPORTS

USER
recreational,
sporty

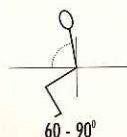
MATERIAL
Aluminium 6061 T6 oversized
frame and stays, chromoly
boxer frontfork

WEIGHT
14,9 kg

SIZING
51, 54, 58 60,
63 cm

DRIVESYSTEM
Shimano 21 speed Alivio derail-
leurs, Gripshift Shift levers,
EXT-TEC compact chainwheel
with high polish cranks

**RIDING
POSITION**



EXTRA'S

Aluminium lightweight adjustable handlebar stem, Rigid double wall rims, aluminium brakes with long shoes, aluminium handlebar new design, EXT-TEC double sealed hubs, Bumm integrated reflector/rearlight unit, comfort saddle with "SPG" foam, low rolling resistant tyres, double lightingwire, (+/-) carrier with bag protector and clamp or strap, safety lock



To an All Roads rider, Competition means something different than it does to a racer or an ATB jockey. Your main adversary is not a human opponent, but nature, the elements and your kit, and, make no mistake, these can be a formidable opponents. All our Competition series All Roads bikes are made for true mile munchers. These Giants are also perfect for men and women who enjoy a good long trek. People who believe that their bike should be able to take them all over the world, in rain or shine, on and off the road, come hell or high water. The Expedition and the Custom Super Lite have been built to do the job. They have lightweight aluminium frames, they are incredibly durable, they ensure an ideal cycling posture and are built with state-of-the-art components. In short: an ideal combination for an All Roads bike.



An All Roads bike must be light, stable and comfortable, but it must also offer optimum protection. A sturdy chain guard is a standard feature of our All Roads models, with the exception of our special

Expedition model.

All our aluminium and carbon ATB's have a replaceable rear dropout. So, if you damage the rear end of your frame during a ride, it won't mean the end of your Giant.



CUSTOM SUPER LITE



COMPETITION

USER	MATERIAL	WEIGHT	SIZING	DRIVESYSTEM	RIDING POSITION
frequent use, sporty	Aluminium 6061 T6 oversized frame and stays, chromoly boxer frontfork	14,4 kg	51, 54, 56, 58, 60, 63 cm	Shimano 21 speed STX-RC derailleur, Gripshift Shift levers, EXT-Comp compact chainwheel with high polish cranks	 30 - 60°
EXTRA'S Aluminium lightweight adjustable handlebar stem, aluminium handlebar, Rigid double wall rims ground side walls, carrier with bagprotector and clamp or strap, long type brakelever, aluminium rearfork kickstand, stainless spokes, headset with needle bearings, safety lock, double lighting wire (+/-), wide beam halogen headlight					

EXPEDITION



COMPETITION

USER	MATERIAL	WEIGHT	SIZING	DRIVESYSTEM	RIDING POSITION
extreme use, technically orientated	Aluminium 6061 T6 oversized frame and stays, aluminium boxer front fork	14,5 kg	51, 54, 56, 58, 60, 63 cm	Shimano Deore LX 24 speed components, Gripshift SRT 600 shifting levers	 30 - 60°
EXTRA'S Low rider, EXT rear carrier Solid type, headset with needle bearings, Rigid double wall rims and ground sidewalls, multi grip tyres with nylon breaker layer, comfort saddle with "SPG" foam, aluminium lightweight adjustable handlebar and stem + bar ends, clear grips, stainless spokes, double lightingwire (+/-), aluminium rearfork kickstand, bottles + cages included					

CUSTOM SUPER LITE



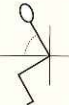
COMPETITION

USER	MATERIAL	WEIGHT	SIZING	DRIVESYSTEM	RIDING POSITION
frequent use, sporty	Aluminium 6061 T6 oversized frame and stays, chromoly boxer frontfork	14,4 kg	50, 54, 58 cm	Shimano 21 speed STX-RC derailleur, Gripshift Shift levers, EXT-Comp compact chainwheel with high polish cranks	 30 - 60°
EXTRA'S Aluminium lightweight adjustable handlebar stem, aluminium handlebar, Rigid double wall rims ground side walls, carrier with bagprotector and clamp or strap, long type brakelever, aluminium rearfork kickstand, stainless spokes, headset with needle bearings, safety lock, double lighting wire (+/-), wide beam halogen headlight					

EXPEDITION



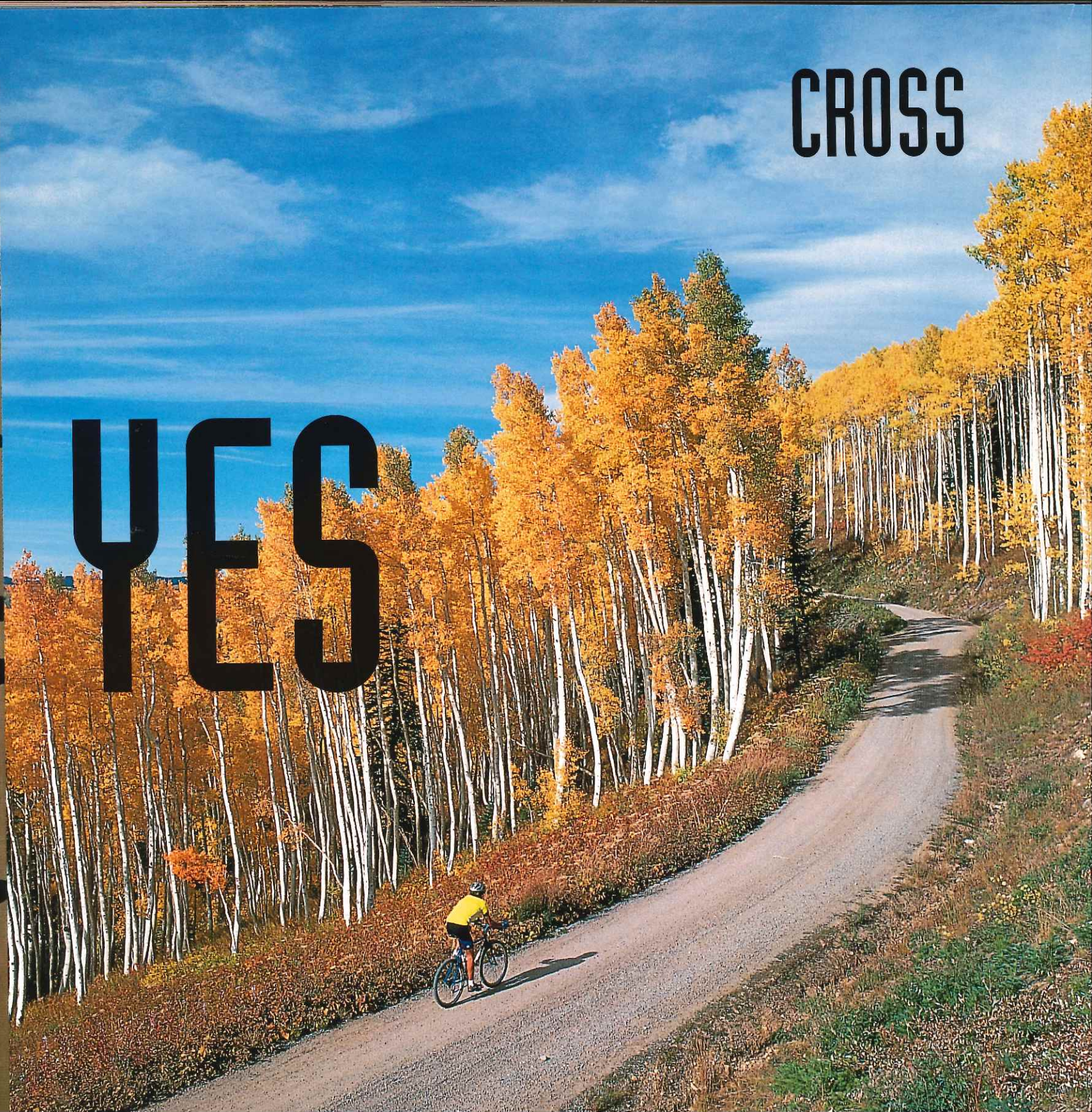
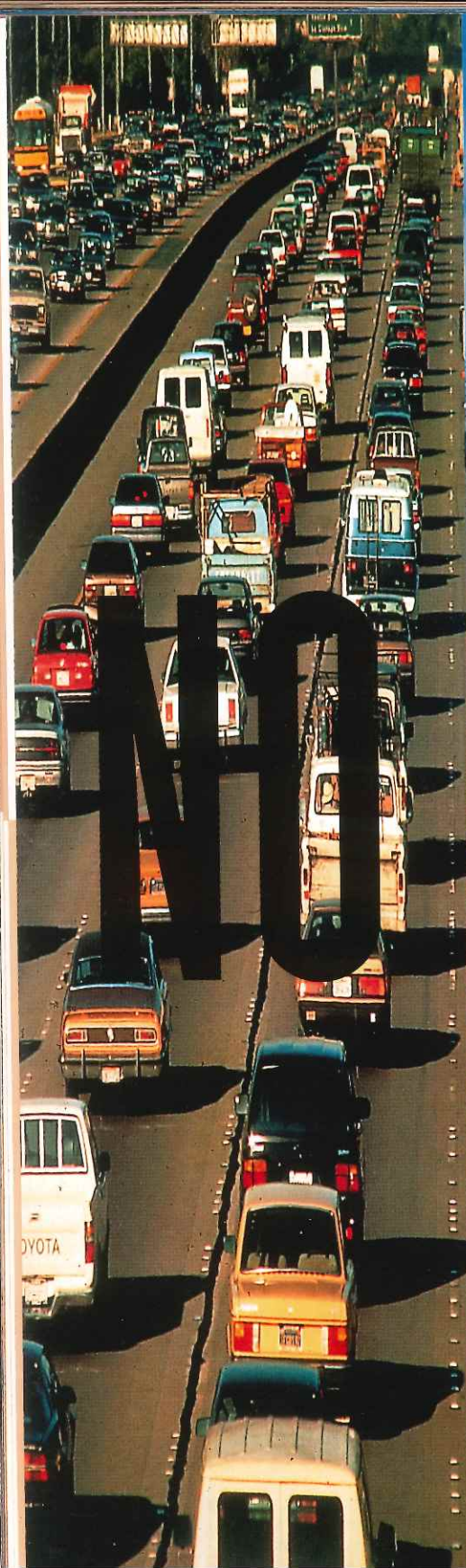
COMPETITION

USER	MATERIAL	WEIGHT	SIZING	DRIVESYSTEM	RIDING POSITION
extreme use, technically orientated	Aluminium 6061 T6 oversized frame and stays, aluminium boxer front fork	14,5 kg	50, 54, 58 cm	Shimano Deore LX 24 speed components, Gripshift SRT 600 shifting levers	 30 - 60°
EXTRA'S Low rider, EXT rear carrier Solid type, headset with needle bearings, Rigid double wall rims and ground sidewalls, multi grip tyres with nylon breaker layer, comfort saddle with "SPG" foam, aluminium lightweight adjustable handlebar and stem + bar ends, clear grips, stainless spokes, double lightingwire (+/-), aluminium rearfork kickstand, bottles + cages included					

CROSS

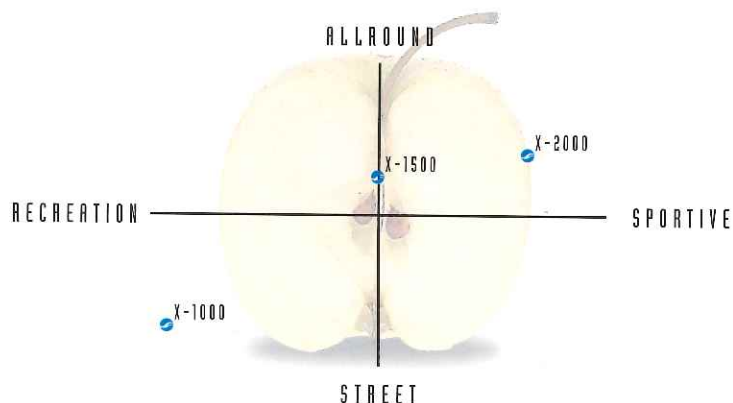
YES

NO



How do you want to spend the little leisure time you have? Blazing trails on your ATB? Or cruising the streets on your racing bike? If you can't choose, our Cross bikes are ideal for you. They are a perfect combination of a real racing machine and a robust rough rider. With their 700 C wheels and 40-mm tyres our Cross bikes are ideal for flat stretches, mountains and light off-road work. The Cross is built for short sprints, extended tours and everything in between.

The frames are lightweight, but extremely durable [the X-2000 even has a new 6061 aluminium frame], and we have shortened the frame dimensions, which means less hunching and optimum comfort. Their quick release hubs make them easy to transport - but who wants to travel by car if you've got a bike like this...



X-1500



SPORTS

USER

sportive, recreation

MATERIAL

Chromoly frame with "Max" outerbutting, chromoly unicrown frontfork

WEIGHT

11,9 kg

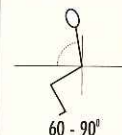
SIZING

GTS 48, 53, 58 cm

DRIVESYSTEM

Shimano 21 speed STX rear derailleur, compact EXT-TEC chainwheel with high polished cranks, Gripshift shift levers

RIDING POSITION



EXTRA'S

On/off road design tyres, double wall rims, aluminium butted handlebar, aluminium bar ends, brakes with ultra long shoes, stainless spokes, bottle and cage included



X-2000



COMPETITION

USER

sportive, recreation

MATERIAL

Aluminium 6061 T6 oversized frame and stays, chromoly boxer frontfork

WEIGHT

11,7 kg

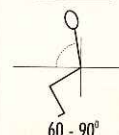
SIZING

51, 54, 58 cm

DRIVESYSTEM

Shimano Deore LX 24 speed derailleurs and EXT-COMP A2 chainwheel with (A2) two aluminium chainrings, Gripshift SRT-600 shift levers

RIDING POSITION



EXTRA'S

On/off road design tyres, double wall rims with eyelets, aluminium butted handlebar, aluminium bar ends, EXT-COMP brakes with ultra long shoes, stainless spokes, EXT-COMP 8 speed hubs with industrial bearings and oversized aluminium frontaxle, toeclips/straps included, bottle and cage included



X-1000



SPORTS

USER

sportive, recreation

MATERIAL

Full 1020 hi-tensile frame and stays with unicrown frontfork and safety dropouts

WEIGHT

13,2 kg

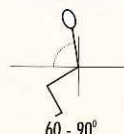
SIZING

GTS 48, 53, 58 cm
LDS 43, 48, 53 cm

DRIVESYSTEM

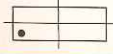
Shimano Acera-X 21 speed derailleurs, compact chainwheel and Gripshift shift levers

RIDING POSITION



EXTRA'S

On/off road design tyres, aluminium rims, bar ends (on GTS), upraise handlebar (on LDS), quick release front/rear hub and seatpin, non-slip pedals



BE-U

You would have trouble finding a more attractive and striking bike. There are few bikes that can match a BE-U. Certainly as far as design is concerned, because the technical specs are astounding. BE-U's all have one thing in common: they offer high levels of performance. Take the BE-U ladies bike, for example. It is made of light butted Chromoly and has an extremely low step-in. Owing to its dual-density saddle, expertly designed geometry and adjustable steering stem, you'll feel like a royalty on wheels. We've fitted a Nexus gear hub, fully sealed in an ultra-compact chain guard - a unique feature. The tyres have an anti-splash layer, so that you don't have to get your clothes dirty when you go out for a breath of fresh air.



USER
daily,
comfort

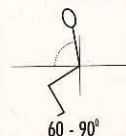
MATERIAL
Butted chromoly single tube
design, chromoly frontfork

WEIGHT
16,9 kg

SIZING
S(45cm),
M(51cm),
L(57cm)

DRIVESYSTEM
Shimano Nexus 7 speed internal
hub system with Revo shifter
and indicator

**RIDING
POSITION**



EXTRA'S

Ultra low instep framedesign, adjustable handlebar stem, aluminium rims, rollerbrake rear, upraise type handlebar, coloured components, comfort saddle with cover, unbreakable fenders

CHICAGO 7

We see the Chicago 7 as an ATB with a yen for the asphalt jungle. And, once again, the development of this model may be termed revolutionary.

Our designers have fitted an internal, low maintenance, 7-speed hub, which has almost the same shifting range as a 21-speed gear unit. We know it all sounds unique and just a little off-beat, but wouldn't you describe yourself in similar terms?



USER
sportive,
daily

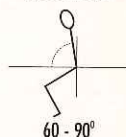
MATERIAL
Super oversized tubing,
1020 Hi-tensile frame and
stays, big unicrown frontfork,
safety dropouts

WEIGHT
13,8 kg

SIZING
S(18),
M(20),
L(22) inch

DRIVESYSTEM
Shimano Nexus 7 speed internal
hub system with Revo shifter
and indicator, compact 33 teeth
chainwheel

**RIDING
POSITION**



EXTRA'S

"No" maintenance gear system, roller brake (rear), aluminium rims, quick release fronthead and seatpin, multi use tyres, aluminium handlebar and seatpost

We also take our younger customers seriously. Which is why we don't only design children's

bikes that look good, we also make them safe and durable. We fit special brake levers that

can be adjusted to suit the size of every child's hands. It's especially useful because little

hands tend to become big hands.

Every children's model is available in three versions: the ATB version, the City ATB

Version and a back-pedal brake version. We also have 6-speed and 18-speed models.

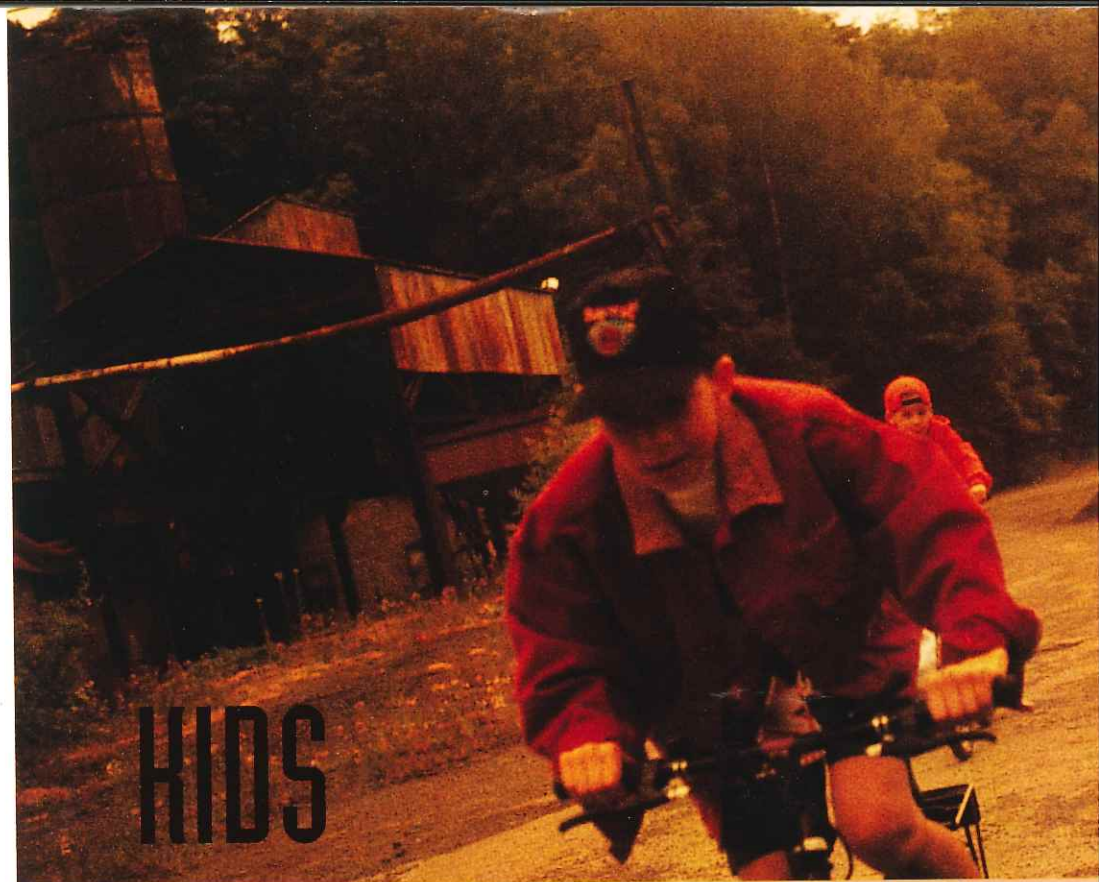
The back-pedal brake version is always a single speed bike. Safety is our chief priority

in this range. Twistshift gear levers are a standard feature of the 6-speed and 18-speed

bikes. This allows kids to keep their hands on the handlebars. To make things even easier,

colour has been used to mark the different gear speeds on the Twistshift, making it easier

for children to find the right gear.



CITY JUNIOR



SPORTS

USER
fun,
safety

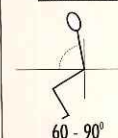
MATERIAL
Full Hi-tensile frame and fork
with sloping toptube, straight
type frontfork

WEIGHT
11,5 kg

SIZING
11 inch

DRIVESYSTEM
Shimano 6 speed index shifting,
Gripshift shift lever, chainwheel
with double disc

**RIDING
POSITION**



EXTRA'S

Adjustable brakelevers, easy shifting, comfortable riding position, aluminium rims, aggressive tyres, cantilever type brakes



SIERRA JUNIOR



SPORTS

USER
fun,
safety

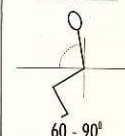
MATERIAL
Full Hi-tensile frame and fork
with sloping toptube, straight
type frontfork

WEIGHT
12,8 kg

SIZING
14 inch

DRIVESYSTEM
Shimano 18 speed index
shifting, Twistshift shift levers

**RIDING
POSITION**



EXTRA'S
Adjustable brakelevers, easy shifting comfortable riding position, aluminium rims, aggressive tyres, cantilever type levers

HOLLYWOOD JUNIOR



SPORTS

USER
fun,
safety

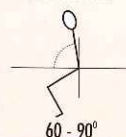
MATERIAL
Full Hi-tensile frame and fork
with sloping toptube, straight
type frontfork

WEIGHT
13,7 kg

SIZING
11 inch

DRIVESYSTEM
Coasterbrake single speed,
full chainguard

**RIDING
POSITION**



EXTRA'S
Cantilever front brake, full chainguard, aggressive reflective tyres, unbreakable mudguards, Bumm integrated rearlight/reflector unit, comfortable riding position

TWIST JUNIOR



SPORTS

USER
fun,
safety

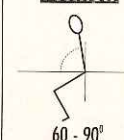
MATERIAL
Full hi-tensile frame and fork
with sloping toptube, straight
type frontfork

WEIGHT
14,9 kg

SIZING
14 inch

DRIVESYSTEM
Coasterbrake single speed,
full chainguard

**RIDING
POSITION**



EXTRA'S
Triple stop (3 brakes) braking system, full chainguard, aggressive reflective tyres, unbreakable mudguards, Bumm integrated rearlight/reflector unit, comfortable riding position

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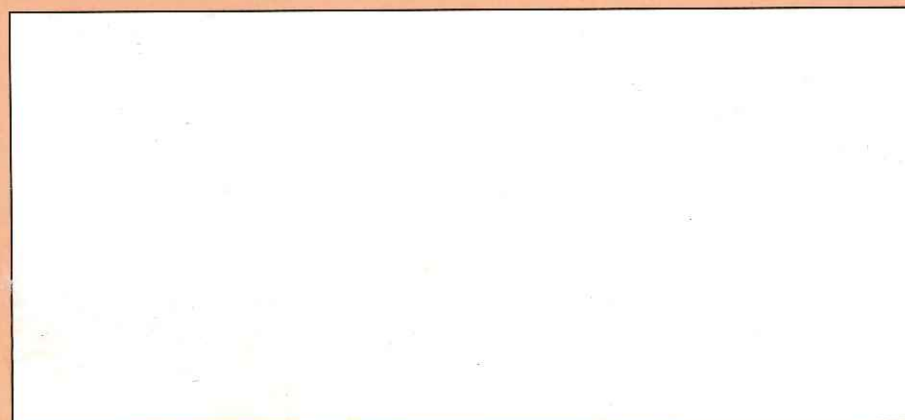
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We reserve the rights to change specifications. Certain models have limited availability