

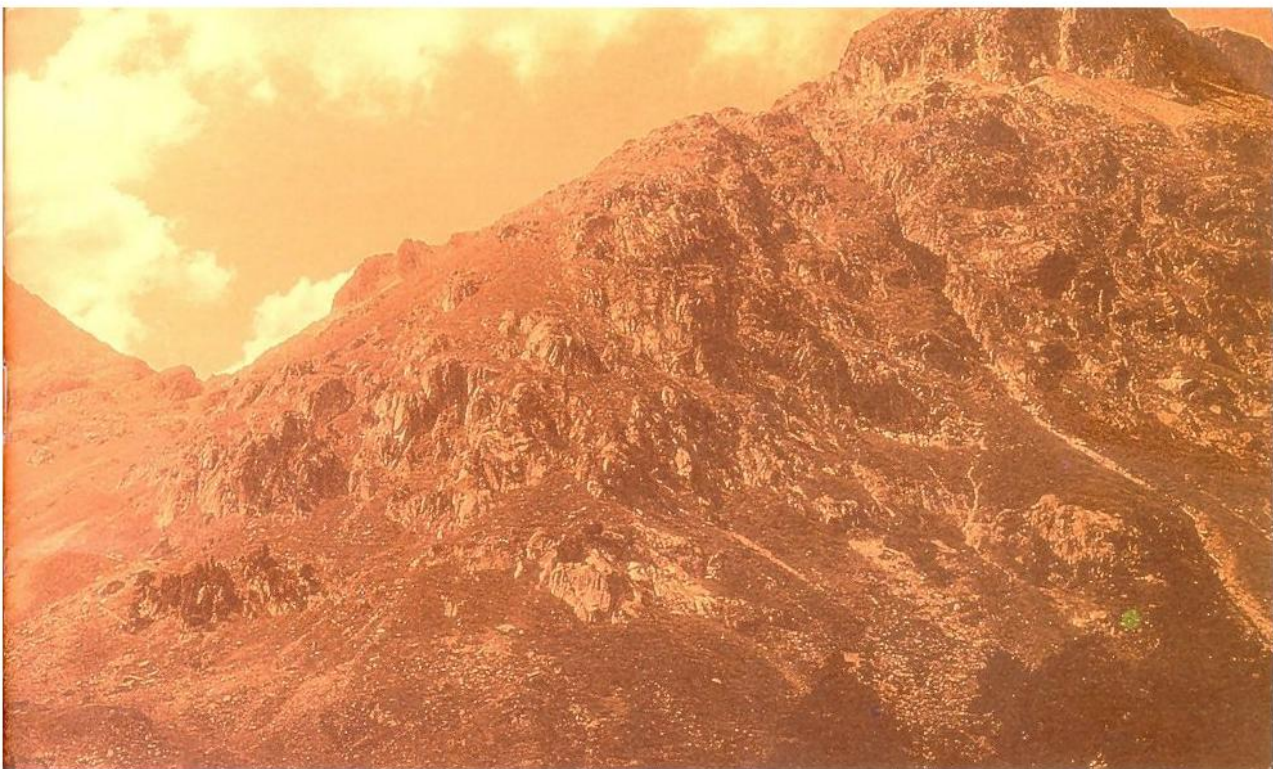


This is where we're supposed to give you all the hype to go buy a new bike. Problem is, we've been too busy riding and testing this new stuff to make anything up. The bikes are the best so far. This is how we see it, hope you like it, no bull.

The Truth from Kona. Read on.



The Velcro Bros, Alaska, 23,000 km.



A few lines about ourselves.

We are a genuine mountain bike company, based in the Pacific NW. Kona is owned and run by mountain bikers not bankers, money men, or Taiwanese trading companies.

We test all our products in the field by riding. We test frames and components out in the real world with mud and hammerhead riders. We have a racing team and various riders on expeditions but most of the testing is done in house - we ride every day. The mountain biking around here is probably some of the most awesome in the world. If it works for us it'll work for you.

We strive to build the best. From the money no object Hei Heis and Full Suspension down to the Hahanna we refuse to compromise. Maybe that's why our bikes have continually been credited with the sweetest handling, by riders, racers, and testers the world over.

Performance is always the first criteria, fashion doesn't seem to count when you are on a three day ride in the wilderness.

A no compromise approach has enabled us to produce dependable machines that people really enjoy riding. Check out what professionals think...

Mountain Biking (USA) named the Kilauea 'Bike of the Year', *Bike (Spain)* called the Hei Hei their 'Dream Bike', and of course *MBUK (UK)* called the Explosif 'The best handling non-suspension bike we've ever tested'.

No compromise means we won't ever be the world's biggest brand. But as we are all too well aware, quality and quantity do not mix particularly well, and Kona is the type of company that has always preferred the former to the latter.

This year we have added three new models to our line-up. The ten bike 1994 Kona range is the best in our history.

Pierre, North West Territories, 29,000 km.



Kona



FRAMES:

For an independent account of Kona handling check out **any** Kona test. It's the frame that determines the ride. Do not forget this in the rush to embrace new and trickier components. In the same way that a Jaguar engine, speed stripes and spoilers will not make a Lada a race car, fancy parts alone don't make a mountain bike. We make Kona's in Titanium, Steel, and for the first time in Aluminium. Now you can choose a Kona for your style. Titanium - the ultimate; Steel - reliable, stiff, comfortable and light; or Aluminium - very stiff and light.

CHAINSETS:

We will continue to use Sugino in 1994. These excellent chainsets save valuable weight, are stiff (read efficient), have a low 'Q' factor, and are compatible with all of Shimano's new Compact Drive products. Check out the weights, Sugino Impel 700 (175mm with rings) 600g. This is lighter than custom made U.S. chainsets that cost nearly as much as a Mahanna.



IMPACT HEADSET:

Tighten by hand, lock it with a 4mm allen key. That's it. Leave your headset spanners in the workshop. Oversized 1/4" Bearings (compared to the usual 5/32") take the pounding, and aluminium top cup keeps the weight down. New lower seal keeps the stuff you don't want in, and the stuff you want in from getting out.

TOP MOUNTS:

Still using 'em, you bet! They shift as well as, and are as light as, any of the new whizz bang systems. But they won't let you down should you crash, or dare to get some abrasive mud in the working parts. If you're not convinced, ask for the prices and availability of whizz bang spares. Check out the XC pro shifters on the 8 speed Konas. Now you get the best of both worlds.

RACE LIGHT BRAKES:

When we get frustrated with what's available we improve it ourselves. The new brakes are a result of that process.

High Command: This is what the team wanted from a brake lever. A cold forged (strong and light) ergonomically sculptured lever provides the power, whilst the design and alloy barrel adjuster keep the weight off.

Race Light Brakes: Light, (165g), powerful, and stylish, what else do you want?

FORKS

Marzocchi: the best choice for performance on the trail, not the obvious ones from the corporate boardroom. Ride them and you'll know why they're there. Check out recent World Cup results for proof.

Project Two: now even lighter (780g) with a splined steerer. The definitive rigid fork just got better. Also available in Titanium (625g).



How we decided what to put on our bikes.

Bicycles are not produced by accident, they are designed and spec'd by people. The mindset and attitude of these people determines how your bike will ride. Component choice is basically decided by either:

PLAN A: Group by group -

This is how 95% of today's bikes are spec'd. The reason is not better bikes, it's just that it's easy for product managers. They just sit in their offices, and dream up next years paint jobs and add the latest group set. This is easy and convenient, you don't get dirty and sweaty. Most manufacturers love it. EASY LIFE! Not Kona.

PLAN B: Part by part -

This is how Kona does it. This involves aggro, you have to test stuff yourself in the field. You get dirty from mud and oil, sweaty and tired from riding and thinking. Big bike manufacturers with executive towers and Hugo Boss suits hate it. This is how we do it; the reason, better bikes.

At Kona we use **PLAN B** on every model from the Hei Hei to the Hahanna. This method is how every dream bike, shop mechanic's bike, and shop owner's bike is spec'd.

In 1993 we re-introduced the idea of part by part spec'ing on mountain bikes.

1994 specifications include:

- ✓ Marzocchi Forks
- ✓ Kona Race Light Brakes
- ✓ Sugino Chainsets
- ✓ Mavic and Bontrager rims

✓ Kona Race Light

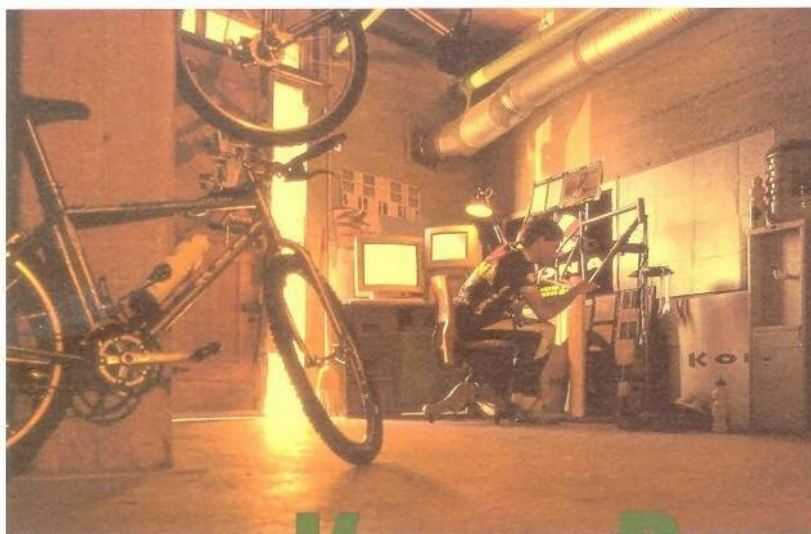
Components: Check out the new Impact and Control Centre Headsets, the rear brake guide, the seat clamp, and all the other details that make a Kona.

✓ Race Light Suspension

Hub: The extra accuracy, control, and lack of brake rub, makes this worth it's weight in gold.

✓ Kona Mountain Bikes and

components: Strong enough to race - Light enough to win. It's up to you now buddy!



Thanks to Joe, who got us started in the right direction.

Kona Race Light

TOP MOUNTS by MBUK'S John Stevenson

Despite the widespread shift to under-handlebar systems, the classic top-mount thumb shifters still have plenty of reasons to live. For a start they're simple and reliable; thumbshifters have fewer moving parts and therefore less to go wrong than any under-bar design. I have a set of shifters that are four years old and still going strong. Then there's the friction shifting option. If the indexing goes out of adjustment, or you bend the rear mech in a minor crash so that the indexing won't work at all, you can switch the rear thumbshifter's indexing off and still have working gears. This feature and the reliability factor, makes thumbies the first choice of most expedition mountain bikers. And finally there's the fashion statement thumbies make. They were the original way of shifting gear on a mountain bike, and by using them you're taking your place in our young sport's already rich tradition, rather than just accepting that the latest thing must be the best.

Top Mount Tricks. '94 Suntour top mounts are fully compatible with the new Shimano 8 speed set-ups. For '94 Suntour have changed to even spaced gearing identical to Shimano's.



This means you can pick and choose parts based on their performance, as they are now interchangeable. Suntour XC Pro levers have a lighter action than Shimano's. Set Suntour top mounts further inboard than Shimano's for a better action from the longer shift lever.

AIR/OIL SUSPENSION by John Gledhill, mechanic UK worlds team '93.

Air/Oil suspension is really two systems working together at the same time, an air spring and an hydraulic damper or shock absorber. All modern suspension systems use both of these, although the spring may be of a different form.

The suspension should move so the wheels follow the terrain without bottoming out. Depending on the bump size and how fast it is hit Air/oil suspension varies in firmness, with the spring and damper acting in different ways. The spring changes according to how much it is compressed, while the damper changes according to the force or speed it compresses. This combination means that Air/oil suspension can sense whether the hits are big or small, fast or slow, and adjusts it's firmness accordingly.

A spring alone will rebound at different

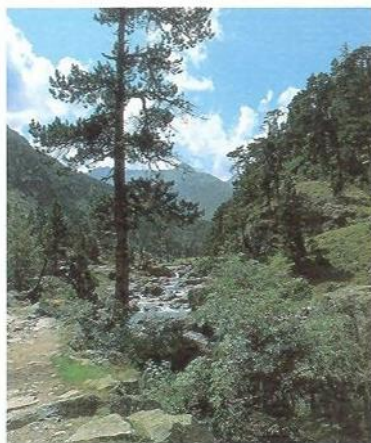
been compressed. This makes the suspension movement very unpredictable (po-going). Oil damping controls the rebound so that the fork is ready to take the next hit. The superior rebound damping of Air/oil is what gives it it's super smooth ride. Elastomers cannot compete in the rebound damping department.

The air spring rate/stiffness can be altered to suit rider style and the terrain. If your fork is too soft just pump some more air in, after all it's free. If you want more plushness just let some air out.

If you know what you're doing, or a dealer who does, dampening can also be tuned. Factory set-up is, small bumps smoothed out (plushness), yet at the same time it becomes firmer if a bump is hit at high speed. If you want a plusher or harsher ride these are all possible with an oil change.

Final conclusion, the air or spring, and the oil or damper can be fine tuned by different pressure and viscosity respectfully. Air/oil suspension is a system that gives the best possible performance and is adjustable to everyone's needs. This can only be said of oil and air! If you didn't already know the energy created on impact is dissipated as heat through the oil, but I'm sure you knew

Design



Cindy Devine, product race testing.

Kona Design Team

There is a hard-core group of bicycle riders within our company called the Design Group. The West Coast Cascade mountain range is the home of the back roads and single track where we ride every day. Here in the Pacific Northwest rainforest, we experience extreme weather conditions throughout the year, so we are able to take full advantage of the wide variations in riding conditions. These are some of the changes that the Design Group have been responsible for this year.

FRAME GEOMETRY: Improving on a classic - Thanks to Joe, who got us started in the right direction. Over the years, Kona has earned a reputation for making well-balanced mountain bikes that provide a stable, efficient and comfortable ride and components that work together in an intelligent way.

With the advent of well-designed suspension forks, we have refined our trademark sloping top tube design to accommodate this important element into a unified package. First, we tailored the basic design to accommodate the extra length of a shock fork; this is what most companies consider 'suspension specific geometry'. However we then lengthened all the toptubes by

1/2" to compensate for the wheelbase shortening that occurs with suspension forks. Even these adjustments were not enough, we then tweaked the stem lengths to maintain the correct reach and balance for every size.

For those of you who still prefer the lightness and ride of the rigid Project Two, we have a subtle trick up our sleeve. We increased the clearance on the Project Two and spec a larger 2.3" A-Drive tyre. This gives you the same Kona handling whichever fork you choose and the extra comfort and control of the larger tyre. Neat, eh?

FRAME MATERIALS: A material for every rider. A bike's frame material is one of the biggest influences on it's ride. We now offer Kona's in 3 materials so you can choose the one that suits your style. The comfort and spring of steel, the stiffness of aluminium, or the ultimate performance of Titanium.

Steel: Being Kona we still major on steel. For us this is the material for most mountain bikes. It may be boring now, but it will still be the material used to win more races both on and off-road this year and well into the future.

Aluminium: After much testing and soul searching Kona now has 2 new

aluminium mountain bikes. For us this is a big step as we have always shied away from this material. Oversize aluminium is stiff but responsive and light.

The Kula and AA take the best aspects of aluminium's performance, it's stiffness and lightness, and overcome it's weak points. The harsh ride, we temper with suspension forks as standard equipment. The reliability, well that's down to better materials. Of course being Kona we put our money where our mouth is, both frames have a lifetime warranty, assuming that they are ridden with suspension.

Aircraft Grade 3/2.5 Titanium. Still the ultimate. A unique collection of properties make this material the best. It's light, strong, shock absorbent, resistant to notch damage, and corrosion resistant, however it is pricey. For more information on 3/2.5 Titanium and why it is better than cheaper titanium and all other materials, except perhaps boron, write to the boring technical dept. at the address on the back.

AIR/OIL FRONT SUSPENSION. We cannot claim to be one of the movers and shakers behind air/oil suspension, however from our testing we are now convinced that they are the way to go. Air/oil forks have always

other factors had deterred us from using them. Three developments have lead us to fit Marzocchi suspension forks:

Improved reliability. Air/oil forks are now four years old and the bugs that plagued early models have been sorted. The Marzochis carry a 2 year warranty; longer than many elastomer forks.

Multiple valves. Until now fork performance was limited by the internals. Riders could adjust them either for plushness or control at speed, but not for both. Multiple valves can eat up both the big hits AND float over the small trail buzz. Plushness and high speed control. Sorry, but elastomers aren't even in the ball park now.

Longer travel. 2.0" of usable travel, that 1/4" makes a big difference. It is nearly 15% more travel than stock forks. If you like plushness, reduce the air pressure for extra comfort and use the extra travel for the big hits. If you're into crash and burn downhill, that extra travel could keep your skin where it belongs, on your back not on the trail.

We've been testing Marzocchi's new forks for nearly a year now, and the only thing we can find wrong with them; the name is hard to pronounce.



Hi Hi

(Hay Hay)



Everything you ever wanted in a bike frame.

FRAME

Perfect handling from Kona classic geometry

Oversize high sheer modulus 3/2.5Ti (greater than any other frame tubing) reduces twisting in the frame, the effort you put in goes to the back wheel. The comfort, lightness, strength, and ride of Ti without the softness.

Waterjet cut 6.4 Bullet dropout. Super strong 6.4 plate (so strong to make into a tube) is TIG welded onto machined 6.4 bullets which are then TIG welded into the frame. »Strong and light.

Ti is highly resistant to impact and notch damage, look out Carbon fibre.

Corrosion resistant. Titanium just doesn't like anything else, it'll stay pristine and untarnished 'til well after we're dead and gone. To restore its good looks just clean with water, a touch of lemon juice and a scouring pad.

OTHER STUFF

Fit your own choice, or use our 8 speed custom XTR component kit.



Ti-3Al-2.5V Enough said.



EFS

Hand built by Verlicchi in Italy, this is the bike that carried Cindy Devine to victory at the Mt. Snow World Cup Downhill. It also won the rainbow Jersey in 1992!



FRAME

Oversize Aluminium frame: A stiff foundation on which to mount the suspension.

Marzocchi Air/oil rear shock unit: It works (check out it's results) and the action perfectly matches the fork. There are enough variables to get right, without mixing suspension unit manufacturers.

Massive single pivot: prevents fish-tailing: NO wobbles.

Hardened Teflon coated pivot: Smooth operation and it will survive the U.K. mud, a killer of pivot points.

When it's go BIG or go home. Kona EFS, It's not a problem.

OTHER STUFF

Fit your own choice, or use our 8 speed custom XTR component set.

Cindy Devine winning Mt. Snow Downhill 1993.



XOTICS



KONA

Hawaiian for gold



WHAT

Frame

Sub 3.5 lb Easton Varilite with life time guarantee.

Replaceable derailleur hanger.

Kona suspension specific geometry.

Bits

Marzocchi XC500 fork.

Sugino Impel 700 CD chainset.

Kona Race Light Brakes.

XT 8spd CD gears with XC Pro top mounts.

Race light parts.

WHY

Frame

No coke cans here. Easton unique Taperwalls™ put the life into aluminium.

Crash and you'll thank us.

It'll ride like it's part of you.

Bits

Awesome performance. Plushness to counteract the stiffness of Aluminium.

Extra light (600g). Given the choice wouldn't you fit one?

Custom lightweight stoppers.

They shift perfectly, with all the gear choice you could want, & XTR is old hat.

They're all strong and light. Cool package including: 3/2.5 Ti bars, alloy control centre headset, Race Light seatpost, saddle, etc.



DEWEY TOO 175g
Heat treated Cromoly.
Drillium clamp.
Complete with grips and plugs.

TOP MOUNTS

They shift as well as any other system.
Super reliable.
See which gear you're in without chopper style indicators.

ALUMINIUM



AA

(Aah-Aah)



WHAT

Frame

4.0lb 7005 double-butted Alcoa tubes.

Kona suspension specific geometry.
Stiff frame.

Bits

Marzocchi XC51.

Sugino Impel 500 CD chainset.

Kona Race Light Brakes.

New LX CD derailleurs with DX top
mounts.

Kona Race Light parts

WHY

Frame

It's stiff, light, strong and guaranteed
for life.

Handles like a dream.

Therefore front suspension.

Bits

Air/oil performance and plushness at
the price of elastomer forks.

Lighter than \$5h you know who!

Custom lightweight stoppers.
Alloy barrel adjuster as standard.

Shift when you want and forget
chopper style indicators!

Light and strong. Attention to detail
you need.



RACE LIGHT BRAKE 165g

Stiff and light = powerful stopping.

Cool Grafton style looks.

All-weather pads: you'll stop in the



Explosif



WHAT

Frame

Tange Prestige/Concept/Ultra Custom tubeset.

Kona suspension specific geometry.

Bits

Marzocchi XC500, XCS1, or P2.

XT 8spd CD gears with XC Pro top mounts.

Sugino Impel 700 CD chainset.

Kona Race Light Brakes.

Race Light parts.

WHY

Frame

Steel is real, the best steel has a unique 'life'. It may be boring, but more races on and off-road have been won with steel frames than any other material.

Rides like no other.

Bits

Airroll performance and plushness with reliability, or the best rigid fork.

They shift perfectly, with all the gear choices you could want.

Extra light (600g), given the choice wouldn't you fit one.

Custom Lightweight stoppers.

They're all strong and light. Cool package including, 3/2 5 Ti bars, alloy control centre headset, Race Light seatpost, saddle, etc.

KONA RACE LIGHT SADDLE (195g)
and O-BEAM (230g)





Cinder Cone



WHAT

Frame

Tange double butted MTB tubes (the lightest tubeset below Prestige)
Kona Super Light rear triangle.
Kona suspension specific geometry.

Bits

Option of Marzocchi XCS1 or P2.
Sugino Impel 500 CD chainset.
Kona Race Light Brakes.
New LX CD derailleurs with DX top mounts.
Race Light front hub and components.

WHY

Frame

The best frame for your money.
Flick the back effortlessly over trail obstacles.
If you lose, it's not the bike.

Bits

Air/oil performance and plushness with reliability, or the best rigid fork.
Saves weight (660g), Low 'Q' factor increases pedalling efficiency.
Custom Lightweight stoppers.
Reliable and efficient.
Accurate steering, no brake rub and all the Kona bits you'd expect on a race ready machine.



RACE VELOCITY STEM 250g
Super light and strong from heat treated, DB, cro-mo construction.
2 fixing bolts for added security.
Do you use ally bolts?
3 sizes for a perfect fit.



Fire Mountain



WHAT

Frame

All new OS full Tange cro-mo frame set

Kona classic frame geometry.

Bits

Project Two triple butted fork.

DX topmount shifters.

STX and Alivio parts mix.

Detailing.

WHY

Frame

Stiffer than last years Test winning bike*. It may not win the Worlds, but it is upgradeable. Higher quality components would not be out of place.

*Cos it works.

Bits

Best rigid fork there is. Sized to fit new geometry.

See which gear you're in without a chopper style indicator.

We chose 'em for performance and value, not surface finish. Race Light brake levers are a bonus.

Kona Race Light Brake levers, Saddle, 165g bars, Grips and Seat clamp.



PROJECT TWO TRIPLE BUTTED (780g)
Super strong straight blade design.
Triple butted oversize blades = accurate steering and excellent shock absorption for a rigid fork.
Also in Titanium 625g (as shown).



**“ By the Velcro brothers,
Pierre and Steve.**

I had no idea what time it was, it all depends on when our daily irrational cycling chore ended the day or night before. Fifteen hours pedalling in that freezing volcanic desert to miserably earn 40 miles, struggling against arctic headwinds, reading tracks on that 4x4 trail, real rivers of rapids, washboards roads, and eddies of sand stretches, getting bogged down to the calves and hubs walking our EXPLOSIFS round the snow patches and crossing rivers 3 times each to get our 120 lbs mounts across, that was our day. But that morning, 5 minutes after our toes were still soft and warm, wrapped up in our sleeping bags, we were knee deep in one of Tungnatellsjökull glacier's petrifying thawing corridors. We were in the cold heart of Iceland, in Sprengisandur deserts Nyidatur Valley, squeezed between 3 icecaps during our last summer's Midnight Sun expedition and, to cheer myself up, I was thinking about warmer volcanic adventures, our Hawaiian rides under the Tropics. Still knee-deep in Tungnatellsjökull's ice cold drain, I kept going over my memories, my mind persistently stopped on the events of another 'glorious' morning when we suffered from dehydration...

We were coming back from the black sand beach of Kamoamoa, the new dead end of the 'Chain of Crafters' had created by the 1990 lava flows that now cover 12 miles of coastal road. We reached Kamoamoa the night before and that was a real treat to let our EXPLOSIFS go down the 25 miles of the 'Chain of Craters' from Kilauea (4000 ft) to the black sand beach (sea level) while a big sun was sinking in the deep blue Pacific before our eyes. Everything was

fantastic until we realised that there was no fresh water there... That's how we found ourselves in hell again, climbing back up the lava slope of Mauna Loa (13,685 ft.) to Kilauea's volcanic caldera (4000 ft.) and the main road under a sun showing no sympathy (skimming the 100° mark at 10.00am), with our only fuel wholewheat bread and salty hydrogenated oil lubed peanut butter! I was probably dreaming about soaking in a freezing stream.

Knee-deep in one of Iceland's glacial rivers, my Kona on the shoulders, I was laughing at myself, cursing the silent solemnity of the Sprengisandur. I was realising that wherever I find myself, I'm never contented, always lured by elsewhere and it's unknown, but nonetheless immensely happy that my

Steve and I have been 'living' on our EXPLOSIFS for 3 1/2 years and have pedalled for over 44,000 kilometres. From Quebec, our home town, we travelled in North America through Canada (including the Yukon and Northwest Territories), the United States (including Hawaii and Alaska) and Mexico (Baja California and Northwest). In Europe since the spring of '93 we have cycled from the Alps up to Denmark where we got on a ferry to Iceland. After 7 weeks and 3,000 kilometres of strenuous pedalling in that barren and harsh land, we explored the British Isles. In London now, we expect to actively 'hibernate' in the Alps for the Winter. Our exploring project consists of going to as many places as we can on our KONAs for as long as we enjoy it, with the feeling of having left only yesterday, we have no idea when we will stop. For now, let's say that we dream about reaching the Pacific again next summer this time by the northernmost route possible... Let's see! Never underestimate your dreams...

”



Race bike on holiday.



LAYERING

Outer Layer

This keeps the elements at bay. So it needs to be abrasion resistant, wind proof, highly water-resistant, or waterproof. For cycling it must be highly breathable. Normally it's more important that the sweat (it's water) gets out, than rain never gets in. Condensation will make you damp and uncomfortable whatever the weather. For all but expedition riding the tendency is to more breathable, yet water resistant fabrics.

Mid Layer

This is your insulation. It's got to keep you warm, it must wick away sweat to keep you dry, and it must breath so you don't overheat. Fleece is the stuff to use here. A tight knit fleece is the best for cycling. It's low bulk is ideal for trail use, and it's abrasion resistance and wind proofing mean it will also work as an outer layer.

First Layer

This is your underwear. It must wick (transport) sweat away from the skin then spread it out so it dries quickly. The Coolmax lining does this function on the Windtop.



RACE SHIRT

Long front zip: Let the heat out uphill, keep it in downhill.

RACE SHORT

Performance and comfort like the bikes

LONG SLEEVE JERSEY

Heavier weight than the Race Shirt with full length zip, jersey cuff and collar and the usual 3 pockets on the back. Ideal for Spring/Autumn or as a race warm up jacket.

WINTER TRAINING JACKET

With a waterproof printed fabric and an acrylic jersey this jacket offers the ideal compromise between wet weather protection and venting. The rear pocket is as big as a bum bag and there are also hand warmer pockets on the side.

HELMETS

We can't make everything! But stickers are available for yours. Ask your Kona stockist.

NON-TECHNICAL CLOTHING

TEES AND OTHER STUFF

Get 'em when you can:

No two production runs the same. Keep 'em guessing.

On or off your bike: Wear 'em with pride.

High quality: In styles and colours you won't find down at the charity shop.

BASEBALL CAP

Wear it: Backwards or forwards. You'll be cool.

De rigueur: For the Podium.

TECHNICAL CLOTHING

PERTEX WIND TOP

Super breathable: Let that sweat out.

Very water resistant: Keeps UK conditions at bay.

Coolmax lined: Comfy and odourless.

Packs small: Don't leave home without it.

FLEECE

Quality insulation: Water resistant and breathable.

Wind proof: Blow through other fleeces and compare.

Tough: It'll still look good even if you ride into the bushes.

Performs in one layer: what would take several conventional layers.

KONA	KULA	EXPLOSIF	KILAUEA	AA
Frame sizes	16", 18" 19" 20"	16", 18" 19" 20"	16", 18" 19" 20"	16", 18" 19" 20"
Frame tubing	Easton Varilite with Taper Walls™	Tange Prestige Concept/ Ultra Light custom set, New Extra Light DB stays	Tange Prestige Concept New Extra Light DB stays	7005 Alcoa DB Aluminium
Fork	Marzocchi XC500	Marzocchi XC51	Marzocchi XC51	Marzocchi XC51
Headset	Control Centre 135g	Control Centre 135g	Control Centre 135g	Impact
Crankarms	Sugino Impel 700 (600g)	Sugino Impel 700 (600g)	Sugino Impel 500 (660g)	Sugino Impel 500 (660g)
Chainrings	42/32/22 Super Shifter	42/32/22 Super Shifter	42/32/22 Super Shifter	42/32/22 Super Shifter
B/B	Shimano UN-71 (113)	Shimano UN-71 (113)	Shimano UN-51 (113)	Shimano UN-51 (113)
Pedals	Kona	Kona	Kona	Kona
Chain	KMC Super Shuttle	KMC Super Shuttle	KMC HP70	KMC HP70
Freewheel	Shimano XT 8 spd 11-28	Shimano XT 8 spd 11-28	Shimano XT 8 spd 11-28	Shimano HG 70 11-28
F/D	Shimano XT	Shimano XT	Shimano LX	Shimano LX
R/D	Shimano XT	Shimano XT	Shimano XT	Shimano LX
Shifters	XC Pro 8spd Topmount	XC Pro 8spd Topmount	XC Pro 8spd Topmount	Shimano DX Topmount
Handlebars	Kona Slim 150 Ti3 2.5	Kona Slim 150 Ti3 2.5	Kona Slim 165 T6-6061AL	Kona Slim 165 T6-6061AL
Stem	Race Light velocity	Race Light Velocity	Race Light Velocity	Race Light Velocity
Grips	Kona Race Light	Kona Race Light	Kona Race Light	Kona Race Light
Brakes	Race Light/Kool Stop pads	Race Light/Kool Stop pads	Race Light/Kool Stop pads	Race Light
Brake levers	High Command	High Command	High Command	High Command
F/Hub	Shimano XT Stout	Shimano XT Stout	Shimano LX Stout	Kona Race Light
R/Hub	Shimano XT	Shimano XT	Shimano XT	Shimano LX
Spokes	14/15G DB SS/alloy nipples	14/15G DB SS/alloy nipples	14/15G DB SS/alloy nipples	14/15G DB Stainless
Tyres	Kevlar A/B: Drive 26x2	Kevlar A/B: Drive 26x2	Kevlar A/B: Drive 26x2	Kevlar A/B: Drive 26x2
Rims	Mavic 230/231	Mavic 230/231	Mavic 230/231	Bontrager BCX-1/BCX-3
Saddle	Race Light Ti	Race Light Ti	Race Light Hollow Cromo	Race Light
Seatpost	O'beam	O'beam	O'beam	Race Light
Seat clamp	Race Light	Race Light	Race Light	Race Light
Extras	Joe's Clip	Joe's Clip	Joe's Clip	Joe's Clip
Weight	23.9 lbs with XC 500	23.4 lbs P2 24.65 lbs XC500	24.0 lbs P2 25.5 lbs XC51	25.5 lbs XC51
Options		Marzocchi XC500, P2	Marzocchi XC500, P2	

HAHANNA, FIRE MOUNTAIN

Size	Head Angle	Seat Angle	Top Tube	Chain Stay	Wheelbase	Offset	B/B Height	Standover Height	Crank Length	Stem Length
A	B	C	D	E	F	G	H			
14" *	70.5	74	21.0	16.75	40.0	1.6	11.5	24.0	170	100
16"	70.5	74	21.5	16.75	40.5	1.6	11.5	26.0	170	100
18"	71	74	22.5	16.75	41.5	1.6	11.75	28.0	175	110
19"	71	73	23.0	16.75	41.7	1.6	11.75	29.0	175	125
20"	71	73	23.5	16.75	42.2	1.6	11.75	30.0	175	140

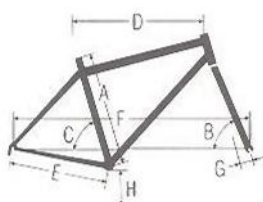
LAVA DOME, CINDER CONE, AA, KILAUEA, EXPLOSIF, KULA, HEI HEI

Size	Head Angle	Seat Angle	Top Tube	Chain Stay	Wheelbase	Offset	B/B Height	Standover Height	Crank Length	Stem Length
A	B	C	D	E	F	G	G			
14" *	70.5	74	21.5	16.75	40.4	1.6	11.5	24.0	170	100
16"	70.5	74	22.0	16.75	40.9	1.6	11.5	26.0	170	100
18"	71	74	23.0	16.75	41.9	1.6	11.75	28.0	175	110
19"	71	73	23.5	16.75	42.2	1.6	11.75	29.0	175	125
20"	71	73	24.0	16.75	42.7	1.6	11.75	30.0	175	140

* 14" sizes are available only on the Hahanna and the Lava Dome.

Frame Warranty: All frames are warrantied for the life of the original owner, including racing. Full details and conditions are listed in the owners manual. Read them!

KONA	CINDER CONE	LAVA DOME	FIRE MOUNTAIN	HAHANNA
Frame sizes	16", 18" 19" 20"	14", 16", 18" 19" 20"	16", 18" 19" 20"	14", 16", 18" 19" 20"
Frame tubing	Tange DB Cromo Kona Super Light stays	Tange DB Cromo Kona Super Light stays	Tange crommo main tubes and stays	Tange crommo main tubes and stays
Fork	Project Two Triple Butted (780g)	Project Two Triple Butted (780g)	Project Two Triple Butted (780g)	Project Two Sport
Headset	Impact	Impact	YST	YST
Crankarms	Sugino Impel 500 (660g)	Sugino Impel 400	Alivio	Alivio
Chainrings	42/32/22 Super Shifter	42/32/22 Super Shifter	42/32/22	42/32/22
B/B	Shimano UN-51 (113)	Shimano LP-20 (115)	Shimano LP-20 (115)	Shimano LP-20 (115)
Pedals	Kona	Kona	Kona	Kona
Chain	KMC HP70	KMC HP70	KMC HP70	KMC HP70
Freewheel	Shimano HG 70 11-28	Shimano HG 50 11-28	Shimano HG 50 11-28	Shimano HG 50 11-28
F/D	Shimano LX	Shimano STX	Shimano STX	Shimano Altus
R/D	Shimano LX	Shimano LX	Shimano STX	Shimano Alivio
Shifters	DX Topmount	DX Topmount	DX Topmount	Grip Shift 300i
Handlebars	Kona Slim 165 T6-6061AL	Kona Slim 165 T6-6061AL	Kona Slim 165 T6-6061AL	Kona Slim 165 T6-6061AL
Stem	Race Light Velocity	Race Light Velocity	Velocity	Velocity
Grips	Kona Race Light	Kona Race Light	Kona Race Light	Kona Race Light
Brakes	Race Light	Race Light	Tourney	Kona
Brake levers	High Command	High Command	High Command	High Command
F/Hub	Kona Race Light	Kona Race Light	Kona Race Light	Kona
R/Hub	Shimano LX	Shimano STX	Shimano Alivio	Shimano Alivio
Spokes	14/15G DB Stainless	15G Front, 14G Rear SS	15G Front, 14G Rear SS	15G Front, 14G Rear SS
Tyres	Kevlar A/B: Drive 26x2	A/B: Drive 26x2	A/B: Drive 26x2	Kona Rush Hour 26x1.6
Rims	Bontrager BCX-1/BCX-3	Bontrager BCX-3	Bontrager BCX-3	Bontrager BCX-3
Saddle	Race Light	Race Light	Race Light	Race Light
Seatpost	Race Light	Kalloy	Kalloy	Kalloy
Seat clamp	Race Light	Race Light	Race Light	Race Light
Extras	Joe's Clip	Joe's Clip		
Weight	25.4 lbs P2 26.9 lbs XC51	26.4 lbs P2 27.9 lbs XC51	27.5 lbs P2	27.5 lbs P2 Sport
Options	Marzocchi XC 51	Marzocchi XC 51		



Sizing:

The sloping top tube design offers the rider the advantages of greater top tube clearance and a tighter, lighter frame.

Top Tubes:

When choosing a bike this is the important length. Vertical adjustment is easy with the seat pin, but reach cannot easily be adjusted. Make sure the bike you buy has enough reach to put you in a powerful position over the pedals when riding, and with weight over the front wheel for climbing and control at speed.

Kona Owners Club

The Bicycle Group is the B.M.B.F. registered club for Kona Owners. As a registered member you receive these benefits completely free.

You can race in your Kona clothing. This is the registered club strip and therefore race legal. To race in road races you may need the TBG embroidered badge. Available from the address on the back, price £3.50.

Regular Kona newsletters. Keep up to date with the race team's successes and failures, the adventures of Kona equipped world travellers, and any new products.

Recorded frame numbers. It's unfortunate that some people aren't prepared to buy their Kona. If you are unlucky enough to have your new Kona stolen we can help to reunite you with it should it be recovered.

There's no such thing as a free lunch. From time to time we may ask you for your views with a customer questionnaire.

Ensure that you register yourself by returning the swing tag attached to your Kona. If there is no swing tag see your stockist immediately. You should also receive a Kona owners manual from your dealer. Make sure that you get it!





The only constant is change.
We not only reserve the right to
change things after this is published,
but expect to. A little confusion is
better than compromise.



Even an environmentally friendly
paper like this causes some stress on the
environment. Once read, and digested,
pass this on to a friend, you won't enjoy
recycling this in your out-house.



UK: Second level Sport, Clockhouse Lane, Bedfont, Feltham, Middlesex, TW14 8QA. **Telephone:** 0784-251000. **Fax:** 0784-247169.

USA: Kona, 112 Fir Avenue, Blaine, WA, 98230. **Telephone:** 206-332-5384. **Fax:** 206-332-7073.

CANADA: The Bicycle Group, 343 Railway Street, Vancouver, BC, V6A 1A4. **Telephone:** 604-684-4933. **Fax:** 604-684-6332.

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