



BONTRAGER



1997 bikes & parts

C O N T

You are looking at this catalog, so you are either stuck in a waiting room and this is the only thing keeping you from counting ceiling tiles or you ride bikes. Maybe both. Either way, thanks for taking the time. We wrote this little book to give you a glimpse of our stuff and a little of what we think about. We're trying not to bore you or insult your intelligence in the process, though we'll admit we are better at making stuff than writing about it. There's a lot more to the story of course, but we don't have enough time or energy to write it all down. So stop by your dealer, or call us up, or visit our Internet site [www.bontrager.com], or come to Santa Cruz and we'll show you what we do. Happy trails.

Bontrager Dogma

'All things should be as simple as possible—no simpler'—A Einstein
We think these words were Mr. Einstein's, but it doesn't matter that much. It's an appropriate way to describe modern physics, and it's also a good way to describe our approach to building bicycles and components. Keep it as simple as you can, but do what it takes to make it work right.

Keith Bontrager started about 16 years ago in a garage in Santa Cruz, building frames and components right. He started building frames out of steel and worked hard at this for years. Now he gets invited to bike festivals all over the world as the guru of steel. It's weird, but it shows how far we've come. Since then, with contributions from the rest of the crew, Bontrager's worked out a titanium frame too.

We've studied other materials, and built some prototypes here and there, but these are the materials we know and trust, and the only ones we use. For now.

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Way too much magazine ink is wasted on "which material is best" though. Material selection is not the issue; the marketing boys play it up to be when it comes to frame design. Bikes are not inherently good or bad, slow or fast, because of the material the frame's made out of. The engineering details are what really matter. We are confident that, with our extensive understanding of engineering and materials, our years of hands on experience building racing frames and components, and our single-minded dedication to making high quality, high performance bikes and parts, our stuff rules.

After 16 years our frame designs aren't revolutionary anymore. We'll work with it. It also means that the designs are sorted out. That's unique in the bike biz. The bikes we make work with you and let you do anything and everything you can on the bike, as well as you can, as fast as you can. They perform. And they're durable; they stay together a long time. Day after day, year after year.

The bottom line: You can satisfy your lust for the over hyped retail experiments the big dogs keep rushing out and the magazines keep pushing, built out of poorly understood materials that are refugees from a rapidly shrinking aerospace industry hungry for a commercial outlet, but you will be on the trail or road more; having more fun; becoming a better, fitter, faster rider; today and in the long run, on a Bontrager. (Too deep? - sorry. We do mean it though.)

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NO

FACE

CAMERAS

So you want to design a mountain bike?

No problem. Anybody can do it. Make it climb—use short chain stays. Make it really climb, use really short chain stays. Put the bottom bracket up high so that you don't hit rocks with your pedals, or maybe down low so you can corner and descend. Use a long top tube to get really stretched out like the magazines say it should be. Keep pretty standard angles because everyone else does. Build it out of some exotic material so you can market it hard, slap on some Rock Shox and you're ready to rock.

Or you could do it the long, hard way. Spend a few decades riding and thinking about bikes, go to school and get very familiar with materials, physics, and engineering. Ride hard and often. And then work it all out

the right way. There are too many variables, too many things have to work together for a purpose for the quick and dirty bike to work right.

We do it the hard way. We have a goal for our frame design work. We want to build bikes that are the best you can get for cross country and technical single track riding. This is where people ride the most, and they're the most fun and challenging types of riding you can do. Prototypes are built, thrashed, crashed and revamped, continuously. They have been for 16 years. The results are clear. We did it.

Rear Wishbone

Our wishbone design uses a stiff arch of tubing to connect the brake posts. With the popularity of high performance, high leverage braking systems, this advantage is going to be obvious.

Cantilever Bosses

Our bosses are made up out of different pieces rather than out of one piece, are investment cast steel, and are attached with very short TIG welding beads directed along the length of the tube. They're extremely difficult to break, provide a solid mount for high powered brakes, and can be repaired or refurbished when the time comes.

Rear Drop Outs

Dropouts have been a common failure point in traditional frames over the years. We make our dropouts out of 4130 steel plate, stamped and machined to our specifications. The right dropout is heat treated for added strength. Derailleurs are cheaper than frames right?

Chain Stay Gussets

We use chain stay gussets to reinforce the stays at the bottom bracket. No chain stay failures. They also let us lose the chain stay bridge which increases mud clearance and eliminates another problem spot for the chain stays.



Bontrager Geometry

We use a fork with 1.25 inches of rake instead of 1.6+ inches, the industry standard. This front end geometry works with a shorter top tube and steeper seat tube angle to increase the weight on the front wheel a bit. All of this makes a quick handling bike that goes where you point it.

Head Tube Joints

We design the head tube joint so that the heat from the weld at the down tube is kept away from the bottom of the head tube. The head tube is stronger and resists stretching if you jump or pound big bumps.

Waterbottle Bosses

Our bonded bosses keep one more area of the bike from being heated and weakened.

Top Tube, Down Tube Gussets

We designed a unique gusset to increase the strength of our frames at critical places. The key to these gussets is the shape and the way we attachment them. They strengthen the frame, both in impact (like if you hit a tree) and fatigue, (no trees but lots and lots of bumps). We only weld down the sides of the gusset to leave the heat treated tube strong. It works. It works so well that many companies make bad copies.

Our Race™ frame is not sold as complete bike because the hypemeisters have too many of you convinced that everybody should be riding the lightest bike rather than the best bike. There is a difference you know.

Over the years we've refined the Race frame to the limit, with every conceivable detail sorted out. The single track handling is dialed. It climbs like a goat. Technical stuff is no problem (for the frame anyway - you are on your own).

It's the bullet-proof frame a strong, aggressive, or big recreational rider or racer needs to be on the trail, riding hard and often - for years.

RACE

The Race lite™ is a lightweight at under 4 pounds, designed as a tool for an experienced cross country racer to win races with. We started with what we knew about the basic Race frame design and then carefully took as much weight off as we could - without compromising strength. We use a little lighter main triangle tubes, with a more complex heat treatment process to push the strength back up, lighter chain stays, trick, offset butted head tube, and bonded on aluminum water bottle bosses. A Bontrager Race Lite is the ultimate lightweight cross country dart, one of the few that meets our standards for performance and durability.

RACE

SPECS

RACE LITE W/SHIMANO

Paint Color	Red w/White decal
Fork	Rock Shox Judy XC 63mm travel
Front Derailleur	XT Top Swing
Rear Derailleur	XT SGS
Shift Levers	XT RapidFire SL STI
Brake Levers	XT STI V-Brake
Crankset	XT 4-arm 42/32/22 172.5, 175, 180mm
Brakes	XT V-Brakes
Chain	IG90
Front Hub	XT suspension type 32 hole
Rear Hub	XT Freehub 32 hole
Cogs	XT 11-30 8-speed
Front Rim	Bontrager Mustang front Triple cavity 400g
Rear Rim	Bontrager Mustang rear Triple cavity 430g
Front Spokes	DT 14/15ga butted stainless
Rear Spokes	DT 14ga stainless
Saddle	Bontrager SSM leather w/Cro-Moly rails
Seatpost	Bontrager Comp
Bar	Bontrager Race Lite EA70 Aluminum
Bar Ends	Bontrager Race ski bend
Stem	Bontrager Race Cr-Moly
Grips	Bontrager Race
Headset	Deore LX sealed
Front Tire	Bontrager Jones Front 2.1" (49/53mm) Foldable
Rear Tire	Bontrager Jones Rear 1.95" (46/50mm) Foldable
Pedals	Shimano SPD M535 Clipless
Extras	Bontrager Chain Deflector device

lite

page four

DEORE XT



Paint Color	Natural Ti w/Black decals
Fork	Rock Shox Judy XC 63mm travel
Front Derailleur	XT Top Swing
Rear Derailleur	XT SGS
Shift Levers	XT RapidFire SL STI
Brake Levers	XT STI
Crankset	XT 4-arm 42/32/22 172.5, 175, 180mm
Brakes	XT V-Brakes
Chain	IG90
Front Hub	XT suspension type 32 hole
Rear Hub	XT Freehub 32 hole
Cogs	XT 11-30 8-speed
Front Rim	Bontrager Mustang front Triple cavity 400g
Rear Rim	Bontrager Mustang rear Triple cavity 430g
Front Spokes	DT 14/15ga butted stainless
Rear Spokes	DT 14ga butted stainless
Saddle	Bontrager SSM leather w/Cr-Moly rails
Seatpost	Bontrager Race Lite
Bar	Bontrager Race Lite w/EA70 Aluminum
Bar Ends	Bontrager Race Lite Magnesium ski bend
Stem	Bontrager Race Cr-Moly
Grips	Bontrager Race
Headset	Deore LX sealed
Front Tire	Bontrager Jones Front 2.1" (49/53mm) Foldable
Rear Tire	Bontrager Jones Rear 1.95" (46/50mm) Foldable
Pedals	Shimano SPD M747 Clipless
Extras	Bontrager Chain Deflector device



Ti lite

The Ti Lite™ gets all the high performance design and attention to detail that our steel bikes are known for, but adapted to titanium. The solid, predictable ride makes you forget that it's a pound lighter than the Race frame.

Don't ride one of these bikes unless you've decided that you are really interested in

one though (and make sure you'll be able to afford food after you buy one- it would be a drag to starve with such a nice bike around). It's hard to walk away from a serious Ti lite jones. The Ti Lite is not cheap, but if you want the best there is, and can get your head around the price, you're a lucky soul. Happy trails.





Black

CUSTOM

KIT BUILD SPECS

FOR RACE, RACE LITE AND TI LITE FRAMES

SHIMANO XT/SRAM ESP

Front Derailleur	Deore XT
*Rear Derailleur	SRAM ESP 9.0
*Shift Levers	SRAM GripShift ESP 900
Brake Levers	Deore XT V brake
Crankset	Deore XT 4-Arm 42/32.22 (S/172.5, M/175, L/180)
Brakes	Deore XT V brake, spe- cial pad for Ceramic rims
Chain	IG90
Front Hub	Deore XT
Rear Hub	Deore XT
Cogs	Deore XT 11-30 8 speed
Front Rim	Bontrager Mustang Front Ceramic
Rear Rim	Bontrager Mustang Rear Ceramic
Front Spokes	DT 14/15 butted stain less, alloy nipples
Rear Spokes	DT 14/15 butted stain less, alloy nipples
Grips	SRAM GripShift ESP 900
Front Tire	Continental Navigator 26x2.0, foldable
Rear Tire	Continental Traction Pro 26x1.9, foldable

*Also available w/XT rear derailleur and
RapidFire SL

SHIMANO XTR

Front Derailleur	XTR
Rear Derailleur	XTR SGS
Shift Levers	Shimano XTR STI Dual Control
Brake Levers	XTR STI V-brake
Crankset	XTR 46/34/24 (S/172.5, M/175, L/180)
Brakes	XTR V brake, special pad for Ceramic rims
Chain	IG 90
Front Hub	XTR 32 hole
Rear Hub	XTR 32 hole
Cogs	XTR 12-32 8 speed
Front Rim	Bontrager Mustang Front Ceramic
Rear Rim	Bontrager Mustang Rear Ceramic
Front Spokes	DT 14/15 butted stainless, alloy nipples
Rear Spokes	DT 14/15 butted stainless, alloy nipples
Grips	N/A
Front Tire	Continental Navigator 26x2.0, foldable
Rear Tire	Continental Traction Pro 26x1.9, foldable

CUSTOM DECALS

Decals are available in
the following color:

Panel	Lettering
Silver	Blue
Silver	Red
Silver	White
Silver	Yellow
Silver	Green
Silver	Black
White	Silver
Yellow	Red

*Ti Lite decals have Black let-
tering with Blue paw. Road Lite
decals have White lettering only
with Silver or Black paw.



Metallic
Purple



British Racing
Green



Metallic
Blue



Red



Silver



Orange

COLOR FOR RACE AND RACE LITE



PRIVATEER

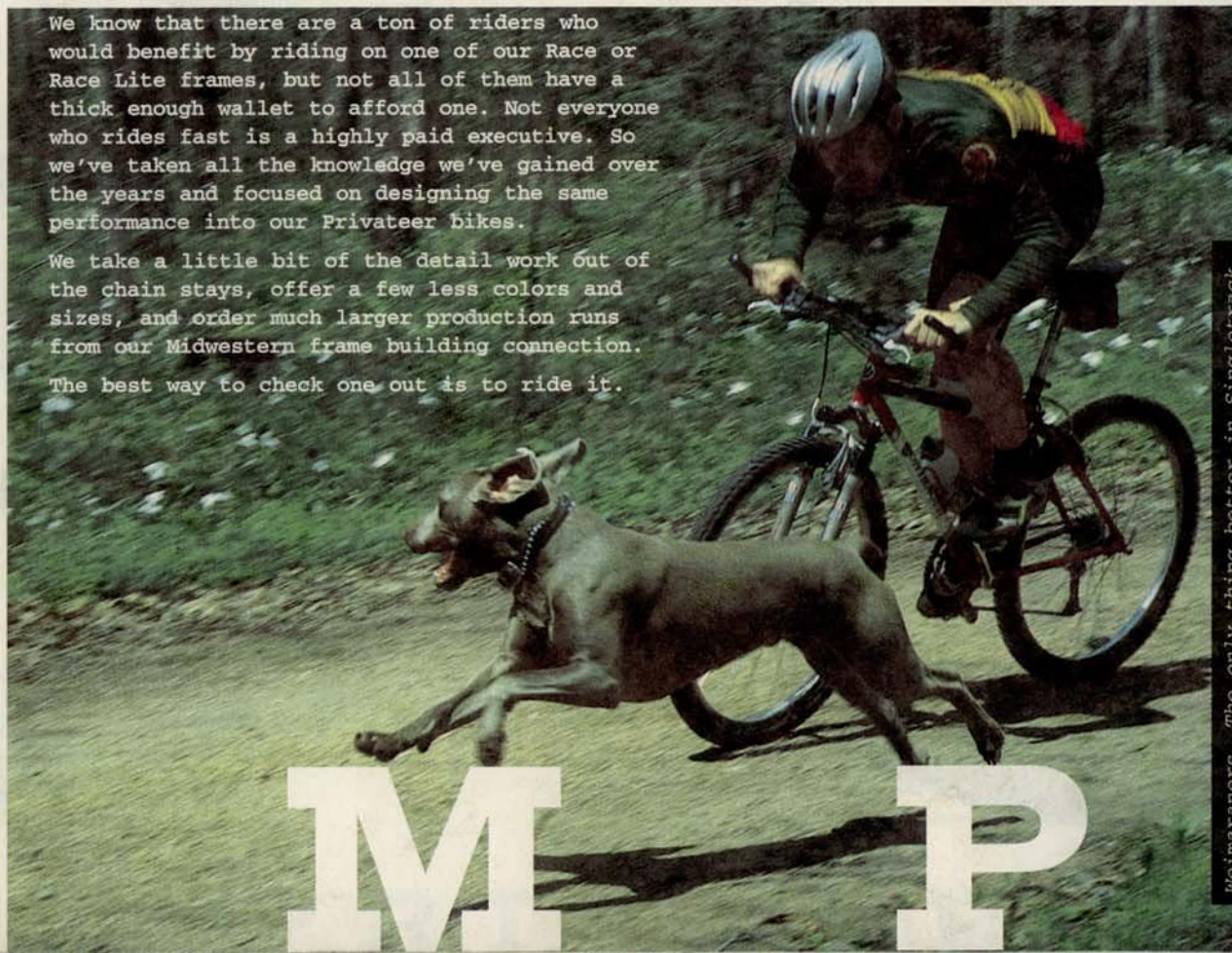
Paint Color	Silver w/Yellow & Black decal
Fork	Rock Shox Judy XC 63mm travel
Front Derailleur	XT Top Swing
Rear Derailleur	XT SGS
Shift Levers	XT RapidFire SL STI
Brake Levers	XT STI V-Brake
Crankset	XT 4-arm 42/32/22 172.5, 175, 180mm
Brakes	XT V-Brakes
Chain	IG90
Front Hub	XT suspension type 32 hole
Rear Hub	XT Freehub 32 hole
Cogs	XT 11-30 8-speed
Front Rim	Bontrager Mustang front Triple cavity 400g
Rear Rim	Bontrager Mustang rear Triple cavity 430g
Front Spokes	DT 14/15ga butted stainless
Rear Spokes	DT 14ga stainless
Saddle	Bontrager C30 leather w/Cr-Moly rails
Seatpost	Bontrager Comp
Bar	Bontrager Race 145g
Bar Ends	N/A
Stem	Bontrager Race Cr-Moly
Grips	Bontrager Race
Headset	Tange Levin sealed
Front Tire	WTB Velociraptor K front 2.1
Rear Tire	WTB Velociraptor K rear 44/50mm
Pedals	Shimano SPD M535 Clipless
Extras	Bontrager Chain Deflector device

99.9% of the performance, at about 50% of the price... Good idea.

We know that there are a ton of riders who would benefit by riding on one of our Race or Race Lite frames, but not all of them have a thick enough wallet to afford one. Not everyone who rides fast is a highly paid executive. So we've taken all the knowledge we've gained over the years and focused on designing the same performance into our Privateer bikes.

We take a little bit of the detail work out of the chain stays, offer a few less colors and sizes, and order much larger production runs from our Midwestern frame building connection.

The best way to check one out is to ride it.



OMP

PRIVATEER S



Paint Color	Dark Red w/Cream & Black decal
Fork	Rock Shox Indy XC 63mm travel
Front Derailleur	LX Top Swing
Rear Derailleur	XT SGS
Shift Levers	XT RapidFire SL separate
Brake Levers	Shimano M600 V-Brake
Crankset	LX 4-arm 42/32/22 170,175mm
Brakes	Shimano M600 V-Brakes
Chain	IG70
Front Hub	LX 32 hole
Rear Hub	LX Freehub 32 hole
Cogs	LX 11-30 8-speed
Front Rim	Bontrager Maverick front single cavity
Rear Rim	Bontrager Maverick rear single cavity
Front Spokes	DT 14ga stainless
Rear Spokes	DT 14ga stainless
Saddle	Bontrager C20
Seatpost	Bontrager Comp
Bar	Bontrager Race 145g
Bar Ends	N/A
Stem	Bontrager Race Cr-Moly
Grips	Bontrager Race
Headset	Tange Levin sealed
Front Tire	WTB Velociraptor K front 2.1
Rear Tire	WTB Velociraptor K rear 44/50mm
Pedals	Alloy ATB w/clips & straps
Extras	Bontrager Chain Deflector device

SPECS PRIVATEER S W/SHIMANO DEORE LX/

Paint Color	Black w/Cream & Red decal
Fork	Rock Shox Indy XC 63mm travel
Front Derailleur	STX-RC Top Swing
Rear Derailleur	STX-RC RapidFire
Shift Levers	STX RC RapidFire SL 8-speed
Brake Levers	Shimano M600 V-Brake
Crankset	STX-RC 42/32/22 170,175mm
Brakes	Shimano M600 V-Brakes
Chain	STX IG
Front Hub	Sealed bearing suspension type 32 hole
Rear Hub	STX-RC Freehub 8-speed 32 hole
Cogs	STX-RC 11-30 8-speed
Front Rim	Bontrager Maverick front single cavity
Rear Rim	Bontrager Maverick rear single cavity
Front Spokes	DT 14ga stainless
Rear Spokes	DT 14ga stainless
Saddle	Bontrager Plus 10
Seatpost	Bontrager Comp
Bar	Bontrager Comp alloy
Bar Ends	N/A
Stem	Bontrager Race Cro-Moly
Spaps	Bontrager Race
Headset	Tange Levin sealed
Front Tire	WTB Velociraptor front 2.1
Rear Tire	WTB Velociraptor rear 44/50mm
Pedals	Alloy ATB w/clips & straps
Extras	Bontrager Chain Deflector device

SPECS PRIVATEER W/SHIMANO



PRIVATEER

This is not a hybrid or a converted touring sled! It's a real cyclocross racing frame, proven capable by too many national championships. It's got the right mix of precise handling, light weight, and durability (just like our other frames- imagine that?) but in a truly raceworthy 700c design.

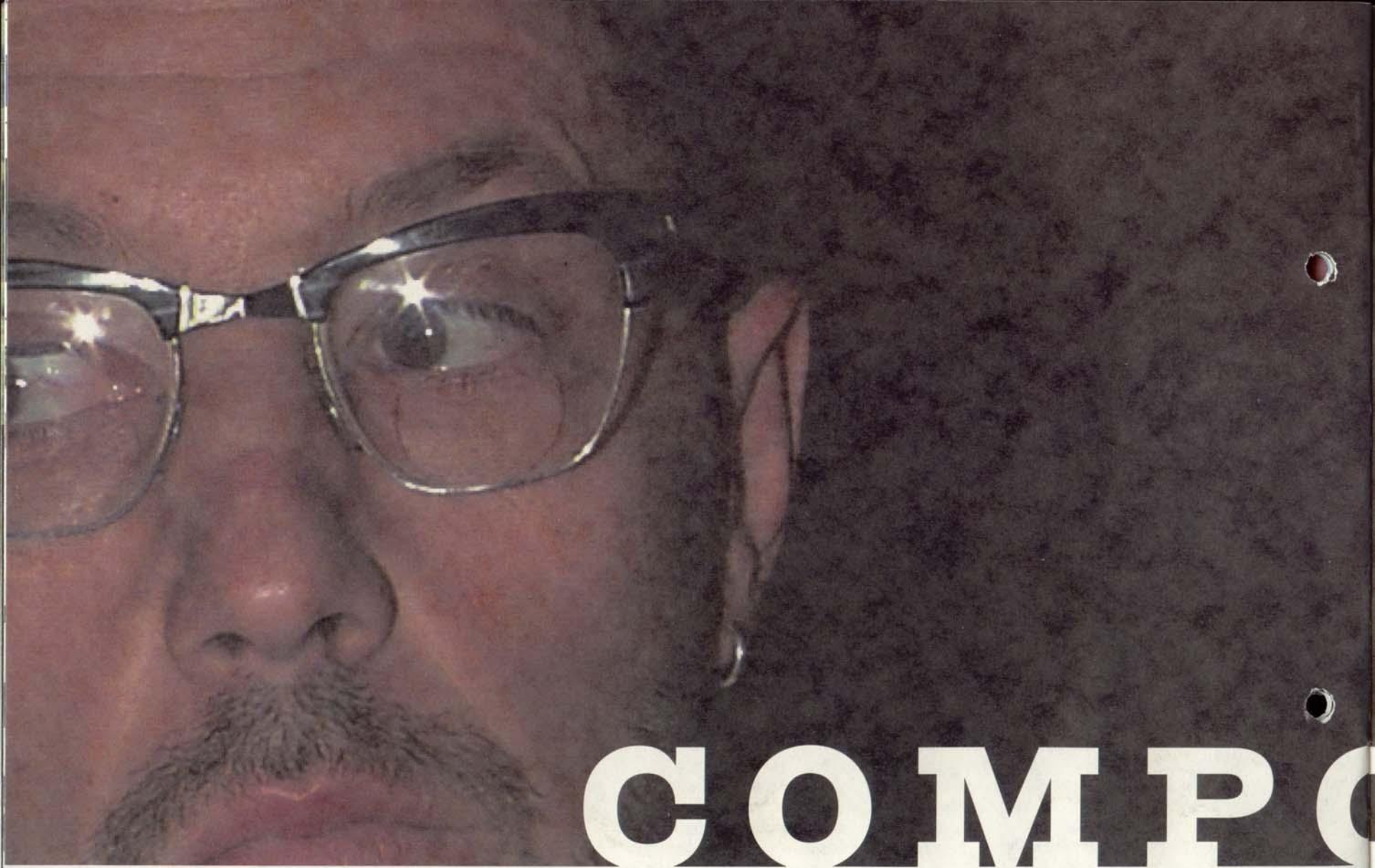




This is the classic European road bike, Bontrager style. We were tempted to build it just like the Euros, but we know too much about building better bikes to do it that way. So we build a road frame with the benefits of pure road geometry, but we show what we've learned building high perf off road machines with the rest of the frame.

We start with the light tubing we use on the Race Lite main triangle, redesign the rear end with very light weight road tubing, and finish it all off with meticulous attention to all the details. The Road Lite has the durability of a hard core NORBA racer, more crash worthiness than your body can match, along with the smooth, stabile ride and solid handling of a classic light steel ride. The best of everything.

R o a d L i t e



COMP



HANDLE BARS

You can count the number of people in the world who really know how to design handlebars on one hand, and maybe not have to use all of your fingers. We've worked hard at this for years.

We understand handlebar design. A durable lightweight bar is dialed in five critical areas.

Fit and function, impact strength, fatigue strength, weight, and cost. Each of these is a relatively complicated property of the bar and it takes a lot of work to sort it all out. But you have to—each is essential if you want to make a good bar. We won't offer bars that are not up to hard riding. We ride them too.

There are lots of basic off road bars. How do ours differ? They are light, strong and reliable. We also try to make performance and durability reasonably priced. That's about as good as it gets.

For a load more details on parts you can't afford: The Bontrager Parts and Accessories Catalog. 800.476.BIKE www.Bontrager.com

P N E N T S

SEAT POSTS

Seat posts are simple.

All any reasonable rider wants is a post that holds the saddle up under any condition, weighs about as much as a cup of coffee, and costs about as much too. That's not too

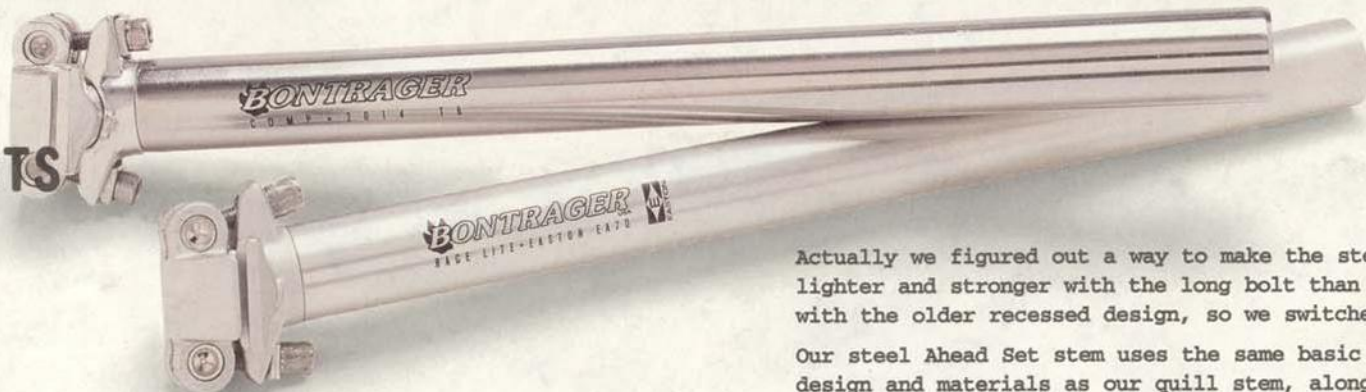
much to ask for is it? Sorry, it is too much.

The last one is the killer but we get as close as we can, and it's not simple. The posts we designed are strong, light, and easy to set up. They work.

We have the clamps forged because it's the best way to do it.

We've designed a complicated shape so that it would be strong (of course) and light.

The shape lets you get to the clamping screws easily and supports them well. It also has plenty of angular range to allow you to adjust the tilt of your saddle to suit your style, easily. And once you adjust it, it stays in place. Then we leave the frilly shine to the CNC folks and the other hot rod parts suppliers who like it this way. I'd rather concentrate on (and spend money on) making parts that do their job, using the best processes and materials I can find; to get the balance between form and function right.



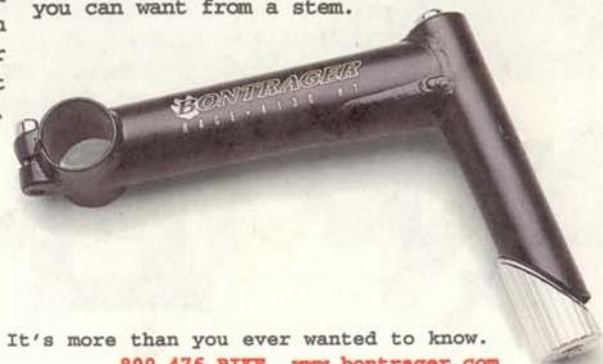
STEMS

Our latest stems are made from 4130 steel butted tubes, fully heat treated, light, and strong. You probably knew we were going to say something like that. We've even switched to a long draw bolt so those of you who never tighten anything before you go for a ride can use a standard Allen wrench to do your assembly work out on the trail.

Actually we figured out a way to make the stems lighter and stronger with the long bolt than with the older recessed design, so we switched.

Our steel Ahead Set stem uses the same basic design and materials as our quill stem, along with a dual binder steerer clamp. We admire all of the cute hidden binder clamps that have been introduced so far, and we would like them even more if they stayed tight in use and didn't crush the steerer tube. And for those of you who feel you must kick your stem with your knees, we've rounded off the edges of the clamps so you won't suffer too badly.

We've also worked out an aluminum Ahead Set style stem. The part is forged so it is consistently strong. It also uses a dual binder steerer clamp, but with the fasteners rotated around to the side. Same argument for this as above. The handlebar clamp is fastened on both sides of the bar, and makes it easy to swap stems (and possible to core the forging). The part is light, strong and reliable, about all you can want from a stem.



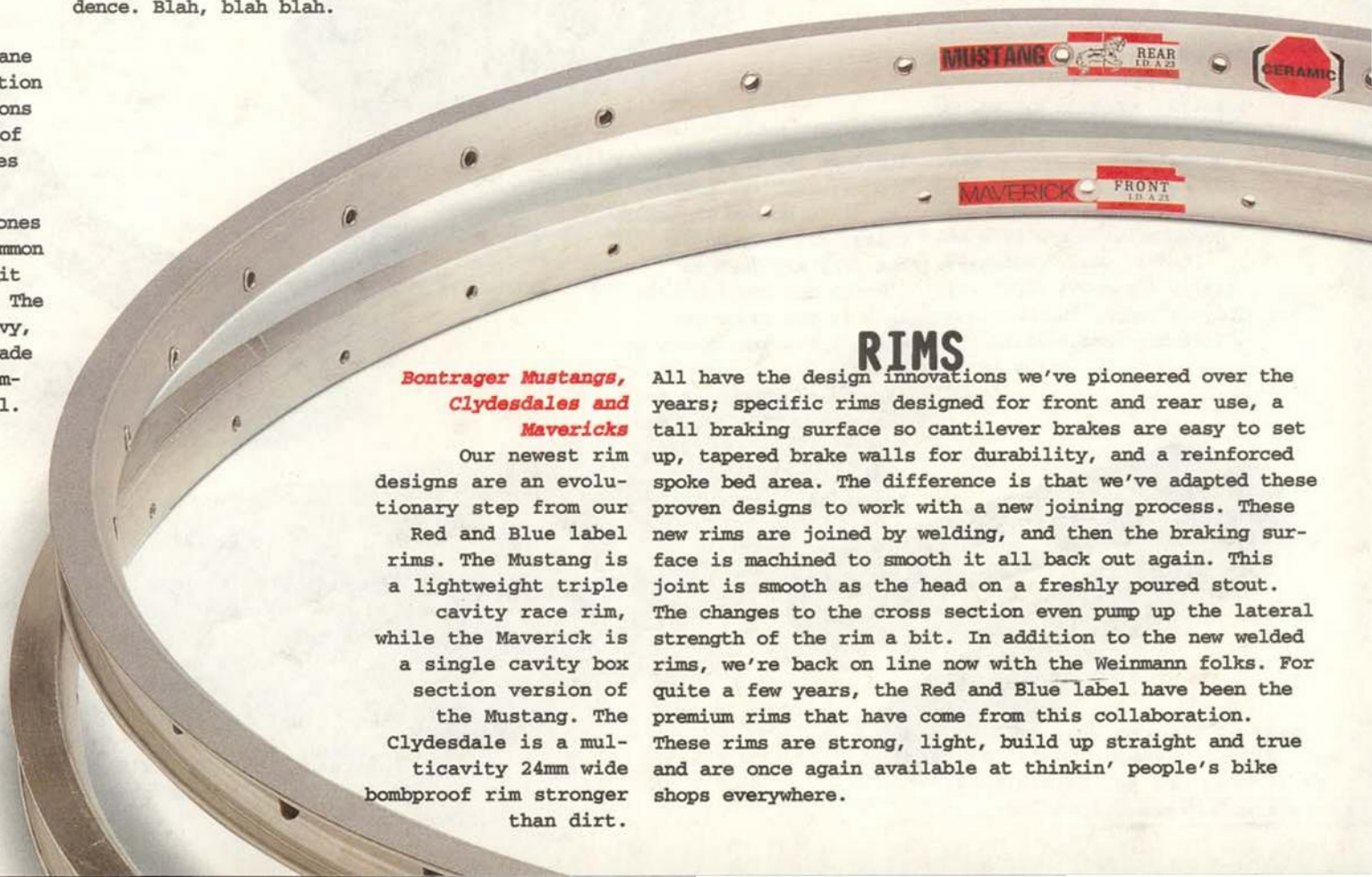
TIRES

We've been thinking (and dreaming) about tires for years, how each performs in different conditions, what's good about this one and bad about that one. We finally cranked up our collective brains and battered bodies this year to do the research and design some new tires. Many hours of pondering, a few huge bruises and lacerations from test riding at insane speeds in marginal traction and a few design revisions later, we have the mix of characteristics and sizes we want.

Introducing Bontrager Jones tires. Jones- it's a common name. Motel clerks see it scribbled all the time. The tires don't need a groovy, go faster name to persuade you. They speak for themselves- out on the trail.

The XC version of the Jones rolls fast, corners well, and stops hard in a variety of situations that are common in single track and cross country racing. The Jones technical tires are for tricky sections where the traction of a fatter tire provides an extra measure of confidence. Blah, blah blah.

We know sounds just like every other off the shelf marketing blurb for tires but for those of you who want to read the details and actually know the differences. Call for The Bontrager Parts and Accessories Catalog. 800.476.BIKE www.bontrager.com



RIMS

Bontrager Mustangs, Clydesdales and Mavericks

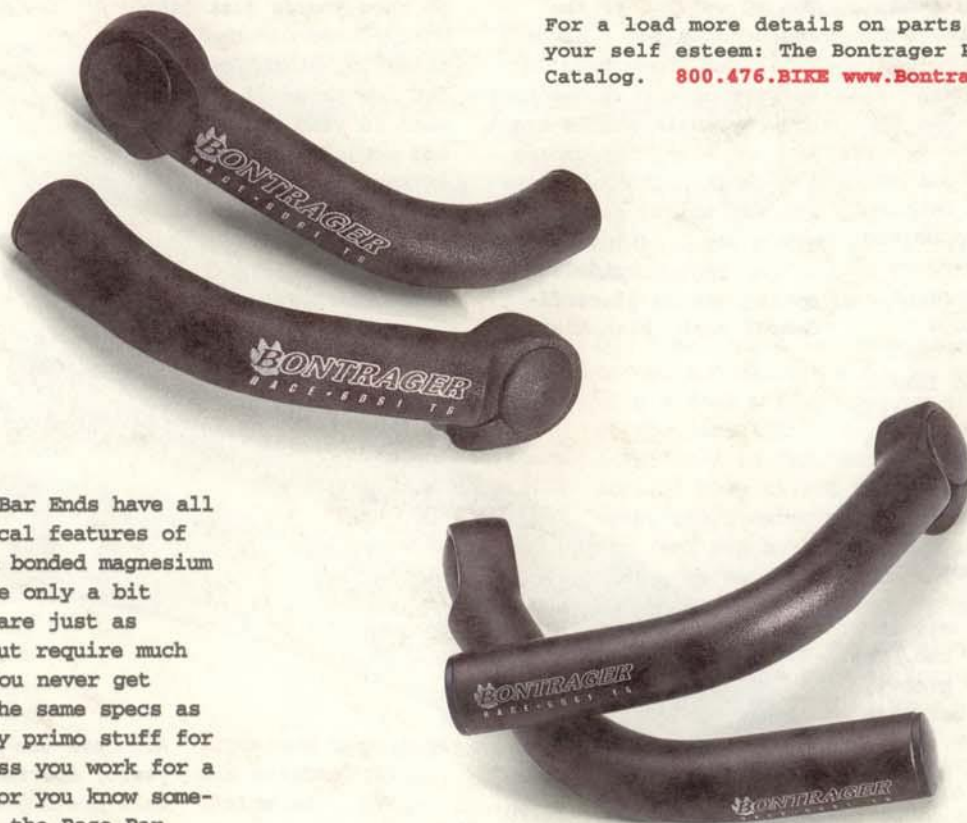
Our newest rim designs are an evolutionary step from our Red and Blue label rims. The Mustang is a lightweight triple cavity race rim, while the Maverick is a single cavity box section version of the Mustang. The Clydesdale is a multicavity 24mm wide bombproof rim stronger than dirt.

All have the design innovations we've pioneered over the years; specific rims designed for front and rear use, a tall braking surface so cantilever brakes are easy to set up, tapered brake walls for durability, and a reinforced spoke bed area. The difference is that we've adapted these proven designs to work with a new joining process. These new rims are joined by welding, and then the braking surface is machined to smooth it all back out again. This joint is smooth as the head on a freshly poured stout. The changes to the cross section even pump up the lateral strength of the rim a bit. In addition to the new welded rims, we're back on line now with the Weinmann folks. For quite a few years, the Red and Blue label have been the premium rims that have come from this collaboration. These rims are strong, light, build up straight and true and are once again available at thinkin' people's bike shops everywhere.

BAR ENDS

When the lemming like, me-too, me-too frenzy for high rise bars fades and otherwise sane (?) people come to their senses, they're going to remember why bar ends are so cool- a variety of hand positions, one for every situation you come up against as you ride. For our Race Lite bar ends we designed new forged aluminum clamps, specified new bends for the magnesium extensions we pioneered, covered them with a textured powder coating so they're easy to hang onto, and then stick it all together with a little bit of glue (well.. adhesive, really expensive adhesive). They're light, durable, comfortable, and available in three bends.

The Race Bar Ends have all the critical features of our elite bonded magnesium units, are only a bit heavier, are just as strong, but require much less \$. You never get exactly the same specs as the spendy primo stuff for less unless you work for a magazine or you know somebody, but the Race Bar Ends get pretty close. Accept no substitutes.



For a load more details on parts that can improve your self esteem: The Bontrager Parts and Accessories Catalog. **800.476.BIKE** www.Bontrager.com

GRIPS

Grips are like underwear. There are a few basics that you need pay attention to when designing a pair, but the rest is a matter of individual taste. We're after a simple symmetrical shape, one that offers a positive feel wet or dry, and that lets you switch your hand position on the bars quickly and easily. Our latest designs are also made to work with GripShift shifters, so the transition to the shifter barrel is simple. All our grips are designed to be used with gloves (- a good idea when you bail) so the thickness of the cushioning layer is adjusted to allow for this- keep it mind when you check them out bare handed.

SADDLES

Our first saddles were developed by cutting the "wings" off of a popular road saddle, duct taping the corners, and riding off blissfully into the hills. What can we say, duct tape is part of our lifestyle. Luckily, Selle San Marco got involved and made the design a bit more marketable with their high quality standards and excellent materials. The change we made to the saddle allows the rider to slip behind the saddle on steep descents, then back to a normal position quickly and easily. We noticed that many riders never touch this part of the saddle anyway, so for these riders this saddle design is a natural.



Although these original Bontrager/Selle San Marco saddles work great and are a big success, they're also a little pricey for some riders on a serious budget. Therefore we worked closely with Velo, a

premier saddle manufacturer, to deliver good performance for a lower cost. We also added the "Plus 10" with a wider shell and a bit more padding for female riders and for riders a little less callous.



That's not all- really- we just ran out of room to rant. The Bontrager Parts and Accessories Catalog.

800.476.BIKE for the rest of the Bontrager components story.

A p p A

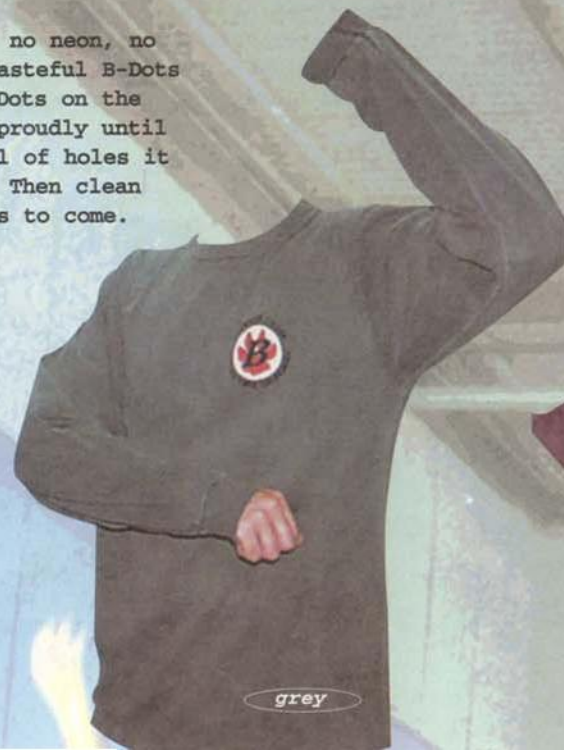
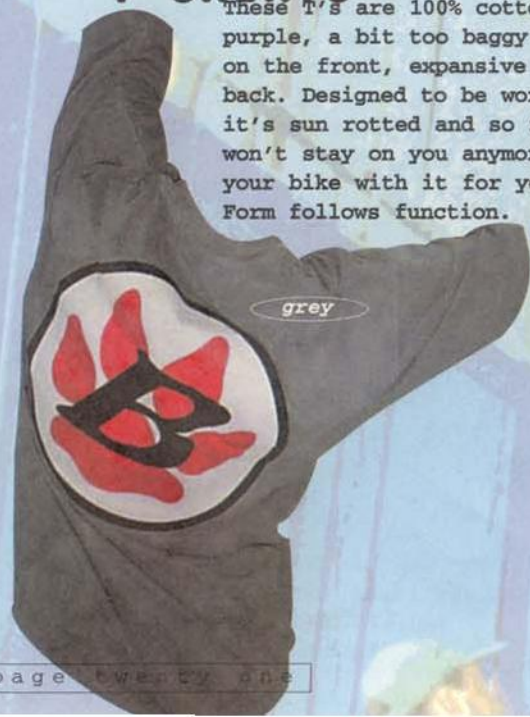


HATS

A current medical theory: Since most of today's youth have worn hats continuously since birth, their skulls have evolved to a non-structural secondary role. The hat supports life. Need to hold your brain in? Ours are pretty good. Stylish too.

T-SHIRTS

These T's are 100% cotton, no neon, no purple, a bit too baggy. Tasteful B-Dots on the front, expansive B-Dots on the back. Designed to be worn proudly until it's sun rotted and so full of holes it won't stay on you anymore. Then clean your bike with it for years to come. Form follows function.



R E L

VEST

Good if you've lost your arms in a horrible bike manufacturing accident. Good if you haven't. Warm, fuzzy just like the stuffed animals you used to pull the eyes off of.



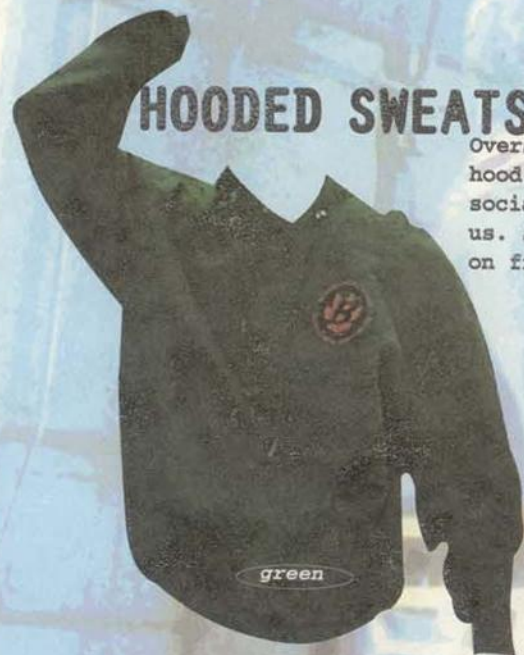
JACKET

The product of a caffeine influenced embroidery session. Real wool body, real dead cow sleeves. A bigger Bontrager logo than twenty grandmothers could stitch in a month of Sundays. Warm quilted lining.



HOODED SWEATSHIRTS

Oversized, with a drawstring hood - perfect for the anti-social tendencies in all of us. Shameless Bontrager logo on front and back.



SOCKS

From DeFeet, Gray for the muddy days, white for weddings. The best socks ever stuffed into a cleated shoe.



T-SHIRTS WITH COLLARS

This sport shirt is as formal as we get. Good for when you get married or buried. They'll probably pass with out comment on the golf course too, but we sell them anyway. We try to accommodate everyone.





blue



Jerseys **TEAM APPAREL**

The subdued color scheme and layout is inspired by the fine folks at Brixton Cycles (in England). These are worn by Bontrager's sponsored riders and riders not sponsored by Bontrager everywhere. They sport a long front zipper, and three rear pockets- pretty much all the details you expect for people who ride, from people who ride. Long sleeve or short. This is the big decision. Feel free to loose sleep over it.

Black Shorts

Heavyweight 8 panel shorts with a sweet (before you ride in it) chamois to keep your bits and pieces happy.



STOCKING HATS

If you want, it goes on your head. Not suitable for Moab in summer. Best for snowboarding in Tahoe in winter.



black

Bontrager Cycles Limited Warranty

Bontrager Cycles warrants each new Bontrager bicycle frame and rigid fork purchased from an authorized Bontrager dealer against defects in workmanship and materials for five years of ownership from the date of purchase by the original owner. Bontrager Cycles likewise warrants all original parts, excluding suspension forks, for a period of one year from the date of purchase. Suspension forks shall be covered under the stated warranty of their original manufacturers. Paint and decals are warranted for one year. This warranty is expressly limited to the repair or replacement of a defective frame, fork, or defective part and is the sole remedy of the warranty. Labor charges for frame changeovers shall be covered for a period of one year from the date of purchase. This warranty applies only to the original owner and is not transferable.

Claims under this warranty must be made through an authorized Bontrager dealer. Proof of purchase is required. A warranty registration card must be completed and received by Bontrager Cycles before a warranty claim may be processed.

This warranty covers bicycles and components purchased outside the United States only if purchased through an authorized international Bontrager distributor or Bontrager dealer within the country of purchase.

The warranty does not cover normal wear and tear, improper assembly or follow-up maintenance, installation of parts or accessories not originally intended or compatible with the bicycle as sold, damage or failure due to accident, misuse or neglect, or modification of the frame, fork or components.

Bontrager Cycles shall not be responsible for incidental or consequential damages. Some states do not allow the exclusion of incidental or consequential damages, so the above exclusion may not apply to you.

This warranty gives the consumer specific legal rights, and those rights may vary from place to place. This warranty does not effect the statutory rights of the consumer.

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