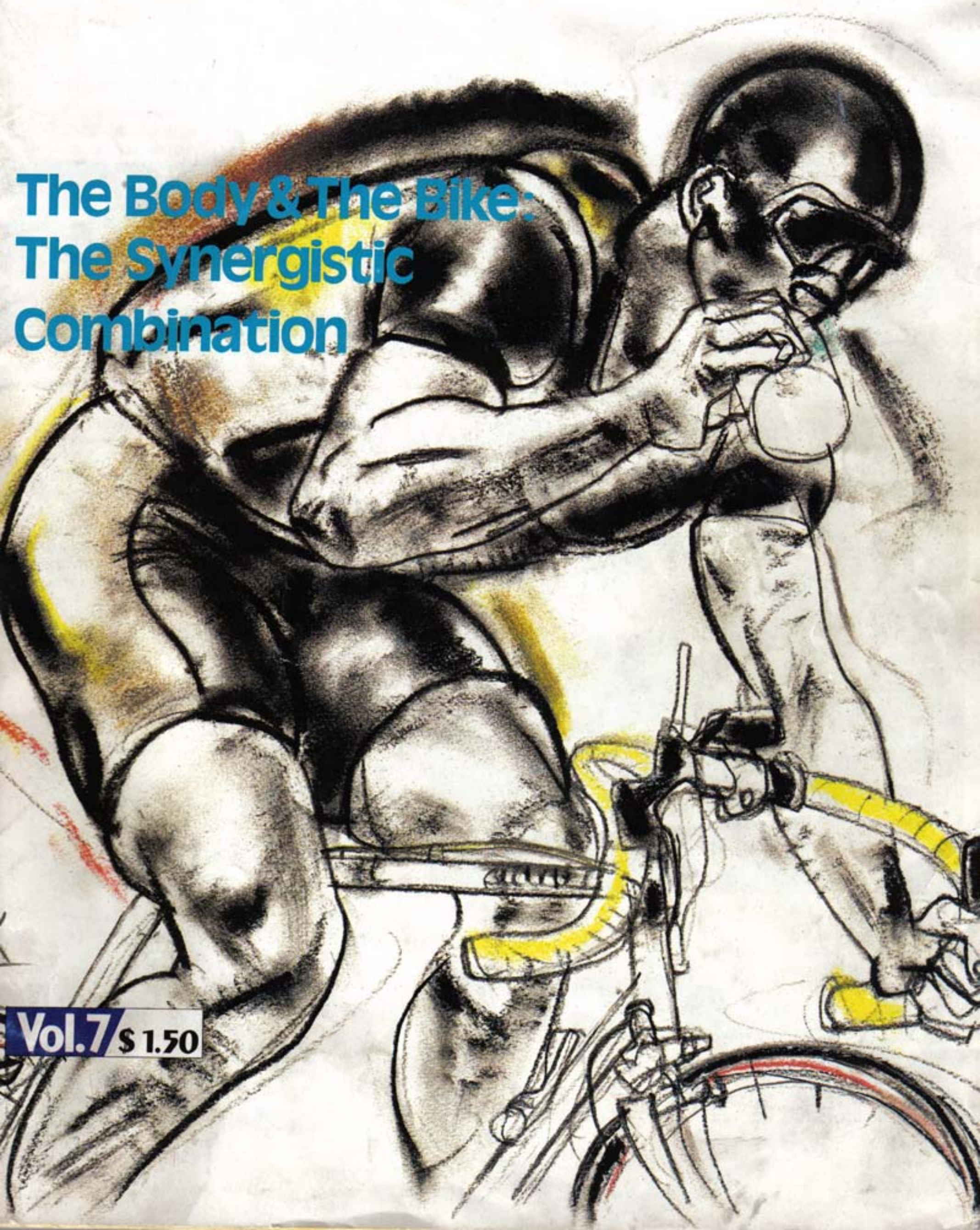


BRIDGESTONE

The Body & The Bike: The Synergistic Combination

Vol.7 \$1.50



THE BRIDGESTONE G



An International Group

BRIDGESTONE is an international group of companies which consists of BRIDGESTONE Corporation, one of the world's largest tire manufacturers with almost 50% of the Japanese market share, as well as BRIDGESTONE CYCLE CO., LTD. the largest bicycle manufacturer in Japan, and seven other subsidiaries.

When BRIDGESTONE began in 1931, founder Shojiro Ishibashi wanted his company to have an international flavor, so he took the translation of his name, stone bridge, and turned it around to become BRIDGESTONE. Since then Ishibashi's company has grown and spread; new BRIDGESTONE products are marketed in more than 150 countries around the world.

The BRIDGESTONE group represents our efforts to apply our research and development, materials technology, body-conscious design features, production experience and quality principles to as many areas as possible.

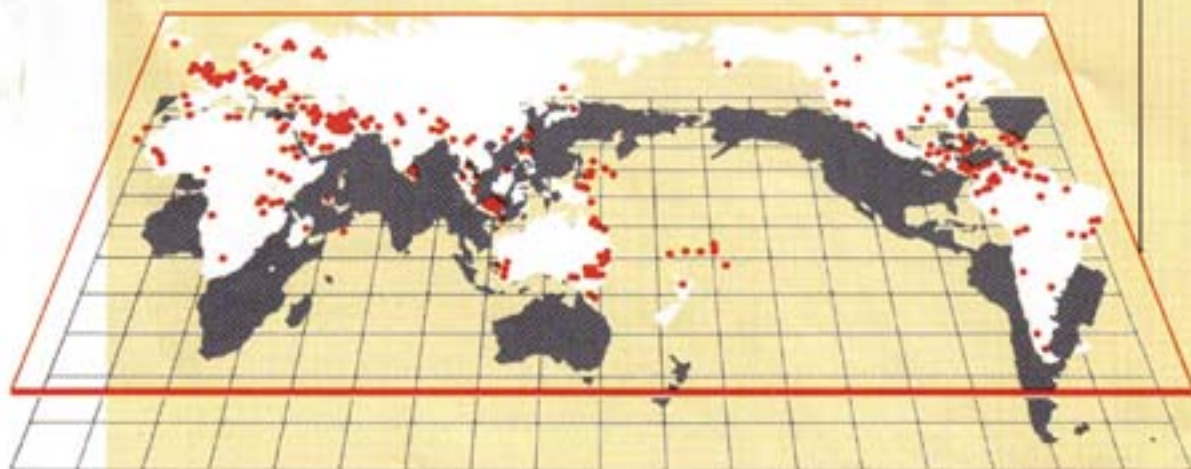
Wide application of BRIDGESTONE technology makes possible the production of pollution control equipment, marine hose, synthetic rubber manufacturing equipment, rubber parts for robots, steel cord, noise-insulation materials, golf equipment and sportswear and, of course, bicycles.

Quality Control

Both consumer items and industrial equipment are covered by the same watchful eyes. In 1968 BRIDGESTONE won the prestigious Demming Prize for our successful quality control program. Since then we have redoubled our efforts to insure that only the best products leave our hands. We don't wait and inspect only the finished product, that would be too late. Our quality control covers every facet of the manufacturing process. Materials, design, assembly lines, production equipment, and management are constantly improved and refined.

But quality control is not just for the factory floor, it must extend throughout the whole company. Such concern is a fundamental principle which is at the heart of all BRIDGESTONE activities and which has made the greatest contribution to our growth and strength.

Our motto, "Serving Society with Products of Superior Quality," sums it all up. We do our best not just for ourselves, but for our consumers.



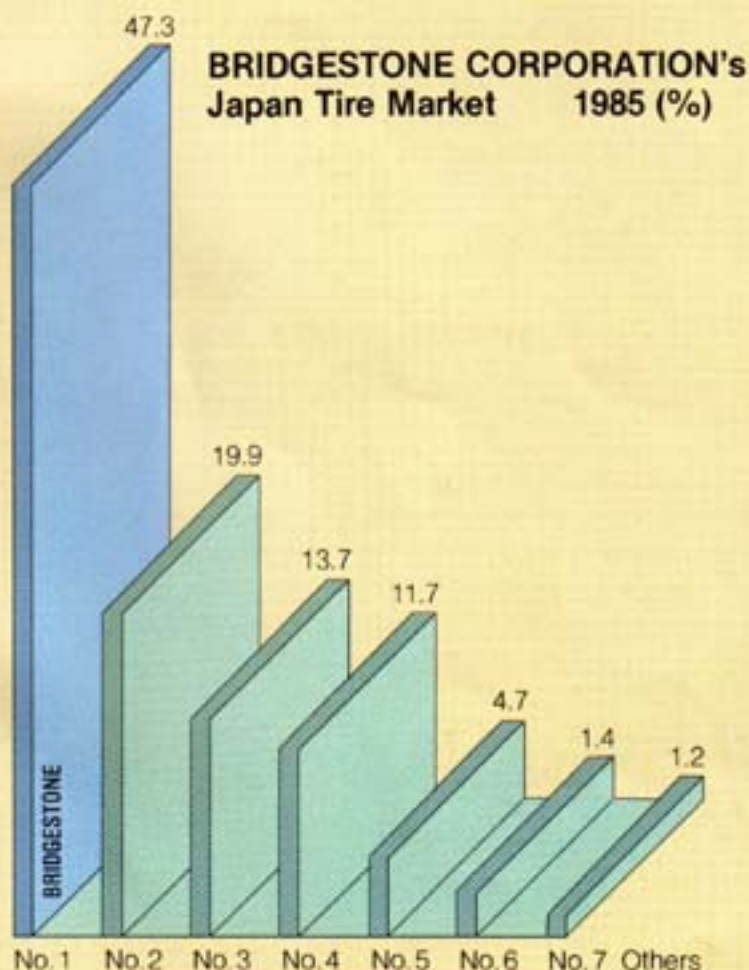
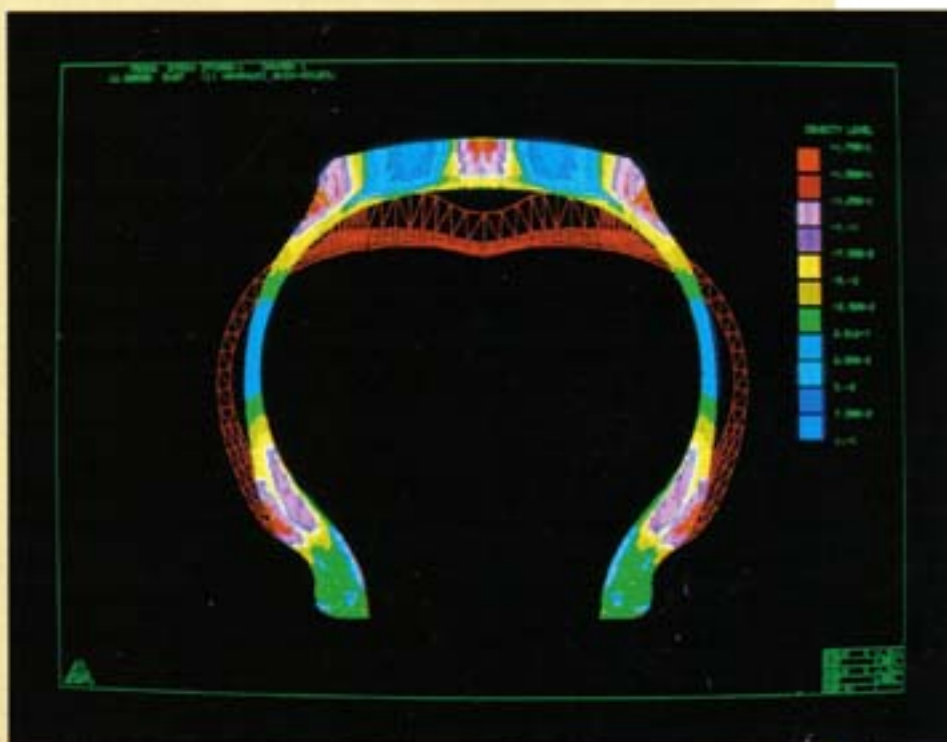
Worldwide Distribution

Getting our products into your hands, is one of BRIDGESTONE's most important concerns. Our fine products are worth nothing until they are used by people. We want to make sure that our goods are readily available to as many consumers as possible. This is accomplished by our international network of sales subsidiaries which offer personal after-sales service and maintenance.

R & D Investment

Commitment to basic research is the core of BRIDGESTONE's product development. To improve our products and devise new applications for our acquired technology we invest more in research and development than most manufacturers. The BRIDGESTONE Technical Center employs 1,400 scientists and engineers. In the dozens of laboratories and testing rooms, alloy, rubber and polymer research is conducted using the latest facilities and techniques. Computer analysis and molecular manipulation are among the research methods employed.

Current and future product lines are the results of this wealth of information and technique. Consumers around the world reap the benefits because BRIDGESTONE believes that diversification and constant product improvement are the path to a bright tomorrow.



BRIDGESTONE CYCLE

Profile

High-Tech, High-Quality

Since its establishment 38 years ago, BRIDGESTONE CYCLE has grown to become Japan's Number One bicycle manufacturer. Last year BRIDGESTONE CYCLE produced 1.3 million bicycles for domestic and worldwide distribution. The unique line of BRIDGESTONE bicycles that we're presenting here is especially designed and engineered to suit American lifestyles. Years of market research have shown us exactly what bicycle features discerning American riders demand.

It's these little adjustments that make BRIDGESTONE stand out. We've added extra strength without adding extra weight. We've adjusted the handle stem/crank length and frame size to suit American proportions. Our new array of long-lasting, vibrant colors resist fading and chipping. For extra comfort, almost all models are equipped with the highest quality, selected saddles. Whether it's the latest in racing technology and performance like the Grand Vélo, or the finest in practical, comfortable transportation like the Model 100—there is a model in this collection that will give you the most for your money. Altogether there are more than 1,400 different sports, transportation and recreation bicycles for professionals, adults, teens and children.

All BRIDGESTONE bicycles are designed and engineered in Japan and embody the quality and technology that has made the country famous throughout the world. BRIDGESTONE bicycles go far beyond your expectations, yet, without going beyond your budget.

Production Approach

Craftsmanship & The Latest Technology

BRIDGESTONE takes a unique and singleminded approach toward production: We do almost all of it ourselves rather than relying too heavily on suppliers. Indeed, we get right down to the nuts and bolts of the matter.

Since we design our own production lines and machinery we can keep complete control of all manufacturing activities. The result—exclusive innovations and improvements such as:

- Maximized production line efficiency
- Computerized welding
- Original die-cast machinery for frame and fork output
- Totally automated assembly lines, including robots

These production innovations not only cut costs, but they insure consistent quality, too.

But quality is not achieved through technology alone. We balance our technological efforts with equally aggressive efforts to maintain quality craftsmanship by applying concepts and principles developed in our department devoted to hand-made bicycles. Here we make one-of-a-kind professional models built to specifications. BRIDGESTONE hand-made professional models are the number one choice of Japanese racing pros.

Our two-fold production approach blends the best in hand-made craftsmanship with the latest, most efficient production technology.

Design Approach

The Synergistic Concept

People are people and machines are machines, but our synergistic approach to bicycle making continues to bring the two together in greater harmony. All our bicycles are designed and engineered from the rider's perspective. We start with the human form because a bicycle without a rider is like a car without a motor.

Exhaustive research on human metabolism and muscle function has taught us how to create the most comfortable, energy-efficient bicycles ever imagined.

When you seat yourself on a BRIDGESTONE bicycle, set your feet on the pedals and grip the handle bars. The bicycle and you become one... graceful, sleek and self-propelled. This is the Synergistic Concept. The Body and The Bike—a masterpiece in technology.

Quality Control

180 Quality Tests

You'll be surprised to know that BRIDGESTONE bicycles are tested and researched on 180 different types of machine and equipment. We are



so confident of our Quality Control Program that BRIDGESTONE offers a lifetime guarantee on all frames and forks.

How can we be so sure? During production our computers automatically control the welding process. Afterwards we double-check by inspecting the frames and forks for weld strength, stress and vibration.

But even before BRIDGESTONE bicycle parts are manufactured, we investigate the properties of our specially-developed alloys, right down to the molecular level with an electron microscope. We even use X-rays to detect any inner cavities or occlusions. Our suppliers' component get a thorough inspection, too.

After we have tested all our materials and parts, we check up on performance. A drum test determines a bike's overall durability. A tire performance test examines road-holding, cornering and loading capacities.

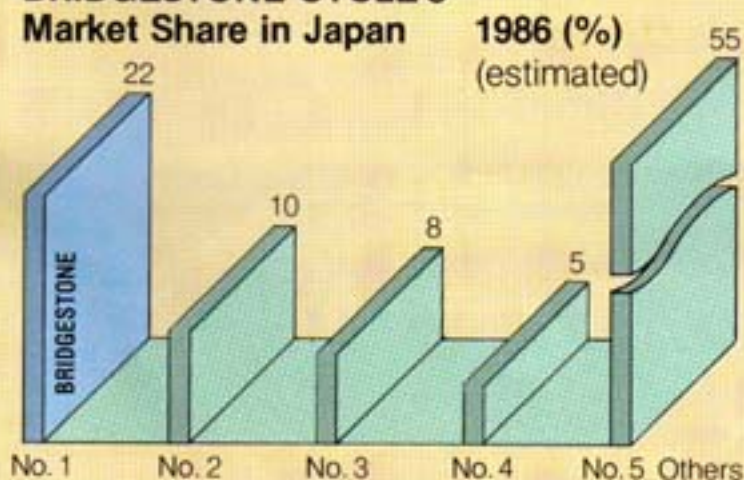
Vibration tests are conducted once on frames and then again on completed bicycles. Torsion fatigue, brake performance and endurance tests are just a few more of the paces we put our bikes through. We also test for metal discoloration and corrosion as well as the tires' ability to resist ozone cracks. You can be sure that we don't overlook a single detail.

There are even conduct random inspections on packed products. We crack open the cartons, put the last few bicycle pieces together and test performance. We want to make sure our bikes assemble as smoothly as they ride. More than sixty points in all are covered.

Sales and Service Reliable After-Sales Service

Our design and production principles made us and keep us the Number One bicycle manufacturer in Japan. Our market share is more than double that of our nearest competitor. That's a pretty remarkable achievement considering that BRIDGESTONE bicycles are sold only by specialty stores who offer reliable after-sales service. BRIDGESTONE bicycles are created with such precise care that we believe they deserve the same care after they are sold. We want our customers to know that they can rely on BRIDGESTONE for the best in maintenance service.

BRIDGESTONE CYCLE's Market Share in Japan



RESEARCH AND DEVELOPMENT

There are endless possibilities to innovate and improve the bicycle designs, especially in the field of safety features.

The newest innovations of BRIDGESTONE are:



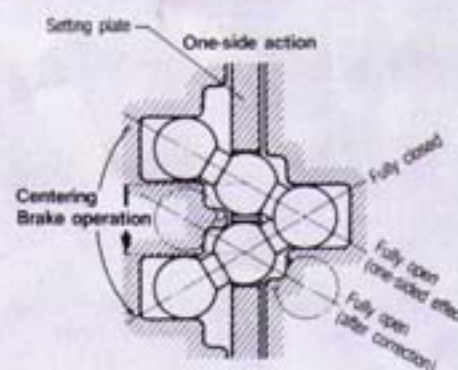
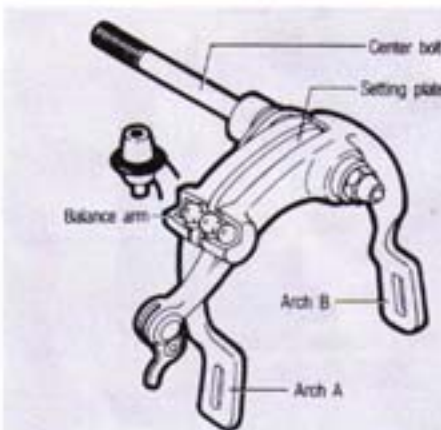
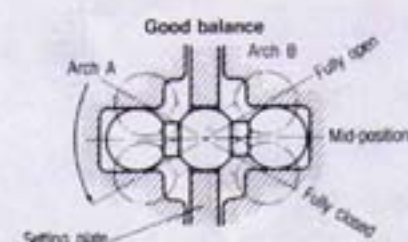
•RADAC

Applying a "Constructive Adhesive" method, Bridgestone has successfully developed the "RADAC" aluminum bicycle. This method has made it possible for Bridgestone to reduce the complete bicycle's weight by 2.2 lbs. (30-33% frame reduction)*

*These values were obtained by comparing the weight with that of Grand Vélo.

Characteristics of the Bonded Frame made with the "Constructive Adhesive" Method

- Light weight; made with strong yet light materials.
- Better tolerance and rigidity due to less stress concentration at the joints.
- No need for reinforcement by increasing tube wall thickness, as the frame's strength is not affected by heated welding.
- Bonding non-weldable or different materials is possible.



•The SC-brake (Self-Centering-brake)

Caliper brakes are commonly used, but, sometimes after the brakes are released they continued to drag on the wheel. Bridgestone's SC-Brake now solves the problem. After a spill or upset, a pull on the brake automatically resets the proper distance between the brake-lining and wheel-rim.



•The Belt-Driven System

Bridgestone frees bicycles from their chains with a new belt-driven system that uses an automatic tension-regulator. It's no wonder this breakthrough excited bicycle specialists. The belt is lighter than conventional chains. It requires no oil or grease and is maintenance-free and clean. No grease, no stain. With no chain, there's no noise. The belt gives a silent ride. Not only silent, but smooth, thanks to the self-adjusting belt tension mechanism. Special DuPont-developed material is what gives the belt drive its strength. Bridgestone is so sure the system won't break down, that we guarantee the belt the same as our chains.

GRAND-VÉLO 3000

The GV 3000 frame is handbuilt by the same group of Bridgestone craftsmen who build the frames that 25% of all Japanese pros buy for themselves. (Equipment sponsorships are illegal among Japanese pros). It's a work of art in every detail, and it's built to ride hard and fast for years to come. We chose Suntour's New Superbe Pro components because nothing outperforms them, and nothing matches their beauty. So long as performance and aesthetics are in style, so will this bike be.



53 x 39T chainring and 12 - 20T rear sprocket and LOOK pedal



Brazed-on bottle stud (for 2 bottles, reinforced)



Reinforced seatstay bridge and brake boss for recessed anchor bolt



Brazed-on front derailleur bracket



Technical Data

•FRAME

FRAME SIZE: 49, 51, 53, 55, 57, 60, 63cm
FRAME MATERIAL: BRIDGESTONE CrMo double-butted tubing/CrMo tapered seat stay/CrMo chain stay/Original lost-wax Italian-cut lugs & seat stay cap/CAMPAGNOLO short road end

FRONT FORK: BRIDGESTONE 24 ϕ CrMo blades/Original lost-wax crown/CAMPAGNOLO end

BRAZED-ON: Front derailleur boss/Shift lever boss/Reinforced bottle stud (2)/Pump peg/Chain hook/Reinforced seat & chain stay bridge/Guides & Stops

HEAD PARTS: SUNTOUR New SUPERBE-PRO, alloy

•WHEELS

RIM: MAVIC MA-40, hard anodized, 32H

HUB: SUNTOUR New SUPERBE-PRO, sealed bearing, 32H

TIRE: BRIDGESTONE 700 $\times$ 25C New slick, foldable, skinside, 115psi Presta valve

SPOKE: #14-15 Stainless/Brass nipple

•DRIVETRAIN

DERAILLEUR: SUNTOUR New SUPERBE-PRO, ACCU shift

SHIFTLEVER: SUNTOUR New SUPERBE-PRO, Index-Power ACCU shift, brazed-on type

CHAIN: SUNTOUR SUPERBE-PRO

CRANK SET: SUNTOUR New SUPERBE-PRO/53 $\times$ 39T

FREEWHEEL: SUNTOUR WINNER-PRO/12-13-14-15-16-18-20T

•OTHERS

PEDAL: LOOK PP-65

SEATPOST: SUNTOUR SUPERBE-PRO

SADDLE: SELLA SAN MARCO ROLLS

HANDLE: NITTO #185II/NITTO PEARL, with "GRAND-VÉLO" engraving/Cushion tape

BRAKE: SUNTOUR New SUPERBE-PRO
 SUNTOUR New SUPERBE-PRO, aero lever

•ACCESSORY: Pump/Spoke protector
 CPSC-approved reflector set

•APPROXIMATE

WEIGHT: 21.5 lbs (55cm)

•COLOR: BRIDGESTONE COLOR



Bridgestone Color



Originally designed lost-wax hanger lug



Originally designed lost-wax fork crown



Originally designed lost-wax seat lug and seatstay cap



Originally designed lost-wax head lug (upper and lower)



RADAC 3100

If you knew the research and testing that went into the Bridgestone aluminum frame, you'd likely buy one on the spot. But why not test ride it? Then scrutinize the joints with a magnifying glass, and compare it to all others. The Shimano NDA components are as good as Shimano says they are. A special bike.



Technical Data

•FRAME	
FRAME SIZE:	51, 53, 55, 57cm
FRAME MATERIAL:	BRIDGESTONE Light Alloy tubing, 28.0φ (top), 31.8φ (down), 28.6 φ (seat)/Alloy seat & chain stays/Alloy lost-wax road end
FRONT FORK:	BRIDGESTONE Light Alloy blades/Alloy cast crown/Alloy lost-wax end
BRAZED-ON:	Shift lever boss/Bottle stud (2)/Chain hook/Guides & Stops
HEAD PARTS:	SHIMANO New DURA-ACE, alloy
•WHEELS	
RIM:	MAVIC MA-40, hard anodized, 32H
HUB:	SHIMANO New DURA-ACE, sealed, 32H
TIRE:	BRIDGESTONE 700 x 25C slick, skinside, 115psi Presta valve
SPOKE:	# 14-15, stainless/Brass nipple
•DRIVETRAIN	
DERAILLEUR:	SHIMANO New DURA-ACE, 7-Speed SIS
SHIFTLEVER:	SHIMANO New DURA-ACE, 7-Speed SIS, brazed-on type

CHAIN:	SHIMANO New DURA-ACE
CRANK SET:	SHIMANO New DURA-ACE/53 x 39T
FREEWHEEL:	SHIMANO New DURA-ACE, 12-13-14-15-16-18-20T

•OTHERS	
PEDAL:	SHIMANO New DURA-ACE/Toe clip & strap
SEATPOST:	SHIMANO New DURA-ACE
SADDLE:	SELLA SAN MARCO ROLLS
HANDLE:	NITTO # 185II/NITTO PEARL/Cushion tape
BRAKE:	SHIMANO New DURA-ACE SHIMANO New DURA-ACE, aero lever
•ACCESSORY:	
Pump/Spoke protector CPSC-approved reflector set	

•APPROXIMATE WEIGHT:	20.0 lbs (57cm)
•COLOR:	Classic White/Silver Anodized



Classic White/Silver Anodized



53 x 39T front chainring and 12 ~ 20T rear sprocket



BRIDGESTONE
ALUMINUM
TUBES AND STAYS

RADAC 2000

For years now we've been collecting, testing, analyzing, and cutting in half virtually every popular aluminum frame on the market. Ours is built to be better. It's light even by aluminum standards; the 12% oversize tubing gives it the optimum amount of flex; and the 5056 alloy we use, combined with precision assembly, make the RD2000 frame one you can trust. Shimano's new 105 component group keeps performance UP, the price DOWN.



BRIDGESTONE
ALUMINUM
TUBES AND STAYS



Technical Data

•FRAME		FREEWHEEL:	
FRAME SIZE:	51, 53, 55, 57cm	SHIMANO Z-012, silver, 13-14-15-17-19-22T	
FRAME MATERIAL:	BRIDGESTONE Light Alloy tubing, 28.0φ (top), 31.8φ (down), 28.6φ (seat)/Alloy seat & chain stays/Alloy lost-wax lugs/Alloy lost-wax road end	•OTHERS	
FRONT FORK:	BRIDGESTONE Light Alloy blades/Alloy cast crown/Alloy lost-wax end	PEDAL:	SHIMANO New 105/Toe clip & strap
		SEATPOST:	SR CRE-100, alloy
BRAZED-ON:	Shift lever boss/Bottle stud (2)/Chain hook/Guides & Stops	SADDLE:	SELLA ITALIA MUNDIALITA, leather suede
HEAD PARTS:	SHIMANO New 105, alloy	HANDLE:	SR CTB alloy bar/SR CT alloy stem/Cushion tape
•WHEELS		BRAKE:	SHIMANO New 105, Light Action, short reach, recessed/SHIMANO New 105 aero lever
RIM:	ARAYA #20A, 700C, hard anodized, 32H	•ACCESSORY:	Spoke protector CPSC-approved reflector set
HUB:	SHIMANO New 105, sealed, 32H	•APPROXIMATE	
TIRE:	BRIDGESTONE 700X20C semi-slick, skinside, 125psi, ultralight tube, Presta valve	WEIGHT:	21.0 lbs (57cm)
SPOKE:	#14 stainless/Brass nipple	•COLOR:	Classic White/Cosmic Silver
•DRIVETRAIN			
DERAILLEUR:	SHIMANO New 105, SIS		
SHIFTLEVER:	SHIMANO New 105, SIS, brazed-on type		
CHAIN:	SHIMANO UG, silver		
CRANK SET:	SHIMANO New 105/52X42T		



Classic White/Cosmic Silver

MILE 112

This may be the perfect bike for you whether or not you ever plan to compete in a triathlon. The slightly relaxed front end—with a Bridgestone aluminum fork—tracks straight on the worst of roads and in the strongest of crosswinds. The 32" wheels and semi-slick tires cut the wind and roll fast. An ideal bike for road events, fitness rides, and triathlons, of course.



Technical Data

•FRAME	
FRAME SIZE:	48, 53, 56, 59, 63cm
FRAME MATERIAL:	BRIDGESTONE CrMo triple-buttressed tubing/CrMo 16 tapered seatstay/CrMo chainstay/Short Italian-cut lug/Forged micro-adjust road end
FRONT FORK:	BRIDGESTONE Light Alloy blades/Alloy cast crown/Alloy lost-wax end
BRAZED-ON:	Shift lever boss/Bottle stud (2)/Pump peg/Chain hook/Guides & Stops
HEAD PARTS:	NIKYO 75
•WHEELS	
RIM:	ARAYA #20A, 700C, hard anodized, 32H
HUB:	SUNTOUR CYCLONE, sealed bearing, 32H
TIRE:	BRIDGESTONE 700X20C semi-slick, skinside, 125psi ultralight tube, presta valve #14 stainless/Brass nipple
SPOKE:	
•DRIVETRAIN	
DERAILLEUR:	SUNTOUR CYCLONE-7000, ACCU shift
SHIFTLEVER:	SUNTOUR New SUPERBE-PRO, Index-Power ACCU shift, brazed-on type

CHAIN:	DID LANNER, silver
CRANK SET:	SHIMANO FCB-126/Biopace ring 52 x 42T
FREEWHEEL:	SUNTOUR PT-6S, silver, 14-15-17-19-21-24T
PEDAL:	SR SP-250/Toe clip & strap
SEATPOST:	SR CRE-101, alloy, 230L
SADDLE:	KASHIMAX RS-2A
HANDLE:	SR CTB alloy bar/SR CT alloy stem/Cushion tape
BRAKE:	BRIDGESTONE New SC, Light Action, short reach, recessed/New aero lever
•ACCESSORY:	Pump/Bottle & Cage (2)/Spoke protector CPSC-approved reflector set
•APPROXIMATE WEIGHT:	24.0 lbs (56cm)
•COLOR:	Light Blue/Classic White



BRIDGESTONE New SC-Brake (Self-centering brake) with light action mechanism

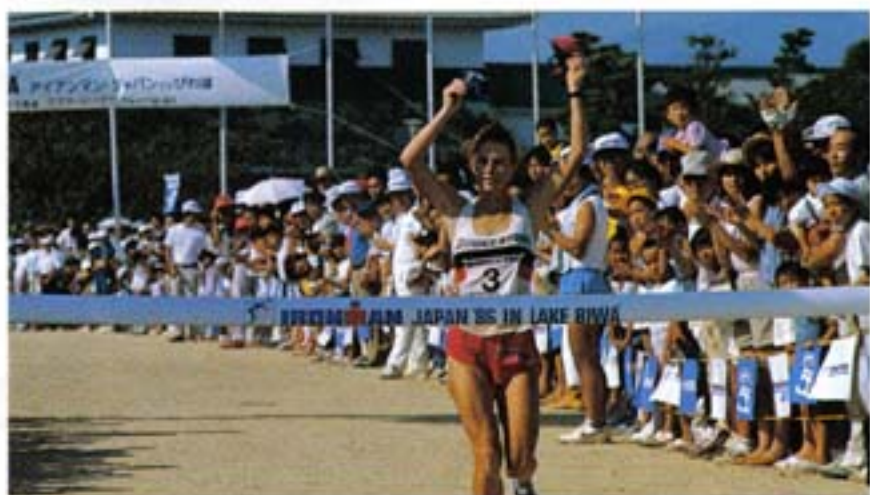


Light Blue/Classic White

Triathlon—the Joy of Competing

Bridgestone RADAC—the Perfect Ride!

My Triathlon event in which I excel is the Bicycle Race. The bicycle which I am riding now (Bridgestone RADAC) is excellent. Its aluminum frame is lightweight and is perfectly suited for a time competition race. And its handles are easy to control. The manufacturer, "Bridgestone", has always been a pioneer in manufacturing new products, and has succeeded in introducing the aluminum bicycle into the bicycle world as a symbol of the company. I think it is wonderful and also significant that people know about its excellent quality which no one has experienced before.



There is no discrimination of sex in the Triathlon

The appealing part of this sport, I believe, is that you will not be discriminated because of sex. You can both train and race together. Actually, there is little difference in capability between men and women. If there is any, it might be that the woman sets a limit by creating the difference within herself mentally rather than due to a physical difference, I believe.

Mental Concentration is important

During the race, it is important to consider your competitors and to distribute your strength accordingly. You are under pressure, such as "I want to win by any means", or "I want to show the result of my training as a professional". You have to rid yourself of these pressures, and put all your might into performing at your maximum strength. You enter the race just thinking of these points. If you start thinking of what is laid before you, then you waste your energy unnecessarily at that point. So it is important to have a constant mental concentration by being aware of yourself at each moment. During my daily training, I set my mind into a relaxed condition where I can go back to what I am. I often do this intentionally.

Hope to continue Triathlon as a professional.

I hope to continue as far as I can as a professional. Whether I can continue the same routine training is one of the keys which will determine if I can continue as a professional. My situation will change if I get married, and as I get older, but I do hope to always excel, whatever the situation I might be in.

Achievement is the Highest Bliss

The motivation of taking part in the Triathlon is the achievement, the completion of the race. This is the superb experience in life and one that is meaningful. When we see the participants wearing T-shirts with the words saying "Finisher" during the Awards Ceremony after the race, we can well understand how satisfied they are with their achievements. And it is also wonderful to be able to experience the emotions of the spectators at the same time.



Keep Challenging with the Bridgestone Bicycle

In the bicycle race, I wish to finish first so that the Bridgestone bicycle will be shown on TV. And I hope to participate also in various races including the Triathlon or the Olympic trials for American.



Mountain Bike

A CASE FOR DROP HANDLEBARS: There are a variety of handlebar and stems used on mountain bikes, but nothing beats a good pair of heat-treated drop bars, and a tall stem with a short forward extension.

The bar/stem we've designed for our MB-1 meet our idea of perfection, but Scot Nicol of IBIS CYCLES and Cunningham/Potts/Slate of WILDERNESS TRAIL BIKES have developed excellent versions of their own. In all cases, the stem positions the bars higher and closer than on a road bike. Your upper body orientation will vary with terrain and technique between that of a typical, upright mountain bike rider, and a more horizontal criterium racer. It's quite comfortable.

Photo by SUNTOUR



This set-up has definite advantages over conventional systems. They are...

1. 5 TIMES MORE HAND POSITIONS.

For comfort, efficiency, and sanity on longer rides.

Without conscious effort, your hands will find the most comfortable, efficient position—just as on a road bike. It's easy to comfortably change your weight distribution.

2. MORE EFFICIENT OFF-THE-SADDLE CLIMBING.

With your hands on the brake hoods or down low on the drops, your palms face inwards so your wrists won't get strained. Your arm and back muscles work more efficiently and in a more relaxed state. You have more control over the front wheel.

3. FEWER WHEELIES ON STEEP, SEATED CLIMBS.

Resting on the lower portion of the drops transfers weight to the front wheel, reduces the tendency to lift it, and makes it easier to pull downwards. It's effective and easy to learn.

4. FASTER ACCELERATIONS.

By grabbing the lower portion of the bars, your back will become nearly horizontal—in this position, your back and butt muscles come into play, and your arms and shoulders are better able to resist the forces of pedaling hard.





Mountain-Bike Riding Technique

5. MORE COMFORTABLE, SECURE DESCENTS.

Your palms face inwards, so your wrists suffer less. The natural padding on the heel of your hand soaks up a lot of the shock on gradual (no braking) descents. Your back is less upright, so your spine and kidneys undergo less intense vertical shocks. And with bar-end shifters, your thumb maintains its grip while shifting, for more security over rough ground.

Drop bars may not be for everyone. If most of your riding is short distance and involves gymnastic maneuvers over logs and huge boulders—as in TRIALS riding—then a conventional set-up is better. But if you ride longer distances and have discovered the deficiencies of uprights, it's time to try drops.

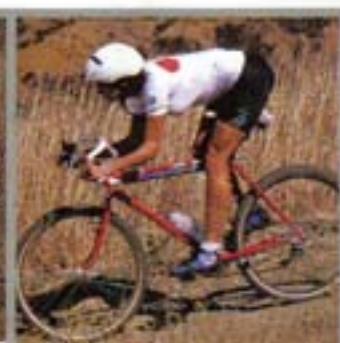
GOOD technique is **WHATEVER WORKS**. Whatever maintains control and contact. Whatever reduces your frustration, lets you enjoy the ride, and minimizes wear and tear on the land. The following techniques work well for us...



If the hill is steep but not too loose, make your final shift at the bottom and pick a direct route. Standing keeps the front wheel in contact, stops it from wandering, and lets you pedal a higher gear—which helps keep traction under the rear wheel. If you hit a loose patch, keep standing, but shift your weight back.



On a moderately steep, loose climb, keep both wheels weighted. Sit back on the saddle, lower your torso, and pull down and back on the bars. As the slope steepens and the rear wheel spins or the front wheel rises, exaggerate this position as needed.



On a high-speed, low-angle descent, keep the pedals horizontal, and feather the saddle between your thighs (or sit down if it's really smooth). Keep your upper body relaxed to soak up the bumps. Sit lower and put more weight on the saddle over steep, rough sections. You may use both brakes before a turn, but once you've begun it, ease off the front one.



If the descent is steep, loose, and rough, keep your pedals horizontal, your fanny to the rear. Weight the back of the saddle with your upper thighs to create both suspension for the back end of the bike, and a painless, effective shock absorber. Keep both wheels rolling, and release the front brake over bumps and holes.



Hopping is useful and takes practice, but the procedure is simple: Build up speed as you approach the obstacle; crouch; then quickly raise your body, and simultaneously pull up on the pedals and bars. Land relaxed. At slow speeds, lift the front and rear wheels independently. In either case, toe clips make it easier and safer.

Manners: Ride only where bikes are allowed. Don't scare animals or people. Defer to hikers and horseback riders. Don't race imaginary riders. Know your ability, and aspire to a level of skill which makes locking the rear wheel unnecessary. Don't broadcast your exuberance.

MB-1

If you spend more time riding trails than dreaming about it; if you're tired of bikes that position you like a typist and steer like tractors; if you want a light, nimble, comfortable bike for precision travel over any surface—then the MB-1 is your bike. A maverick. Blind to the whims of the market and built to ride.





Technical Data

•FRAME	
FRAME SIZE:	45, 50, 53, 57cm
FRAME MATERIAL:	TANGE PRESTIGE CrMo oversize double-butt tubing/Italian-cut lug/Forged vertical end
FRONT FORK:	Cr-Mo oversize blades/Uni-crown/Forged end
BRAZED-ON:	Bottle stud (2)/Cantilever brake boss/Guides & Stops
HEAD PARTS:	TANGE G-MASTER
•WHEELS	
RIM:	ARAYA RM-20, super hard anodized
HUB:	SUNTOUR CYCLONE, sealed bearing, QR
TIRE:	RITCHEY (F) FORCE (R) FORCE II, 26 x 1.9, skinside, 45 - 80psi/Presta valve
SPOKE:	#14 stainless/Brass nipple
•DRIVETRAIN	
DERAILLEUR:	SUNTOUR (F)XC, top normal (R)XC-9000
SHIFTLEVER:	SUNTOUR bar-end shifter
CHAIN:	SUNTOUR WINNER, narrow
CRANK SET:	SR FXC-T310/50 x 38 x 26T
FREEWHEEL:	SUNTOUR WINNER, narrow 6/13-15-17-20-24-28T
•OTHERS	
PEDAL:	SUNTOUR XC-COMPE/Toe clip & strap
SEATPOST:	SR MTE-300
SADDLE:	SELLA ITALIA TURBO
HANDLE:	NITTO alloy drop bar/stem for mountain bikes/Cushion tape
BRAKE:	DIA-COMPE #982, cantilever/#1240 pulley DIA-COMPE RC-200 lever
•ACCESSORY:	Spoke protector CPSC-approved reflector set
•APPROXIMATE WEIGHT:	27.5 lbs (53cm)
•COLOR:	Classic White/Solid Gray



Classic White/Solid Gray



SUNTOUR XC-COMPE pedal with clip and strap



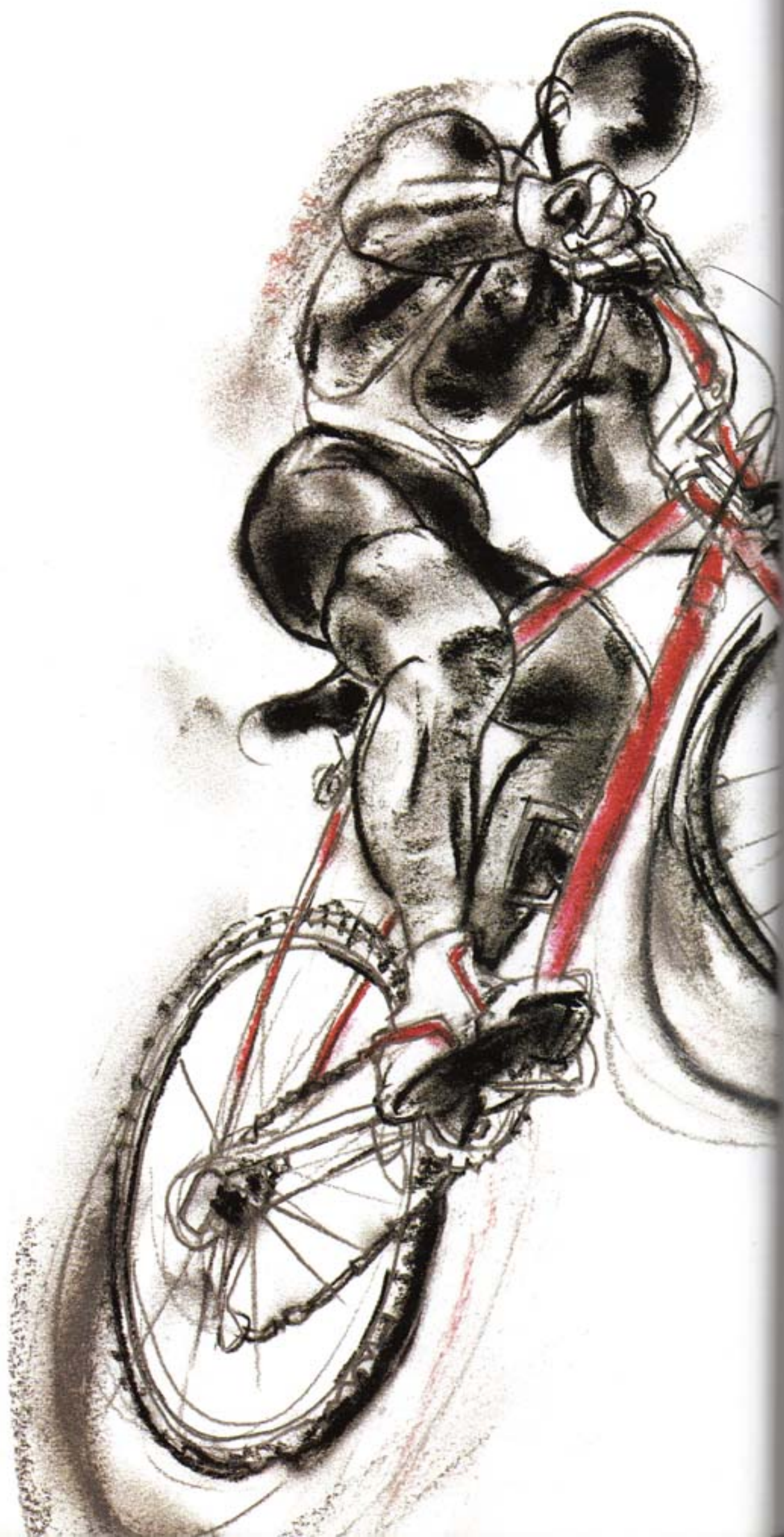
RITCHEY FORCE tire on ARAYA RM-20 super hard rim and DIA-COMPE #982 cantilever brake



Newly-designed drop handle for Mountain Bike and SUNTOUR bar-end shifter



TANGE PRESTIGE tubing



15



MB-2

Another quick Bridgestone mountain bike. Modeled after last year's MB-1, its short stays, relatively steep angles, light wheels, and toe clips with straps set it apart from other upright-bar bikes. Both wheels are Q/R; SR's new oval chainrings give you an edge without feeling funny; and Ritchey's Force tires are our favorites. We've nitpicked every detail. Please test ride it.



Technical Data

•FRAME	
FRAME SIZE:	45, 50, 53, 58cm
FRAME MATERIAL:	BRIDGESTONE CrMo oversize straight gauge tubing/CrMo 16 ϕ seatstay/CrMo chainstay/Italian-cut lug/Forged vertical end
FRONT FORK:	BRIDGESTONE CrMo blades/Uni-crown/Forged end
BRAZED-ON:	Bottle stud(2)/(F)Cantilever brake boss (R)Power brake boss under chainstay/Chain hook/Guides & Stops
HEAD PARTS:	BRIDGESTONE Diamond road
•WHEELS	
RIM:	ARAYA RM-20, 26X1.5 - 1.75
HUB:	SANSIN CE-60S, sealed bearing, OR
TIRE:	RITCHEY FORCE, 26X1.9, skinside, 45 - 80psi
SPOKE:	Presta valve #14 stainless/Brass nipple
•DRIVETRAIN	
DERAILLEUR:	SUNTOUR α -5000GX, ACCU shift
SHIFTLEVER:	SUNTOUR α -5000, Index ACCU thumb shifter
CHAIN:	DID LANNER, silver

CRANK SET:	SR SXC-T350, one-piece forged alloy crankarm/alloy Oval-tech ring, 48X38X28T/Sealed BB
FREEWHEEL:	SUNTOUR PT-6S 14-16-18-21-24-28T
•OTHERS	
PEDAL:	MKS MR-1000/Toe clip & strap
SEATPOST:	SR CRE-101, alloy, 230L
SADDLE:	SELLA ITALIA MUNDIALITA, leather suede
HANDLE:	SR MTS-130, painted/ SR MTB-209, alloy, painted/ Rubber form grip
BRAKE:	(F)DIA-COMPE #983 cantilever, black/(R) SUNTOUR XC-SPORT Power brake under chainstay, black/DIA-COMPE New TECH-5
•ACCESSORY:	Spoke protector CPSC-approved reflector set
•APPROXIMATE WEIGHT:	29.5 lbs (53cm)
•COLOR:	Lime Green/Lemon Yellow, Carbon Black/Black



Lime Green/Lemon Yellow Carbon Black/Black

MB-3

Our quicker-is-better philosophy trickles down to the MB-3. Compare its ride to anything else in its price range and notice the difference. This is no glorified cruiser—with a chrome-moly frame and fork, forged dropouts,—It's built for dirt riding.



Technical Data

•FRAME		•OTHERS	
FRAME SIZE:	17, 18-1/2, 20-1/2, 22-1/2"	PEDAL:	SR SP-528
FRAME MATERIAL:	CrMo oversize straight-gauge tubing/Forged end	SEATPOST:	SR CRE-101, alloy, 230L
FRONT FORK:	CrMo blades/Uni-crown/Forged end	SADDLE:	VISCOUNT VIC-2280, anatomic
BRAZED-ON:	Bottle stud/(F)Cantilever brake boss (R)Power brake boss under chainstay/Chain hook/Rear rack eyelet/Guides & Stops	HANDLE:	H.L. MTB-AL-5, black bar/H.L. MTS-108, painted stem/Form grip
HEAD PARTS:	TANGE TG-235, black	BRAKE:	(F)DIA-COMPE #983D, cantilever, black (R)SUNTOUR XC-SPORT power brake under chainstay/DIA COMPE #284 lever
•WHEELS		•ACCESSORY:	
RIM:	SUMO SM-20M, 26 x 1.5	Spoke protector	
HUB:	SANSIN CE-60, sealed, (F)QR	CPSC-approved reflector set	
TIRE:	C.S. 26X2.00, skinside, 40psi, Schrader valve	•APPROXIMATE WEIGHT:	
SPOKE:	#14 UCP/Brass nipple	31.0 lbs (20-1/2")	
•DRIVETRAIN		•COLOR:	
DERAILLEUR:	SUNTOUR α-3000GX, ACCU-shift	Seminole Red, Frost White	
SHIFTLEVER:	SUNTOUR α-3000, Index ACCU thumb-shifter		
CHAIN:	KMC, silver		
CRANK SET:	SR SXC-T350, one-piece forged alloy crankarm/Alloy Oval-tech ring 48X38X28T/Sealed BB		
FREEWHEEL:	SUNTOUR PT-6S, silver/14-16-18-21-24-28T		



CB-1

The CB-1 is our top city bike. It's ideal for blasting around Metropolis, short distance commuting, and short, hilly rides on any paved surface. The third, small chainring makes it a good choice for hilly roads; the chrome-moly main frame keeps the strength up and the weight down.



Technical Data

•FRAME		•OTHERS	
FRAME SIZE:	18-1/2, 20-1/2, 22-1/2"; 17" Ladies'	PEDAL:	SR SP-529
FRAME MATERIAL:	CrMo oversize straight-gauge tubing/Forged end	SEATPOST:	Steel, 230L
FRONT FORK:	Hi-tensil/Uni-crown/Forged end	SADDLE:	VISCONT VIC-2280, anatomic
BRAZED-ON:	Bottle stud/Cantilever brake boss/ Rear rack eyelet/Guides & Stops	HANDLE:	H.L. MTB-AL-5, black bar/ H.L. MST-108, painted bar/ Form grip
HEAD PARTS:	TANGE TG-235, black	BRAKE:	DIA-COMPE #981 cantilever/ LEECHI 283A lever
•WHEELS		•ACCESSORY:	
RIM:	SUMO 7X, 26 x 1.5, alloy		Spoke protector
HUB:	J.Y. steel, sealed (FJY-414, QR (R)JY-211		CPSC-approved reflector set
TIRE:	C.S. 26X1.5, skinside	•APPROXIMATE	
SPOKE:	40 ~ 65psi, Schrader valve #14 UCP/Brass nipple	WEIGHT:	31.0 lbs (20-1/2")
•DRIVETRAIN		COLOR:	
DERAILLEUR:	SUNTOUR AR-GT		Phantom Gray (Men's), Aquatone Blue (Men's & Ladies')
SHIFTLEVER:	SUNTOUR PLG thumb shifter		
CHAIN:	KMC, silver		
CRANK SET:	SR SXC-T310, one-piece forged alloy crankarm/48X38X28T/ Sealed BB		
FREEWHEEL:	SUNTOUR PT-5S/14-17-20-24-28T		

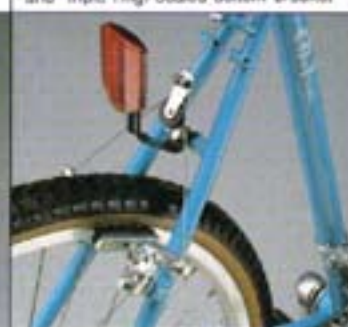


CrMo oversize tubing

SR SXC-T310 forged one-piece crankarm
and triple ring/Sealed bottom bracket



SUNTOUR PLG power shifter



DIA COMPE #981 cantilever brake



Phantom Gray



Aquatone Blue

CB-2

Save your car for major shopping expeditions and emergency hospital trips, and run the majority of your errands on the CB-2. The robust wheels roll over neglected city streets and urban debris with style. As comfortable as a chair, but much faster.



Technical Data

•FRAME	
FRAME SIZE:	18-1/2, 20-1/2, 22-1/2"; 17" Ladies'
FRAME MATERIAL:	11A steel oversize tubing
FRONT FORK:	Hi-tensile
BRAZED-ON:	Bottle stud/Cantilever brake boss/Rear rack eyelet/ Guides & Stops
HEAD PARTS:	T.H. TH-402
•WHEELS	
RIM:	SUMO 7X, 26X1.5, alloy
HUB:	J.Y. steel, sealed (F)JY-414, QR (R)JY-211
TIRE:	C.S. 26X1.5, Gumside, 40-65psi, Schrader valve
SPOKE:	#14 UCP/Brass nipple
•DRIVETRAIN	
DERAILLEUR:	SUNTOUR (F)HERO (R)New SEVEN-GT
SHIFTLEVER:	FALCON ML-16, thumb shifter
CHAIN:	KMC, black
CRANK SET:	SR SNC-532, alloy crank/52X40T
FREEWHEEL:	SUNTOUR PT-5S/ 14-17-20-24-30T
•OTHERS	
PEDAL:	VICTOR VP-767, CrMo axle
SEATPOST:	Steel, 230L
SADDLE:	VISCOUNT VIC-2325

HANDLE:	H.L. MTB-AL-6 bar/ H.L. MTS-108, painted stem/ Form grip
BRAKE:	LEECHI 702A cantilever/ 133A lever
•ACCESSORY:	Spoke protector CPSC-approved reflector set
•APPROXIMATE WEIGHT:	31.5 lbs (20-1/2")
•COLOR:	Burgundy (Men's & Ladies') Royal Blue (Men's)





016

T-700

This is the most versatile road bike we make. It's got the low gears of a touring bike, so you can climb any hill, but its racey geometry gives it a road feel that no loaded-touring style bike can match. If you're tired of hating life in the hills and you don't want to give up response in the flatlands, this is the one.



Technical Data

•FRAME	
FRAME SIZE:	48, 53, 56, 59, 63cm
FRAME MATERIAL:	BRIDGESTONE CrMo triple-buttressed tubing/CrMo 16 ϕ tapered seat stay/CrMo chain stay/Short Italian-cut lug/Forged micro-adjust road end
FRONT FORK:	BRIDGESTONE CrMo blades/Semi-slope crown/Forged end
BRAZED-ON:	Shift lever boss/Bottle stud (2)/Pump peg/Chain hook/Guides & Stops
HEAD PARTS:	NIKYO 75
•WHEELS	
RIM:	ARAYA SS-40, 700C
HUB:	SANSIN alloy, sealed, QR
TIRE:	BRIDGESTONE 700 $\times$ 28C, skinside, 100psi, Presta valve
SPOKE:	#14 stainless/Brass nipple
•DRIVETRAIN	
DERAILLEUR:	SUNTOUR (F) XC-SPORT-7000GT, (R) CYCLONE-7000GT, ACCU shift
SHIFTLEVER:	SUNTOUR New SUPERBE-PRO, Index-Power ACCU shift, brazed-on type

CHAIN:	DID LANNER, silver
CRANK SET:	SR FXC-T310/alloy ring 50 $\times$ 44 $\times$ 30T
FREEWHEEL:	SUNTOUR PT-6S, silver, 14-16-18-21-24-28T
•OTHERS	
PEDAL:	MKS AR-8/Toe clip & strap
SEATPOST:	SR CTE-110, alloy
SADDLE:	SELLA ITALIA MUNDIALITA, leather suede
HANDLE:	SR CTB alloy bar/SR CT alloy stem/Cushion tape
BRAKE:	BRIDGESTONE SC-A, anodized, with QR & tire guide/DIA-COMPE #204HC lever with rubber hood
•ACCESSORY:	
Spoke protector	
CPSC-approved reflector set	
•APPROXIMATE WEIGHT:	24.5 lbs (59cm)
•COLOR:	Pearl Ivory



Pearl Ivory

This is the fastest bike-per-buck in our line, and we encourage you to test ride it next to bikes which cost 2 1/2 times as much. The geometry is superb, the components are flawless, and the Bridgestone quality is the envy of the industry. New for '87 is a 45cm bike for anybody with an inseam less than 28". This bike has a 24" front wheel, proportioned components, and converts to a triple with no fuss.



	
BRIDGESTONE New SC-Brake (Self-centering brake) with light action mechanism (except 45cm model)	Narrow handlebar, short extension stem and small brake lever (45cm model)
	
BRIDGESTONE 700 x 20C semi-slick tire (except 45cm model)	SR SXC-T301 chainwheel tapped for the third ring (45cm model)



450

This is a reworking of the most popular road bike in our line last year. It's got all the features you need in a fast, light bike for racing or athletic riding: light 700C wheels, superbe racing geometry, and reliable components. Suntour's new Index shifting gets the gear with no fuss, instantly.



Technical Data

•FRAME	
FRAME SIZE:	50, 54, 56, 58, 62cm
FRAME MATERIAL:	CrMo triple-butted tubing/Forged micro-adjust end
FRONT FORK:	CrMo blades/Semi-slope crown/Forged end
BRAZED-ON:	Shift lever boss/Bottle stud (2)/Pump peg/Chain hook/Guides & Stops
HEAD PARTS:	YST. 8002G
•WHEELS	
RIM:	WEINMANN #913, 700X25C, alloy
HUB:	J.Y. alloy sealed, QR, (F)JY-831, (R)JY-832
TIRE:	C.S. 700X25C, skinside 100psi, Presta valve
SPOKE:	#14 stainless/Brass nipple
•DRIVETRAIN	
DERAILLEUR:	SUNTOUR α-3000GX, ACCU shift
SHIFTLEVER:	SUNTOUR α-3000, Index ACCU shift, brazed-on type
CHAIN:	KMC, silver
CRANK SET:	SR SXC-T200, one-piece alloy forged crankarm, tapped for the third ring/52X42T

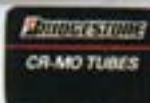
FREEWHEEL:	SUNTOUR PT-6S, silver/14-16-18-21-24-28T
•OTHERS	
PEDAL:	MKS AR-8/Toe clip & strap
SEATPOST:	DELTA DP-G, alloy
SADDLE:	VISCOUNT VIC-2231, vinyl (white), suede (black)
HANDLE:	H.L. DR-8, alloy sleeve bar/DELTA DG, alloy stem/Cushion tape
BRAKE:	BRIDGESTONE New SC, Light Action, short reach, recessed/New aero lever
•ACCESSORY:	
	Spoke protector CPSC-approved reflector set
•APPROXIMATE WEIGHT:	
	26.0 lbs (56cm)
•COLOR:	
	Bright Blue/Pearl White, Bright Red



Bright Blue/Pearl White

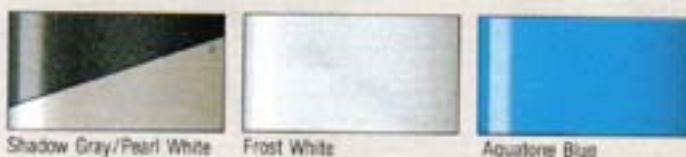
Bright Red

We went to 3 countries to bring you the best value in frame and components. Suntour's Index shifting guarantees quick shifts with no fumbling. And if you live in Berkeley, Boulder, or some other hilly area, the SR crank can be converted to a triple with no fuss and little expense.

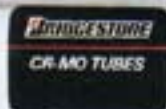


Technical Data

•FRAME	
FRAME SIZE:	19, 21, 23, 25"; 19-1/2" Mixte
FRAME MATERIAL:	CrMo straight-gauge tubing/ Forged micro-adjust end
FRONT FORK:	Hi-tensile/Forged end
BRAZED-ON:	Bottle stud/Chain hook/ Guides & Stops
HEAD PARTS:	TANGE TG-235, black
•WHEELS	
RIM:	WEINMANN #116, 27X1-1/4, alloy
HUB:	J.Y. alloy sealed, QR, (F)JY-831 (R)JY-832
TIRE:	C.S. 27X1-1/8, skinside, 90psi, Schrader valve
SPOKE:	#14 UCP/Brass nipple
•DRIVETRAIN	
DERAILLEUR:	SUNTOUR α-3000GX, ACCU shift
SHIFTLEVER:	SUNTOUR α-3000, Index ACCU shift, downtube (stem:mixte) mount type
CHAIN:	KMC black
CRANK SET:	SR SAC-T310, one-piece alloy forged crankarm, tapped for the third ring/52X42T
FREEWHEEL:	SUNTOUR PT-5S, silver/ 14-17-20-24-28T
•OTHERS	
PEDAL:	SR SP-154, alloy, clip & strap attachable
SEATPOST:	DELTA DP-S, alloy
SADDLE:	VISCOUNT VIC-2283 (men's), VIC-2282 (mixte), anatomic
HANDLE:	H.L. DR-8, alloy sleeve bar/ DELTA DG, alloy stem/Cushion tape
BRAKE:	DIA-COMPE #500N, alloy sidepull/DIA-COMPE #204QC lever, with rubber hood
•ACCESSORY:	
Spoke Protector CPSC-approved reflector set	
•APPROXIMATE WEIGHT:	
27.0 lbs (23")	
•COLOR:	
Shadow Gray/Pearl White (Men's) Frost White (Men's) Aquatone Blue (Ladies')	



Our least costly bike with a chrome-moly frame, forged drop-outs, aluminum rims, and the capacity to turn from a 10 speed into a 15 speed without changing the crank or the bottom bracket.



Technical Data

•FRAME

FRAME SIZE: 19, 21, 23, 25"; 19-1/2" Mixte
FRAME MATERIAL: CrMo straight-gauge tubing/
 Forged micro-adjust end
FRONT FORK: Hi-tensile/Forged end
BRAZED-ON: Bottle stud/Chain hook/
 Guides & Stops
HEAD PARTS: T.H. TH-205

•WHEELS

RIM: WEINMANN #116, 27X1-1/4,
 alloy
HUB: J.Y. steel, (F)JY-414, QR
 (R)JY-211
TIRE: C.S. 27X1-1/4, Gumside, 85psi,
 Schrader valve
SPOKE: #14 UCP/Brass nipple

•DRIVETRAIN

DERAILLEUR: SUNTOUR (F)HERO
 (R)New SEVEN
SHIFTLEVER: SUNTOUR HERO, stem-mount type
CHAIN: KMC, black
CRANK SET: SR SAC-T310, one-piece alloy
 forged crankarm, tapped for
 the third ring/52 x 42T
FREEWHEEL: SUNTOUR PT-5S/14-17-20-24-28T

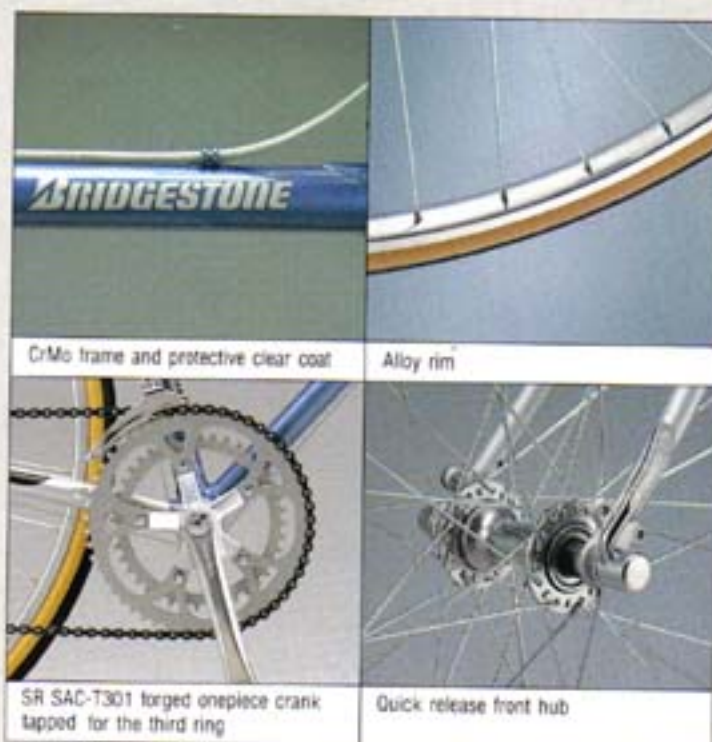
•OTHERS

PEDAL: VICTOR VP-366, steel, CrMo axle,
 Steel 230L
SEATPOST:

SADDLE: VELO VL-184 (men's),
 VL-145 (mixte), anatomic
HANDLE: H.L. DR-8, alloy sleeve bar/DELTA
 DG, alloy stem/Form cushion grip
BRAKE: CHANGSTAR 500, alloy sidepull/
 164A lever, with QR & extension
 lever
•ACCESSORY: Spoke protector
 CPSC-approved reflector set

**•APPROXIMATE
 WEIGHT:** 29.0 lbs (23")

•COLOR: Light Concord Blue/
 Silverglow (Men's),
 Seminole Red (Men's),
 Orchid Violet (Ladies')



A perfect, traditional bicycle for beating the bus on your way to work or school, and exploring the local sights. With features common on much more costly bikes, this is a far more encouraging introduction to 10-speed bikes than we had back in the late 60's, and doesn't cost much more.



BRIDGESTONE
100 - TENSILE STEEL
TUBES AND STAYS



Protective clear coat



Brazed-on bottle stud



Stem shifter, extension lever and cushion grip

Technical Data

•FRAME	
FRAME SIZE:	19, 21, 23, 25"; 19-1/2" Mixte
FRAME MATERIAL:	Hi-tensile
FRONT FORK:	Hi-tensile
BRAZED-ON:	Bottle stud/Chain hook/ Guides & Stops
HEAD PARTS:	T.H. TH-205
•WHEELS	
RIM:	CMC 27X1-1/4, steel
HUB:	J.Y. steel, (F)JY-414 (R)JY-211
TIRE:	C.S. 27X1-1/4, Gumside 85psi, Schrader valve
SPOKE:	#14 UCP/Brass nipple
•DRIVETRAIN	
DERAILLEUR:	SUNTOUR (F)GE (R)HERO

SHIFTLEVER:	SUNTOUR HERO, stem-mount type
CHAIN:	KMC, black
CRANK SET:	SR SNC-532, alloy crank/52X40T
FREEWHEEL:	SUNTOUR PT-5S/14-17-20-24-28T
•OTHERS	
PEDAL:	VICTOR VP-366, steel, CrMo axle, Steel 230L
SEATPOST:	VELO VL-184 (men's), VL-145 (mixte), anatomic
SADDLE:	H.L. DR-8, alloy sleeve bar/DELTA DG, alloy stem/Form cushion grip
HANDLE:	
BRAKE:	CHANGSTAR 630A, alloy sidepull/ 164A lever, with QR & extension lever

•ACCESSORY:	Spoke protector CPSC-approved reflector set
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•APPROXIMATE WEIGHT:	31.0 lbs (23")
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•COLOR:	Black/Silverglow (Men's), Italian Blue (Men's & Ladies'), Light Rose (Ladies')
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Black/Silverglow



Italian Blue



Light Rose

80

For shorter adults or growing children, the model 80 is a practical alternative to citified BMX bikes. The quick-shifting Suntour derailleurs ensure a positive initiation to multi-geared bicycles.

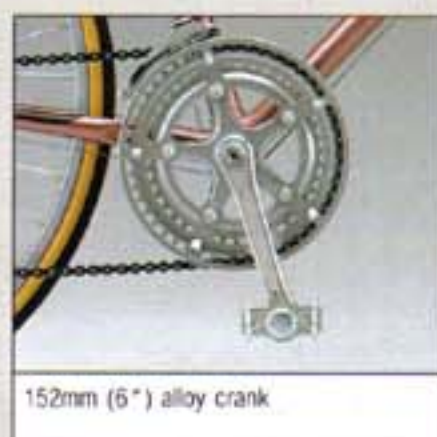


BRIDGESTONE
FLAT GUARD STEEL
TUBES AND STAYS

Technical Data

•FRAME	
FRAME SIZE:	16" Loop
FRAME MATERIAL:	11A steel
FRONT FORK:	11A steel
BRAZED-ON:	
HEAD PARTS:	T.H. TH-205
•WHEELS	
RIM:	K.L. or CMC 24X1-1/4, steel
HUB:	J.Y. steel, (F)JY-414 (R)JY-211
TIRE:	C.S. 24X1-1/4, Gumside, 70psi, Schrader valve
SPOKE:	#14 UCP/Brass nipple
•DRIVETRAIN	
DERAILLEUR:	SUNTOUR HERO
SHIFTLEVER:	SUNTOUR HERO, stem-mount type
CHAIN:	KMC, black
CRANK SET:	SR SNC-532, alloy crank/ 48X40T x 152L
FREEWHEEL:	SUNTOUR PT-5S/14-17-20-24-28T
•OTHERS	
PEDAL:	VICTOR VP-366, steel, CrMo axle
SEATPOST:	Steel 230L
SADDLE:	VELO VL-145, anatomic
HANDLE:	H.L. DR bar/DELTA DG, alloy stem/Form cushion grip
BRAKE:	CHANGSTAR 630A, alloy sidepull/ 165A lever, with extension lever

•ACCESSORY:	
	Spoke protector CPSC-approved reflector set
•APPROXIMATE WEIGHT:	
	29.0 lbs
•COLOR:	
	Light Rose, Bright Blue



152mm (6") alloy crank



Light Rose



Bright Blue

GRANDTECH (GR-27)

It takes fewer than 15 seconds to fold the Grandtech into a size that'll impress the hardest-to-please public transportation official. Take your seat and answer questions from strangers; snap it into form when you get off, and whiz past the pedestrians—it rides like a regular bike. Store it under the bed when your home is crowded with guests, or show it off, and tell them it won a design award in Japan.



FRAME SIZE:	(21")
FRAME:	BRIDGESTONE CrMo straight-gauge tubing/Original folding mechanism
RIM:	ARAYA 700C alloy
HUB:	SANSIN alloy
TIRE:	BRIDGESTONE 700 x 28C
DERAILLEUR:	SUNTOUR AR/Thumb shifter
CRANK SET:	SUGINO alloy crank, 48T
FREEWHEEL:	SUNTOUR 14-15-17-20-24-28T
PEDAL:	alloy, folding mechanism
SEATPOST:	SR alloy/QR seat pin
SADDLE:	SELLA ITALIA anatomic
HANDLE:	SR alloy all-rounder bar/alloy QR stem
BRAKE:	DIA COMPE alloy sidepull/alloy lever
APPROXIMATE WEIGHT:	26 lbs
COLOR:	Cosmic Silver



Cosmic Silver



BLOUSON(BN-260)

Don't be fooled by its dramatic appearance—the Blouson rides like a traditional bike, and has some unusually practical features: Drum brakes front and rear for sure stopping in any weather; fenders, for keeping the stripe off your back; a kickstand; and a rattle-free chainguard. Designed by Glugiaro.

FRAME SIZE:	17-1/2"
FRAME:	
WHEEL:	26 x 1-3/8
DRIVETRAIN:	40T alloy crank set/16T free
PEDAL:	Non-slip
SADDLE:	Special for BLOUSON
HANDLE:	Special for BLOUSON
BRAKE:	(F) Drum (R) BRIDGESTONE DINEX
ACCESSORIES:	Mud guard (painted), Kickstand, Chain guard
APPROXIMATE WEIGHT:	37 lbs
COLOR:	Cosmic Silver



Cosmic Silver



OPC-14B

This, the world's first belt-driven bicycle, can be collapsed and erected 12 times a minute by an average adult. It's driven by a kevlar reinforced belt which is silent, needs no lubrication, doesn't attract dirt, and is as durable as a chain. A fun bike; easy to ride, easy to carry, easy to store.



FRAME SIZE:	17"
FRAME:	Original collapsing mechanism
WHEEL:	14 x 1.75, HE
DRIVETRAIN:	Alloy crank/65T for Belt-drive/ 85T (outer) x 71T (inner)/ 20T free/Super torque type Belt
PEDAL:	Alloy, SP-220
SADDLE:	Anatomically-styled
HANDLE:	High rise
BRAKE:	(F) sidepull (R) wirepull band brake
ACCESSORIES:	Basket (clip-on type), Side stand, Belt guard
APPROXIMATE WEIGHT:	29 lbs
COLOR:	Carbon Black



Carbon Black



Parts & Accessory



RACING WEAR

RJ-PM (Size M), RJ-PL (Size L)
Material: Outside Polyester 100%
Inside Cotton 100% (Piled cloth)
With three rear pockets.



RACING CAP

RCC-B
Material: Cotton 100% (Poplin texture)



RACING PANTS

RP-PM (Size M), RP-PL (Size L)
Material: Nylon 80%
Polyurethane 20%
Padded with synthetic leather.



RACING WEAR

(Blue & Yellow/Red & White/White & Yellow)
RJ-WM (Size M), RJ-WL (Size L)
Material: Wool 50%, Acryl 50%
With three rear pockets.



WATER BOTTLE

CB-L1 (700CC), CB-S1 (500CC)
Material: Plastics
With an aluminium bottle cage.



APRON (Black)
EP-1 (Free Size)
Material: Cotton 100%



TOUCH UP-PAINT
Identical match-up to your original paint color.



JERSEY (Red/White)
TR-BSM (Size M), TR-BSL (Size L)
Material: Cotton 100%



T-SHIRT (Red/White)
TS-BSM (Size M), TS-BSL (Size L)
Material: Cotton 100%



TOWEL (Gray/Red)
TWL-S (Size 16" x 47")



WHEEL COVER (Red & Black)
WHEEL

Frame Geometry/Gear Table

How to read the technical data

1. Frame Geometry

A Frame Size

Shown are both the indicated size and the seat tube length (the distance from the center of the gear crank to the top of the seat tube.)

Please refer to the diagram on the right.

B Stand-Over Height

This refers to the distance from the top tube to the ground when the wheels are in place.

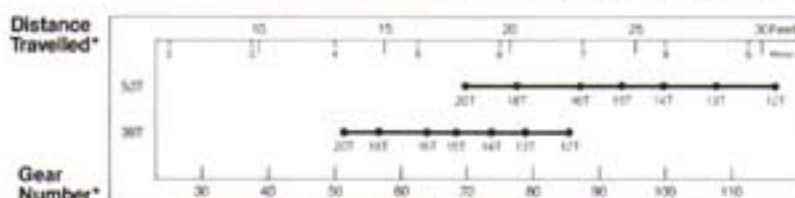
Please refer to this when you are selecting a frame size.

2. Distance Travelled (Développement)

This refers to the approximate distance travelled forward with one revolution of the pedals. You can directly read the different gear values, based on the wheel size, by reading the scale below.

GRAND-VÉLO 3000

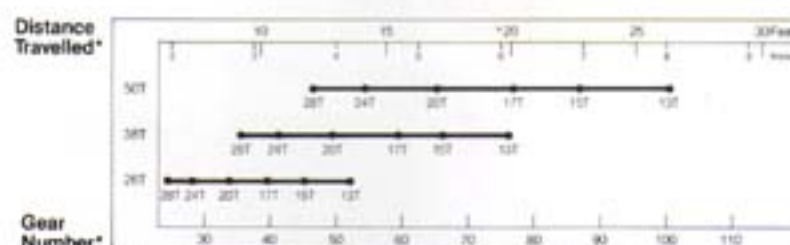
FRAME SIZE	A	B	C	D	E	F	a	b	X	Y
700C - Seat tube center-top	Top tube	Rear center	Front center	Wheel base	S.B. height	Off set	Head angle	Seat angle	Trail	Stand-over height
48cm 480mm	520	415	578.7	985.0	272	50	72°00'	74°30'	57	29.1"
51cm 510mm	530	415	586.3	991.2	267	50	72°00'	74°30'	57	29.7"
53cm 530mm	530	415	585.8	995.4	257	50	72°00'	74°30'	57	30.4"
55cm 550mm	540	415	584.2	988.1	257	45	73°00'	74°30'	56	31.2"
57cm 570mm	550	415	585.0	989.5	257	45	73°00'	74°30'	56	31.8"
60cm 600mm	560	415	586.1	1001.0	257	45	74°00'	74°30'	50	33.1"
63cm 630mm	570	415	586.3	1011.3	257	45	74°00'	74°30'	50	34.2"



*Note: Distance Travelled = Gear Ratio x Wheel Diameter (670mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

MB-1

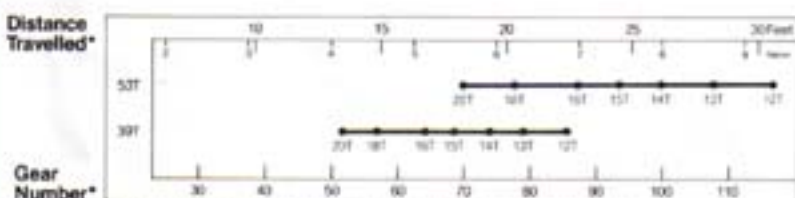
FRAME SIZE	A	B	C	D	E	F	a	b	X	Y
26" - Seat tube center-top	Top tube	Rear center	Front center	Wheel base	S.B. height	Off set	Head angle	Seat angle	Trail	Stand-over height
45cm 450mm	510	430	624	1051.0	290	55	71°00'	73°00'	56	27.3"
50cm 500mm	560	430	628	1056.0	290	55	71°00'	73°00'	56	30.2"
53cm 530mm	570	430	625	1061.0	290	55	71°00'	73°00'	56	31.4"
57cm 570mm	600	430	606	1030.0	290	55	71°00'	73°00'	56	32.9"



*Note: Distance Travelled = Gear Ratio x Wheel Diameter (666mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

RADAC-3100

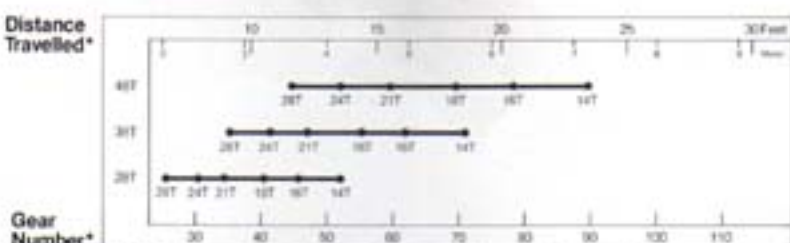
FRAME SIZE	A	B	C	D	E	F	a	b	X	Y
700C - Seat tube center-top	Top tube	Rear center	Front center	Wheel base	S.B. height	Off set	Head angle	Seat angle	Trail	Stand-over height
51cm 510mm	530	415	587.1	982.0	267	50	72°00'	74°30'	57	29.7"
53cm 530mm	530	415	587.3	982.2	267	50	72°00'	74°30'	57	30.4"
55cm 550mm	540	415	584.4	989.2	267	45	73°00'	74°30'	56	31.4"
57cm 570mm	550	415	584.8	989.7	267	45	73°00'	74°30'	56	31.8"



*Note: Distance Travelled = Gear Ratio x Wheel Diameter (676mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

MB-2

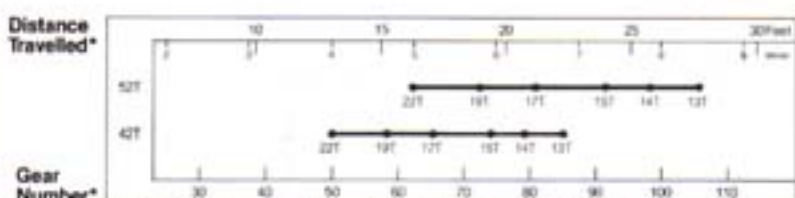
FRAME SIZE	A	B	C	D	E	F	a	b	X	Y
26" - Seat tube center-top	Top tube	Rear center	Front center	Wheel base	S.B. height	Off set	Head angle	Seat angle	Trail	Stand-over height
45cm 450mm	560	430	636.0	1053.0	293	55	71°00'	73°00'	56	28.4"
50cm 500mm	570	430	641.0	1060.0	293	55	71°00'	73°00'	56	30.2"
53cm 530mm	580	430	644.0	1071.0	293	55	71°00'	73°00'	56	30.5"
56cm 560mm	600	430	686.0	1063.0	293	55	71°00'	73°00'	56	33.3"



*Note: Distance Travelled = Gear Ratio x Wheel Diameter (666mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

RADAC-2000

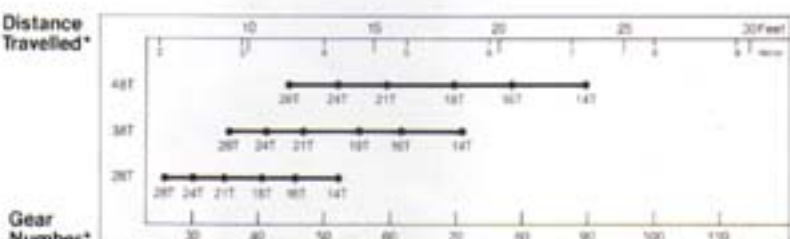
FRAME SIZE	A	B	C	D	E	F	a	b	X	Y
700C - Seat tube center-top	Top tube	Rear center	Front center	Wheel base	S.B. height	Off set	Head angle	Seat angle	Trail	Stand-over height
51cm 510mm	530	415	587.1	982.0	267	50	72°00'	74°30'	57	29.7"
53cm 530mm	530	415	587.3	982.2	267	50	72°00'	74°30'	57	30.4"
55cm 550mm	540	415	584.4	989.2	267	45	73°00'	74°30'	56	31.4"
57cm 570mm	550	415	584.8	989.7	267	45	73°00'	74°30'	56	31.8"



*Note: Distance Travelled = Gear Ratio x Wheel Diameter (674mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

MB-3

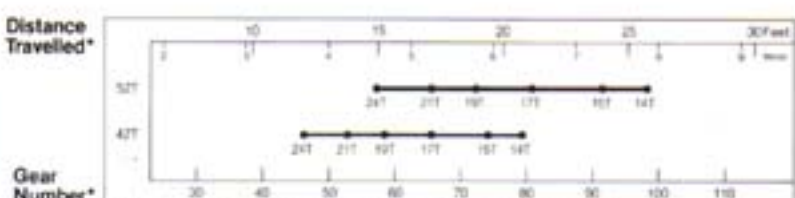
FRAME SIZE	A	B	C	D	E	F	a	b	X	Y
26" - Seat tube center-top	Top tube	Rear center	Front center	Wheel base	S.B. height	Off set	Head angle	Seat angle	Trail	Stand-over height
17" 433mm	520	445	597.0	1038.0	282.5	50	70°00'	73°00'	68	27.6"
18-1/2" 472mm	530	445	603.0	1044.0	282.5	50	70°00'	73°00'	68	29.2"
20-1/2" 526mm	560	445	604.0	1045.0	282.5	50	71°00'	72°00'	62	31.3"
22-1/2" 573mm	570	445	615.0	1056.0	282.5	50	71°00'	72°00'	62	32.6"



*Note: Distance Travelled = Gear Ratio x Wheel Diameter (667mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

MILE 112

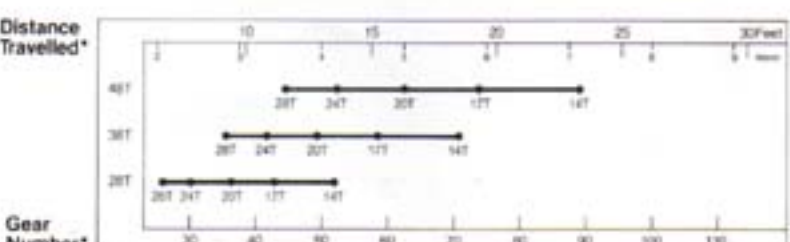
FRAME SIZE	A	B	C	D	E	F	a	b	X	Y
700C - Seat tube center-top	Top tube	Rear center	Front center	Wheel base	S.B. height	Off set	Head angle	Seat angle	Trail	Stand-over height
48cm 480mm	510	415	672.8	977.5	267	50	71°30'	74°30'	60	28.5"
53cm 530mm	525	415	582.5	967.3	267	50	72°00'	74°30'	57	30.4"
56cm 560mm	555	415	594.7	999.8	267	45	73°00'	74°00'	56	31.5"
58cm 580mm	570	415	600.3	1005.2	267	45	73°30'	73°30'	53	32.6"
63cm 630mm	580	415	606.5	1011.9	267	45	73°30'	73°00'	53	34.1"



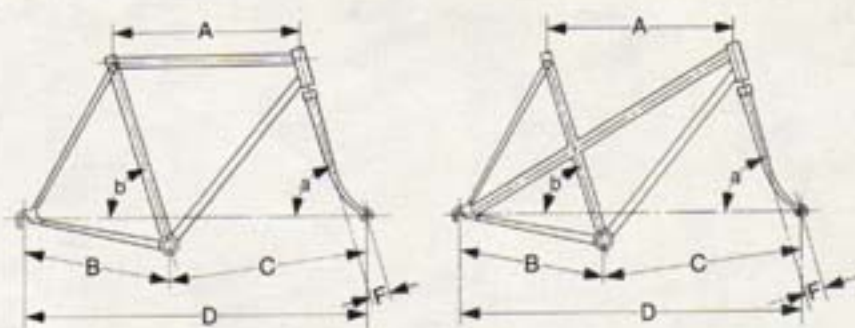
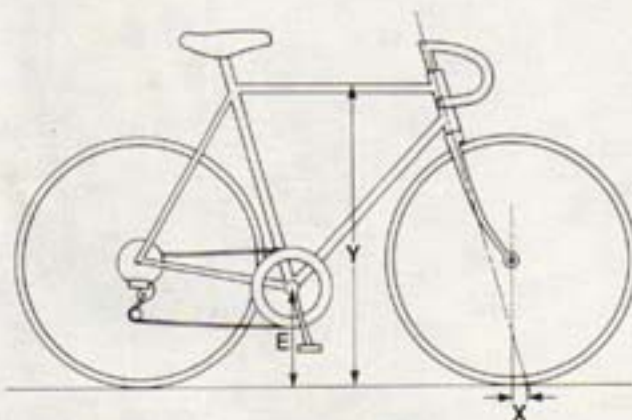
*Note: Distance Travelled = Gear Ratio x Wheel Diameter (674mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

CB-1

FRAME SIZE	A	B	C	D	E	F	a	b	X	Y
Seat tube center-top	Top tube	Rear center	Front center	Wheel base	S.B. height	Off set	Head angle	Seat angle	Trail	Stand-over height
18-1/2" 472mm	533	445	603.0	1044.0	289.5	50	70°00'	73°00'	68	29.2"
20-1/2" 526mm	560	445	604.0	1045.0	289.5	50	71°00'	72°00'	61	31.3"
22-1/2" 573mm	575	445	615.0	1056.0	289.5	50	71°00'	72°00'	61	32.7"
17" 433mm	—	445	597.0	1038.0	289.5	50	70°00'	73°00'	68	27.6"

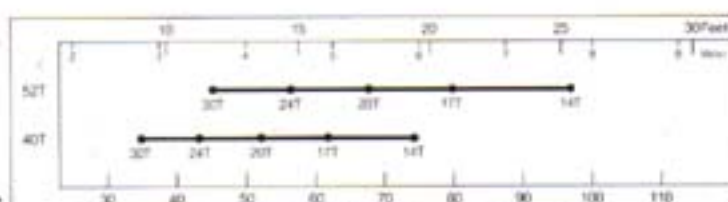


*Note: Distance Travelled = Gear Ratio x Wheel Diameter (664mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter



FRAME SIZE		A	B	C	D	E	F	a	b	X	Y
26"	Seat tube center-top	Top tube	Rear center	Front center	Wheel base	B.B. height	OH set	Head angle	Seat angle	Trail	Stand-over height
18-1/2"	472mm	533	445	603.0	1044.0	289.5	50	70°00'	73°00'	66	29.2"
20-1/2"	524mm	560	445	604.0	1045.0	289.5	50	71°00'	72°00'	61	31.0"
22-1/2"	573mm	570	445	615.0	1056.0	289.5	50	71°00'	72°00'	61	32.7"
17"-S	433mm	—	445	567.0	1036.0	289.5	50	70°00'	73°00'	66	(27.6")

Distance Travelled*



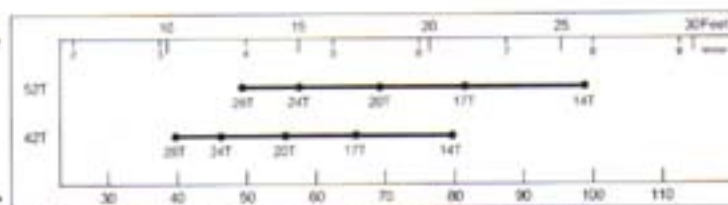
Gear Number*

*Note: Distance Travelled = Gear Ratio x Wheel Diameter (634mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

300

FRAME SIZE		A	B	C	D	E	F	a	b	X	Y
27"	Seat tube center-top	Top tube	Rear center	Front center	Wheel base	B.B. height	OH set	Head angle	Seat angle	Trail	Stand-over height
19"	463mm	515	435	590.0	1017.0	276	55	71°00'	73°00'	48	28.9"
21"	534mm	540	435	588.0	1014.0	271	55	72°00'	73°00'	52	30.7"
23"	584mm	550	435	590.0	1025.0	271	55	72°00'	73°00'	52	32.6"
25"	635mm	554	435	604.0	1030.0	271	55	72°00'	73°00'	52	34.5"
19-1/2" M	495mm	—	438	608.0	1038.0	277	55	73°00'	73°00'	46	(29.4")

Distance Travelled*

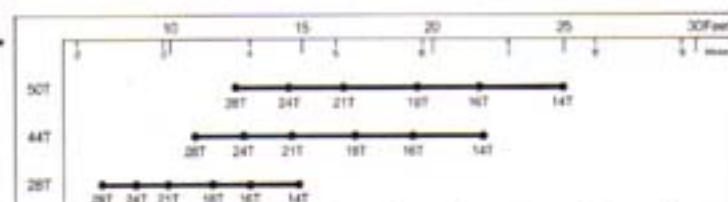


Gear Number*

*Note: Distance Travelled = Gear Ratio x Wheel Diameter (678mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

FRAME SIZE	A	B	C	D	E	F	a	b	X	Y	
700C =	Seat tube center-top	Top tube	Rear center	Front center	Wheel base	B.B. height	OH set	Head angle	Seat angle	Trail	Stand-over height
48cm	485mm	510	425	576.3	981.7	264	60	71°00'	73°30'	53	28.6"
53cm	530mm	525	425	587.2	1000.8	254	55	72°00'	73°30'	52	30.5"
56cm	560mm	500	425	602.9	1016.5	254	55	72°00'	73°30'	52	31.8"
59cm	590mm	570	425	609.0	1022.7	264	50	73°00'	73°30'	51	32.7"
63cm	630mm	580	425	614.8	1030.0	268	50	73°00'	73°00'	51	34.3"

Distance Travelled*



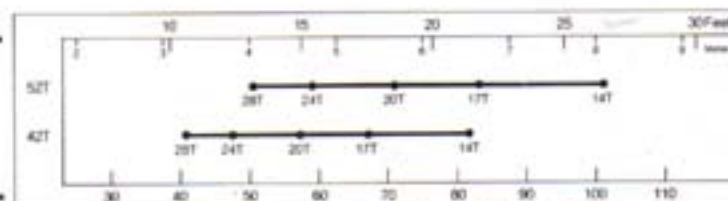
Gear Number*

*Note: Distance Travelled = Gear Ratio x Wheel Diameter (678mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

200

FRAME SIZE		A	B	C	D	E	F	a	b	X	Y
27 x	Seat tube center-top	Top tube	Rear center	Front center	Wheel base	B.B. height	Off set	Head angle	Seat angle	Trail	Stand-over height
19"	463mm	515	435	590.0	1017.0	264	65	71°00'	73°00'	51	29.1"
21"	534mm	542	435	588.0	1014.0	279	55	72°00'	73°00'	55	30.9"
23"	584mm	550	435	589.0	1025.0	279	55	72°00'	73°00'	55	32.8"
25"	635mm	554	435	604.0	1030.0	279	55	72°00'	73°00'	55	34.7"
19-1/2" M	495mm	—	438	608.0	1038.0	285	55	72°00'	73°00'	49	(29.6")

Distance Travelled*

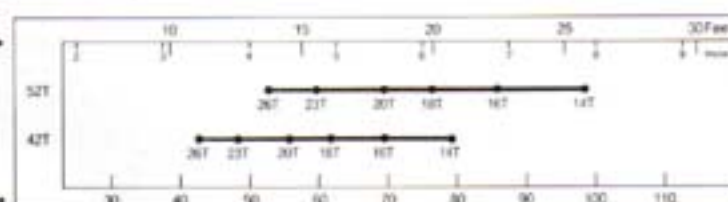


Gear Number*

*Note: Distance Travelled = Gear Ratio x Wheel Diameter (694mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

FRAME SIZE	A	B	C	D	E	F	a	b	X	Y	
700C	Seat tube center-top	Top tube	Rear center	Front center	Wheel base	B.B. height	Off set	Head angle	Seat angle	Trail	Stand-over height
48cm	480mm	510	415	572.8	977.5	267	50	71°30'	74°30'	60	28.5"
53cm	530mm	525	415	582.5	987.3	267	50	72°00'	74°30'	57	30.4"
56cm	560mm	555	415	594.7	999.6	267	45	73°00'	74°00'	56	31.5"
59cm	590mm	570	415	600.3	1005.2	267	45	73°30'	73°30'	53	32.6"
63cm	630mm	580	415	605.5	1011.9	272	45	73°30'	73°00'	53	34.3"
241700C45	445mm	480	415	543.0	951.9	267	40	68°00'	71°30'	56	27.2"

Distance Travelled*



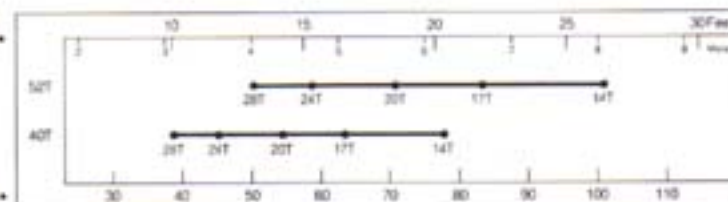
Gear Number*

*Note: Distance Travelled = Gear Ratio x Wheel Diameter (674mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

100

FRAME SIZE		A	B	C	D	E	F	a	b	X	Y
27"	Seat tube center-top	Top tube	Rear center	Front center	Wheel base	B.B. height	OH set	Head angle	Seat angle	Trail	Stand-over height
19"	463mm	515	435	590.0	1017.0	264	55	71°00'	73°00'	51	29.1"
21"	534mm	540	435	588.0	1014.0	279	55	72°00'	73°00'	55	30.9"
23"	584mm	550	435	589.0	1025.0	279	55	72°00'	73°00'	55	32.8"
25"	635mm	554	435	604.0	1030.0	279	55	72°00'	73°00'	55	34.7"
19.5/2" M	495mm	—	438	608.0	1038.0	285	55	73°00'	73°00'	49	(29.6")

Distance Travelled*

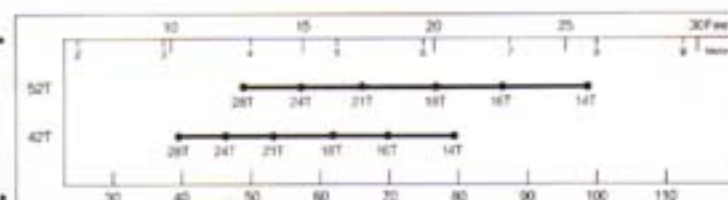


Gear Number*

*Note: Distance Travelled = Gear Ratio x Wheel Diameter (694mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

FRAME SIZE		A	B	C	D	E	F	a	b	X	Y
700C	Seat tube center top	Top tube	Rear center	Front center	Wheel base	B.B. height	OH set	Head angle	Seat angle	Trail	Stand-over height
50cm	502mm	525	410	581.0	981.0	269.5	45	73°00'	75°30'	56	29.5"
54cm	542mm	540	410	584.0	984.3	269.5	45	73°00'	74°30'	56	30.9"
56cm	563mm	550	410	585.0	986.0	271.5	40	73°30'	74°30'	58	31.8"
58cm	583mm	565	410	586.0	987.0	271.5	40	74°00'	73°30'	55	32.4"
62cm	622mm	585	410	600.0	1000.0	271.5	40	73°30'	73°00'	58	33.9"

Distance Travelled*



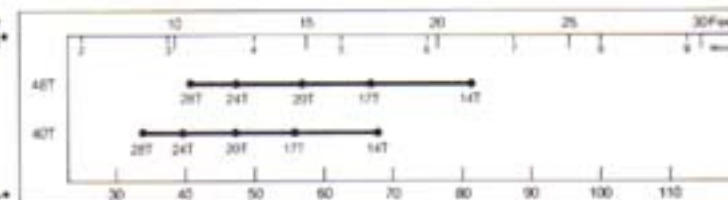
Gear Number*

*Note: Distance Travelled = Gear Ratio x Wheel Diameter (677mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

80

FRAME SIZE		A	B	C	D	E	F	a	b	X	Y
24"	Seat tube center-top	Top tube	Rear center	Front center	Wheel base	B.B. height	OH set	Head angle	Seat angle	Trail	Stand-over height
18" L	(406)	—	420	552.0	968.0	257	60	72°00'	72°00'	35	25.3"

Distance Travelled*



Gear Number*

*Note: Distance Travelled = Gear Ratio x Wheel Diameter (604mm) x 3.14
Gear Number = Gear Ratio x Wheel Diameter

CB-2

T-700

550

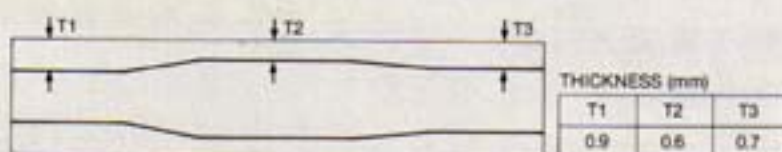
450

Specifications

BRIDGESTONE Frames: Extraordinarily Light and Strong

BRIDGESTONE offers the latest advances in tube technology by incorporating ISHIWATA tubes in our bicycles. These tubes are lighter, stronger, and better balanced than any others we tested.

TRIPLE BUTTED TUBING (TOP TUBE)



Bridgestone Sealed its Seal of Quality in the Protective Clear Coat.

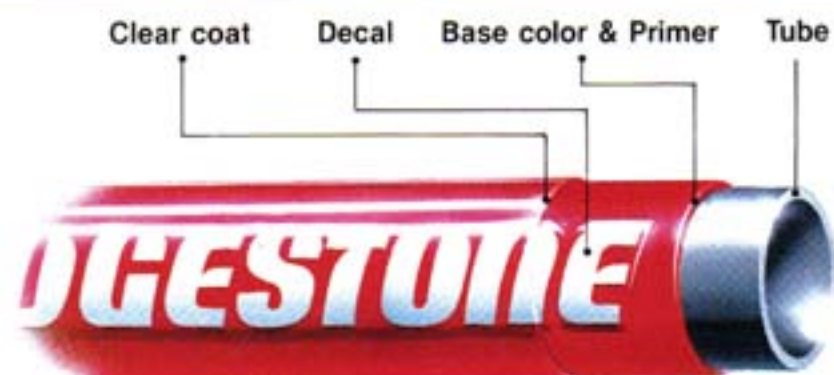
Bridgestone attends to the finest details. We've worked for months to make sure that our high standards of performance and quality are reflected in every aspect of our bicycles, from the inside out.

One symbol of our attention to detail is our new seal of quality. After so much

MODEL		REMARKS	GRAND-VÉLO 3000	RADAC 3100	RADAC 2000
FRAME	FRAME SIZE		49, 51, 53, 55, 57, 60, 63cm	51, 53, 55, 57cm	51, 53, 55, 57cm
	FRAME MATERIAL		BRIDGESTONE CrMo double-butted tubing/CrMo tapered seat stay/CrMo chain stay/Original lost-wax Italian-cut lugs & seat stay cap/CAMPAGNOLO short road end	BRIDGESTONE Light Alloy tubing, 28.0φ (top), 31.8φ (down), 28.6φ (seat)/Alloy seat & chain stays/Alloy lost-wax lugs/Alloy lost-wax road end	BRIDGESTONE Light Alloy tubing, 28.0φ (top), 31.8φ (down), 28.6φ (seat)/Alloy seat & chain stays/Alloy lost-wax lugs/Alloy lost-wax road end
	FRONT FORK		BRIDGESTONE 24φ CrMo blades/Original lost-wax crown/CAMPAGNOLO end	BRIDGESTONE Light Alloy blades/Alloy cast crown/Alloy lost-wax end	BRIDGESTONE Light Alloy blades/Alloy cast crown/Alloy lost-wax end
	BRAZED-ON		Front derailleur boss/Shift lever boss/Reinforced bottle stud (2)/Pump peg/Chain hook/Reinforced seat & chain stay bridge/Guides & Stops	Shift lever boss/Bottle stud (2)/Chain hook/Guides & Stops	Shift lever boss/Bottle Stud (2)/Chain hook/Guides & Stops
	HEAD PARTS		SUNTOUR New SUPERBE-PRO, alloy	SHIMANO New DURA-ACE, alloy	SHIMANO New 105, alloy
WHEEL	RIM		MAVIC MA-40, hard anodized, 32H	MAVIC MA-40, hard anodized, 32H	ARAYA # 20A, 700C, hard anodized, 32H
	HUB		SUNTOUR New SUPERBE-PRO, sealed bearing, 32H	SHIMANO New DURA-ACE, sealed 32H	SHIMANO New 105, sealed, 32H
	TIRE		BRIDGESTONE 700 x 25C New slick foldable, skinside, 115psi Presta valve	BRIDGESTONE 700 x 25C New slick foldable, skinside, 115psi Presta valve	BRIDGESTONE 700 x 20C semi-slick, skinside, 125psi, ultralight tube, Presta valve
	SPOKE		# 14-15 stainless/Brass nipple	# 14-15 stainless/Brass nipple	# 14 stainless/Brass nipple
DRIVETRAIN	DERAILLEUR		SUNTOUR New SUPERBE-PRO, ACCU shift	SHIMANO New DURA-ACE, 7-Speed SIS	SHIMANO New 105, SIS
	SHIFTLEVER		SUNTOUR New SUPERBE-PRO, Index-Power ACCU shift, brazed-on type	SHIMANO New DURA-ACE, 7-Speed SIS, brazed-on type	SHIMANO New 105, SIS, brazed-on type
	CHAIN		SUNTOUR SUPERBE-PRO	SHIMANO New DURA-ACE	SHIMANO UG, silver
	CRANK SET	sized to frames	SUNTOUR New SUPERBE-PRO/53 x 39T	SHIMANO New DURA-ACE/53 x 39T	SHIMANO New 105/52 x 42T
	FREEWHEEL		SUNTOUR WINNER-PRO/12-13-14-15-16-18-20T	SHIMANO New DURA-ACE, 12-13-14-15-16-18-20T	SHIMANO Z-012, silver, 13-14-15-17-19-22T
OTHERS	PEDAL		LOOK PP-65	SHIMANO New DURA-ACE/Toe clip & strap	SHIMANO New 105/Toe clip & strap
	SEATPOST		SUNTOUR SUPERBE-PRO	SHIMANO New DURA-ACE	SR CRE-100, alloy
	SADDLE		SELLA SAN MARCO ROLLS	SELLA SAN MARCO ROLLS	SELLA ITALIA MUNDIALITA, leather suede
	HANDLE	sized to frames	NITTO # 185II/NITTO PEARL, with "GRAND-VÉLO" engraving/Cushion tape	NITTO # 185II/NITTO PEARL/Cushion tape	SR CTB alloy bar/SR CT alloy stem/Cushion tape
	BRAKE		SUNTOUR New SUPERBE-PRO SUNTOUR New SUPERBE-PRO, aero lever	SHIMANO New DURA-ACE SHIMANO New DURA-ACE, aero lever	SHIMANO New 105, Light Action, short reach, recessed/ SHIMANO New 105 aero lever
ACCESSORY			Pump/Spoke protector CPSC-approved reflector set	Pump/Spoke protector CPSC-approved reflector set	Spoke protector CPSC-approved reflector set
APPROXIMATE WEIGHT			21.5 lbs (55cm)	20.0 lbs (57cm)	21.0 lbs (57cm)
COLOR		Protective clear coat	BRIDGESTONE COLOR	Classic White/Silver Anodized	Classic White/Cosmic Silver

work, it's hard to be modest. This is the best decal available anywhere. Of course, it's extremely thin, heat resistant, eternally sticky and enormously durable. Rub your hand over a decal on a Bridgestone bike. You'll barely be able to feel it. It's like a layer of paint. That's Japanese technology. That's Bridgestone's emphasis on quality. We worked with a Japanese decal manufacturer to test our new seal, so we can confidently promise it can face any kind of weather or chemical solvents. And our seal of quality is

covered with the Protective Clear Coat, so it won't peel off, no matter what temperatures or humidity it faces. With our good looks and attention to detail, we're confident. You and Bridgestone can go far together.



MILE 112	MB-1	MB-2	MB-3	CB-1
48, 53, 56, 59, 63cm	45, 50, 53, 57cm	45, 50, 53, 58cm	17, 18-1/2, 20-1/2, 22-1/2"	18-1/2, 20-1/2, 22-1/2"; 17" Ladies'
BRIDGESTONE CrMo triple-butted tubing/CrMo 16 ϕ tapered seatstay/CrMo chainstay/Short Italian-cut lug/Forged micro-adjust road end	TANGE PRESTAGE CrMo oversize double-butted tubing/Italian-cut lug/Forged vertical end	BRIDGESTONE CrMo oversize straight gauge tubing/CrMo 16 ϕ seatstay/CrMo chainstay/Italian-cut lug/Forged vertical end	CrMo oversize straight-gauge tubing/Forged end	CrMo oversize straight-gauge tubing/Forged end
BRIDGESTONE Light Alloy blades/ Alloy cast crown/Alloy lost-wax end	Cr-Mo oversize blades/ Uni-crown/forged end	BRIDGESTONE CrMo blades/ Uni-crown/Forged end	CrMo blades/Uni-crown/Forged end	Hi-tensil/Uni-crown/Forged end
Shift lever boss/Bottle stud (2)/ Pump peg/Chain hook/ Guides & Stops	Bottle stud (2)/Cantilever brake boss/ Guides & Stops	Bottle stud (2)/(F) Cantilever brake boss (R) Power brake boss under chainstay/Chain hook/ Guides & Stops	Bottle stud/(F) Cantilever brake boss (R) Power brake boss under chainstay/Chain hook/Rear rack eyelet/Guides & Stops	Bottle stud/Cantilever brake boss/ Rear rack eyelet/Guides & Stops
NIKYO 75	TANGE G-MASTER	BRIDGESTONE Diamond road	TANGE TG-235, black	TANGE TG-235, black
ARAYA #20A, 700C, hard anodized, 32H	ARAYA RM-20, super hard anodized	ARAYA RM-20, 26X1.5 ~ 1.75	SUMO SM-20M, 26 x 1.5	SUMO 7X, 26 x 1.5, alloy
SUNTOUR CYCLONE, sealed bearing, 32H	SUNTOUR CYCLONE, sealed bearing, QR	SANSIN CE-60S, sealed bearing, QR	SANSIN CE-60, sealed, (F)QR	J.Y. steel, sealed (F)JY-414, QR (R)JY-211
BRIDGESTONE 700 x 20C semi-slick, skinside, 125psi ultralight tube, Presta valve	RITCHEY (F) FORCE (R) FORCE II, 26 x 1.9, skinside, 45 ~ 80psi/ Presta valve	RITCHEY FORCE, 26 x 1.9, skinside, 45 ~ 80psi Presta valve	C.S. 26 x 2.00, skinside, 40psi, Schrader valve	C.S. 26 x 1.5, skinside 40 ~ 65psi, Schrader valve
# 14 stainless/Brass nipple	# 14 stainless/Brass nipple	# 14 stainless/Brass nipple	# 14 UCP/Brass nipple	# 14 UCP/Brass nipple
SUNTOUR CYCLONE-7000, ACCU shift	SUNTOUR (F)XC, top normal (R)XC-9000	SUNTOUR α -5000GX, ACCU shift	SUNTOUR α -3000GX, ACCU-shift	SUNTOUR AR-GT
SUNTOUR New SUPERBE-PRO, Index-Power ACCU shift, brazed-on type	SUNTOUR bar-end shifter	SUNTOUR α -5000, Index ACCU thumb shifter	SUNTOUR α -3000, Index ACCU thumb-shifter	SUNTOUR PLG thumb shifter
DID LANNER, silver	SUNTOUR WINNER, narrow	DID LANNER, silver	KMC, silver	KMC, silver
SHIMANO FCB-126/Biopace ring 52 x 42T	SR FXC-T310/50 x 38 x 26T	SR SXC-T350, one-piece forged alloy crankarm/alloy Oval-tech ring, 48 x 38 x 28T/Sealed BB	SR SXC-T350, one-piece forged alloy crankarm/Alloy Oval-tech ring 48 x 38 x 28T/Sealed BB	SR SXC-T310, one-piece forged alloy crankarm/48 x 38 x 28T/ Sealed BB
SUNTOUR PT-6S, silver, 14-15-17-19-21-24T	SUNTOUR WINNER, narrow 6/ 13-15-17-20-24-28T	SUNTOUR PT-6S, silver 14-16-18-21-24-28T	SUNTOUR PT-6S, silver/ 14-16-18-21-24-28T	SUNTOUR PT-5S/14-17-20-24-28T
SR SP-250/Toe clip & strap	SUNTOUR XC-COMPE/ Toe clip & strap	MKS MR-1000/ Toe clip & strap	SR SP-528	SR SP-529
SR CRE-101, alloy, 230L	SR MTE-300	SR CRE-101, alloy, 230L	SR CRE-101, alloy, 230L	Steel, 230L
KASHIMAX RS-2A	SELLA ITALIA TURBO	SELLA ITALIA MUNDIALITA, leather suede	VISCOUNT VIC-2280, anatomic	VISCOUNT VIC-2280, anatomic
SR CTB alloy bar/SR CT alloy stem/Cushion tape	NITTO alloy drop bar/stem for mountain bikes/Cushion tape	SR MTS-130, painted/ SR MTB-209, alloy, painted/ Rubber form grip	H.L. MTB-AL-5, black bar/ H.L. MTS-108, painted stem/ Form grip	H.L. MTB-AL-5, black bar/ H.L. MST-108, painted bar/ Form grip
BRIDGESTONE New SC, Light Action, short reach, recessed/New aero lever	DIA-COMPE #982, cantilever/ #1240 pulley DIA-COMPE RC-200 lever	(F)DIA-COMPE #983 cantilever, black/(R) SUNTOUR XC-SPORT Power brake under chainstay, black/DIA-COMPE New TECH-5	(F)DIA-COMPE #983D, cantilever, black (R)SUNTOUR XC-SPORT power brake under chainstay/ DIA COMPE #284 lever	DIA-COMPE #981 cantilever/ LEECHI 283A lever
Pump/Bottle & Cage (2)/ Spoke protector CPSC-approved reflector set	Spoke protector CPSC-approved reflector set	Spoke protector CPSC-approved reflector set	Spoke protector CPSC-approved reflector set	Spoke protector CPSC-approved reflector set
24.0 lbs (56cm)	27.5 lbs (53cm)	29.5 lbs (53cm)	31.0 lbs (20-1/2")	31.0 lbs (20-1/2")
Light Blue/Classic White	Classic White/Solid Gray	Lime Green/Lemon Yellow, Carbon Black/Black	Seminole Red, Frost White	Phantom Gray (Men's) Aquatone Blue (Men's & Ladies')

Specifications

MODEL		REMARKS	CB-2	T-700	550
FRAME	FRAME SIZE:		18-1/2, 20-1/2, 22-1/2", 17" Ladies'	48, 53, 56, 59, 63cm	48, 53, 56, 59, 63/*45cm
	FRAME MATERIAL		11A steel oversize tubing	BRIDGESTONE CrMo triple-butt tubing/CrMo 16φ tapered seat stay/CrMo chain stay/Short Italian-cut lug/Forged micro- adjust road end	BRIDGESTONE CrMo triple-butt tubing/CrMo 16φ tapered seatstay/CrMo chainstay/Short Italian-cut lug/Forged micro- adjust road end
	FRONT FORK		Hi-tensile	BRIDGESTONE CrMo blades/Semi- slope crown/Forged end	BRIDGESTONE CrMo blades/Semi- slope crown/Forged end
	BRAZED-ON		Bottle stud/Cantilever brake boss/Rear rack eyelet/ Guides & Stops	Shift lever boss/Bottle stud (2)/ Pump peg/Chain hook/ Guides & Stops	Shift lever boss/Bottle stud (2)/ Pump peg/Chain hook/ Guides & Stops
	HEAD PARTS		T.H. TH-402	NIKYO 75	NIKYO 75
WHEEL	RIM		SUMO 7X, 26X1.5, alloy	ARAYA SS-40, 700C	ARAYA #20A-N, 700C (*#20A (F)24", 32H, (R)700C)
	HUB		J.Y. steel, sealed (F)JY-414, QR (R)JY-211	SANSIN alloy, sealed, QR	SANSIN, alloy sealed, QR (*F)32H)
	TIRE		C.S. 26X1.5, Gumside, 40~65psi, Schrader valve	BRIDGESTONE 700×28C, skinside, 100psi, Presta valve	BRIDGESTONE 700×20C semi- slick, skinside, 125psi, ultralight tube, Presta valve (*F) 24×1 (R) 700×25C)
	SPOKE		#14 UCP/Brass nipple	#14 stainless/Brass nipple	#14 stainless/Brass nipple
DRIVETRAIN	DERAILLEUR		SUNTOUR (F)HERO (R)New SEVEN-GT	SUNTOUR (F) XC-SPORT-7000GT (R) CYCLONE-7000GT, ACCU shift	SUNTOUR α-5000, ACCU shift
	SHIFTLEVER		FALCON ML-16, thumb shifter	SUNTOUR New SUPERBE-PRO, Index-Power ACCU shift, brazed-on type	SUNTOUR α-5000, Index ACCU shift, brazed-on type
	CHAIN		KMC, black	DID LANNER, silver	DID LANNER, silver
	CRANK SET		SR SNC-532, alloy crank/52×40T	SR FXC-T310/alloy ring 50×44×30T	SR SXC-200, one-piece alloy forged crankarm/alloy ring 52×42T (*SR SXC-T301/52×42T)
	FREEWHEEL		SUNTOUR PT-5S/ 14-17-20-24-30T	SUNTOUR PT-6S, silver, 14-16-18-21-24-28T	SUNTOUR PT-6S, silver, 14-16-18-20-23-26T
OTHERS	PEDAL		VICTOR VP-767, CrMo axle	MKS AR-8/Toe clip & strap	SR SP-250/Toe clip & strap
	SEATPOST		Steel, 230L	SR CTE-110, alloy	SR CTE-110, alloy
	SADDLE		VISCOUNT VIC-2325	SELLA ITALIA MUNDIALITA, leather suede	SELLA ITALIA MUNDIALITA, leather suede (*SELLA ITALIA anatomic)
	HANDLE		H.L. MTB-AL-6 bar/ H.L. MTS-108, painted stem/ Form grip	SR CTB alloy bar/SR CT alloy stem/Cushion tape	SR CTB alloy bar/SR CT alloy stem/Cushion tape
	BRAKE		LEECHI 702A cantilever/ 133A lever	BRIDGESTONE SC-A, anodized, with QR & tire guide/ DIA-COMPE #204HC lever, with rubber hood	BRIDGESTONE New SC, Light Action, short reach, recessed/ New aero lever (*SUNTOUR α-5000/Small lever)
ACCESSORY			Spoke protector CPSC-approved reflector set	Spoke protector CPSC-approved reflector set	Spoke protector CPSC-approved reflector set
APPROXIMATE WEIGHT			31.5 lbs (20-1/2")	24.5 lbs (59cm)	23.5 lbs (56cm) 22.5 lbs (45cm)
COLOR			Burgundy (Men's & Ladies') Royal Blue (Men's)	Pearl Ivory	Flare pink/Cosmic Silver, Forte Blue



● CONVERSION TABLE (From Centimeter to Inch)

cm	0	10	20	30	40	50	60	70	80	90
	inch									
0	0.00	3.90	7.90	11.80	15.70	19.70	23.60	27.60	31.50	35.40
100	39.37	43.31	47.24	51.18	55.12	59.06	62.99	66.93	70.87	74.80
200	78.74	82.68	86.61	90.55	94.49	98.43	102.36	106.30	110.24	114.17
300	118.11	122.05	125.98	129.92	133.86	137.80	141.73	145.67	149.61	153.54
400	157.48	161.42	165.35	169.29	173.23	177.17	181.10	185.04	188.98	192.91
500	196.90	200.80	204.70	208.70	212.60	216.50	220.50	224.40	228.30	232.30
600	236.22	240.16	244.09	248.03	251.97	255.91	259.84	263.78	267.72	271.65
700	275.59	279.53	283.46	287.40	291.34	295.28	299.21	303.15	307.09	311.02
800	314.96	318.90	322.83	326.77	330.71	334.65	338.58	342.52	346.46	350.39
900	354.33	358.27	362.20	366.14	370.08	374.02	377.95	381.89	385.83	389.76

450	300	200	100	80
50, 54, 56, 58, 62cm	19, 21, 23, 25"; 19-1/2" Mixte	19, 21, 23, 25"; 19-1/2" Mixte	19, 21, 23, 25"; 19-1/2" Mixte	16" Loop
CrMo triple-butted tubing/Forged micro-adjust end	CrMo straight-gauge tubing/Forged micro-adjust end	CrMo straight-gauge tubing/Forged micro-adjust end	Hi-tensile	11A steel
CrMo blades/Semi-slope crown/Forged end	Hi-tensile/Forged end	Hi-tensile/Forged end	Hi-tensile	11A steel
Shift lever boss/Bottle stud (2)/Pump peg/Chain hook/Guides & Stops	Bottle stud/Chain hook/Guides & Stops	Bottle stud/Chain hook/Guides & Stops	Bottle stud/Chain hook/Guides & Stops	
YST. 8002G	TANGE TG-235, black	T.H. TH-205	T.H. TH-205	T.H. TH-205
WEINMANN # 913, 700×25C, alloy	WEINMANN # 116, 27×1-1/4, alloy	WEINMANN # 116, 27×1-1/4, alloy	CMC 27×1-1/4, steel	K.L. or CMC 24×1-1/4, steel
J.Y. alloy sealed, QR, (F)JY-831, (R)JY-832	J.Y. alloy sealed, QR, (F)JY-831, (R)JY-832	J.Y. steel, (F)JY-414, QR (R)JY-211	J.Y. steel, (F)JY-414 (R)JY-211	J.Y. steel, (F)JY-414 (R)JY-211
C.S. 700×25C, skinside 100psi, Presta valve	C.S. 27×1-1/8, skinside 90psi, Schrader valve	C.S. 27×1-1/4, Gumside, 85psi, Schrader valve	C.S. 27×1-1/4, Gumside, 85psi, Schrader valve	C.S. 24×1-1/4, Gumside 70psi, Schrader valve
# 14 stainless/Brass nipple	# 14 UCP/Brass nipple	# 14 UCP/Brass nipple	# 14 UCP/Brass nipple	# 14 UCP/Brass nipple
SUNTOUR α-3000GX, ACCU shift	SUNTOUR α-3000GX, ACCU shift	SUNTOUR (F)HERO (R)New SEVEN	SUNTOUR (F)GE (R)HERO	SUNTOUR HERO
SUNTOUR α-3000, Index ACCU shift, brazed-on type	SUNTOUR α-3000, Index ACCU shift, downtube (stem: mixte) mount type	SUNTOUR HERO, stem-mount type	SUNTOUR HERO, stem-mount type	SUNTOUR HERO, stem-mount type
KMC, silver	KMC, black	KMC, black	KMC, black	KMC, black
SR SXC-T200, one-piece alloy forged crankarm, tapped for the third ring/52×42T	SR SAC-T310, one-piece alloy forged crankarm, tapped for the third ring/52×42T	SR SAC-T310, one-piece alloy forged crankarm, tapped for the third ring/52×42T	SR SNC-532, alloy crank/52×40T	SR SNC-532, alloy crank/48×40T×152L
SUNTOUR PT-6S, silver/14-16-18-21-24-28T	SUNTOUR PT-5S, silver/14-17-20-24-28T	SUNTOUR PT-5S/14-17-20-24-28T	SUNTOUR PT-5S/14-17-20-24-28T	SUNTOUR PT-5S/14-17-20-24-28T
MKS AR-8/Toe clip & strap	SR SP-154, alloy, clip & strap attachable	VICTOR VP-366, steel, CrMo axle,	VICTOR VP-366, steel, CrMo axle,	VICTOR VP-366, steel, CrMo axle
DELTA DP-G, alloy	DELTA DP-S, alloy	Steel 230L	Steel 230L	Steel 230L
VISCOOUNT VIC-2231, vinyl (white), suede (black)	VISCOOUNT VIC-2283 (men's), VIC-2282 (mixte), anatomic	VELO VL-184 (men's), VL-145 (mixte), anatomic	VELO VL-184 (men's), VL-145 (mixte), anatomic	VELO VL-145, anatomic
H.L. DR-8, alloy sleeve bar/DELTA DG, alloy stem/Cushion tape	H.L. DR-8, alloy sleeve bar/DELTA DG, alloy stem/Cushion tape	H.L. DR-8, alloy sleeve bar/DELTA DG, alloy stem/Form cushion grip	H.L. DR-8, alloy sleeve bar/DELTA DG, alloy stem/Form cushion grip	H.L. DR bar/DELTA DG, alloy stem/Form cushion grip
BRIDGESTONE New SC, Light Action, short reach, recessed/New aero lever	DIA-COMPE # 500N, alloy sidepull/DIA-COMPE # 204QC lever, with rubber hood	CHANGSTAR 500, alloy sidepull/164A lever, with QR & extension lever	CHANGSTAR 630A, alloy sidepull/164A lever, with QR & extension lever	CHANGSTAR 630A, alloy sidepull/165A lever, with extension lever
Spoke protector CPSC-approved reflector set	Spoke Protector CPSC-approved reflector set	Spoke protector CPSC-approved reflector set	Spoke protector CPSC-approved reflector set	Spoke protector CPSC-approved reflector set
26.0 lbs (56cm)	27.0 lbs (23")	29.0 lbs (23")	31.0 lbs (23")	29.0 lbs
Bright Blue/Pearl White, Bright Red	Shadow Gray/Pearl White (Men's) Frost White (Men's) Aquatone Blue (Ladies')	Light Concord Blue/Silverglow (Men's) Seminde Red (Men's), Orchid Violet (Ladies')	Black/Silverglow (Men's), Italian Blue (Men's & Ladies'), Light Rose (Ladies')	Light Rose, Bright Blue

Specifications are subject to change without notice



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