



IT STARTED BACK IN THE THIRTIES,

IN THE HEARTLAND OF AMERICAN CYCLING. Frames made by a small group of local craftsmen began beating the European competition in race after race. Local races at first. But in time, regional and national events. Even National Championships—literally dozens of them. More than twice as many, in fact, as any imported frame.

As Paramount's reputation spread by word of mouth through the hardcore elite of American racers and enthusiasts, the waiting list for framesets grew from months to years. Periodically the tiny shop had to stop accepting orders altogether.

Then in 1988, Paramount craftsmen developed the first Paramount OverSize (OS) frameset. And, after more than 50 years as American cycling's best-kept secret, word was out.

OS and MOS (Mountain OverSize) frames drew rave reviews from every publication from *Bicycle Guide* to *Mountain Bike Action*. Because the revolutionary OS design not only took up to a full pound out of the traditional chrome-moly racing frame, but actually made it stiffer and stronger at the same time.

Overwhelming demand for OS frames forced Paramount to make a tough decision. Either turn away hundreds of hopeful OS frame owners each year, or accept the inevitable and start building Paramounts on a production basis for the first time.

So now things are a little busier here in Waterford, Wisconsin. Devotees will be pleased to know production is still limited: Paramount hand-builds fewer bikes per year than some companies' robots stamp out in a week.

But now, for the first time, it's possible to go to an actual Paramount Dealer and test-ride America's winningest frameset. In a variety of road and off-road styles. Each one designed and built with the integrity and attention to detail that have made Paramount quality legendary through five generations of American champions.



Integral cable guides are part of Paramount's investment-cast custom lugs. Result: cleaner butts in the tubes, lighter weight and greater strength in the frame.



Developed in conjunction with motorcycle wizard Eric Buell, the patent-pending, oil-damped Paramount pull shock design works on a progressive spring and damping curve. So while the frame remains supple over smaller bumps, spring rate increases exponentially in response to higher loads, forcing the rear wheel back into the ground for improved traction. And unlike other suspensions, Paramount's four-point swing arm design won't distort under even the most severe cornering loads. The result is the first off-road suspension system that not only out-descends conventional frames, but also out-corners and even out-climbs them.

PARAMOUNT DIDN'T GET TO BE AMERICA'S WINNINGEST FRAMESET BY SITTING IN WITH THE PACK.

For five generations now, we've been at the cutting edge of frame-building technology.

Consider suspension. Definitely the hottest news in off-road racing since the starting gun. Now Paramount enters the suspension arena, with not just another me-too design, but an entire fully-integrated suspension TECHNOLOGY, brainchild of Paramount Design and suspension guru Eric Buell, designer/manufacturer of Lightweight SuperTwin champion and Fuel Class speed record-holding Buell motorcycles. Look for it in the winner's circle this season. And at Paramount Dealers this spring.

BOTH ON-ROAD AND OFF, WE'RE

PUSHING THE STEEL PERFORMANCE ENVELOPE FARTHER THAN EVER THIS

YEAR. With Paramount's exclusive Precision Butting System and the lightest, stiffest, best-handling framesets we've ever put into production. Details on PBS are on page 8, but the results are noticeable on every model in the Paramount line: feedback is instantaneous, handling livelier, and road feel incomparable.

We're also proud to offer our first-ever composite frame, the 9C. Look for it on page 22. A one-piece carbon/Spectra road machine built from patented technology developed by our colleagues at Cycle Composites, famous for their Kestrel frames. Very light. Very stiff. And very, very impressive.



**PARAMOUNT
PLS200 COMPUTER**
Completely wireless,
with 7 standard func-
tions plus heart-rate
monitor.

Look for Paramount at the front of the pack with new, innovative composite frame designs. Independent R&D programs and licensing arrangements will allow Paramount to bring Cycle Composites' patented one-piece frame technology to more popular price points.





WATERFORD OFF-ROAD

FOR THE ULTIMATE OFF-ROAD FANATIC

IN ALL OF US, WE PROUDLY OFFER THE ULTIMATE IN OFF-ROAD PERFORMANCE:

Limited-edition Waterford Series framesets and bicycles. In both standard geometries and as part of a complete custom framebuilding service. Featuring investment cast lugged construction. Traditional format or integrated-geometry suspension. And your choice of twelve breathtaking finishes ... or absolutely anything you and our artists can devise. The Paramount Waterford Series. Each one a custom-drawn, heat-treated, silver-brazed, hand-built masterpiece. And, for the truly hardcore, the last word in off-road form, fit, finish, and function.

PRODUCT FOCUS

SUSPENSION FORKS

After three years of national and international competition, the results are conclusive: bikes with suspension forks go faster. Much faster. In most Pro/Elite events, in fact, you aren't even in contention without them.

There's no shortage of suspension forks on the market. And Paramount's tested literally dozens of them. But for our Team

riders, under the grueling conditions of the NORBA pro circuit, only one really measures up: the new Rock Shox II.

With its well thought-out design, reliable performance, and minimal weight penalty, Rock Shox II offers excellent performance in a wide range of competitive situations. High "sticktion" effectively locks out small bumps, while 5-stage tunable damping insures response is perfectly suited to the individually needs of the rider and demands of the terrain.

PARAMOUNT MTB-26" WHEEL FRAME GEOMETRY

Seat Tube (mm)	15" (379)	17" (430)	19" (481)	21" (531)
Top Tube (mm)	514	542	575	600
Head Angle	71°	71°	71°	71°
Seat Angle	74°	74°	73°	73°
Chainstay Length (mm)	425	425	425	425
Wheelbase (mm)	1013	1036	1060	1072
Rake (mm)	38	38	38	38
Trail (mm)	73	73	73	73
Stand Over (mm)	719	758	794	839

Frames measured from center of BB to top of TT.

Neon Yellow
Candy Blue
Black Emerald
Candy Red
Neon Green
White
Blue Velvet Gas
Intense Red
Impulse Blue
Neon Pink
Black
Neon Orange
Purple
Tie Dye
Marble
Slime
Meteor Shower
Splatter
Frack
Spider



PRODUCT FOCUS

LUGGED CONSTRUCTION

"Think of them as elegant gussets."

Lugged construction on Waterford, Series 90, and Series 70 frames allows Paramount to use custom-drawn tubing with shorter, cleaner butting patterns that more than compensate for the lugs' weight. Integral cable guides save still more weight by eliminating the need for secondary butts. And silver-brazing

1200°F	1300°F	2500°F
Silver Brazed	Brass Brazed	Welded

JOINING TEMPERATURES

won't draw temper from tubes, so Paramount's lugged frames take full advantage of Tange's highest-quality heat-treated Prestige tubing.

The finished product is as light or lighter than "superlight" welded designs, but superior strength from our "elegant gussets" makes Paramount frames strong enough to last a lifetime...not just a season.





SERIES 90

START WITH SUPERLIGHT, HEAT-TREATED PRECISION BUTTED PRESTIGE TUBING.

Silver-brazed by hand into Paramount's investment cast OS lugs. With flared seat tube for increased rigidity. Asymmetrical G-Force chainstays. And "38" Special Ultralight fork. All mated to SunTour's new XC Pro Micro-Drive powertrain, for another half-pound weight savings. Plus the world's lightest brakes. Full Grease Guard. Campagnolo Atek competition rims. And all the trimmings you'd expect on a world-class racing machine. The Series 90: every detail just so. Massaged till it purrs. Then tweaked, tuned, and dialed till it screams.

UPGRADES FROM SERIES 70: XC Pro Micro Drive w/ PowerFlo cassette ■ Grease Guard hubs, bottom bracket, pedals ■ Dia-Compe 987 brakes w/ 2-finger levers ■ Campagnolo Atek polished rims.



Dia-Compe 987:
world's lightest
production brake



Lighter, cleaner,
exclusively
Paramount:
investment cast
cable guides
integrated into lugs.

PRODUCT FOCUS

"38 SPECIAL" FORM

Why use a 38mm fork rake on top of the line Paramounts, instead of the industry-standard 45? Two reasons: fast and slow.



At slow speeds—like hill climbs, single-track, and observed trials—reduced fork rake (and a 71° head angle) moves the front tire contact patch closer to the rider. The wheel changes direction more easily, improving front-end agility and response for picking through technical terrain.

And, although you won't notice until things start getting hairy, that same 7 millimeter difference also increases front end trail to stabilize handling at speed and reduce "wheel flop." Especially over rough terrain.

The bottom line is a bike that goes where you point it. Exactly. As Team member and 3-time National Champion Steve Tildford puts it, "I don't understand the math part, but I know it rides great. Those guys really know what they're doing."





SERIES 70

YOU CAN PUSH ANY BIKE TO THE HAIR-RAISING, PULSE-POUNDING EDGE. NO PROBLEMO. It's getting back that presents the challenge. So the prudent kamikaze considers even the details. Especially the details. Case in point: the Series 70. A purebred white-knuckle machine with a pedigree long as your arm. Starting with a lugged, silver-brazed OS frame built from short-butt, custom-drawn, heat-treated Tange Prestige. Decor is wall to wall Deore XT. Ritchey accents fore and aft. And black-on-black Smoke Lite tires that can really dish the dirt. Just the thing for a quick spin out to the Edge. And back again.

UPGRADES FROM SERIES 50: Lugged OS frame w/ integrated cable guides • Deore XT • Tange Ultra-Lite 38mm rake fork • Low-Fat Comp pedals • Ritchey Force Lite bars • Smoke-Lite tires • 14/15 double-butt 58 spokes • Paramount Design grips.



Short rake "38" Special Ultralight fork.



Ritchey alloy Force-Lite bars.

SERIES 50



Very clean:
"macaroni" cable
routing.



Premium Deore DX
throughout.

NO BALONEY. EVERYTHING THOUGHT-THROUGH, STRIPPED-DOWN, DIALED-IN, BUFFED-OUT, AND READY FOR ACTION. Precision Butted Tange Prestige Mountain OS chrome-moly frame. Flared seat tube, triple-tapered stays, constant radius Super-Lite fork...even investment cast, top-run cable stops. Gear box is Deore DX times 7. Top-mount competition shifters, of course. Plus 2-finger racing levers. And bars, seat post and headset courtesy of Tom Ritchey. An off-road racing machine dedicated to the proposition that the whole can be made more than the sum of its parts. In this case, much more.

UPGRADES FROM SERIES 40: Full Deore DX ■ PDG Oversize alloy stem/Ritchey Force bars ■ Araya RM-17 silver-anodized rims ■ Vetta Turbo saddle ■ Ritchey Force seat post.

SERIES 40



Lightweight. Deore
LX crankset. Round
rings, of course.

IF IT REALLY IS A JUNGLE OUT THERE, THE SERIES 40 IS A TRIUMPH OF NATURAL SELECTION. A lean, hard-muscled jungle beast uniquely adapted to the demands of competition. Custom-drawn, short-butted Tange Mountain OS skeleton. Race-bred balance and reflexes. Asymmetrical G-Force stays to take the chain slap out of rutted jungle trails. All fleshed out in a hybridized LX/DX drivetrain that burns through the brush like nobody's business. The Series 40. A natural selection for the rider who knows that in the jungle, only the strong survive. And likes it that way.

UPGRADES FROM SERIES 30: Tange short-butted Mountain OS frame ■ PDG Super-Lite fork ■ Deore LX/DX group ■ Asymmetrical chainstays ■ Cartridge bottom bracket ■ Top-mount competition shifters ■ Ritchey Logic headset ■ 2-finger alloy levers.



**PARAMOUNT
MOUNTAIN GLOVE**
Heavy-duty elastic
nylon back, padding
and terrycloth thumb.



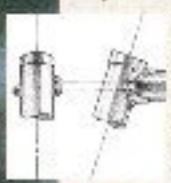
PRODUCT FOCUS

INVESTMENT CAST CABLE GUIDES

Designer Marc Muller calls them "frog eyes." And you won't find them on any other bike line.

Investment cast cable guides are not cheap to make. Or attach. So even though they mount with less heat, even though they route cables more cleanly with tighter tolerances and less friction, even though they're stronger and less prone to failure than

stamped guides, most manufacturers weren't willing to spend money on special tooling for such a small "detail."



But then, in framebuilding—as in so many parts of life—it's attention to detail that makes all the difference.



SERIES 30



Deore LX 7-speed
Rapid-Fire.

THEY SAY THAT 90% OF OFF-ROAD RIDERS NEVER ACTUALLY RIDE OFF ROAD. TOO BAD FOR THEM. Because the Series 30 is loaded with features that—while fine on asphalt—REALLY smoke once you hit serious dirt. Like tri-buttressed Mountain OS chrome-moly tubing for lighter weight and greater strength. G-Force fork and stays. Hard-anodized Ritchey Vantage rims, Logic headset and Force seat post. And Shimano's 7-speed, Rapid-Fire Deore LX transmission and SLR brakes. All serious equipment. For serious off-road performance. And maybe, if you're that one rider in ten, for you.

SERIES 20



Top-mount XC
competition
shifters.



Superlight: 40-gram
alloy seat post collar
with integrated
alloy QR.

ROCK-SOLID OFF-ROAD PERFORMANCE, AS CLOSE TO THE BONE AND CAREFULLY THOUGHT-OUT AS OUR MOST EXPENSIVE MODELS. Tubing is short-buttressed Mountain OS chrome-moly throughout, ditto the Super-Lite fork. Same quick-handling geometry as our team bikes. And at a price similar to our Series 30, but a different component selection: SunTour's primo XC LTD 21-speed group. Plus some special touches we knew you'd appreciate, like Ritchey Vantage rims, alloy bars with top-mount competition shifters, and our own featherweight 40-gram alloy seat collar. A no-holds-barred performance machine that'll be hard to beat this season. At a price to match.



**PARAMOUNT
WATER BOTTLES**
Clean design, adjust-
able valve, squeezable
body.



PRODUCT FOCUS

SLAP, SICK AND CHATTER

Three things you don't want your chain to do. And all virtually eliminated by Paramount's patent pending Asymmetrical G-Force chainstay. A small detail that moves the stay neatly out of harm's way. Without the weight penalty, bottom bracket flex, clearance problems, or bizarre aesthetics of most "E-stay" designs. Simple as that.

Of course, there's no chain on the part side of your bike. So Paramount uses a straight Precision



Butted tube on the left. Waterford Series frames even use different

tubing GAUGES left and right.

Admittedly, a little thing. Indicative of an obsession with detail. But one detail among many. Besides, if we didn't take the trouble to do it, who would?





PARAMOUNT 700C ROAD FRAME GEOMETRY

Seat Tube (mm)	510	530	540	550	560	570	580	590	600	610	620	640	660	680
Top Tube (mm)	535	545	550	555	560	565	570	575	580	585	590	600	605	605
Head Angle	73°	73.5°	73.5°	73.5°	74°	74°	74°	74°	74°	74°	74°	74°	74°	74°
Seat Angle	74°	74°	74°	73.5°	73.5°	73.5°	73°	73°	73°	73°	72.5°	72.5°	72.5°	72.5°
Chainstay Length (mm)	410	410	410	410	410	410	410	410	410	410	410	410	410	410
Wheelbase (mm)	575.7	585.1	590.0	594	598.5	603.4	608.1	612.9	617.5	622.0	626.5	631.0	635.5	640.0
Fork (mm)	45	45	45	45	45	45	45	45	45	45	45	45	45	45
Trail (mm)	54.3	54.3	54.4	54.4	54.4	54.4	54.4	54.4	54.4	54.4	54.5	54.5	54.5	54.5

Frames measured from center of BB to top of TT.

WATERFORD ROAD

WELCOME TO THE CANDY STORE.

SOMEWHERE INSIDE, YOUR DREAM BIKE IS WAITING. Perfectly fitted, designed, crafted, finished and detailed as no production design can hope to be: a centimeter at a time, at the hands and torches of some of America's premier craftsmen. From custom-drawn, Precision Butted, heat-treated True Temper OS tubing. With your choice of designs for road, track, or triathlon. Or completely custom-built to your specs. 700C or 26" wheels. In twelve standard colors or an entire galaxy of custom finishes. With the attention to detail and obsession with quality that has been a Paramount trademark for over half a century. Of course, this kind of fanatical perfection doesn't come overnight. Or cheap. But after all, this IS the bike you've been promising yourself all these years.



PARAMOUNT 05-26"

You are now cleared for take-off: custom-drawn, heat-treated, handbuilt Waterford frameset matched to brutally fast 26" aero wheels and your choice of Dura-Ace or Ultegra components. Plus Scott Drop-ins and Clip-ons with Elite Controls. A single bike perfectly suited to road, criterium, time trial, or triathlon. And, quite possibly, the fastest thing on two wheels.

PARAMOUNT 05-26" WHEEL FRAME GEOMETRY

Seat Tube (mm)	470	490	510	530	540	550	56	570	580	590	600	610
Top Tube (mm)	540	510	520	540	545	550	560	565	570	575	580	585
Head Angle	72.5°	72°	73°	72°	73.5°	73.5°	74°	74°	74°	74°	74°	74°
Seat Angle	74°	74°	74°	74°	74°	73.5°	73.5°	73.5°	73°	73°	73°	73°
Chainstay Length (mm)	585	585	585	585	585	585	400	400	400	400	400	400
Wheelbase (mm)	604	607.4	607.9	608.1	608.9	609.3	614.1	614.1	614.1	614.1	614.1	614.1
Fork (mm)	40	38	38	38	38	38	38	38	38	38	38	38
Trail (mm)	56.1	55.3	55.3	55.3	55.5	55.5	55.8	55.8	55.8	55.8	55.8	55.8

Frames measured from center of BB to top of TT.

Neon Yellow

Candy Blue

Black Emerald

Candy Red

Neon Green

White

Blue Velvet Gax

Intense Red

Impulse Blue

Neon Pink

Black

Neon Orange

Purple

Tie Dye

Marble

Slime

Meteor Shower

Splatter

Frank

Spider

PRODUCT FOCUS

THE CASE FOR 26" WHEELS

Ask Product Manager and Cat II racer Dennis Lane why you should consider switching to 26" wheels and he'll tell you the real question is why anyone still rides 700C in the first place.

"I've ridden a Series 7 prototype for the past two seasons," he explains, "and the 26" wheels are faster in every respect."

"Of course there's less wind resistance with 26. And they're lighter and stronger because the spokes are shorter. And the reduced gyroscopic force lets the bike change lines quicker, making it more maneuverable. And, because they're smaller and weigh less, they accelerate faster. These are all points people pick up on right away in a test ride."

"But what really sells them is the first time they ride in a pack. They can't believe it! They're motoring along at 25 or 30 mph, and they realize they're doing a lot less work—every time they jump it's an instant bike length on the nearest rider. By the end of the race, they're lifetime converts."





SERIES 7

FUNNY THING: NO MATTER HOW MANY RIDERS LINE UP AT THE START, ONLY ONE CROSSES THE FINISH LINE FIRST. So the serious competitor looks for every advantage. Like a Precision Butted, Over-Size, custom-lugged frame. Full Ultegra 8-speed STI. And competition details like TX Profile aero rims, 3TTT Super Criterium anatomic bars...even sweat-absorbing cork bar tape. And—oh, yes—a pair of lighter, stronger, stiffer, quicker-accelerating, closer-drafting 26" wheels. Wheels so fast they need a 56-tooth ring to drive them. A small difference that just might make all the difference when your number comes up. And the hammer goes down.

UPGRADES FROM SERIES 5: Ultegra STI, 8-speed ■ Look clipless pedals ■ Welber TX Profile hard-anodized rims ■ 26" wheels ■ Also available in 700C wheel.



Look PP-96 clipless pedals.



Total control: 8-speed Ultegra STI.

SERIES 5



Smooth, clean, precise: 105 brakes.



Premium Turbo Astrale saddle.

OF COURSE, THERE'LL ALWAYS BE THOSE HOT DOGS WHO SHAVE THEIR LEGS FOR THE TRAINING RIDES. And just have to ride all the latest, trendiest, most expensive stuff. The Series 5 is just not for them. For one thing, it's made from cold, hard Tange steel: Precision Butted, OS, custom-drawn. With race-proven equipment like Shimano 105 SIS, Campy Omega Strada rims, Vetta Turbo Astrale saddle, SR bars and PDG butted chrome-moly stem. The Series 5: climbs like a rocket, sprints like a demon, corners on a dime and gives back change. But not, definitely not, hot dog material.

UPGRADES FROM SERIES 3: Shimano 105 components ■ Campagnolo Omega Strada Hardox rims ■ PDG chrome-moly stem ■ 1.8mm Stainless Steel spokes.

SERIES 3



Shimano 105 clipless pedals w/ adjustable spring tension.



Twin-pivot RX-100 Super SLR brakes.

TO BLOW A RACE WIDE OPEN, YOU'VE GOT TO BE WILLING TO GET OFF YOUR BUTT, GET OFF THE FRONT, AND START CAUSING SOME SERIOUS TROUBLE. Which points up the need for serious trouble-making equipment. Like a custom lugged, Precision Butted OS Tange frame and Uncrown fork, 7-speed Shimano RX-100 with full indexed Hyperglide/Super-glide, Super SLR twin-pivot brakes, and 105 clipless pedals. Even-although you won't have much chance to sit down—a sleek Vetta Turbo Astrale saddle. All very serious. Very fast. And very Paramount. The Series 3. Trouble, with a capital P.

UPGRADES FROM SERIES 2: Shimano 105 clipless pedals ■ Grey-anodized Araya SS-45 rims ■ Shimano RX-100 brakes ■ Splatter finish.



**PARAMOUNT
8-PANEL CYCLING
SHORTS**
Top of the line cycling apparel for competitor or enthusiast.



PRODUCT FOCUS

FLARED SEAT TUBE

Here's another detail which tends to escape notice: the seat tube on every Paramount widens as it approaches the bottom bracket.

So?

Well, aside from the fact that it forces us to custom design investment cast shells for every model in the line, it means a stiffer bottom bracket with superior triangulation in the rear end.

Admittedly, a small item. But to fully appreciate its significance, all you have to do is slam the chain onto the big ring and hammer up the nearest incline.



SERIES 2



Shimano 500 EX crankset; competition SS/SS rings.



Dialed-to-positioning micro-adjusting custom alloy seat post.

HIGH-WATTAGE EQUIPMENT

WITHOUT THE STICKER SHOCK—PERFECT FOR THE ENTRY-LEVEL RACER OR SERIOUS ENTHUSIAST.

Precision Butted Tange chrome-moly tubing throughout. Internal brake cable routing. Unicrown fork. And the same rigid, flared seat tube design as our finest Waterford frames. With full Shimano 500 EX Hyperglide. Plus all the touches you'd expect in a world-class racing machine: anatomically-sized bar and stem, Araya SS-45 competition rims, Vetta Gel saddle. Electrifying performance. Fully charged and ready to race, right off your Dealer's floor.

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SERIES 9C



Look PP-96 clipless pedals.



Total controls 8-speed Ultragra STI.

ALL THINGS CONSIDERED, THIS

JUST MAY BE THE ULTIMATE STREET MACHINE. One-piece graphite/Spectra intermediate modulus composite frame, courtesy of our partners at Kestrel. Easily as light as the flimsiest titanium designs. But with a rock-solid bottom bracket and rear triangle that out-climbs, out-sprints, and out-corners everything else in the pack. Featherweight SR Litage alloy fork. And all the trimmings: full 8-speed STI. 28" smoke-grey MA-40's front and rear. And open-tubular design Flash M clinchers that can really blister the asphalt. Series 9C. Street-smart. Street-tough. And, just barely, street-legal.

UPGRADES FROM SERIES 7: Cycle Composites one-piece frame • SR Litage fork • Mavic MA-40 rims • Vittoria Flash M tires • San Marco Professional saddle



**QUETEE EYEWEAR
IRONMAN MODEL**
Aerodynamically shaped, optically correct polycarbonate lenses. 100% UV-protective. Interchangeable frames/lenses.



PRODUCT FOCUS

COMPOSITES TECHNOLOGY

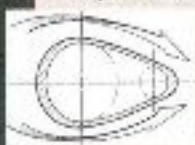
It's true. The material has incredible possibilities. High strength, light weight, incomparable shock absorption, superb resilience, infinite formability. But until now, affordable composite designs were all too heavy. Or too flexible. Or both. And molded aero-frames from tiny "boutique" builders carried stratospheric price tags.

But now there's a design that really takes advantage of advanced composites' remarkable properties. Built as a single piece—no separate tubes, no aluminum lugs,

no glued-together subsections. Lighter.

Stronger.

Stiffer. More resilient and shock absorbent. Reliable enough to carry the Paramount name and No-Time-Limit warranty. And, while certainly not cheap, now available at a price you don't have to be an investment banker to afford.



M T B							R O A D	
MODEL	SERIES 20	SERIES 30	SERIES 40	SERIES 50	SERIES 70	SERIES 90	SERIES 2	SERIES 3
	Top Mount, 21-Speed	Rapid-Fire, 21-Speed	Top Mount, 21-Speed	Top Mount, 21-Speed	Top Mount, 21-Speed	Top Mount, 21-Speed	Hyperglide, 14-Speed	Hyperglide, 14-Speed
FRAME SIZES	15" (380 mm)	16" (410 mm)	15" (380 mm)	15" (380 mm)	15" (380 mm)	15" (380 mm)	49 cm 58 cm	49 cm 58 cm
	17" (435 mm)	18" (460 mm)	17" (435 mm)	17" (435 mm)	17" (435 mm)	17" (435 mm)	54 cm 62 cm	54 cm 62 cm
	19" (485 mm)	19" (485 mm)	19" (485 mm)	19" (485 mm)	19" (485 mm)	19" (485 mm)	56 cm	56 cm
	21" (535 mm)	20" (510 mm)	21" (535 mm)	21" (535 mm)	21" (535 mm)	21" (535 mm)		
FRAME MATERIAL	Tange/Paramount Precision Butted Mountain OS Tubing, Triple Tapered Seat Stays, Vertical Dropouts, 425 mm Oval Asymmetrical G-force Chainstay	Schwinn Mountain OS Tri-Butted Main Tubes, Oversize Head, Seat and Chainstays, 16.7" G-Force Chainstays	Tange/Paramount Precision Butted Mountain OS Tubing, Triple Tapered Seat Stays, Vertical Dropouts, 425 mm Oval Asymmetrical G-Force Chainstay	Tange Prestige/Paramount Precision Butted Mountain OS Tubing, Triple Tapered Seat Stays, Vertical Dropouts, 425 mm Oval Asymmetrical G-Force Chainstay	Tange Prestige/Paramount Precision Butted Mountain OS Lugged w/ Integral Cast Cable Guides, Triple Tapered Seat Stays, Flared Oval Seat Tube, Vertical Dropouts, Asymmetrical G-Force Chainstay	Tange Prestige/Paramount Precision Butted Mountain OS Lugged w/ Integral Cast Cable Guides, Triple Tapered Seat Stays, Flared Oval Seat Tube, Vertical Dropouts, Asymmetrical G-Force Chainstay	Tange/Paramount Precision Butted OS Tubing, Investment Cast BB and Seat Lug, Tapered Stays, Flared Oval Seat Tube, Forged Dropouts	Tange/Paramount Precision Butted OS Tubing, Investment Cast BB and Seat Lug, Tapered Stays, Flared Oval Seat Tube, Forged Dropouts
FEATURES	Double Water Bottle Bosses, Custom Fitted Cable Guides, Chain Hanger	Double Water Bottle Bosses, Chain Hanger	Double Water Bottle Bosses, Custom Fitted Cable Guides, Chain Hanger	Double Water Bottle Bosses, Custom Fitted Cable Guides, Chain Hanger	Double Water Bottle Bosses, Integral Lug Brake and Deraillleur Guides, Chain Hanger	Double Water Bottle Bosses, Integral Lug Brake and Deraillleur Guides, Chain Hanger	Internal Brake Cable Routing, 2 Sets Bottle Bosses, Shift Lever Bosses, Pump Peg, Chain Hanger	Internal Brake Cable Routing, 2 Sets Bottle Bosses, Shift Lever Bosses, Pump Peg, Chain Hanger
FRAME GEOMETRY	(19" Frame) 71°/73° Head/Seat Angle 41.9" (1065 mm) Wheelbase	(19" Frame) 71°/73° Head/Seat Angle 41.9" (1065 mm) Wheelbase	(19" Frame) 71°/73° Head/Seat Angle 41.9" (1065 mm) Wheelbase	(19" Frame) 71°/73° Head/Seat Angle 41.9" (1065 mm) Wheelbase	(19" Frame) 71°/73° Head/Seat Angle 41.3" (1050 mm) Wheelbase	(19" Frame) 71°/73° Head/Seat Angle 41.3" (1050 mm) Wheelbase	(58 cm Frame) 74°/73.5° Head/Seat Angle 39.1" (993 mm) Wheelbase	(58 cm Frame) 74°/73.5° Head/Seat Angle 39.1" (993 mm) Wheelbase
FORK	Paramount Precision Butted OS, CR-MO w/Gradual Tapered Blades	PDG, CR-MO w/800 mm Radius OS Blades, Cast Dropouts	Paramount Precision Butted OS, CR-MO w/Gradual Tapered Blades	Paramount Precision Butted OS, CR-MO w/Gradual Tapered Blades	Tange "Ultra-Lite"/Paramount Precision Butted OS "38 Special" CR-MO w/Gradual Tapered Blades	Tange "Ultra-Lite"/Paramount Precision Butted OS "38 Special" CR-MO w/Gradual Tapered Blades	Paramount/Tange Precision Butted Unicrown, Forged Dropouts	Paramount/Tange Precision Butted Unicrown, Forged Dropouts
HEADSET	Tioga Avenger, Sealed	Ritchey Logic, Sealed	Ritchey Logic, Sealed	Ritchey Logic, Sealed	Ritchey Logic, Sealed	Tioga Avenger, Alloy, Sealed	Tange SE-II, Sealed	Tange SE-II, Sealed
CRANKSET	SunTour XC-LTD, 24/36/46T, Round PowerRings	Shimano Deore LX, 26/36/46T, Round Superglide	Shimano Deore LX, 26/36/46T, Round Superglide, Cartridge BB	Shimano Deore DX, 24/36/46T, Round Superglide, Cartridge BB	Shimano Deore XT, 24/36/46T, Round Superglide, Cartridge BB	SunTour XC Pro-MD (Micro-Drive) w/Grease Guard BB, 20T Stainless, 32/42T	Shimano 500EX; 165 mm (49 cm); 170 mm (54 cm-62 cm); 39/53T, Superglide, Round Alloy Chainrings	Shimano RX-100; 165 mm (49 cm); 170 mm (54 cm-62 cm); 39/53T, Superglide, Round Alloy Chainrings
DERAILLEURS	SunTour XC-LTD	Shimano Deore LX	Shimano Deore LX	Shimano Deore DX	Shimano Deore XT	SunTour XC Pro-MD	Shimano 500EX	Shimano RX-100
SHIFTERS	SunTour XC-LTD, Top Mount	Shimano Deore LX, Rapid-Fire	Shimano Deore DX, Top Mount	Shimano Deore DX, Top Mount	Shimano Deore XT, Top Mount	SunTour XC Pro-MD, Top Mount	Shimano 500EX, SIS	Shimano RX-100, SIS
PEDALS / CLIPS	SR "Low-Fat" w/PDG Toe Jammer Clips and Straps	SR "Low-Fat" w/PDG Toe Jammer Clips and Straps	SR "Low-Fat" w/PDG Toe Jammer Clips and Straps	SR "Low-Fat" w/PDG Toe Jammer Clips and Straps	SR "Low-Fat" w/PDG Toe Jammer Clips and Straps	SunTour XC Pro w/Grease Guard and PDG Toe Jammer Clips and Straps	Alloy Racing w/Clips and Straps	Shimano 105SC, Clipless
FREEWHEEL	SunTour Power Flo Cassette, 7-Speed, 12-14-16-18-21-24-28T	Shimano Hyperglide Cassette, 7-Speed, 12-14-16-18-21-24-28T	Shimano Hyperglide Cassette, 7-Speed, 12-14-16-18-21-24-28T	Shimano Hyperglide Cassette, 7-Speed, 12-14-16-18-21-24-28T	Shimano Hyperglide Cassette, 7-Speed, 12-14-16-18-21-24-28T	SunTour Power Flo, Super-Lite, 7-Speed, 11-12-14-16-18-21-24T	Shimano Hyperglide Cassette, 7-Speed, 13-14-15-17-19-21-23T	Shimano Hyperglide Cassette, 7-Speed, 13-14-15-17-19-21-23T
BRAKES	SunTour XC-LTD, Super Low Profile	Shimano Deore LX-SLR	Shimano Deore LX-SLR, Super Low Profile w/DX Levers	Shimano Deore DX-SLR, Super Low Profile w/DX Levers	Shimano Deore XT-SLR, Super Low Profile w/XT Levers	Dia-Compe 987, Alloy, Can'ty; Dia-Compe SS-7 Two Finger Lever	Shimano 500EX "Dual Pivot" w/ Super Linear Response (SLR), Black Hoods	Shimano RX-100 w/Super Linear Response (SLR), Black Hoods
HANDLEBAR	PDG, Alloy, Anodized Black, 560 mm w/6° Bend	Team Issue, CR-MO, Flat w/6° Bend, 580 mm	PDG, Alloy, Anodized Black, 560 mm w/6° Bend	Ritchey Force, Alloy, Flat, 560 mm w/6° Bend	Ritchey Lite Force, Alloy, Flat, 560 mm w/6° Bend	Ritchey Lite Force, Alloy, Flat, 560 mm w/6° Bend	SR Custom Alloy, Anatomically Sized; 390 mm (49 cm); 410 mm (54 cm-58 cm); 430 mm (62 cm); Black Bike Ribbon	SR Custom, Alloy, Anatomically Sized; 390 mm (49 cm); 410 mm (54 cm-56 cm); 430 mm (58 cm-62 cm); White Bike Ribbon
STEM	PDG 4130 Butted CR-MO w/Dia-Compe Alloy Cable Guide, 20°	PDG Team Issue, Butted CR-MO w/Alloy Cable Guide, 20°	PDG 4130 Butted CR-MO w/Dia-Compe Alloy Cable Guide, 20°	PDG Butted Alloy w/Dia-Compe Alloy Cable Guide, 10°	PDG Butted Alloy w/Dia-Compe Alloy Cable Guide, 10°	PDG Butted Alloy w/Dia-Compe Alloy Cable Guide, 10°	SR Custom, Polished Alloy; 100 mm (49 cm-56 cm); 120 mm (58 cm-62 cm)	SR Custom, Polished Alloy; 100 mm (49 cm-56 cm); 120 mm (58 cm-62 cm)
HUBS / SPOKES	SunTour XC-LTD, 32°, QR; 14GA Stainless Steel Spokes	Shimano Deore LX, 32°, QR; 14GA Stainless Steel Spokes	Shimano Deore LX, 32°, QR; 14GA Stainless Steel Spokes	Shimano Deore DX, 32°, QR, Sealed; 14GA Stainless Steel Spokes	Shimano Deore XT, 32°, QR, Sealed; 14/15GA Double-Butted Stainless Steel Spokes	SunTour XC Pro w/Grease Guard, 32°, QR, Sealed; 14/15GA Stainless Steel Spokes	Shimano 500EX, 32°, Rear Hyperglide Cassette, QR; 14GA Stainless Steel Spokes	Shimano RX-100, 32°, Rear Hyperglide Cassette, QR; 14GA Stainless Steel Spokes
RIMS	Ritchey Vantage Sport, 26" x 1.5" (660 mm x 38 mm), Silver Anodized	Ritchey Vantage Sport, 26" x 1.5" (660 mm x 38 mm), Silver Anodized	Ritchey Vantage Sport, 26" x 1.5" (660 mm x 38 mm), Silver Anodized	Araya RM-17, 26" x 1.5" (660 mm x 38 mm) Silver anodized	Araya RM-400, 26" x 1.5" (660 mm x 38 mm) Silver anodized	Campy ATEK, 26" x 1.5" (660 mm x 38 mm), polished	Araya SS-45, 700 x 20C, Silver Anodized, 32°, Presta Valve	Araya SS-45, 700 x 20C, Grey Anodized, 32°, Presta Valve
TIRES	PDG KOM Katahdin, 26" x 1.95" (660 mm x 49.5 mm), All Black, Skinwall	PDG KOM Katahdin, 26" x 1.95" (660 mm x 49.5 mm), All Black, Skinwall	PDG KOM Katahdin, 26" x 1.95" (660 mm x 49.5 mm), All Black, Skinwall	PDG KOM Katahdin, 26" x 1.95" (660 mm x 49.5 mm), All Black, Skinwall	Panaracer Smoke, 26" x 1.95" (660 mm x 49.5 mm), All Black, Skinwall	Panaracer Smoke, 26" x 1.9" (660 mm x 48.2 mm), All Black, Skinwall	Paramount Pro Circuit, 700 x 23C, Dual Hard, Semi-Bald, 115PSI, Skinwall, Presta Valve	Paramount Pro Circuit, 700 x 23C, Dual Hard, Semi-Bald, 115PSI, Skinwall, Presta Valve
SADDLE	Vetta Racing Shock Absorber	Vetta Racing Shock Absorber	Vetta Racing Shock Absorber	Vetta Turbo Astrale, Black	Vetta Turbo Astrale, Black	Vetta Turbo Astrale, Black	Vetta Turbo Astrale Gel, Black	Vetta Turbo Astrale, Black
SEAT POST	PDG, Light Alloy, 350 mm w/PDG Alloy, 40 g Seat Clamp	Ritchey Force, Alloy, 330 mm, Schwinn QR Pin	PDG, Light Alloy, 350 mm w/PDG Alloy 40 g Clamp	Ritchey Force, Alloy, 330 mm w/PDG Alloy 45 g Clamp	Ritchey Force, Alloy, Micro-Adjusting, 330 mm	Ritchey Force, Alloy, Micro-Adjusting, 330 mm	PDG, 27.2 mm, Light Alloy, Micro-Adjusting, 250 mm	PDG, 27.2 mm, Alloy, Micro-Adjusting, 250 mm
COLORS	White w/Black Slime Black Emerald Protective Clear Coat	Black w/White Spider Red Metallic Protective Clear Coat	Black w/Neon Blue Spider Protective Clear Coat	Black w/Red Marble Protective Clear Coat	Brandywine Protective Clear Coat	Blue Velvet Gas Protective Clear Coat	Bright Red Protective Clear Coat	Candy Blue w/Red Splatter Protective Clear Coat
WEIGHT (APPROX)	26.5 lbs. (12 kgs.)	27.5 lbs. (12.5 kgs.)	26.5 lbs. (12 kgs.)	26 lbs. (11.8 kgs.)	24.5 lbs. (11.1 kgs.)	24 lbs. (10.9 kgs.)	22.9 lbs. (10.4 kgs.)	22.5 lbs. (10.2 kgs.)

*Specifications subject to change without notice. All Schwinn bicycles meet or exceed CPSC standards.

SERIES 5	SERIES 7	SERIES 7	SERIES 9C
Hyperglide, 14-Speed	Hyperglide, 16-Speed	Hyperglide, 16-Speed, 26" wheel	Hyperglide, 16-Speed
49 cm 58 cm 54 cm 62 cm 56 cm	49 cm 58 cm 54 cm 62 cm 56 cm	53 cm 58 cm 56 cm 60 cm	51 cm 58 cm 54 cm 61 cm 56 cm
Tange/Paramount Precision Butted OS Tubing, Investment Cast BB and Seat Lug, Tapered Stays, Flared Oval Seat Tube, Forged Dropouts	Tange/Paramount Precision Butted OS Tubing, Investment Cast BB and Seat Lug, Tapered Stays, Flared Oval Seat Tube, Forged Dropouts	Tange/Paramount Precision Butted OS Tubing, Investment Cast BB and Seat Lug, Tapered Stays, Flared Oval Seat Tube, Forged Dropouts	CCI Monocoque Technology, One-Piece Carbon/Spectra
Internal Brake Cable Routing, 2 Sets Bottle Bosses, Shift Lever Bosses, Pump Peg, Chain Hanger	Internal Brake Cable Routing, 2 Sets Bottle Bosses, Shift Lever Bosses, Pump Peg, Chain Hanger	Internal Brake Cable Routing, 2 Sets Bottle Bosses, Shift Lever Bosses, Pump Peg, Chain Hanger	Internal Brake Cable Routing, 2 Sets Bottle Bosses, Shift Lever Bosses
(58 cm Frame) 74°/73.5° Head/Seat Angle 39.1" (993 mm) Wheelbase	(58 cm Frame) 74°/73.5° Head/Seat Angle 39.1" (993 mm) Wheelbase	(58 cm Frame) 74°/73.5° Head/Seat Angle 39.1" (993 mm) Wheelbase	(58 cm Frame) 74°/73.5° Head/Seat Angle 39.1" (993 mm) Wheelbase
Paramount/Tange Precision Butted Unicrown, Forged Dropouts	Paramount/Tange Precision Butted Unicrown, Forged Dropouts	Paramount/Tange Precision Butted Unicrown, Forged Dropouts	Tange Fusion, Aluminum
Tange SE-II, Sealed	Shimano Ultegra	Shimano Ultegra	Shimano Ultegra
Shimano 105SC; 165 mm (49 cm); 170 mm (54 cm-56 cm); 172.5 mm (58 cm); 175 mm (62 cm); 39/53T, Superglide, Round Alloy Chainrings	Shimano Ultegra; 165 mm (49 cm); 170 mm (54 cm-56 cm); 172.5 mm (58 cm); 175 mm (62 cm); 39/53T, Superglide, Round Alloy Chainrings	Shimano Ultegra; 170 mm (53 cm); 172.5 mm (56 cm-58 cm); 175 mm (60 cm); 42/56T, Superglide, Round Alloy Chainrings	Shimano Ultegra; 170 mm (51 cm-54 cm); 172.5 mm (56 cm-58 cm); 175 mm (61 cm); 42/52T, Superglide, Round Alloy Chainrings
Shimano 105SC	Shimano Ultegra	Shimano Ultegra	Shimano Ultegra
Shimano 105SC, SIS	Shimano Ultegra, STI, "Dual Control"	Shimano Ultegra, STI, "Dual Control"	Shimano Ultegra, STI, "Dual Control"
Shimano 105SC, Clipless	"Look" PP96, Carbon	"Look" PP96, Carbon	"Look" PP96, Carbon
Shimano Hyperglide Cassette, 7-Speed, 13-14-15-16-17-19-21T	Shimano Hyperglide Cassette, 8-Speed, 13-14-15-16-17-18-19-21T	Shimano Hyperglide Cassette, 8-Speed, 13-14-15-16-17-18-19-21T	Shimano Hyperglide Cassette, 8-Speed, 13-14-15-16-17-18-19-21T
Shimano 105SC w/Super Linear Response (SLR), Black Hoods	Shimano Ultegra "Dual Pivot" w/Super Linear Response (SLR), Black Hoods	Shimano Ultegra "Dual Pivot" w/Super Linear Response (SLR), Black Hoods	Shimano Ultegra "Dual Pivot" w/Super Linear Response (SLR), Black Hoods
SR Custom, Anatomically Sized, Polished Alloy; 390 mm (49 cm); 410 mm (54 cm-56 cm); 430 mm (58 cm-62 cm); White/Purple Bike Ribbon	3TTT Criterion, Anatomically Sized; 390 mm (49 cm); 410 mm (54 cm-56 cm); 430 mm (58 cm-62 cm); white cork	3TTT Criterion, Anatomically Sized; 400 mm (53 cm-58 cm); 420 mm (60 mm); White Cork	3TTT Criterion Anatomically Sized; 400 mm (51 cm-56 cm); 420 mm (58 cm-61 cm); White Cork
PDG Butted Chrome-Moly; 90 mm (49 cm); 100 mm (54 cm); 110 (56 cm-58 cm); 120 mm (62 cm)	PDG Butted Chrome-Moly; 90 mm (49 cm); 100 mm (54 cm); 110 (56 cm-58 cm); 120 mm (62 cm)	PDG Butted Chrome-Moly; 100 mm (53 cm), 110 mm (56 cm-58 cm); 120 mm (60 cm)	PDG Butted Chrome-Moly; 100 mm (51 cm-54 cm); 110 mm (56-58 cm); 120 mm (61 cm)
Shimano 105SC, 32°, Rear Hyperglide Cassette, QR; 15GA Stainless Steel Spokes	Shimano Ultegra, 32°, Rear Hyperglide Cassette, QR; 15GA Stainless Steel Spokes	Shimano Ultegra, 32°, Rear Hyperglide Cassette, QR; 15GA Stainless Steel Spokes	Shimano Ultegra, 32°, Rear Hyperglide Cassette, QR; 15GA Stainless Steel Spokes
Campy Omega Strada, 700C, Hard Anodized, 32°, Presta Valve	Wolber TX Profile, 700C Hard Anodized, 32° Rear, 28° Front, Presta Valve	Wolber TX Profile, 26" x 1" (571 mm x 20 mm), Hard Anodized, 32° Rear, 28° Front, Presta Valve	Mavic MA40, 700C, Grey Hard Anodized, 32°, Presta Valve
Paramount Pro Circuit, 700 x 23C, Dual Hard, Semi-Bald, 115PSI, Skinwall, Presta Valve	Paramount Pro Circuit, 700 x 23C, Dual Hard, Semi-Bald, 115PSI, Skinwall, Presta Valve	Panaracer Tecnova, 26" x 1" (571 mm x 20 mm), Semi-Bald, Skinwall, Presta Valve	Vittoria Flash M, 700 x 23C, Skinwall, Presta Valve
Vetta Turbo Astrale, Black	Vetta Turbo Astrale, Black	Vetta Turbo Astrale, Black	San Marco Professional
PDG, 27.2 mm, Alloy, Micro-Adjusting, 250 mm	PDG, 27.2 mm, Light Alloy, Micro-Adjusting, 250 mm	PDG, 27.2 mm, Light Alloy, Micro-Adjusting, 250 mm	Shimano Ultegra, Alloy, 27.2 mm, Micro-Adjusting, 250 mm
White w/Purple Slime	Violet Blue	Purple Freak	Blue Flash
Protective Clear Coat	Protective Clear Coat	Protective Clear Coat	Protective Clear Coat
22 lbs. (9.9 kgs.)	22 lbs. (9.9 kgs.)	21.5 lbs. (9.7 kgs.)	20 lbs. (9 kgs.)

ACCESSORIES



PARAMOUNT JERSEY
Competition jersey made from DuPont-CoolMax material for outstanding moisture wicking.



PARAMOUNT HARDCORE HELMET
Ultralight thin shell competition-quality helmet for racer or enthusiast. Snell/ANSI-certified design for USCF and NORBA racing.



PARAMOUNT FULL MOUNTAIN GLOVE
Full-finger design for ultimate off-road hand protection on rough terrain.



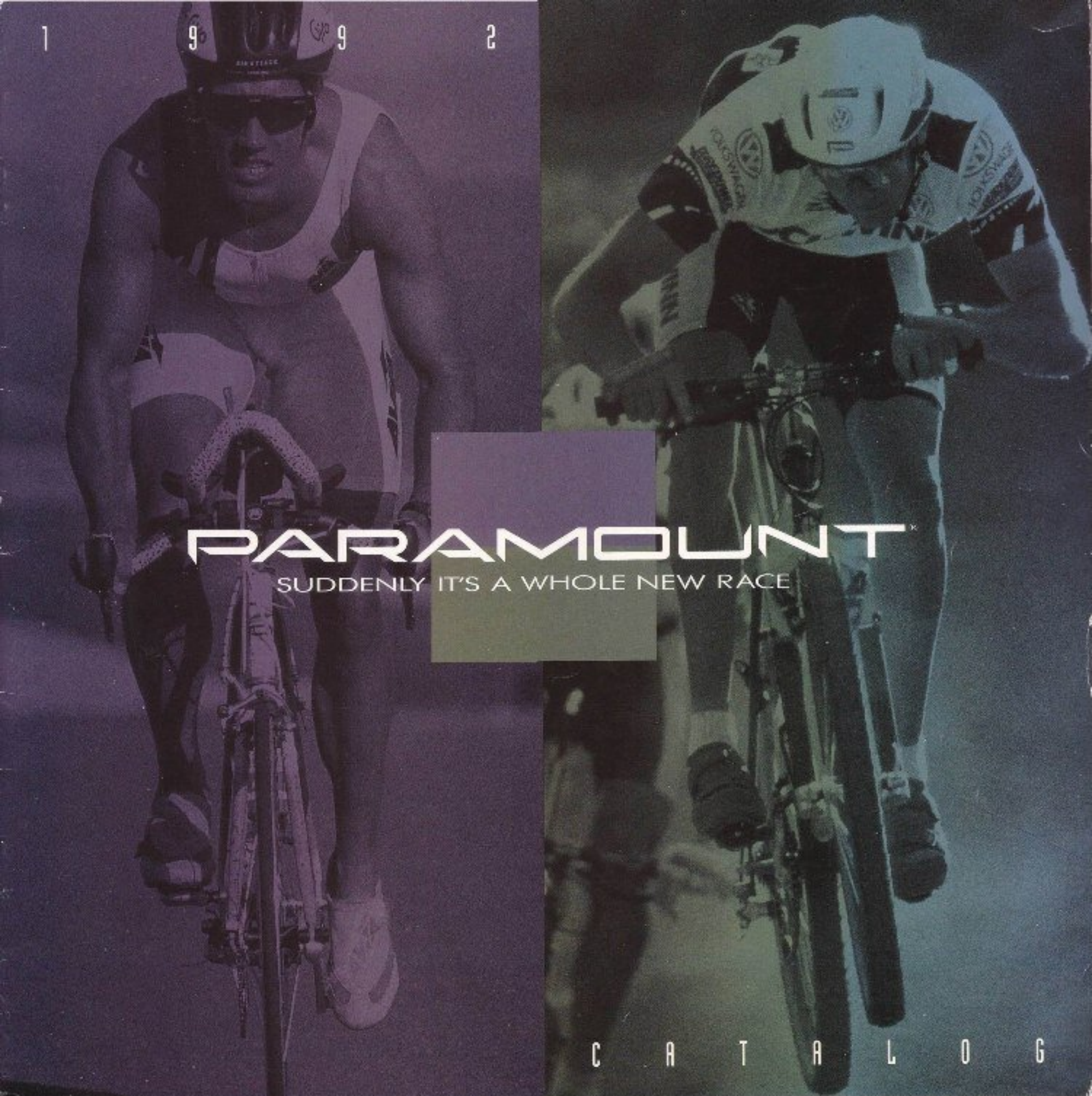
PARAMOUNT COMPOSITE BOTTLE CAGES
Ultralight, 2-part composite racing design. 8 colors, 5 or 6 mm.

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PARAMOUNT[™]

SUDDENLY IT'S A WHOLE NEW RACE

C A T A L O G

ABOUT THE PARAMOUNT NO-TIME-LIMIT WARRANTY

SCHWINN BICYCLE COMPANY LIMITED WARRANTY

WHAT IS COVERED

The warranty covers all defects in material or workmanship in any product sold by SCHWINN Bicycle Company. SCHWINN will, at its option, repair or replace any defective part. SCHWINN will not be held responsible for damage to the bicycle caused by misuse, neglect, or accidents.

WHAT IS NOT COVERED

The warranty does not cover the following items or conditions:
1. Accidents, misuse, neglect, abuse, or improper assembly or maintenance.
2. Damage caused by a falling object.
3. Damage caused by a falling object.
4. Damage caused by a falling object.
5. Damage caused by a falling object.

FOR HOW LONG

The warranty covers a limited time period. It does not cover any damage caused by misuse, neglect, or accidents.

ANY IMPLIED WARRANTIES YOU MAY HAVE WITH RESPECT TO ELECTRONIC COMPONENTS ARE LIMITED IN DURATION TO TWO (2) YEARS FROM THE DATE OF PURCHASE. SCHWINN does not warrant the durability of any electronic components.

30 DAY FREE BIKE CHECK-UP

Within 30 days of your purchase, please return your SCHWINN bicycle to the Authorized SCHWINN Dealer for a free check-up. During the check-up, SCHWINN will, at its option, adjust or replace any defective parts.

WHAT SCHWINN WILL DO TO CORRECT DEFECTS

Bicycles from SCHWINN are sold with a warranty. If a bicycle is found to be defective, SCHWINN will, at its option, repair or replace the defective part. SCHWINN will not be held responsible for damage to the bicycle caused by misuse, neglect, or accidents.

Defective bicycles from SCHWINN will, at its option, be repaired or replaced. SCHWINN will not be held responsible for damage to the bicycle caused by misuse, neglect, or accidents.

NO LIABILITY FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES

SCHWINN does not warrant the durability of any electronic components. SCHWINN does not warrant the durability of any electronic components.

HOW YOU CAN GET SERVICE

For more information, contact SCHWINN Bicycle Company. SCHWINN Bicycle Company, 1700 Highway 100, Westborough, MA 01581.

YOUR RIGHTS UNDER STATE LAW

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

October 1, 1990

AUTHORIZED SCHWINN DEALER