

RED LINE RL-20



RED LINE RL-20 PRO-STYLER

SPECIFICATIONS

COMPLETE BIKE PRICE: West Coast \$285 (slightly more on the East Coast). Frame and fork: \$195 in white, \$219 in chrome.

FINISHES AVAILABLE: White or chrome.

COMPLETE BIKE WEIGHT: 28 pounds, 8 ounces.

FRAME WEIGHT: 4 pounds, 8 ounces.

FORK WEIGHT: 2 pounds, 4 ounces.

FORK RAKE: 13/16 inches.

HANDLEBAR RISE (C/L of stem clamp to C/L of grip area): 8 1/4 inches.

HANDLEBAR WIDTH: 27 11/16 inches.

TOP TUBE O.D.: 1 1/4 inches.

DOWN TUBE O.D.: 1 3/4 inches, oval.

FORK LEG O.D.: Tapered.

BOTTOM BRACKET SIZE: Large.

HEAD TUBE LENGTH: 5 inches.

COMPONENTS

FRAME: Red Line RL-20 Pro-Styler, chrome-moly.

FORK: Red Line RL-20 Pro-Styler, chrome-moly.

HANDLEBAR: Red Line STR, steel.

HANDLEBAR STEM: Red Line Forklifter, aluminum and chrome-moly with De-Tangler bolt.

GRIPS: Fuan, vinyl.

HEADSET: Hatta MX-II.

WHEELS: Peregrine, 70 percent nylon, 30 percent glass fiber.

TIRES: National Panaracer Freestyle.

BRAKES: Dia-Compe 890.

BRAKE PADS: Dia-Compe.

BRAKE LEVER: Dia-Compe Tech 4.

BRAKE CABLES: Dia-Compe.

PEDALS: KKT RMX, aluminum with chrome-moly spindle.

CRANK: Sugino, one-piece, forged chrome-moly, 175mm.

BOTTOM BRACKET SET: Hatta.

FRONT SPROCKET: Sugino steel chainwheel, 44 teeth.

SPIDER: Sugino A5, chrome-moly.

REAR SPROCKET: SunTour, 16 teeth.

CHAIN: Izumi, 1/8 inch.

SEAT: Tai-Hai Peregrine.

SEAT POST: Red Line, fluted, chrome-plated, chrome-moly.

SEAT POST CLAMP: SunTour MC-2000, aluminum.

OVERALL EVALUATION

QUALITY OF FINISH: Excellent

QUALITY OF WELDING: Excellent.

QUALITY OF COMPONENTRY:

Mostly excellent (the seat's not red hot and the grips are bunk).

MANUFACTURER:

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EXCLUSIVE FIRST LOOK:

RED LINE *Pro-Styler* RL-20

**"TRICK IS WHERE
YOU FIND IT."**

—CONFUCIOUS

Rooftop brake endo. It was a five story drop off the roof and R.L. wouldn't go near the edge walkin', but on the bike he'd get within inches. That tells you somethin' about freestylers – they're NUTS.

PHOTO BY BOB OSBORN



If Confucious were around today, he'd be ridin' a Red Line RL-20 Pro-Styler. The man knew bitchen when he saw it. After all, wasn't it Confucious who said, "Radness is more than a state of mind, it's a state of bike"? Believe us, this bike has more than its share of radness.

When the RL-20 was deposited on our doorstep, we were . . . speechless. This is no downstream bike, nosireebob; this is trickness in every sense of the word — hot components, clean design and graphics . . . (sigh) the kind of bike that's almost as much fun to look at as ride. Almost.

The name Red Line has been synonymous with BMX almost since the sport's inception. Early in 1974, Red Line marketed the first BMX product — the original chrome-moly tubular BMX fork. That thing was hot — they sold over 200,000 of the original design and in the process set the standard for BMX forks. You KNOW these guys are i-n-t-o BMX.

And now, freestyle. Ever since they signed R.L. Osborn early in 1983, Red Line has been secretly at work on some HEAVY DUTY stylin' goodies, like the RL-20 Pro-Styler. The bike was prototyped for R.L., and he had lots of input on the final design.

The RL-20 has gone through a lot of changes since it was first made available, mostly in componentry. In the interest of making the bike accessible to the masses, Red Line has worked HARD to keep the price reasonable and the quality outrageous. And they did it. There's no gettin' around it — this bike is SANO.

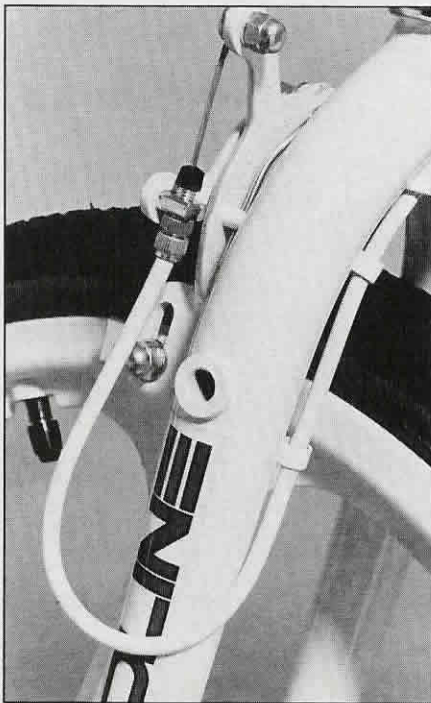
THE KEY WORD IS STYLE

Okay, okay, we'll stop ranting and raving — in a minute. First off, the looks hook you into closer inspection, but don't get too close 'cause you don't want to drool on the excellent graphics. The killer lookin' pads and stickers really add to the bike's overall appearance. Componentry colors were carefully chosen to complement the white frame and fork. The result is a bike that WILL turn heads — whether you're freestylin' for a crowd in a park or just boppin' around.

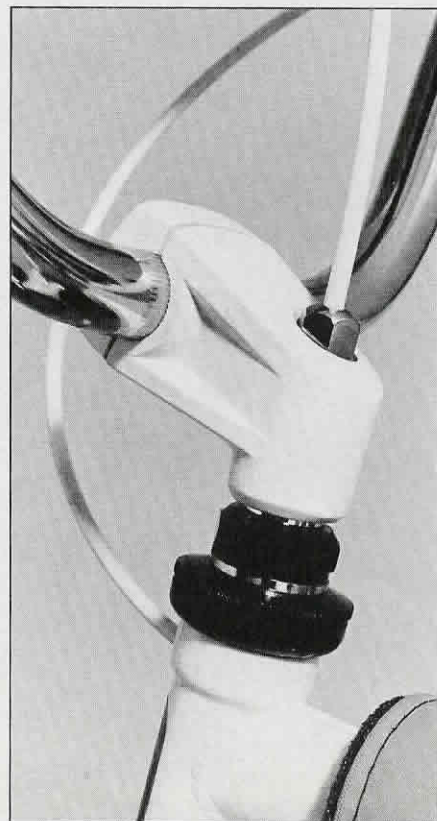
The Pro-Styler has some pretty unique structural features. One thing that's immediately noticeable is the totally huge ovalized down tube.



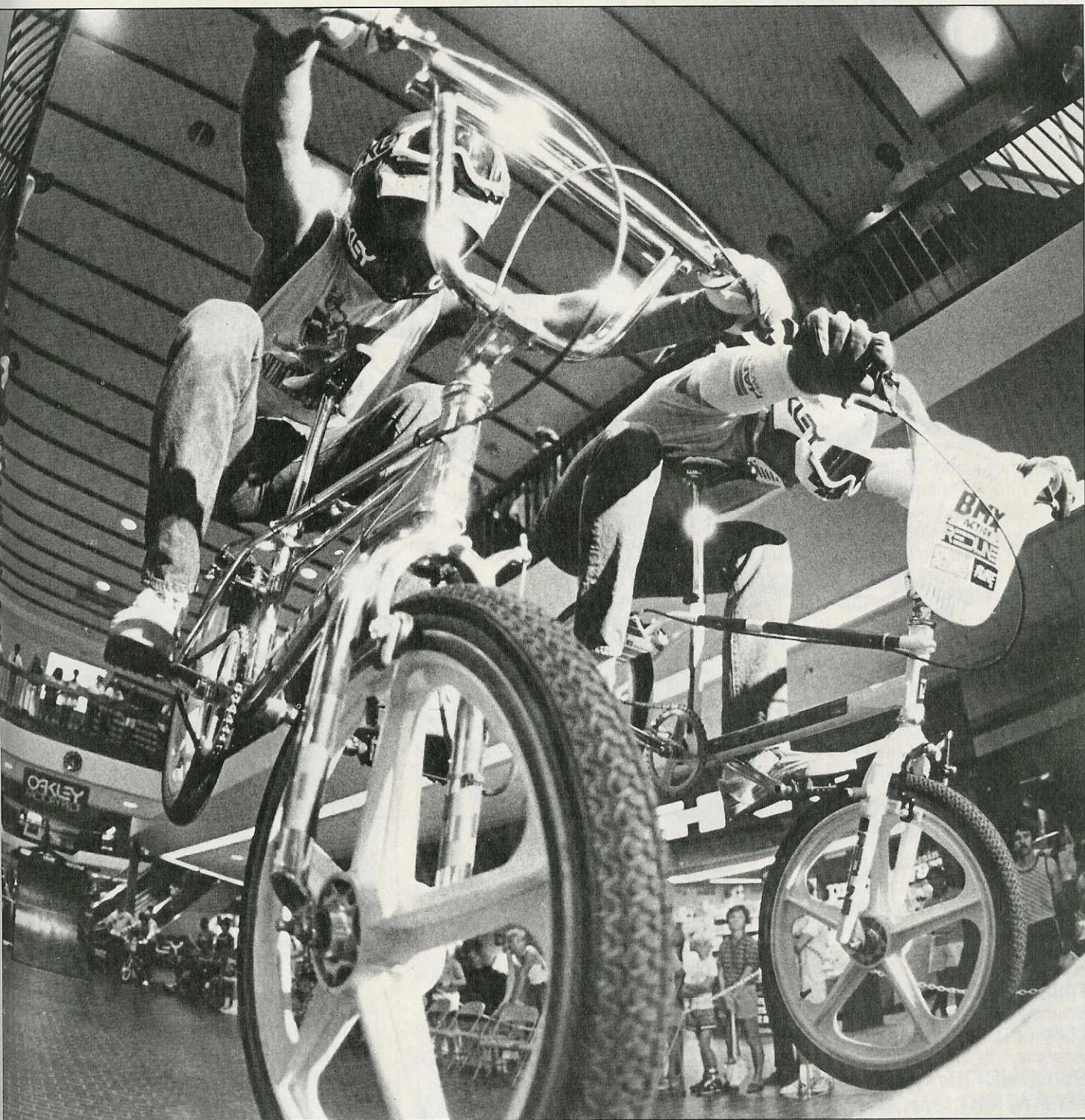
The RL-20 Pro-Styler in full glory. Red Line, you done good.



Brazed on cable guides for the Potts Mod and threaded inserts for standing pegs. The inserts go all the way through the fork legs so that when you screw in the pegs you won't have to worry about 'em breakin' off and planting you on your noggin' during a hectic maneuver. Man, is this stuff trick or what? The Pro-Styler runs the new Panaracer Freestyle tires.



The Forklifter with Potts Mod. The De-Tangler bolt tightens up and holds great compared to other drilled out bolts we've tried.



Ron Wilton and R.L., practicing before a show at the Mission Viejo Mall in Mission Viejo, California. Maxed out brake endos on the small ramp.

Can you say BEEFY? The advantage of using oval tubing for the down tube is that it increases the welding surface at both ends and allows the frame to handle top load stresses much better, like when you land after an aerial. It also gives the bike a real factory look.

What you CAN'T notice by just looking at the Red Liner is the triple-butted top tube. What triple butted

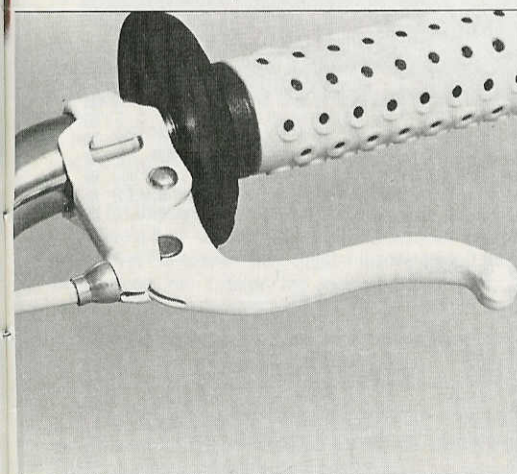
means is that the top tube is butted at each end, and has three degrees of wall thickness (a rarity in the BMX world) — thick at the seat tube, thinner in the middle, and thicker still at the head tube where there's the most stress. It gives the frame greater strength. In fact, because of the triple-butted tubing, Red Line warrants each RL-20 frame and fork for a lifetime. Cool.

Then there's the famed Red Line head tube. Red Line's been using five inch head tubes since the dark ages, and the Pro-Styler is no exception. It provides more rigidity than your average four inch version. A bike that's going to be put through ground and air demolition runs definitely needs rigidity.

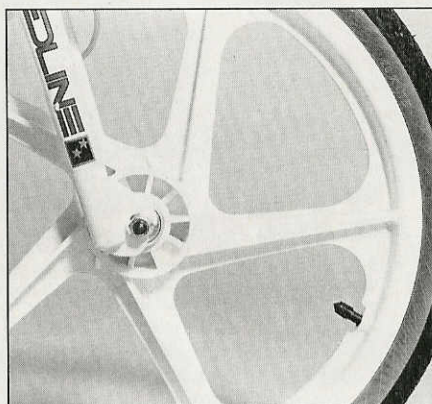
The forks are beauties. First off, they're tapered and swedge-formed



This guy put in a LOT of hours riding the Pro-Styler during the prototype stages. R.L., shootin' for the ceiling.



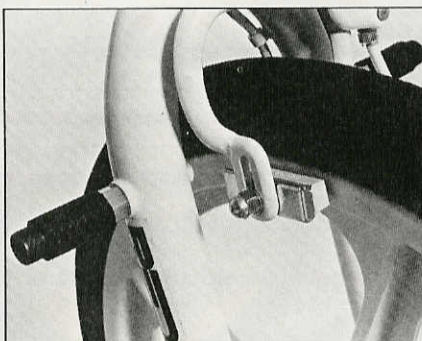
The Red Line has very clean and functional componentry. The Dia-Compe brakes and Tech 4 levers are a prime example.



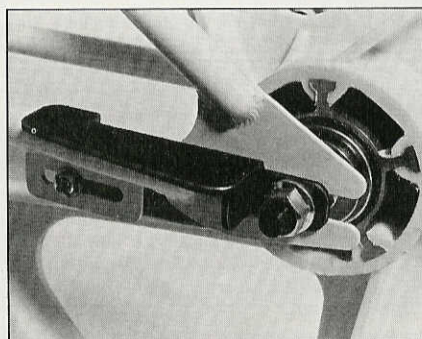
The new Peregrine Master wheels. They are being exclusively marketed by Red Line in the U.S. of A. These are excellent wheels for freestyle.

STOP THE PRESSES!

Just before we went to print, Red Line sent us a couple of the goodies they've been working on. Scope 'em out!



These fork pegs are an excellent idea. But you'll have to buy 'em separately 'cause they won't come with the bike. Red Line isn't sure what the finished pegs are going to look like, but these prototypes should give you a hint. There's that works bike look again.



Red Line's new chainstay platforms. Now here's a fresh design that works great! They aren't bulky, so it isn't likely they'll be pullin' off your shoes on the upstroke while you're pedaling. Yet your feet have enough room and the grip tape keeps 'em from slippin' off. Check out that fit — that's precision.

at the bottom to close 'em up. The dropouts are inserted into the forks prior to welding so don't count on tweakin' these too fast — they are STIFF. There are threaded inserts on both sides of the fork for removable pegs that Red Line's working on. (Check out the sidebar for a glimpse of the prototypes. Trick!) And that's not all. If you look on the backside of the forks, you'll notice a couple of brazed-on cable guides to accommodate the Potts Mod routed brake cable. (Who thinks of this stuff?!)

Speaking of the Potts Mod, it's brought to you courtesy of the Red Line Forklifter stem and the De-Tangler bolt, which is drilled out to accept brake cable and housing. The Forklifter holds up Red Line STR bars, which have attached to them a pair of Oakley imitators that are so hard they kill your hands.

The caliper brakes are white Dia-Compe 890's with white Dia-Compe pads. The front brake is set up for . . . you guessed it, the Potts Modification. They also come with the brand new Tech 4 levers. Qual braking equipment.

The coaster brake is a SunTour, which is the best available coaster brake on the market right now. The new Peregrine Master wheels, which are marketed by Red Line, are made of a material that's the same composition as Zytel, and they look and work great. National's new Panaracer Freestyle tires come mounted to the Masters. Good freestyle and street rubber.

Sugino one-piece chro-mo cranks, spider, and chainwheel, and KKT RMX pedals round out the drivetrain.

The seating accommodations are brought to you by a new Peregrine unit (no relation to the wheels), which is a bit narrow. A fluted chrome-moly Red Line seat post holds it up there.

THE VERDICT

You say you're lookin' for a stylish freestyle unit with killer looks and state-of-the-art workmanship? One that'll get you second looks and not let you down when you're stylin'? Confucious say, "Look no further."

With all the stuff this scoot has going for it, and for the price of 285 smackers, you can bet the RL-20 is gonna sell better than bananas at a monkey convention. ●