





R.L. DESIGNED IT; GENERAL BUILT IT

# GENERAL. OSBORN PRO

*Generally speaking, it's radical*



Looking for a cheap freestyle bike anyone can afford? Do you want a bike that will keep your mechanical abilities sharp (only because you have to repair it so often)? Want a crummy-handling thrasher bike that works only well enough for lake jumping or an occasional ghost-riding session? Of course you don't! Maybe a cheap price tag is okay, but a lot of times you get many of the aforementioned features right along with it. Don't get us wrong, there are plenty of inexpensive, yet good, beginning freestyle bikes. Almost all of the bikes put out by the top manufacturers are suitable to get started on, but what about the guys who are fully into freestyle? The people who are into major aerials, full-on-whip-spin-twist flatland antics and hard-core street sessioning? What about the General Osborn Pro?

#### WHAT ABOUT THE OSBORN PRO?

For starters, let's get everything straight with the General scene: They do have good, inexpensive starter freestyle bikes, as well as mid-priced bikes in the R.L. Osborn and Fred Blood series lineups, and some serious freestyle scooters, to boot. The Osborn Pro, however, is far from a beginner bike. Sure, it would work excellently for a beginner, but \$500 is probably more than Junior has available to shell out for his first freestyle bike. Which brings us back to that serious guy we were talking about. The Osborn Pro is General's top-of-the-line machine. It's designed for serious shredding (on the ground or in the air), and with R.L. Osborn having major input on the design, you would think it does just that...shreds! On the other hand, anyone can make a mistake. Did R.L. make any?

#### LOOOKING GOOD

He sure didn't make any mistakes in the looks depo. This bike looks so trick! The top tubes, seat stays, chain stays, forks, bars and seatpost (all of which are 100-percent chromoly) are all chrome plated. The rest of the frame is painted snow white and is topped off with paint splash graphics and an authentic reproduction of R.L.'s signature on the beefy

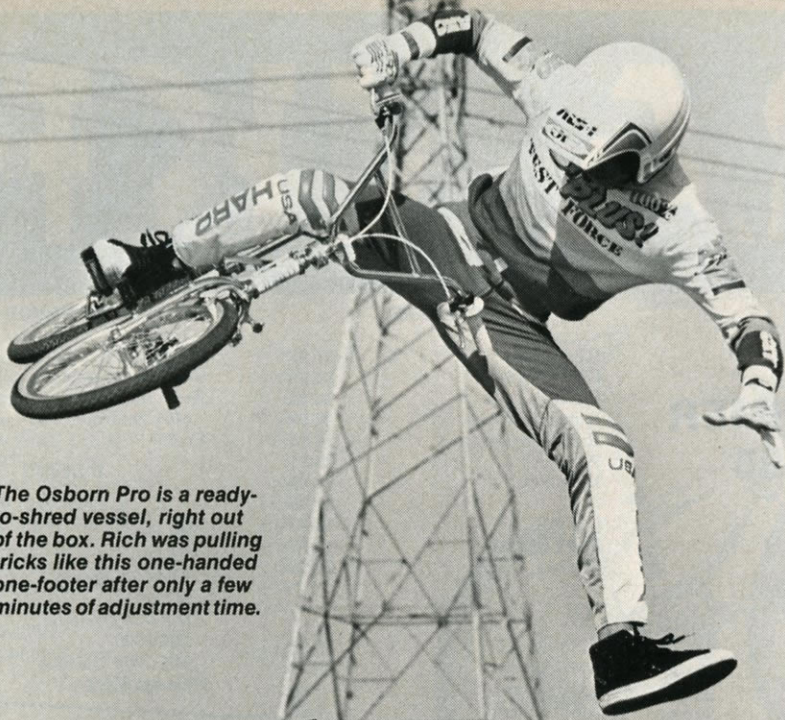


*The man, the legend, not necessarily the myth—R.L. Osborn. He had the major say on what went into this bike, so if you don't like it, don't come knocking on our door. More than likely, though, you'll be thanking him for designing such a great bike.*



# GENERAL

The Osborn Pro is a ready-to-shred vessel, right out of the box. Rich was pulling tricks like this one-handed one-footer after only a few minutes of adjustment time.



1-3/4-inch O.D. oval down tube. Radical. The frame features some cool little details: serrated (top and bottom) frame standers on the chain stays, full cable routing mounts, knurled dropouts for an anti-slip rear axle and gusseting and reinforcements at every possible weak point (although they probably don't even need them, this frame looks so strong). The component list on this baby is every bit as prestigious as the frame: Peregrine 48 wheels, Anlun stem, ACS Rotor, Dia-Compe Nippon brakes on the front and the ultra-trick AD-990 centerpull Dia-Compes in the rear; no compromises here. At the top of the cool list are the brand spankin' new Peregrine cranks. Similar to Red Line Flight cranks, they feature tubular chromoly arms, capped pedal holes (to keep out slime and rust), chromoly splined spindle and rounded Allen bolts and Allen pinch bolts to keep everything snug. Oh, don't forget the "Compact Disc" sprocket (the latest fad, for sure). The only doubts came to mind when we checked out the cheap-o-matic Victor plastic pedals and wanna-be-but-aren't A'ME Tri grips. No biggie, the

## SPECIFICATIONS: GENERAL OSBORN PRO

### I. FRAME AND FORK

Type: Freestyle, 20-inch, age range 13 and over.

Frame design: Dual 5/8" top tubes, single 1-1/4" wide by 1-3/4" tall oval down tube, triangular gussets at head tube, serrated standing platforms at chain stay/rear-dropout juncture, welded-on cable guides.

Frame construction: Chromoly.

Fork construction and design: Chromoly, tubular leading-axle design, 1-1/8" O.D. legs, screw-in fork pegs with high and low mounting holes.

Wheelbase: 35-3/4" to 37". Bottom bracket height: 11-1/4" (center to ground).

Chain stay length: 15-1/2" (center of bottom bracket to midpoint of rear dropouts).

Steering head angle: 73°. Seat tube angle: 71°.

### II. WHEELS

Rims: Peregrine/Ukai alloy, 48-hole.

Spokes: Steel, 80-gauge.

Hubs: Jau Yu, high-flange, alloy, loose balls.

Tires: Cheng Shin, 20" x 1.75", front and rear.

Freewheel: SunTour, 16T, chromoly.

### III. DRIVE TRAIN

Pedals: Victor VP-767, nylon platforms, chromoly shafts.

Cranks: Peregrine, three-piece chromoly, tubular chromoly arms, chromoly spindle, 185mm.

Front sprocket: Peregrine "Compact Disc," one-piece, alloy, 44T.

Bottom bracket: Anlun, sealed bearing.

Chain: TYC, 1/2" x 3/32".

### IV. STEERING

Grips: Generic, A'ME Tri type.

Handlebars: General, chromoly, 28" width by 8-1/2" rise.

Stem: Anlun, alloy clamp, chromoly shaft, Pott's bolt, ACS Rotor.

Headset: Steel, retainered ball.

### V. SEATING

Seat: Viscount Trick Top,

nylon saddle with rubber top padding and underside finger grip molding.

Seatpost: Anlun, chromoly, laidback.

Seatpost clamp: Peregrine, alloy donut style.

### VI. BRAKES

Callipers: Dia-Compe Nippon, front; Dia-Compe AD-990 centerpulls, rear.

Levers: Dia-Compe Tech-7, locking mode, front and rear.

### VII. ACCESSORIES

Freestyle platforms: Screw-in fork pegs w/dual mounting holes, serrated rear standing platforms on rear chain stays, rear bolt-on Skyway-type axle pegs.

Detangler: ACS Rotor.

Miscellaneous: C.P.S.C. equipment (reflectors and chain guard).

### VIII. WEIGHT

27-1/2 lbs.

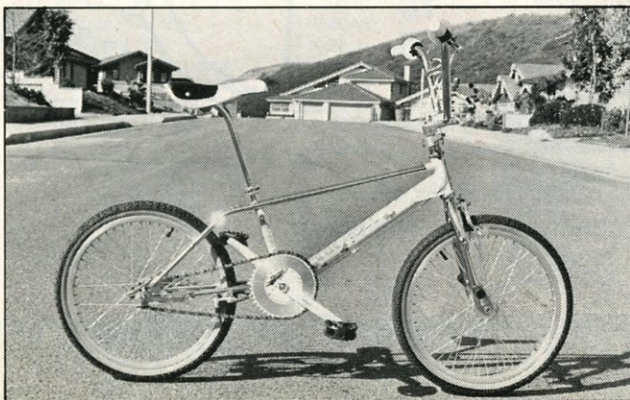
### IX. PRICE

About \$500.

### X. COUNTRY OF ORIGIN

Taiwan.

Scope the beefy down tube, ACS Rotor, Peregrine 48 wheels, Dia-Compe Nippon front calipers, dual fork-peg holes and the trick cable routing... all great.





# TORQUE CENTER'S GOT IT!

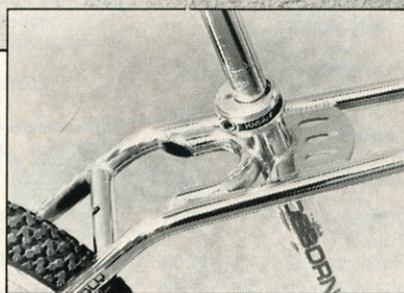
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# GENERAL



*The platforms were fully functional and in the right places. A great aid to pulling off tricks like this walk-around.*

*◀Nice chrome, clean welds and great components. Where are the rear calipers? They're on the bottom of the chain stays and they're the new Dia-Compe AD-990s. They work great.*

pedals should last a long time, but they are kind of cheesy for a bike of this caliber. The grips aren't the worst, but they get slippery when mixed with sweaty hands. Gloves will cure that problem.

## REAL NEAT FOR THE STREET

We met up with R.L., General teammate Todd Anderson, and Test Force veteran Rich Sigur at Mike Dominguez' monster halfpipe for the full thrash session. R.L. and Rich performed their ground magic out in the street while Todd warmed up at the ramp. The bike is a flatland performer! The rear peg/platform setup is perfect: high traction combined with ideal sizing is excellent. The fork peg situation is just as good: comfy, grippy pegs with dual position capabilities are fully hot. The dual top

tubes provide a roomy platform but are narrow enough to be out of the way. Geometry? Great. The semi-mellow 73-degree head tube is made up for with short-rake forks to provide nimble handling. The frame is long enough to accommodate gangly guys, but smaller people can easily set it up to fit them, too. The bar/stem/Rotor combo is dialed. The bars are the perfect height for most people and have a comfy bend and a lowered, flattened crossbar for bar rides and the like. A couple of little, yet significant, details on the bars are knurled sections where the stem and brake levers mount. General really did some homework, or listened to R.L., or both. Little things like that add up to make a high-performance vessel.



# GENERAL

## THE RAMPAGE

Once the fact that this was a rippin' flatland bike was decided, we moved on to the ramp portion of the test. After all, there are plenty of great flatland bikes around that are lame for ramps. We'll just get that question out of the way right now: The Osborn Pro is great on the ground and is every bit as great on ramps. Sigur adapted to it like a carp to dirty water and was blatin' big airs, X-ups and his usual multitude of gnarly variations, even a couple of 540 attempts. After Rich was worn out, we let Todd take over. It took Todd time zero to get used to the General Pro (he had been riding the standard-issue Hustler Pro), and he was clickin' contorted lookbacks, alley-oops and tweaked inverts in a matter of minutes. Interestingly, Todd uses a coaster brake on his own bike, and the Osborn Pro uses the more common free-wheel, yet Todd seemed unfazed by the difference. The bike handled everything we could dish out and was fully controllable, as well. The only casualty occurred when Todd landed hard on one reentry, and the foam finger padding that was under the nose of the seat fell out. That's all, and if you consider the fact that most bikes don't even come with that finger pad, then this doesn't even count as a failure!



*The Trick Top seat is comfy, and the finger pad/grip under the seat (that you can't see in this photo) is a cool feature—too bad it fell out on one of Todd's rare, harsh landings.*

## FOR WHAT IT'S WORTH

True, \$500 is a lot to pay for a free-style bike, but if you consider everything you get with the General Osborn Pro, then it seems like a small price to pay. It handles on the ground and in the air; it looks killer, has excellent components (including the new Peregrine cranks that retail for about \$150 by themselves) and should last an eternity. You couldn't ask for much more, except maybe personal freestyle lessons from R.L. himself. □



*The head tube/fork rake combo of this bike makes for stable, yet quick-handling characteristics. Sigur, backwards gut lever in motion.*

## OFFICIAL BMX PLUS! TEST BIKE PRO AND CON LIST GENERAL OSBORN PRO

### PROS

Looks that kill  
Shreds ground  
Rips ramps  
R.L. designed it  
Excellent components  
Sized wise  
Has all needed pegs and platforms

ACS Rotor  
Real Dia-Compe Brakes  
Peregrine Cranks

### CONS

Big bucks  
Cheap pedals  
Fake grips

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