

THE 1987 HARO

TEAM MASTER

Serious machinery from the father of freestyle



A simple man, a simple trick and a not-so-simple bike. The Haro Team Master performs for beginners, pros and everything in between . . . if you've got the bucks.



With high-pressure and a rigid chassis, whimper under the

tires, 48-spoke wheels the Master didn't even weight of a Miami hopper.



□ You're serious about your freestyle. You spend every possible moment on your freestyle bike. You read every magazine, cover to cover, every month, hoping to find a new and interesting tidbit of freestyle information that will help you in your quest for complete and unrestrained freestyle gratification. You can do almost all the latest and hardest tricks—you've even invented a few of your own. But, something is holding you back. You need a new bike. Your old one is spent: the tires are bald, the cables are frayed, the grips are torn, the paint is chipped beyond recognition—but which bike should you get? A trip to the local bike shop exposes all the latest models. One bike in particular really catches your eye—a neon-yellow bike with chrome-and-white components. Closer inspection reveals that this bike is, in fact, a . . .

HARO TEAM MASTER

You check the price tag—\$500! That's a lot of mowed lawns! You look the bike over, thinking that something besides the great looks has to make it so expensive, and you are right. This bike has some trick parts on it! Peregrine chromoly three-piece cranks with a splined spin-

dle and a sealed-bearing bottom-bracket set, an Odyssey Gyro, Peregrine HP-48 wheels and tires, Dia-Compe Nippon brakes in the front, the new Dia-Compe AD-990 brakes in the rear, cool-looking fork platforms that fold up and wrap around the fork legs, studded rear platforms near the rear axle, and it has . . . your thoughts are interrupted by the shop owner.

"May I help you?" he asks.

"Uh, I was just checking out this Haro bike," you reply.

"Ya know, it has an all-chromoly frame, forks, bars, seatpost, crank arms and spindle, pedal shafts, stem shaft . . ."

"Yeah," you interrupt him, "but it costs an awful lot."

"Yes it does, but it's made for serious freestyle riding. Do you freestyle?" he asks.

"Oh, yeah. I can do cherrypickers, walk-arounds . . ."

"Well," he interrupts, "why don't you take it out for a test ride?"

"Really? Thanks a lot, I'll be back in a few minutes. Thanks a lot!" you rattle on as you jam out the door.

You spend a few minutes cruising

around, doing wheelies, carving turns and doing basic tricks. You find that the bike feels very light and maneuverable. You also have plenty of room to move around. You whip into some of your favorite tricks. You realize quickly that this bike really performs. It handles quickly, yet it's fully stable. It feels really solid. The brakes work unbelievably well. The lowered crossbar is easy to clear during bar hops, plus it's knurled to help you do the bar rides you've been working on. The fork pegs seem a little high at first, but after you use them for a few minutes, you quickly adapt. The rear platforms work great, and they're completely out of the way. You decide that if you could buy this bike, you would add rear axle pegs for a little more maneuverability. Everything seems to work great. You head back to the shop because you've been gone for almost 20 minutes. They'll probably think you stole the bike. Fortunately, the owners haven't called the cops yet. You're safe.

"How'd you like it?" the shop owner asks.

"It rules," you reply.

"But, for that much money, I really need more convincing," you say.

"In that case, *BMX Plus!* Magazine is testing one just like it over at Ron Wilkerson's ramp today."

"Cool!"

BMX Plus! is your favorite mag. You were at Wilkerson's King of Vert contest, so you know where his ramp is. You jam to Ron's.

Haro calls it the "Team" Master for a reason; it doesn't have anything on it that the team wouldn't use themselves. Wilkerson rocket air at home. ►



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THE TEST

Once there, you see the *Plus!* guys, John and Scott, Ron himself, Rich Sigur and a new guy. Asking a bystander reveals that this ramp ripper is named Sean Diveley, and he's a friend of Dyno ramp anarchist Dave Voelker. You watch in amazement as the guys take turns assaulting the ramp. Wilkerson is blasting close to nine feet high, doing full-extension no-handers, tweaked rocket



In case you're wondering why this bike costs \$500, check out the Peregrine wheels, high-pressure tires, Dia-Compe AD-990 brakes, Peregrine three-piece chromoly cranks, and everything else. The bike is set up to shred.

OFFICIAL BMX PLUS! TEST BIKE PRO AND CON LIST HARO TEAM MASTER

PROS

Looks cool
Handles great in the air
Handles swell on the ground
Strong
Brakes work excellently
Light

Functional platforms

Strong wheels
CONS
Expensive
Rear brakes are hard to adjust
Fake A'ME grips

airs, lookbacks, inverts and more. Sigur does his cancons, 540s, alley oops, one-handed one-footers, etc. New guy Sean gets gnarly, too: lookbacks, inverts and X-ups are big on his trick list. You ask the guys during a brief rest how the bike feels. They tell you it feels light, stable, controllable and strong. You don't need them to tell you how insane they can get on it—you've seen the proof.

After almost a full day of ramp thrashing, John, Scott and Rich head for the beach to shoot some ground shots. You follow.

Rich starts rippin'. He whips the bike of his former sponsor around in every possible direction. You're amazed... and impressed. You've witnessed a full

You DON'T do no-handers, seven feet out on a bike you don't trust. Wilk-O, seven feet out with both hands off. That's Dave Voelker in the background, doing his version of the same trick. ►

day of full-on freestyle, and absolutely nothing on the bike bent or broke. You did see the left crank bolt fall off, however. "Apparently, this test bike didn't come with the correct washers. This is why they came loose," you overhear the *Plus!* guys say. You are relieved at that, knowing that any bike coming from the shop will have the correct washers already on it. You head back to the shop in a hurry because it closes in less than half an hour, and you've got some business to take care of. . . .

THE FINAL SALE

"I'll take that Haro Team Master," you say, as you charge into the shop. You have definitely made up your mind. The shop owner warns you that the rear brakes take a while to adjust. You aren't too worried. They worked so well on your test ride that they are worth the extra dialing-in time. You get out your wallet and happily hand over the cash to the shop owner, assured that this bike is well worth the money. You head out the door, fully and completely stoked. □

SPECIFICATIONS: HARO TEAM MASTER

I. FRAME AND FORK

Type: Freestyle, age range 13 and over.

Frame design: Dual 5/8" O.D. top tubes, single 1-3/8" O.D. down tube, wrap-around head tube gusset, welded-on cable guides, studded rear standing platforms integral with rear dropouts.

Frame construction: 4130 chromoly.

Fork construction and design: 4130 chromoly, 1-1/8" O.D. tubing, leading axle design, built-in folding fork pegs.

Wheelbase: 35-1/2" to 37"

Bottom bracket height: 11-1/2" (center to ground).

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

Steering head angle: 72°

Seat tube angle: 69°

II. WHEELS

Rims: Peregrine HP-48s, high-pressure alloy, 48-hole.

Spokes: Steel, 80-gauge.

Hubs: Peregrine, high-flange,

alloy, retained ball.

Tires: Peregrine, high-pressure, 20" x 1.75", front and rear.

Freewheel: SunTour, 16T, chromoly.

III. DRIVE TRAIN

Pedals: Shimano SX, alloy platform, chromoly shaft.

Cranks: Peregrine, three-piece, pinch bolt, chromoly, splined chromoly spindle, 180mm.

Front sprocket: Peregrine Compact Disc, 43T, alloy.

Bottom bracket: Anlnun, sealed bearing, alloy cups.

Chain: KMC, chrome plated, 1/2" x 3/32"

IV. STEERING

Grips: Generic, A'ME type.

Handlebars: Haro, freestyle type, lowered, knurled crossbar, chromoly, 28-1/2" width by 8" rise.

Stem: Haro Group One, alloy clamp, chromoly shaft, Pott's mod hollow bolt.

Headset: Steel, quick-adjust, retained ball.

V. SEATING

Seat: Viscount Dominator, nylon.

Seatpost: Haro, fluted chromoly, laidback.

Seatpost clamp: Peregrine, alloy, donut style.

VI. BRAKES

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

Levers: Dia-Compe Tech-7, alloy, locking mode.

VII. ACCESSORIES

Freestyle platforms: Fold-down fork pegs, studded rear platforms integral with rear dropouts.

Rear brake detangler: Odyssey Gyro.

VIII. WEIGHT

28 lbs.

IX. PRICE

\$500

X. COUNTRY OF ORIGIN

Taiwan.

XI. ADDITIONAL INFORMATION

Haro Cycles, Inc.

6060 Corte del Cedro

Carlsbad, CA 92008



