

Pitcher MountainBikes



P.O. Box 455
Folsom, CA 95630
(916) 999-1999

ADDRESS PROJECTION REQUESTED

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XC+MB=



And remember, PITCHER MOUNTAINBIKES are the original! Your models are now available, starting at \$699.95. Twenty years from now you'll be glad you took your first ride a PITCHER MOUNTAINBIKE.



3/27/82

Dear Fat Tire Freaks,

It's been many months now since I received my Mountain Bike. Since I've had plenty of time to ride it on all kinds of terrain, I'm writing to tell you of my experience.

To be honest, the bike isn't really what I expected -- it's better. The frame is so beautiful I cringed the first time I hit mud. And even though it's sturdy as a tank, it's almost as light as my touring bike. Most surprising, though, was the way it handles. I expected it to be ponderous and slow. It was light and nimble.

The first chance we got, Maggie (my dog) and I were on the 14 mile horse trail in Rock Creek Park -- lots of nasty hills, stream crossings, mud, fallen trees, and horse shit. After a few miles I began to really appreciate the bike's design. I was totally at ease going up and down the steepest hills and after a little practice was plunging through streams and jumping over logs as well as Maggie.

It's pretty good in snow, too. A few months ago DC got one of its infrequent snow storms -- 5 inches of dry powder. I rode the bike from the Capitol down the Mall, circled the Washington Monument and headed back. To my delight, I was blasting past X-country skiers. One surprised skier looked at me and said, "You need some X-country skis." He then stopped to remove his skis so he could cross a plowed street. I jumped the bike off the curb and as I crossed the street, I looked back at him and said, "No, you need a Mountain Bike."

Sincerely,

Jim Henze

(owner of bike #77)



Here at MOUNTAINBIKES, our cycling experience spans two decades of USCF road and cyclo-cross racing, and also includes familiarity with nearly every aspect of modern cycling from nuts-and-bolts to frame building and race promotion. Our interest in balloon-tire bicycles goes back to the era of hot-rodding old "clunkers" for cross country riding. Over a period of several years our bicycles evolved from fifty pound monsters to an entirely new type of bicycle, high performance without being high-strung. The RITCHEY MOUNTAINBIKE was the first commercially available version of the modern all-terrain bicycle, and it has been widely imitated by other custom builders and mass manufacturers.

Our aim is to produce a bicycle that will take the rider from point A to point B quickly and reliably, no matter what lies in between, from rugged mountain passes to paved highway.

The RITCHEY MOUNTAINBIKE is an alternative for the camper or tourist who may wish to ride on rough roads and trails. At touring speeds averaging 15mph or less, aerodynamics and rolling resistance are less important, but flats and wheel damage are common occurrences for many tourists. For paved roads CRUISER MIT street tires can be inflated to 70psi; these tires are virtually indestructible under all touring conditions, and are widely available. Rolling resistance on these new tires approaches that of conventional high pressure tires. Semi upright BULLMOOSE handlebars give the rider a better view of the road as well as firmer, more comfortable control of the steering, which can be very important with a loaded bike on a long day's ride.

The RITCHEY MOUNTAINBIKE makes a fine commute and utility bicycle, with stability, braking and handling on the street that far exceeds the limits of ordinary bikes. No other bike is better suited to the perils of inner city riding, such as potholes, tracks, curbs and sewer grates.

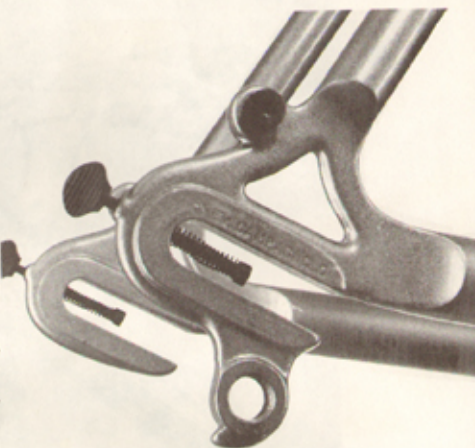


For adventurous and competitive riders the RITCHEY MOUNTAINBIKE is perfect for the new sport of off-road racing. This sport is only a few years old and already RITCHEY MOUNTAINBIKES are the bikes to beat—but not many do. RITCHEY MOUNTAINBIKES have been winners at all three runnings of Reseda to the Sea, both times at the Central Coast Clunker Classic, both Coyote Derbies, and the first (and to date only) annual Whiskeytown Downhill. In the 1982 USCF national cyclocross championships a specially prepared RITCHEY MOUNTAINBIKE was sixth, with a sixteen year old rider.

The RITCHEY MOUNTAINBIKE is not just a frameset, it's also a complete system of components chosen by way of our long experience with these bikes from the best of bicycle and motorcycle components. In those cases where no components exist that fit our exact needs, we have either contracted their manufacture or manufactured them ourselves. The end result is a machine that has been called "the world's most versatile bicycle." The same bicycle can be used as a utility bike, a touring bike, or even a racing bike for the new sport of off-road bicycle competition.

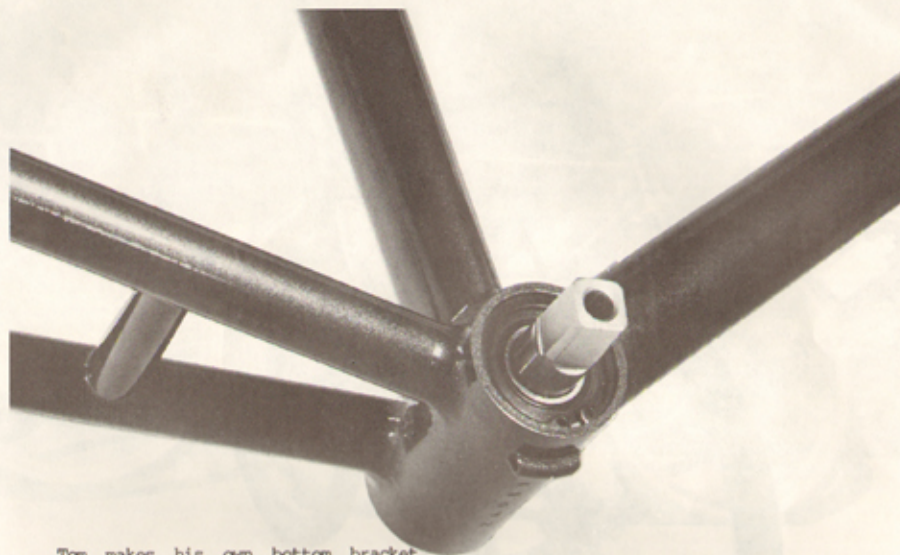
The MOUNTAINBIKES frameset is hand built by Tom Ritchey using the finest in materials and craftsmanship developed over ten years of frame building and thousands of frames including racing, touring, tandem and off-road bicycles. Our experience with balloon tire bicycles includes thousands of off-road miles, and the machinery reflects this in every aspect, from design and construction to choice of components.

Tom Ritchey's attention to detail is reflected in the careful job of brazing and finishing on each frame. Braze radiused fillets distribute stress evenly to provide the strongest possible joint. Most frame builders are not skilled enough to use this form of construction without overheating, but Tom Ritchey is expert, having made nearly a thousand frames by this method. Braze fillets are put on at a much lower temperature than TIG-welds (1600 degrees vs. 2500 degrees) and have three times the contact area of TIG-welds, reducing the possibility of stress risers that can cause cracking. All joints are smoothly radiused. The rear dropout is canted slightly, and this gives the chain more wrap on the cluster. Where the seat and chainstays join the dropout the joint flows smoothly and is carefully finished. Braze-ons are carefully placed to avoid stress concentration and the brake pivots are reinforced with large fillets where they are attached to the frame and smaller fillets around the posts. An extra sleeve reinforces the seat cluster, where it receives stress from use of a seatpost quick-release.



Frame material is 4130 chrome-moly tubing joined by brazed fillets. Top and down tubes are each one eighth inch oversize to add stiffness and strength, and the geometry is carefully chosen to deliver maximum performance under trying conditions including trail riding, climbing and descending on steep roads and poor surfaces.

Larger frames have a proportionally longer top tube to fit large riders; smaller frames have lighter tubing because the tighter triangle is structurally stronger, and because shorter riders are generally lighter.



Tom makes his own bottom bracket shell to incorporate an integral bottom bracket assembly. The Ritchey bottom bracket is lighter than any conventional type, and the spindle is supported further out for increased stiffness. The bearing used is fifty percent larger than the one used in the PHIL; it is easily removed for servicing, yet the perfect fit assures smooth, noiseless operation. The bearing used is widely available.

All cable stops and guides are standard equipment, and they are carefully placed for perfect function. The rear derailleur cable is routed under the bottom bracket and chainstay to allow the use of a very small chainring with a wide range front derailleur. Tom makes his own bottle cage and rack braze-ons, which are larger and stronger than those commercially available.

The RITCHEY "BULLMOOSE" handlebar-stem represents a significant advance in off-road cycling technology; in fact, it is already being copied by other manufacturers. The triangulated design gives more side to side strength. The rider is able to pull on these bars for whatever reason and get response. The carefully chosen tubing gauges keep weight down. We offer four versions of the BULLMOOSE, two bends each in two different finishes. The original BULLMOOSE features a highly polished plated finish, while the BULLMOOSE II is sandblasted before plating, giving it a flat finish. Currently available in European stem size (22.2 mm), American size (.833") available in July.



RITCHEY "BULLMOOSE"



THE EVEREST

This is the original diamond-frame off-road bicycle that started a movement. Lugless, with perfectly radiused fillets, this bike is almost too beautiful to get dirty! But it's made for the toughest territory you're ready to take on. Geometry is extremely stable, but handling is quick and positive; nothing you have ever ridden compares to the ride of a RITCHEY MOUNTAINBIKE.

SIZES

The EVEREST frameset is available in seven sizes, from 19" to 25" in one inch increments, and in ten colors.

Frameset: RITCHEY MOUNTAINBIKES "EVEREST" frameset with braze-ons for one water bottle, cable stops and guides, and cantilever brakes.
Bottom Bracket: Sealed bearing Tom Ritchey custom.
Crankset: Extra-long TA CYCLOTURIST triple.
Pedals: BMX type with anodized alloy cage and chrome-moly shaft.
Rear Derailleur: HURET DUOPAR "ECO."
Front Derailleur: SIMPLEX SJA 103.
Shift Levers: SUNTOUR thumbshifters.
Handlebar/stem: TOM RITCHEY "BULLMOOSE".
Freewheel: SUNTOUR NEW WINNER 6-speed.
Seatpost: SR LAPRADE.
Saddle: AVOCET Touring II.
Headset: EDCO COMPETITION alloy.
Hubs: PHIL WOOD or COOK BROTHERS.
Rims: Anodized alloy box construction.
Spokes: DT stainless 14 gauge.
Tires: Skimwall 26 x 2.125 balloon tires.
Brake Levers: MAGURA motorcycle levers.
Brake Cables: Heavy-duty motorcycle cables and housings.
Brakes: MAFAC tandem cantilevers.

Optional equipment and custom frame or parts work is available.



RITCHEY MOUNTAINBIKES "McKINLEY"

We developed the MOUNTAINBIKES II frameset for riders who don't need a custom frame, but still want the best performance from an off-road bike. The MOUNTAINBIKES II frameset uses the same frame geometry and tubing (with the exception of the head tube, which is slightly thicker) as the EVEREST. Handling, performance, and weight are the same on both framesets.

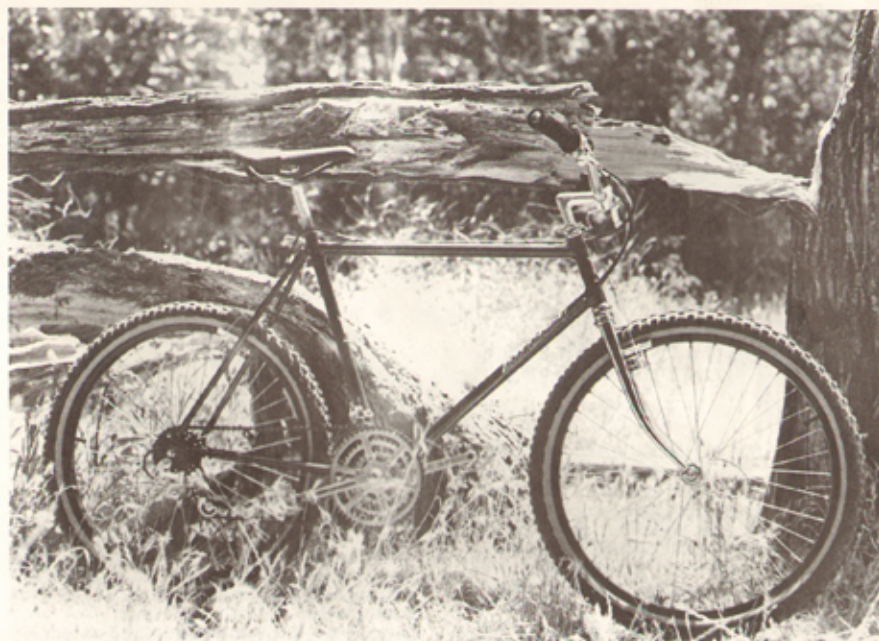
The MOUNTAINBIKES II is available in three sizes, 20", 21 1/2", and 23", and in two colors, blue and dark gray (both metallic). Braze-ons are the same as the standard EVEREST package, but no custom frame work will be done.

Frameset: RITCHEY MOUNTAINBIKES II frameset with braze-ons for one water bottle, cable stops and guides, and cantilever brakes.
Bottom Bracket: Sealed bearing Tom Ritchey custom.
Crankset: Extra-long TA CYCLOTURIST triple.
Pedals: BMX type with anodized alloy cage and chrome-moly shaft.
Rear Derailleur: HURET DUOPAR "ECO."
Front Derailleur: SIMPLEX SJA 103.
Shift Levers: SUNTOUR thumbshifters.
Handlebar/stem: TOM RITCHEY BULLMOOSE.
Freewheel: SUNTOUR NEW WINNER 6-speed.
Seatpost: SR LAPRADE.
Saddle: AVOCET Touring II.
Headset: CAMPAGNOLO RECORD.
Hubs: PHIL WOOD or COOK BROTHERS.
Rims: Anodized alloy 26 x 1.75.
Spokes: DT stainless 14 gauge.
Tires: Skimwall 26 x 2.125 balloon tires.
Brake Levers: MAGURA motorcycle levers.
Brake Cables: Heavy-duty motorcycle cables and housings.
Chain: SHIMANO UNIGLIDE II.
Brakes: MAFAC tandem cantilever.



RITCHEY MOUNTAINBIKES "TAMALPAIS"
 Frameset: RITCHEY MOUNTAINBIKES II
 Frameset with braze-ons for one water
 bottle, cable stops and guides, and
 cantilever brakes.
 Bottom Bracket: Sealed bearing TOM RITCHEY
 custom.
 Crankset: Extra-long TA CYCLOTURIST
 triple.
 Pedals: BMX type with anodized alloy cage
 and chrome-moly shaft.
 Rear Derailleur: SUNTOUR VGT.
 Front Derailleur: SIMPLEX SXA 53.
 Shift Levers: SUNTOUR thumbshifters.
 Handlebar/stem: TOM RITCHEY "BULLMOOSE II"

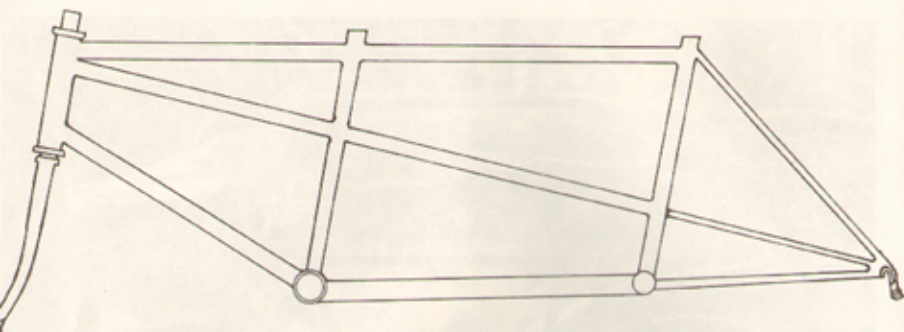
Freewheel: SUNTOUR PERFECT 5-speed.
 Seatpost: SR LAPRADE.
 Saddle: AVOCET Touring I.
 Headset: SHIMANO 600 EX.
 Hubs: SUZUE sealed bearing with solid
 chrome-moly axle.
 Rims: Anodized alloy box construction.
 Spokes: Zinc 14 gauge.
 Tires: Skinwall 26 x 2.125 balloon tires.
 Brake Levers: TOMASSELLI motorcycle levers
 Brake Cables: Heavy duty motorcycle
 cables and housings.
 Chain: SHIMANO UNIGLIDE II.
 Brakes: MAPAC tandem cantilever.



RITCHEY MOUNTAINBIKES "SIERRA"

Frameset: RITCHEY MOUNTAINBIKES II frame
 with braze-ons for one water bottle, all
 cable stops and guides, and cantilever
 brakes. Imported plated chrome-moly fork.
 Bottom Bracket: Sealed bearing Tom Ritchey
 custom.
 Crankset: Extra-long TA CYCLOTURIST
 triple.
 Pedals: BMX type with anodized alloy cage
 and chrome-moly shaft.
 Rear Derailleur: SUNTOUR VGT.
 Front Derailleur: SIMPLEX SXA 53.
 Shift Levers: SUNTOUR thumbshifters.
 Handlebars: Chrome-moly handlebar with
 alloy stem.

Freewheel: SUNTOUR PERFECT 5-speed.
 Seatpost: SR LAPRADE.
 Saddle: ELINA padded leather covered
 saddle.
 Headset: HAYTA SWAN.
 Hubs: SUZUE sealed bearing.
 Rims: Anodized alloy box construction.
 Spokes: Zinc 270 mm #14 gauge.
 Tires: IRC RACER X-1 26 X 2.125.
 Brake Levers: MAGURA "101".
 Brake Cables: Heavy duty motorcycle cables
 and housings.
 Chain: SHIMANO UNIGLIDE II.
 Brakes: MAPAC Tandem cantilever.



The RITCHEY MOUNTAINBIKES TANDEM represents the state of the art in tandem technology coupled with the stability and performance of the new generation of balloon tires. Amazing speed for paved roads and the durability and comfort necessary for extended rides on poor surfaces are combined with stopping and cornering ability that more closely resembles that of a single bike than any previous tandem. The most common problem for tandems is wheel damage caused by the heavy load and the extra power of two riders; the MOUNTAINBIKES TANDEM reduces this possibility to a minimum.

Control on the MOUNTAINBIKES TANDEM is positive and easy even for the inexperienced rider, due to the stable design and powerful brake system. The brake system consists of a set of MAFAC cantilevers front and rear and an ARAI drum rear brake on a PHIL WOOD double-threaded hub. Both rear brakes are activated by a MAGURA dual-pull motorcycle brake lever; cables are motorcycle cables which are thicker than standard bicycle cables, reducing stretch, and brazed-on cable stops eliminate housing compression.

Bottom Brackets: Sealed bearing TOM RITCHEY custom with eccentric front.
Cranksets: TA CYCLOTOURIST triple with crossover drive. Crank length 175-185 mm.
Pedals: BMX type with anodized alloy cage and chrome-moly shaft.
Rear Derailleur: HURET DUOPAR "ECO."
Front Derailleur: SIMPLEX SJA 103.
Shift Levers: SUNTOUR thumbshifters.
Handlebars: TOM RITCHEY "BULLMOOSE II" (front) and MAGURA alloy with TOM RITCHEY stoker stem.
Freewheel: SUNTOUR NEW WINNER 6-speed.
Seatposts: SR LAPRADE.
Seatpost Quick Releases: CAMPAGNOLO.
Saddles: AVOCET Touring I.
Headset: HATTA "SWAN."
Hubs: PHIL WOOD (140 mm double threaded rear).
Rims: Anodized alloy box construction, 36 hole.
Spokes: DT stainless steel 12 gauge.
Brake Levers: MAGURA motorcycle levers (dual-pull rear).
Brake Cables: Heavy duty motorcycle cables and housings.
Brakes: MAFAC tandem cantilevers front and rear and ARAI drum (rear).
Tires: Skinwall 26 x 2.125 balloon tires.

Frameset: Available in two sizes, 21.5" x 20" and 23" x 21.5". Both sizes have 22.5" front top tube and 26" rear top tube. Frameset comes with complete braze-ons for brakes, cable stops and guides, and three water bottle cages. Top tube, down tube and lateral are all 1.25" O.D. Weight of assembled bike is 50 lb.



BLACKBURN TOURING PACKAGE

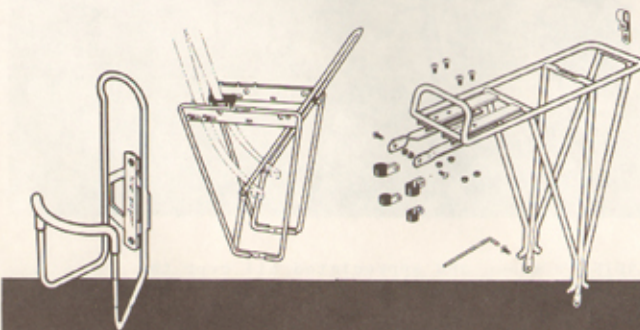
For those who plan to use their MOUNTAINBIKES for touring or for carrying any kind of load, we offer a complete package of touring equipment from BLACKBURN, along with custom rack mounting eyelets on the seatstays. The BLACKBURN equipment consists of: SX-1 rear carrier with elastic rack strap, BC-1 aluminum bottle cage, and FL-1 "Low Rider" front rack.

BICYCLE ORDERS

Complete bicycles are too large for UPS shipment. We normally ship by Greyhound, freight collect, but at customer option we will ship by truck or air freight. The customer will be notified on completion of the bicycle; bike will be shipped upon receipt of payment.

All retail bicycle orders must be accompanied by a \$300 deposit.

All cancelled orders for MOUNTAINBIKES are subject to a charge of \$75 on return or deposit.





RITCHIEY MOUNTAINBIKES: known and appreciated all over the world! (Photo by Robert Carpenter)

28032	DT ZINC #14 SPOKES 270MM/72	9.00
28042	DT ZINC #14 SPOKES 272MM/72	9.00
2818	DT BRASS #14 NIPPLE/100	4.50
2819	DT BRASS #15 NIPPLE/100	4.50
2820	EDCO ALLOY #14 NIPPLE/100	7.50
2820B	EDCO ALLOY #14 NIPPLE/100 BLUE	10.00
2820G	EDCO ALLOY #14 NIPPLE/100 GOLD	10.00
2820K	EDCO ALLOY #14 NIPPLE/100 BLACK	10.00
2821	EDCO ALLOY #15 NIPPLE/100	7.50
2831	STURMEY-ARCHER 26 X 1.75 RIM	16.00
2911B	ARAYA 26 X 1.75 RIM BLUE	20.50
2911G	ARAYA 26 X 1.75 RIM GOLD	20.50
2911K	ARAYA 26 X 1.75 RIM BLACK	20.50
2911S	ARAYA 26 X 1.75 RIM SILVER	20.50
3101	MITSUBOSHI 26 X 1.75 TIRE	17.00
3102	MITSUBOSHI 26 X 2.125 TIRE	17.50
3121	SNAKE BELLY 26 X 2.125 TIRE	16.00
3141	IRC RACER X-1 26 X 2.125 TIRE	14.00
3142	IRC RACER X-1 26 X 1.75 TIRE	14.00
3201	26 X 1.75 TUBE	2.25
3203	26 X 1.75 PRESTA VALVE TUBE	3.00
3203G	PRESTA VALVE ADAPTOR GROMMET	0.50
3211	26" RIM STRIPS	0.50
3501A	BULLMOOSE 1 (WEDGE) LOW	130.00
3501B	BULLMOOSE 1 (WEDGE) HIGH	130.00
3511A	BULLMOOSE 2 (WEDGE) LOW	97.00
3511B	BULLMOOSE 2 (WEDGE) HIGH	97.00
3552	MAGURA L476.21 SILVER H/BAR	40.50
3559	BREEZE HANDLEBAR SHIM	8.00
3560	STEEL HANDLEBAR SHIM	2.00
3712	CHROME BAR END PLUG PAIR	0.50
3801B	OAKLEY 3 GRIP BLUE	7.00
3801G	OAKLEY 3 GRIP GRAY	7.00
3811	GRAB-ON MX CORE PAIR	3.50
3812	GRAB-ON MX SLEEVE (THIN)/PR	2.00
3813	GRAB-ON MX SLEEVE (THICK)/PR	2.00
3814	GRAB-ON MX-2 PDM GRIP/PR	4.00
3821	MAGURA POW-R-GRIP/PR	5.95
3822	MAGURA SURGICAL RUBBER GRIP/PR	5.50
3823	MAGURA LARGE FLANGE GRIP/PR	4.50
3824	MAGURA SMALL FLANGE GRIP/PR	4.50
4001B	MKS BM-7 PEDALS BLUE	19.50
4001G	MKS BM-7 PEDALS GOLD	19.50
4011B	SUNTOUR MP-1000 PEDALS BLUE	49.00
4011G	SUNTOUR MP-1000 PEDALS GOLD	49.00
4021	SR MP-130 PEDALS SILVER	18.00
4031	MX-RADIAL (BEAR TRAP) PEDALS	65.00
4031B	MX RADIAL PEDAL BEARING PAIR	10.00
4201	CAMPAGNOLO RECORD HEADSET	36.00
4201A	CAMPAGNOLO HS PORK CROWN RACE	7.50
4201B	CAMPAGNOLO RECORD HS BEARING	2.25
4202	CAMPAGNOLO SUPER RECORD HS	51.00
4212	EDCO COMPETITION HEADSET (ENG)	43.00
4231	600EX HEADSET ENG	18.00
4241	HATTA SWAN HEADSET ENG	14.00
4301	MAFAC CANTILEVER BRAKE SET	19.00
4301A	MAFAC BRAKE PAD AND HOLDER	1.25
4301B	MAFAC BRAKE CABLE STRIP	1.30
4301C	MAFAC BRAKE SPRING PAIR	0.60
4301D	MAFAC BRAKE ARM PAIR	4.50
4301E	MAFAC BRAKE MOUNTING BOLT	0.25
4301F	MAFAC FRONT BRAKE-ON PIVOT	0.60
4301G	MAFAC REAR BRAKE-ON PIVOT	0.60
4301H	MAFAC FRONT CABLE CORE	0.60

04301J	MAFAC CABLE HANGER PAIR	2.50
04301K	MAFAC TANDEM BRAKE PAD	0.75
04301M	MAFAC CANT. BRAKE SET MODIFIED	19.00
04501	PHIL WOOD 130MM BB SPINDLE	30.00
04501A	17MM CIRCLIP	0.50
04501B	37MM CIRCLIP	0.75
04521	BOTTOM BRACKET SEALED BEARING	7.00
04561	CAMPAGNOLO BB END BOLT	2.00
04562	CAMPAGNOLO SPINDLE END WASHER	0.40
04563	SUGINO SPINDLE BOLT/WASHER PR	1.00
05003	BLACKBURN BC-1 BOTTLE CAGE	5.50
05012S	PRIMUS PUMP TIP (SCHRADER)	6.50
05013G	RUMP SLEEVE GOLD ANODIZED	3.00
05031B	BLACKBURN SX-1 RACK BLACK	30.50
05031G	BLACKBURN SX-1 RACK GOLD	30.50
05031S	BLACKBURN SX-1 RACK SILVER	29.00
05033B	BLACKBURN LOW RIDER BLACK	30.50
05033S	BLACKBURN LOW RIDER SILVER	31.50
05035	BLACKBURN RACK STRAP	6.00
A10001	RITCHEY/MOUNTAINBIKES T-SHIRT	6.50
A10002	"FAT TIRE FLYERS" T-SHIRT	8.00
T0001	1/4" ALLEN KEY	0.75
T0002	3/8" ALLEN KEY	0.50

RITCHEY MOUNTAINBIKES "EVEREST,"	complete, as described.....\$1528.00
RITCHEY MOUNTAINBIKES "EVEREST"	frameset, with bottom bracket and
seatpost quick release installed,\$845.00
RITCHEY MOUNTAINBIKES "McKINLEY,"	complete as described.....\$1211.00
RITCHEY MOUNTAINBIKES "TAMALPAIS,"	complete as described.....\$1064.00
RITCHEY MOUNTAINBIKES "SIERRA,"	complete as described.....\$820.00
RITCHEY MOUNTAINBIKES TANDEM,	complete as described.....\$2275.00
RITCHEY MOUNTAINBIKES TANDEM	frameset, with bottom brackets and
seatpost quick releases.....\$1279.00	
RITCHEY MOUNTAINBIKES II frameset,	with bottom bracket and seatpost
quick release installed.....\$544.00	
RITCHEY MOUNTAINBIKES "SIERRA"	frameset, with bottom bracket and
seatpost quick release installed..\$448.00

Prices effective July 1, 1982, and
subject to change at any time.



"EVEREST" Standard Options (select)

Frameset size in inches (center to top)	19/20/21/22/23/24/25
Frameset color (see list)	
Crankset length in mm	175/180/185
Outer chainring teeth	46/48/50
Middle chainring teeth	36/38
Inner chainring teeth	26/28
Pedal color	Gold/Blue/Red
Freewheel	13-26/13-28/13-30/13-32
Avocat Touring II saddle	Men's/Women's
Rim color	Black/Blue/Gold/Red/Silver
Tires	Mitsuboshi (street)/IRC RACER (dirt)
Magura brake levers	long/short

Standard paint is metallic Imron in one of the following ten colors: Medium Jade, Bright Green, Light Rich Blue, Dark Continental Blue, Slate Gray, Pewter Gray, Dark Chestnut, Dark Firethorn (maroon), Dark Burgundy. Consult an Imron chart for comparisons. Any other Imron color \$50 extra.

"EVEREST," Custom Options	Extra Charge
Extra water bottle mount (specify location).....	\$20.00
Front rack drilling.....	\$20.00
Rear rack braze-ons.....	\$20.00
Down tube mud flap bosses.....	\$20.00
Full cable tunnels.....	\$30.00
SUNTOUR MP-1000 sealed bearing pedals.....	\$47.00
TITRON MX-RADIAL "BEAR TRAP" pedals.....	\$47.00
HURET DUOPAR TITANIUM rear derailleur.....	\$62.00

Total on custom options.....	\$
Complete MountainBike	\$
Total	\$
California residents add 6% sales tax	\$
Less \$300.00 deposit	\$
Balance due	\$

(Office use only)			
Order # _____	Invoice # _____	Date _____	Check # _____

Customer Name _____

Address _____ Apt. # _____

City/State/Zip _____

Phone _____