

HARO MASTER FREESTYLER

BMX's premier freestyle bike



When the going gets gnarly, the Master responds with handling to match. Even the big guys will find that they've met their match when they push a Master to its limits.

BMX FREESTYLE ACTION TEST

□ Bob Haro has always been ahead of his time. Long before other manufacturers even considered introducing a specialized freestyle bike, Haro had one. That was back in January 1983. Now it's the summer of '84, and it seems as if everyone is following suit. GT, RedLine, Hutch, Kuwahara, GHP and Skyway have all either produced a bike or are in the process of doing so. In the meantime, Haro has had time to refine his innovative first effort—the Freestyler—into two all-new models: the Master Freestyler and the Sport Freestyler. After reading this test, we think you'll agree that "the Master" has used his time and his headstart on the freestyle bike market to his obvious advantage.

THE MASTER FREESTYLER FRAME AND FORK

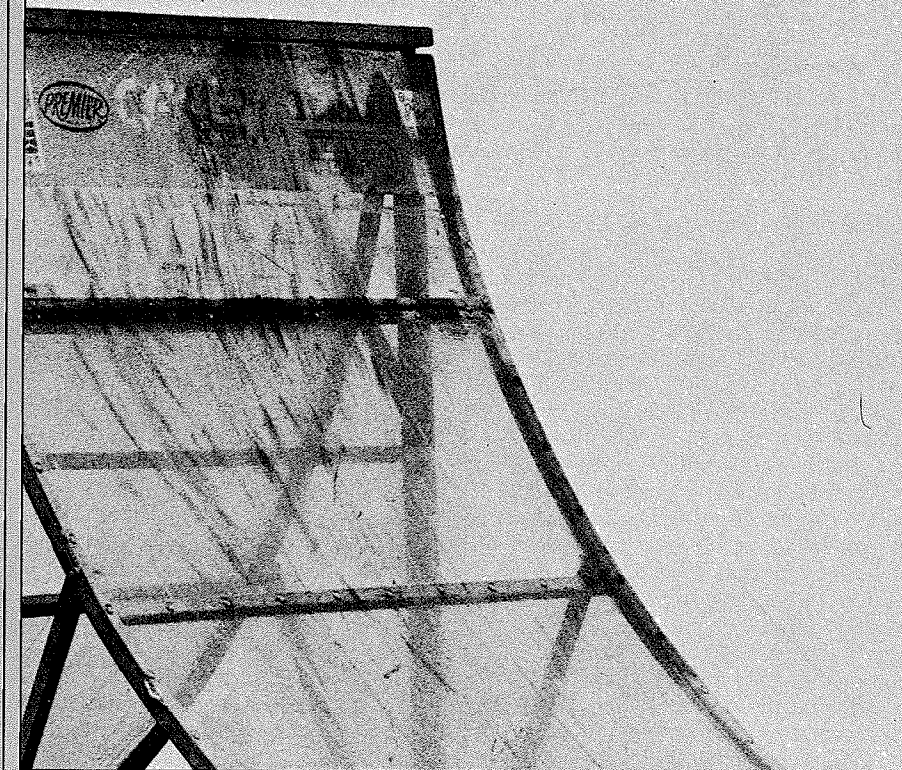
Haro will offer the Master in either complete bike form, which we tested, or as a separate frame-and-fork combo. If you're familiar with the previous freestyler frame and fork from Haro, then the Master model will hold few surprises. Rather than redesign this proven design, Haro chose to merely refine this classy chassis.

Up front the Master starts off with Haro's clean-cut one-inch-diameter front forks. Nothing new there. What is new for '84, however, is the head tube treatment. The Master features a reinforced head tube, complete with new triangular box head gusset. Not only is this new gusset even beefier than the previous gusset but combined with the Master's stout 1³/₈-inch-diameter down tube, it offers one of BMX's stiffest and strongest front ends.

As you can see, Haro's stuck with his 5/8-inch twin top tubes. Not only do these twin-tubers offer structural integrity, but they continue to supply the ultimate in top-tube trick platforms. We think you'll find as we did that these twin top tubes are perfectly suited for frame stands and other tricks calling for sure footing.

Down at the bottom bracket, you'll find that like the head tube, the BB shell features end flanges that will cure any problems with the bearing cups flaring out the tube. For freestyling, reinforced head tubes and bottom-bracket shells are mandatory. In that department the Master has got you covered.

Back in the rear triangle you'll find Haro's proven knurled dropouts, complete with coaster brake arm mount on the left side. Combine these rugged knurled drops with some serrated washers and say goodbye forever to any rear axle slippage. It's nice touches like this that add up to make the Master a true freestyle chassis and not



Years of testing by this man, Bob Haro, have gone into the new Haro Master Freestyler. If it isn't 100-percent freestyle, you simply won't find it on the Haro Master. This bike is dialed!



For flatland freestyle or small ramp work, we think you'll find that the Master is very nimble. Good angles combined with light weight are what does it. But being able to ride like Haro or Wilton doesn't hurt!

just a modified race frame. Overall fabrication and finish on the Master is outstanding, and, combined with Haro's bold graphics, you'll be hard-pressed to find a cleaner package. This frame and fork are state-of-the-art freestyle. Nice work.

HANDLING IMPRESSIONS

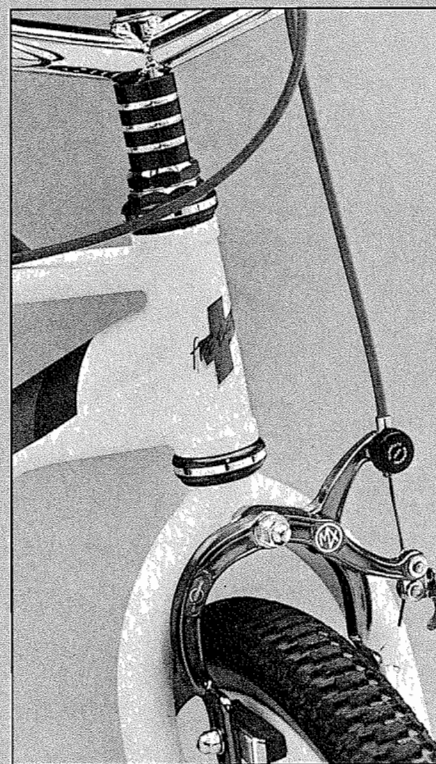
Since this chassis is the very same one that Haro himself chooses to ride, you can figure that it has been designed for the advanced rider. Overall geometry falls into the short-and-steep category. Up front you'll find a turn-on-a-dime 74-degree head angle and mildly raked forks. Together they work to offer the experienced rider anything and everything he wants. Put this together with the shortish wheelbase and you have a very lively and admittedly specialized handling bike. Haro designed this baby for hard-core freestyling, and that's exactly what it does best. The Master owns the flatlands. Wheth-

er it's forward or backward, sliders or no-hander frame stands, the Master does it all with style—providing you're hot enough to handle it. Most agreed that the Master chassis was best suited for the more advanced freestyler. However, if you're an adventurous and, most important, a patient Novice 'styler, the Master will also be a great mount to grow into.

COMPONENTRY

If you're looking for gimmicky componentry on the Master, you won't find it. Haro chose to outfit his top-of-the-liner with a well-balanced package of proven parts. Take for example the Tuff Wheels, Dia-Compe MX-900 brakes, Sugino CT 175mm cranks and MKS Grafight-X platform pedals. This stuff is downright indestructible. And after all, isn't that what a freestyle bike is really all about? Look for the stock Master to be a durable mount free from parts breakage and frequent replacement. At

HARO FREESTYLER



It's all here: Vector bars, Haro Flex Fighter, Hatta alloy headset, and Dia-Compe callipers. Combine these choice components with the Master's unreal frame and fork and you've got state-of-the-art freestyle. Would you expect anything less from Haro? You shouldn't.

a stout 26 pounds, they could have made the Master a bit lighter but only by sacrificing its obvious durability factor. All in all, we felt the componentry selection reflects Haro's concern for safety and durability over light weight. **ERGOMETRICS**

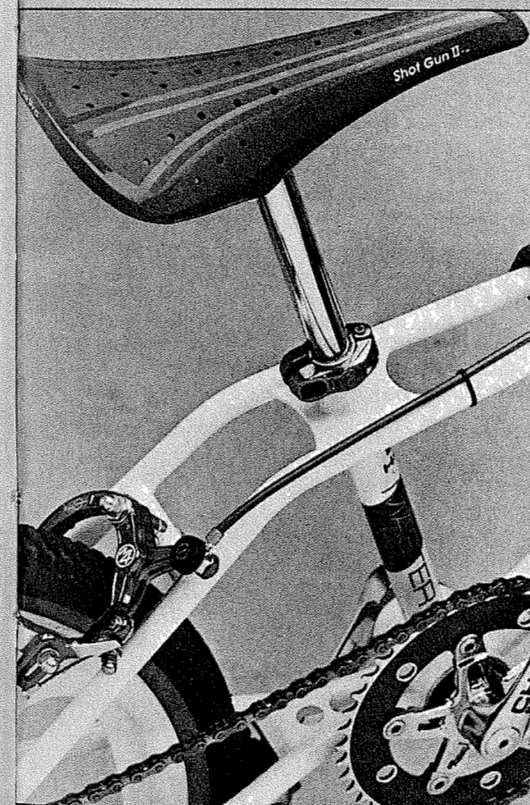
The first thing you'll notice when you mount up a Master is the roomy Vector bars. These unique bars with their combo bar/stem design were exclusively engineered by Bob Haro and Vector's Mark Baumann. The result is a perfect set of bars for larger riders and freestylers who simply demand more leg and knee room than is offered by conventional bar/stem configurations. At 29 inches wide and a full ten inches tall, these Vector bars were felt to add greatly to the super-responsive feel of the Master.

Since the seat tube angle is a laid-back 71 degrees, Haro supplies a standard straight seatpost as stock equipment, rather than a laid-back unit. However, we have ridden Masters with laid-back posts and feel that for riders over five feet eight inches or so, it's the way to go. So, whether you decide to go with a laid-back post or not, we

think you'll find that the Vector bars, Sugino 175mm cranks and roomy front triangle will offer you plenty of room to strut your stuff.

OVERALL ANALYSIS

When it came to building the Master, Haro had time on his side. While everybody else was rushing to come out with a freestyle bike of their own, Haro was riding and refining his. The end result is a bike that is well thought out. Gone are the minor little problems any new chassis experiences. Gone is that unbalanced, pieced-together feel. This year's Master has got it all together. And probably the best news of all is that this year's Master is more affordable than ever. Although at press time Haro Designs couldn't give us an absolute, definite suggested retail price, they did anticipate the master retailing for somewhere around \$300 to \$325 or so! At that price the new Master is a sure deal in just about anybody's book. Now that the price isn't stopping you, are you master enough for a new Master? You've got nothing to lose and everything to gain. Go for it! □



Here are the twin top tubes that everybody is trying to copy without actually copying. Besides offering strength and style to spare, these twin tubes supply your feet with all the space they need to do their dancing. We'd like to see grip tape as standard equip on them.



Haro team rider Ronnie Wilton is not easy on equipment. He's big, and doesn't pull any punches during his freestyle routines. Consequently, Wilton won't ride anything but a Master. Strength where it counts and lightness everywhere else is the Master's secret.



HARO MASTER FREESTYLER

Frame: 4130 chromoly throughout. Features: reinforced head tube, triangular box head gusset, 1 3/8" down tube, reinforced bottom-bracket shell, 5/8" twin top tubes/rear stays, knurled rear dropouts, coaster brake arm mount. Finishes available: white or chrome. **Fork:** 4130 chromoly throughout. Features: 1" legs. Finishes available: white or chrome. **Wheelbase:** 34 1/4" to 35 1/4". **Head angle:** 74°. **Seat angle:** 71°. **Bottom-bracket height:** 117/8". **Wheels/Tires:** Skyway Tuff Wheel II, front and rear. SunTour coaster brake rear. Cycle Pro Snakebelly skinwall tires, 20" x 1.75", front and rear, 40 to 50 psi.

Drive train: Sugino CT 175 three-piece cranks, MKS Grafight-X pedals, Sedis chain. **Gearing:** 43/16. **Brakes:** Dia-Compe MX-900, front and rear, with Tech 3 levers. **Misc.:** Vector Bob Haro bars (29" x 10") Oakley B-2 grips, Hatta alloy headset, Shot-Gun II saddle, full pad set. **Weight:** 26 lbs. **Contact:** Haro Designs, Inc., 6066 Corte del Cedro, Carlsbad, CA 92008; (619)438-4812.

*Specifications subject to change without notice.