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Answer manitou fork history

July. For the last time in our Short History of Suspension Jaws Part 1, we visited Bike-Beat in Florence, Italy, to see a special collection of old suspension forks. We looked at how three different brands approached the suspension market as it began. This time we'll take a look at a few pieces of engineering marvels and a few more surprises. Great Britain and Italy have made jaws like this, two marvels of engineering, pace RC35 and Race Factory Sledge-Hammer. The answer to Manitou progressed, it took them a while, with arguably one of the most beautiful forks ever made as one of their achievements. Pace RC35 Pace from the UK focused on technology and design. Back then in the early 1990s, they seemed to live in fear that things would break. So they were all designed, and yet they managed a fork of 1.4 kilograms. With 60-70mm of travel, oil and spring, one of the smoothest jump adjustment buttons we have each touched, double prosthesis, carbon legs and an incredible machine crown, it was a miracle. It was also available with one prosthesis and elastomers. Details of the exact year of production are sketchy, but this example from around 1994 seems to be the most important year in the world. It's still working, but it's been used well. It looks unimpressive, but it works like a dream. Stantions are in perfect condition, with no traces of wear. The crown is an incredible piece of engineering, carved by CNC from a solid piece of metal. Antonio actually bought this fork from the original owner. Fork inspection. The wheel attachment shows CNC'd again, fit in the legs of the carbon kevlar. Double jaw, machine, beautiful, precise. Threaded steering wheel pipe. Each part on the fork can be replaced. Only 1.4 kilograms. Race Factory Fork Meanwhile in Italy in a small workshop in Follonica, Tuscany, Race Factory, a company owned by two passionate Italian brothers who were precision engineers, Pablo and Vittorio Fiorilli, began to make these forks. It was the late '90s and things moved on a little bit. Only with air and no oil or spring they made a hammer for sledging. They created a fork with an action that was so smooth, it felt better than the smoothest forks available today. The market for these forks was high only with a large number of them that ended up in Germany. The Fiorilli brothers were definitely unusual and had their own ideas about forks. What more will you discover below. Italian suspension of art, custom made, in-house machining on every part. The crown is machined and slender down to save weight. The disc brake mounts show that this was a state-of-the-end fork. The prosthesis is machine-machined and invented just enough for the fork to work as needed. Have on a bull the size of four large screws that look like titanium. The steering wheel tube is actually facing, not drawn, that's not happening today. The bound attachment points to the CNC machine legs. The turning marks show that each leg is made to a precise size, for which the brothers became famous. This is where it gets interesting. The race built this jaw fork DH without a brace, obviously Pablo didn't like the look of the prosthesis, the front wheel moved a little bit and the runners always told him it was wrong, but he didn't care, it was about what it looked like, all 185mm trips. Antonio said the front wheels bent heavily between the bottom wheels. Pipes at about 30mm wide have surface treatment Spring Leaving incredible engineering behind, companies like Spring have started trying to make things for the mass market. Their VLS fork was DH-focused with 28-foot stantions and was forged, not a CNC'd fork, it had a few little tricks up its sleeve. Spring with your DH mass market fork. This idea to adjust the base of the wheel was a small trick Spring tried to allow riders to choose how their bikes work. CNC prosthesis, with only V-brake post brackets. Forged crown, light weight, no CNC. Unfortunately, this can happen, when the material is not of sufficient quality, CNC parts can avoid this, because the material is reduced from a larger piece, and therefore imperfections less likely. 11/4 control pipe. unusual tooling. VLS, as a point of sale? Well, maybe. The answer to Manito 2 There was one answer to Manito was the suspension gods, Made in The USA, which meant quality and incredible design. Version 2 below was a start, the design of the elastomer suspension was light in weight, 60 mm travel without jump control, straight down the jaw, with a straight crown. Geometry was dictated by the bike, but Answer decided to put on forks with offset fallout to try to correct it. These forks did not survive the weather well, however, the elastomer material used as springs broke down and became like mucus, blocking the forks. Answer manitou 2, light weight design from the USA. The fork stands on its own. Machine and matte finish. 28 mm stantions. To correct geometry, they built outbursts forward. Steel stantions, and look at the exact join. July. The answer to Manitou 4 When this fork came out in 1994-95 it was probably the freshest fork that was made at the time. Probably today when you hold it in your hands it still looks amazing. It's one of those classic designs that probably puts it up as one of the greatest jaw looks of all time. Every single part of it is made with attention to detail. Using titanium screws and CNC processing that only makes you shiver when you look at how well it is assembled. Elastomer travel is about 70 mm, but unfortunately it no longer moved, elastomer sources broke into mucus, and then stuck forks. Version 4 has all the details of Version 2, but more development and fine-tuning. A quick look and it seems to be something clear, Made in the USA. One of the most beautiful forks ever made. Industrial in design and precision made with great graphics. The outbursts look incredible. The screws are perfectly retracted and are in perfect condition. Stantions give 70mm trips with prosthetics that look amazing, keep on keep on start of start straighteners at the top of the fork. Elastomer preload, gave some adjustments, unfortunately springs are gone and jaw blocked. Stantions have an anodized finish to allow smooth movement. Looking at the details, the prosthesis fits precisely into the lower parts, the brake supports are perfect, all in light aluminum. July. Other bits of history After all the forks we thought that would be it, then Antonio pulls out a few more special pieces of cycling bits. And the Yeti racing top original from 1992, have yesteryear sponsors at the outset, some of them still exist today, and some still have the same logos. The cost of this is about 100 euros back in the day, for really plastic material, nipple burn here we come. A modern, but historic, number of records from the first Enduro World Series in Punta Ala. Grundig race board 242, is from 1992, when major sponsors were interested in mountain biking. Is it light? No, it's a descent, around the late '90s, the edge is twice as thick as the modern edge, almost thick bike, before thick bikes existed. Nervous about how big your handle bar is, then check out Antonio's 1990s downhill bar, height of width and speed. Antonio obviously has this bike hidden somewhere and will pull it out to use to try. Great things, thanks to bike beat for your time and we will always look out for old equipment that is interesting. Maybe we even run a few tests on historical stuff? www.bike-beat.it The Timeline 1987 Bushido Full Suspension Bike Mountain Bike Art & Technology Museum, claimed 12 front and back trips. There's no production. The 1988 Kestrel Nitro was shown at the Long Beach Bike Show featuring a Paul Turner/Keith Bontrager suspension fork. The fork used a Bontrager triple clamp design and is the first representation of the future RS-1. 1989 Rock Shox and Dia-Compe The price is \$350 for a fork with 1 Cro-moly stanchions, two pieces of tied aluminum lowered with tubable Cro-moly braces. The drooling is an open bath with static locking. Offroad Flex stem and Italian certain double crowns are also available. 1990 Doug Bradbury build the first Manitou fork with 1.5 trips using elastomer sources. The weight is below 3 pounds. This fork uses 1 1/8 stanchions and sells for \$400. Ordinary forks use a standard distance of 100 mm, while manitou versions of the bike get a distance of 115 mm. AheadSet threadless headphones become available. 1991 Scott Unishock was presented with Unicorn-style uppers, coil springs and friction damping. Action-Tec Pro Action with rigid blades with silencer assembly and spring tucked inside the head tube. Boulder uses Action-Tec in collaboration with Rock Shox for 4 trips. Prototype amplifiers are displayed. Cratoni builds air-leaked oil-moist Rock Soft. The answer licenses Manitou's design and makes minor changes to lower the price to \$380. Mountain cycle yeasts with 12-meter axles, disc brake, 28.6 mm lower and 2.5 trips. represents Zvijezda Zvijezda impersonating RS-1. Pace (England) displays carbon fibre sliders with axles and brakes/prosthesis mounted on the back. Rock Shox builds custom forks for Team Z (Greg LeMond) for use in Paris-Roubaix with compression adjustment and magnesium lower legs. The monolith begins production of Rebound with double blades, double crowns and a spring/shock absorber placed in front of the head tube. The price is \$450 for a 1.75 trip. Mert Lawwill shows the Leader fork with a leading connection design to remove the brake dive. It uses a hydraulic wet air shock with 3 trips and works with disc brakes (the later canti model loses its anti-dive feature) and sells for \$390. The 1992 Rock Shox presents the Mag 20 and Mag 30 with magnesium lower legs, a bound steering wheel tube and an aluminum brake arch. Mag 20 has adjustable compression. Joe Murray and Kona build Future Shock (later Z-Link, picture left) with a 1.2 trip. Manitou's trip goes to the 2nd World's World's All-Time. Hanebrink is building its first suspension fork with rigid blades and spring contained in the head tube. Cannondale build its first HeadShok with an air spring contained in the tube head. It has locks and slides on 4 sets of needle bearings. It specializes in Rock Shox to build its Future Shocks line. Marzocchi introduces the XC300 with an independent floating piston, top valve and triple damming. Thong lets go of his first forks, Struts. Girvin is taking out his first Vector linkage fork. Crosstrack full suspension bike with its own 4 travel forks. RST is introducing a \$200 fork. The show enters the market with Trek forks. The flagship Link front suspension accessory is available for less than \$100 (image right). September 1992 suspension fork ad: 1993 Halson Inversion fork with slots in the upper splits for rim brakes to travel in. A later air adhesion is added. The Shish-kebab type of elastomer holding device at the site is licensed for Rock Shox and Manitou. Manitou II gets a preload of dials at the bottom of the legs, longer legs with more overlap, forged brake arc, press steering wheel, butted stanchions and 3 stages elastomer. Rock Shox ends its relationship with Dia-Compe and presents 21st Century Mag. The journey is up to 2.5 and has negative springs with a new crown and prosthetic leg. The \$250 Quadra looks similar to the mag 21, but uses one 6 bumper in both parties. This is the first use pressed in stanchions. A Cannondale Pong bike is shown. Rock Shox Manitou Marzocchi Tange Giant SR Specialized Scott Trek Quadra Manitou 2 XC50 Struts Zorbers Duo Track Future Shock Unishock S Shock Wave Mag 10 XC150 Shock Blades Future Shock SE Un Vishock VR Megul Mag21 XC400 Future Shock FSX Unishock LF Black Diamond I'm not sure on the year of this Action Tec catalogue: 1994 Rock Shox adds Mag 21 SL with aluminum stanchions, Drooling steerer and titanium hardware (\$650 retail). Manitou III with aluminum stanchions, top mounted preload buttons, 6 bumper elastomer stack and adjustable (2 - 2.5) trip. Rock Shox Manitou Marzocchi Giant SR Specialized Scott Trek Quadra 10 Manitou 3 XC51 Struts Zorbers Duo Trail 7001 Future Shock Unishock VR Mogul Mag 10 XC500 Struts GS Duo Trail 9001 Mag21 EG MAGS Mag 21 SL Lawwill Leader Amplifier Pro-Fox Halson Inversion RST 460 Lawwill Leader Anti Gravity Halson 1995 Rock Shox Introduces Judy with 6 MCUs, Adjustable Journey (2, 2.4 or 2.9), an externally adjustable hydraulic indcement, and 1 1/8 stanchions. Red and yellow Judy forks start a whole line of upgrade parts (toning ins, air springs, forks, double crown kits and forklifts). Specializes in Judy FSX with carbon lower legs and CNC braces. Manitou uses the EFC to control the feedback. January 1995 Halson announcement: Rock Shox Manitou Marzocchi Tange RST SR Pro-Fox Dirt Research Quadra 5 Manitou 4 XCR Struts GS 170 Duo Trail 7005 Quadra 21 Comp XC600 810 171 Duo Trail 9005 Quadra 21R Magnum Zokes Struts 120 381 Duo track 8005 Judy XC EFC EGS Judy SL Mag 21 1996 Manitou pulls out Mach 5 using EFC internals in a new set of lower legs that are tied in a full brake arch sheath. Cannondale has a HeadShok Moto fork that is a double fork crown that is a disc brake only with 4.5 trips. Hanebrink has his first double crown with a fork with six trips. Rock Shox presses stanchione on Judy SL to save weight. Judy DH has two shock absorbers, one for compression and one for jumping. Rock Shox Answer Manitou Marzocchi RST SR Dirt Research Quadra 5 Mach 5 SX Zokes 2 170 Duo Trail 7006 DR 800A Quadra 10 Mach 5 Comp Zokes Pro 171 TheB 524A Quadra 21R Mach 5 Pro 381 Judy XC 380 Judy SL Mag 21 1997 Rock Shox gives all Judy forks one piece down and drooling damesh cartridges. The Type II spring system pairs one 4 MCU with 2 coil spring. Judy SL is adjustable on the outside. Quadra was replaced by Indy with one piece down. Marzocchi introduces the Bomber line with 30mm stanchions, coil springs, open bath shock absorbers and three pieces of aluminum lower. RST has Mozo Pro 4.5 with 4.5 trips and individual crowns. Bullet Brothers has a Zzyz designed by Hanebrink with six trips. The company goes under. The White Brothers outlines its jaw line with 32-meter aluminum stanchions, 3-piece bottoms, magnesium brake arches, full-length coil spring and externally adjustable shock absorbers. Manitou's upper jaws have titanium springs. Rock Shox Answer manitou Marzocchi RST SR Quadra 5 Pro Zokes 2 161B Duo track 7007 Indy C Pro C Zokes Pro 171B Indy XC SX Bomber Z2 381L Indy SL SL SX Ti Bomber Z3 Judy XC Judy SL 1998 RST presents XXL and reverse double crown downhill with 6 trips. The Hi-5 is a double fork crown with a standard fallout. Rock Shox represents a SID line based on Judy, but using an air spring. The Boxer DH fork becomes available to the public. Judy XL's double crown is available and all Judy forks get full coil springs and disc mounts. Mag 21 has been discontinued. Hanebrink's going on seven trips. K2 has a Smart Fork with adjustments to the piston speed sensor. Cannondale is building a Moto FR 4 travel fork with standard drop-outs and disc carriers. Risse starts making forks. Manitou has a Twin Piston Chamber (TPC) dampening with separate compressions and feedback controls. The new X-Vert line receives 30mm stanchions. Lower price Spyder uses printing in stanchions and one piece lowers. Rock Shox Answer manitou Marzocchi RST Indy S Spyder Zokes 161B Indy C Spyder R Z2 Atomic Bomb 171B Indy XC SX Bomber Z2 261 Indy SL SX R Bomber Z3 281 Judy T2 SX Ti 380R Judy XC Mozo Pro Judy SL 1999 Manitou brings one crown X-Vert. No-bob lockout is offered for the SX line. All individual crown forks get pressed into stanchions and most have one piece lower and disc mounts. Micro-Lube is added to speed maintenance. Rock Shox used Dual Air with positive and negative air chambers for adjustable jump and compression control. The Jett line replaces Indy. Hanebrink goes to 8. Marzocchi has a Super Fly with an open bath silencer and air source. The monster was released with 40mm stanchions and 7. Risse represents Trixxxy. Rock Shox Response to Manitou Marzocchi SR Suntour White Brothers RST Jett C Spyder Z2 Super Fly M-7500 SC 70 281 Jett XC Spyder SX Z2 BAM SC 72 UL Jett T 2 Spyder R Bomber Z5 Judy C SX-E Bomber Z3 Judy XC SX-R Z4 Judy SL SX-TI SID XC X Vert E SID SL X Vert 2000 Manitou First Air Fork. Mars, has been introduced. Spyder disappears. Millennium is five single crowns. Rock Shox has a Hydra Air silencer with an open bath silencer and air source. All trips for 2.5, 3 or 4 trips without additional parts. Judy forks lose shock absorbers. The Boxers are 7. Marzocchi offers a little press in stanchions and 3 pieces press together descends and fills the brake cover bow. Hanebrink goes to 9. Rock Shox Answer manitou Marzocchi White Brothers RST Jett Magnum Z2 SC 70 281 R Jett XC Magnum SX SC 72 UL 381 TL Jett SL Magnum The R Bomber Z5 801 Judy XC SX-R Judy SL SX-LT Judy Race Mars C SID XC SID SL X 2001 Manitou offers no boss option just for disc brakes. Marzocchi shows an RAC fork that is a single crown inverted fork with one piece of carbon crown and upper. Cannondale represents a one-sided, disc-only Lefty. Hanebrink goes for 12th place. Rock Shox introduces Psylo and single crown 300mm stanchion fork with up to 5 trips. A pure shock absorber is introduced with a lockout and separate adjustable compression and a return piston in one leg and spring in the other leg.

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