Maybe you've heard of Haro Bicycles. If not, check it out. This kid Bob Haro started it back in 1978 'cause normal bike companies weren't building the dope gear he and his friends* needed for bmx racing, jumping and riding called freestyle. Normal equipment just didn't hang. It bent. It broke. It held them back. So out of necessity Bob Haro created bikes and gear designed by riders for riders and Haro bicycles was born. Since then, the best riders in the world have come to rely on Haro products and have won nearly every possible bmx and freestyle title in the process. Bob Haro.
the prestigious BMX Hall of Fame for his contributions to the sport. not your ordinary bike company founder! And not your ordinary bike company.

In the fifteen years we've been around we've learned a lot. And we apply that experience to every product we offer.

Accept NO substitutes.

Since 1978 BMX and freestyle legends have chosen Haro. For 1994 the choice is yours...
all new and redesigned for 1994, the Si is our top of the line racer with features you’ll only find on bikes costing hundreds of dollars more. For ’94 we stretched the 4130 chromoly frame to pro XL dimensions. We added our amazingly light race lite bars, two-piece disc drive sprocket, improved cantilever braking, oversized pedals, and pad set.

if you’re looking for race ready out of the box go for an Si.
bike racing

<table>
<thead>
<tr>
<th>Frame</th>
<th>Group 1 Racing Double Butted CrMo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork</td>
<td>Haro Oversized CrMo</td>
</tr>
<tr>
<td>Headset</td>
<td>Steel Retained Ball</td>
</tr>
<tr>
<td>Sprocket/Spider</td>
<td>Fusion 2 Piece Alloy</td>
</tr>
<tr>
<td>Crank Set</td>
<td>One-Piece 175mm CrMo</td>
</tr>
<tr>
<td>BB Set</td>
<td>Steel Retained Ball</td>
</tr>
<tr>
<td>Handlebar</td>
<td>Fusion Race Lite Aluminum</td>
</tr>
<tr>
<td>Stem</td>
<td>Fusion Hi-Polished Alloy</td>
</tr>
<tr>
<td>Front Hub</td>
<td>ACS Alloy 36H</td>
</tr>
<tr>
<td>Rear Hub</td>
<td>ACS Alloy 36H</td>
</tr>
<tr>
<td>Rims</td>
<td>Alloy 36 Hole</td>
</tr>
<tr>
<td>Spokes</td>
<td>14 Gauge Stp</td>
</tr>
<tr>
<td>Tires</td>
<td>Haro Holeshot Blackwall</td>
</tr>
<tr>
<td>Grips</td>
<td>Haro Kraton Xl</td>
</tr>
<tr>
<td>Front Brake</td>
<td>None</td>
</tr>
<tr>
<td>Rear Brake</td>
<td>Haro Cantilever</td>
</tr>
<tr>
<td>Brake Levers</td>
<td>Haro XTR</td>
</tr>
<tr>
<td>Freewheel</td>
<td>16t</td>
</tr>
<tr>
<td>Chain</td>
<td>1/2&quot; x 1/8&quot;</td>
</tr>
<tr>
<td>Seat</td>
<td>Haro</td>
</tr>
<tr>
<td>Seat Post</td>
<td>Fusion Alloy Micro Adjust</td>
</tr>
<tr>
<td>Seat Clamp</td>
<td>Fusion Alloy MegaTorc</td>
</tr>
<tr>
<td>Pedals</td>
<td>Haro Racing</td>
</tr>
</tbody>
</table>

Haro
last year the Ci was our **most popular race bike**. At most bike companies they would have just changed the color and decal and called it "a '94." Not at Haro. For '94 we started by dropping the weight three quarters of a pound thanks to our **fusion alloy micro-adjust seat post**. **disc drive alloy sprocket** and **acs alloy hubs**. Then we added our new **stealth haro racing seat** and **race ready pad set**. If you want to start racing, simply zip tie a number plate on and **sign-up**. The '94 Ci will do the rest.
frame: group 1 racing crmo main tube
fork: haro oversized crmo
head set: steel retained ball
sprocket/spider: fusion disk drive alloy 44t
 crank set: one-piece 165mm
bb-set: steel retained ball
handlebar: haro racing
stem: fusion hi-polished alloy
f/hub: acs alloy 36h
r/hub: acs alloy 36h
rims: alloy 36 hole
spokes: 14 gauge ucp
tires: haro holeshot blackwall
grips: haro kraton xl
f/brake: none
r/brake: dia-compe bulldog
brake levers: dia-compe mx-122 alloy
frenwheel: 16t
chain: 1/2" x 1/8"
seat: haro
seat post: fusion alloy micro adjust
seat clamp: fusion alloy megatorc
pedals: black plastic
a lot of people forget. the haro master was the first freestyle bike ever, and bob haro was the father of freestyle. but that was then. the 1994 haro master is NOW. last year when we added the huge 2" diameter megateube downtube it confused some of the hardcores. don't worry. everything about the original flatland specific master geometry is exactly the same. this year we've redesigned and beefed up the forks, added oversize seat stays, chainstays and pegs. so really, the 1994 master has everything the sport's legends came to expect from it, plus some cool, new refinements. still the bike when it comes to flatland freestyle.
what can you say about the sport that hasn't already been said? that it's the definitive ramp/vert bike since 1987? that it's inspired a million copies? that while others makers are producing overweight, overpriced heirs to the throne, the sport just keeps getting better with age?

no hype. no overkill.

wall thickness tubing .065 throughout. no sketchy handling. just solid refinements to a classic bike ridden by the best riders in the world. from the first "rider owned" freestyle bike company in the world. haro.
street FREESTYLE

- Frame: Sport CrMo, w/ Bashguard
- Fork: Haro Oversized CrMo
- Headset: Steel Retained Ball
- Pocket/Spider: Fusion CD Alloy 44t
- Crankset: Odyssey Excalibur 175mm
- BB-Set: Steel Retained Ball
- Handlebar: Haro Kneelover CrMo
- Stem: Fusion Hi-Polished Alloy w/ Gyro
- F/Hub: Precision Alloy 48h
- R/Hub: Precision Alloy 48h
- Rims: Alloy 48 Hole
- Spokes: 14 Gauge SCP
- Tires: Haro Multisurface Blackwall
- Grips: Haro Kraton XL
- F/Brake: Dia-Compe Bulldog
- R/Brake: Dia-Compe Bulldog
- Brake Levers: Dia-Compe 128 w/ Locking Lever
- Freewheel: 16t
- Chain: 1/2" x 1/8"
- Seat: Haro
- Seat Post: Haro CrMo 25.4 mm Layback
- Seat Clamp: Fusion Alloy Megatork
- Pedals: Fusion Alloy Platform
It's really tough to categorize our '94 shredder with its massive 2 inch diameter downtube and 6mm thick dropouts. Some guys think we designed it for dirt jumping. And with it's Multi-surface tires and Odyssey gyro, some think it's a freestyle bike. We've even seen guys put knobbies on 'em and race 'em. Whatever, the shredder is a cool bike you can use for, well, whatever... or wherever your riding may lead you. Don't try to figure it out. Just ride it.
for '94 haro's offering two radical megatube models. the mx mag and dv8. the mx mag shares all the same features as the dv8 plus acs's legendary Z mag wheels. formulated from space age zytel nylon, Z mags add a new dimension and durability for no holds barred jumping, thrashing and street riding. if you've been looking for the combination of radical megatube styling and rugged mag wheel durability the mx mag is your bike.
<table>
<thead>
<tr>
<th>Part</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame</td>
<td>Haro magnatube arma maintube</td>
</tr>
<tr>
<td>Fork</td>
<td>Haro oversized arma</td>
</tr>
<tr>
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<td>Steel retained ball</td>
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<td>A2Z mag</td>
</tr>
<tr>
<td>Rear Hub</td>
<td>A2Z mag</td>
</tr>
<tr>
<td>Rims</td>
<td>Alloy Z mag</td>
</tr>
<tr>
<td>Spokes</td>
<td>None</td>
</tr>
<tr>
<td>Tires</td>
<td>Haro holeshot blackwall</td>
</tr>
<tr>
<td>Grips</td>
<td>Haro Kraton Xl</td>
</tr>
<tr>
<td>F/brake</td>
<td>Dia-compe bulldog</td>
</tr>
<tr>
<td>R/brake</td>
<td>Dia-compe bulldog</td>
</tr>
<tr>
<td>Brakes</td>
<td>Dia-compe mx-122 alloy</td>
</tr>
<tr>
<td>Freewheel</td>
<td>14t</td>
</tr>
<tr>
<td>Chain</td>
<td>1/2&quot; x 1/8&quot;</td>
</tr>
<tr>
<td>Seat</td>
<td>Haro</td>
</tr>
<tr>
<td>Seat Post</td>
<td>Chrome</td>
</tr>
<tr>
<td>Seatclamp</td>
<td>Fusion alloy megatrac</td>
</tr>
<tr>
<td>Pedals</td>
<td>Black plastic</td>
</tr>
</tbody>
</table>

**Street Freestyle**

![Bicycle Image](image-url)
last year we shook a lot of people up when we introduced our radical megatube frames. for '94 they're back and more radical than ever!

by popular demand we've added alloy hubs/rims, full sized bars, seat, seat post, freewheel and front and rear caliper braking. combined with our trend setting frame design the '94 DV8 deviates from the norm by not looking or riding like any other bike on the market.
frame: haro megatube crmo maintube
fork: haro oversized crmo
head set: steel retained ball
sprocket/spider: fusion cd 44t
crank set: one-piece 175mm
bb-set: steel retained ball
handlebar: haro racing
stem: fusion hi-polished alloy
f/hub: acs alloy 36h
c/hub: acs alloy 36h
rims: alloy 36 hole
spokes: 14 gauge ucp
 TIRES:
haro holeshot blackwall
bars: haro krypton xl
grips: dia-compe bulldog
f/brake: dia-compe bulldog
r/brake: dia-compe mx-122 alloy
brake levers: 16t
freewheel: 1/2" x 1/8"
chain: haro
seat: chrome
seat post: fusion alloy megatorc
seat clamp: black plastic
pedals: steelretained ball
Last year we shook a lot of people up when we introduced our radical megatube frames. For '94 they're back and more radical than ever!

By popular demand we've added alloy hubs/rims, full sized bars, seat, seat post, freewheel and front and rear caliper braking. Combined with our trend setting frame design the '94 DV8 deviates from the norm by not looking or riding like any other bike on the market.
frame: haro megatube crmo main tube
fork: haro oversized crmo
head set: steel retainered ball
sprocket/spider: fusion cd 44t
crank set: one-piece 175mm
bb-set: steel retainered ball
handlebar: haro racing
stem: fusion hi-polished alloy
f/hub: acs alloy 36h
r/hub: acs alloy 36h
rims: alloy 36 hole
spokes: 14 gauge ucp
bicycle: haro holeshot blackwall
grips: haro klaton xl
f/knee: dia-compe bulldog
r/knee: dia-compe bulldog
bicycle levers: dia-compe mx-122 alloy
freewheel: 16t
chain: 1/2" x 1/8"
seat: haro
seat post: chrome
seat clamp: fusion alloy megatrap
pedals: black plastic
new for 1994
the screamer is our one and only front suspension bmxer. it shares the same frame as the burner but that’s where the similarity ends. add alloy hubs, alloy rims, alloy stem, cd sprocket and of course, elastomer bumper suspension fork and you’ve got a screamer. if you have to ask why you need a suspension fork, this isn’t the bike for you. know what we mean?

Over the past year one of the hottest trends in Pro BMX has been front suspension. The advantages are obvious. Our new Screamer screams over rough washboard section, takes hard landings in style and rolls through humps like no rigid bike could. Space age elastomer bumpers require no maintenance or adjustment. Just ride hard and let the forks do the rest.
<table>
<thead>
<tr>
<th>Component</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame</td>
<td>Tig welded BMX frame</td>
</tr>
<tr>
<td>Fork</td>
<td>Elastomer suspension</td>
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<td>Proset/spider</td>
<td>Haro CD 44T</td>
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<tr>
<td>Crankset</td>
<td>165 mm steel</td>
</tr>
<tr>
<td>BB-set</td>
<td>Steel retained ball</td>
</tr>
<tr>
<td>Handlebar</td>
<td>Haro Racing</td>
</tr>
<tr>
<td>Stem</td>
<td>Fusion alloy</td>
</tr>
<tr>
<td>F/Hub</td>
<td>36T alloy 36H</td>
</tr>
<tr>
<td>R/Hub</td>
<td>36T alloy 36H</td>
</tr>
<tr>
<td>Rims</td>
<td>Steel 36 hole</td>
</tr>
<tr>
<td>Spokes</td>
<td>14 gauge UCP</td>
</tr>
<tr>
<td>Tires</td>
<td>Haro Holeshot Blackwall</td>
</tr>
<tr>
<td>Grips</td>
<td>Haro Kranz XL</td>
</tr>
<tr>
<td>F/Brake</td>
<td>None</td>
</tr>
<tr>
<td>R/Brake</td>
<td>Dia-nempe bulldog</td>
</tr>
<tr>
<td>Brake levers</td>
<td>Dia-nempe MX-122 alloy</td>
</tr>
<tr>
<td>Freewheel</td>
<td>16T</td>
</tr>
<tr>
<td>Chain</td>
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</tr>
<tr>
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<td>Haro</td>
</tr>
<tr>
<td>Seat post</td>
<td>Chrome</td>
</tr>
<tr>
<td>Seat clamp</td>
<td>Fusion alloy megatorc</td>
</tr>
<tr>
<td>Pedals</td>
<td>Black plastic</td>
</tr>
</tbody>
</table>
new for 1994, the burner shares all the same features as our popular blaster. the difference is in the frames. the burner is a full sized (24" standover) frame and fork. the bottom line? ...the new burner is haro's most affordable full sized 20" wheel machine.

Other brands use a cheap pot metal clamp to fasten their coaster brake arms to the chainstay. The result is mushy braking. At Haro we incorporate our brakearm mount into the seat dropout. The result is flex free positive braking. We review the details so you can ride harder and stop faster.

| Frame          | Fork            | Head Set       | Sprocket/Sprocket | Crank Set   | BB-Set  | Handlebar | Stem    | Front Hub | Rear Hub | Rims     | Spokes | Tires | Grips | F/Tub | R/Tub | BB/Tub | BB/Brake | F/Brake | R/Brake | Brake Levers | Freewheel | Chain | Seat Post | Seat Clamp | Pedals |
|----------------|-----------------|----------------|-------------------|-------------|---------|------------|---------|-----------|----------|----------|---------|-------|-------|-------|-------|-------|--------|---------|---------|---------|-----------|----------|-------|-----------|------------|-------|
new for 1994
the blaster is our
most affordable
bike ever. perfect for riders moving up
from 16" wheel machines. ultra
low-profile frame features 22"
standover height (measured from ground to
top of top tube).
braking is a combination of foot activated
coaster brake and hand/ lever operated
rear wheel caliper brake. the '94
blaster...the first
choice for
riders looking for
their first 20
incher.

SPECs
frame
fork
head set
sprocket/spider
crank set
bb-set
handlebar
stem
f/hub
r/hub
rims
spokes
tires
grips
f/brake
r/brake
brake levers
freewheel
chain
seat
seat post
seat clamp
pedals
low profile tig welded
haro oversized
steel retained ball
fusion cd 44t
165 mm steel
steel retained ball
haro racing
fusion alloy
steel 36h chrome
steel 36h chrome
steel 36 hole
14 gauge vcp
haro holeshot blackwall
haro kraton xl
duro compe bulldog
coaster
duro compe mx-122 alloy
n/a
1/2" x 1/8"
haro
chrome
fusion alloy megatorc
black plastic
HARO BICYCLES
5922 Farnsworth Ct., Suite B
Carlsbad, CA 92008
(619) 438-4812

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• TAIWAN CYCLE, Singapore
• PROGRESS MARKETING LIMITED, New Zealand
• REPO CYCLE, Australia

Canada • SHELD'S INTERFADE, Canada
Mexico • GRUPO SCANI S.A., Mexico
Caribbean • TA COSTAS, Barbados • HARO SHACK, Aruba
South & Central America • ZERO COMMERCIAL LTD., Brazil

All specifications subject to change without notice.
C.P.S.C. EQUIPMENT INCLUDED BUT NOT SHOWN.
All 1994 Haro bicycles are covered by a limited lifetime warranty.
See your local dealer for details.
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