



Ringle®

1996 RACING COMBAT MTB ©MOMBAT.org

MOBY Post™



“Design and workmanship that are distinctively Ringlé.”

Teams Yeti, Barracuda, Miyata and Fat Chance are just several of the top factory race teams that put their trust in our EASTON® EA70-T6 Mobypost™. EA70 is said by Easton to be twice as strong as conventional 6061-T6 or 6063-T6 used by many other manufacturers.

Our patented one bolt rail clamp allows easy adjustment for a wide range of saddle positions. One of the most complimented features is the permanently anodized graphics and height scale. This feature adds so much convenience to making seat height adjustments, you'll wonder how you lived without it.

SPECIFICATIONS

- Easton®EA70-T6 tubing
- 7075-T6 for adjustment clamp parts
- Stainless steel threaded insert
- Steel socket head cap screw
- 350mm long
- Sizes 26.8, 27.0, 27.2, 28.6, 29.4, 31.6
- 26.8 X 350mm = 235 grams
- Black, Silver, Turquoise, Red Hot, Cool Green, and 3-D Violet

Special clamp drums are available for oversize carbon rails. Silver drums only, sold separately.



**It will hold 'em when
others let go.**

Used extensively by top pros since '92, the XC cages have proven they withstand the pounding of off-road racing conditions.

Bottles are easy to get in and out but you

won't lose them when

going over rough terrain (or hitting pot holes when you're on the road).

You can "dial in" the fit to the bottle by using the lateral mounting slots to expand or contract the cage diameter. By reducing the cage diameter you can increase the amount of "grip" on the bottle.

Available in Black, Silver, Turquoise, Red Hot, Cool Green, 3-D Violet and Gold.

Only 49 grams!



General Information

- All Ringle racing components come with instructions. Please ask your shop to provide these instructions to you at the time of purchase. The instructions contain vital information for proper installation and maintenance. Please pay particular attention to torque values.
- All Ringle products are sold with a limited material and workmanship warranty intended for the original owner for a period of one year.
- Should you ever experience a problem or defect, please contact your dealer or the Ringle factory. We will repair or replace the component at our sole discretion.

Please do not send any merchandise without first obtaining a return authorization from the Ringle factory.

Some Good Advice

Mountain biking can be a dangerous sport. However, there are things you can do to reduce the danger to yourself and others. Ride in control, always wear a helmet and maintain your equipment. Before each ride, check the condition and adjustment of your bike. Regularly check your complete bike for signs of wear and tear. If you crash, there may be hidden damage to your frame or components. Have your bike checked by a qualified bicycle mechanic for signs of damage.



**WE'RE HONORED
TO WORK WITH THE
WORLD'S FASTEST
RACERS. HERE ARE
SOME THAT WE WERE
LUCKY ENOUGH
TO CATCH ON FILM.**

FRAME 1

Jimmy Kight Barracuda

FRAME 2

Greg Herbold Miyata

FRAME 3

Kirt Voreis Yéti • Ringle

FRAME 4

Jay Humphries

Grove Innovations

FRAME 5

Derin Stockton Foes Fab

FRAME 6

Joe Lawwill Lawwill Racing

FRAME 7

Elke Brutsaert Schwinn

FRAME 8

Insane Wayne Croasdale

Marzocchi

FRAME 9

Tattoo Lou DeAngelis

Jamis • Sunccloud

FRAME 10

Kurt Stockton Kestrel

FRAME 11

Bob Roll Soltride • Otis Guy

FRAME 12

Guy Stevenson Fat Chance

Ringle
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Designed for Performance.

Ringle Components is very fortunate in its associations with the many race teams we

support. They provide much more than just exposure for our products. People like John Parker of YETI and Greg Herbold make valuable

assessments of our products during all stages of development. Our race teams are pushing the limits. While encountering those limits, new problems or needs arise. Identifying those needs and developing innovative solutions is how Ringle creates new products and improves the existing breed. We work with the



race teams to evaluate the prototypes, test pre-production units and torture test the very same units that are available to you. They are there to help us answer the real questions. Did it work? Does it still work? Can it work better?

The racing components in this catalog are the real thing. They are the

highest possible quality and the very same parts that are used in World Cup competition.

On any given day, the parts that are picked for shipment might be going to one of the world's fastest racers or to your local shop.



Twisters™ Seatpost Binder

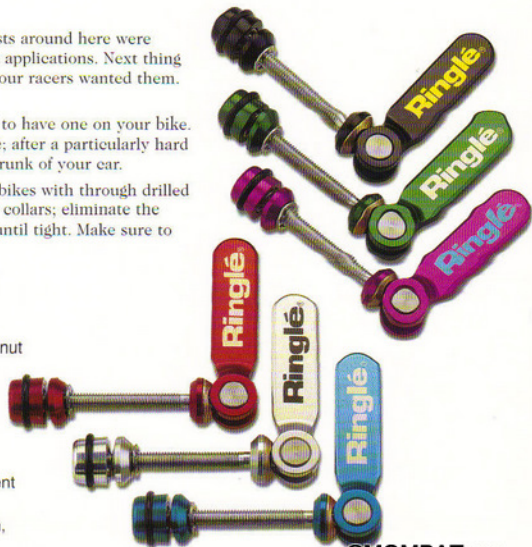
It all began when we noticed that the machinists around here were modifying the wheel skewer levers for seatpost applications. Next thing we knew, word got around and pretty soon all our racers wanted them. The rest is history...

They are just too light and too convenient not to have one on your bike. You just never know when you might need one; after a particularly hard landing or when trying to fit your bike in the trunk of your car.

One part fits all. Use all the supplied parts for bikes with through drilled lugs or collars. For bikes with threaded lugs or collars; eliminate the adjustment nut and washer and just screw in until tight. Make sure to trim off the excess titanium rod.

SPECIFICATIONS

- Grade 5 6AL-4V Titanium rod
- 7075-T6 alloy lever, washers and adjustment nut
- Stainless steel compression spring
- Brass friction reducing pivot follower
- Accommodates 42mm span across lugs – make sure to trim off excess rod
- 39 grams – all parts used
- Thread in application – 16-24 grams dependent on length
- Black, Silver, Turquoise, Red Hot, Cool Green, and 3-D Violet





Faster than a cam action QR!

Ringle invented the original Cam-twist® skewer set, which has been credited with starting the light weight skewer upgrade craze. Throughout it all Ringle has remained the sales leader. Twisters™ represent the culmination of our efforts to develop a lightweight, smooth operating and dependable skewer set. Uncompromising in design and quality, we feel Twisters are truly state of the art.

The first time you use Twisters you'll notice how comfortable the lever shape feels. The wide, flat lever is rounded off and its length provides more than enough leverage to easily tighten on a wheel. As you are tightening the Twisters you can pivot the lever, if necessary, to clear protruding frame details.

Twisters are actually faster to use than conventional cam-only skewer designs, especially when dealing with the new generation of front suspension forks that feature recessed safety dropouts.



**"Invented
here first.
Re-invented
here first".**



SPECIFICATIONS

- 89 grams per pair
- Grade 5 6AL-4V Titanium rod
- 7075-T6 aluminum alloy lever, serrated floating torque washer and serrated adjustment nut
- Stainless steel pivot pin and centering springs
- Brass friction reducing pivot follower
- Black, Silver, Turquoise, Red Hot, Cool Green, and 3-D Violet

Mounting and Adjustment



Mount the wheel with skewer lever on the left (non-drive) side of the bicycle and position the lever so that it is pointing to the rear (3 o'clock) position.



Hand tighten the nut on the right (drive) side of the bicycle. As you tighten, make sure that the axle is fully seated in the dropouts and that the serrated surfaces of the nut and washer are correctly seated in the dropout recesses.



Hold the nut in position as you tighten the lever $\frac{3}{4}$ of a turn with a clockwise motion from the rear facing (3 o'clock) position to the straight up (twelve o'clock) position. The $\frac{3}{4}$ twist of the lever fully tightens the skewer and should result in a thumb tight only condition.
DO NOT OVERTIGHTEN.

First there was Bubba.
Then there was SuperBubba. *Now there's...*

SUPERDUPERBUBBA.

**New
to
'96**

The next step in hub technology!

Are you troubled by the torsional twisting of telescoping suspension forks? Well, the size of your axle isn't everything. Ringle has upped the ante with the new **SUPERDUPERBUBBA™**, which features a unique axle end configuration that keys the axle to the standard dropout configuration.



The *D-shape* axle end prevents rotation of the fork blades around the axle center. This feature actually increases the stiffness of the entire fork/wheel system by turning the axle into a torsion bar.

You get all the advantages of motorcycle style axle clamps and

still get a wheel that is easily removed from the dropouts for flat repairs or travel.

For cross country applications use with a skewer. If your whole purpose in life is to hammer the downhill, go the full route and get the *Swoopy Bolt* kit.



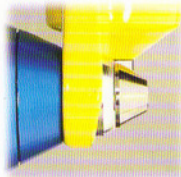
SPECIFICATIONS

- 17.5mm axle
- Two precision sealed cartridge bearings
- 25.4mm diameter clamping surface
- Threaded axle for 6mm bolts or skewer
- 32 or 36 spokes • 202 grams
- 46mm flange diameter (center to flange 34mm)
- Black, Silver, Turquoise, Red Hot, Cool Green and 3-D Violet

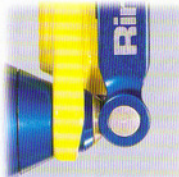
**SUPER
DUPER
BUBBA™**
SUSPENSION HUB



D-shaped axle end
prevents rotation of the fork
blades around the axle center*



Use with 6mm Swoopy Bolt kit...



...or use with skewer

NOTE: Fits RockShox Judys, and Manitous. Does not fit RockShox Mags or other forks that do not have a blade large enough to accommodate a 25.4mm clamping surface. ©MOMBAT.org

SUPER DUPER EIGHT™

CASSETTE HUB

Supersmooth direct drive feel

The SUPERDUPEREIGHT™ cassette hub is a completely new design that features

three beefy independently sprung pawls that interact with a ratchet ring that has twice as many teeth. This enables the mechanism to engage twice as quickly, producing a "feel" that was best described by our test riders as "direct drive". Durability and serviceability were the key design criteria and have been greatly enhanced by the new design. Using standard bicycle tools (a 5mm hex key and a 16mm cone wrench), it takes only a couple of minutes to periodically clean and lubricate the clutch mechanism.



SPECIFICATIONS

- 15mm axle
- Four precision sealed cartridge bearings
- 32 or 36 spokes
- 417 grams
- Compatible with Shimano-type cogs
- 52mm flange diameter (center to left 34mm • center to right 21mm)
- Black, Silver, Turquoise, Red Hot, Cool Green and 3-D Violet



*Just ride them and you'll
feel the difference!*



SPECIFICATIONS

- 156 Grams
- 7075-T6 for one piece shell, 16mm axle and end caps
- Two precision sealed 6001 cartridge bearings (serviceable and replaceable)
- 100mm spacing • 32 or 36 hole drilling
- 42mm flange diameter (center to flange 34mm)
- Black, Silver, Turquoise, Red Hot, Cool Green and 3-D Violet

SUPERBUBBA™

SUSPENSION HUB

The original suspension hub

We were there when the pros first started to find the limits of front suspension systems. Working with Greg Herbold and the pros from team YETI, we developed the hub which became the standard of the industry. The Superbubba features a 16mm diameter axle and a 19mm diameter clamping surface. It's the hub of choice if you are lightweight or your usual terrain isn't too gnarly. It's also the largest hub you can use if you are mounting the hub on a RockShox Mag.

The one piece hub shell and axle are designed for precision bearing alignment when the hub is clamped tightly on the front fork. This means no sidelading, for low drag and smooth rolling – without wobble or freplay. Full coverage aero dust caps keep dirt and gook away from bearing seals for longer, smoother operation – with less maintenance.

HED Ringle YETI wheelsets



Shmokin' FAST

It's a given fact that aerodynamics play a big part in downhill racing. In cross country racing, average speeds are now high enough that aerodynamic wheels are poised to make a dramatic impact on the sport (just think about what

happened in triathlons). That's why we are offering DH and XC versions of the wheels that have been tested, raced and made famous by Team YETI.

downhill

Developed to be strong and fast. Features include the new SUPERDUPER hubs with bladed stainless spokes and a rim constructed of carbon fiber and aluminum. The DH is available in 32 or 36 spoke versions. Pick your color for hubs, tell us how many spokes and we will hand build your wheels and ship them to your favorite shop. front 1.34 kg rear 1.57 kg

cross country

SUPERDUPER hubs are laced with bladed stainless spokes to a lighter version of the HED rim. The XC is available in 32 spokes and all the Ringle colors. front 1.06 kg rear 1.23 kg

Ti-stix® proto front

To fully capitalize on the increased strength of the HED rims, we are developing a radial straight pull front hub. Fewer spokes means less weight and decreased rotational air drag. The spokes are bladed titanium to further reduce weight and drag. Threads on both ends allow tensioning of a spoke from either the rim or the hub. The Ti-stix® 24 spoke front wheel will be available in the spring of '96 and will come in all six colors. front .91 kg



Downhill



Cross Country



Ti-stix Proto Front

Much more than just fast, these wheels look great. In comparison, conventional wheels look wimpy!

MOJO™
CABLE HANGERS

Get it workin' for you

Still one of the lightest brake straddle cable hangers on the market. And unquestionably the coolest looking.

At 7.8 grams, the MoJo provides clean, neat cable management and the ability to lock in side-to-side brake adjustment.



SPECIFICATIONS

- 7.8 grams • Machined from 6061-T6 alloy
- Four stainless steel socket head set screws
- High quality straddle cable **included**
- 2mm hex wrench **not** included
- Black, Silver, Turquoise, Red Hot, Cool Green and 3-D Violet

* MoJo trademark used by permission from our friends at Ibis Cycles



68 gram insurance policy!

Would you add 68 grams to the weight of your bike in order to prevent chain suck and demolished chain stays? Thousands already have by installing the original ANTI CHAIN SUCK THING™. This simple clamp-on device is designed to deflect a stuck chain before it jams between the chain ring and the chain stay of your frame. If you allow chain suck to continually gouge your stay, that is where your frame will break some day.

With all the new chain ring combinations being produced, we have modified our existing deflector plate profiles for 1996. Now, all possible combinations can be accommodated with one of two sizes:

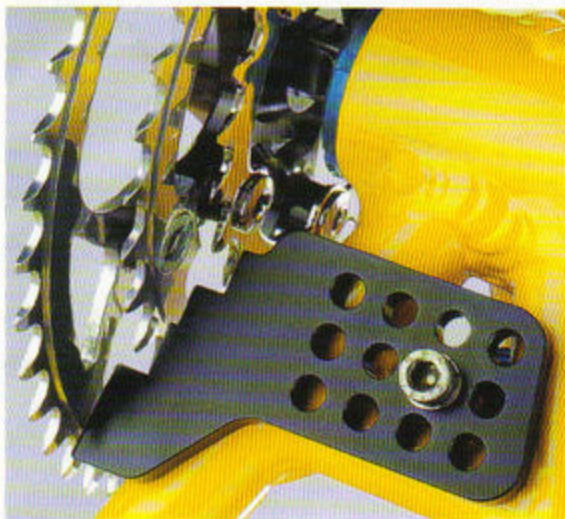
"IT WORKS"

— Mountain Biking



- **24-34** Works for 22-32, 24-34, 26-36, or any 10-Tooth difference.
- **24-36** Works for 20-32, 24-36, or any 12-Tooth difference.

Both sizes available in Black only.



"We like Ringle's. It was the first, and - like they say on the pizza box - it's still the best!"

©MOMBAT.org

— Mountain Bike, August '95



Simply put... the ultimate

After another year on the professional race circuit, we have noticed many of the world's fastest racers using the ZOOKA™ Clamp-on Stem. Some are Ringle factory sponsored riders, but many are non-sponsored riders who simply know what works and want the competitive edge that the ZOOKA offers. Four of the top five NORBA National Dual Slalom racers rode the ZOOKA Clamp-On Stem in '95.



The ZOOKA is designed specifically for threadless headset and steerer tube systems. The one piece, totally machined, hollow 7075-T6 barrel is light and extremely stiff. The internal stem to steerer binder is a natural for this design and does not have any exposed bolts or lugs to wreak havoc with your knees.

Probably the most talked about feature of the ZOOKA is the quick bar-mount system. The removable 7075-T6 end cap facilitates quick bar changes and makes packing a bike for travel a snap. For 1996, we have introduced a new self-aligning preload cap that will fit all steel and alloy steerer tubes.

Mounting tip

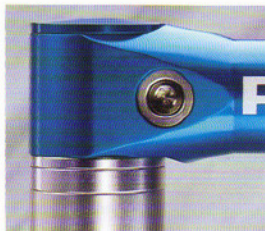
Do not cut your steerer tube until you are sure. It is possible to move spacers from the bottom to the top of the stem, thereby changing the rise without cutting the steerer tube. Once you are sure that you are comfortable, it is advisable to cut off the excess tube so that the preload cap sits flush with the stem.



A set of height spacers is also included. The set includes one 1/8 in, one 1/4 in and one 1/2 in spacer. The spacers make height settings available at each 1/8 in interval up to a total of 7/8 in. The spacer kit allows a zero degree stem to be adjustable up to the equivalent of a ten degree stem, and a ten degree stem to be adjustable to a twenty degree stem. All fasteners are titanium.

SPECIFICATIONS

- 105mm 10° rise x 1 1/8 in diameter
- 120mm 0° or 10° rise x 1 in, 1 1/8 in or 1 1/4 in diameter
- 135mm 0° or 10° rise x 1 in, 1 1/8 in or 1 1/4 in diameter
- 150mm 0° rise x 1 1/8 in diameter
- Black, Silver, Turquoise, Red Hot, Cool Green and 3-D Violet
- Reference Weight: 135 x 0° x 1 in = 182 grams



Higher load capacity with better sealing

We've been asked for years, "When you gonna do a headset?" We usually just shrugged our shoulders in response. However, when one of the world's largest manufacturers of high quality sealed bearings asked if they could do anything special for us, we jumped on it. We said we wanted to set a new standard in headset systems. We told them we wanted a custom designed bearing with better sealing and that it should be completely filled with ball bearings for higher load capacity.

What we ended up with is a proprietary double sealed angular contact cartridge bearing that is packed with 38 balls versus only 14 balls in the competition's. These special cartridges are then pressed into bearing cups that are designed with a more tortuous path to help prevent the entry of water and grit. The logic being, if you can keep gunk away from the seals then they don't have to work as hard and will last longer.



SPECIFICATIONS

- Two sizes for 1 1/8 in or 1 1/4 in steerer tubes
- 38 ball double sealed angular contact bearing cartridges
- 7075-T6 alloy bearing cups and caps
- Black, Silver, Turquoise, Red Hot, Cool Green and 3-D Violet
- Reference Weight: 1 1/4 in = 135 grams
34 grams for pre-load cap assembly

