



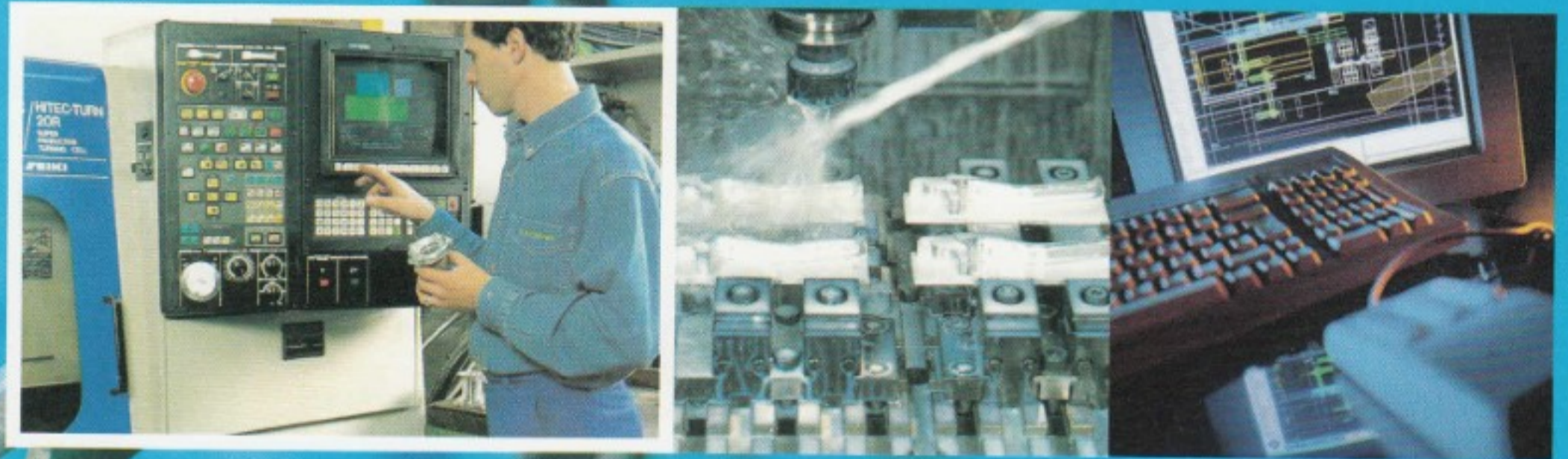
PRECIOUS METAL



Revolutionary Bicycle Components

Hope is a company working at the leading edge of engineering technology.

We use the most advanced materials and computer aided design techniques to produce bicycle components of unrivalled quality.



Quality in a manufacturing based company relies upon the expertise of the people who deliver its products and services to the customers.

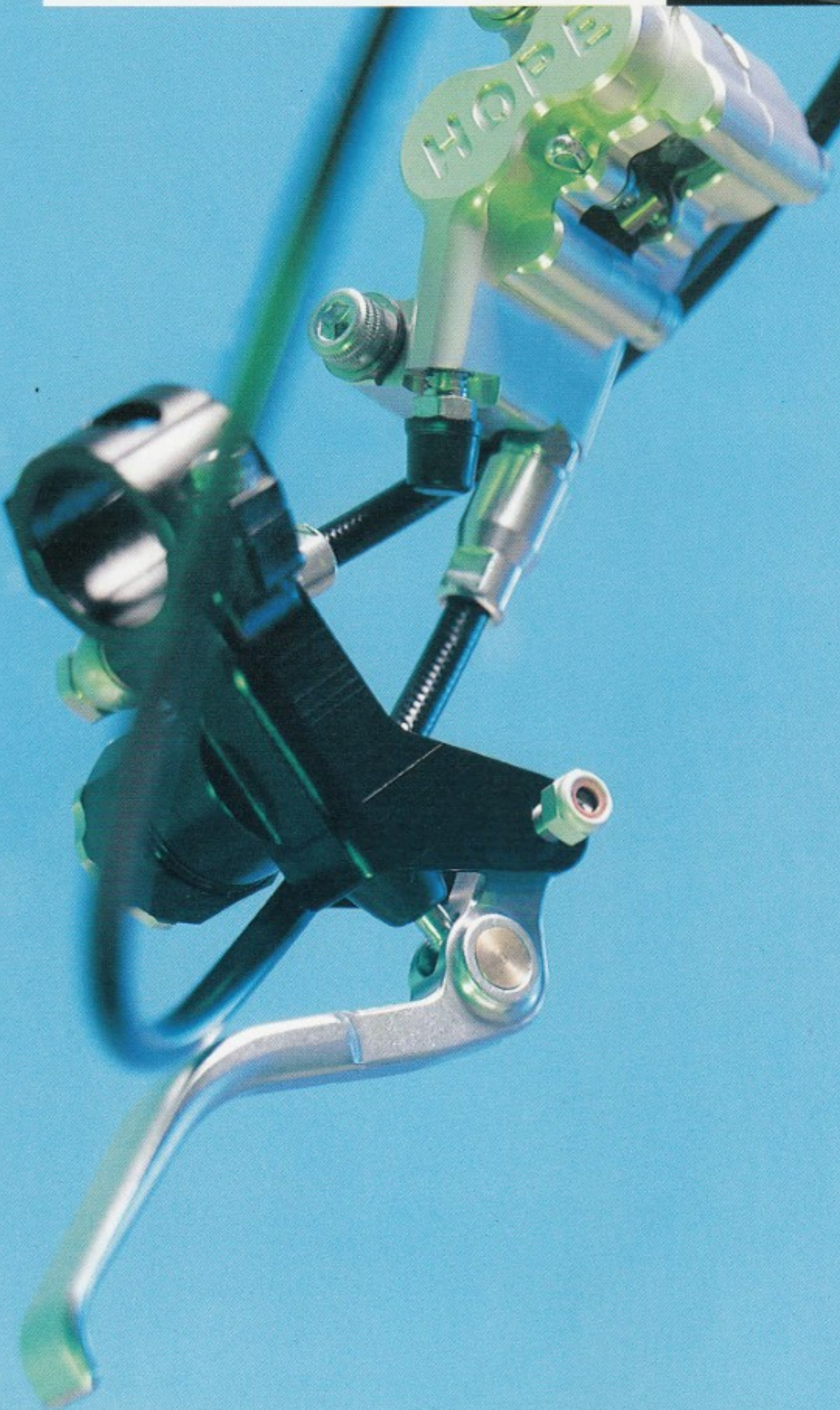
At Hope, we have always maintained that our people are our most valuable asset and so we invest heavily in training to ensure that we all add to our knowledge, learn new skills and keep abreast of relevant developments.

Production is supervised by our skilled engineers, who ensure that every bicycle component we manufacture meets the ISO 9002 quality control systems that we have implemented.

Our manufacturing capability has increased, and our working facilities expanded to accommodate the growing demand for Hope products. Product development and improvement is part of our business philosophy, and with our commitment to technical excellence and customer service Hope will continue to produce products of unrivalled quality and value for money.

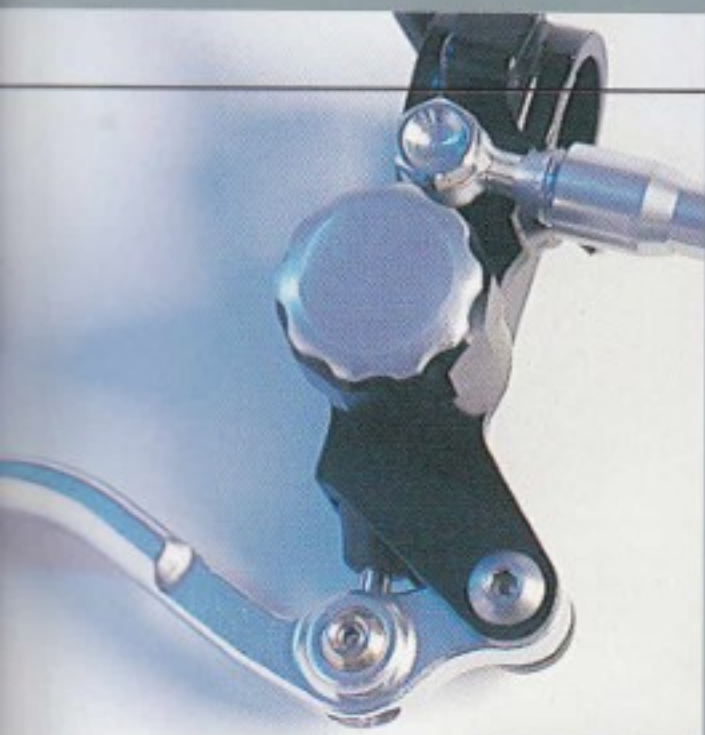
HYDRAULIC DISK BRAKES

Hydraulic Disc Brakes



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◀ Pro Lever

The Pro Lever features a compact, lightweight design with a direct pull master cylinder. Reach adjustment is made easily with a single screw in the front of the lever. Split clamp to enable quick bar changes.



◀ Sport Lever

The Sport Lever is our original lever and is still chosen by many of our professional racers due to its robust look and feel. The main feature is the ability to use the same lever on left or right of the bars.

Open v Closed

We produce two types of brake systems:

Open System

With the Open System the lever position does not change relative to the bars, however hard or long the descent. To obtain drag free running this system uses an advanced caliper seal design. A metal diaphragm inside the reservoir self adjusts as the pads wear and also allows for expansion of the fluid, even at the highest temperatures. These features allow the brakes to be used for either downhill or cross-country.

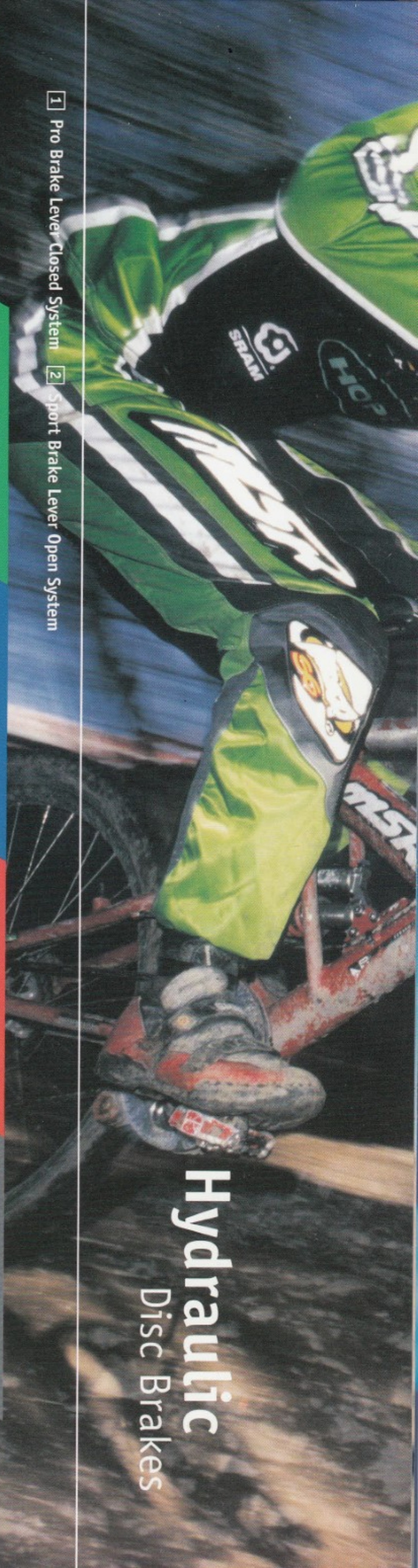
Closed System

In this system the calipers feature positive reaction. Springs inside the caliper actually pull the pistons away from the disc totally eliminating drag. The lever offers excellent adjustment via the thumbwheel on top of the master cylinder. This type of system is ideally suited to cross-country or short downhill racing where elimination of drag is most important.

1 Pro Brake Lever Closed System

2 Sport Brake Lever Open System

Hydraulic
Disc Brakes



DISK BRAKES



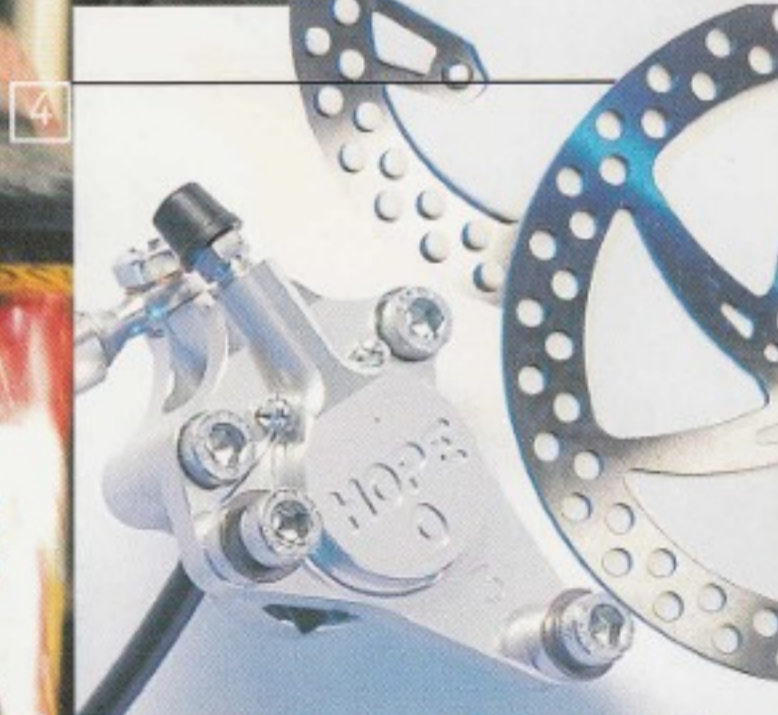
The DH4 Caliper and Disc
As used by the likes of Steve Peat on the World Cup circuit, this four-piston caliper has been designed to give maximum power whilst still being able to handle the extremes of braking encountered in downhill racing. It is an open system, which means that the lever position does not change relative to the bars, no matter how hard or long the descent. And the DOT 5.1 brake fluid used ensures fade free braking in wet or dry conditions.



The XC4 Caliper and Disc
The XC4 Caliper is the ultimate in cross-country braking yet it is still one of the lightest braking systems available. Rather than compromise performance to save weight, we have thought and engineered our way round problems. The new XC4 is still a powerful disc brake system and infinitely adjustable via the innovative and original thumbwheel even while riding. There is positive retraction due to the advantages of the closed system, which equals zero drag.



The C2 Caliper and Disc
The C2 Caliper has been the mainstay of our range for the past couple of years. It has been proven in the World Cup downhill and cross-country arenas. As it is a closed system it features the positive retraction of the XC4 brake. Springs in the caliper pull the pistons from the disc once the lever is released. The thumbwheel on the reservoir allows the essential 'on the fly' pad adjustment.



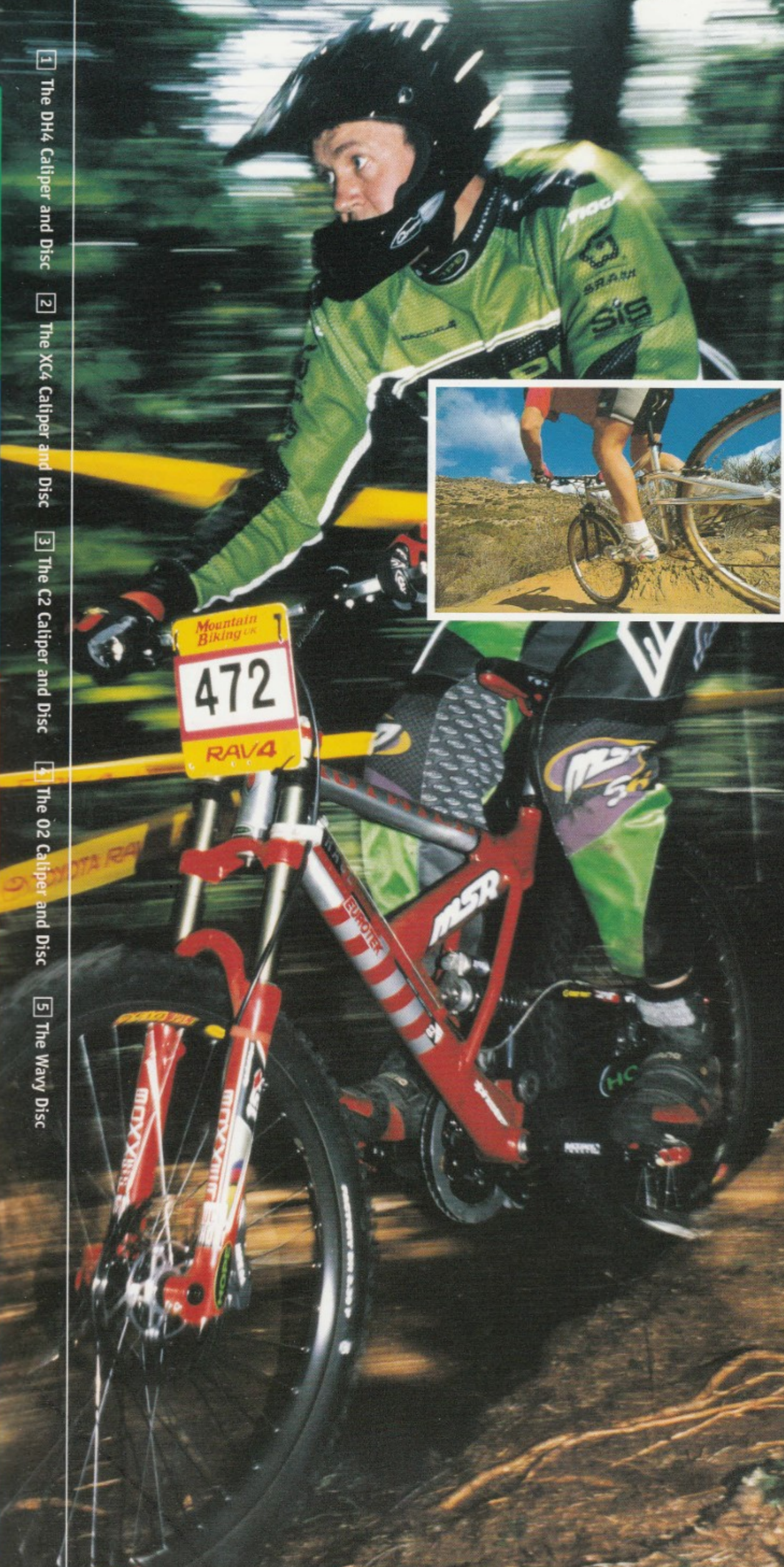
The O2 Caliper and Disc
This brake system offers value for all applications. The caliper uses the seal technology from the DH4 system to draw the pistons back into the caliper. This allows the brake to be used for downhill as well as cross-country. It does not use the thumbwheel on top of the master cylinder, instead it features a metal diaphragm inside the reservoir which self adjusts as the pads wear and also allows for expansion of the fluid at the highest temperatures, maintaining lever position at all times.



The Wavy Disc
The new Wavy Disc is available to suit all types of caliper. Originally designed for use in mountain bike trials where the highest performance is demanded, we have now found it offers many advantages in all realms of mountain biking.

For fitting information for a particular frame or fork contact your nearest Hope Dealer or visit our website www.hopetechnology.com.

Hydraulic Disc Brakes



1 The DH4 Caliper and Disc

2 The XC4 Caliper and Disc

3 The C2 Caliper and Disc

4 The O2 Caliper and Disc

5 The Wavy Disc

DISC BRAKE BICYCLE HUBS

Disc Brake Bicycle Hubs



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Sport Hub

The Sport Hubs have one piece aluminium hub shells with sealed cartridge bearings throughout. The cassette body is steel and the hub uses the same pawl and ratchet mechanism as the more expensive Ti-Glide. The front and rear are available to accept quick release. Available in the International Standard 6 bolt disc fitting.



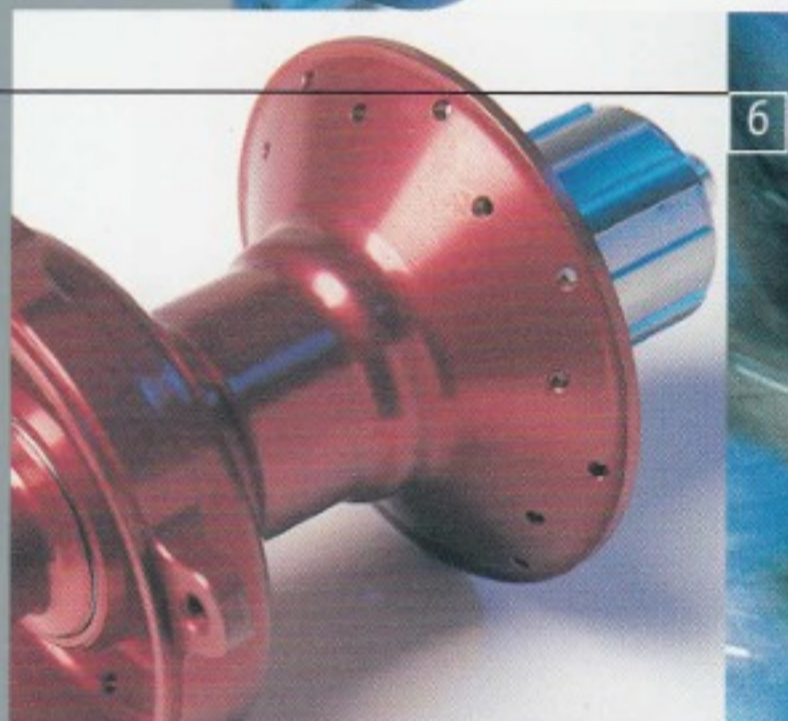
Bulb Hub

More and more forks now require 20mm axles a hub, therefore easy conversion from QR, is becoming essential. This is where the bulb hub comes into its own. The front has a QR axle, which can be removed simply with two allen keys. The 20mm spacers (available separately) are then clipped into place. The rear hub can be modified to fit either QR or 12mm axles. Available in the International Standard 6 bolt disc fitting.



Big'Un Hub

For pure downhill racing and jumping you cannot beat the strength of wheel that the Big'Un Hub design allows. The large cupped flanges give one of the most distinctive hubs around. We also recommend this hub for use on tandems where disc brakes will be fitted. The front hub can be modified to suit either QR or 20mm axles and the rear either QR or 12mm axles. The Big'Un Hubs are only available to fit our standard 5 bolt discs.



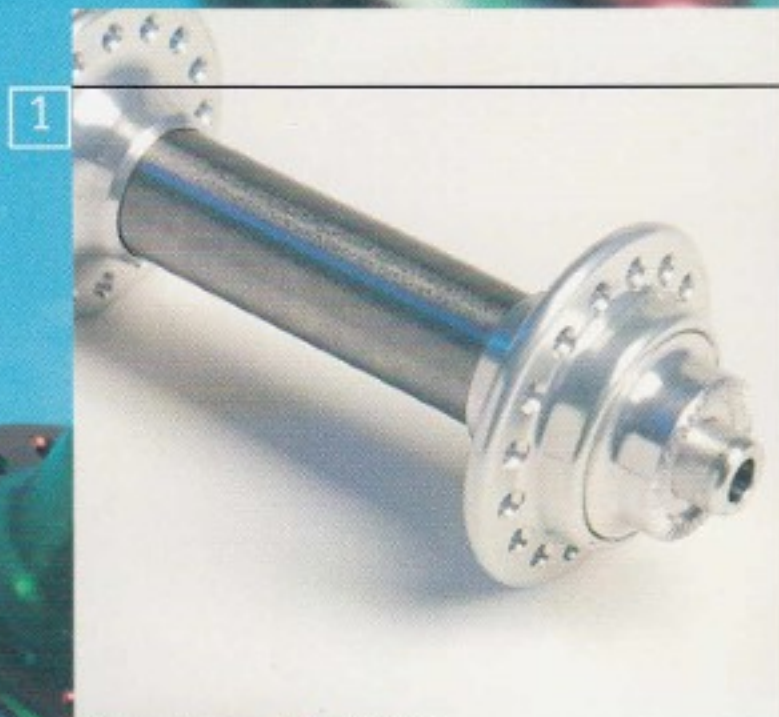
Titanium Hub

For the weight conscious rider we have the Ti-Glide Rear Hub and the Suspension Front Hub. These use titanium composite hub bodies and a titanium cassette body to reduce weight to a minimum. Yet still feature high quality cartridge bearings. The discs are fitted via a special XC spider onto a spline. This requires the use of our 5 bolt disc.



CONVERTIBLE BILLET HUBS

Conventional Bicycle Hubs

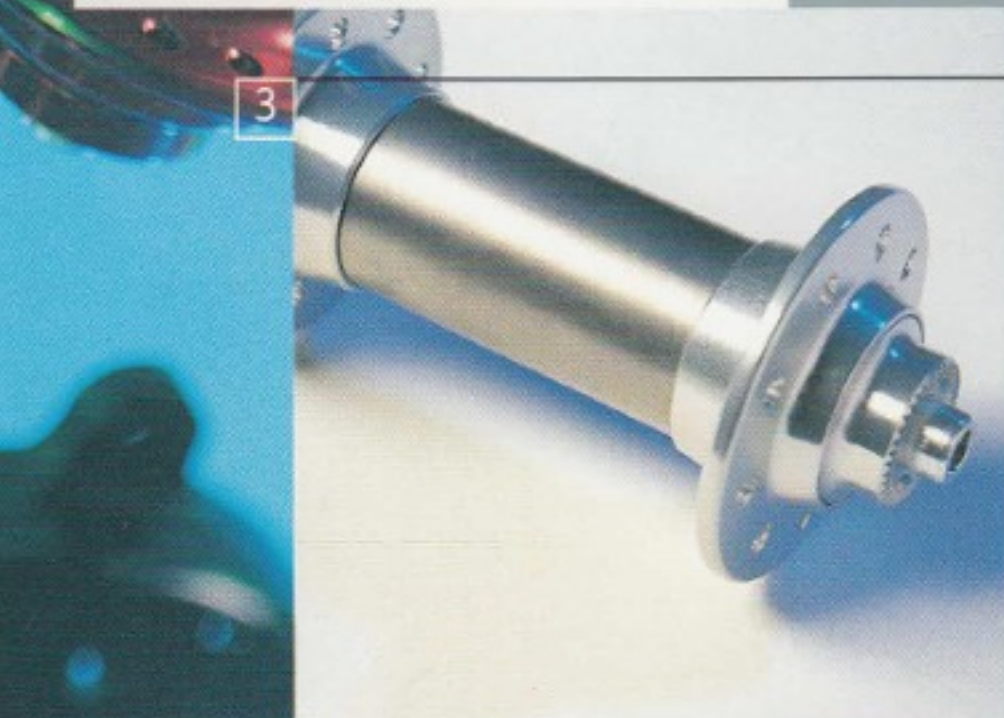


◀ Lightweight Front Hub

Ideal first step upgrade offering cartridge bearings at an affordable price.

► Suspension Front Hub

A good value, well engineered hub to stiffen up any bicycle suspension fork.

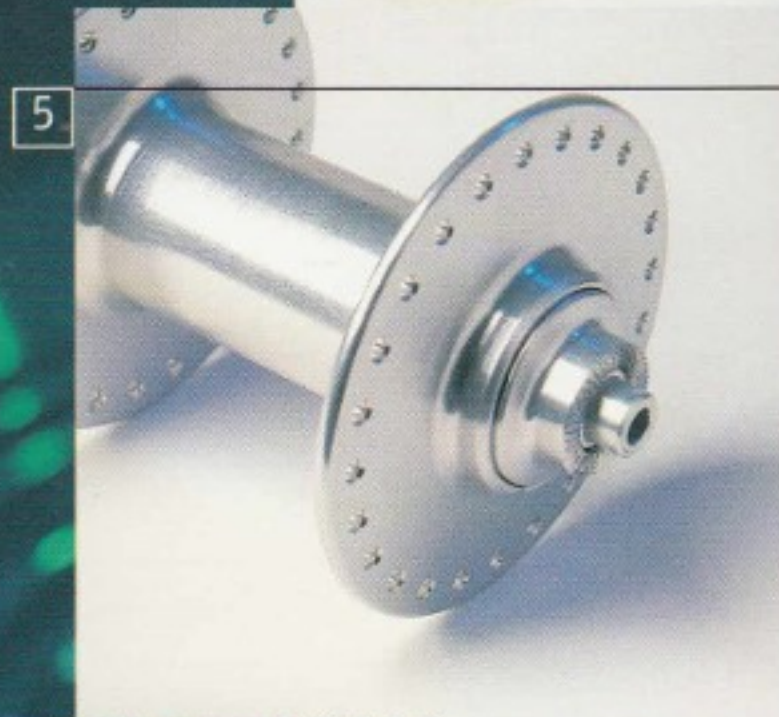


◀ Radial Front Hub

Specifically designed to handle the extra forces encountered in radial built wheels. These hubs are always slotted.

► Ti-Glide Rear Hub

Development of our original rear cassette hub offering sealed cartridge bearing and our own, proven, three pawl ratchet mechanism and Ti cassette body.

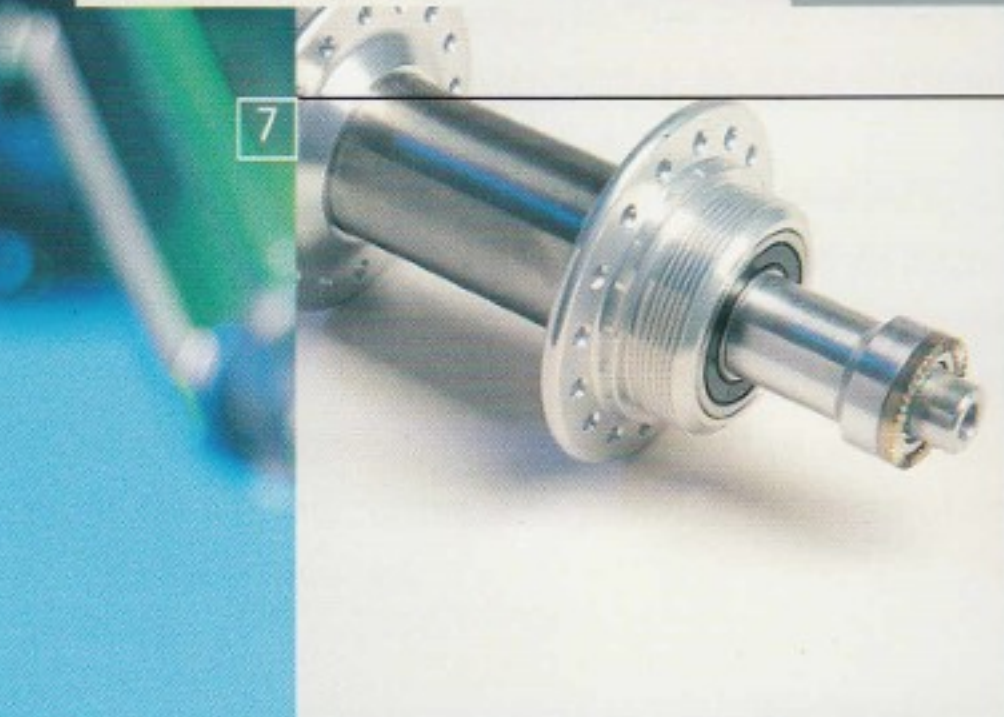


◀ Tandem Front Hub

These hubs are machined from billet aluminium with large flanges and increased diameter micro engagement ratchets for extra strength. Features thread to allow use of Arai drag brake.

► Tandem Rear Hub

This rear hub features steel axles and a steel cassette body.



◀ Screw-On Hub and Single Speed Rear Hub

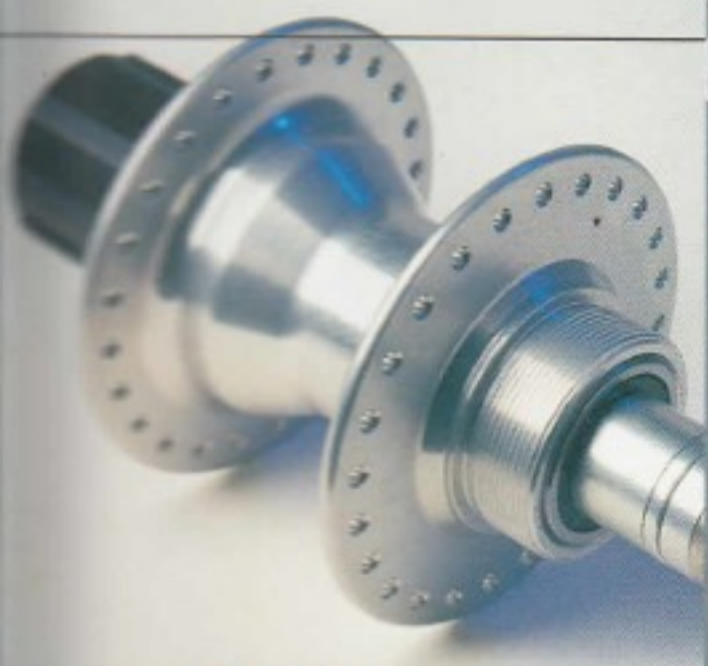
These two hubs are suited for individuals who choose a more simple approach to cycling. Both hubs allow the use of screw-on blocks.



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Conventional Bicycle Hubs

Disk Brake Bicycle Hubs

Hub	Type of Disk Fixing	Weight	Bearings	Drop Out Width (mm)	Colour	Hole Drilling	Flange (LH) Diameter	Flange (RH) Diameter	Centre to Flange (LH)	Centre to Flange (RH)
Radial Front	N/A	124g	2x609 2RS	100	Silver only	18,20,24 28,32,36	39	39	36	36
Lightweight Front	N/A	106g	2x609 2RS	100	All Colours	32,36	33	33	35	35
Suspension Front	N/A	166g	2x6001 2RS	100	All Colours	32,36	41	41	32	32
Screw-On Rear	N/A	180g	2x6001 2RS	126 130/135	All Colours	20,24,28 32,36	45	45	32	24
Single Speed Screw-On Rear	N/A	180g	2x6001 2RS	130/135	All Colours	32,36	45	45	33	33
Ti-Glide Rear Cassette	N/A	318g	2x6001 2RS	130/135	All Colours	20,24,28 32,36	45	45	35/32	18/20
Tandem Front	N/A	225g	2x6001 2RS	100	Silver only	32,36,40 48	65	65	33	33
Tandem Rear Cassette	N/A	500g	2x6001 2RS	135 140/145	Silver only	32,36,40 48	65	65	31 28/25	20 22/24
Sport Front Hub	6 Bolt	210g	2x6001 2RS	100	Black only	32,36	56	45	21	33
Suspension Splined Front	Splined 5 Bolt	168g	2x6001 2RS	100	All Colours	32,36	43	41	22	32
Bulb Front QR	6 Bolt	215g	2x61804 2RS	100	All Colours	32,36	56	47	20	33
Bulb Front 20mm	6 Bolt	185g	2x61804 2RS	110	All Colours	32,36	56	47	20	33
Big'Un Front QR	5 Bolt	318g	2x61805 2RS	100	All Colours	32,36	64	64	20	31
Big'Un Front 20mm	5 Bolt	292g	2x61805 2RS	110	All Colours	32,36	64	64	20	31
Sport Rear Hub	6 Bolt	390g	4x6001 2RS	135	Black only	32,36	56	45	32	21
Ti-Glide Cassette Rear	Splined 5 Bolt	318g	4x6001 2RS	135	All Colours	32,36	43	45	32	20
Bulb Cassette Rear	6 Bolt	380g	2x61902 2RS	135 or Through	All Colours	32,36	56	50	33	21
Big'Un Cassette Rear	5 Bolt	493g	2x61902 2RS	135 or Through	All Colours	32,36	64	64	34	21
Tandem Big'Un Front	5 Bolt	318g	2x61805 2RS	100	Silver only	36,40,48	64	64	24	31
Tandem Big'Un Cassette Rear	5 Bolt	493g	2x61902 2RS	135/140 145/160	Silver only	36,40,48	64	64	34/31 28/21	21/22 24/32

Hubs available in all colours refer to Silver, Black, Red and Blue.

Bottom Brackets & Skewers

Bottom Brackets & Skewers



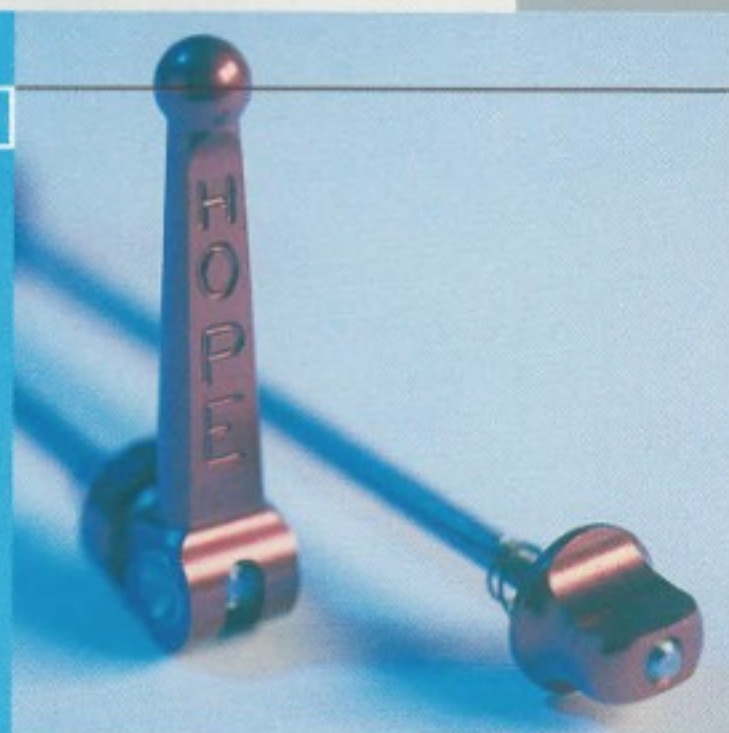
Short Bottom Bracket

Our shorter length bottom bracket is made to the same high specification as the 117mm version which both include: deep groove cartridge bearings, 6A1/4V Ti, Axle, accurate 2 degrees tapers, a tolerance of 4 microns (0.004mm) and 2014 T6 Cups.



Long Bottom Bracket

Our Titanium bottom brackets have wider and longer tapers to give a more positive location for cranks of any make. Two sealed cartridge bearings keep you going for miles before any form of service is required. When the bearings eventually need changing, it is a simple and inexpensive task



Skewers

Our skewers are manufactured with a 5mm 6A1/4V titanium rod, with turned down ends to accommodate the rolled threads. The ergonomically designed lever pivots on a self lubricating brass seat for an ultra-smooth action. Available in both mountain bike and road bike lengths.



Conventional

Bicycle Hubs

- 1 Lightweight Front Hub
- 2 Suspension Hub
- 3 Radial Front Hub
- 4 Ti-Glide Rear Hub
- 5 Tandem Front Hub
- 6 Tandem Rear Hub
- 7 Screw-On Hub
- 8 Single Speed Rear Hub

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