

Panaracer USA
P.O. Box 7187
Santa Monica, CA 90406-7187



SECESJA s.c.
30-552 KRAKÓW
ul. Wielicka 8
NIP 679-012-33-48

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National Tire Co. Ltd., 2-1-72, Hasekubiki, Yodogawa-ku, Osaka 532, Japan. Tel: 81-6-393-2810. Fax: 81-6-393-3315.
Panaracer USA, P.O. Box 7187, Santa Monica, CA 90406-7187. E-mail: info@Panaracer.com Web: http://www.Panaracer.com



Racing



For 1997, Panaracer is sponsoring the following MTB pro teams: Polo Sport, Proflex, and Ventana.



We design Panaracer tires to meet the highest standards of performance. To prove this claim, we have a legacy of sponsoring riders who race and win in elite international competition. From the first official mountain bike World Championships in 1990, where the original Smoke tire propelled four riders to rainbow jerseys, to the first Olympic mountain bike race in 1996, where the GreenLite tube helped one racer win a medal, Panaracer products have been at the head of the pack.

Being involved in World Cup racing is about more than enabling the pros to ride their best. These top riders and teams are an invaluable source of product development—their feedback and ideas inspire us to make small refinements, explore new technologies, and ultimately make superior tires. So when Panaracer goes racing, it's a win-win for everybody.



Mary Hearn
Polo Sport

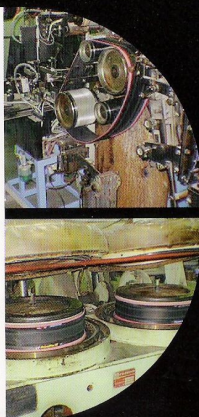


Mark Howe
Polo Sport

With all the different kinds of bicycles in the world, they have at least one big thing in common: They all roll on a patch of rubber and air contacting the ground. It's easy to see why designing and manufacturing tires is a serious commitment—as the functional foundation of the bicycle, that rubber and air patch has to meet your needs and earn your trust.

For more than 40 years, Panaracer has been serving cyclists with ride-enhancing tires and related products. We are a complete tire company, with extensive research and development resources and our own manufacturing facility (in high-quality Japan). This unusual level of control and consistency enables our team of designers and engineers to develop technological breakthroughs in tires. In mountain biking's short history, for example, Panaracer's record includes the original 26-inch off-road tire, the first racing tire, and numerous innovations in tread compounds and design.

Bicycles are good. The right tires make them better, safer and more enjoyable to ride. That's what Panaracer—and this brochure—are all about.



Mach-SK / Mach-SS



Mach-SK 26x1.95" | Snake/Feeling bead | 630/550g | 47mm wide
Mach-SS 26x1.95" | Snake/Feeling bead | 630/550g | 47mm wide

So-called "semi-slick" tires have become all the rage for racing. Panaracer's Mach series improves the breed, delivering a broader range of performance in multiple conditions. The Mach-SK (semi-knob) and Mach-SS (semi-slick) tires use low-profile treads for low rolling resistance and aggressive side knobs for good cornering performance. The SS has a file tread, the SK has small square knobs. Both have Anti-SnakeBite protection, and both are quite fast.

DusterPro



DusterPro front 26x2.1" | Snake/Feeling bead | 630/550g | 50mm wide
DusterPro front 26x1.95" | Snake/Feeling bead | 630/520g | 47mm wide
DusterPro rear 26x2.1" | Snake/Feeling bead | 630/550g | 50mm wide
DusterPro rear 26x1.95" | Snake/Feeling bead | 630/520g | 47mm wide

A cross-country dream, the DusterPro uses the Binary Function Compound and stiffens it up with carbon black for a great combination of adhesion and stability. The Anti-SnakeBite bead chaffer helps prevent pinch flats by absorbing the brunt of sharp impacts. The open tread aces all-around cross-country riding, especially wet, loamy conditions. And the DusterPro is really light. Bottom line: You'll ride better and faster with fewer flats. How sweet is that?

Cross-Country System

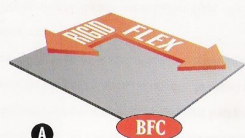
CONDITION	FRONT			REAR		
	Mach-SS	Mach-SK	DusterPro	Mach-SS	Mach-SK	DusterPro
Hard Condition	Good	Good	Good	Good	Good	Good
Loose Dirt	Good	Good	Good	Good	Good	Good
Technical/ Varied	Good	Good	Good	Good	Good	Good
Loamy/Mud	Good	Good	Good	Good	Good	Good

The two tires in the Mach series and the DusterPro allow riders to choose a fast combo that matches their terrain and individual preference. In normal conditions, the Mach-SS is recommended for the front and Mach-SK for the rear, but either tire can also be used front or rear or paired with the DusterPro.



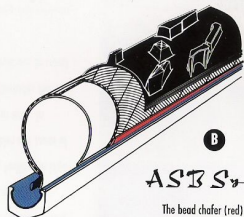
Shari Kalar
Polo Sport

Technology



BFC System

The tread is stiffer in the rolling direction and compliant in the lateral direction.



ASB System

The bead choker (red) and rim elastomer (blue) prevent flats by absorbing shock.

Panaracer's advanced technologies extend tire performance by harnessing previously unattainable benefits. Exhibit A: The Binary Function Compound, an exclusive tread rubber with dual elasticity. It delivers good wear and braking stability but stretches in corners to provide extra ground contact. Exhibit B: The Anti-SnakeBite System, an anti-rebound rubber that cushions the tube against bump forces, greatly increasing protection against pinch flats.

DusterPro DH



Downhill racing exerts specific demands on tires. By meeting those challenges head-on, the DusterPro DH has proven itself as a top downhill tire. The distinctive blue casing is a polyester protector that prevents punctures and stiffens the tire at high speeds. The tread pattern re-works the DusterPro's traction-happy design and includes the Binary Function Compound for maximum grip and stability. With the DusterPro DH, downhill racing gets faster.

Smoke/Dart Classic



Dart Classic (front)	26x2.1"	Steel/Folding bead	650/540g	50mm wide
Smoke Classic (rear)	26x2.1"	Steel/Folding bead	640/570g	47mm wide

These are the originals that everyone has ridden and loved at one time or another. In 1990, the Smoke's large, meticulously designed tread took fat-tire performance to a higher level. In 1992, the Dart introduced the world to front-specific tires, and the Smoke carried on as the archetypal rear tire. Along the way, the Smoke and Dart became the most victorious tire combination ever. Today, they're both still available and still great—in a word, classic.

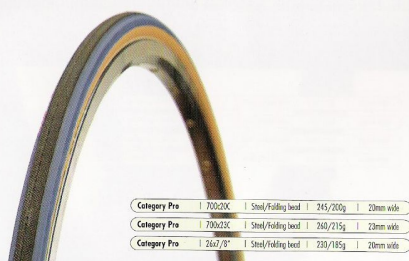
Spike



Spike front	26x1.95"	Steel/Folding bead	730/640g	46mm wide
Spike rear	26x2.0"	Steel/Folding bead	770/680g	47mm wide

When we say the Spike is the ultimate mud tire, we're talking about its pointy mud-shedding tread and hard-rubber compound, which enable it to plow through where others bog down. The Spike works so well, in fact, that we urge you not to ride it on sensitive terrain. But for times when you have no choice but to ride in mud—you're racing, you live in the Pacific Northwest, whatever—the Spike's your best friend. Bonus: It's the preferred tire of pro dual-slammer racers.

Category Pro

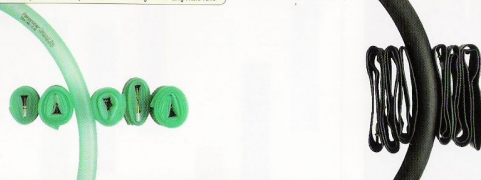


Category Pro	700x20C	Steel/Folding bead	245/200g	50mm wide
Category Pro	700x23C	Steel/Folding bead	260/215g	23mm wide
Category Pro	26x7/8"	Steel/Folding bead	230/185g	20mm wide

One moment you're slicing through the wind on a straightaway, the next you're leaning into a fast corner. With features like a dual-density tread with the Binary Function Compound, the Category Pro improves every part of your ride. The black center rubber trims rolling resistance, the softer blue side rubber grips tenaciously in turns, the Aramid-backed Tornado casing resists cuts, and the tire is just plain light. It's one way to make good road rides great.

GreenLite & Super Tubes

GreenLite MTB	26x1.9-2.1"	Polyurethane	90g	Presta valve
GreenLite road	700x20-23C	Polyurethane	55g	Short Presta valve
GreenLite road	700x20-23C	Polyurethane	55g	Long Presta valve
GreenLite road	26x7/8"	Polyurethane	55g	Short Presta valve
GreenLite road	26x7/8"	Polyurethane	55g	Long Presta valve
Super Tube MTB	26x1.425-2.1"	Butyl	250g	Presta/Schrader valve
Super Tube MTB	26x1.1-2.5"	Butyl	350g	Presta/Schrader valve
Super Tube road	700x20-23C/23x15	Butyl	165g	Presta/Schrader valve
Super Tube hybrid	700x25-55C	Butyl	210g	Presta/Schrader valve



Everyone knows, or should know, that tubes are a hidden but important part of the ride. At 90 grams (50-55 grams for the road), the GreenLite tube trims up to 300 grams from a wheelset. Its exclusive polyurethane gives a supple ride, and it won't leak air like other light tubes. The Super tube is a high-quality butyl tube that's 50 percent thicker than standard, so it fights punctures without being laughably heavy—perfect for downhillers and commuters.

Category Elite



Category Elite	700x20C	Steel bead	250g	20mm wide
Category Elite	700x23C	Steel bead	270g	23mm wide
Category Elite	26x7/8"	Steel bead	220g	20mm wide

The Category Elite is a more economical take on a high-performance dual-compound road tire. Its black center tread provides low rolling resistance and long wear, and the softer red shoulders give a better grip on corners. The nylon casing is smooth-riding and durable. The Category Elite comes with a steel bead only; even so, the tire is really light (as low as 220 grams). Take it out for a long spin, and you'll see how fun it is to ride the black and the red.

XC Shield & DH Shield Rims



XC Shield	26x1.5-2.1"	32h aluminum rim	480g	23.0/14.2mm wide
DH Shield	26x1.5-2.2"	32h aluminum rim	590g	35.5/21.5mm wide

By analyzing the interface between tires and rims, Panaracer has added a new element of rim performance. The Shield is a lightweight aluminum rim with a thin elastomer cover that fits over the outer wall and flanges. This ASB (Anti-SnakeBite) elastomer prevents pinch flats by cushioning the tube over sharp bumps. Two models: The traditional XC Shield, and the disc-brake-specific DH Shield, which eliminates the braking sidewall and goes downhill fast.