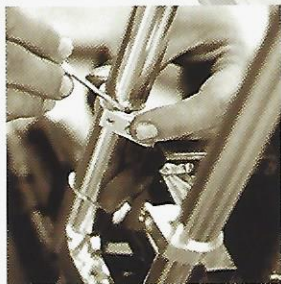




AMPRESEARCH



When Horst Leitner took his first glance towards the world of mountain biking he was already at an advantage. You see his “suspension” teeth were

cut in the arena of off-road motorcycle racing, where for over twenty years his designs were setting the pace for everyone else to keep up with.

And it's no different with mountain bikes.

AMP Research designs and innovations can be seen on just about all the suspension bikes on the market today.

You see, the folks at AMP Research design and manufacture bikes that are the best they can be. Bikes designed with no preconceived notions of how mountain bikes are “supposed” to look, or concerns for mass market appeal. Just a really good idea of what works, and what doesn't. If they come up with an idea that improves performance, it's done. No waiting for the next calendar year, or a premier at an annual bike show. At AMP Research performance comes first, and everything else doesn't even get the time of day.

AMP Research, for those who let nothing stand in the way of their finish line.





suspension forks

Back in 1990 AMP RESEARCH may have been new to the world of mountain bikes, but they were old friends to the technology of suspension. A friendship earned through years spent successfully designing, building and racing off-road motorcycles.

You see, by being "new" to the mountain bike world, there were no preconceived ideas about what a suspension fork is "supposed" to look like. All that mattered is that it achieved the level of perfection that they had grown to expect from their designs.

Touted as "the lightest suspension fork on the market" by *Mountain Bike Action* magazine, and "the best overall suspension fork" by Germany's *BIKE* magazine, it's easy to see that the F-3XC and F-4BLT have realized the goals set by AMP's staff of suspension wizards. A level of performance achieved only by those not afraid to venture outside the lines.

At the heart of the F-3XC and F-4BLT is a totally new linkage design that eliminates the binding, torsional flex, compromised braking and excessive weight of conventional telescopic suspension forks. A design that enables the fork to work with the bumps to absorb the energy, instead of trying to turn a horizontal bump force into a vertical motion.

The standard single shock F-3XC fork and standard dual coil spring F-4BLT fork are both precisely controlled via a simple and dependable system that dampens the rising rate linkage.

This simple, lightweight (F-3/2.15lbs. or F-4/2.6lbs.) and highly effective design features NASA developed composite bearings and sealed pivot assemblies, to give you either 2.25 inches of fork travel on the F-3XC and over 3 inches of fork travel on the F-4BLT. Travel that is soft in the beginning and firm at the end. With fork legs available in either Alcoa® 6013 super-strong aluminum or computer designed, multi-wave carbon fiber tubing,

the F-3XC and F-4BLT are built to give you years of dependable performance.

The F-3XC and F-4BLT suspension forks, designed to not only improve upon what is, but to prove what could be.

B-3 suspension frame

It's been said that if one starts over from scratch, then that person had nothing worth saving in the first place. It also means that person is probably chasing fads.

At AMP Research they live by two simple rules: 1) if it doesn't work, toss it, and 2) if it works great, let's make it better. And the AMP B-3 is proof positive that these rules are obeyed.

The modern incarnation of the classic AMP design, the B-3 takes the standard that it has already set for full suspension bikes to higher ground. Taking the basic suspension design that *Mountain Bike Action* magazine said, "turned twisty, rocky sections into a full factory magic carpet ride", and improving upon it was no easy task. To most an impossibility, to AMP Research a way of life.

To start, the frame is built using high-tech Alcoa® 6013 aluminum and features a 1.5" round down tube that offers 180° weld overlap at the bottom bracket for unparalleled torsional rigidity. Further strengthening the B-3 is a Motocross style head tube gusset. This gusset increases the fatigue life of this critical area to three times that of standard aluminum frames. To increase both performance and esthetics, an all new CNC machined shockstay clamp has been added for increased rear-end stiffness and rigidity.

The suspension area of the B-3 has been improved with the addition of a new self-adjustable compression damping shock. This double-sealed, oil dampened thru-shaft shock also features a chrome silicone or optional titanium spring and stainless steel shock shaft. When you add to this the unique swingarm bridge design with increased chain/mud clearance, and CNC machined "all-in-one" bottom bracket unit that incorporates the swingarm pivots, seat tube interface and reinforcing rings, you've got a frame ready to take on the very best the world has to offer.

To improve upon what is, is to have a passion for one's craft. To rest upon one's laurels, is to ride a quick road to defeat.



B-3 frame kit



B-4 suspension frame

The B-4 suspension frame is the result of what happens when one sets a goal and lets nothing stand in their way. The goal: to take a proven design and increase its performance two-fold.

Not an easy task when you consider that *Mountain Bike Action* magazine already deemed AMP Research's suspension system, "the dominant full suspension system on the face of the earth". Unfortunately for the competition, the engineers at AMP Research like nothing more than a good healthy challenge.

At the heart of the B-4 is AMP's custom designed hydraulic self-adjustable compression damping rear shock. This double-sealed, oil dampened thru-shaft shock features a chrome silicone spring and stainless steel shock shaft for high-level, yet reliable performance. To increase head tube strength and fatigue life, a motocross-style head tube gusset was added. This gusset increases both strength and fatigue life of this area to over three times that of standard aluminum frames. Another crucial area is that of the seat tube/top tube. AMP's revolutionary strong, yet lightweight, seat tower is stamp-molded from 6061-T6 aluminum and can be personalized to fit a wide variety of seat tube angles and heights. Add to this AMP's unique swingarm bridge design with increased chain/mud clearance and custom designed "all-in-one" CNC machined bottom bracket unit that incorporates the swingarm pivots, seat tube interface and reinforcing rings, and you have a bike capable of handling anything thrown its way.

The final step to enhance overall strength and performance while reducing weight is the tubing. AMP's frame material of choice is Alcoa's® high-tech 6013 tubing. A tubing that once heat treated and ball burnished to its final luster will give the B-4 a long life of unparalleled performance.

The B-4: it's what happens when you chase your dreams, and catch them.



B-4 frame kit

disc braking system

We've all been there, approaching a turn at a slightly faster rate of speed than desired, two fingers on the lever, feet ready to come out of the clips, while our mind is already around the corner trying to pick the next line. Situations like these leave little room for error, and place a premium on knowing exactly how the bike is going to react when you pull back on the lever.

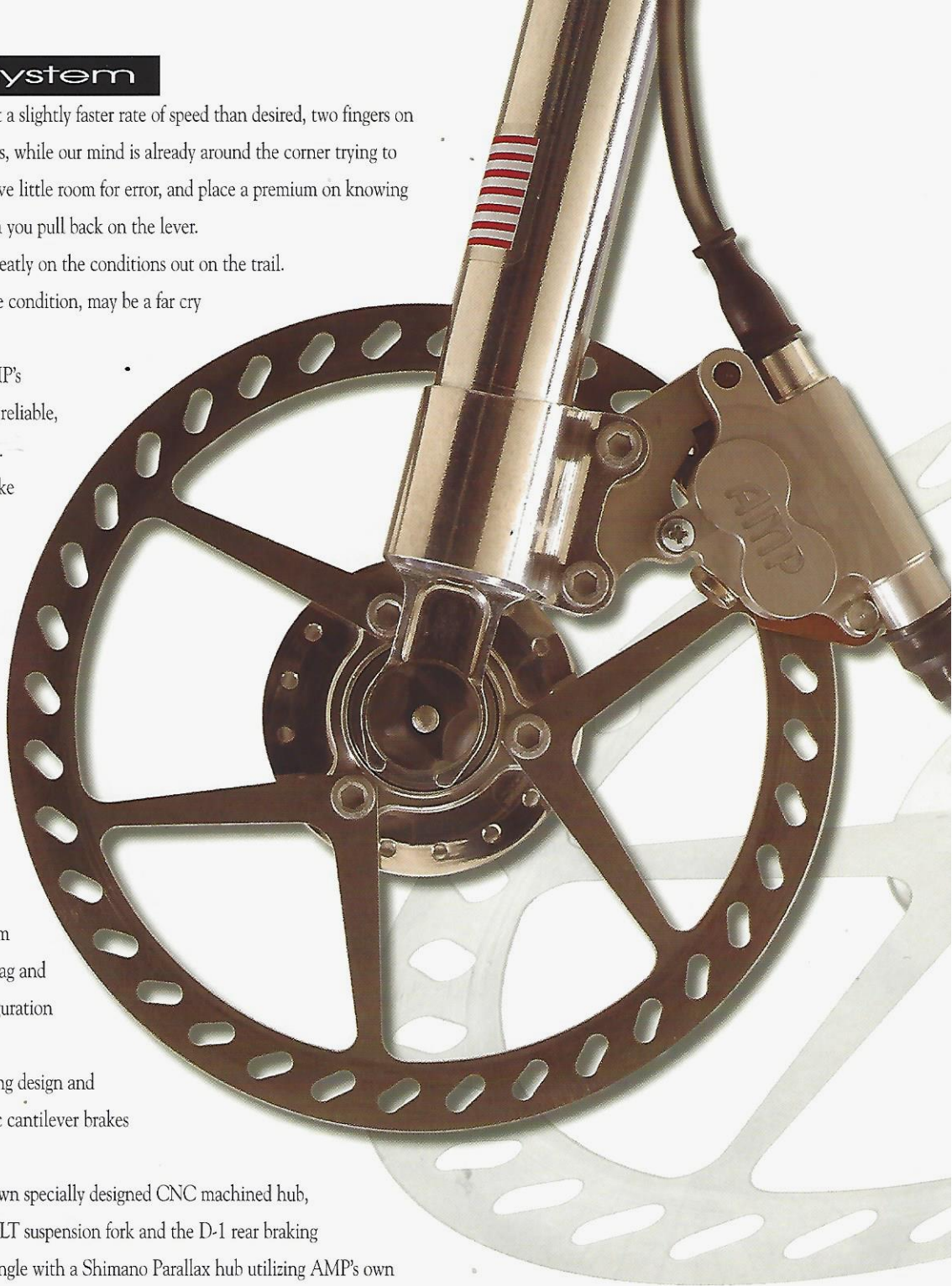
How a braking systems works depends greatly on the conditions out on the trail. Dry, wet, hot, cold. What works well in one condition, may be a far cry from perfection in another.

We give you the D-1 braking system. AMP's lightweight D-1 braking system is the most reliable, durable, easy to maintain brake on the trail. Featuring a stainless steel rotor, organic brake pads and self-adjusting dual-piston caliper, the D-1 produces twice the stopping power of traditional cantilevers with over 200% greater mud clearance.

Utilizing aircraft grade aluminum and advanced ceramic technology, the D-1 system provides you with incredible stopping power, fade-free performance and a smooth progressive feel every time you squeeze the lever. No matter what the conditions. The unique free-floating design of the D-1 system also eliminates any energy robbing brake drag and features an ingenious cable/hydraulic configuration that allows you to use your existing levers. Add to that it's lightweight and self-adjusting design and you get a braking system that makes archaic cantilever brakes a thing of the past.

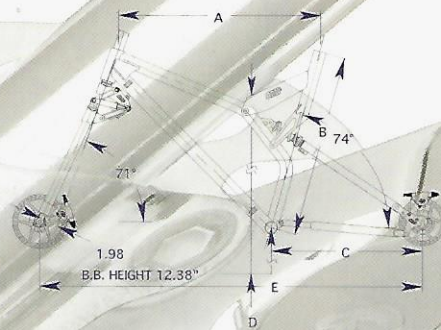
The D-1 front brake, complete with it's own specially designed CNC machined hub, mounts easily to any AMP F-3 XC or F-4 BLT suspension fork and the D-1 rear braking systems easily mounts to any AMP rear triangle with a Shimano Parallax hub utilizing AMP's own specially designed rear hub adapter.

U.S. Patent Pending

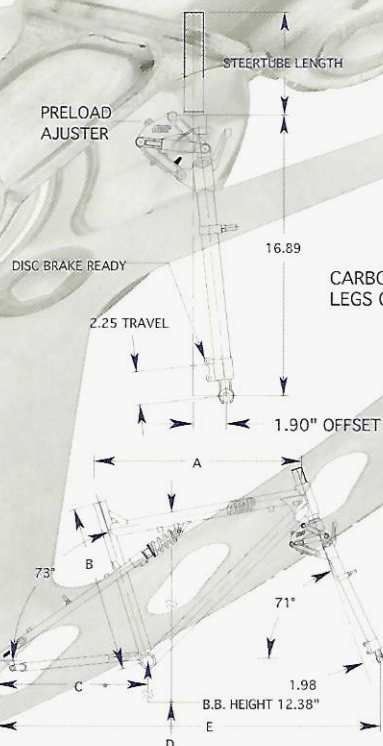


1996 B-4 Specifications

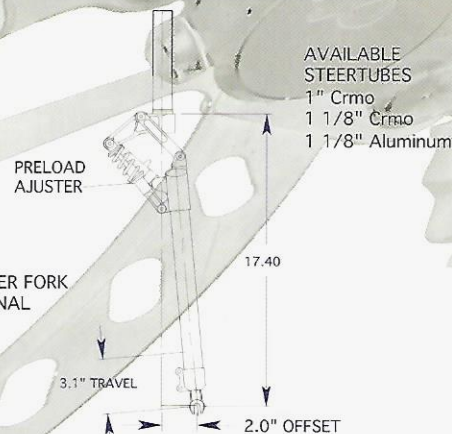
	A EFFECTIVE TOP TUBE LENGTH	B EFFECTIVE SEAT TUBE LENGTH	C CHAINSTAY LENGTH	D STAND OVER HEIGHT	E WHEEL BASE	TRAIL
Small	22.5" 571 mm	18.5" 470 mm	16.8" 427 mm	26.9" 683 mm	42.5" 1080 mm	2.3" 58 mm
Medium	23.0" 584 mm	19.6" 498 mm	16.8" 427 mm	26.9" 683 mm	42.5" 1080 mm	2.3" 58 mm
Large	23.7" 602 mm	21.5" 546 mm	16.8" 427 mm	27.7" 704 mm	43.3" 1100 mm	2.3" 58 mm



1996 AMP F-3 XC Suspension Fork Specifications



1996 AMP F-4 BLT Long Travel Suspension Fork Specifications



AVAILABLE
STEERTUBES
1" Crmo
1 1/8" Crmo
1 1/8" Aluminum

1996 B-3 Specifications

	A TOP TUBE LENGTH	B SEAT TUBE LENGTH	C CHAINSTAY LENGTH	D STAND OVER HEIGHT	E WHEEL BASE	TRAIL
Small	22.0" 559 mm	17.0" 432 mm	16.7" 424 mm	27.9" 709 mm	41.4" 1052 mm	2.3" 58 mm
Medium	23.1" 587 mm	18.5" 470 mm	16.8" 427 mm	29.1" 739 mm	42.5" 1080 mm	2.3" 58 mm
Large	23.7" 602 mm	20.5" 521 mm	16.9" 429 mm	30.6" 777 mm	43.4" 1102 mm	2.3" 58 mm



©1996 AMP RESEARCH
1855 Laguna Canyon Road,
Laguna Beach, California 92651
714.497.7525 fax 714.497.0284

AMP EUROPE
Industriegasse 13
8600 Bruck/Mur, Austria
Fax 43.3862.56063