

**SUPPOSE THE NEEDLE IS YOUR FRONT
WHEEL, THE GROOVE IS THE TRAIL AND
THE MUSIC IS POST-PUNK THRASH.**



DELTA V SUSPENSION. IT FOLLOWS EVERY NOTCH OF THE TRAIL AND NOT A SINGLE PATH OF CONVENTION.

While other suspension systems can separate the riders from their bikes, Delta V suspension separates itself from the toys. Here's why:

IT'S LIGHTER
THAN MANY
NON-
SUSPENDED
BIKES.

Suspension should help you go faster. Unless, of course, it's heavy enough to slow you down.

The Delta V integrated front suspension system with frame, fork, headset and stem weighs just 7.64 lbs. Which is lighter

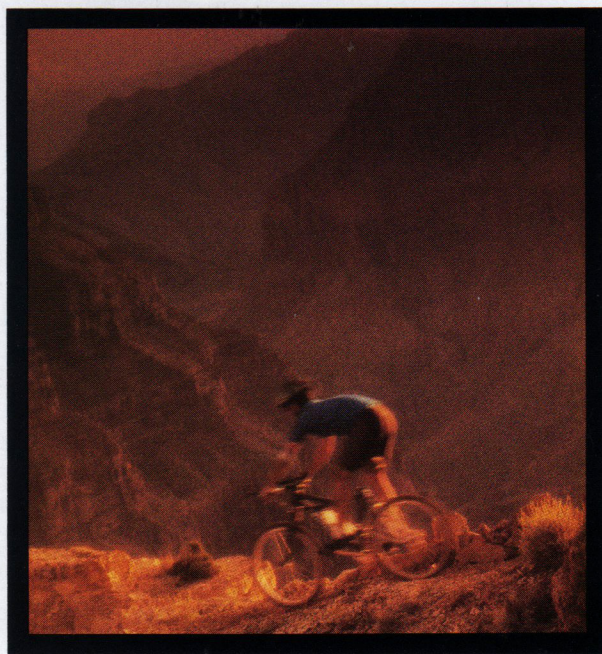
than comparably equipped bolt-on suspension bikes. In fact, it's even lighter than many non-suspended bikes. A fea-

ture you'll undoubtedly appreciate the next time you're tearing up a thirty degree, rock-infested incline.

IT RESPONDS
INSTANTLY
BECAUSE
THERE'S
NO STICTION.

Stiction, or static

friction, is the force suspension systems must overcome to work and a term other suspension makers never use.



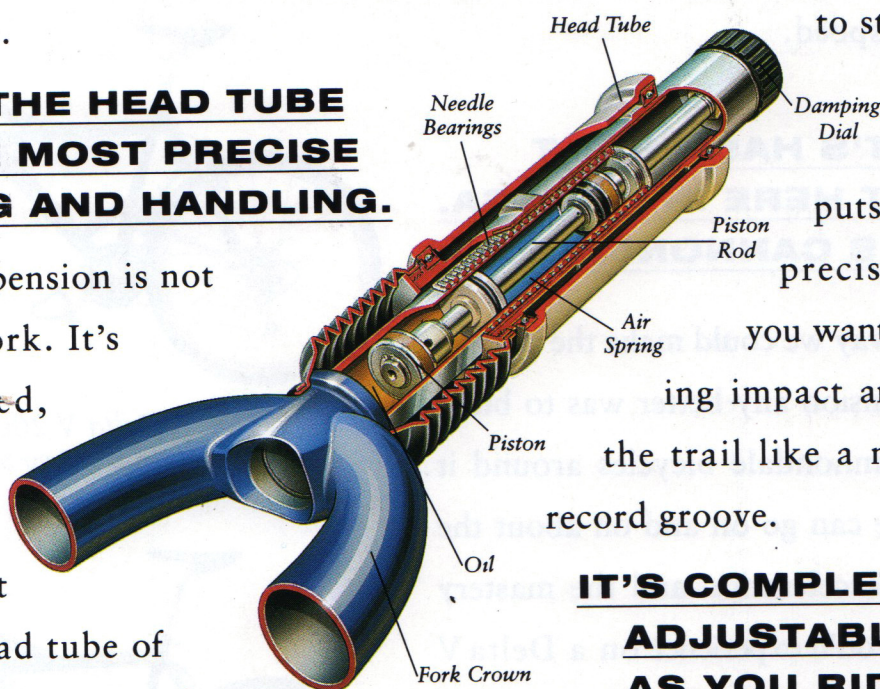
That's because fork-blade suspensions have plenty of stiction right at the bushings where their telescoping tubes slide together. Translation? Fork blades aren't as good at absorbing impacts of all sizes. Delta V has no bushings and virtually no stiction. Its telescoping tubes glide fluidly on needle bearings. So it instantly absorbs large and small bumps alike.

IT'S IN THE HEAD TUBE
FOR THE MOST PRECISE
STEERING AND HANDLING.

Delta V suspension is not a bolt-on fork. It's an advanced, oil-filled shock absorber built into the head tube of a suspension-specific frame.

Positioned above the wheel, Delta V has several distinct advantages over fork blade suspensions. With two shock absorbers on each side of your wheel joined by a metal bridge, fork blades can compress unevenly and wobble

under pressure. (Next time you're in a bike shop, take this simple test. Stand facing the stem of a fork-blade bike with the front wheel between your legs and your hands on the handlebars. Twist the bars from side to side as you grip the wheel with your legs. See the fork wiggle?) You don't have to be a physicist to imagine what this can do



to steering and handling. Delta V

puts the wheel precisely where you want it. Absorbing impact and tracking the trail like a needle in a record groove.

IT'S COMPLETELY
ADJUSTABLE
AS YOU RIDE.

The damping rate dictates the speed with which a shock absorber, and your wheel, compresses and rebounds. To be truly functional, a suspension system's damping must be adjustable to match



the terrain. Delta V goes a step further. It's

adjustable as you ride because the terrain changes as you ride. And that's something no other suspension can do. Delta V reacts to even the smallest impacts like washboard bumps and undulating ruts. On the big stuff such as jagged rocks and logs, a simple turn of the damping dial adjusts the Delta V fork instantly so you are able to maintain your speed.

IT'S HAND BUILT
RIGHT HERE IN THE USA.
IT'S CANNONDALE.

The only way we could make the world's best suspension any better was to build several Cannondale bicycles around it. Fact is, we can go on and on about the explosive acceleration and the mastery of terrain you'll experience on a Delta V suspension bike, or the incredible ultra-light Super V mountain bike. But there's nothing more convincing than riding one yourself. Call 1-800-BIKE USA for your nearest dealer. Delta V. The only suspension system that tracks everything the trail dishes out, from classical to post-punk thrash.



Super V 3000
(Available Spring 1993)



Delta V 2000
(Includes E.S.T. Rear Suspension)



Delta V 1500
(Front Suspension Only)

cannondale®