

2010 XENITH RACE



Sterling Silver/Pearl White

UPGRADES/CHANGES FROM 2009

- Shimano's new 6700 Ultegra components
- American Classic Victory 30 wheelset
- Vittoria Zaffiro Pro Slick folding tires
- Ritchey Logic Comp cockpit

FEATURES/BENEFITS

Born from the same molds as our SL and Team, sharing many of the same design features, constructed with our lightweight-but-durable DYAD lay-up

The Xenith's Tri-Oval differential tubing diameters (larger diameters on larger frames, smaller diameters on smaller frames) support big riders without punishing smaller ones.

Designing the fork to incorporate a 1.5" crown race allowed us to produce a full-hollow fork, from steerer tube through crown and down to the dropouts: it's not just lighter, it's stronger!

Our seatstays run full length from dropout to seat tube increasing lateral stiffness while offering greater vertical compliance than standard larger diameter monostays.

Our forged one-piece dropouts, with replaceable derailleur hanger, offer greater strength and reliability than the industry-standard bolted & glued dropouts.

Xenith's "muscle" shaped chainstays are asymmetrical, with the driveside 10% larger than the non-driveside, yielding 30% more volume & stiffness to offset drivetrain torque.

Our front derailleur clamp spreads shifting forces around the tube instead of localizing them at one point as would the more standard rivet-on front derailleur perch.

The top of the Xenith seat tube is slotted twice (front & rear) to spread clamp torque around the tube, and seat posts are securely and evenly clamped with an opposing 2-bolt 7075 seat clamp

American Classic Victory 30 wheelset weighs in at a scant 1592g. Featuring American Classic featherweight hubs, AC spokes, and 30mm deep section aero rims.

FSA's Gossamer BB30 forged alloy crank with oversized aluminum axle is over 100g lighter than it's MegaExo counterpart.

Their compact chainring concept is revolutionary: a 34T inner chainring offers a 15% lower gear ratio than traditional 39T double ring'd road cranks, but the 50T outer loses only 6% off the top end compared to the 53T traditional outer. You get the hill climbing capability of a triple, yet less weight than a standard double.

Shimano's new 6700 Ultegra drivetrain assures light, precise shifting over all 20 speeds and offers carbon fiber STI levers.

Tektro forged brake calipers with sure stopping Swiss Stop pads deliver solid, predictable braking performance.

Vittoria Zaffiro Pro Slick tires feature a kevlar bead instead of steel wire for reduced rotational weight.

SPECIFICATIONS

Frame	High modulus carbon fiber, Dyad fiber lay-up, tri-oval shaped top and down tubes with SST tubing diameters, 11/8-11/2" head tube, BB30 OS BB shell, asymmetrical chainstays, twin seat stays, forged one-piece dropouts with replaceable derailleur hanger, double water bottle bosses
Fork	Jamis full carbon composite, 1.5" Hollow formed crown, mono-coque one-piece forming technology, carbon dropouts with stainless axle interfaces
Headset	Ritchey Pro, integrated, sealed bearing, 11/8-11/2"
Wheels	American Classic Victory 30, 18/24H, bladed spokes
Tires	Vittoria Zaffiro Pro Slick, 700x23c, folding
Derailleurs	Shimano Ultegra RD-6700 rear and Ultegra FD-6700 braze-on front with 34.9mm alloy clamp
Shiftlevers	Shimano Ultegra ST-6700 Dual Control STI, 20-speed
Chain	KMC DX10SC
Cassette	Shimano Ultegra CS-6700, 10-speed, 11-25T
Crankset	FSA Gossamer compact for BB30, 50/34T, 170mm (48/51), 172.5mm (54/56), 175mm (58/61)
BB Set	FSA BB30
Pedals	NA
Brakeset	Tektro R530 forged alloy dual pivot calipers with Swiss Stop pads, Shimano Ultegra ST-6700 STI levers
Handlebar	Ritchey Comp Logic II, double-butt'd 6061, 31.8mm, 400mm (48/51), 420mm (54/56), 440mm (58/61)
Stem	Ritchey Comp, 3D net forged 6061 alloy, 6D x 90mm (48/51), 100mm (54/56) 120mm (58/61)
Grips	Jamis suede bar tape
Seat Post	Jamis carbon fiber micro-adjust, 300mm x 31.6mm, with 7075 alloy double-bolt seat post clamp
Saddle	Selle San Marco Ponza with microfiber cover and hollow cro-mo rails
Sizes	48, 51, 54, 56, 58, 61cm
Color	Sterling Silver/Pearl White

Road

GEOMETRY

SIZE	CENTER of BB to TOP of TT	EFFECTIVE TT LENGTH	HT ANGLE	ST ANGLE	CHAINSTAY	WHEELBASE	FORK RAKE	BB HEIGHT	HEADTUBE	STANDOVER
48cm	16.77/426	20.27/515	72.5°	73°	15.94/405	37.09/942	1.69/43	10.55/268	3.94/100	27.99/711
51cm	18.42/468	20.83/529	73°	73°	15.94/405	37.52/953	1.69/43	10.55/268	4.72/120	29.29/744
54cm	19.13/486	21.42/544	73°	73°	15.94/405	38.07/967	1.69/43	10.55/268	5.51/140	30.04/763
56cm	19.92/506	22.24/565	73°	73°	15.94/405	38.90/988	1.69/43	10.55/268	6.30/160	30.75/781
58cm	20.55/522	22.83/580	73°	73°	15.94/405	39.49/1003	1.69/43	10.55/268	7.09/180	31.45/799
61cm	21.22/539	23.23/590	73°	73°	15.94/405	39.92/1014	1.69/43	10.55/268	7.87/200	32.01/813