

2009 JAMIS DAKAR XCT 2

UPGRADES/ CHANGES FROM 2008

New model for 2009

REASONS TO UPGRADE FROM DAKAR XCT 1

Marzocchi 44 ATA TST2 fork

Fox Float R rear shock

15mm thru-axle front hub

Ritchey Pro Logic Zero-Stack headset

Mavic XM117 disc rims and Shimano M475 rear hub

Kenda Nevegal Stick-E tires

Shimano Deore XT Shadow rear derailleur

Shimano SLX Rapidfire shifters

Sram PowerChain 971 with Gold Power-Link

Shimano Deore Hollowtech/Octalink crankset

Shimano 505 clipless pedals

SPECIFICATIONS

Frame	Kinesium alloy main triangle, STW weight-optimized 7005 seat & chainstays, 130mm travel mp3 linkage design, cartridge bearing pivots, Fox FLOAT R shock with 10mm hardware, replaceable derailleur hanger
Fork	Marocchi 44 ATA TST2, dual rate air spring, 40mm adjustable travel, external rebound & compression damping with lockout, 15mm thru-axle, 100 - 140mm travel
Headset	Ritchey Pro Logic Press fit, semi-integrated with 20mm shim stack, 1 1/8"
Wheels	Mavic XM117 eyeletted disc rims, 32H, Shimano M475 rear disc hub & Formula DH/DC71 front disc hub with 15mm thru-axle, WTB 14g stainless steel spokes
Tires	Kenda Nevegal, 26 x 2.35», Stick-E compound
Derailleurs	Shimano Deore XT Shadow rear, Deore 34.9mm top pull front
Shiftlevers	Shimano SLX Rapidfire Plus-SL, 27-speed
Chain	Sram PowerChain 971 with Gold Power-Link
Cassette	SRAM Powerglide 950, 9-speed, 11-34
Crankset	Shimano M521 Hollowtech, 44/32/22, 170mm (13-15"), 175mm (17-21")
BB Set	Shimano ES25, Octalink, 68 x 113
Pedals	Shimano M505 clipless
Brakeset	Avid Juicy 3 hydraulic disc brakes with 160mm rotors, Avid Juicy levers
Handlebar	Ritchey Mountain Rizer, 31.8mm O° x 20mm rise x 670mm
Stem	Ritchey 4-bolt OS, 31.8 bar bore x 6° rise x 90mm (13-15"), 100mm (17-19") & 120mm (21")
Grips	WTB MotoTec clamp-on, DNA compound
Seat Post	Ritchey 2B OS, 31.6 x 350mm, with alloy clamp & crommo seatpin
Saddle	WTB Rocket V Comp with SL top
Sizes	13", 15", 17", 19", 21"
Color	2-Phase Rust
Weight	31.20 lbs



2-Phase Rust

FEATURES/BENEFITS

The XCT's mp³ multi-link suspension design is optimized to shed weight, keep a low center of gravity and offer superb pedaling efficiency

Our double-butted top tube is sloped & bent for the increased standover that aggressive trail riding requires. The bend in the down tube is designed to accommodate the

200mm/50mm stroke rear shock. It just happens to look really good with that bent top tube.

10mm shock hardware increases lateral & torsional stiffness and enhances rear shock durability and performance

The XCT 2's fully-active 130mm travel is controlled by a Fox Float R rear shock with externally adjustable rebound

Marzocchi's 44 ATA TST2 fork delivers up to 140mm of air sprung adjustable travel with externally adjustable rebound damping & lockout. 32mm stanchions keeps the front wheel tracking where you point it

Their new 15mm thru-axle QR offers all the benefits of the 20m thru-axle design (stiffness!) + the benefits of the standard 9mm QR system (quick wheel removal!) without any of the down sides.

The weight of the 15mm system is similar to the classic 9mm system (thanks to the lightweight alloy QR axle & reducing fork leg weight), but it is nearly as stiff as a 20mm freeride thru-axle

The increase in stiffness improves steering & handling significantly. It also puts less stress on the fork internal, improving fork durability and performance. Braking performance is enhanced as well

Kenda's Nevegal 2.35 Stick-E tires were voted the #1 tire tread pattern by someone. We did read that somewhere. Maybe the Kenda catalog. But we agree 100%!

Shimano's Deore XT Shadow rear derailleur features a QUIET super low-profile design that won't slap the chainstay in rough riding conditions. Direct cable routing reduces the risk of housing snag.

Their new SLX Rapidfire shifters offer a "2-way" release, allowing the upper lever to be pulled with the forefinger or pushed with the thumb depending upon rider preference

Avid Juicy 3 hydraulic disc brakes have it all: Power Reserve Geometry, Tri-Align caliper positioning system, a true 2-piston self adjusting caliper, drip free bleeding and a Clean Sweep rotor

WTB's Mototec clamp-on grips feature a nylon skeleton that clamps down firmly on the bar, providing a no-slip contact point, with over-sized knobs for shock absorption & control in rough conditions

GEOMETRY

SIZE	CENTER of BB to TOP of TT	EFFECTIVE TT LENGTH	HT ANGLE	ST ANGLE	CHAINSTAY	WHEELBASE	FORK RAKE	BB HEIGHT	HEADTUBE	STANDOVER
13"	12.28/312	21.22/539	68.5°	73.5°	17.12/435	41.69/1059	1.50/38	12.87/327	4.53/115	27.99/711
15"	13.70/348	22.12/562	68.5°	73°	17.12/435	42.40/1077	1.50/38	12.87/327	4.53/115	28.66/728
17"	15.63/397	22.79/579	68.5°	73°	17.12/435	43.07/1094	1.50/38	12.87/327	4.72/120	29.60/752
19"	17.56/446	23.70/602	68.5°	73°	17.12/435	44.01/1118	1.50/38	12.87/327	5.51/140	30.91/785
21"	19.56/497	24.08/612	68.5°	72.5°	17.12/435	44.21/1123	1.50/38	12.87/327	5.90/150	31.97/812