## ROAD

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## All-mOUNTAiN/ PARK BiKEs

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## CROss COUNTRy                         51-60

## FULL sUsPENsiON CARBON RACE

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## JAmis FRAmEsETs 83-84
Perfection is a lot like fitness—you can be happy with where you are, but still not satisfied because you know you can do more. And in a lot of ways, that’s how we’ve always felt about our bicycles.

Jamis bikes have racked up dozens of Bike of the Year awards, winning accolades from cagey bicycle magazine editors and everyday bike riders alike. And while we’re proud to be recognized as being among the very best, we’ve never been content to rest on our reputation.

New manufacturing techniques, new materials and new components let us design ever-lighter, more capable bicycles that maximize fun and performance alike. Technology gets better by the day, which can be frustratingly wonderful. We squeeze every last gram from the available technology and resources, but by the time a new bike debuts our bike-loving engineers have already started napkin sketches of the next generation of Jamis bikes, with an eye toward the next level of technology and how it can make riding easier and more fun.

As bicycle nuts, we’re lucky to make (and ride!) a broad spectrum of bikes. Jamis bicycles span the sport, from hyper-light road racing bikes to gravity-enhanced downhill bombers, from style- and comfort-driven street bikes to quick, lightweight trail bikes, from seriously expensive grown-up toys to the best kids’ bikes on the planet. Individually, they’re as different as bicycles can be. Collectively, they’re united by the ride.

It’s the magic of the ride that matters, and if you’re reading these pages you know that’s true. You’re one of the lucky ones who can still remember that wondrous moment when your first wobbly ride on two wheels suddenly stabilized and it just became...fun. Whether it’s the singing hiss of pavement under your tires, the flowing rhythm of a downhill trail ride, or the simple joy of a two-block run for ice cream, we believe every ride should feel right, recapturing the essence of that first ride, that joy of discovery.

This year’s crop of Jamis two-wheelers is our best one yet, and you’ll see it in every single model line. Our flagship road bike, the Xenith, sees further tuning and refinement of its carbon monocoque frame, making one of the most advanced bikes on the planet even better. It heads up a field of performance road machines that include state-of-the-art aluminum chassis and the timeless feel of steel, tuned for both worlds from our Commuter series, which blends the high-tech, high-performance aspect of our Street Performance bikes with some of the comfy characteristics of our Street Comfort line.

On the dirt, our award-winning full-suspension lineup continues to show just how smooth trail riding can be in the rough and tumble world. The all-conquering, all-new Dakar BAM and Dakar XAM let you follow the fall line at blistering speeds, just like Jamis pros Kathy Pruitt and Tommy “T” Tokarczyk. Or you can go with the flexible-use Dakar—one of the longest-lived, most refined full-suspenders even—that comes in both stubby all-mountain and lightweight cross-country versions.

The Dragon and Dakota lineups of trail-ready hardtails showcase what we do best—perfect ride tuning, with fully dialed geometry and that impossible blend of supple ride and efficiently stiff pedal response. That same relentless tuning carries over to our Durango and Trail series as well, proving that serious performance does not always require serious spending.

We’ve spent 29 years not settling for good-enough.

The 29er—big 29-inch wheels—has proven to be more than a flash in the pan, and we’re there with 29er versions of our Dakota, Dragon and Exile cross-country bikes. If you want to experience the smoother feel and lower-rolling-resistance magic of giant wheels this is your chance, with a frame that’s been properly tweaked and massaged to make the most of the big treads. These are from-the-wheels-up designs, not the simply taller, longer-wheelbase versions of the 26-inch wheel bikes some of the other guys try to get away with—so you’ll get an honest taste of what this big wheel thing is really all about.

And we go back to our riding roots with our Youth lineup, which we think is the very best there is. Whether you’re after that ideal first bicycle, or your child’s first-ever gear-changing machine with hand brakes, our kids’ bikes take every nod into account. Properly sized grips, handbrakes and cranks make them easy to pedal and safer to ride, for a rewarding riding experience that lets you share the joy of your own first rides and relive them again.

After 29 years of hard work, you’ll find we’re ready to sit up and coast. But not us. Getting to be on top of our game—building some of the finest, best bikes in the world—wasn’t easy. But we’ve always had more than our share of fun doing it, because that’s what bikes are all about.

Ride.
The other guys might say carbon is the material of the future, but we've been working hard to perfect it since 1998. We've stepped it up this year with the latest highest-strength/highest-modulus carbon and refined our manufacturing know-how with a new braided bladder monocoque main triangle for OMNIAD and DYAD frames that makes for better compaction and less post-mold weight, something we've also accomplished in the rear stays with new, expandable silicone mandrels.

And we've instituted an industry first—every Xenith and Dakar XCR carbon frame is machine-tested for weight, ensuring it is neither resin-rich nor resin-deficient (resin itself doesn't do much, structurally—too much simply adds weight, too little means the carbon plies aren't adequately fused for strength.) Frames that pass the weigh-in are then individually tested for stiffness, to ensure all plies are correctly applied to engineering spec. Any that fail are scrapped.

We're the only company using size-specific tubing to tune the ride of every frame, for every rider from race-level through rank beginner. Our SST size-specific tubing engineering protocol employs smaller-diameter frame sections for smaller frames and larger ones for bigger frames for more consistent ride quality across all frame sizes.

And we do this in carbon, aluminum and steel, employing every trick in the book from hydroformed aluminum for directional stiffness to custom-spec tubing from the world's best suppliers.

The mindset behind SST is just one example of how we apply smart and sensible engineering to our bicycle designs. We apply that same laser like focus for premium performance in our dual suspension designs.

This year’s MP3 suspension provides a near-vertical rear axle path that reduces pedal kickback to nearly zero. And while other suspension designs rely solely on clever shock damping to minimize pedal-bob, we've optimized pivot placement that maximizes the advantage of Fox’s ProPedal damping to effectively nullify it. Completely. And we've tweaked our geometry with a lower main triangle bellcrank pivot that ensures consistent performance throughout the size range.

On the road, we've shifted up a cog by heaping large-scale refinements on top of our SST and new carbon technologies. The Xenith T series is the biggest standout, the first-ever production frame that cheats the wind by enclosing the front brake caliper within the fork and shielding the rear caliper under the chainstays, making it one of the world’s sleekest designs. With carbon tubing utilizing NACA-designed airfoils (that’s National Advisory Committee for Aeronautics—NASA’s predecessor) and rear-entry dropouts that snug the rear wheel tightly into the aero seat tube’s wheel cutout, helping the Xenith T set a new time trial standard.

We've pumped up the seat tube and seatpost diameter on road frames for reduced weight and greater pedal platform stability. And we've done this while retaining a full range of adjustment, something that can’t be accomplished with integrated seat tube designs.

Almost everywhere you look, we've upped the technology ante in our pursuit of perfection. This might give us bragging rights, but what matters is you'll receive a better riding experience whether you're a die-hard racer or someone who simply loves to ride. And that, to us, is good science.

Cycling is the perfect fusion of science and soul. And while we are passionate believers in the soulful side, we are relentless in our pursuit of technical perfection, and we chase it on every front.

While we take every advantage of computerized number-crunching, and the hard science of lab testing, there's no substitute for personal feedback. And that's why there's Covert.

Covert is our ride-testing program, which makes use of Jamis-sponsored pros and other people you might call “sensitives,” technically savvy cyclists we count on for serious reality checks.

Next-gen prototypes are dispatched—usually unpainted, but always with a Jamis Covert Prototype decal—into the field for real-world testing. This is how we fine-tune both big and little details like handling characteristics, shock damping, cable routing, water bottle and mounting bolt access and all the things that, combined, make up the perfect ride.
There is an almost Zen-like purity to road riding and road bikes. When you’re in a groove on top of the gear and just turning the cranks over in a fast one-two, it’s cycling at its purest. There’s the rapid-fire clicking of the cassette as you coast, the gratifying ker-chunk of a well-executed gear change, the soothing thrum of the wind, and underlying all the barely audible hiss of tires on asphalt – the sizzling sound of speed.

A great road bike is a celebration of perfection. Riding blacktop is pure pursuit, with bikes so pared-down the tiniest flaws become glaring. On the surface, there doesn’t seem to be a lot to a road bike. But small flaws become amplified quickly. Very minute differences can make a tremendous difference, separating the merely good from the amazingly great. And we’re better at sweating those details than anyone.

The frame is the road bike’s core. And while a lot of emphasis is placed on material choices, its true foundation is its geometry. If a bike can be said to have a soul, it lies in its specific arrangement of its angles and lengths. We’ve spent years perfecting our geometry, and our bikes have a ride and handling that’s absolutely legendary.

There are as many ways to enjoy pavement as there are roads and there’s a Jamis for almost every one. For full-blown road racers there’s our Xenith series with a high-modulus carbon monocoque frame that’s so ride-tuned and so gram-lean it’s truly a magic carpet to the podium. Dedicated pavement pounders will dig the Ventura lineup which matches a featherweight aluminum-and-carbon chassis with the Xenith’s perfect geometry. And we round out our road line for those who appreciate the comfortable riding qualities of Reynolds butted chromoly with the Quest and Satellite.

If you’re stopwatch-obsessed, you’ve got to check out the revolutionary new carbon Xenith T2 and T1 TT/Tri bikes. Every detail of these bikes, including an industry-first shrouded front brake caliper, has been designed to reduce aerodynamic drag, increase stiffness and optimize strength-to-weight characteristics. Trilogy and Comet will also put you into a power position over the pedals with a similar wind-cheating form that’ll speed you through time trials, sprint triathlons or full iron-distance events.

For muddy pursuits (and purists), we have our Supernova and Nova Pro. They are true competition cyclocross bikes – from the flattened-for-portaging top tube section to the front derailleur cable roller at the bottom of the seat tube to the integrated seat binder/rear brake cable stop, every detail was chosen to get you to the finish first.

Fixed-gear junkies will thrill to the new Sonik’s aero-profile aluminum frame with matching carbon seat post and American Classic track wheels. Our perennial steel fixie sell-out, Spunk, is back with a full carbon fork upgrade for ’08 and lower, street friendly 46/16t gearing.

And when you’re ready to go the distance, there’s our Aurora and Aurora Elite touring bikes. You can hit the road and take it all with you. Then when you get back home you have a great all-rounder for commutes and comfortable century rides.

It’s a beautifully paved world. We’re here to help you ride it.
The Xenith’s debut set the standard for race-ready road bikes and this year we turned up the wick like a blast furnace—this thing is HOT!

We re-engineered the SL and Team carbon monocoque frames with higher modulus fiber and new manufacturing methods making them even lighter than last year. Fully finished SL frames in some sizes weigh in as light as 850 grams. And we’ve stiffened the critical bottom bracket/chainstay area for serious kick when you surge on the pedals.

The new-for-’08 Xenith SL, spares nothing, with the best selection of race-level parts we could find. We dropped every gram possible, thanks to tricks like carbon dropouts and finishing the frame and fork with only a thin, ultralight protective clearcoat.

With Pro-circuit race-tested geometry, the Xenith’s handling is uncanny, letting you scrub corners in criteriums or make up time on twisty descents. You’ll have near-perfect weight distribution for cornering with a slick aero posture that puts you in a power position over the pedals for solo attacks or fast training rides.

What better component group to specify for the lightest, highest performing frames on the planet than the lightest group on the planet? Not on the heels of their Force and Rival introduction last year, SRAM is setting the road world on fire this year with their new RED group. Utilizing carbon fiber, titanium, and magnesium, SRAM shaved every possible gram to introduce the first sub-2000g group ever.

Our lightest, highest performing SL and Team frames are constructed with ultra-high modulus carbon fiber precisely applied in a specifically engineered lay-up we call OMNIAD. Especially unique to this process is the outer layer. The outer layer on most frames is made with a woven fiber intended for cosmetics only and is therefore generally constructed of lower modulus fiber. The tightly woven, 1K cloth we use however is made with high modulus fiber thereby contributing to the strength of the frame, allowing us to drive as much weight out of the frame as possible.

**CARBON RACE**

**Color:** Pearl White/Red/Natural Carbon
**Sizes:** 48, 51, 54, 56, 58, 61cm
**Weight:** 15.50 lbs

**Color:** Monterey Blue/Pearl White
**Sizes:** 48, 51, 54, 56, 58, 61cm
**Weight:** 17.25 lbs

**Color:** Natural Carbon
**Sizes:** 48, 51, 54, 56, 58, 61cm
**Weight:** 12.90 lbs

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Xenith Race

FRAME
DYAD T700/530 carbon fiber composite, advanced monocoque construction, asymmetrical chainstays, 1 pc dropout.

FORK
Full Carbon fork with carbon crown, carbon steerer & carbon dropouts.

WHEELS
Shimano R7010 wheelset.

TIRES
Michelin Pro 4, 25c.

DRIVETRAIN
Shimano Dura-Ace 11-speed drivetrain, Ultegra STI levers, 50/35T, Hollow Carbon crank w/MegaExo BB, 110/52.

COCKPIT
Easton EC90 handlebars, EC90 stem, Selle San Marco Delta saddle.

BRAKES
Shimano Dura-Ace dual pivot calipers with Ultegra levers.

Weight: 17.90 lbs

Xenith Comp

FRAME
DYAD T700/530 carbon fiber composite, advanced monocoque construction, asymmetrical chainstays, 1 pc dropout.

FORK
Full Carbon Composite fork with carbon crown, carbon steerer & carbon dropouts.

WHEELS
Shimano WH-R9100 wheelset.

TIRES
Vittoria Rubino Pro, Folding, 25c.

DRIVETRAIN
Shimano 105 11-speed drivetrain, 50/35T, STI levers, FSA Gossamer Compact crank w/MegaExo BB, 110/52.

COCKPIT
Easton EA30 handlebars, EA30 stem, Selle San Marco PONZA saddle.

BRAKES
Shimano R-560 dual pivot brakes, 105 levers.

Weight: 17.50 lbs

For 2008, we also increased the diameter of the seat tube not only making our frame lighter but more efficient as well. Smaller diameter seat tubes and seat posts can sap power by flexing under load. Our new, larger seat mast allows riders to produce more power by providing a stiffer pedaling platform. This power benefit is similar to that achieved by today’s trendy integrated seatposts and frames, without the lack of portability or adjustability that plagues that design.

Xenith Femme

FRAME
DYAD T700/530 carbon fiber composite, advanced monocoque construction, female specific geometry.

FORK
Full Carbon Composite fork with carbon crown, carbon steerer & carbon dropouts.

WHEELS
Shimano WH-R500 wheelset.

TIRES
Vittoria Zaffiro, 700 x 23C.

DRIVETRAIN
Shimano Ultegra 10-speed drivetrain, ST-6700 STI levers, FSA Gossamer Compact crank w/MegaExo BB, 50/34.

COCKPIT
Easton EA30 handlebars, EA30 stem, Selle San Marco Ischia Women’s saddle.

BRAKES
Shimano R-560 dual pivot brakes, 105 levers.

Weight: 18.50 lbs

For the fast women there’s the Xenith Comp Femme, a serious bike that takes a woman’s anatomy into account without compromising any of the performance features that matter. Because speed, like all good things, should be enjoyed equally.

For improvements and enhancements for the 2007 Xenith platform include a revised manufacturing process that yields superior compaction with less excess resin (stronger, lighter). Part of this process involved installing a two-piece BB shell after the frame was cured. This allowed our mandrels and bladder to fully compact every radius of this critical area for the highest strength and the lightest weight. This also allowed us to increase the size of the BB area, enhancing stiffness for improved power transfer while actually reducing weight.

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Smart engineering features, like the asymmetric chainstays that beef up the drive side, and SST tubing diameters, let us put the emphasis on performance and give you a competitive advantage that’ll leave the competition gasping when you drop the hammer.

The Xenith Race parts kit provides the race-proven drivetrain reliability of Dura-Ace and Ultegra with the gram-saving speed of FSA’s SLK Lite carbon crank and Shimano’s RS10 wheelset for a truly pro-level build.

Or go with a competition level blend of smart picks like the Xenith Comp’s 20-speed Shimano drivetrain and matching 20- and 24-spoke wheels, with the added climbing power of FSA’s compact crankset with 34-tooth inner chainring that provides triple-ring gearing with less heft than a traditional double-ring driveline.

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The Xenith Race uses DYAD layup using two different carbon fiber types for optimal stiffness and resilience without the astronomical cost of the Xenith SL’s ultra high-modulus fibers.

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You have to cheat the wind to beat the clock and our Xenith T2 and T1 bikes give you every advantage. We began by forming the carbon monocoque frame shape from NACA-airfoil profiles precisely manufactured according to our proven Xenith high modulus carbon fiber manufacturing process. Not content with current off-the-shelf aero fork offerings, we thought out-of-the-box and designed our own full-carbon fork that aerodynamically encloses and shrouds the brake caliper. An industry first.

Other wind-cheating details include internally routed cables, a credit-card-gapped seat tube cutout that shields the rear tire, a reduced-diameter head tube for less frontal area, and a chainstay-mounted rear brake that moves it to a position out of the wind.

But we didn't neglect the engine, giving you a 78 degree seat angle and two-position/non-integrated seat post that lets you pedal in your preferred position so you can bridge the gap from start to finish or from water to run in the fastintime possible.

It’s your personal best you’re after. Xenith T is the bike to get you there.

Clean aerodynamics is key to going faster. We accomplished this and more. We’ve the new to shroud the front brake inside the fork. We also moved the rear brake under the chainstay and utilized NACA aero profiles in the frame design, working with every square millimeter of the frame to reduce frontal area and ensure clean airflow. It almost disappears from the wind.

**THE LAWS OF PHYSICS WERE MEANT TO BE BROKEN**

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**Xenith T2**

**FRAME**
Super Aero Carbon Monocoque frame with internal cable routing, rear center pull brake under CS, airfoil shaped tubes, rear entry dropouts, Carbon Aero seatpost with dual position.

**FORK**
Jamis Super Aero, Full Carbon with concealed brake, 1” for reduced frontal area.

**WHEELS**
Easton Vista SL wheelset.

**TIRES**
Vittoria Rubino Pro, folding, 700 x 23C.

**DRIVE TRAIN**
Shimano Dura-Ace derailleurs, Dura-Ace bar and shifters, FSA SLK Lite Hollow Carbon crank with Mega-Exo Ceramic BB, 39/53.

**Cockpit**
Profile C-35 Wing w/T2+ Cobra aero clip on’s, Easton EA50 stem, Fizik Airone Tri saddle.

**Brakeset**
Tektro R725 center pull calipers with Vision Tech Aero Brake levers.

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**Xenith T1**

**FRAME**
Super Aero Carbon Monocoque frame with internal cable routing, rear center pull brake under CS, airfoil shaped tubes, rear entry dropouts, Carbon Aero seatpost with dual position.

**FORK**
Jamis Super Aero, Full Carbon with concealed brake, 1” for reduced frontal area.

**WHEELS**
Easton Vista SL wheelset.

**TIRES**
Vittoria Triathlon EVO CS tubular, 21mm.

**DRIVE TRAIN**
Shimano Dura-Ace derailleurs, Dura-Ace bar and shifters, FSA SLK Lite Hollow Carbon crank with Mega-Exo Ceramic BB, 42/54.

**Cockpit**
Easton Attack TT bar, Easton EA90 stem, Fizik Airone Tri saddle.

**Brakeset**
Tektro R725 center pull calipers with Vision Tech Aero Brake levers.

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One of our challenges in designing a first-ever fork that would completely shroud and enclose a brake caliper for superior aerodynamics, was enabling access to the brake for maintenance and adjustment. We accomplished this with ports in the fork blade that allow you to easily access the brake for adjustment, capped with flush rubber plugs to conceal the ports from the wind.
Speed comes in a lot of forms, and we know them all. Whether it’s a triathlon leg or a track sprint, the principles are the same: Max power + optimal aerodynamics = winning performance.

The Trilogy’s newly revamped geometry takes everything aero we learned developing the Xenith X-series platform and puts it into practice, molding you into a powerful, slick shape that makes the most of what you have.

The Comet shares the Trilogy’s geometry, aero aluminum frame shape and rear-facing dropouts that tuck that rear wheel in tight, so you can upgrade as you move up the ranks. It’s a high-performance trainer that gives little away on the race course.

The Sonik is our all-new fixed-gear speedster, designed especially for the velodrome with steep frame angles, high bottom bracket and shorter crank arms for greater clearance on the steeply banked tracks. And incredibly fast—but-narrow—700 x 20c tires rolling on light—but-durable American Classic track wheels.

**SPEED IS A LIFESTYLE**

48-15, 50-15, 51-14? In the constantly changing world of gear ratios, it’s nice to see that Jamis was thinking ahead. Stainless inserts prevent the wheel axles from knurling the dropout and promote smoother wheel changes, whether this year or 2010.

**Comet**

**FRAME**
All Aero butted 7005 frame with airfoil shaped tubes, wheel cut-out, rear entry dropouts.

**Fork**
Carbon aero fork, carbon black, alloy crown, 1” for reduced frontal area.

**Wheels**
Alex 270 Aero wheel set with bladed spokes.

**TIRES**
Vittoria Zaffiro, 700 x 23C.

**Drivetrain**
Shimano 105 derailleurs, Dura-Ace bar end shift levers, FSA Gossamer W/Mega Exo BB, 53/39T.

**Cockpit**
Profile Air Wing w/T2+ aero clip on’s, Jamis 3D forged stem, Carbon Aero Post, Selle San Marco Ponza Trilon saddle.

**Brakeset**
Tektro R350 calipers with Tektro aero brake levers.

**Sonik**

**FRAME**
7005 custom butted aluminum aero track frame, integrated head tube, forged dropouts w/stainless inserts.

**Fork**
Carbon Fiber track fork with alloy crown, dropouts, carbon steerer.

**Wheels**
Easton Vista SL wheelset.

**TIRES**
Vittoria Rubino Pro, folding, 700 x 23C.

**Drivetrain**
Shimano Ultegra derailleurs, Dura-Ace bar end shift levers, FSA Gossamer W/Mega Exo BB, 39/53T.

**Cockpit**
Profile Cobra Wing w/T2+ Cobra aero clip on’s, Easton EA50 stem, Carbon Aero Post with dual position, Fizik Airone Tri saddle.

**Brakeset**
Shimano R560 Dual Pivot calipers with Vision Tech Aero Brake levers.
Cyclocross is a hardcore pursuit, a test of wintertime toughness that builds skills and stamina while you have a muddy good time. But a good cyclocrosser is more than just a one-trick race pony—it’s the most versatile road bike you could own.

The Supernova was a sell-out last year because we did it right. Starting with the lightweight Kinesium frame with top tube shaped for comfortable portaging and carbon stays to take the sting out of hardpan washboard. But we weren’t content to sit on our laurels, so we upgraded the bike this year to include Kore Kross cantilevers, SRAM’s Rival drivetrain and an integrated seat binder/rear brake cable stop. This is a racer’s racer, from start to barrier to podium.

The Nova Pro is a new for ’08 model, borrowing the Supernova’s carbon/aluminum chassis with its ride-supple rear and torsionally rigid front that makes the most of your sprinting power and out-of-the-saddle scoot. Same classic ‘cross geometry that lets you ride through stuff where the other guys run, plus the versatility to mount fenders and a rack for post-season urban assaults and fast-paced commuting.

This is old school race stuff laced with high-tech inspiration, built to ride fast.

NOW THAT’S A COOL SEAT CLAMP. FORGED WITH AN INTEGRATED REAR BRAKE CABLE HANGER AND STOP. PREVIOUSLY SEEN ONLY CNC’D ON CUSTOM RIGS. ONE OF THE MANY DETAILS THAT SETS OUR THOUGHTFULLY DESIGNED SUPERNova AND NOVA PRO APART FROM ALL THE OTHER PRETenders.
Our Ventura line uses the Xenith’s race-proven geometry and lightweight triple or double-butted aluminum frames to keep you up front on the local Saturday ride. A carbon monostay and size-specific tubing helps provide consistently good ride quality, even for smaller sizes where aluminum’s stiffness can be too severe.

These are race-replica, race-ready bikes you can train with, whether hammering your buddies or finally conquering the local version of Heart Attack Hill.

Ventura Elite

- **Frame**: Kinesis Superlite 7005 triple butted aluminum main tubes with carbon fiber seatstays, SST frame design
- **Fork**: Full Carbon composite straight blade, aluminum dropouts
- **Wheels**: Shimano WH-R500 wheelset
- **Tires**: Vittoria Zaffiro, 700 x 23c
- **Drivetrain**: Shimano Dura-Ace Di2 drivetrain, Ultegra 11-25T 11 speed, FSA Gossamer Compact with Power Drive BB, 34/50T
- **Cockpit**: Easton EA50 Road alloy bar, Easton EA50 Road forged alloy stem, Selle San Marco Flite saddle
- **Brakeset**: Tektro R560 dual pivot calipers with Ultegra levers

Ventura Race

- **Frame**: Kinesis 7005 double butted aluminum main tubes with carbon fiber seatstays, SST frame design
- **Fork**: Full Carbon composite straight blade, aluminum dropouts
- **Wheels**: XERO CXR-220 wheelset by Formula
- **Tires**: Vittoria Zaffiro, 700 x 23c
- **Drivetrain**: Shimano 105 drivetrain, ST-R700 10-speed levers, FSA Vero Compact 10-speed with Power Drive BB, 34/50T
- **Cockpit**: Easton EA30 Road alloy bar, Easton EC90 Road forged alloy stem, Selle San Marco Ischia Women’s saddle
- **Brakeset**: Tektro R310A dual pivot calipers with 105 levers

Ventura Race Femme

- **Frame**: Kinesis 7005 double butted aluminum main tubes with carbon fiber seatstays, SST frame design, female specific geometry
- **Fork**: Full Carbon composite straight blade, aluminum dropouts
- **Wheels**: XERO CXR-220 wheelset by Formula
- **Tires**: Vittoria Zaffiro, 700 x 23c
- **Drivetrain**: Shimano 105 drivetrain, ST-R700 10-speed levers, FSA Vero Compact 10-speed with Power Drive BB, 34/50T
- **Cockpit**: Easton EC90 Road alloy bar, Easton EC90 Road forged alloy stem, Selle San Marco Ischia Women’s saddle
- **Brakeset**: Tektro R310A dual pivot calipers with 105 levers

Don’t let the price tag fool you, the Ventura Elite is ready to race straight from the crate. A Kinesis Superlite triple-butted aluminum and carbon fiber monostay, full Shimano Ultegra drivetrain and Shimano Ultegra and FSA Gossamer Compact constant center should propel you down the road. Shimano Ultegra and Easton EC90 handlebars, Selle San Marco Ischia Women’s saddle and Vittoria tires. That bike is possibly the best value in road racing.

**FRAmE**
- Kinesis Superlite 7005 triple butted aluminum main tubes with carbon fiber seatstays, SST frame design

**FORK**
- Full Carbon composite straight blade, aluminum dropouts

**WHEELS**
- Shimano WH-R500 wheelset

**TIRES**
- Vittoria Zaffiro, 700 x 23c

**DRIVETrain**
- Shimano Dura-Ace Di2 drivetrain, Ultegra 11-25T 11 speed, FSA Gossamer Compact with Power Drive BB, 34/50T

**CockPiT**
- Easton EA50 Road alloy bar, Easton EA50 Road forged alloy stem, Selle San Marco Flite saddle

**BrAkeset**
- Tektro R560 dual pivot calipers with Ultegra levers

**FRAmE**
- Kinesis 7005 double butted aluminum main tubes with carbon fiber seatstays, SST frame design

**FORK**
- Full Carbon composite straight blade, aluminum dropouts

**WHEELS**
- XERO CXR-220 wheelset by Formula

**TIRES**
- Vittoria Zaffiro, 700 x 23c

**DRIVETrain**
- Shimano 105 drivetrain, ST-R700 10-speed levers, FSA Vero Compact 10-speed with Power Drive BB, 34/50T

**CockPiT**
- Easton EC90 Road alloy bar, Easton EC90 Road forged alloy stem, Selle San Marco Ischia Women’s saddle

**BrAkeset**
- Tektro R310A dual pivot calipers with 105 levers

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**FRAmE**
- Kinesis 7005 double butted aluminum main tubes with carbon fiber seatstays, SST frame design

**FORK**
- Full Carbon composite straight blade, aluminum dropouts

**WHEELS**
- XERO CXR-220 wheelset by Formula

**TIRES**
- Vittoria Zaffiro, 700 x 23c

**DRIVETrain**
- Shimano 105 drivetrain, ST-R700 10-speed levers, FSA Vero Compact 10-speed with Power Drive BB, 34/50T

**CockPiT**
- Easton EC90 Road alloy bar, Easton EC90 Road forged alloy stem, Selle San Marco Ischia Women’s saddle

**BrAkeset**
- Tektro R310A dual pivot calipers with 105 levers

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**FRAmE**
- Kinesis 7005 double butted aluminum main tubes with carbon fiber seatstays, SST frame design

**FORK**
- Full Carbon composite straight blade, aluminum dropouts

**WHEELS**
- XERO CXR-220 wheelset by Formula

**TIRES**
- Vittoria Zaffiro, 700 x 23c

**DRIVETrain**
- Shimano 105 drivetrain, ST-R700 10-speed levers, FSA Vero Compact 10-speed with Power Drive BB, 34/50T

**CockPiT**
- Easton EC90 Road alloy bar, Easton EC90 Road forged alloy stem, Selle San Marco Ischia Women’s saddle

**BrAkeset**
- Tektro R310A dual pivot calipers with 105 levers

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**FRAmE**
- Kinesis 7005 double butted aluminum main tubes with carbon fiber seatstays, SST frame design

**FORK**
- Full Carbon composite straight blade, aluminum dropouts

**WHEELS**
- XERO CXR-220 wheelset by Formula

**TIRES**
- Vittoria Zaffiro, 700 x 23c

**DRIVETrain**
- Shimano 105 drivetrain, ST-R700 10-speed levers, FSA Vero Compact 10-speed with Power Drive BB, 34/50T

**CockPiT**
- Easton EC90 Road alloy bar, Easton EC90 Road forged alloy stem, Selle San Marco Ischia Women’s saddle

**BrAkeset**
- Tektro R310A dual pivot calipers with 105 levers

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**FRAmE**
- Kinesis 7005 double butted aluminum main tubes with carbon fiber seatstays, SST frame design

**FORK**
- Full Carbon composite straight blade, aluminum dropouts

**WHEELS**
- XERO CXR-220 wheelset by Formula

**TIRES**
- Vittoria Zaffiro, 700 x 23c

**DRIVETrain**
- Shimano 105 drivetrain, ST-R700 10-speed levers, FSA Vero Compact 10-speed with Power Drive BB, 34/50T

**CockPiT**
- Easton EC90 Road alloy bar, Easton EC90 Road forged alloy stem, Selle San Marco Ischia Women’s saddle

**BrAkeset**
- Tektro R310A dual pivot calipers with 105 levers
Just because you don’t race, doesn’t mean you deserve less from your bicycle. And that’s why we made the Ventura Comp, Sport and Sport Femme. These are race-bred bicycles that offer up a lot of the same performance advantages of race-ready machines, but at a price that’s better matched for people who aren’t in the racing lifestyle.

Xenith-proven geometry gives you turn-at-a-whim cornering response with fore-aft weight distribution that optimizes ride and handling. It’s an over-the-road demeanor that’s complemented by the size-specific tubing and shock-damping qualities of the all-carbon fork on the Comp and monostay seatstays on both models, taking the hard edges off the usual road buzz for a smooth, all-day ride.

The revolutionary compact crank’s 34-tooth inner ring gives you climbing gears that rival a triple-ring crank’s, with less weight than a traditional double ring setup. It’s brilliant, and sets nicely with the sensibly lightweight wheelsets and reliable double-pivot brake calipers for secure stopping power.

Oven the weekend ride. Or simply own the weekend. That’s what riding is all about.

If you look closely at the specs on $1500-$3000 bikes, you’ll often see carbon forks that have alloy crowns and alloy steerer tubes. All of our carbon fork equipped Ventura series bikes, including the Comp offer full carbon composite forks, from top of steerer to bottom of fork blade. An unheard of feature at this price point.

All our Femme models feature frame and fork geometry adjusted to women’s bodies to ensure the best possible fit and best possible riding posture. This means frame angles, front centers and fork rakes have all been refined. Then we specify broader-based, shorter-nosed saddles, shorter stems, narrower handlebars, and shorter cranks to fully optimize fit and ride experience.

**Ventura Comp**

- **Frame**: Xenith TRS+ double butted aluminum frame with integrated headtube, SST frame design.
- **Fork**: Full Carbon composite straight blade, aluminum dropouts.
- **Wheels**: Alex AKX R1.0 wheelset, 28/32H.
- **Tires**: 700C x 23c.
- **Crankset**: Eastern 4600 Road alloy drop set, Eastern 5400 Road alloy drop set for alloy road bikes.
- **Brakeset**: Tektro R310A dual pivot calipers with Sora levers.

**Ventura Sport**

- **Frame**: Xenith BD1 aluminum road frame, SST frame design.
- **Fork**: Alloy straight blade fork with chromoly crown.
- **Wheels**: Alex DC19 double wall aluminum rims, Formula alloy hubs, 8-speed cassette rear, 32H stainless steel spokes.
- **Tires**: Vittoria Zaffiro, 700 x 23c.
- **Crankset**: Sram double ally road set, Sram alloy road set, Jamis Prestige 8-speed hubset, Jamis Men’s Road saddle.
- **Brakeset**: Tektro 510A dual pivot calipers with Sora levers.

**Ventura Femme**

- **Frame**: Jamis 6061 aluminum road frame, SST female specific frame design.
- **Fork**: Alloy straight blade fork with chromoly crown.
- **Wheels**: Alex DC19 double wall aluminum rims, Formula alloy hubs, 8-speed cassette rear, 32H stainless steel spokes.
- **Tires**: Vittoria Zaffiro, 700 x 23c.
- **Crankset**: Sram double ally road set, Sram alloy road set, Jamis Prestige 8-speed hubset, Jamis Women’s Road saddle.
- **Brakeset**: Tektro 510A dual pivot calipers with Sora levers.
There is an allure to steel that transcends its traditional artisan appeal. And that’s its ride, the legendary benchmark that all frame materials are measured against.

Whether you’re looking at ride, strength, value or durability, steel comes out on top. It’s only when you factor in weight that it loses out to aluminum, and until you get into the super expensive carbon frames like our Xenith line, its magical ride simply cannot be matched. Which is why our Quest and Satellite continue to enjoy a devoted following. These are the original comfort road bikes and the ones against which all others are measured.

But they don’t look like the original Quest and Satellite. New for ‘08, we’ve brought our size-specific tubing (SST) concept from our Xanth and Ventura series bikes and offer it on both models. While re-jigging and re-toothing, we also sloped the top tube for a lighter frame and more modern look that sacrificed nothing in terms of ride quality. These are the consummate all-rounders – light-duty commuter, cross country tourers, even occasional racers – that are ideal for century riders and summertime roadies alike.

We completely overhauled our Quest and Satellite frames for 2008. Beginning with a sloping top tube design that allows us to save weight and increase lateral stiffness while still retaining the smooth, resilient ride qualities our steel road bikes are famous for. These frames also feature SST size-specific tubing dimensions, to custom tune ride and performance attributes for each rider and frame size. But we still offer the longer head tube of last year’s frames and a full 60mm of removable stem height spacers so you can tune your ride position to the flexibility of your back.

QUEST

FRAME
Reynolds 631 air-hardened chromoly main tubes with heat treated taper gauge chromo stays. New sloping top tube design and SST frame design.

WHEELS
Mavic OpenCross alloy wheelset.

TIRES
Vittoria Zaffiro, 700 x 23c.

DEREIVETRAIN
Shimano Ultegra 10-speed derailleur, 30/42/52T FSA Vero Road triple crankset with sealed cartridge bottom bracket and flip chip adjustable axis.

COCKPiT
Ritchey BioMax II bar, Ritchey Micro Adjustable stem, Selle San Marco Ischia Women’s saddle.

BRAKESET
Tektro R310A dual pivot alloy calipers with 105 levers.

SATELLITE

FRAME
Reynolds 520 double-butted Cr-Mo main, double tapered Cr-Mo stays, sloping top tube and SST Female Specific frame design.

WHEELS
Alex R30 700c alloy wheel, 28H front, 28H rear.

TIRES
Vittoria Rubino, 700 x 23c.

DEREIVETRAIN
Shimano Tiagra 9-speed derailleur, 30/42/52T Sora STI 9-speed lever and FSA Vero Road triple crankset with sealed cartridge bottom bracket and flip chip adjustable axis.

COCKPiT
Ritchey BioMax II bar, Ritchey Micro Adjustable stem, Selle San Marco Ischia Women’s saddle.

BRAKESET
Tektro R310A dual pivot alloy calipers with Sora safety levers and Sora levers.

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QUEST

FRAME
Reynolds 631 air-hardened chromoly main tubes with heat treated taper gauge chromo stays. New sloping top tube design and SST frame design.

WHEELS
Mavic OpenCross alloy wheelset.

TIRES
Vittoria Zaffiro, 700 x 23c.

DEREIVETRAIN
Shimano Ultegra 10-speed derailleur, 30/42/52T FSA Vero Road triple crankset with sealed cartridge bottom bracket and flip chip adjustable axis.

COCKPiT
Ritchey BioMax II bar, Ritchey Micro Adjustable stem, Selle San Marco Ischia Women’s saddle.

BRAKESET
Tektro R310A dual pivot alloy calipers with 105 levers.

SATELLITE

FRAME
Reynolds 520 double-butted Cr-Mo main, double tapered Cr-Mo stays, sloping top tube and SST Female Specific frame design.

WHEELS
Alex R30 700c alloy wheel, 28H front, 28H rear.

TIRES
Vittoria Rubino, 700 x 23c.

DEREIVETRAIN
Shimano Tiagra 9-speed derailleur, 30/42/52T Sora STI 9-speed lever and FSA Vero Road triple crankset with sealed cartridge bottom bracket and flip chip adjustable axis.

COCKPiT
Ritchey BioMax II bar, Ritchey Micro Adjustable stem, Selle San Marco Ischia Women’s saddle.

BRAKESET
Tektro R310A dual pivot alloy calipers with Sora safety levers and Sora levers.
Most companies have forgotten about touring bikes, but not us. There’s no substitute for the soulful self-sufficiency of a touring bike and the long-mileage day, and we’ve captured it with our Aurora series.

Legendary Reynolds steel is our frame material of choice, with 631 air-hardened steel for the Elite and 520 chrome-moly for the Aurora. Aluminum might be lighter, but that half-pound weight savings is nothing on a loaded tour and the trade-off in ride quality and comfort would only leave you aching after a long day in the saddle. These bikes aren’t about getting to the finish line first, they’re about going the distance — comfortably, reliably, quickly.

For short, no-nonsense hops there’s the Sputnik—an entirely different animal of the fixed-gear variety. This is simplified travel, stripped down to a 46x16-tooth gearset, genuine investment cast track dropouts, and carbon fork. The hybrid flip-flop rear hub can take a track cog on one side and a single-speed freewheel on the other for versatility that doesn’t violate its simplified persona.

Whether you’re chucking the car keys and making a commitment to commuting, or hitting the highway for a cross-country tour, Jamis has you covered.

Investment casting is one of the oldest known metal forming techniques. The castings produce high quality components precisely, with accurate repeatability and high structural integrity. It is an expensive process, but worth it because intricate shapes and contours can be cast to near net shape, thus requiring little post-cast finishing work. The benefit for using investment cast dropouts on our Aurora Elite is that they significantly stiffen the rear triangle of the frame, the socket shape holds the rear wheel securely and they look great.

**SPECIALTY STEEL**

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**Aurora Elite**

- FRAME: Reynolds 631 air-hardened Cr-Mo main with heat treated slender gauge cromoly stays. New SST frame design.
- FORK: Full Carbon composite cross with carbon brake bosses.
- WHEELS: Mavic CRE-12 rims, Shimano Tiagra hubs, 700x25C carbon spokes.
- TIRES: Vittoria Zaffiro 700 x 25C.
- COCKPIT: Ritchey Comp Stem, Ritchey Comp handlebar, Ritchey Comp seatpost, Selle San Marco Regale saddle.
- BRAKES: Avid Shorty 4 STI-compatible brake levers, with in-line adjusters and PowerLock lock-out.

**Aurora**

- FRAME: Reynolds 520 double-butted chromoly main, double taper gauge stainless stays.
- FORK: Chromoly unicrown, with carbon bosses & low rider braze-ons.
- WHEELS: Alex DA22 rims, Formula 32H rear flip-flop hub, stainless steel spokes, 17T cog.
- TIRES: Vittoria Randonneur 700 x 23C.
- COCKPIT: Ritchey Comp Stem, Ritchey Comp handlebar, Ritchey Comp seatpost, Selle San Marco Regale saddle.
- BRAKES: N/A

**Sputnik**

- FRAME: Reynolds 531 air-hardened chromoly main with heat treated taper gauge cromoly stays.
- FORK: Full Carbon composite fork with alloy dropouts.
- WHEELS: Alex DA22 rims, Formula 32H rear flip-flop hub, stainless steel spokes, 17T cog.
- TIRES: Vittoria Zaffiro 700 x 25C.
- COCKPIT: Ritchey Comp Stem, Ritchey Comp handlebar, Ritchey Comp seatpost, Selle San Marco Regale saddle.
- BRAKES: N/A
Bicycles are the most efficient form of transportation ever invented. And when it comes to efficiency and comfort and getting around in the paved world, nothing compares with our street bikes.

Our street cycles are dedicated, ground-up designs—they’re not the warmed-over mountain bikes some bike companies try to pass off as ultimate urban runabouts like Hummers on road tires. Our street bikes are engineered for efficient speed, easy handling, and versatile performance that will make you feel at home on your own neighborhood roads.

And feeling at home is what it’s all about, which is why we’ve specified our street bikes with angle or height-adjustable stems, anatomically correct saddles and handlebars, with several models also available in “femme” models that take a woman’s body shape and proportions into account. We offer a huge range of frame sizes—not just one or two—so a Jamis street bike fits your body like that perfect pair of shoes, with all controls falling readily to hand and an upright, see-over-traffic posture that’s both efficient and comfortable. Our bikes adapt to you, because we don’t think you should be forced to adapt to your bicycle.

We’re extremely proud of our newly minted Allegro and Allegro X models, which are the fastest, weekend way around town this side of a racing bike. These are light, quick roadies that will get you from home to workplace weekdays, and shift gears with you to become efficient weekend trainers that’ll go the distance, whether it’s to the park or the next town over. High-pressure road tires reduce rolling resistance, and help you make the most of the easy-to-shift multispeed drivetrain. Supple-riding carbon forks or suspension forks and ergonomically detailed saddles grant comfort without robbing efficiency to help you along.

The Jamis Coda line has been a standard for urban efficiency since 1991. Our frames provide a buttery-smooth ride offered only by Reynolds steel, a ride quality forgotten by those who’ve only ever ridden on aluminum tubed bicycles. This ride is complemented by comfortable saddles, suspension seat posts, and 28mm-wide tires that offer greater puncture resistance, more control and a smoother ride than narrow racing tires, with nearly the same effortless rolling resistance.

Our Citizens let you strike back at steep gas prices with a sensible runabout that’s almost ridiculously easy to ride. Suspension forks and seat posts take the sting out of pot-holes and road debris, while reflective tire sidewalls and handlebar grips increase visibility on those early morning rides and evening sojourns. And it’s all tied together by a sleek, lightweight aluminum frame that’s painted and decaled in classically clean Jamis styling.

The old-time English three-speed is the original city bike, and our Commuters are their modernized offspring. Shimano’s incredibly efficient, nearly zero-maintenance Nexus Inter-8 geared hub provides shift-at-a-stop convenience, with a tremendous gearing range that accommodates easygoing sightseeing or a fast, late-for-work dash to the office.

Being green is in and our street bikes are a way to do your part while having more fun and improving your fitness as well. It’s all win-win with nothing to lose. Because you’re on a Jamis.
ULTIMATE FITNESS MACHINES

This new-for-’08 series is one of the best ways to navigate the pavement. Call it a flat-bar road bike, a fitness commuter, a way to dodge overpriced gas, a personal investment in your own quality of life. It’s all of these things, and then some.

The Allegro 3, 2.0 and 1.0 are focused purely on the street. With their lightweight, hydroformed aluminum frames, gram saving carbon fiber and aluminum straight blade forks, fast rolling tires, compact double-chaining creaksets, and quick-shifting/short-cage road-bike derailleurs, we keep the fitness and fun factor high.

But we borrow a little bit from the mountain bike playbook, with an upright seating posture that’s easily adjustable for the best and most comfortable fit and conveniently placed shifters and brake levers that make spinning and stopping intuitive. Their wider-range gearsets let you change gears with finger-tip triggered shifts, putting hill-climbing power or high-speed spinning just a few clicks away. Whether you’re out for a spirited fitness ride or a casual lunchtime excursion, you’ll always have the right gear. Which makes sense, because this is obviously the right bike.

Proper fit on your bike is critical for maximum performance and comfort. That’s why we offer a patented adjustable threaded stem system from NVO Components on all Allegro (and Allegro X) models. Whether you want to fine tune your ride and establish the perfect fit, or change it regularly to suit different terrains, with an NVO Components stem, adjusting your stem height is as easy as adjusting your seat post height. You can even adjust it while out on a ride.

It’s a fact: “spinning”, or pedaling a slightly lower gear at a higher cadence, is more efficient than mashing a higher gear with a slower cadence. Unfortunately, traditional 53/39 x 12-23 road bike gearing usually forces the non-professional rider to use too low of a cadence while climbing. Which is why the drivetrains on all our Allegros feature compact 50/34 cranksets and mid-sized 11-25, 11-26, or 12-26 cassette blocks. This effectively puts at least 2 lower, high-cadence climbing gears, while sacrificing only 1 really big gear. Since most riders rarely spin out their 53 x 11 gear, we think this is a spec decision your legs will appreciate.

Allegro 3

FRAME
6061 custom butted aluminum tubing, hydro-forming top and down tube, integrated head tube, forged dropouts, replaceable hanger.

FORK
Full Carbon composite cross with brake bosses.

TIRES
Vittoria Randonneur, 700 x 26C xrefective stripe and puncture protection barrier.

DRIVETRAIN
Shimano 105 rear/7000 front derailleurs, 7000 10-speed flat-bar shifters, FSA micro compact double cassette with Power Drive BB, 11-25.

COCKPIT
Jamis flat alloy drop bar, NVO micro-adjust seat post, Selle San Marco Micro-adjust saddle.

BRIDGES
Shimano ST-5700 10-speed flat-bar shifters, Tektro RX-1 mini direct pull brakes with front modulation, Tektro RX-1 levers.

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Allegro 2

FRAME
6061 custom butted aluminum tubing, hydro-forming top and down tube, integrated head tube, forged dropouts, replaceable hanger.

FORK
Full Carbon composite cross with brake bosses.

TIRES
Shimano Tamasio, 700 x 32C xrefective stripe and puncture protection barrier.

DRIVETRAIN
Shimano Tiagra rear/4400 front derailleurs, Shimano Tiagra flat-bar shifters, FSA micro compact double cassette with Power Drive BB, 11-25.

COCKPIT
Jamis flat alloy drop bar, NVO 2D micro-adjust seat post, Selle San Marco Elba saddle.

BRIDGES
Tektro RX-1 mini direct pull brakes with front modulation, Tektro RX-1 levers.

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Allegro 1

FRAME
6061 custom butted aluminum tubing, hydro-forming top and down tube, integrated head tube, forged dropouts, replaceable hanger.

FORK
Aluminum straight blade cross with replaceable hanger.

TIRES
Vittoria Randonneur, 700 x 26C xrefective stripe and puncture protection barrier.

DRIVETRAIN
Shimano Sora rear/4400 front derailleurs, Shimano ST-2210 9-speed flat-bar shifters, FSA Tempo compact double cassette with sealed cartridge BB, 11-25.

COCKPIT
Jamis flat alloy drop bar, NVO easy-adjust seat post, Selle San Marco Elba saddle.

BRIDGES
Tektro RX-1 mini direct pull brakes without modulation, Shimano ST-2210 levers.
The Coda Elite and Coda Comp are really road racers in disguise, with a more upright seating posture and a mountain bike-like cockpit.

Reynolds steel—legendary 520 chrome-moly tubing—makes up the framework for the Coda Comp and Elite and delivers responsiveness and ride quality no aluminum frame can match. It simply steals the sting out of road buzz, providing a Zen-like connection with the road. With a flat handlebar cockpit instead of drop bars, we provide a more upright seating position, but the Coda frame geometry doesn’t trade away the cornering advantages of a road bike. Up front, a full-carbon fork provides near-telepathic ride feel, while damping road vibration, letting you steer with comfortable authority.

Lay your hands on the WTB Kraton grips, and take charge. Bank gently into corners, or whip around a bend with aggression and put those Vittoria tires to the test. Trigger shifters put 27 gears at your clickable command, and you can call up the one-finger halting power of the Comp’s Avid Single Digit rim brakes, or the more powerful speed-killing potential of the Elite’s twin discs.

Go fast, without having to pretzel yourself to fit a road racer. Go Coda.

**Coda Elite**

**FRAME**

Reynolds 520 double-butted chromoly main tubes, double tapered cromo stays.

**FORK**

Full Carbon composite cross for disc brake.

**WHEELS**

Mavic CXP rims with eyelet, Shimano M475 disc hubs, WTB black stainless spokes.

**TIRES**

Vittoria Zaffiro w/reflective stripe, 700 x 28c.

**DERAILLEUR**


**COCKPIT**

Ritchey Comp bar, Ritchey angle-adjustable stem, Selle San Marco Ischia saddle.

**BRAKES**

Avid BB7 cable actuated disc brakes & Avid FR-5 levers.

**Coda Comp**

**FRAME**

Reynolds 520 double-butted chromoly main tubes, double tapered cromo stays.

**FORK**

Full Carbon composite cross with brake bosses.

**WHEELS**

Shimano 105 wheelset.

**TIRES**

Vittoria Zaffiro w/reflective stripe, 700 x 28c.

**DERAILLEUR**

Shimano 105 rear derailleur, 4000 flatbar shiftlevers, 21.5mm triple crankset with PowerOval BB, 50/39/30.

**COCKPIT**

Ritchey Comp bar, Ritchey angle-adjustable stem, Jamis suspension seat post, Selle San Marco Elba saddle.

**BRAKES**

Avid Single Digit 3 direct pull brakes & Avid BR 5 levers.

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**ROAD RACERS IN DISGUISE**

The full carbon composite fork on the Elite and Comp is a huge plus for bikes in this price range and category. Much lighter than steel or aluminum but exceptionally strong and stiff for precise cornering, the multi-layered/multi-directional carbon fiber is especially adept at damping road vibration, producing an exceptionally smooth rolling ride.
SMOOTH, STEALTHY SPEED

For smooth, stealthy speed it’s tough to beat Coda and Coda Sport. At this price level, we buck the fashion towards big tubed, plain gauge aluminum, which can be a bit harsh and unforgiving over bumps, and we stick with Reynolds double-butted steel, trading a few ounces for vastly improved comfort. It’s such a smart compromise, and one we know you’ll appreciate after your very first ride, that it shouldn’t even be labeled “compromise.”

A full brace of rack and fender mounts lets you outfit the Coda series to suit your needs—kit it out with a rack for running errands without the sweaty backside a backpack brings. Or add fenders to keep your work clothes spotless as the miles scroll by beneath those smooth-rolling Vittoria road tires.

Whether it’s a quick lunchtime dash for a latte or a weekend fitness ride—the Codas are an oil-free gas.

The drivetrains on all our Codas feature long cage rear derailleurs (full-size 50/39/30 or 48/38/28 triple chaining cassettes), and log 11-32 cassette blocks. This gives you the dual advantage of having high road bike gearing for controlled pedaling at speed on descents and low mountain bike gearing for easier pedaling uphill.

**Coda Sport**

**Frame**
Reynolds 520 double-butted chromoly main tubes, double tapered cromo stays.

**Fork**
Cro-moly Straight Blade unknown with low rider braze-ons.

**Wheels**
Alex R22, 700c x 28C, twin wall hubs, stainless steel spokes.

**Tires**
Vittoria Zaffiro, 700 x 28C.

**Drivetrain**
Shimano Acera rear derailleur & SRAM TRX Impulse trigger shifters, RPM 48/38/28 crankset with sealed cartridge BB.

**Cockpit**
Ritchey Slopert bar, Ritchey angle-adjustable stem, Jamis Suspension seat post, Selle San Marco Elba saddle.

**Brakes**
Tektro alloy linear pull brakes with Tektro alloy levers and modulator for front brake.

**Coda**

**Frame**
Reynolds 520 double-butted chromoly main tubes, double tapered cromo stays.

**Fork**
Cro-moly Straight Blade unknown with low rider braze-ons.

**Wheels**
Alex R22, 700c x 28C, twin wall hubs, stainless steel spokes.

**Tires**
Vittoria Zaffiro, 700 x 28C.

**Drivetrain**
Shimano Acera rear derailleur & SRAM TRX Impulse trigger shifters, RPM 48/38/28 crankset with sealed cartridge BB.

**Cockpit**
Alloy flat bar, alloy threaders angle-adjustable stem, suspension seat post, Jamis Street Women’s saddle.

**Brakes**
Tektro alloy linear pull brakes with Tektro alloy levers and modulator for front brake.

Though our Codas were designed to pedal efficiently and fast, we put equal emphasis on comfort. Starting with the frame material—we use Reynolds butted chromoly because it naturally damps road vibration. Larger impacts, like potholes and railroad tracks, that can’t be fully damped by the frame, are absorbed by the suspension seat post. Our saddles offer a fully supportive and comfortably perch with a nose profile that promotes high cadence fitness pedaling.
**Commuter 4 Ladies**

435 Aluminum, sloping double-triangle frame design, future-proof super-slick custom finishes with fenders.

**FORK**
Aluminum straight blade for disc simplicity.

**WHEELS**
Wheels: SHIMANO double wall 700c, copper/copper.
Shimano Nexus 8-speed internal w/ Formula alloy QR front hub, stainless steel spokes.

**TIRES**
Kenda Kwest 700 x 38c w/ reflective sidewall stripe.

**DRIVETRAIN**
Shimano Altus rear derailleur, SRAM GripShift, Shimano S500 rapidfire shifter, and sealed cartridge BB.

**FRAME**
A swept-back classic-style city bike bar, slammed adjustable-rise alloy stem, suspension seatpost, and Tektro Tenera comfort levers.

**BRIDGESTONE**
Kenda Kwest 700 x 32c with K-shield flat protection and reflective side stripe.

**COCKPIT**
Swept-back classic-style city bike bar, slammed adjustable-rise alloy stem, suspension seatpost,
Tektro Tenera comfort levers.

**COMFORT**
Hi-Tensile carbon steel straight blade unicrown fork, Hi-Tensile steel straight bar, and sealed cartridge BB.

**WHEELS**
Weinmann ZAC-1800 double wall, stainless steel spokes.

**BRAKESET**
Tektro Mid Reach Dual Pivot caliper brakes.

**Color:** Copper

**Weight:** 28.50 lbs

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**Commuter 3 Ladies**

6061 aluminum, sloping double-triangle frame design, future-proof super-slick custom finishes with fenders.

**FORK**
Aluminum straight blade with disc simplicity.

**WHEELS**
Wheels: SHIMANO double wall 700c, copper/copper.
Shimano Nexus 8-speed internal w/ Formula alloy QR front hub, stainless steel spokes.

**TIRES**
Kenda Kwest 700 x 32c w/ reflective sidewall stripe.

**DRIVETRAIN**
Shimano Alfine 8-speed internal w/ Nexus Rapidfire plus, SRAM GripShift, and sealed cartridge BB.

**FRAME**
A swept-back classic-style city bike bar, slammed adjustable-rise alloy stem, suspension seatpost,
Tektro Tenera comfort levers.

**BRIDGESTONE**
Kenda Kwest 700 x 32c with K-shield flat protection and reflective side stripe.

**COCKPIT**
Swept-back classic-style city bike bar, slammed adjustable-rise alloy stem, suspension seatpost,
Tektro Tenera comfort levers.

**COMFORT**
Hi-Tensile carbon steel straight blade unicrown fork, Hi-Tensile steel straight bar, and sealed cartridge BB.

**WHEELS**
Weinmann ZAC-1800 double wall, stainless steel spokes.

**BRAKESET**
Tektro Mid Reach Dual Pivot caliper brakes.

**Color:** Gloss Black

**Weight:** 27.25 lbs

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**Commuter 2 Ladies**

6061 aluminum, sloping double-triangle frame design, future-proof super-slick custom finishes with fenders.

**FORK**
Aluminum straight blade with disc simplicity.

**WHEELS**
Wheels: SHIMANO double wall 700c, copper/copper.
Shimano Nexus 8-speed internal w/ Formula alloy QR front hub, stainless steel spokes.

**TIRES**
Kenda Kwest 700 x 32c w/ reflective sidewall stripe.

**DRIVETRAIN**
Shimano Acera rear derailleur, SRAM GripShift, Alfine 8-speed internal, SRAM GripShift, and sealed cartridge BB.

**FRAME**
A swept-back classic-style city bike bar, slammed adjustable-rise alloy stem, suspension seatpost,
Tektro Tenera comfort levers.

**BRIDGESTONE**
Kenda Kwest 700 x 32c with K-shield flat protection and reflective side stripe.

**COCKPIT**
Swept-back classic-style city bike bar, slammed adjustable-rise alloy stem, suspension seatpost,
Tektro Tenera comfort levers.

**COMFORT**
Hi-Tensile carbon steel straight blade unicrown fork, Hi-Tensile steel straight bar, and sealed cartridge BB.

**WHEELS**
Weinmann ZAC-1800 double wall, stainless steel spokes.

**BRAKESET**
Tektro Mid Reach Dual Pivot caliper brakes.

**Color:** Baby Doll Blue

**Weight:** 28.50 lbs

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**Commuter 1 Ladies**

7005 TIG-welded aluminum, sloping double-triangle frame design, future-proof super-slick custom finishes with fenders.

**FORK**
Hi-Tensile carbon steel straight blade unicrown.

**WHEELS**
Alloy 44T crankset with guard and bolt-type bottom bracket.

**TIRES**
Kenda Kwest 700 x 38c, w/ reflective sidewall stripe.

**DRIVETRAIN**
Shimano 8-speed internal w/ Nexus Rapidfire plus, SRAM GripShift, and sealed cartridge BB.

**FRAME**
A swept-back classic-style city bike bar, slammed adjustable-rise alloy stem, suspension seatpost,
Tektro Tenera comfort levers.

**BRIDGESTONE**
Kenda Kwest 700 x 32c with K-shield flat protection and reflective side stripe.

**COCKPIT**
Swept-back classic-style city bike bar, slammed adjustable-rise alloy stem, suspension seatpost,
Tektro Tenera comfort levers.

**COMFORT**
Hi-Tensile carbon steel straight blade unicrown fork, Hi-Tensile steel straight bar, and sealed cartridge BB.

**WHEELS**
Weinmann ZAC-1800 double wall, stainless steel spokes.

**BRAKESET**
Tektro Mid Reach Dual Pivot caliper brakes.

**Color:** Pistachio

**Weight:** 29.50 lbs

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**Commuter 4**

435 Aluminum, sloping double-triangle frame design, future-proof super-slick custom finishes with fenders.

**FORK**
Aluminum straight blade for disc simplicity.

**WHEELS**
Wheels: SHIMANO double wall 700c, copper/copper.
Shimano Nexus 8-speed internal w/ Formula alloy QR front hub, stainless steel spokes.

**TIRES**
Kenda Kwest 700 x 32c w/ reflective sidewall stripe.

**DRIVETRAIN**
Shimano Alfine 8-speed internal w/ Nexus Rapidfire plus, SRAM GripShift, and sealed cartridge BB.

**FRAME**
A swept-back classic-style city bike bar, slammed adjustable-rise alloy stem, suspension seatpost,
Tektro Tenera comfort levers.

**BRIDGESTONE**
Kenda Kwest 700 x 32c with K-shield flat protection and reflective side stripe.

**COCKPIT**
Swept-back classic-style city bike bar, slammed adjustable-rise alloy stem, suspension seatpost,
Tektro Tenera comfort levers.

**COMFORT**
Hi-Tensile carbon steel straight blade unicrown fork, Hi-Tensile steel straight bar, and sealed cartridge BB.

**WHEELS**
Weinmann ZAC-1800 double wall, stainless steel spokes.

**BRAKESET**
Tektro Mid Reach Dual Pivot caliper brakes.

**Color:** Cream

**Weight:** 28.50 lbs
ABSOLUTE VERSATILITY

The Allegro 3X, 2X and 1X are a little like sport utility vehicles—off-road influenced and capable, but built for real life everyday use, whether urban, suburban or rural. Only they’re a whole lot more sensible for your health and our environment.

This new for ’08 all-rounder begins with a hydroformed aluminum frame featuring tubes shaped purposefully yet sequentially to form a lightweight, versatile chassis that delivers style, speed and stability. Because our focus was on comfort and control, the flat handlebars and height-adjustable V-HD allow you to dial handlebar height for back-sensing comfort and a safe, see-over-traffic perspective. Then we add in bump-smoothing suspension forks, large-diameter, all-purpose, 700c knobby tires and go-anywhere 24- or 27-speed, triple chaining drivetrains to make these bikes absolutely worthy equally competent and comfortable both on the pavement and off.

The Allegro-X series was clearly designed to fit more than your body. It was designed to fit your life. And that’s the best fit of all.

Disc brake calipers are typically mounted on the back of the seatstays just north of the rear axle dropout. While this makes it easy to attach and access the caliper, it also prevents adding rack and/or fender eyelets to the dropout. This hasn’t been a huge negative for mountain bikes, but it has definitely limited acceptance of disc brakes on bikes built primarily for the streets. We like and appreciate the power, safety and all-weather advantages of disc brakes, so much, both off road and on, that we designed a new disc brake mount for the chainstays of the Allegro 3X that won’t interfere with the mounting of a rear carrier or fenders.

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The drivetrains on our Allegro X-series bikes are equipped with long cage rear derailleurs, triple-ringed cranksets (either 50/39/30 or 48/38/28) and hi-11-32 cassette blocks. This gives you the dual advantage of having high-speed (05/11 road bike gearing) for controlled pedaling at speed on descents and low-speed (28/32/36) mountain bike gearing for easier pedaling uphill. Plus the gear range while in the middle crankset ring is perfectly suited from low to high for most rides and terrains.

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COMFORTABLE PERFORMANCE

Comfortable mobility is what our Citizens are all about, with suspension forks and seatposts to keep you isolated from potholes and driveway lips, and a lightweight aluminum frame and 21 or 24-speed drivetrain gearing that requires less effort to pedal. This is the ultimate urban explorer.

We shaped the Citizen around you, with an upright seating posture that lets you see over traffic and enjoy the view without neck strain. And we add in handlebars with a 3-inch rise, and an adjustable-rise stem, so you can easily take command.

Male and female-specific saddles help fine-tune comfort, and we size all components proportionately according to frame size for a no-compromise fit that’s easy on your body, and maximizes efficiency.

This is the ultimate no-impact way to see the town. It’s a low-impact workout for you, and a zero-emissions way to get around. That’s more than just being a good citizen. That’s getting around in style, with fun.

Citizen 1
FRAME
7005 TIG-welded aluminum, sloping double triangle frame design, replaceable derailleur hanger.
FORK
SR SR-D8 suspension, 1 1/8” steerer, external preload adjustor, 40mm travel.
WHEELS
Alex alloy 700c rims, Formula alloy disc hubs with QR, stainless steel spokes.
TIRES
CST inverted “lockjaw” tread, 700 x 38c, with reflective sidewall stripe.
DRivETRAiN
Shimano Altus rear derailleur, SRAM GripShift, Shimano 7-speed freewheel, 13/34, Alloy triple crankset with guard and bolt-type BB. 48/38/28T
COCKPiT
Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle.
BRAKEsET
Tektro Alloy direct pull brakes with Tektro Tenera comfort levers.

Citizen 2
FRAME
6061 TIG-welded aluminum, sloping double triangle frame design, replaceable derailleur hanger.
FORK
RST Vita TNL suspension, 1 1/8” steerer, external preload adjustor, Lock-out, 63mm travel.
WHEELS
Weinmann ZAC 1800 double wall alloy 700c rims, Formula alloy after hubs with QR, stainless steel spokes.
TIRES
CST inverted “lockjaw” tread, 700 x 38c, with reflective sidewall stripe.
DRivETRAiN
Shimano Acera rear derailleur, Shimano EZ-Fire Plus 8-speed shifters, Shimano Nexus triple crown, 40/36/28 with guard and sealed Cartridge BB.
COCKPiT
Mid-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle.
BRAKEsET
Tektro I0X mechanical disc brake with 6” rotors and Shimano Alivio EZ-Fire Plus levers.

Citizen 3
FRAME
6061 TIG-welded aluminum, sloping double triangle frame design, replaceable derailleur hanger.
FORK
RST Vita TNL suspension, 1 1/8” steerer, external preload adjustor, Lock-out, 63mm travel.
WHEELS
Weinmann ZAC 1800 double wall alloy 700c rims, Formula alloy after hubs with QR, stainless steel spokes.
TIRES
CST inverted “lockjaw” tread, 700 x 38c, with reflective sidewall stripe.
DRivETRAiN
Shimano Deore rear derailleur, Shimano Alivio EZ-Fire Plus 8-speed shifters, Shimano Nexus triple crown, 40/36/28 with guard and sealed Cartridge BB.
COCKPiT
Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle.
BRAKEsET
Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle.
Tektro I0X mechanical disc brake with 6” rotors and Shimano Alivio EZ-Fire Plus levers.

Color: Sterling Silver
Sizes: M: 14.5” , 16.5” , 18.5” , 20.5” , 22” - W: 14.5” , 17.5”
Weight: 33.50 lbs

Color: Monterey Blue
Sizes: M: 14.5” , 16.5” , 18.5” , 20.5” , 22” - W: 14.5” , 17.5”
Weight: 32.50 lbs

Color: Glitter Red
Sizes: M: 14.5” , 16.5” , 18.5” , 20.5” , 22” - W: 14.5” , 17.5”
Weight: 33.00 lbs
It’s about trust.

Nothing thrills like a downhill. With the right bike you can really let loose, harnessing gravity to propel you at trail-blurring velocities, soaking up big hits and smoothing over stutters as if they were never there.

We spend days at the computer, dreaming about rock gardens, drop-offs, off-camber ruts and big hits. We calculate how to keep the tires planted, how to create bombproof platforms that will soak up terrain like a motocrosser, how to make them light, how to make them last. And then we test them, underneath downhill pros like Kathy Pruitt and Tommy “T” Tokarczyk, or in the hands of dirt jumper Jordie Lunn and trials superstar Mike Steidley, riders who spend as much time punishing our bikes as we spend designing them. Then we listen to what they say, rehash what we have and make it better still.

None of that matters to you, really. What you care about is confidence. It’s knowing you can slingshot a Jamis through a rock garden, feeling the Gs build, and trust the tires to stay planted so you can ride in control with a smile on your face as you fly just a hair’s breadth away from the white-knuckle edge. Yeah, it’s like that.

Jump into it hard with our new big-hit Dakar BAM. This is the bike to ride off anything. Or over it. Huge hit capability and a near-perfect balance of high-speed stability that lets you ramp into it fast with precision and low-speed maneuverability to negotiate ladder bridges, log crossings and obstacles made by man and nature alike. With 7 inches of mp3 bump-devouring travel, hugely oversized 12 and 20mm thru-axles and Avid hydraulic discs that will put you in charge of the entire mountain, the BAM is ready for anything this side of the apocalypse.

Or go all-mountain with the Dakar XAM series, 6-inch-travel bikes you can trail-ride uphill and unleash downhill. Insanely fast. Our proven mp3 multi-link swingarm design’s oversize bearings and stout structure provide rail-true tracking and supple movement over big hits and subtle bumps alike, for the most versatile ride you’ll find on any trail anywhere.

Then there’s the Parker. If you want to flow, carve berms, gap jumps and nail wall rides, forget the energy suck of your long travel freeride bike. Parker is the only ride you’re gonna need. We took our proven Dakar XLT frame platform, beefed up the pivot, shock hardware and bell crank, sloped the front triangle, reined in the rear travel a bit and bolted on forks with a huge range of travel options. The result is a ride you can use for gate racing, jumping, slope style riding, or all day trail riding.
Big air and steep trail demand relaxed handling characteristics, absolute stability, and superior suspension technology – all in a platform built to handle the abuse. That's what the new Dakar BAM is all about. BAM lets riders seeking pure adrenaline at blurred speeds push confidently to new levels.

We took everything we learned from our ‘07 big-hit Diablo and blended it with the XAM to create the BAM. We borrowed the XAM’s mp3 suspension and bumped it to a full 180mm of rear wheel travel. Mated with the position-sensitive damping of the Fox DHX shocks, the BAM ride is super-active and plush with minimal pedal feedback on chain growth. Wide 150mm rear dropout spacing makes room for beefy 2.5" tires, held secure by a 12mm Maxle axle and matched by 180mm travel forks with 20mm thru-axles. All to keep you in control and out of the repair shop.

Big air. Sick drops. Huge descents. Serious speed. This is your playground. But this isn’t about being crazy. This is about riding over anything, with the control and confidence to make it stick and the mechanical durability to last. Maybe your friends think you’re crazy. Loco. But you have the skills and the gear, and you know better—trying it without a BAM… now that’s nuts.

Unlike the XAM, the BAM’s beefy bell crank attaches outboard of the seatstay. This wider linkage stance in tandem with the 10mm rear shock hardware and new seatstay yoke significantly increases lateral stiffness on the BAM, improving suspension performance and durability.

**Dakar BAM 2**

- **Frame**: New BAM mp3 suspension platform, 1.5 head tube, 150mm x 12mm Maxle axle, 83mm BB shell, FOX DHX 5.0 coil, 180mm travel
- **Fork**: Rock Shox Totem Solo-Air, 40mm stanchions, Mission Control Damping, 20mm Maxle axle, 180mm travel
- **Wheels**: WTB Laser Disc hubs, WTB spokes
- **Tires**: WTB Prowler MX 2.5 front and rear, DNA Compound
- **Drivetrain**: SRAM X9 rear derailleur, X9 trigger shifters, FSA MegaExo Moto-X crankset, e13 bashguard 36/24
- **Cockpit**: Syncros Bulk riser bar, Syncros All-terrain, Syncros Derived seatpost, WTB DEVO Team saddle
- **Brakeset**: Avid Juicy 7 hydraulic disc brakes with 203mm rotors

**Dakar BAM 1**

- **Frame**: New BAM mp3 suspension platform, 1.5 head tube, 150mm x 12mm Maxle axle, 83mm BB shell, FOX DHX 4.0 coil, 180mm travel
- **Fork**: Marzocchi 66 RCV, 38mm stanchions, rebound/compression adjustable, external air preload, 20mm QR axle, 180mm travel
- **Wheels**: WTB Laser Disc Freeride with eyelets, WTB Laser Disc hubs, WTB spokes
- **Tires**: WTB Prowler MX 2.5 front and rear, DNA Compound
- **Drivetrain**: SRAM X-7 rear derailleur, 9-7 trigger shifters, FSA MegaExo MTB$X 36/24 chain w/ X-7 SuperCharger bashguard
- **Cockpit**: Syncros Bulk riser bar, Syncros All-terrain, Syncros Derived seatpost, WTB DEVO HP Comp saddle
- **Brakeset**: Avid Juicy 5 hydraulic disc brakes with 203mm V-cut rotors, Power Reserve Geometry, indexed reach adjust

150mm of rear dropout spacing provides plenty of room for the 2.5" tires we run on the BAMs. The rear hubs are secured in the frame with SRAM’s ingenious Maxle. The over-sized 12mm thru-axle adds significant strength to the rear hub and the means of the Maxle is that it makes rear wheel removal for tire changes a quick-release snap. While you’re looking at the rear end, check out that beefy dropout. It’s a stout 20mm at its thickest point!
The Dakar XAM series is the all-mountain bike the other guys wish they built. And just as they think they’ve caught up, we’ve upped the level. Again.

We’ve added 20mm of rear wheel travel to the ’08 XAM, putting 150mm of precisely controlled mp3 suspension travel to work for you on drop-ins and big stuff, with a moderate 2.63:1 wheel travel-to-shock stroke ratio that enhances rear shock performance as well as rear shock longevity and durability. This is an active suspension design that’ll absorb big hits, stay plush over small bumps while you pedal, and won’t sap energy from you on the climbs. With oversize pivots, beefed-up bell crank, 10mm shock hardware and long-lasting bearings that keep it tracking straight day after day, ride after ride.

Relaxed angles (68.5 HT x 73 ST) and a generous top tube length deliver the perfect all mountain ride: stable at speed with excellent maneuverability and climbing capability.

The big-tubed Kinesium frame ties everything rigidly together, helping you get the most from the XAM 1.0’s Marzocchi TST2 fork’s 140-160mm of adjustable travel, or the XAM 2.0’s Fox 36 TALAS RC2 adjustable-travel fork, both with 20mm thru-axles so you can stick a landing or rail a high-speed banked corner with confidence.

Yeah, the XAM’s really that good. Hit the mountain and see for yourself.

**Dakar XAM 2**

**FRAME**
New XAM mp3 platform, Kinesium aluminum, Fox 36 XAM 1.5 rear shock, 150mm travel.

**FORK**
Fox 36 XAM C2 with three position travel setting & compression turndown, 150mm travel, Fox 36 Step-over.

**WHEELS**
Maxxis X-1 disc rims, Sunlite disc hubs, WTB spokes.

**TIRES**
WTB Prowler SS 2.3 rear, Folding compound.

**DRIVE TRAIN**
SRAM X.0 Mid-cage rear derailleur, Shimano XT front derailleur, SRAM 10-speed cassettes, FSA MegaGlide FSA 10-speed crankset, e13 SuperCharger bashguard.

**COCKPIT**
Easton EA70 Monkeybar, Vice All Mountain stem, and Havoc seatpost, WTB DEVO saddle.

**BRAKES**
AVID Juicy 5 hydraulic disc brakes.

**Dakar XAM 1**

**FRAME**
New XAM mp3 platform, Kinesium aluminum, Fox 36 XAM 1.5 rear shock, 150mm travel.

**FORK**
Marzocchi 55 AM TST 2, compression & rebound damping adjustable with lock-out, 200mm axle with QR, 10mm rear shock, 150mm travel.

**WHEELS**
Maxxis X-1 disc rims, Formula 20mm front hub/Sharrows M42 disc rear hub/WTB spokes.

**TIRES**
WTB Resolute 2.3 front, Bontrager SL 2.3 rear, FSA 10mm axle.

**DECKETT**
Shimano Deore XT rear derailleur, Devour front derailleur, Deore XT stoppie, Deore Hollowtech II crankset.

**COCKPIT**
Easton 31.8 Tarmac/Sharrows XAM Mountain stem, Easton EA50 10-speed crankset, e13 SuperCharger bashguard.

**BRAKES**
AVID Juicy 5 hydraulic disc brakes with 170mm rotors.

The rear derailleur cables run fully sheathed in housing from shifter to derailleur, with the front derailleur cable also running fully sheathed for nearly all of its length. This protects the gear cables from the elements, preventing corrosion and contamination, meaning high shifting performance for a long period of time.

The Dakar XAM series is the all-mountain bike the other guys wish they built. And just as they think they’ve caught up, we’ve upped the level. Again.

We’ve added 20mm of rear wheel travel to the ’08 XAM, putting 150mm of precisely controlled mp3 suspension travel to work for you on drop-ins and big stuff, with a moderate 2.63:1 wheel travel-to-shock stroke ratio that enhances rear shock performance as well as rear shock longevity and durability. This is an active suspension design that’ll absorb big hits, stay plush over small bumps while you pedal, and won’t sap energy from you on the climbs. With oversize pivots, beefed-up bell crank, 10mm shock hardware and long-lasting bearings that keep it tracking straight day after day, ride after ride.

Relaxed angles (68.5 HT x 73 ST) and a generous top tube length deliver the perfect all mountain ride: stable at speed with excellent maneuverability and climbing capability.

The big-tubed Kinesium frame ties everything rigidly together, helping you get the most from the XAM 1.0’s Marzocchi TST2 fork’s 140-160mm of adjustable travel, or the XAM 2.0’s Fox 36 XAM C2 adjustable-travel fork, both with 20mm thru-axles so you can stick a landing or rail a high-speed banked corner with confidence.

Yeah, the XAM’s really that good. Hit the mountain and see for yourself.

**Dakar XAM 2**

**FRAME**
New XAM mp3 platform, Kinesium aluminum, Fox 36 XAM 1.5 rear shock, 150mm travel.

**FORK**
Fox 36 XAM C2 with three position travel setting & compression turndown, 150mm travel, Fox 36 Step-over.

**WHEELS**
Maxxis X-1 disc rims, Sunlite disc hubs, WTB spokes.

**TIRES**
WTB Prowler SS 2.3 rear, Folding compound.

**DRIVE TRAIN**
SRAM X.0 Mid-cage rear derailleur, Shimano XT front derailleur, SRAM 10-speed cassettes, FSA MegaGlide FSA 10-speed crankset, e13 SuperCharger bashguard.

**COCKPIT**
Easton EA70 Monkeybar, Vice All Mountain stem, and Havoc seatpost, WTB DEVO saddle.

**BRAKES**
AVID Juicy 5 hydraulic disc brakes.

**Dakar XAM 1**

**FRAME**
New XAM mp3 platform, Kinesium aluminum, Fox 36 XAM 1.5 rear shock, 150mm travel.

**FORK**
Marzocchi 55 AM TST 2, compression & rebound damping adjustable with lock-out, 200mm axle with QR, 10mm rear shock, 150mm travel.

**WHEELS**
Maxxis X-1 disc rims, Formula 20mm front hub/Sharrows M42 disc rear hub/WTB spokes.

**TIRES**
WTB Resolute 2.3 front, Bontrager SL 2.3 rear, FSA 10mm axle.

**DECKETT**
Shimano Deore XT rear derailleur, Devour front derailleur, Deore XT stoppie, Deore Hollowtech II crankset.

**COCKPIT**
Easton 31.8 Tarmac/Sharrows XAM Mountain stem, Easton EA50 10-speed crankset, e13 SuperCharger bashguard.

**BRAKES**
AVID Juicy 5 hydraulic disc brakes with 170mm rotors.
Parker is designed for riders who want a stout-but-light & tight bike they can use for gate racing, jumping, slope-style riding, or all-day trail riding. We took our proven XLT, beefed up the pivots, shock hardware and bell crank, modified the rear triangle, reined in the rear travel a bit, and bolted on forks with a huge range of travel options so riders can dial in just the right amount of travel they want for specific riding conditions. The result blew us away. We couldn’t decide whether to build the bike as an XLT all mountain replacement, or a fast slopestyle freerider, or a dirt jump gate racer. So we built all three.

The base model Parker 1.0 features an all-mountain/all-day triple-ring set-up, just like the XLT of last year. But with the significantly stronger/stiffer Parker frame and adjustable travel Rock Shox Recon fork, the bike is even more versatile and durable. The 2.0 features a more freeride/slope-style double-ring set-up with an e13 SuperCharger bush guard and 20mm Maxle fork/hub interface. The 3.0 gets a dirt jump or gate race single-ring set-up with an e13 chain guide and 20mm Maxle.

So now comes the hard part. Which Parker is it gonna be?

PREPARE TO BE BLOWN AWAY
The ‘08 Komodos were built to bravely go where few hardtails have gone before: under the buns of Jamis sponsored Jordie Lunn. With Jordie’s input, we’ve re-designed the Komodos with slightly steeper geo, a 1.5” head tube for optimal frontal strength, welded on a XAM top tube for lowered standover and increased lateral stiffness, pumped up the seat tube diameter to take a 31.6 post for a firmer pedaling platform, and tweaked the rear triangle so we could stuff 2.4” tires in there.

Available in two flavors – The 2.0 with 100mm travel Marzocchi Dirt Jumper fork and Hayes Stroker Trail brakes, perfect for the park scene. Or the 1.0 with 130mm travel RST Launch fork and Tektro disc brakes, perfect for all day trail riding.

The all-new Kromo puts 4130 chrome-moly steel under you for a killer ride that won’t break the bank and won’t break when the trail goes vert. A Hayes Stroker Ryde caliper clamps a 140 mm rear disc, while the singlespeed drivetrain and no front brake leave you free to show off your bar-spinning tricks while airborne.

Step out of the ordinary. Dump your full-suspender, throw a leg over any of these big-air hardtails and get ready to build some serious skills.

The Komodo frame has always been massively strong and stiff. Heck, the seat and chainstays alone are as big as the main frame tubes on our steel Coda series bikes! But we took it up a notch for ‘08 when we increased seat tube diameter to 35mm, added the rifle top tube from our XAM and TIG’ed on a 1.5” head tube. The larger head tube allows us to increase the weld interface between top and down tubes for optimal frontal strength.

The drive-side Kromo dropout is outfitted with a derailleur hanger so you can add a derailleur, shifter and gears should the shifting mood strike. The rear-facing horizontal slots let us cut the chainstays really short (400mm) while still providing sufficient clearance for beefy tires. With stays this short it takes little effort to get the front of the bike in the air and hold it there.

**Komodo II**

**FRAME**

7055 triple gauge, double gusseted aluminum main tubes with rifled top tube

**FORK**

Marzocchi Dirt Jumper 1, 35mm aluminum stanchions, 100mm travel

**WHEELS**

Weinmann eyeleted disc rims, Shimano four-pivot brake hub, 12/17 with guard & Power Drive cartridge BB

**TIRES**

Maxxis Aspen 2.3, wire bead, 60tpi, 622x584

**DRIVE TRAIN**

Shimano XTR derailleur, Alivio 9-speed

**COCKPIT**

Alloy 31.8mm handlebar, alloy 1-1/8” stem

**BRAKE SET**

Hayes Stroker Trail hydraulic brakes

**Komodo I**

**FRAME**

7005 triple gauge, double gusseted aluminum main tubes with rifled top tube

**FORK**

RST Launch RL, External Preload, 120mm travel

**WHEELS**

Weinmann Taurus 200 free-free disc rims, Shimano Formula disc hubs, stainless steel spokes

**TIRES**

Maxxis Aspen 2.3, wire bead, 60tpi, 622x584

**DRIVE TRAIN**

SRAM R30 10-speed rear derailleur, SRAM R30 10-speed shifter, Alpha Drive 110mm 22/32 with guard & Power Drive cartridge BB

**COCKPIT**

Alloy 31.8mm handlebar, alloy 1-1/8” stem

**BRAKE SET**

Hayes Stroker Trail hydraulic disc brakes with 140mm rotors

**Kromo**

**FRAME**

4130 Chrome-Dirt Jumper Frame - Horizontal drop out

**FORK**

SR Duro DL-D, 30mm uppers, magnesium lowers, hydraulic rebound damping, 100mm travel

**WHEELS**

Formula Double Drop, Formula alloy hubs

**TIRES**

WTB Dual Duty, with Formula alloy hubs

**DRIVE TRAIN**

Weldtite gear hub, 36T chaining, 14T rear cog

**COCKPIT**

Syncros Bulk riser bar, Syncros FR stem, SDG seat post, SDG Skylite saddle

**BRAKE SET**

Hayes Stroker Ryde front only hydraulic disc brake with 140mm rotor
The shortest distance between two points might be a straight line, but Mother Nature doesn’t always provide us one. Which is where we come in.

If there is a trail, no matter how meandering, we guarantee a Jamis cross-country bike will be the fastest, funnest way to connect Points A and B.

We’ve been building mountain bikes since the very beginning, 1979 to be exact. Tires were narrow, frames were steel, forks were rigid, and full-suspenders were years away pipe dreams. But we made the most of it, earning a reputation for trail-tough, race-proven designs that squeezed the very most from what was available.

And while the technology has clearly evolved, we’re just as aggressive about getting the most from what’s out there. And it shows.

Hit the dirt with a Dakar XCR Team or Pro and feel the benefits of a carbon composite frame that tips the scales at 2100 grams. Size-specific, tri-axial oval carbon tubing and our proven mp3 multi-link rear suspension design, with 4 inches of fully active travel, give you superb bump control and a firm, responsive platform that doesn’t waste a watt of climbing energy, or hold you back when the going’s fast.

Throw a leg over the Dakar XC, and discover the go-fast attributes of one of the most race-proven, trail-validated designs in the world. It tracks true, taking steering inputs with laser-guided precision, and offers up 90 mm of travel to soak up bumps. It’s no wonder our Dakar XCR’s have earned multiple World Cup and NORBA victories. With more to come.

The Dakota is a featherweight package that sets the standards for hardtail performance. Its triple-butted aluminum frame is a lightweight wonder—off front for stand-on-the-pedals power and drive-hard-into-corners rigidity with an incredibly light carbon monostay that provides some vertical give without sacrificing torsional and lateral stiffness, so it carves bends cleanly and quickly.

And then there’s the Dragon series, state-of-the-art steel chassis providing that taut-yet-resilient ride only steel can bring. The top dog Dragon Team frame kit, the race-ready Dragon Pro or the ride all-day/everyday Dragon Comp. It is classic geometry and material, mated to the very best components money can buy for a timelessly quick, capable package that cuts to the chase for minimal complexity and maximum fun.

Make the most of your trail time, and make tracks between A and B on a proven Jamis XC bike. Out on the trail, where performance, reliability and speed are the only standards that matter, nothing else comes close.
Dakar XCR Team

Racing’s in our blood. We’ve taken World Cup wins and NORBA titles and it’s a serious part of our product development and our commitment to the sport. So when we call a bike Team or Pro it’s much more than a name. It’s our name. It’s what we do.

This year’s Dakar XCR Team and XCR Pro share a new, lightweight carbon frame that makes turning race laps as easy as turning the pedals. Produced using the same state-of-the-art carbon fiber technologies as our revolutionary Xenith. Our advanced monocoque construction process assures uniform compaction and continuous fiber overlap for superior strength in an exceptionally lightweight platform. Top and down tubes are tri-ovalized for optimal stiffness with SST size-specific tubing diameters tuning that stiffness for every frame size.

Both take full advantage of our race-proven mp3 multi-link suspension – fully active with pivot placement optimized for a solid pedal platform with minimal chain growth or pedal feedback. The shock-friendly 2.63:1 leverage ratio assures the Fox rear shocks will work as intended so tires stay planted and secure whether you’re forging ahead on a climb, or stretching your lead on a descent.

Components spec is all top shelf. There’s not a reason to upgrade ever -- seriously.

These bikes are built to win from day one.

Dakar XCR Pro

FRAME
ICRF carbon fiber mp3 platform. Dyno carbon. Monocoque construction, alloy chaining, Fox FLOAT RP2 rear shock. 100mm travel

FORK
Fox 32 FRL with rebound compression damping & push-button lockout, 100mm travel

WHEELS
Maxxis 27.5” disc rims, Shimano Deore Centerlock disc hubs, Deore XT Hollowtech II crankset

TIRES
WTB ExiWolf, DNA Compound folding bead

DEUTSCH
Easton tubular, SDT 31.8 carbon bar, Deore XT Rapidfire Plus shifters, Deore XT Hollowtech II crankset

BRAKES
Shimano Deore XT with 140mm polypropylene rotors

The beauty of carbon fiber is the freedom and flexibility a frame designer has with lay-up and shape. On our alloy XCR frames, we need to attach a support bracket between down tube and seat tube to reinforce the down tube for the suspension loads that will be applied through the shock. On the carbon XCR, we can simply apply more carbon fiber in the shock bracket area to strengthen the down tube without significantly increasing weight.

FRAmE
XCR carbon fiber mp3 platform, DYAD carbon fiber monocoque construction, alloy chainstays, Fox FLOAT RP2 rear shock, 100mm travel

FORK
Rock Shox Reba World Cup with Mission Control damping, Push/Lock out, BlackBox high modulus carbon crown and steerer, 100mm travel

WHEELS
Maxxis 27.5” disc plus, Shimano Deore Centerlock disc hubs

TIRES
WTB ExiWolf, DNA Compound folding bead, 2.1”

DEUTSCH
Easton tubular, SLT 31.8 carbon bar, Deore XT Rapidfire Plus shifters, Deore XT Hollowtech II crankset

BRAKES
Shimano XTR with 140mm polypropylene rotors

Just as we do for our Kenevo(x) race frames, the top and down tubes of the carbon XCR frames are tri-ovalized for optimal stiffness, both vertically and laterally, in the lightest possible package. Each XCR frame also offers SST (size-specific tubing) diameters, ensuring the highest possible stiffness-to-weight ratios and optimal riding characteristics for each frame size.
The XCR series with mp3 suspension was extraordinarily well received in 2007. Thumbs-up reviews in magazines and at clinics and demos world-wide drove mountain bikers to Jamis dealers and the product category was a virtual sell-out.

This year we’ve upgraded the XCR mp3 rear suspension with 10mm rear shock hardware to significantly bolster lateral rigidity for more precise wheel control on the trail. A full 100mm of near-vertical rear wheel travel is available to keep the tire planted and the traction coming, whether you’re surging up an ascent or taking an off-camber turn at the limit.

The Kinesium aluminum frame on the Expert, Comp and Sport is light—just over 5.5 pounds for a 17-inch frame (with shock) that builds into a very light, super capable XC racer with excellent torsional stiffness for cornering control and stand-on-the-pedals beginning climbs.

Whether you’re into fast trail riding (and the XCR Comp with 85-130mm travel-adjustable front suspension is perfect for trail riding), in the hunt for the local points series, or just want a light, quick, affordable (think Dakar XC!) way to explore, there’s a Dakar to suit your speed.

The XCR mp3 multi-link design is optimized to shed weight and increase stiffness while providing fully active suspension. Positioning the bell crank on the seat tube instead of the top tube (as we did on earlier Dakar designs), lets us butt all main frame tubes while reducing rear triangle size for less weight and greater lateral stiffness. All forged parts, like chainstay ends, seatstay ends, bell crank and shock brackets are weight optimized. Rear suspension is shock friendly with a 2.67:1 wheel travel/shock stroke ratio. And our new-for-’08 10mm shock hardware significantly stiffens the bikes laterally, improving pivot function and durability.

**Dakar XCR Expert**

**FRAME**
XCR mp3 Platform, Kinesium aluminum, Fox FLOAT RP2 rear shock 100mm travel

**FORK**
Fox 32 FRL w/ rebound compression damping & push-button lockout, 100mm travel

**WHEELS**
Maxxis 100TPI disc tires, Shimano Deore disc hubs, WTB spokes

**TIRES**
Maxxis 26x2.10, WTB Novatec hub, 32h spokes

**DRIVETRAIN**
Shimano Deore XT Shadow derailleur, Deore XT Rapidfire Plus shifters, Shimano Deore XT cassette

**COCKPIT**
Easton 7005 MTB stem, Easton EA50 forged alloy, WTB Carbon bar

**BRAKESET**
Shimano Deore disc brake, Shimano Deore brake lever, 1000mm hose

**Dakar XCR Comp**

**FRAME**
XCR mp3 platform, Kinesium aluminum, Fox FLOAT SX rear shock 100mm travel

**FORK**
Rock Shox Reba RL Ti-Lium with Mission Control damping & PopLoc lockout, 100mm travel

**WHHEELS**
Maxxis 100TPI disc tires, Shimano Deore Centerlock hubs, WTB spokes

**TIRES**
Maxxis 26x2.10, WTB Novatec hub, 32h spokes

**DRIVETRAIN**
Shimano Deore XT Shadow rear derailleur, Deore XT Rapidfire Plus shifters, Shimano Deore XT cassette

**COCKPIT**
Easton 7005 Monoloc, Easton EA50 forged alloy, 25.4mm bar

**BRAKESET**
Shimano Deore disc brake, WTB Novatec Comp brake

**Dakar XCR Sport**

**FRAME**
XCR mp3 platform, Kinesium aluminum, Rock Shox Reba RL Ti-Lium with Mission Control damping & PopLoc lockout, 100mm travel

**FORK**
Rock Shox Reba RL Ti-Lium with mission control, magnesium lowers, 100mm travel

**WHEELS**
Maxxis 100TPI disc tires, Shimano Deore Centerlock disc hubs, WTB spokes

**TIRES**
Maxxis 26x2.10, WTB Novatec hub, 32h spokes

**DRIVETRAIN**
Shimano Deore XT Shadow rear derailleur, Deore XT Rapidfire Plus shifters, Shimano Deore XT cassette

**COCKPIT**
Easton 7005 Monoloc, Easton EA50 forged alloy, 25.4mm bar

**BRAKESET**
Shimano Deore disc brake, WTB Novatec Comp brake

**Dakar XC**

**FRAME**
Dakar multi-link design, 7005 aluminum, Deore XT hydraulic, Octalink BB

**FORK**
Rock Shox Reba RL Ti-Lium with Mission Control damping & PopLoc lockout, 100mm travel

**WHEELS**
Maxxis 100TPI disc tires, Shimano Deore Centerlock disc hubs, 32h spokes

**TIRES**
Maxxis 26x2.10, WTB Novatec hub, 32h spokes

**DRIVETRAIN**
Shimano Deore XT Shadow rear derailleur, Deore XT Rapidfire Plus shifters, Shimano Deore XT cassette

**COCKPIT**
Easton 7005 35 mm Monoloc, Easton EA50 forged alloy, 25.4mm bar

**BRAKESET**
Shimano Deore disc brake, WTB Novatec Comp brake

**Color Options**

- Victory Red
- Monterey Blue
- Pewter
- Gloss White

**Payment Plans**

- Light, Quick, Affordable
- Fast Trail Riding
- Local Points Series
- Light, Quick, Affordable

**Specifications**

- Color: Victory Red
- Size: 13”, 15”, 17”, 19”, 21”, 23”
- Weight: 27.75 lbs
- Color: Gloss White
- Size: 13”, 15”, 17”, 19”, 21”, 23”
- Weight: 35.00 lbs
- Color: Monterey Blue
- Size: 13”, 15”, 17”, 19”, 21”
- Weight: 32.00 lbs
- Color: Pewter
- Size: 13”, 15”, 17”, 19”, 21”
- Weight: 30.75 lbs
You can’t touch a hardtail for pure pedaling efficiency, and under a good rider on a smooth course it can be a pretty tough combination. This, a grassroots racing. Offroad speed simplified. And our Dakotas are possibly the very best available.

A triple-butted Kinesis aluminum frame with our signature geometry provides the foundation for the Dakota series, with a lightweight carbon monostay for the Elite and Comp that reduces weight and takes the sting out of sharp-edged stutters and the occasional hard landing. It’s a great sprinting platform, with short chainstays that lend you climbing traction and immediate pedal response for getting over the steeps.

The Dakota Comp Femme receives the additional benefit of female-specific frame geometry, and like the rest of the Dakota line (make that: like the rest of the JAMIS line) gets size-specific parts like handlebars, stems and cranks for each frame size so you’re assured the most comfortable and efficient position.

Experience the thrill of a well-carved turn, the surging power of a quick out-of-the-saddle effort, and you’ll see just what a difference a good frame and geometry can make. And that difference is what we’re all about.

The beauty of Dakota Elite and Comp’s carbon fiber monostay (besides its’ great looks) is that it not only reduces frame weight, but it also increases stiffness while capitalizing on carbon fiber’s capacity to damp and absorb vibration. Blending this carbon fiber monostay with triple-butted aluminum main tubes enables us to build an extremely light, extraordinarily stiff frame (with a 31.6mm seat mast for a superior in-the-saddle/up-the-hill pedal platform) that still provides a remarkably smooth ride.

**Dakota Elite**

**Frame**
Kinesis Superlight 7005 triple butted aluminum main tubes, carbon seatstays.

**Fork**
Rock Shox Recon Race Xc Air Pro Damper with TurnKey lockout, 100mm travel.

**Wheels**
WTB Speed Disc Eyeleted rims, Shimano M495 disc hubs with CenterLock, WTB spokes.

**Tires**
WTB Moto Raptor, 2.10” with wire bead.

**Drivetrain**
Shimano Deore XT Shadow Rear Derailleur, Shimano Deore LX Rapidfire Shifters, Shimano Deore HollowTech II crankset 44/32/22T with Octalink BB and Hollowtech.

**Cockpit**
Easton EA 30 XC flat bar 31.8, EA30 OS stem, WTB Speed V Sport SE saddle.

**Brakes**
Shimano M485 hydraulic disc brakes with 160mm rotors.

**Dakota Comp**

**Frame**
Kinesis Superlight 7005 triple butted aluminum main tubes, carbon seatstays, female-specific geometry.

**Fork**
Rock Shox Recon Race Xc Air Pro Damper with TurnKey lockout, 100mm travel.

**Wheels**
WTB Speed Disc Eyeleted rims, Shimano M495 disc hubs with CenterLock, WTB spokes.

**Tires**
WTB Vito Expert, 2.30” with wire bead.

**Drivetrain**
Shimano Deore XT Shadow Rear Derailleur, Shimano Deore LX Rapidfire Shifters, Shimano Deore HollowTech II crankset 44/32/22T with Octalink BB and Hollowtech.

**Cockpit**
Easton EA 30 XC flat bar 31.8, EA30 OS stem, WTB Speed V Sport SE saddle.

**Brakes**
Shimano M485 hydraulic disc brakes with 160mm rotors.
MODERN DAY CLASSICS

For years, steel was the racing standard. And we wrote the book on cross-country steel. These might look like old school rigs, but there’s nothing outdated or outmoded about the way they blaze down the trail. For guys who know how to ride and flow, these bikes are absolute scorchers.

Reynolds 853 and 631 air-hardened steel gives the Dragon’s chassis lightweight strength and an amazingly supple ride. Power up on the pedals and you’ll simply feel...energized. This is a frame that gives as much as it gets, so the harder you push it the better it feels.

Perfect geometry is more than mere lengths and angles. It’s knowing where to place the cable stops for the most frictionless routing, it’s designing dropouts that help shore up the critical seatstay/chainstay junction, it’s knowing precisely how 853 steel stiffens in the weld zone, and using that to advantage when it comes to butting the tubes for ride tuning.

Whether you’re after the no-holds-barred Pro, the race-ready Comp, or want to use the custom-painted 15th anniversary Team frameset as the starting point for your dream bike, one thing is for sure—you’re not just getting the best steel chassis money can buy. You’re getting the benefit of nearly two decades of hard-won, off-road racing know-how. And you can take that to the trailhead.

**Dragon Pro**

**FRAME**
Reynolds 853 air-hardened heat treated cromo main tubes.

**FORK**
Fox 32 Float, with rebound damping and push-button lockout. 100mm travel.

**WHEELS**
Shimano Deore Disc Hub. 29er.

**TIRES**
WTB Speed Disc. 2.25”.

**DECK**
Shimano Deore Shadow rear derailleur. Shimano Deore XT front derailleur. Shimano XT/M6000 brakes. Shimano DEORE 1x11.

**COCKPIT**
Easton 6061 ALE Flat Bar. Easton EA50 stem. Easton EC90 Carbon seatpost.

**BRAKE**
Shimano Avid Juicy 3 hydraulic disc brakes.

**DRIVER**
Reynolds 853 air-hardened cromo main tubes.

**FORK**
Fox 32 Float, with rebound damping and push-button lockout. 100mm travel.

**WHEELS**
Shimano Deore Disc Hub. 29er.

**TIRES**
WTB Speed Disc. 2.25”.

**DECK**
Shimano Deore Shadow rear derailleur. Shimano Deore XT front derailleur. Shimano XT/M6000 brakes. Shimano DEORE 1x11.

**COCKPIT**
Easton 6061 ALE Flat Bar. Easton EA50 stem. Easton EC90 Carbon seatpost.

**BRAKE**
Shimano Avid Juicy 3 hydraulic disc brakes.

The high performance and buttery smooth ride qualities of Reynolds 853 usually go off the road, but the craftsmanship of our frames builds is equal to the 29er. All tubing is cleaned before being cut, jigged and welded. All tubing cuts are deburred and buffered before welding. We use high-arc heat in the head and seat tube to control distortion. And our low angle welding heat forms precisely welded, low-profile TIG beads, while dispersing welding heat more widely, yielding a frame that requires less post-welding alignment.

The CNC’ed strut welded between the stays on the non-drive side provides extra frame support to counter disc brake torque.

Color: Gloss Black/Bone

Color: Victory Red/White

Weight: 26.75 lbs

Weight: 28.00 lbs

Color: Black/Bone

Green/White/Blue

Color: Gloss Black/Bone

Green/White/Blue

Weight: 26.75 lbs

Weight: 28.00 lbs

Color: Victory Red/White

Sizes: 13” , 15” , 17” , 19” , 21”

Color: Gloss Black/Bone

Sizes: 13” , 15” , 17” , 19” , 21”

Weight: 28.00 lbs

Weight: 30.50 lbs

6059

Color: Victory Red/White

Sizes: 13” , 15” , 17” , 19” , 21”

Weight: 26.75 lbs

Weight: 28.00 lbs

Color: Gloss Black/Bone

Sizes: 13” , 15” , 17” , 19” , 21”

Weight: 28.00 lbs

Weight: 30.50 lbs

6059
Trail riding—as opposed to racing—is the very core of what mountain biking is about. It’s getting out on the trails, away from the hustle and artifice of paved existence, and experiencing the real world. This isn’t about being fast, but about being able to cover more terrain with less work—which, now that we say it, does add up to going fast.

We’ve been building hardcore mountain bikes almost as long as there’ve been mountain bikes, and all those years of chasing gates or checkered flags and putting racers on podiums has taught us tons about how to maintain traction and control, and what makes a bike fast and efficient. And we’ve applied those hard-won lessons to our line of 29ers, Durango and Trail X trail bikes to help you ride farther, more comfortably and with more confidence.

We know it takes more than a frameset of oversize tubing, a suspension fork and knobby tires to ride the trails. It takes a frame that’s built to last—light enough that it’s not a burden on the uphills, but strong enough to take the punishment and pounding of going fast over the rough stuff. It takes a drivetrain with hill-climbing gears to get you up where the views are grand and powerful brakes that’ll keep things in check as you coast downhill and head home.

For those who take the trail less traveled, Jamis brings you an incredible line-up of 29ers for 2008. Experience all the benefits of 29-inch hoops—less rolling resistance, easier rolling over bumps, better traction with fewer pinch flats with the Reynolds 853 Dragon 29 and lightweight redesigned Dakota 29—and revel in the simple fun of single-speeding with the Exile. With a supple Reynolds steel ride and the no-excuses rigid fork, the Exile is the fastest, sharpest way to hone your riding skills to the utmost.

Our Durango set the standard for all-round trail bikes decades ago and ups the ante this year with an all-new 7005 aluminum alloy frame that’s hydroform shaped and gusseted for strength. Disc brakes in all three versions give you powerful, reliable stopping power that’ll help keep you in the saddle, in control. And precise 24 or 27-speed Shimano shifting provides the granny gears you need for ascents, with the big gearing you’ll want for downhill and fast rolling terrain.

The all-new Trail X debuts this year with a four model lineup that’s as well-suited to urban errands as it is to taming the trails. Its T805 alloy frame uses our dialed-in geometry to put you in a comfortable posture that promotes power with predictable steering response whether it’s taking an off-camber corner or taking a turn down to the campus bookstore. With a reliable, easy-to-shift 21 or 24-speed Shimano drivetrain and replaceable derailleur hanger, the Trail X has the off-road credentials to back up its burly good looks with durability and capability.
Big wheels aren't just for big riders any more. The same things that make big hoops good for them—improved traction from a larger contact patch, more pinch-flat resistance, lower rolling resistance and improved ride—make 29s an efficient upgrade for a lot of other folks, too.

Our 26” offroad geometry is famously honed, so we took great pains to tweak every aspect of our 29er frame geo to be sure these bikes were done right. We didn’t just bolt on 29” wheels and stretch the fork and chainstays a little—we looked at wheelbase lengths, front end trail, front center distances, handlebar height and width, fork crown clearance, standover and weight distribution to achieve the same predictable, well-manicured, radar-in-the-down-tube handling of our 26-inch bikes — with the added roll-over-anything benefit of those giant tires.

Whether you favor the Dragon’s famous-Jamis steel ride, the Dakota's brutally efficient aluminum chassis, or the stripped-to-the-bare-essentials Exile singlespeed, you’ll be doing it right on a Jamis 29er. It’s the only way we know how.

The Dakota 29er frame was completely re-designed for 2008. We lowered the seatstays for a lighter, tighter rear triangle, and we lowered overall standover as well. The lower standover resulted in some exposed seat mast so we gusseted the top tube/seat tube joint with a support strut. The bent down tube adds strength to the frame at the head tube, while providing plenty of clearance for fork crowns.

The Exile dropouts are investment cast for strength and stiffness, with a horizontal slot for gear-cog selection freedom and a removable CNC’ed alloy derailleur hanger that allows for conversion to multiple gears. We’ve even spec’d a standard rear freehub with a cog spacer to make switches between a single cog and an 8 or 9-speed cassette a snap.

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**Dragon 29**

**Frame**

Reynolds 853 air-hardened heat-treated chromoly.

**Fork**

Rock Shox Reba Race, Motion Control damping, pump-button lockout, 100mm travel, magnesium lowers.

**Wheels**

WTB LaserDisc Trail 29” disc only eyeleted rims, Premier MX3 disc hubs with WTB spokes.

**Tires**

WTB ExiWolf 2.3, DNA Compound, Aramid bead.

**Brakeset**

Shimano XT Shadow rear derailleur, XT front derailleur, XT Equipped Plus shifter, XT brake 9-speed.

**Drivetrain**

Shimano XT Shadow, 42-21t.

**Cockpit**

Easton EA70 31.8 bar, Easton OS stem, Easton EA50 seatpost, WTB Silverado saddle.

**BraKes**

Avid Juicy 3 hydraulic disc brakes with 160mm rotors.

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**Dakota 29**

**Frame**

Kona Supplelight 7005 triple butted aluminum, Michelin drop-out design.

**Fork**

Rock Shox Reba Race 29er, Motion Control damping, pump-button lockout, 100mm travel.

**Wheels**

WTB Dual Duty eyeleted rims, Shimano M495 disc CenterLock hubs, WTB spokes.

**Tires**

Shimano 29er 29” x 2.1, 60 TPI.

**Drivetrain**

Shimano Deore XT Shadow rear derailleur, XT front derailleur, Deore LX Equipped plus shifter, Deore 10-speed XT/SLX 44/32/22t with crank puller.

**Cockpit**

Easton EA 40 XC 31.8 bar, Easton OS stem, Easton alloy adjustable stem, Easton 10-speed 31.8 saddle.

**Brakes**

Shimano M495 Hydraulic disc brakes with 160mm rotors.

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**Exile 29**

**Frame**

Reynolds 800 air-hardened chromoly tubing, with nearly horizontal dropouts.

**Fork**

Cromo straight blade unicrown with disc brake tabs.

**Wheels**

WTB LaserDisc Trail 29” eyeleted rim, Shimano MT500 CenterLock disc rocket, WTB spokes.

**Tires**

Shimano 29” x 2.3, DNA Compound alloy road.

**Drivetrain**

Shimano 10-speed 42/21t Shimano single speed crankset with 9-1 Relic cog spacer, Giga-X BB.

**Cockpit**

Easton EA50 Monkeybar, Easton OS stem, Easton micro-adjust seatpost, WTB Rocket V Comp saddle.

**Brakes**

Avid Juicy 3 disc brake with 160mm rotors & Power Reserve Geometry.
Durango’s lead the way when it comes to trail worthy lightweights. And while last year’s overhauled chassis won accolades, we knew we could do better. And we did, with an all-new frame using a shaped and gusseted down tube and smarter dropouts that enhance rear-end stiffness for more cornering precision and better handling overall.

And that was just for starters. The Durango 1.0’s 110 mm-travel fork provides you with lockout for optimal pedaling efficiency, a 24-speed Shimano drivetrain with a Deore rear derailleur upgrade and a pair of drop-in-any-conditions Tektro IO-X disc brakes.

Step up to the Durango 2.0 and you get a magnesium-legged, lockout-equipped RST Omega fork, 27-speed Shimano Deore drivetrain and dual-piston hydraulic disc brakes, and Tektro Speed Disc double-wall, eyeleted hoops.

Stoke for the 3.0 and you’ll see a premium Marzocchi MZ Race fork with 100mm of coil-sprung/hydraulic damped travel (with lockoff), and Shimano’s new Deore XT Shadow rear derailleur which sits safely under the chainstay so you’ll be able to rack up the miles without a lot of breakdown time.

It’s always a good day to hit the trail. Do it on a Durango, and make it great.
Our Trail X series of hardtails is a cost-effective way to hit the backcountry and discover what mountain biking is all about.

The new Enduro II 7005 frame is engineered smart, using lightweight, oversized aluminum tubing to increase stiffness with ovalized cross-sections that enhance pedaling rigidity while improving vertical give for a smoother ride. You’ll have a hard time finding a lighter, better (or better looking) package for the money.

Reliable Shimano drivetrains provide motive power, starting with 21-speeds for the Trail XR and X1, moving up to 24 gears on the X2 and X3. Linear-pull brakes put impressive stopping power at your fingertips – upgraded to disc brakes on the X2 – letting you make the most from the grippy knobby tires on any surface.

Trail X-series bikes are versatile and well-equipped for easy campus cruising, in-town commutes and that first season or two of off-roading. They’re the perfect transition between the rider you are now and the rider you want to become.

### TRAIL X3
- **Frame**
  - New Eagle II frame design, 7005 aluminum main tubes, replaceable dropouts/hanger.
- **Fork**
  - Stanchion 19 with ACV, external preload, 140mm travel.
- **Wheels**
  - Xpress X2C-16 double-wall, eyeleted rims, Formula alloy disc hubs, stainless steel spokes.
- **Tires**
  - 2.1 X 2.10, 60TPI.
- **Drivetrain**
  - Shimano XT Ti, 11-speed cassette, DEORE 10-speed chainset, 10X48T with sealed cartridge BB.
- **Cockpit**
  - Alloy bar, alloy threads stem, alloy micro-adjust seatpost, Jamis XC saddle.
- **Brakeset**
  - Tektro IO-X cable-actuated disc brake and Shimano ST-EF50 levers.

### TRAIL X2
- **Frame**
  - New Eagle II frame design, 7005 aluminum main tubes, replaceable dropouts/hanger.
- **Fork**
  - Hi-Tensile carbon straight unicrown.
- **Wheels**
  - Alloy 26 x 1.5" rims, QR hubs, nickel plated spokes.
- **Tires**
  - CST ATB, 1.95".
- **Drivetrain**
  - SRAM X3 rear derailleur, SRAM X3 21-speed twist shifters, SR XCC-150 crankset 42/34/24T with bolt-type cup & cone BB.
- **Cockpit**
  - Riser bar, alloy threads stem, alloy micro-adjust seatpost, Jamis XC saddle.
- **Brakeset**
  - Alloy direct pull brake and Shimano ST-EF50 levers.

### TRAIL X1
- **Frame**
  - New Eagle II frame design, 7005 aluminum main tubes, replaceable dropouts/hanger.
- **Fork**
  - Hi-Tensile carbon straight unicrown.
- **Wheels**
  - Alloy 26 x 1.5" rims, QR hubs, nickel plated spokes.
- **Tires**
  - CST ATB, 1.95".
- **Drivetrain**
  - SRAM X3 rear derailleur, SRAM X3 21-speed twist shifters, SR XCC-150 crankset 42/34/24T with bolt-type cup & cone BB.
- **Cockpit**
  - Riser bar, alloy threads stem, alloy micro-adjust seatpost, Jamis XC saddle.
- **Brakeset**
  - Alloy direct pull brake and Shimano ST-EF50 levers.

### TRAIL XR
- **Frame**
  - New Eagle II frame design, hi-tensile carbon main tubes.
- **Fork**
  - Hi-Tensile carbon straight unicrown.
- **Wheels**
  - Alloy 26 x 1.5" rims, QR hubs, nickel plated spokes.
- **Tires**
  - CST ATB, 1.95".
- **Drivetrain**
  - SRAM X3 rear derailleur, SRAM X3 21-speed twist shifters, SR XCC-150 crankset 42/34/24T with bolt-type cup & cone BB.
- **Cockpit**
  - Riser bar, quilled hi-rise stem, alloy micro-adjust seatpost, Jamis XC saddle.
- **Brakeset**
  - Alloy direct pull brake and Shimano ST-EF50 levers.
Maximum Fun - You can make any excuses you want—you’re riding to help the environment, for fitness, as a personal protest against escalating fuel costs, for convenience—but the underlying truth about why we all ride, and continue to ride, is because it’s fun. And maximizing fun is what these bikes are all about, with spirited styling and a wealth of comfort features that make exercise and getting around seem effortless.

Arrive in style and make a statement at the same time with one of our Earth Cruisers. Our aluminum frames look big and bold, but they’re pounds lighter than typical cruisers and they’re impervious to rust so they’ll last forever. Bright, colorful hues look as lighthearted as you’ll feel while churning along with a choice of singlespeed simplicity or an easy to shift Shimano 3-speed hub that’s about as maintenance free as it gets.

If you want to turn it up you can hop aboard one of our Explorers, which take their styling cues from our award winning mountain bikes for a rugged appearance and riding demeanor that’s tempered by lightweight, pavement-appropriate parts that make for easier pedal-pushing than dedicated off-road equipment. But that dual-nature appearance is more than only skin deep—good suspension forks and 21 or 24-speed gearing mean you can swap your road skins for knobby tires and hit the dirt if the mood strikes. These bikes really do live up to their name, making it easy to explore your neighborhood’s road and trails whether they’re smoothly paved, just plain dirt, or something in between.

If simplicity is your bag you can jet around town on a Boss Cruiser, in a classic singlespeed/coaster brake version, or with the added versatility of twist-grip shifting and a 7-speed gearset. Earn some fitness and reward yourself at the same time with an ice cream run, or take yourself out to the movies without the parking hassles.

Or go with the utility of the Taxi, which is built like its namesake to be ridden comfortably and often, with minimal upkeep. In six sizes, including two female specific models, so it sizes up well for optimal comfort and a positive riding experience that’ll remind you of why you ride in the first place.

Simplify, and make time for yourself with the reward of a bicycle ride. It’s the best form of therapy there is, without the rusty bills.

COMFORT BIKES

Maximizing fun is what these bikes are all about, with spirited styling and a wealth of comfort features that make exercise and getting around seem effortless.
COMFORTABLE PERFORMANCE

You don’t have to leave your own neighborhood for adventure. Go on an Explorer, and experience the familiar in an entirely different way. Wave to the neighbors. Discover what lies at the end of the street. See.

We designed the Explorer series to fit and ride as comfortably as possible. All frames feature an extra long head tube—a full two to three inches longer than on comparably sized mountain bikes. Why? To put your handlebars in a higher, more comfortable position for less stress on your wrists, neck and back. Those handlebars, by the way, are manufactured with a three inch rise which not only move your hand position higher, but enable you to easily rotate the handlebars closer or further away. Our stems offer extra long and angle-adjustable extensions so handlebar height and reach can be further tuned and dialed in perfectly for you.

Explorer 3

FRAME
6061 TIG-welded aluminum, sloping double triangle, frame design, replaceable derailleur hanger.

FORK
SR SXC, suspension, external preload adjustor, aluminum.

WHEELS
Weinmann Z2C-10 double wall with eyebolt alloy thru axles, Formula alloy disc brake with 6K, stainless steel spindle.

TIRES
JAMIS Sport Comfort with puncture resistant casing and reflective sidewall stripe.

DRIVE TRAIN
Shimano Alivio rear derailleur & Acera Rapidfire shifter, RPM crankset 48/38/28T with guard & sealed cartridge BB.

COCKPIT
Hi-rise comfort bar, adjustable rise alloy stem, suspension seatpost, JAMIS Comfort saddle.

BRAKE SET
Telesis alloy disc brakes with 18”Wavy rotor, Shimano A050.

Explorer 2

FRAME
6061 TIG-welded aluminum, sloping double triangle, frame design, replaceable derailleur hanger.

FORK
SR 3010 suspension, external preload adjustor, aluminum.

WHEELS
Weinmann alloy rims, Formula alloy hubs with QR, stainless steel spokes.

TIRES
JAMIS Sport Comfort with puncture resistant casing and reflective sidewall stripe.

DRIVE TRAIN
Shimano Acera rear derailleur, Acera EZ Fire shifters, BPM triple crankset 48/38/28T.

COCKPIT
Hi-rise comfort bar, adjustable rise alloy stem, suspension seatpost, JAMIS Comfort saddle.

BRAKE SET
Telesis alloy direct pull brakes with Acera EZ Fire levers.

Explorer 1

FRAME
7005 TIG-welded aluminum, sloping frame design, replaceable derailleur hanger.

FORK
Hi-Tensile carbon steel unicrown.

WHEELS
Alloy 26 x 1.5” rims, Formula alloy sealed hubs with QR, stainless steel spokes.

TIRES
JAMIS Sport Comfort with reflective sidewall stripe.

DRIVE TRAIN
Shimano Acera rear derailleur, SRAM GripShift, Alloy crankset 48/38/28T with guard and bolt-type cup & cone BB.

COCKPIT
Hi-rise comfort bar, adjustable rise alloy stem, suspension seatpost, JAMIS Comfort saddle.

BRAKE SET
Telesis alloy direct pull brakes with Tektro Tenera comfort levers.

Since 1984: We’re the original U.S. comfort bike company.
HI-TECH SIMPLIFIED

Earth Cruisers are more like simplified sport comfort bikes with easy-to-use one or three-speed drivetrains. They’re not just for riding at the beach. They’re for any rider anywhere looking for a simple, lightweight, low-maintenance, good looking bike they can casually and comfortably pedal around town all day everyday.

Though this bike may have “cruiser” in its name, it shies nothing with the heavy and clunky bikes you see at the beach or boardwalk. In fact, this bike is as much at home on the boardwalk as it is on a cul-de-sac in Iowa. Which is why we call them Earth Cruisers, not Beach Cruisers.

We designed them to be kinder, gentler versions of our sport comfort Explorers. They’re simplified with easy-rouse coaster brakes and without the complications of derailleurs to fiddle around with. But they are just as lightweight (aluminum frames—they’re pounds lighter than other cruisers) and super-comfortable but supportive memory foam saddles. You might have thought you had a bike like this as a kid, but it wasn’t this effortless and comfortable to pedal around and go places.

Riding an Earth Cruiser is like taking a stroll, but you’ll cover more ground and see more of what’s out there. Think of it as the two-wheeled version of a tee-shirt. Lightweight. Easy to maintain. Relaxed. Cool.

Earth Cruisers 1

FRAME
6061 TIG-welded aluminum, sloping double triangle frame design, replaceable derailleur hanger
FORK
SR 3010 suspension, external preload adjustor, 50mm travel
WHEELS
Alloy 26 x 1.5" rims, Formula alloy sealed hubs with guard & bolt-type cup & cone BB
TIRES
Jamis Sport Comfort with reflective sidewall stripe, 1.95"
DRIVE TRAIN
Shimano Altus rear derailleur, Apex EZ Fire levers, 48/38/28T triple crankset, sealed cartridge BB
COCKPIT
Hi-rise comfort bar, adjustable rise alloy stem, suspension seatpost, Jamis Comfort saddle
BRAKE SET
Tektro alloy direct pull brakes with Tektro Tenera comfort levers

Earth Cruisers 2

FRAME
7005 TIG-welded aluminum, sloping frame design, replaceable derailleur hanger
FORK
Hi-Tensile carbon steel unicrown
WHEELS
Alloy 26 x 1.5" rims, Formula alloy sealed hubs with guard & bolt-type cup & cone BB
TIRES
Jamis Sport Comfort with reflective sidewall stripe, 1.95"
DRIVE TRAIN
Shimano Altus rear derailleur, SRAM GripShift, 48/38/28T triple crankset, sealed cartridge BB
COCKPIT
Hi-rise comfort bar, adjustable rise alloy stem, suspension seatpost, Jamis Comfort saddle
BRAKE SET
Tektro alloy direct pull brakes with Tetra Targa comfort levers

Earth Cruisers 3

FRAME
6061 TIG-welded aluminum, sloping double triangle frame design, replaceable derailleur hanger
FORK
SR XCM suspension, external preload adjustor, 80mm travel
WHEELS
Weinmann ZAC-19 double wall with eyeleted alloy rims, Formula alloy disc hubs with 2K, stainless steel spokes
TIRES
Anti-Spin Comfort with puncture resistant casing and reflective sidewall stripe, 1.95"
DRIVE TRAIN
Shimano Alivio rear derailleur & Acera Rapidfire shifters, 48/38/28T triple crankset with guard & sealed cartridge BB
COCKPIT
Hi-rise comfort bar, adjustable rise alloy stem, suspension seatpost, Jamis Comfort saddle
BRACKET
Tektro alloy direct pull brakes with Accu EZ Fire levers

Though this bike may have “cruiser” in its name, it shies nothing with the heavy and clunky bikes you see at the beach or boardwalk. In fact, this bike is as much at home on the boardwalk as it is on a cul-de-sac in Iowa. Which is why we call them Earth Cruisers, not Beach Cruisers.

We designed them to be kinder, gentler versions of our sport comfort Explorers. They’re simplified with easy-rouse coaster brakes and without the complications of derailleurs to fiddle around with. But they are just as lightweight (aluminum frames—they’re pounds lighter than other cruisers) and super-comfortable but supportive memory foam saddles. You might have thought you had a bike like this as a kid, but it wasn’t this effortless and comfortable to pedal around and go places.

Riding an Earth Cruiser is like taking a stroll, but you’ll cover more ground and see more of what’s out there. Think of it as the two-wheeled version of a tee-shirt. Lightweight. Easy to maintain. Relaxed. Cool.

Earth Cruisers are more like simplified sport comfort bikes with easy-to-use one or three-speed drivetrains. They’re not just for riding at the beach. They’re for any rider anywhere looking for a simple, lightweight, low-maintenance, good looking bike they can casually and comfortably pedal around town all day everyday.

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Riding a Boss is like sitting in a favorite lounger, only you’re pedaling and watching the world pass by instead of passing out while watching it on TV. This is two-wheeled comfort, personified, that’s WAY better for you.

Sit on the double-sprung, memory-foamed Boss saddle and feel it coddle you like a recliner — it even has the quilted top and overstuffed feel. Then put your hands on the custom sweep-back handlebar, apply a little pressure to the pedals, and suddenly you’re in charge of your life again. The Boss.

Our big, low-pressure tires give you a cushy ride that takes full advantage of the long, lazy wheelbase that eases you gently over life’s small bumps. You’ll feel them, but it’s almost as if you’re watching them happen to someone else. Lightweight alloy parts match the light, just-right frame. And with almost zero maintenance the Boss Cruiser and our made-for-resort-rental-fleets Taxi minimize down time so you can maximize fun time.

If only everything else in your life had the same sense of comfy priority.

Our Boss saddles are not just great looking, they’re extraordinarily comfortable as well. Though the size and shape is clearly generous, we’ve also molded a channel into the top of the saddle to reduce sitting pressure and use high-quality memory foam for the supporting mattress. Memory foam, originally developed by NASA and now used extensively for medical applications, is thinner than the foams ordinarily used in saddles and is therefore both more supportive and more comfortable. It’s more expensive too, but the Boss demands it.

**COMFORT & DURABILITY**

---

**Boss Cruiser 7**

**FRAME**
6061 TIG-welded aluminum, sloping double triangle frame design, replaceable derailleur hanger.

**FORK**
Alien 4X suspension, external preload adjustor, 1-1/2” taper.

**WHEELS**
Weinmann ZAC-19 double wall with eyeletted alloy rims, Formula alloy disc hubs with DR, stainless steel spokes.

**TIRES**
Jamis Sport Comfort with puncture resistant casing and reflective sidewall stripe, 1.95”.

**DRIVETRAIN**
Shimano Alivio rear derailleur & Acera Rapidfire shifters, RPM crankset 48/38/28T with guard & sealed cartridge BB.

**COCKPIT**
Hi-rise comfort bar, adjustable rise alloy stem, suspension seatpost, Jamis Comfort saddle.

**BRAKES**
Tektro QR-X disc brakes with 16” Wavy rotors, Shimano Acera levers.

---

**Boss Cruiser Coaster**

**FRAME**
6061 TIG-welded aluminum, sloping double triangle frame design, replaceable derailleur hanger.

**FORK**
Alien 4X suspension, external preload adjustor, 1-1/2” taper.

**WHEELS**
Weinmann alloy rims, Formula alloy hubs with DR, stainless steel spokes.

**TIRES**
Jamis Sport Comfort with puncture resistant casing and reflective sidewall stripe, 1.95”.

**DRIVETRAIN**
Shimano Acera rear derailleur, Acera EZ Fire levers, 8-speed cassette 46/36/26T with guard & sealed cartridge BB.

**COCKPIT**
Hi-rise comfort bar, adjustable rise alloy stem, suspension seatpost, Jamis Comfort saddle.

**BRAKES**
Tektro QR-Xush pull brakes with Acera EZ Fire levers.

---

**Taxi**

**FRAME**
7005 TIG-welded aluminum, sloping frame design, replaceable derailleur hanger.

**FORK**
7005 TIG-welded carbon steel, crown, replaceable derailleur hanger.

**WHEELS**
Alloy 26 x 1.5” rims, Formula alloy sealed hubs with DR, stainless steel spokes.

**TIRES**
Jamis Sport Comfort with reflective sidewall stripe, 1.95”.

**DRIVETRAIN**
Shimano Alivio rear derailleur, 5X8S Groupset, 48/38/28T with guard & bolt-type cup & cone BB.

**COCKPIT**
Hi-rise comfort bar, adjustable rise alloy stem, suspension seatpost, Jamis Comfort saddle.

**BRAKES**
Tektro alloy direct pull brakes with Tektro Tenera comfort levers.
Learning to ride a bike is an everlasting memory, one of those milestone moments that leads to adulthood. Riding is easy, but almost all of us forget how difficult those first wobbly pedal strokes actually were. Learning to ride a bike is hard—but it’s quickly overshadowed by that first taste of freedom.

With our youth bikes, we do everything we can to stack the deck for success, because we remember what it was like. We use proportionately sized parts—small grips for small hands, short cranks for growing legs and properly sized saddles—because proper bike fit is the foundation of proper control. And that translates to confidence and smiles. We design low-standover frames that make getting on and dismounting easy, with stable handling that makes riding safe and fun.

Almost every kid’s bike in the Jamis lineup features a lightweight aluminum frame, which seems like expensive overkill but when you think about it, nobody benefits from a lightweight bike more than your kids. A pound is nothing to even a 150-pound grownup, but a couple extra pounds are a significant penalty for a 40-pound kid to lug around. Besides, our tough rust-free aluminum frames help ensure longevity, with durable components that will make for lasting hand-me-downs.

Kids will love the fun, eye-catching graphics, and they’ll appreciate how easy our bikes are to ride. And while the colorful decor might not do anything for you, the things you’ll appreciate are the safety bells, chain guards and sturdy construction.

Whether it’s a first-time’s bike with training wheels, or a first-ever bike with hand brakes and gears, we approach our kids’ bikes with the same attention to detail that we apply to our $6,000 racing bikes. We sweat the details to see them properly, with a range of adjustment that accommodates fast-growing bodies. And they’re built to last, to take the knocks and scrapes that come with childhood.

Those first rides are a step toward independence, and a new way to experience the world at large. And in a lot of ways it’s like parenting—you support them when they need it, until they’re able to ride off on their own. Give them a good start. Give them a Jamis.
X.24

Frame: 7005 aluminum, Enduro frame design.

ForK: Suspension, 24” front, coil spring, coil hanger.

Wheels: Black anodized alloy rims, QR hubs, nickel plated spokes.

Drivetrain: Shimano TX30 rear derailleur, SRAM Gripshift 6-speed twist shifters, alloy crankset with single chainring.

Cockpit: Alloy micro-adjust stem, alloy micro-adjust seatpost, Jamis Jump saddle.

Brakeset: Rear coaster brake and rear alloy V-brake with alloy lever.

---

X.20

Frame: 7005 aluminum, Enduro frame design.

ForK: Suspension, 24” front, coil spring, coil hanger.

Wheels: Black anodized alloy rims, QR hubs, nickel plated spokes.

Drivetrain: Shimano TX30 rear derailleur, SRAM Gripshift 6-speed twist shifters, alloy crankset with single chainring.

Cockpit: Alloy micro-adjust stem, alloy micro-adjust seatpost, Jamis Jump saddle.

Brakeset: Rear coaster brake and rear alloy V-brake with alloy lever.

---

Laser 20

Frame: 7005 aluminum, MX Cruiser frame design, full-wrap chainguard.

ForK: Hi-Tensile carbon steel straight steer.

Wheels: Powder coated alloy rims, QR hubs, nickel plated spokes.

Drivetrain: Cold-forged 5 ½” crank with windmill chainring, 36 x 18t gearing.

Cockpit: BMX bars, 150 x 580mm, Jr BMX padded saddle, and safety bell.

Brakeset: Rear coaster brake and rear alloy V-brake with alloy lever.

---

Capri 24

Frame: 7005 aluminum, comfort frame design with full-wrap chainguard, fenders and training wheels.

ForK: Hi-Tensile carbon steel unicrown.

Wheels: Black anodized alloy rims, QR hubs, nickel plated spokes.

Drivetrain: Shimano TX30 rear derailleur, SRAM Gripshift 6-speed twist shifters, alloy crankset with single chainring.

Cockpit: Alloy micro-adjust stem, alloy micro-adjust seatpost, Jamis Jump saddle.

Brakeset: Rear coaster brake and rear alloy V-brake with alloy lever.

---

Capri 20

Frame: 7005 aluminum, comfort frame design with full-wrap chainguard, fenders and training wheels.

ForK: Hi-Tensile carbon steel unicrown.

Wheels: Black anodized alloy rims, QR hubs, nickel plated spokes.

Drivetrain: Shimano TX30 rear derailleur, SRAM Gripshift 6-speed twist shifters, alloy crankset with single chainring.

Cockpit: Alloy micro-adjust stem, alloy micro-adjust seatpost, Jamis Jump saddle.

Brakeset: Rear coaster brake and rear alloy V-brake with alloy lever.

---

Starlite 20

Frame: Comfort frame design with full-wrap chainguard, fenders and training wheels.

ForK: Hi-Tensile carbon steel unicrown.

Wheels: Black anodized alloy rims, QR hubs, nickel plated spokes.

Drivetrain: Cold-forged 5 ½” crank with windmill chainring, 36 x 18t gearing.

Cockpit: Alloy micro-adjust stem, alloy micro-adjust seatpost, and safety bell.

Brakeset: Rear coaster brake and rear alloy V-brake with alloy lever.

---
Miss Daisy 16

**FRAME**
Comfort frame design with full wrap chainguard, fenders and training wheels.

**FORK**
Hi tensile carbon steel unicrown.

**WHEELS**
Electro-plated steel rims, 28H hubs, nickel plated spokes.

**TIRES**
CST Street, 2.125" , blackwalls.

**DRIVE TRAIN**
Cold-forged 3 ½" crank with 5-arm chainring, 28 x 16t gearing.

**COCKPIT**
Alloy stem, mid-rise bars with comfort sweep, Jr. BMX racing saddle, safety pad and bell.

**BRAKE SET**
Rear coaster brake.

---

Baby Doll Purple

**FRAME**
Low stand-over Y-style frame design with full wrap chainguard, fenders and training wheels.

**FORK**
Hi tensile carbon steel unicrown.

**WHEELS**
Powder coated steel rims, ball-bearing’ed 16H hubs, nickel plated spokes.

**TIRES**
CST Street, 2.125" black walls.

**DRIVE TRAIN**
Cold-forged 3 ½" crank with 5-arm chainring, 28 x 16t gearing.

**COCKPIT**
Alloy stem, mini-kid bars with comfort sweep, Jr. BMX racing saddle, safety pad and bell.

**BRAKE SET**
Rear coaster brake.

---

Laser 16

**FRAME**
Low stand-over Y-style frame design with full wrap chainguard, fenders and training wheels.

**FORK**
Hi tensile carbon steel unicrown.

**WHEELS**
Powder coated steel rims, 28H hubs, nickel plated spokes.

**TIRES**
CST Street, 2.125".

**DRIVE TRAIN**
Cold-forged 3 ½" crank with 5-arm chainring, 28 x 16t gearing.

**COCKPIT**
Alloy stem, mini-kid bars with comfort sweep, Jr. BMX racing saddle, safety pad and bell.

**BRAKE SET**
Rear coaster brake.

---

Hot Rod 12

**FRAME**
Low stand-over Y-style frame design with full wrap chainguard.

**FORK**
Hi tensile carbon steel unicrown.

**WHEELS**
Powder coated steel rims, ball-bearing’ed 16H hubs, nickel plated spokes.

**TIRES**
CST Dirt Knobbies, 2.125".

**DRIVE TRAIN**
Cold-forged 4 ½" crank with windmill chainring, 36 x 18t gearing.

**COCKPIT**
Alloy stem, low-rise bars with comfort sweep, synthetic suede comfort saddle, and safety bell.

**BRAKE SET**
Rear coaster brake.

---

Ladybug 12

**FRAME**
Low stand-over Y-style frame design with full wrap chainguard, fenders and training wheels.

**FORK**
Hi tensile carbon steel unicrown.

**WHEELS**
Powder coated steel rims, ball-bearing’ed 16H hubs, nickel plated spokes.

**TIRES**
CST Street, 2.125" black walls.

**DRIVE TRAIN**
Cold-forged 3 ½" crank with 5-arm chainring, 28 x 16t gearing.

**COCKPIT**
Alloy stem, mini-kid bars with comfort sweep, Jr. BMX racing saddle, safety pad and bell.

**BRAKE SET**
Rear coaster brake.
<table>
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<tr>
<th>Model</th>
<th>Size</th>
<th>Model Size Center of BB</th>
<th>JAMIS 2008 Frame Geometry (Inch/MM)</th>
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<tr>
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<tr>
<td>SUPERNOVA 48cm</td>
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</table>

### Notes
- **A**: Size
- **B**: Seat Tube, Center of BB to top of TT
- **C**: Effective TT Length
- **D**: Head Tube Angle
- **E**: Seat Tube Angle
- **F**: Chainstay
- **G**: Wheelbase
- **H**: Fork rake
- **I**: Bottom Bracket Height
- **J**: Head Tube
- **K**: Standover
<table>
<thead>
<tr>
<th>Frame</th>
<th>Color</th>
<th>Headset</th>
<th>Fork</th>
<th>Saddle</th>
<th>Handlebar</th>
<th>Tires</th>
<th>Forkset</th>
<th>Derailleur</th>
<th>Extras</th>
<th>Spokes</th>
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**Weight**

- **Frame**: Aluminum
- **Color**: White, Pearl White, Black, Orange, Green, Pink, Brown, Gray, Silver, Gold
- **Headset**: Integrated, Internal
- **Fork**: Steel
- **Saddle**: Jamis cork tape, Selle San Marco, Vittoria Rubino
- **Handlebar**: N/A, Integrated
- **Tires**: Vittoria Rubino, Easton Vista SL
- **Forkset**: Easton Vista SL
- **Derailleur**: SRAM Rival, Shimano Tiagra
- **Spokes**: Easton EC-90X CNT
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<th>Frames</th>
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<th>Finish</th>
<th>BB</th>
<th>Crankset</th>
<th>Shifters</th>
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<th>Wheels</th>
<th>Fork</th>
<th>Brakes</th>
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<td>Syncros BULK 6061 w/ E13 SuperCharger</td>
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<td>Shimano Saint</td>
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<td>Rapidfire SL</td>
<td>Easton EA50</td>
<td>Syncros Derived 2-piece</td>
<td>635mm wide</td>
<td>85mm (15-17&quot;) &amp; MonkeyBar, 8˚ sweep x</td>
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<th>Sizes</th>
<th>175mm (17-21”)</th>
<th>170mm (15.5”)</th>
<th>15.5”, 17” , 19” , 21”</th>
<th>13” , 15” , 17” ,19” , 21”</th>
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<tr>
<td>Headset</td>
<td>Kingpin, John Deere</td>
<td>WTB, Zeno Stack</td>
<td>MonkeyBar Lo Rise</td>
<td>Rigid Chromoly, WTB, MotoRaport</td>
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<td>Seat Post</td>
<td>Integrated</td>
<td>31.8mm extensions, 31.8 (OS)</td>
<td>31.8mm top pull front</td>
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<td>Crank Brothers Candy C</td>
<td>WTB Speed V Sport SE</td>
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<td>Shifters</td>
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<td>Shimano 105</td>
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<td>Derailleur Hanger</td>
<td>SRXCR-414 34.9mm extensions</td>
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<td>Black, Kevlar corners</td>
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<td>6° sweep x 13mm rise</td>
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<td>Easton 1 1/8” Ahead-type threadless</td>
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<td>Jamis Alloy</td>
<td>Cucumber</td>
<td>11.5 lbs</td>
<td>ATB sealed, threaded</td>
<td>Hi-tensile unicrown</td>
<td>Tektro forged alloy direct</td>
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<tr>
<td>Jamis Alloy</td>
<td>Kiwi Green</td>
<td>9.5 lbs</td>
<td>ATB tapered, 1 1/8&quot;</td>
<td>Hi-tensile unicrown</td>
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<td>Jamis Alloy</td>
<td>Lemon Chiffon</td>
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<td>Jamis Alloy</td>
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<td>Jamis Alloy</td>
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<td>Jamis Alloy</td>
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<td>Hi-tensile unicrown</td>
<td>Tektro forged alloy direct</td>
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**Notes:**
- Frame materials and colors vary across models.
- Headsets are typically ATB, Hi-tensile unicrown, or Hi-tensile.
- Forks are generally Hi-tensile unicrown or Hi-tensile.
- Brakes are typically Tektro forged alloy direct.
- Tires are commonly CST Dirt Knobbies, 26 x 2.125".
- Chainsets range from MRX-204 to Shimano MRX.
- Derailleur options include Shimano MRX-204.
- Groupsets may vary but commonly include Shimano MRX.

**Weights:**
- Jamis Alloy models generally range from 9.5 to 11.5 lbs.
- Color options do not significantly impact weight.

**Additional Features:**
- Some models feature suspension forks and lightweight components.
- Frame materials include high-strength alloy for durability and lightweight design.
- Brakes are designed for efficient and reliable stopping.
- Tires are optimized for handling and grip on various terrains.
- Chainsets and derailleurs are designed for smooth shifting.
- Groupsets are tailored for performance and long-distance riding.

---

**Please note:**
- The specific details provided are based on general characteristics and may vary across different model offerings. Always refer to manufacturer specifications for accurate and up-to-date information.
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