When Jamis was founded in the 1970s, there wasn’t a lot of science in cycling. There wasn’t even a lot of variety to the bicycles on the market. All frames were steel. So were their forks. All road bikes were 10-speeds (and we’re talking about the total number of gears here—not the number of cogs out back). Cruisers were the only other bikes available, besides a few English 3-speed city bikes and their imitators. Mountain bikes were still years off in the future.

Designing bicycles back then didn’t take any science whatsoever—there simply weren’t enough choices and options. So we built from the gut. We designed bikes to be fun. And people started to like our particular brand of fun, enough to buy into it, and we started to grow.

Today’s Jamis lineage—the bikes filling the pages you hold in your hands—reflects a mind-blowing amount of hard science and serious engineering chops. Our 2011 line includes more than 100 models with frames of carbon fiber, lightweight aluminum alloy or steel (very much changed from 1970s steel, but steel nonetheless). And the variety Lightweight road racers, robust touring bikes, hardtail and full suspension trial bikes and cross-country racers. Cruisers and town bikes and dedicated commuters. And that’s not counting some of the more esoteric bikes like fixies, touring-cycles or the best kid’s bikes on the planet.

We love the science of bicycles, and we’ve in it so deep we’ve devised our own carbon fiber technologies like our Near Net Molding manufacturing process. But one thing we haven’t forgotten is how all this science just helps enhance the fun.

A good bicycle is a joy. A great ride on a bicycle is an experience to savour. And if you accumulate enough of those savoury experiences, well, they change your life. That’s why we ride, that’s why we’re so thrilled to be able to design bikes that are more fun. Because cycling is the kind of fun that’s everlasting. That’s life-changing.

In the 1930s, a young man named George Joannou left the island of Cyprus in search of a better life. After a few months in the UK earning his shipmaster’s mate to cross the Atlantic, he immigrated to America where he was surprised to see so many bicycles with fat tires and single speeds. George set out to change that, and did so by being among the first to import and distribute famous English 3-speeds brands like Dunelt, Armstrong and Hercules.

In the 1970s, a kid named Greg Webber set out to find himself, riding his bicycle across the country. He stopped for ashe in Florida to earn a little cash as a shed builder at a tiny bicycle company run by Ron Jamis, and he never left—Greg’s VP of Product Development and oversees the design of every single Jamis bicycle.

In the 1980s, daughter Carine Joannou pledged to her father George before he passed that she would ensure his company and his legacy would carry on, would grow, would prosper. Her first steps were to secure East Coast distribution rights to some of the biggest BMX brands in the business at the time. Later in the 90’s, she acquired Jamis and the steadily, stable growth of C. Joannou Cycle and Jamis Bicycles since she took the baton from her father would grow, would prosper. Her first steps were to secure East Coast distribution rights to some of the biggest BMX brands in the business at the time. Later in the 90’s, she acquired Jamis and the steadily, stable growth of C. Joannou Cycle and Jamis Bicycles since she took the baton from her father.

We tune and refine relentlessly. Every single platform. Every frame. Every size. Every model. We make sure that each bike is as unique as the person who rides it. And we’re not just building bicycles here, we’re building experiences. We’re building memories. We’re building a better world.

That’s why we ride. That’s why we’re so thrilled to be able to design bikes that are more fun. Because cycling is the kind of fun that’s everlasting. That’s life-changing.

We believe in the bicycle as a vehicle of change. As a tool for personal and social transformation. As a means to an end. But also as an end in itself. Because cycling is the kind of fun that’s everlasting. That’s life-changing.

So we’ve been keenly aware of the transformative power of the bicycle. We’ve witnessed it firsthand. We’ve loved it. And it’s why we’ve committed to so many cycling categories—this is our opportunity to reach as many souls as possible.

Transformation is exactly what’s happening in cycling today, on so many levels. Bicycle commuting is up in cities all over the country. People have been inspired to get on their couches and tackle a century ride, or take multi-day cycling trips courtesy of philanthropic fundraisers like the Leukemia and Lymphoma Society’s Team in Training and the AIDS Ride. Schoolyard bike racks are crowded again, as kids discover the mobility and fun of bikes, too.

Cruiser and city bikes. Bicycles are reappearing newfound popularity on college campuses and local bike paths. And the bicycles themselves are changing, in ways we’d never imagined. Our slate-of-the-art road line, which uses super-high modulus carbon fiber so refined you wouldn’t have to be a defense contractor to procure some just a few years ago. And it’s available with electronically actuated shifting, something we’d never have imagined in the past, and it still ships our jaws as we experience shifting perfection at the push of a button. Every time.

On the mountain bike side, we’ve never had such a wealth of top-tier choices. Carbon chassis hardtail cross-country conquerors like our Dakota dXC, on carbon full suspension XC racers like the Dakota XCR. All-mountain machines like Dakar XCT—big wheel bikes like Dragon 29 and Dakota d29, or the full-suspension, 650b-shod Sertifly. Not to mention long-travel hardtails like Komodo, and our new-for-2011, better-than-ever mp4 suspension design.

And then there are our fitness bikes, purpose-built commuters and touring bikes. Our fixed gear urban rockets, Sputnik and Beatnik; and fast city haulers like komodo, and our new-for-2011, better-than-ever mp4 suspension design. And the bikes themselves are changing, in ways we’d never imagined. Our slate-of-the-art road line, which uses super-high modulus carbon fiber so refined you wouldn’t have to be a defense contractor to procure some just a few years ago. And it’s available with electronically actuated shifting, something we’d never have imagined in the past, and it still ships our jaws as we experience shifting perfection at the push of a button. Every time.

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There’s a list of science involved in bringing this huge variety of bikes to fruition, to see them through from pencil sketch to computer monitor to production reality. It takes serious work to give each of them a distinct personality that balances a focused sense of purpose with the versatility to be more than just a one-trick pony. And with the number of late nights and double exposures we burn through to make it all happen it’s easy to get caught up in the minutiae of carbon fiber lay-ups, heat-treated aluminum alloys, shifter technologies and the compounds and gearing strategies. And while we’ll freely admit to loving this aspect of bicycle design, so much so that we’ll talk it up for hours, proudly pointing out slick technical aspects of our bikes at bike races, trade shows and, yes, even this catalog—we haven’t forgotten why we got so heavily into the science in the first place.

It’s all about the fun. It’s about making bicycles more accessible, more affordable and more capable. Because that’s what makes cycling one of life’s finer addictions—being able to take yourself places with a minimum of effort, powered by legs and lungs, driven by little more than the desire and the willingness to turn those pedals over.

Ultimately, we know the bicycle is simply a vehicle, a means of getting you from one place to another. But we also know there’s more to it, that a bicycle can move you to another place—spiritually, emotionally and physically. That’s the true power of the bicycle. And that’s why we’re proud to keep making our bicycles better, more capable, and more fun than ever before.

This is our high water mark. There’s never been a better, more capable crop of new Jamis bicycles, with more depth and variety. And, we hope, there’s one in the lot that speaks to you, and your particular brand of fun.
CARBON, SOURCED AND DEFINED
Carbon fiber consists of extremely thin fibers composed of carbon atoms microscopically bonded together in crystalline form, aligned parallel to the fiber’s long axis. Twist these fibers together and you have a yarn, weave that yarn and you have carbon cloth.

Fiber filament are rated by tensile strength and modulus (stiffness). Code words are T-1000, T-700, M60, M40, or M30, but high tensile strength doesn’t necessarily denote high modulus, or vice versa. Resin binders (aka plastics) bind the fibers together and hold them in alignment, and are a critical determinant of the finished structure’s weight and strength. Too much resin and you’ll have a heavy, dead feeling frame. Too little and you risk fiber separation and failure.

Many manufacturers use carbon fiber pre-impregnated with resin. We source our carbon fiber from the most trusted names in the business—Toray, Teho and Mitsubishi—and specify resin from specialists in that field for optimal fiber-to-resin ratios and enhanced impact resistance.

R&D/MANUFACTURING
We’ve designed, built and ridden carbon fiber monocoques as well as tube-and-lug carbon frames, and our monocoques were always lighter, more durable, and simply rode better. Materials overlapped in bagged frames weigh more, concentrate stress at the bonded joint, and contribute to a dealer’s headache. Monocoques are completely unified, shaves are distributed over a greater portion of the frame structure, and that makes for a lighter, stiffer, stronger frame and one that rides with a snap and liveliness that’s its own reward.

A monocoque’s structural integrity relies heavily on the lay-up schedule, the master plan for the location of each and every carbon ply. We start with Finite Element Analysis (FEA) software that visualizes where structures bend or twist and simulates the distribution of stresses and displacements, allowing us to design, refine and optimize the materials and lay-up before cutting molds and building prototypes, which are relativisitcally fatigue- and deflection-tested for every frame size. Failures get kicked back to the lay-up room for some material massaging and ply re-arrangement until they’re good to ride.

Then we suit up for the hard part of our job. Ride! We ride and record, ride more and record more. We visit our pro riders for evaluation and comment. The beauty of carbon is its ability to be easily tuned by manual manipulation, allowing us to design, refine and optimize the materials and lay-up before cutting molds and building prototypes, which are relativisitcally fatigue- and deflection-tested for every frame size. Failures get kicked back to the lay-up room for some material massaging and ply re-arrangement until they’re good to ride.

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All these steps are necessary to ensure compaction, which is where it’s at. Carbon fiber structural integrity. That’s why we’ve taken monocoque molding technology to the next level with our near net molding technology (featured on the 2011 Xenith SL and the Dakota dXC Team), a revolutionary process to the technology to the next level with our near net molding technology (featured on the 2011 Xenith SL and the Dakota dXC Team), a revolutionary process to the technology to the next level with our near net molding technology (featured on the 2011 Xenith SL and the Dakota dXC Team), a revolutionary process.

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If this is all starting to sound like the sort of hype we promised to dispel, forgive us. We know we’re on to something and we just want to share it. If you need some credible, objective insight and feedback to verify our Xenith claims, just check out the video review of the Xenith SL by cycling legend Frankie Andreu for Critical Village. Or better yet, head on down to your Jamis dealer for a test ride. It’s all hyper bull until you click in and put it down.

The proof is in the pedaling.

...AND MORE
There’s a whole lot more to say about what makes our carbon frames and forks better, like how most carbon frames use outer skins of purely cosmetic weaves and lower grade fibers. We use a high modulus, 1K outer weave on our Xenith SL and Dakota dXC Team frames that contributes to higher strength and stiffness while reducing weight. Significantly.

Every Xenith frame also features asymmetric chainstays, for absolutely the stiffest, lightest, most tunable material cycling’s ever seen. It’s straightforward science, often obscured by marketing. We’d like to change that.

Just remember—a bicycle’s ride and handling aren’t determined by materials alone, any more than the quality of a bottled wine is determined solely by the grape. Process and method have as much influence as the material itself, if not more.
awards we've earned for our bikes—no technical trickery there, that's the power of meticulously perfect detail and execution.)

PIVOTAL MATTERS

All great engineering is based on simplicity. Find the most elemental solution possible, refine the complexity, and you're done. And that's how our mp4 suspension has evolved.

Some of the other guys would have you believe complexity is a good thing, outfitting their designs with so many pivots and bellcranks it's a wonder the wheel can move at all. We've not convinced.

A simple design requires fewer parts, which takes less material and structure, which means less weight. And it also means fewer bearings, eliminating weight while reducing unwanted movement (every bearing has a little slop—the more bearings you have, the more slop you get).

Our mp4, mp3 and mp2 designs rely basically on a single primary pivot, located just above and behind the bottom bracket centerline. Because this single pivot takes most of the load we don't need a plethora of heavy bearings—just this and two other really, really good ones (where the seatstays connect to the head tube and where the seat tube connects to the frame).

And because everything happens at this one primary pivot, we can place it in such a way that it minimizes braking influences, reduces pedal kickback and unwanted movement due to chain tension. Nice!

The seatstays pivot improves geometry with a consistently rearward-axle path throughout the wheel's travel, for better suspension movement over tiny stutters and big hits alike. And structurally, the bellcrank helps shore up the rear triangle against lateral movement and improves torsional rigidity so the rear-wheel stays in plane—there's no wandering or fishtailing because the seatstays are so well controlled.

A better rear suspension means you'll go faster. And that places more demand on the fork. More speed translates into higher cornering forces and braking forces, which is why we've beefed up the front end on almost every Jamis mountain bike for 2011, with a tapered 1-1/8” – 1.5” head tube.

We're huge believers in low shock leverage ratios -- the mp4 design comes in at 2.4:1, and some of our models even hit an extremely low (2.2) wheel-to-shock travel ratio. This is really important, when it comes to suspension smoothness and durability.

For one thing, you get better performance from the shock with a low leverage ratio. There's less force being taken up by the shock, which reduces stress on the shock internals. And because you're employing more of the shock's throw for the fat part of the travel curve, the suspension action is much smoother and better controlled.

A low leverage ratio means you don't need super high spring rates, which translates to improved shock sensitivity. External rebound and compression damping adjustments can be made in much finer increments, which wouldn't be an appreciable difference on more leveraged designs. You can make better use of the shock's tunability (and today's shocks are impressively tunable).

A stiffer front end reduces brake chatter and gives you better steering precision. Plus a more rigid control center lets you muscle your way out of roots, blast through rock gardens, and hold your line while bombing through berm.

REAL WORLD PERFORMANCE

We believe in the power of design and details, and Jamis does both right. From pixel placement, to just the right size tubing and materials, to the component package, to frame alignment, it's the manufacturing and parts specification details, not the architecture, that makes or breaks the ride. And we believe nobody is better at this game than we are.

If you're shopping for a bike, you owe it to yourself to check them ALL out. Keep your eye on the big picture—does it fit your physique, your trails and riding style? In the end, what matters most is how the bike performs, in real woods, on real trails, for you. Just be sure you try a Jamis—we think you'll like the way it works in the real world.

THE LOW LEVERAGE ADVANTAGE

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What's more, a lower spring rate lets you employ a physically lighter coil spring, or in the case of air springs you can use less pressure, which improves shock sensitivity and vastly extends seal life.

Aiffer front end reduces brake chatter and gives you better steering precision. Plus a more rigid control center lets you muscle your way out of roots, blast through rock gardens, and hold your line while bombing through berm.

EMBRACING ASYMMETRY

For 2011, all of our dual suspension designs feature asymmetric chainstays, with an elevated straight stay on the non-drive side and a dropped, curving stay on the drive side. A straight stay uses a shorter, lighter length of material, and because it's better aligned with suspension forces you can pack more weight from it without giving up rigidity. The drive side is dropped and curved to clear the front derailleur and chain, and it's shored up a bit since it also has to resist chain tension forces. It's not the esthetically balanced look we've used to, but the net result is less weight, more rigidity, lots of tire clearance and smoother suspension action.

BUILT TO LAST

Lightness is good, but strength is paramount. That's why we spec 30 mm shock hardware, oversize pivot bearings and high-grade fasteners throughout the suspension. You get greater lateral stiffness and torsional rigidity, which pays off in better handling and power delivery that makes than more up on every time lost by carrying a few additional grams.

We carry that weight as low as possible, which is why we like our low shock mounting position that lowers the center of gravity for better handling. And we believe in the structural bracing power of the triangle. Having two of them in our suspension designs makes for a stronger, stiffer frame, qualities we maximize by keeping those triangles as small and tight as physical geometry allows for any given frame size (and also offers the lowest possible standover for the rider).

We're also adding a little bit of extra weight in the form of the 15x12mm Maxle thru-axle, which we use on our XCT and Sixfifty B designs because it just brings so much to the table. There's a huge payoff here—threading the rear axle into the dropouts really ties the whole rear triangle together, boosting torsional and lateral stiffness—so you get more efficient power delivery, and handling improves markedly since the rear tire's forced to track directly behind the frame. Suspension pivot lat lager, with less binding—and you suspension better control under braking, with less nosediving. It's a win!

CONTROL CENTER

A better near suspension means you'll go faster. And that places more demands on the fork. More speed translates into higher compressing forces and braking forces, which is why we've beefed up the front end on almost every Jamis mountain bike for 2011, with a tapered 1.1/8" – 1.5" head tube.

The fork transfers most of its force into the frame via the lower head tube bearing, and a 1.5" lower head tube is markedly stronger than the old 1-1/8” standard. A full 1.5" head tube would accomplish the same task, but that oversize top bearing is overkill—it just builds up the front end and adds unnecessary weight, which is why we've glad most fork makers are embracing the tapered steerer design, so we can employ this frame spec without limiting our fork options.

9
Start talking about full-suspension mountain bikes and the conversation naturally focuses on the suspension itself—its design, how it works, whether it’s fully active under all riding conditions, etc. It’s easy to lose sight of the most important thing of all—how the bike rides and functions as a whole. And that’s where we excel—we stay focused on the big picture.

That’s not to say we don’t obsess over our Dakar mp2, mp3 and mp4 suspension designs, because we certainly do. We’ve worked at perfecting them for years, and it shows. Not just in how well the suspensions work—ours are active under all conditions, including braking; and they’re isolated from pedaling forces—but in how well they hold up. We match design and geometry with aggressive materials, engineering and hard science. Our bikes are built to be ridden hard, and ridden often—so we use 10 mm shock hardware, asymmetric chainstays, tapered head tubes, and cartridge pivot bearings. We focus on making our frames as light as possible, without sacrificing stiffness or durability, so they’ll keep going and going long after lesser frames would’ve worn through their flyweight hardware.

We look at total performance, giving our XCR and XC bikes tightened geometry for taut handling, superior traction and lightness. And we shore up the critical junctions in our XCT trail bikes with features like 1 1/8” – 1 1/2” head tubes, gusseted and reinforced frames, and match them up with components that will go the distance.

And we raid the technology war chest, sourcing the very best carbon fiber, developing our own proprietary fiber and resin blends, pushing our aluminum vendors and component suppliers to give you performance where it counts—on the trail, where the rubber meets the trail.

It pays off in the way our bikes ride, in the way they handle, in the way they excel in the dirt, absorbing everything from tiny stutters to big hits while keeping you isolated from harshness and in touch with what’s happening at tire level. Nothing’s better than a Dakar when it comes to keeping those tires firmly planted for better control and traction, and extending your endurance with better efficiency and comfort.

Full suspension offers enormous potential—with more traction, better handling, greater comfort and pedaling efficiency—and that expands your definition of rideable terrain. Ride a Jamis Dakar suspension bike, and watch your world open up with new trails, and new possibilities.

positive traction

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positive traction
Leveled Up.

The Dakar XCT trail platform has been completely redesigned, and it’s seriously destined for greatness. The all new carbon fiber frame shared by Dakar XCT 4 and XCT 3 is crazy-light—a mere 1,950 grams, and that’s including paint and decals!

This is a genuine piece of rocket science, with a main triangle that’s a Dyad lay-up of M30 and T700 high modulus carbon fiber—effectively a level-up version of our proven Dakar XCR Team and road racing technologies—with a 1-1/8” - 1.5” tapered head tube for steering precision. Out back, our new multi-link multi-link uses clever strategies like asymmetric chainstays that provide extra lateral stiffness and chain clearance; a slight rising-rate geometry and low wheel travel to shock ratio that’s super active for rapid response and full-time traction, with a near-bottomless feel (plus that low travel-to-shock ratio means less shock pressure, more plushness and longer seal life).

Dakar XCT delivers 5 inches of plush, active travel for plenty of suss-free traction and superb pedaling efficiency. Factor in the burly 135x12 mm Maxle thru-axle and the laterally stout mp4 swingarm, and you’ve got a trail bike that tracks as well as it hooks up. And that makes for one blazing fast ride.

**Dakar XCT 4**

- **Frame**: Full high modulus carbon frame, Dyad XC Ultra lay-up, 130mm travel mp4 linkage design, SST tube diameters, tapered head tube, asymmetric chainstays, M30 x 12 thru-axle, Fox Float 40 180/160 stock with 19mm hardware
- **Fork**: 32 TiC alloy with F1 damping, air spring, external rebound damping, 100mm thru-axle, tapered alloy steerer, 100-140mm adjustable travel
- **Wheels**: American Classic All Mountain Disc wheels, AC130 with tubeless 15mm thru-axle front and AC225 with tubeless 12 x 135mm thru-axle rear hubs, Maxle Lite rear axle
- **Brakes**: Avid X0 hydraulic disc brakes with 185mm front & 160mm rear rotors
- **Cockpit**: Ritchey Comp Rizer bar, Ritchey Comp 4-Axis stem, Ritchey Comp seatpost, WTB Vigo Race Carbon saddle, Jamis Lock-On grips

**Available as Frameset**

- Pearl White/Carbon
- Sizes: 15", 17", 19", 21"
- Weight: 26.25 lbs

**Dakar XCT 3**

- **Frame**: Full high modulus carbon frame, Dyad XC Ultra lay-up, 130mm travel mp4 linkage design, SST tube diameters, tapered head tube, asymmetric chainstays, M30 x 12 thru-axle, RockShox Monarch RT shock with 19mm hardware
- **Fork**: RockShox Sektor RL with Motion Control damping, external rebound damping, 100-140mm adjustable travel, tapered alloy steerer, 100-140mm adjustable travel
- **Wheels**: WTB Laser Disc Trail wheels, 15mm thru-axle front and 12 x 135mm thru-axle rear blades, Maxle Lite rear axle
- **Brakes**: Avid Elixir 3 hydraulic disc brakes with 185mm front & 160mm rear rotors
- **Cockpit**: Ritchey Comp Rizer bar, Ritchey Comp 4-Axis stem, Ritchey Comp seatpost, WTB Vigo Race Carbon saddle, Jamis Lock-On grips

**Available as Frameset**

- Chromium/Carbon
- Sizes: 15", 17", 19", 21"
- Weight: 27.50 lbs
All-New, All Alloy.

Dakar XCT 2 and XCT 1 are the aluminum interpretations of our carbon Dakar XCT 4 and XCT 3 machines. Same incredible lateral rigidity and torsional stiffness from the 1-1/8” – 1.5” tapered head tube and asymmetric mp4 swingarms; same smooth, supple, active-in-all-conditions suspension action and laser-guided trail tracking. We even match the drivetrains, with Dakar XCT 4 and XCT 2 packing SRAM 2x10 drivetrains, and XCT 3 and XCT 1 (using Shimano 3x10 Dyna-Sys gears). The alloy main triangles’ radiused top and down tubes help shore-up the front end for precise handling, while ensuring plenty of torso clearance up top and lots of front tire clearance down below.

These are the most capable all-trail, all-mountain bikes we’ve ever created, with suspension action that almost telepathically follows the terrain, whether you’re cranking on the pedals or grabbing big fistfuls of disc brake; and the kind of bottomless, suck-it-up bump and jump performance that really does help you ride like a pro.

We could go on and on, but the most convincing thing to do is hit your favorite trail, and experience how transformative these bikes really are. You’ll climb faster, corner harder, land cleaner—you’ll just be a better rider for it. And that’s the best reason of all.

Dakar XCT 2

Frame: Kinesis alloy frame, 130mm travel mp4 linkage design, tapered head tube, asymmetrical chainstays, cartridge bearing pivots, Rock Shox Monarch RT shock with 10mm hardware
Fork: Rock Shox Revelation RL, Dual Air with Motion Control, external rebound & lockout (speed to click adjust), 15mm thru axle, tapered alloy crown, aluminum steerer
Rear shock: SRAM Roller Disc Trail chainguard and Roller Disc side wound cartridge: 12x135mm thru axles & 12x142mm thru axles, 10mm thru axles
Wheels: WTB Laser Disc Trail wheeleset with Laser Disc Lite sealed cartridge 15mm thru axle front and 12 x 135mm thru axle rear disc hubs, Maxle Lite rear axle, WTB butted spokes
Tires: Geax Gato 2.3” front and AkA 2.2” rear
Drivetrain: SRAM X9 front & rear derailleurs, SRAM X9 10-speed trigger shifters, FSA Comet Compact 386 crankset, 27/39T
Brake Set: Avid Elixir 3 hydraulic disc brakes with 185mm front & 160mm rear rotors
Cockpit: Ritchey Pro 2x2 stem, Ritchey Wide Rizer bar, Ritchey Lock On grips

Dakar XCT 1

Frame: Kinesis alloy frame, 130mm travel mp4 linkage design, tapered head tube, asymmetrical chainstays, cartridge bearing pivots, Rock Shox Monarch & Rockshox Monarch RT shock with 10mm hardware
Fork: Suntour SF-625 RLO-EPIC 15mm thru axle, external rebound adjust, 32mm stanchions, tapered alloy steerer, 140mm travel
Rear shock: Maxxis Iro MTB disc specific shocks, 150mm travel, Formula alloy 15mm thru axles front and 12 x 135mm thru axles rear disc hubs, Maxle Lite rear axle, DT Swiss Champion spokes
Wheels: Mavic XM317 disc specific rims, 32h, eyeleted, FSA Omega Compact 386 cassette, 2 x 10
Tires: Geax Saguaro, 26 x 2.2” front and 2.0” rear
Drivetrain: Shimano SLX Shadow rear & Deore front derailleurs, Deore Rapidfire Plus SL 9-speed shifter, FSA Lightride crankset, 22/32/44T
Brake Set: Avid Juicy 3 hydraulic disc brakes with 185mm front & 160mm rear rotors
Cockpit: Ritchey Mountain Rizer bar, Ritchey 4-Axis stem, Ritchey Pro seatpost, WTB Vigo Race saddle, Lock On grips

Available in two frames
Matte Olive/Ano Black Sizes: 13”, 15”, 17”, 19”, 21” Weight: 28.50 lbs
Ano Grey/Ano Black Sizes: 13”, 15”, 17”, 19”, 21” Weight: 30.00 lbs
Big-Wheel Speedsters.

Last year’s Sixfifty chassis was a tremendous hit, as riders discovered its magic combination of big-wheel momentum and roll-over-everything capability, coupled with the flickability and quick acceleration of traditional 26” rolling stock. “It’s remarkable the way 650B straddles the riding experience of 26 and 29, at one moment easily carving a tight arc around a switchback and at another providing surprising confidence and stability on a technical drop-in,” said Mountain Bike magazine of our Sixfifty B2. So what did we do? We turned up the heat and made it even better.

This year’s Sixfifty machines get a major upgrade out back, with the new mp4 suspension. Its asymmetric chainstays and 155x12mm thru-axle really bolster lateral rigidity, keeping that rear tire planted and tracking as you take maximum advantage of the wickedly rigid front triangle and a stout 1-1/8” – 1.5” tapered head tube that lets you drive hard and deep into corners.

With more suspension options, faster acceleration and better handling than 29-inch hoops, 650b is gaining momentum, growing converts and gaining ground. We’re at the tipping point, and our Dakar Sixfifty bikes are out front, leading the charge.

**DAKAR SIXFIFTY B2**

FRAME Kinesis alloy, asymmetric chainstays with 12 x 155mm thru-axle dropouts, mp4 linkage design, cartridge bearing pivots, Rock Shox Monarch RT shock, 10mm hardware

FORK White Brothers Loop TSC 150 with front & rear thru-axle dropouts, 35mm traveling, forged aluminum & stainless steel, cartridge bearings, 1-1/8” – 1.5” tapered steerer

BRAKES American Classic 650B XC disc wheels, 650B thru-axle and AC225 12 x 135mm thru-axle rear hub, molded carbon brake track

WHEELS White Brothers Loop 650B-130 with 15mm front axle, 32mm stanchions, Aura damping, external compression & rebound adjustors, 130mm travel, box-section, 1-1/8” steerer

DECKSET Ritchey Pro Bar, Ritchey 4-Axis stem, Ritchey Comp seatpost, WTB Vigo Team Carbon saddle, Jamis Lock-On grips, 3K carbon fiber, 10mm thru-axle, 5-bolt hub

TRANSMISSION Sram X0 10-speed, X0 11-32t cassette, X0 10-speed shifter, X0 10-speed 1x crankset, 26/39t

BRAKES Avid Elixir 3 hydraulic disc brakes with matchmaker clamp, 185mm front and 160mm rear rotors

COCKPIT Ritchey Comp Rizer bar, Ritchey Comp 4-axis stem, Ritchey Comp 4-axis seatpost, WTB Vigo Team Carbon saddle, Jamis Lock-On grips

Available in a frame

Pearl White
Sizes: 13", 15", 17", 19", 21"
Weight: 28.75 lbs

**DAKAR SIXFIFTY B1**

FRAME Kinesis alloy, asymmetric chainstays with 12 x 155mm thru-axle dropouts, mp4 linkage design, cartridge bearing pivots, Rock Shox Monarch R shock, 10mm hardware

FORK White Brothers Loop A150 150 with front & rear thru-axle dropouts, 35mm traveling, forged aluminum & stainless steel, cartridge bearings, 1-1/8” – 1.5” tapered steerer

BRAKES American Classic 650B XC disc wheels, 650B thru-axle and AC225 12 x 135mm thru-axle rear hub, molded carbon brake track

WHEELS WTB LaserDisc Trail 650B, 650B thru-axle, 32h, eyeletted, 6-bolt brake

DECKSET Ritchey Pro Bar, Ritchey 4-Axis stem, Ritchey Comp seatpost, WTB Vigo Team Carbon saddle, Jamis Lock-On grips

TRANSMISSION Shimano SLX 10-speed, SLX 10-speed shifter, Shimano M552 hollowtech crankset, 24/32/42t

BRAKES Avid Elixir 3 hydraulic disc brakes with matchmaker clamp, 185mm front and 160mm rear rotors

COCKPIT Ritchey Comp Rizer bar, Ritchey Comp 4-axis stem, Ritchey Comp seatpost, WTB Vigo Sport saddle, Jamis Lock-On grips

Ano Grey
Sizes: 13", 15", 17", 19", 21"
Weight: 30.00 lbs

Big block performance in a lightweight package—that’s been Dakar XCR’s claim to fame. And this year’s versions get more of the good stuff—lighter weight, more supple suspension travel, better hook-up and more trail-tracking handling precision.

XCR still uses our proven mp3 suspension, one of the most field-tested, meticulously refined multi-link suspensions on the planet. We cranked it way up for 2011 with new, asymmetric chainstays that provide better lateral stiffness, excellent chain clearance and the always-active terrain-following suspension action we’re known for. Crush the pedals, and feel yourself float over the terrain, as the rear tire maintains almost velcro-like contact with terra firma for killer traction and incredible trail-holding. Up front, we gave our XCRs tapered head tubes for more torsional stiffness and more front-end rigidity that lets you strongarm through ruts and off-cambers with finesse and control. Push them hard, and they’ll keep rewarding you.

It all adds up to a better, faster, lighter performance package. Race hard, ride often—this is the bike you’ve been waiting for.

**DAKAR XCR TEAM**

**Frame**
Full high modulus carbon frame, Dual XCR UltraLOW-LO weight & compliance, mp3 linkage design, SST tube diameters, tapered head tubes, asymmetric chainstays, Fox Float RP2 Bv shock with 100mm travel

**Fork**
Rock Shox SID World Cup, air spring with Higher remote lockout, external rebound damping, Motion Control, 42mm stanchions, tapered steerer, 100mm travel

**Wheels**
American Classic Tubeless Disc 26" x 2.35" front & 2.2" rear with 100mm travel

**Tires**
Geax mezcal 26" x 2.1" front & 1.9" rear, folding

**DriveTrain**
Shimano XT rear derailleur, XT Rapidfire Plus SL 10-speed shifters, XT Hollowtech II crankset, 28/40T

**Brakes**
Shimano XT hydraulic disc brakes with 160mm CenterLock rotors

**Cockpit**
Ritchey WCS Carbon Rizer bar, Ritchey WCS 4-Axis stem, Ritchey WCS carbon seatpost, WTB Silverado Team saddle, Ritchey WCS Ergo Locking foam grips

**Weight**
23.25 lbs

**Available as frameset**

**Dakar XCR RACE**

**Frame**
Kinesis alloy main triangle, T6061 seat & chainstays, 100mm travel rigid linkage design, tapered head tubes, asymmetric chainstays, Fox Float RP2 Bv shock with 100mm travel

**Fork**
Fox 32FRL, HSR damper, air spring, external rebound adjustor, lever-actuated lockout, 32mm stanchions, tapered steerer, 100mm travel

**Wheels**
Mavic XM317 eyeletted disc rim, 32h, Shimano Deore XT m775 CenterLock disc hubs, DT Swiss Champion 2.0mm stainless steel spokes

**Tires**
Geax mezcal 26" x 2.1" front & 1.9" rear, folding

**DriveTrain**
Shimano Deore XT rear derailleur, Deore XT Rapidfire Plus SL 10-speed shifters, Deore XT Hollowtech II crankset, 24/32/42T

**Brakes**
Ritchey Comp Rizer bar, Ritchey Comp 4-Axis stem, Ritchey Comp seatpost, WTB Silverado Team saddle, Jamis Lock-On grips

**Cockpit**
Ritchey Prov Rizer handlebar, Ritchey Comp 4-Axis stem, Ritchey Comp saddle, Profly Streamline Team saddle, Jamis Lock-On grips

**Weight**
26.75 lbs

**Available as frameset**

**Dakar XCR PRO**

**Frame**
Full high modulus carbon frame, Dual XCR UltraLOW-LO weight & compliance, mp3 linkage design, SST tube diameters, tapered head tubes, asymmetric chainstays, Fox Float RP2 Bv shock with 100mm travel

**Fork**
Fox 32FRL, HSR damper, air spring, external rebound adjustor, lever-actuated lockout, 32mm stanchions, tapered steerer, 100mm travel

**Wheels**
Mavic XM317 eyeletted disc rim, 32h, Shimano Deore XT m775 Centerlock disc hubs, DT Swiss Champion 2.0mm stainless steel spokes

**Tires**
Geax mezcal 26" x 2.1" front & 1.9" rear, folding

**DriveTrain**
Shimano Deore XT rear derailleur, Deore XT Rapidfire Plus SL 10-speed shifters, Deore XT Hollowtech II crankset, 24/32/42T

**Brakes**
Shimano XT hydraulic disc brakes with 160mm CenterLock rotors

**Cockpit**
Ritchey Comp Rizer bar, Ritchey Comp 4-Axis stem, Ritchey Comp saddle, Profly Streamline Team saddle, Jamis Lock-On grips

**Weight**
24.75 lbs

**Available as frameset**
Serious Full-Suspenders

The Dakar XC series proves that entry-level doesn’t have to mean beginner grade. Our most affordable full-suspension bikes aren’t dumbed-down single-pivot designs, but real multi-link chassis that offer all the benefits of near-vertical wheel travel, suspension that remains supple and active under power and braking, and a solidly planted rear footprint when the going gets steep and you’ve gotta throw the power down.

Our tried and true multi-link suspension—already more than a cut above the average—gets a rework for 2011, with asymmetric chainstays for enhanced rear end stiffness, giving you better power transfer and traction, and wicked-crisp handling through bermed turns and g-outs.

A front triangle of rigid-yet-lightweight 7005 aluminum and 32 mm fork stanchions give these cross country bikes the kind of front end stiffness that used to be reserved for downhill and all-mountain bikes—the result is point-and-shoot handling, the kind that builds confidence and transforms tough trails into fun, rideable terrain.

Full suspension opens up a whole new world of speed and possibility, and Dakar XC is the bike to take you there.

**DAKAR XC COMP**

**FRAME**
7005 aluminum all tubes with gusseted down tube, asymmetrical chainstays, full-active/multi-link design with 90mm rear travel, RockShox SID coil shock with rebound damping.

**FORK**
RockShox SID Ti 29 coil, magnesium lowers, Titanium lockout, external rebound damping adjustor, 100mm travel.

**WHEELS**
Mavic XST disc-specific rims, Shimano Deore Center Lock disc hubs, Highback stainless steel spokes.

**TIRES**
Geax mezcal, 26 x 2.1".

**DRIVETRAIN**
SRAM X9 rear & X7 front derailleurs, SRAM X7 10-speed trigger shifters, SRAM S1000 GXP integrated crankset, 22/33/44T.

**BRAKES**
Avid Elixir 3 hydraulic disc brakes with 160mm Center Lock rotors.

**COCKPIT**
Ritchey Mountain Rizer bar, Ritchey 4-bolt stem, Ritchey 2-bolt seatpost, Jamis Trail saddle.

**MONTEREY**
Blue/Pearl White
Sizes: 13", 15", 17", 19", 21", 23"
Weight: 30.75 lbs

**DAKAR XC SPORT**

**FRAME**
7005 aluminum all tubes with gusseted down tube and asymmetrical chainstays, fully-active/multi-link design with 90mm rear travel, RockShox Lyrik coil shock with rebound damping.

**FORK**
RST Gilo Pro TnL coil, Aluminum lowers, external lockout, compression and preload, 100mm travel.

**WHEELS**
Alex XD-25 disc-specific rims, Formula alloy 6-bolt disc hubs, Highback stainless steel spokes.

**TIRES**
Geax mezcal, 26 x 2.1".

**DRIVETRAIN**
Shimano Alivio front & rear derailleurs, Shimano Alivio Shifter, Shimano Alivio center lock rotors, 22/33/44T.

**BRAKES**
Tektro IO mechanical disc brakes with 160mm rotors, and Tektro mL-330 levers.

**COCKPIT**
Jamis XC alloy handlebar, Jamis XC alloy stem, alloy micro-adjust seatpost, Jamis Trail saddle.

**MONTEREY**
Gloss Black/Pearl White
Sizes: 13", 15", 17", 19", 21", 23"
Weight: 33.75 lbs
Full-suspension might be hogging mountain biking’s spotlight, but hardtails are still going strong here in Jamisland. We’ve been at it for as long as there’ve been mountain bikes, and we’re still very much in the hardtail game.

There’s a magic to hardtails not everyone can appreciate. For one thing, hardtails favor the rider over the hardware—and that doesn’t sit too well with people who’d rather buy their speed than earn it with trail time and hours in the saddle. And for another, hardtails are about minimalism and finesse. Yeah, there’s a lot of tech in our hardtails, but it takes a deft touch to see and realize their potential, and while that kind of talent isn’t rare it’s not commonplace, either.

Riding a hardtail puts you in touch with the trail in a way no full-suspender can match. You are the suspension, which makes you a reactive element in the whole rider-and-bike equation. You cannot ride well, you cannot be responsive to terrain and traction without being totally in tune with the bike, and the ground passing beneath your treads. The hardtail forces you to become one with the bike, with the trail. You’re compelled to become a better rider, and we think that’s a wonderful thing.

We do everything we can to maximize that feeling, and that’s why our bikes are some of the most talked-about rigs at trailheads the world over. Nothing rails singletrack like a Jamis—we earned that reputation with decades of refinement. Our geometry’s spot on, giving you point-and-go handling, maximum climbing traction, and unbeatable trail feel. And unlike some guys who use the same numbers across the board, we tweak our angles and dimensions to account for different sizes and frame materials, so you get that same signature ride and feel no matter how tall you are, or what Jamis you ride.

We have some of the most versatile hardtails on the planet. And some of the most specialized rigid frames around, from cross-country racers like our Dakotas to the big-air launchpad we call k omodo. Every one of them tuned, tweaked, and honed to crisp-edged perfection.

And then we drive the value proposition hard, like it’s the finishing stretch at the local race and there’s nothing to lose. Hardtails give you more bang for the buck, and we give you more than the other guys, with more tech, better components, and unbeatable ride, so you’ll get more bike for your money. And because it’s a Jamis, you’ll also have more bike to ride.
Big Hoops, Big Speed.
We’re big believers in 29ers, and their roll-over-everything, trail-taming momentum. Last year’s Dakota D29 bikes were incredible machines, a smart application of cutting-edge carbon technology with big hoops. And we upped the ante for 2011.

We literally broke the molds for our big wheel bikes, retooling for pumped-up, 1-1/8” – 1.5” tapered head tubes. The bigger-diameter steerer adds a lot of rigidity to the control center, and that pays dividends with 29-inch rolling stock, letting you muscle out of ruts and really improve all-around control authority. It takes some weight off as well.

We went with 2x10 drivetrains and oversize 185 mm front brake rotors, so you’ll have big-range gearing and big-fisted stopping power that’s a perfect matchup for those giant treads.

This is the new hardtail standard for high-speed trail riding and long, epic days in the saddle. Big, bold, fast and capable—it’s everything you want in a trail bike. Everything you deserve.

**DAKOTA d29 TEAM**

- **Frame**: Full high modulus carbon fiber, Dyad XC Ultra fiber lay-up, tapered headtube, SST tubing diameters, BB30 OS BB shell, asymmetrical chainstays
- **Fork**: Fox D29 Plite29-RLC air spring, 2-1/8”-2-3/8” tapered head tube with external low-speed compression and rebound damping, lockout lever with lockout force adjustment, 100mm travel
- **Wheels**: American Classic Tubeless 29 Disc with AC130 front & AC 225 rear hubs, AC butted spokes & aluminum nipples
- **Tires**: Geax Barro Race, 29 x 2.0”, TnT folding
- **Drivetrain**: SRAM XO front & rear derailleurs, XO 10-speed trigger shifters with matchmaker clamps, SRAM XO BB30 crankset, 26/39T
- **Brake Set**: Avid XO hydraulic disc brakes with 185mm front & 160mm rear rotors
- **Cockpit**: Ritchey WCS carbon flat bar, Ritchey WCS 4-Axis stem, Ritchey WCS carbon seatpost, WTB Silverado Team saddle, Ritchey WCS Ergo locking foam grips

**Available as Frameset**

- **Monterey Red/Chromium**
- **Sizes**: 15”, 17”, 19”, 21”
- **Weight**: 22.75 lbs

**DAKOTA d29 PRO**

- **Frame**: Full high modulus carbon fiber, Dyad XC Ultra fiber lay-up, tapered headtube, SST tubing diameters, BB30 OS BB shell, asymmetrical chainstays
- **Fork**: Rock Shox Reba RL, Quad Air with Motion Control damping, external rebound & low-speed compression for “soft” with remote PopLoc 185mm dropout, tapered alloy steerer, 100mm travel
- **Wheels**: WTB Speed TCS All Mountain Disc Wheelset with Speed TCS Center Lock Disc hubs and WTB black stainless steel spokes
- **Tires**: Geax Barro Race, 29 x 2.0”, Tubeless
- **Drivetrain**: SRAM XO front & rear derailleurs, SRAM X9 10-speed trigger shifters, FSA Comet Compact BB30 crankset, 27/39T
- **Brake Set**: Avid Elixir 3 hydraulic disc brakes with 185mm front & 160mm rear rotors
- **Cockpit**: Ritchey Mountain/Comp flat bar, Ritchey Comp 4-Axis stem, Ritchey Camp seatpost, WTB Silverado Race SL saddle, Jamis Lock-On grips

**Available as Frameset**

- **Palladium Silver/Pearl White**
- **Sizes**: 15”, 17”, 19”, 21”
- **Weight**: 24.75 lbs
Go Big, Go Bold.

Exile was a huge hit in 2010, as more riders discovered the benefits of 29-inch wheels, and the dailied-in feel of our tweaked-and-tuned geometry. It takes more than giant hoops to make a great trail bike, and we’ve got it down to a science with perfect weight distribution for railing descents, awesome climbing traction, and perfect cockpit dimensions that let you muscle your way over trail obstacles with finesse.

This year’s Exile line gets expanded upmarket with our new Exile 3—top-tier parts like the Rock Shox Recon Silver Solo Air fork, Avid’s bomber Elixir brake set and SRAM’s new X9 2x10 drivetrain gives you all the trail capability you could want.

And we pumped up the components spec for Exile 2 and Exile 1, while dropping the price tag a bit so we can let more people have a taste of true 29-inch performance.

All Exiles feature the same incredible chassis, a Jamis-designed frame with an extremely low-slung main triangle for lots of standover, gobs of torsional rigidity that enhances handling and power transfer, expertly welded from triple or double-butted Kinesis 7005 tubing for incredible trail feel.

**EXILE 3**

**Frame**
- Kinesis Superlight 7005 triple-butted aluminum main tubes, crown-clearing goose-necked down tube, low-standover swept top tube, replaceable derailleur hanger

**Fork**
- Rock Shox Recon Silver Solo Air 29, Motion Control damping, Turnkey lockout with high & low modes, 100mm travel

**Wheelset**
- WTB Speed Disc 29" eyeletted rims, 32h, Shimano m629 Center Lock disc hubs, WTB 14g stainless steel spokes

**Brakes**
- Avid Elixir 3 hydraulic disc brakes with 185mm front & 160mm rear rotors

**Cockpit**
- Ritchey Comp flat bar, Ritchey 3D OS forged stem, Ritchey 2-Bolt seatpost, Jamis XC saddle, Velo kraton grips

**EXILE 2**

**Frame**
- Kinesis 7005 double-butted aluminum main tubes, crown-clearing goose-necked down tube, low-standover cambered top tube, replaceable derailleur hanger

**Fork**
- Rock Shox Terra TK2 29, coil spring with external preload & rebound, Turnkey lockout, 100mm travel, aluminum crown, 100mm travel

**Wheelset**
- WTB Speed Disc 29" eyeletted rims, Shimano XT 6-bolt disc hubs, WTB 14g stainless steel spokes

**Brakes**
- Hayes G1R hydraulic disc brakes with 150mm front & 160mm rear rotors

**Cockpit**
- Ritchey Camp flat bar, Ritchey 20-DH forged stem, Ritchey 2-Bolt seatpost, Jamis XC saddle, Velo kraton grips

**EXILE 1**

**Frame**
- Kinesis 7005 double-butted aluminum main tubes, crown-clearing goose-necked down tube, low-standover cambered top tube, replaceable derailleur hanger

**Fork**
- SR Suntour XCR LO 29, coil spring/hydraulic cartridge with speed lockout, magnesium lowers, 100mm travel

**Wheelset**
- WTB FX28 29" rims, Formula alloy 6-bolt disc hubs, WTB 14g black stainless steel spokes

**Brakes**
- Tektro IO mechanical disc brakes with 185mm front & 160mm rear rotors

**Cockpit**
- Jamis XC alloy riser bar and threaded alloy stem, Jamis Trail saddle with pressure relief channel
Real Steel, Real Capable, Real Fast.

The Jamis Dragon is one of our most storied, revered chassis. Always steel, with its incredibly resilient ride. Always fast, with our superbly tuned geometry that maximizes traction and handling. This is the rig that built our reputation in mountain biking’s early years. And it’s a legend that’s still going strong.

Best of all, it’s a legend that’s available in two wheel sizes. Our Dragon Race and Sport 29’ers are some of the sleekest trail hardtails on the planet, and no wonder: Make a 29er’s roll-over-everything momentum with steel’s trail-taming ride, and it’s a can’t lose proposition. Want the lightest possible Dragon instead? make it the 26”-wheeled Dragon Pro: it’s classic and fast.

Reynolds 853 air hardened steel gets pressed into service for our no-compromise Dragon 29 Race and go-fast Dragon Pro, with Reynolds 525 pipes getting the call for Dragon 29 Sport, which gives that same legendary Reynolds ride quality, taking trail harshness out of your backside (and saving some cash for your wallet).

Dragons embody everything good about steel hardtails. It’s handling so good, power delivery and ride so resilient, it overshadows all ride experience. This is mountain biking, at its purest.

**DRAGON 29 RACE**

**FRAME**
Reynolds 853 air hardened front and rear main tubes, reinforced head tube collars, gusseted down tube, double-butted cromo stays, Jamis Alloy dropouts.

**FORK**
Rock Shox Sid RL 29, 29er Air, Charger Prime damping with external rebound & low-speed compression adjustment, 100mm travel.

**WHEELS**
American Classic mTB 29, aluminum dropouts.

**DERAILLEURS**
SRAM X7 10-speed front & rear, Sram 770 9-speed trigger shifters.

**BRAKES**
Avid Juicy 3 calipers with 160mm rotors.

**COCKPIT**
Ritchey Comp flat bars, Ritchey Comp 2-bolt stem, WTB Comp saddle, Jamis Lock-On grips.

**DRAGON PRO**

**FRAME**
Reynolds 853 chromoly main tubes and stays, reinforced head tube collar, gusseted down tube, forged dropouts.

**FORK**
Rock Shox Sid RL 29, coil spring with external preload & rebound, Tuneable air shock with Pulpit remote, 100mm travel.

**WHEELS**
MTB Speed Disc All Mountain wheelset, 32 hole front & rear, 160mm rotors.

**DERAILLEURS**
SRAM X7 10-speed front & rear, SRAM 770 9-speed trigger shifters, Sram M7000 10-speed cassette, 11/42t.

**BRAKES**
Avid Juicy 3 calipers with 160mm rotors.

**COCKPIT**
Ritchey Comp flat bars, Ritchey Comp 2-bolt stem, WTB Comp saddle, Jamis Lock-On grips.

**DRAGON SPORT**

**FRAME**
Reynolds 853 chromoly main tubes, reinforced head tube collar, gusseted down tube, forged dropouts.

**FORK**
Rock Shox Sid RL 29, coil spring with external preload & rebound, Tuneable air shock with Pulpit remote, 100mm travel.

**WHEELS**
MTB Speed Disc All Mountain wheelset, 32 hole front & rear, 160mm rotors.

**DERAILLEURS**
SRAM X7 10-speed front & rear, SRAM 770 9-speed trigger shifters, Sram M7000 10-speed cassette, 11/42t.

**BRAKES**
Avid Juicy 3 calipers with 160mm rotors.

**COCKPIT**
Ritchey Comp flat bars, Ritchey Comp 2-bolt stem, WTB Comp saddle, Jamis Lock-On grips.

**DRAGON SPORT**

**FRAME**
Reynolds 853 chromoly main tubes, reinforced head tube collar, gusseted down tube, forged dropouts.

**FORK**
Rock Shox Sid RL 29, coil spring with external preload & rebound, Tuneable air shock with Pulpit remote, 100mm travel.

**WHEELS**
MTB Speed Disc All Mountain wheelset, 32 hole front & rear, 160mm rotors.

**DERAILLEURS**
SRAM X7 10-speed front & rear, SRAM 770 9-speed trigger shifters, Sram M7000 10-speed cassette, 11/42t.

**BRAKES**
Avid Juicy 3 calipers with 160mm rotors.

**COCKPIT**
Ritchey Comp flat bars, Ritchey Comp 2-bolt stem, WTB Comp saddle, Jamis Lock-On grips.

**DRAGON SPORT**

**FRAME**
Reynolds 853 chromoly main tubes, reinforced head tube collar, gusseted down tube, forged dropouts.

**FORK**
Rock Shox Sid RL 29, coil spring with external preload & rebound, Tuneable air shock with Pulpit remote, 100mm travel.

**WHEELS**
MTB Speed Disc All Mountain wheelset, 32 hole front & rear, 160mm rotors.

**DERAILLEURS**
SRAM X7 10-speed front & rear, SRAM 770 9-speed trigger shifters, Sram M7000 10-speed cassette, 11/42t.

**BRAKES**
Avid Juicy 3 calipers with 160mm rotors.

**COCKPIT**
Ritchey Comp flat bars, Ritchey Comp 2-bolt stem, WTB Comp saddle, Jamis Lock-On grips.

**DRAGON SPORT**

**FRAME**
Reynolds 853 chromoly main tubes, reinforced head tube collar, gusseted down tube, forged dropouts.

**FORK**
Rock Shox Sid RL 29, coil spring with external preload & rebound, Tuneable air shock with Pulpit remote, 100mm travel.

**WHEELS**
MTB Speed Disc All Mountain wheelset, 32 hole front & rear, 160mm rotors.

**DERAILLEURS**
SRAM X7 10-speed front & rear, SRAM 770 9-speed trigger shifters, Sram M7000 10-speed cassette, 11/42t.

**BRAKES**
Avid Juicy 3 calipers with 160mm rotors.

**COCKPIT**
Ritchey Comp flat bars, Ritchey Comp 2-bolt stem, WTB Comp saddle, Jamis Lock-On grips.

**DRAGON SPORT**

**FRAME**
Reynolds 853 chromoly main tubes, reinforced head tube collar, gusseted down tube, forged dropouts.

**FORK**
Rock Shox Sid RL 29, coil spring with external preload & rebound, Tuneable air shock with Pulpit remote, 100mm travel.

**WHEELS**
MTB Speed Disc All Mountain wheelset, 32 hole front & rear, 160mm rotors.

**DERAILLEURS**
SRAM X7 10-speed front & rear, SRAM 770 9-speed trigger shifters, Sram M7000 10-speed cassette, 11/42t.

**BRAKES**
Avid Juicy 3 calipers with 160mm rotors.

**COCKPIT**
Ritchey Comp flat bars, Ritchey Comp 2-bolt stem, WTB Comp saddle, Jamis Lock-On grips.
XC at its Purest.

Has the hardtail finally lost out to cross-country dual-suspenders like the Dakar XCR as top choice for cross-country racers? It’s not really for us to say. But we can say this: If you’re racing XC and you’re committed to hardtails, anything less than Dakota dXC means you’re not on the bike you deserve.

Get on top of the gear, blur the crank, spin those wheels and you’ll be making time on the trail like you’ve strapped into a jetpack. But there’s no black magic here—just black science.

Dakota dXC is the current state of hardtail art, with a new Dyad XC Elite carbon lay-up that’s lighter, stiffer and snappier. This is seriously built for speed, with asymmetric chainstays that harness every pedal stroke, and vertically compliant full-length seatstays that keep the rear tire planted and tracking as you extract everything possible from the burly 1-1/8” – 1-1/2” tapered head tube and the steering control it provides.

Dakota dXC is our very finest hardtail technology. This is us at the top of our game. And it’ll put you on top of yours.

### DAKOTA dXC TEAM

**FRAME**
Full high modulus carbon fiber, Near Net Molding, Dyad XC Elite lay-up, tapered head tube, tri-oval top & down tubes with SST diameters, 1-1/8” – 1-1/2” tapered head tube, asymmetrical chainstays.

**FORK**
RockShox SID XX World Cup with TACX, remote lockout, air spring, Motion Control damping, external rebound, adjust RockShox’s xLoc remote lockout, 100mm travel.

**WHEELS**
American Classic Tarmac Disc with AC130 front & AC225 rear hubs, AC butted spokes & alloy nipples.

**TRAIL**
Gossamer WTB 26”.4 2.1” TNS folding.

**ENVELOP**
Gram XX3 24” x 2.1” front, 26” x 2.0” rear.

**DRIVE**
Shimano Deore XT Shadow rear & XT front derailleurs, Deore XT 10-speed shifters, WTB Silverado Team, Ritchey WCS Ergo Locking foam grips.

**COLOR**
Victory Red/Pearl White
Sizes: 15”, 17”, 19”, 21”
Weight: 20.25 lbs

### DAKOTA dXC PRO

**FRAME**
High performance carbon fiber composite. Dyad XC Plus fiber lay-up, tri-oval top & down tubes with SST diameters, 1-1/8” – 1-1/2” tapered head tube, asymmetrical chainstays.

**FORK**
Fox 32FRL, air spring, remote lockout, external rebound, lever-actuated lockout, F.I.T. Damper, 100mm travel.

**WHEELS**
Mavic Crossride Disc wheel set, CenterLock hubs.

**TIRES**
Geax Gato 26” x 2.1” front, 26” x 2.0” rear;

**DRIvETRAIn**
Shimano Deore XT Shadow rear & XT front derailleurs, Deore XT Shadow Plus 10-speed derailleurs, FSA Comet BB30 crankset, 24/32/42T.

**BRAkESET**
Shimano Deore XT hydraulic disc brakes with SSD rotors

**COCkPIT**
Ritchey Pro OS flat bar, Ritchey Pro 4-Axis stem & Comp, Ritchey Pro saddle, WTB Silverado Team saddle, Jamis Lock-On grips.

**COLOR**
Victory Blue/Pearl White
Sizes: 15”, 17”, 19”, 21”
Weight: 23.75 lbs
High Speed, His and Hers,

If Dakota dXC Team and dXC Pro are world-class, Dakota dXC Race is what we'd call national caliber. Take the incredibly dialed, steer-by-wire geometry of Dakota dXC Team and Pro, execute it in Kinesis SuperLight KSL tubing, and what you get is an amazingly light, fast, tough competitor for the cross-country circuit.

Aluminum doesn’t rely on expensive molding, which means we’re able to easily tailor the geometry of this race-winning frame for the Dakota dXC Race Femme, which mates woman-specific geometry (built around proportionally longer legs and shorter torsos) with size-specific crank and stem lengths, and a saddle better suited for a woman’s physique. The end result is a pair of His and Hers superlight, seriously quick cross-country trailburners.

This is a bike that’s as sure-footed as it is swift. And while it’s very capable, it’s easy to set up—the RockShox Recon Gold RL Solo Air fork lets you fill both positive and negative chambers with a single valve, for easy setup and a plush ride that enhances control without pedal bob, thanks to its MotionControl damping.

When speed matters, hoof it on a Dakota dXC Race.

### DAKOTA dXC RACE

| FRAME | Kinesis SuperLight 7005 triple-butted aluminum main tubes, carbon fiber monostay, sloping radius top tube, over-sized seat tube, gusseted down tube |
| FORK | RockShox Recon Gold RL Solo Air Motion Control damping with external adjust rebound & remote lockout, 32mm stanchions, 100mm travel |
| WHEELS | Mavic XM117 disc-specific/eyeletted rims, Shimano Deore M595 Center Lock disc brake, 14g stainless steel spokes |
| FRAME SIZE | Custom | 24” |
| DRIVE TRAIN | Sram eagle groupset, SRAM RED 20-speed, SRAM RED 22 11-speed, SRAM RED 22 10-speed, SRAM RED 22 9-speed, SRAM RED 22 8-speed, SRAM RED 22 7-speed, SRAM RED 22 6-speed, SRAM RED 22 5-speed, SRAM RED 22 4-speed, SRAM RED 22 3-speed, SRAM RED 22 2-speed, SRAM RED 22 1-speed |
| BRAKES | Shimano m445 hydraulic disc brakes with 160mm rotors |
| COCKPIT | Ritchey Mountain OS flat bar, Ritchey Comp 4-Axis stem, Ritchey 2-bolt seatpost, Sram IC X2 saddles, Jamis Lock-On grips |

### DAKOTA dXC RACE Femme

| FRAME | Kinesis SuperLight 7005 triple-butted aluminum main tubes, carbon fiber monostay, sloping radius top tube, over-sized seat tube, gusseted down tube |
| FORK | RockShox Recon Gold RL Solo Air Motion Control damping with external adjust rebound & remote lockout, 32mm stanchions, 100mm travel |
| WHEELS | Mavic XM117 disc-specific/eyeletted rims, Shimano Deore M595 Center Lock disc brake, 14g stainless steel spokes |
| FRAME SIZE | Custom | 24” |
| DRIVE TRAIN | Sram eagle groupset, SRAM RED 20-speed, SRAM RED 22 11-speed, SRAM RED 22 10-speed, SRAM RED 22 9-speed, SRAM RED 22 8-speed, SRAM RED 22 7-speed, SRAM RED 22 6-speed, SRAM RED 22 5-speed, SRAM RED 22 4-speed, SRAM RED 22 3-speed, SRAM RED 22 2-speed, SRAM RED 22 1-speed |
| BRAKES | Shimano m445 hydraulic disc brakes with 160mm rotors |
| COCKPIT | Ritchey Mountain OS flat bar, Ritchey Comp 4-Axis stem, Ritchey 2-bolt seatpost, Sram IC X2 saddles, Jamis Lock-On grips |

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Mustache Paint/Pearl White
- Frame: 24” or 26”
- Weight: 26.25 lbs

Gloss Black/Pearl White
- Frame: 24” or 26”
- Weight: 26.00 lbs
Full-Range, Full-Tilt Performance.
Durango may be our most versatile, do-it-all mountain bike series, with a range of component spec and pricing that’s a good match for most anyone from casual trail riders to die-hard dirt junkies.

We don’t skimp on Durango’s frame—it’s an amazing platform, with a radiused, sloping top tube that gives plenty of standover clearance and gobs of fork crown/seat post room with its snaking S bend down tube. We keep the S bend theme going with the seatstays, for maximum heel and mud clearance that doesn’t compromise rear end stiffness—essential for confident handling and climbing traction.

This is a chassis that emphasizes high-performance over no-compromises racing speed; so the riding position isn’t quite so extreme, the handling’s quick and sure without being overly darty—so it’s a more relaxing ride. But make no mistake, if you want to throw down the Durango’s more than able to keep up, with incredibly easy shifting and powerful disc brakes.

So whether you’re in the mood to just go for a ride, or you’re ready to take your pals for a ride, Durango’s got you covered. In spades.

**DURANGO 3**

**FRAME**
6061 triple-butted aluminum main tubes, over-sized seat tube, sloping radius top tube, low-down tube at BB, zero stack head tube, over-sized stays.

**FORK**
Rock Shox Toky, coil spring with external preload adjustor, 100mm travel, 35mm stanchions, aluminum steerer, 100mm travel.

**WHEELS**
Shimano Deore XT front and rear disc brake, over-sized disc brake, aluminum rim, black stainless steel spokes.

**TIRES**
Geax Barro mountain, 26 x 2.1”

**DRIVE TRAIN**
Shimano Deore XT 30-speed, Deore Rapidfire Plus SL shifter, 27-speed, Deore Direct-Mount cassette, 22/34/46T.

**BRAKES**
Shimano Deore hydraulic disc brakes.

**COCKPIT**
Jamis XC 31.8mm alloy riser handlebar, Jamis XC alloy/Carbon stem, Jamis alloy micro-adjust seatpost, Jamis Trail saddle.

**DURANGO 2**

**FRAME**
6061 triple-butted aluminum main tubes, over-sized seat tube, sloping radius top tube, low-down tube at BB, zero stack head tube, over-sized stays.

**FORK**
Rock Shox Reba, coil spring with external preload adjustor, 100mm travel, 35mm stanchions, aluminum steerer, 100mm travel.

**WHEELS**
Shimano Deore XT front and rear disc brake, over-sized disc brake, aluminum rim, black stainless steel spokes.

**TIRES**
Geax Barro mountain, 26 x 2.1”

**DRIVE TRAIN**
Shimano Deore XT 30-speed, Deore Rapidfire Plus SL shifter, 27-speed, Deore Direct-Mount cassette, 22/34/46T.

**BRAKES**
Shimano Deore hydraulic disc brakes.

**COCKPIT**
Jamis XC 31.8mm alloy riser handlebar, Jamis XC alloy/Carbon stem, Jamis alloy micro-adjust seatpost, Jamis Trail saddle.

**DURANGO 1**

**FRAME**
6061 triple-butted aluminum main tubes, over-sized seat tube, sloping radius top tube, low-down tube at BB, zero stack head tube, over-sized stays.

**FORK**
Rock Shox Reba, coil spring with external preload adjustor, 100mm travel, 35mm stanchions, aluminum steerer, 100mm travel.

**WHEELS**
Shimano Deore XT front and rear disc brake, over-sized disc brake, aluminum rim, black stainless steel spokes.

**TIRES**
Geax Barro mountain, 26 x 2.1”

**DRIVE TRAIN**
Shimano Deore XT 30-speed, Deore Rapidfire Plus SL shifter, 27-speed, Deore Direct-Mount cassette, 22/34/46T.

**BRAKES**
Shimano Deore hydraulic disc brakes.

**COCKPIT**
Jamis XC 31.8mm alloy riser handlebar, Jamis XC alloy/Carbon stem, Jamis alloy micro-adjust seatpost, Jamis Trail saddle.

**DURANGO 1 Femme**

**FRAME**
6061 triple-butted aluminum main tubes, over-sized seat tube, sloping radius top tube, low-down tube at BB, zero stack head tube, over-sized stays.

**FORK**
Rock Shox Reba, coil spring with external preload adjustor, 100mm travel, 35mm stanchions, aluminum steerer, 100mm travel.

**WHEELS**
Shimano Deore XT front and rear disc brake, over-sized disc brake, aluminum rim, black stainless steel spokes.

**TIRES**
Geax Barro mountain, 26 x 2.1”

**DRIVE TRAIN**
Shimano Deore XT 30-speed, Deore Rapidfire Plus SL shifter, 27-speed, Deore Direct-Mount cassette, 22/34/46T.

**BRAKES**
Shimano Deore hydraulic disc brakes.

**COCKPIT**
Jamis XC 31.8mm alloy riser handlebar, Jamis XC alloy/Carbon stem, Jamis alloy micro-adjust seatpost, Jamis Trail saddle.
Go the Distance.

Our Trail series is proof positive that trickle-down technology is a good thing. Just a few years ago, the Enduro III frame would’ve been state of the art with its oversized, ovalized, tapered 6061 aluminum tubing, radically sloping Y-form top tube and curving down tube. In fact, it bears more than a passing resemblance to our Dakota dXC bikes, with a frame that’s lightweight and strong, backed by proven geometry and killer parts spec.

A slightly more upright riding position helps relieve strain on neck and back, and gives you a taller perch for seeing over traffic perspective on city forays. And the handling’s tweaked for a bit more stability, which helps you thread your way through the trail with confidence.

Think of our Trail series like cycling’s version of a Land Rover—refined, almost luxuriously comfortable, yet capable of taking to the trails any time the mood strikes. And if that sounds like you, well, that’s not a bad thing at all.

TRAIL X3

FRAME
Enduro III frame design, drop stays, 150x10mm thru-axle, replaceable derailleur hanger.

WEIGHT
31.75 lbs

WHEELS
AXIS TA-25 disc-specific rims, black anodized 6-bolt disc hubs w/QR, black stainless steel spokes

TIRE
CST XC knobbie, 26" x 1.95"

GEAR TRAINE
Shimano Acera & TY10 front derailleurs, Acera ST-EF51 2x9 speed rear derailleur, 24-speed, Sealed TSST-T212 crankset, 22/34/42,

BRAKESET
Tektro mechanical disc brakes with 6" rotors, Shimano alloy levers

COCKPIT
Jamis XC riser handlebar, Jamis XC alloy threadless stem, Jamis alloy micro-adjust seatpost, Jamis ATB with SL cover

TRAIL X2

FRAME
Enduro III frame design, drop stays, 150x10mm thru-axle, replaceable derailleur hanger.

WEIGHT
31.75 lbs

WHEELS
RST 30 disc-specific rims, black anodized 6-bolt disc hubs w/QR, black stainless steel spokes

TIRE
CST XC knobbie, 26" x 1.95"

GEAR TRAINE
Shimano Acera & TY10 front derailleurs, Acera ST-EF51 2x9 speed rear derailleur, 24-speed, Sealed TSST-T212 crankset, 22/34/42,

BRAKESET
Tektro mechanical disc brakes with 6" rotors, Shimano alloy levers

COCKPIT
Jamis XC riser handlebar, Jamis XC alloy threadless stem, Jamis alloy micro-adjust seatpost, Jamis ATB with SL cover

TRAIL X1

FRAME
Enduro III frame design, drop stays, 150x10mm thru-axle, replaceable derailleur hanger.

WEIGHT
31.75 lbs

WHEELS
AXIS TA-25 disc-specific rims, black anodized 6-bolt disc hubs w/QR, black stainless steel spokes

TIRE
CST XC knobbie, 26" x 1.95"

GEAR TRAINE
Shimano TY10 front derailleur, Acera ST-EF51 2x9 speed rear derailleur, 24-speed, Sealed Acera ST-EF51 2x9 speed derailleur, 24/36/46

BRAKESET
Aluminum pull type with Shimano alloy lever

COCKPIT
Jamis XC riser handlebar, Jamis XC alloy threadless stem, Jamis alloy micro-adjust seatpost, Jamis ATB with SL cover

TRAIL XR

FRAME
Enduro III frame design, drop stays, 150x10mm thru-axle, replaceable derailleur hanger.

WEIGHT
31.75 lbs

WHEELS
Axe TA-25 disc-specific rims, black anodized 6-bolt disc hubs w/QR, black stainless steel spokes

TIRE
CST XC knobbie, 26" x 1.95"

GEAR TRAINE
Shimano Acera & TY10 front derailleurs, Acera ST-EF51 2x9 speed rear derailleur, 24-speed, Sealed Acera ST-EF51 2x9 speed derailleur, 22/34/42

BRAKESET
Aluminum pull type with Shimano alloy lever

COCKPIT
Jamis XC riser handlebar, Jamis XC alloy threadless stem, Jamis alloy micro-adjust seatpost, Jamis ATB with SL cover
Big-Travel Trail Eater.

If you thrive on connection to the trail, if you live for big air and the flow of a screaming descent, if you want the elemental experience of just you and the bike—Komodo will take you there, without the added weight and complexity of dual suspension.

It takes a special rider to appreciate what Komodo has to offer—its incredibly burly Kinesis 7005 aluminum alloy frame. It's double-gusseted for strength, with a whopping 57 mm down tube that's oversized to a hefty 72 mm at the 1.5" head tube for supreme front-end stiffness. This is a gravity-inspired frame, with slacker head and seat tube angles for high-speed handling and the strength and stability to handle big landings.

But this is more than a downhillier's specialty bike—the impressively short 410 mm chainstays tuck that rear wheel in tight, for corner-on-rails handling and climbing traction to rival our top-tier cross-country bikes.

Komodo isn't for everyone. It's a special rider who has the finesse and confidence to tackle big air on a hardtail. And Komodo is that kind of bike.

### Komodo

**Frame**
- 7005 triple gauge aluminum main tubes, 1.5" head tube, gusseted main frame, heavy-duty stays, rifled top tube

**Fork**
- RST Saturn II, external preload adjustor, coil/MCU spring, hydraulic damping, magnesium lowers, Shimano stanchions, 120mm travel

**Wheels**
- Alex TD25 disc-specific rims, Formula 6-bolt disc hubs, black stainless steel spokes

**Tires**
- Geax Gato, 26 x 2.3"

**Drivetrain**
- SRAM SX-4 rear & Shimano Acera front derailleurs, SRAM SX-4 Uni HG10 cassettes, FSA AlphaDrive crankset, 22/32 with alloy bash guard & chromoly pedal inserts

**Brakeset**
- Tektro Io mechanical disc brakes with 6" rotors and Tektro mL-330 levers

**Cockpit**
- Jamis DJ alloy riser handlebar, Jamis DJ 4-bolt alloy threadless stem, Jamis alloy micro-adjust seatpost, WTB Speed v Sport SE saddle, WTB moto grips

**Size & Weight**
- Grasshopper: Sizes S, M, L, Weight: 33.00 lbs
- Golden Gate: Sizes S, M, L, Weight: 33.00 lbs
Let’s face it—the only reason to clip into one of these babies is the thrill of speed. It’s the joy of the chase, and it doesn’t matter whether it’s an official event with a Tyvek number pinned to your jersey, or you’re just out to pull your buddies’ legs off on another Saturday morning slugfest. Losing hurts. We play for keeps.

Road bikes are so refined, so purpose-focused and so intrinsically perfect, the only edge to be gained is going to be tiny and incremental. But we’re obsessively good at details—we weigh and flex-test every single carbon frame, we developed and deploy our Size Specific Tubing concept to maximize the performance of every frame size (and in every material), we aren’t afraid to revisit lay-up schedules and stretch every available technology—and if you add up enough of those small improvements, you suddenly have an advantage.

And that’s what a Jamis competition road bike is: A two-wheeled advantage, relentlessly refined to realize your full performance potential. We pride ourselves on our pro-level bikes—our pros at Jamis-Sutter Home and Colavita-Baci routinely tell us how friends on rival teams lust for their bikes, and we love knowing our racers are on bikes they want to ride, not machines they’re simply paid to ride—and we take that same meticulous attention to detail with every one of our competition road machines.

We maximize your potential with physiologically perfect positioning geometry, for maximum power with long-mileage comfort. And we make the most of what your legs can throw down, with hyper-tuned chainstays that provide brutally efficient power transfer from crank to cassette, with an asymmetric design that shores up the drive-side for efficiency, and slims the left chainstay for weight.

We tune every dimension for optimal weight distribution, so you can sprint without tire-skip, descend with confidence and shred every corner at the local crit. And we tweak every bend, obsess over wall thicknesses and carbon lay-up schedules so you’ll have a bike that’s laterally rigid and torsionally stiff, so you can sprint with 100% commitment, throw yourself into corners with confidence, push those tires to their frictional limits and still enjoy smoothly forgiving ride quality.

The result is a bike without peer, without compromise. And without excuses. We pull out the stops, we push the limits of engineering possibility and production reality. We keep the pressure on, all the time. Because that’s what it takes to stay out front.

all performance. zero compromise.
Pro Performers.

We take the term “pro-level” very seriously. This isn’t just a marketing term for us. We take pro-level to mean it’s what pros demand and deserve.

Xenith SL is the definition of pro-level. And we prove it, under the legs of the Jamis/Sutter Home men’s squad and Colavita/Baci women’s team, two teams at the top of USA Cycling’s 2010 nRC calendar week after week. We really lit the afterburners for 2011, applying the frame’s incredible Advanced Nearnet molding process to the fork as well, for incredible stiffness, precise road feel and amazing power transfer that extends from fork tips to rear dropouts. Stand on the SRAM Red carbon crank, and Xenith responds. Right now.

Xenith Team takes the SL’s pro proven geometry into the electronic future, with Shimano’s D’i2 Electronic Dura-Ace. And brings it to market at virtually half the cost of 2010’s SL package. That’s right—more performance, less moolah. These are no excuses racing machines. Perfectly dialed geometry, for aggressive handling and bio-optimized fit. Stellar response on climbs, singletop acceleration out of corners, they’ve got it all.

Xenith SL and Xenith Team are absolutely podium-ready. Are you?

**XENITH SL**

**FRAME**
Ultra-high modulus carbon fiber with impact resistant resin binder, near net molded. Omnidirectional lay-up, asymmetric chainstays, ST guessing diameters.

**FORK**
Uni-laminar high modulus carbon fiber with impact resistant resin binder. Near net molded, with tapered steerer & 1” 1/8” hollow crown, carbon dropouts.

**WHEELS**
Zipp 404 tubular wheelset, Shimano D’s carbon rim, SLA/DC, Zipp 84/122 tape, Sapim CX Ray spokes.

**BRK**
Vittoria Corsa Cx, 700 x 25c, tubular.

**DER/Rei**
SRAM RED 27.5” x 2.4” tubular.

**DI2**
SRAM RED 27.5” x 2.4” tubular, Shimano D’s Carbon rim, SLA/DC, Zipp 84/122 tape, Sapim CX Ray spokes.

**DRIVETRAIN**

**Cockpit**
Ritchey Super Logic II carbon fiber handlebars, WCS Carbon 4-Axis stem & Super Logic carbon fiber seatpost, Selle San Marco Aspide Racing Team saddle.

**Available as frameset**
Victory Red/Pearl White
Sizes: 48, 51, 54, 56, 58, 61cm
Weight: 13.50 lbs

**XENITH TEAM Di2**

**FRAME**
High modulus carbon fiber, Dual Edge fiber lay-up, tri-ovalized top and down tubes, tapered head tube, symmetrical chainstays, ST guessing diameters.

**FORK**
High modulus carbon fiber, 6151-T6 monocoque with tapered steerer & 1” 1/8” hollow crown, carbon dropouts.

**WHEELS**
American Classic 4030 27.5” tubular wheelset, Shimano D’s carbon rim, SLA/DC, stainless steel bearing hubs, bladeless stainless spokes.

**BRK**
Vittoria Corsa Cx, 700 x 25c, tubular.

**DER/Rei**
SRAM RED 27.5” x 2.4” tubular.

**DI2**

**DRIVETRAIN**

**Cockpit**
Ritchey WCS Logic II handlebars, WCS Carbon stem, & Pro carbon fiber seatpost, Selle San Marco Aspide Racing Team saddle.

**Available as frameset**
Chromium/Pearl White
Sizes: 48, 51, 54, 56, 58, 61cm
Weight: 15.50 lbs
Club Racer Dream Machine.

Xenith Elite and Xenith Elite Femmes are the new additions to our all-conquering Xenith family. Same incredibly dialed geometry as the Xenith SL and Xenith Team, in high modulus carbon with our Dual Elite fiber lay-up. The result is crushingly dominant pedal efficiency for squat-outta-corners acceleration and rocketlike ascents, without the price tag of our top-tier road machines, and only a few ounces more heft.

SRAM Red drivetrain and brakes, American Classic's slick-420 wheels on Vittoria Rubino Pro slicks and a Ritchey Pro cockpit mean we didn't skimp on the parts that matter—this is a bike that will more than hold its own, whether your level is the local crit championships, or the weekend club ride (which, let's face it—is just a race without numbers pinned to your jersey).

Make this the year you finally get serious about speed. Train hard. Ride often. Give it your best shot. And give yourself the advantage of a Xenith Elite, the elite-level race bike for the club race’s budget.

**XENITH ELITE**

**FRAME** High modulus carbon fiber, Dual Elite fiber lay-up, tri-ovalized top and down tubes, tapered head tube, symmetrical chainstays, SST tubing diameters.

**FORK** Team high modulus carbon fiber, full 1-pc monocoque with tapered steerer & 1.5" hollow crown, carbon dropouts.

**WHEELS** American Classic 420 Aero wheelset, 14/34H, stainless steel bearing hubs, bladed stainless spokes.

**GROUP**

**DRIVETRAIN** SRAM RED rear & Force front derailleurs, SRAM RED Double-Tap levers, RED BB30 crankset with ceramic bearings, 53/39.

**BRAKESET** SRAM RED calipers with Swiss Stop pads & SRAM RED DynaSlick.

**COCKPIT** Ritchey Pro Logic II handlebars, Pro 4-Axis stem & Pro carbon fiber seatpost, Selle San Marco Aspide Carbon.

**FINISH** Victory Blue/Pearl White

**WEIGHT** 15.75 lbs

**SIZES** 48, 51, 54, 56, 58, 61cm

**XENITH ELITE Femmes**

**FRAME** High modulus carbon fiber, Dual Elite fiber lay-up, tri-ovalized top and down tubes, tapered head tube, symmetrical chainstays, SST tubing diameters.

**FORK** Team high modulus carbon fiber, full 1-pc monocoque with tapered steerer & 1.5" hollow crown, carbon dropouts.

**WHEELS** American Classic 420 Aero wheelset, 14/34H, stainless steel bearing hubs, bladed stainless spokes.

**GROUP**

**DRIVETRAIN** SRAM RED rear & Force front derailleurs, SRAM RED Double-Tap levers, RED BB30 crankset with ceramic bearings, 53/39.

**BRAKESET** SRAM RED calipers with Swiss Stop pads & SRAM RED DynaSlick.

**COCKPIT** Ritchey Pro Logic II handlebars, Pro 4-Axis stem & Pro carbon fiber seatpost, Selle San Marco Aspide Carbon.

**FINISH** Victory Red/Pearl White

**WEIGHT** 15.50 lbs

**SIZES** 44, 48, 51, 54cm
Looks Like a Racer, Rides Like a Racer...

Xenith Pro, Race and Race Femme frames come out of the same mold as our Xenith SL, Team and Elite series bikes. So you know you're getting superbly tuned cornering geometry and Euro-style fit geometry.

High modulus Dyad Ultra carbon fiber combined with tri-oval shaped top and down tubes—with our Size Specific Tubing diameters—means you get incredible ride and amazing out-of-the-saddle sprinting and climbing performance, no matter what size frame you ride. Factor in details like asymmetrical chainstays, forged one-piece dropouts (with replaceable derailleur hanger), and a full carbon hollow crown fork with stainless axle interfaces and carbon dropouts, and you'll see this is a bike that can cut corners with the best handlers around—but doesn't short-cut any of the details that matter.

These are thinly disguised pro bikes, top level frames wearing club racer kit. They're more than capable for now, and very very upgradeable to level up as you cat up, so they won't hold you back—they'll just move you up.

**XENITH PRO**

- FRAME: High modulus carbon fiber, Dyad Ultra fiber lay-up, tri-oval shaped top and down tubes, size specific tubing, SST tubing diameters
- FORK: High modulus carbon fiber, full monocoque with tapered steerer & 1.5" hollow crown, carbon dropouts
- WHEELS: Mavic Ksyrium Equipe, 20/20H x 24mm rims, QR sealed bearing hubs, stainless steel spokes
- TIRES: Vittoria Rubino Pro Slick, 700 x 23c, folding
- DRIVETRAIN: SRAM Force derailleurs front & rear, Force Double-Tap levers, Force BB30 crankset, 52/36
- BRAKES: SRAM Force dual-pivot calipers
- COCKPIT: Ritchey Pro Logic II handlebars, Pro 4-Axis stem, Selle San Marco Aspide saddle

**XENITH RACE**

- FRAME: High modulus carbon fiber, Dyad Ultra fiber lay-up, tri-oval shaped top and down tubes, size specific tubing, symmetrical chainstays, SST tubing diameters
- FORK: Comp full carbon composite, full monocoque with tapered steerer & 1.5" hollow crown, carbon dropouts
- WHEELS: Mavic Aksium Race, 20/20H x 24mm rims, QR bearing hubs, 12 spoke rigid dropouts, stainless steel spokes
- TIRES: Vittoria Zaffiro Pro Slick, 700 x 23c, folding
- DRIVETRAIN: Shimano Ultegra, standard STI, 20/20H x 24mm rims, QR bearing hubs, rigid dropouts, stainless steel spokes
- BRAKES: Tektro R540 dual-pivot calipers
- COCKPIT: Ritchey Comp Logic II handlebars, Ritchey Logic 4-Axis stem, Selle San Marco Ischia Glamour Arrowhead saddle
Award-Winning Plus.

The 2010 Xenith Comp even Bicycling magazine’s coveted Editor’s Choice Award for Best Recreational Road Bike. But we didn’t rest on our laurels—this year’s bike is even better, kitted out with Shimano’s 20-speed 105 road group to bring you more bang for the buck.

To be frank, last year’s bike had to be a shoo-in for Bicycling honors. The T700 carbon frame receives our Dyad Plus fiber lay-up, tri-oval shaped top and down tubes in size-specific diameters for optimal ride tuning, and the power-enhancing stiffness of a BB30 OS bottom bracket shell, asymmetrical chainstays and a full carbon, hollow crown monocoque fork. Nobody else provides this much tech for so little green.

Add in the clickable selectivity of the Shimano 105 drivetrain, the cornering confidence that comes from exquisitely tuned geometry and Vittoria Zaffiro Slick rolling stock, and you have a bike that bests last year’s by a mile. Xenith Comp got better this year. Ride one, and you’ll get better too.

**XENITH COMP**

**FRAME**
High performance carbon fiber, Dyad Plus fiber lay-up, tri-ovoidal top & down tubes, tapered head tube, asymmetrical chainstays, SST tubing diameters

**FORK**
Compact full carbon composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown, carbon dropouts

**WHEELS**
Mavic CXP-22 rims w/ OVC carbon, 24/32H, Formula alloy hubs, DT Champion stainless steel spokes

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

**DRIVETRAIN**
Shimano 105 derailleurs front & rear, Shimano 105 STI shifters, FSA Gossamer BB30 Compact crankset, 50/34

**BRAKES**
Tektro R540 dual-pivot calipers with cartridge pads and Shimano 105 STI levers.

**COCKPIT**
Ritchey Road 31.8mm bars, Ritchey 3D forged stem, Jamis carbon fiber seat post, Selle San Marco Ischia Glamour Arrowhead saddle

**COLOUR**
Natural Carbon/Pearl White
Sizes: 44, 48, 51, 54cm
Weight: 19.00 lbs

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**XENITH COMP**

**FRAME**
High performance carbon fiber, Dyad Plus fiber lay-up, tri-ovoidal top & down tubes, tapered head tube, asymmetrical chainstays, SST tubing diameters

**FORK**
Compact full carbon composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown, carbon dropouts

**WHEELS**
Mavic CXP-22 rims w/ OVC carbon, 24/32H, Formula alloy hubs, DT Champion stainless steel spokes

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

**DRIVETRAIN**
Shimano 105 derailleurs front & rear, Shimano 105 STI shifters, FSA Gossamer BB30 Compact crankset, 50/34

**BRAKES**
Tektro R540 dual-pivot calipers with cartridge pads and Shimano 105 STI levers.

**COCKPIT**
Ritchey Road 31.8mm bars, Ritchey 3D forged stem, Jamis carbon fiber seat post, Selle San Marco Ischia Arrowhead saddle

**COLOUR**
Natural Carbon/Pearl White
Sizes: 44, 48, 51, 54cm
Weight: 19.25 lbs
Shatter the Clock.

The clock is relentless. So are we. Which is why we’ve pored over every millimeter of our Xenith time trial bikes—because you deserve to squeeze every bit of speed from every milliwatt you can muster up against the clock.

Our Xenith turned the tri world on its ear with its radical design when it debuted just a few years ago. The Windshield aero fork with rear-facing, fully enclosed front brake was a radical departure from the norm (and copied almost instantly). Combined with NASA-compliant aero profiles throughout the frame, a rear brake snugged under the chainstays and seat tube shroud shielding the rear wheel, these flourishes let Xenith’s time trial frame zip through the air like a greased arrow.

Aggressive 78-degree seat tube angles help you maximize your power as you churn those gears, and we’ve given these bikes head angles and fork offsets that were like a charm with TT bars for straight-line stability in an aerodynamic tuck and sizzling-fast cornering manners on technical courses and at turnarounds.

The Xenith T bikes slide through the air with hardly a whisper. All the better to hear the quiet sound of your PR shattering into so many shards.

**XENITH T2**

- **Frame**: Full aero carbon monocoque with internal cable routing, drop stay brake mounting, aero shaped tubes, rear wheel dropper, BB90 compatible, rear entry dropouts
- **Fork**: Jamis Windshield, full carbon, 1 1/8” with shrouded brake
- **Wheels**: Zipp 808 clincher (52/38), 100x15, FSA 15/20mm hubs, Sapim CX-Ray spokes
- **Brakes**: TRP T725 aero TT brake with Swiss Stop dual compound cartridge shoes and Tektro TL-720 aero levers
- **Cockpit**: Profile Viper T1 extensions, Profile Aris stem, Xenith T Aero post, Selle San Marco Ponza TT saddle

**XENITH T**

- **Frame**: Full aero carbon monocoque with internal cable routing, drop stay brake mounting, aero shaped tubes, rear wheel dropper, BB90 compatible, rear entry dropouts
- **Fork**: Jamis Windshield, full carbon, 1 1/8” with shrouded brake
- **Wheels**: American Classic 40/55 4-Hubset, 12x142mm, 12x135mm, 10x135mm, stainless steel bearings, stainless steel spokes
- **Brakes**: TRP T725 aero TT brake with Swiss Stop dual compound cartridge shoes and Tektro TL-720 aero levers
- **Cockpit**: Profile Viper TT carbon fiber extensions, Profile SVET carbon base bar, Profile Aris stem, Selle San Marco Pons TT saddle

**XENITH T1**

- **Frame**: Full aero carbon monocoque with internal cable routing, drop stay brake mounting, aero shaped tubes, rear wheel dropper, BB90 compatible, rear entry dropouts
- **Fork**: Jamis Windshield, full carbon, 1 1/8” with shrouded brake
- **Wheels**: American Classic 40/55 4-Hubset, 12x142mm, 12x135mm, stainless steel bearings, stainless steel spokes
- **Brakes**: TRP T725 aero TT brake with Swiss Stop dual compound cartridge shoes and Tektro TL-720 aero levers
- **Cockpit**: Profile Viper TT carbon fiber extensions, Profile SVET carbon base bar, Profile Aris stem, Selle San Marco Pons TT saddle

**XENITH T1**

- **Frame**: Full aero carbon monocoque with internal cable routing, drop stay brake mounting, aero shaped tubes, rear wheel dropper, BB90 compatible, rear entry dropouts
- **Fork**: Jamis Windshield, full carbon, 1 1/8” with shrouded brake
- **Wheels**: American Classic 40/55 4-Hubset, 12x142mm, 12x135mm, stainless steel bearings, stainless steel spokes
- **Brakes**: TRP T725 aero TT brake with Swiss Stop dual compound cartridge shoes and Tektro TL-720 aero levers
- **Cockpit**: Profile Viper TT carbon fiber extensions, Profile SVET carbon base bar, Profile Aris stem, Selle San Marco Pons TT saddle
Purpose-Built Performers.

Comet might be our entry-level tri/TT bike, but it’s hardly entry-level in its performance. Our full-carbon Windshield fork, which shields its rear-facing brake with a slick aero profile, is the same one fitted to our awesome Xenith T-series frames. And the chainstay-mounted rear brake and rear-entry dropouts let the rear wheel snug right into the wheelcut seat tube for maximum aero efficiency and minimal drag.

Click into the pedals, get that FSA Gossamer crank churning, and power down the road with your fingers snicking the Dura-Ace levers through the 20-speed Shimano groupset. This is what TT performance is all about.

Sonik is like the velodrome version of the Comet—purpose-built to kick some ass. Its 7005 double butted aero aluminum tubeset gives you an incredibly stout bottom bracket that braces its unyielding chainstays for explosive power delivery. This is a bike that lets you launch like a match sprinter, with the aero efficiency of a pursuiter—and that’s a deadly combo on the velodrome.

Sonik is absolutely race ready, right down to the magically perfect 88-inch gear, American Classic 420 track wheelset and Deda Pista handlebar.

**COMET**

- **FRAME**: Aero 7005 butted frame with aero shaped tubes, hydroformed seat tube with wheel cut-out, chainstay brake mounting, rear entry dropouts
- **FORK**: Jamis Windshield, full carbon, 1 1/8" with shrouded brake
- **WHEELS**: Alex ALX-270 Aero wheelset with bladed spokes, (ALX-320 Comp 650c for 47cm), 20/24h, stainless bladed spokes
- **TIRES**: Vittoria Zaffiro 700 x 23c (Vittoria Rubino 650 x 23c for 47cm)
- **DRIVE TRAÍN**: Shimano Ultegra rear & 105 front derailleurs, Dura Ace shifters, FSA Gossamer crankset, 53/39
- **BRAKE SET**: TRP T725 aero TT brake with Swiss Stop dual compound cartridge shoes and Tektro RX 4.1 levers
- **COCKPIT**: Profile T2+ extensions, Profile Air Wing base bar, Jamis road stem, Xenith T Aero post, Selle San marco Ponza TT saddle

**SONIK**

- **FRAME**: 7005 custom butted aluminum aero track frame with hydroformed radiused seat tube, integrated track head tube, forged dropouts with stainless steel inserts
- **FORK**: Carbon track fork with alloy steerer & crown, forged alloy dropouts
- **WHEELS**: American Classic 420 track wheelset, 20/24h, Alum AC track hubs, stainless steel bladed spokes
- **TIRES**: Vittoria Diamante Pro Pista, 700 x 23c
- **DRIVE TRAÍN**: FSA Carbon Track crankset, 49T, 15T cog, fixed 15T cog
- **BRAKE SET**: N/A
- **COCKPIT**: Deda Pista bar, Deda zero 100 Stem, Xenith T Aero post, Selle San marco Panna Arrowhead saddle

Available as a frameset.
SUPERNOVA

This year’s crop of Jamis ‘cross bikes gets serious, with a newly revamped tapered head tube and fork steerer—1-1/8” up top, 1-1/2” on the bottom—for an extremely solid fork/frame interface. The big fork crown allows for superior carbon fiber compaction and stiffness, for better handling in the rough. And we’ve integrated a CNC’d brake cable stop into the fork crown to combat the brake pulsing that often plagues carbon forks with cantis and headset cable stops.

With its stout-but-lightweight aluminum chassis and hydroformed top tube for shoulder-friendly portage, our cyclocross line is ready to get you over the barriers and launch you toward the finish line. Just pick your spec level, and get ready to race through winter. And beyond.

**NOVA PRO**

**FRAME**

7005 double-butted aluminum, tapered head tube, top tube formed with portaging flat, forged dropout with single eyelet

**FORK**

Jamis Cross, full carbon composite, 1-1/8-1.5” tapered steerer, with integrated CNC’d fork crown cable stop

**WHEELS**

Alex DC19 double-wall rims, 24/28h, Formula sealed hubs, 14g stainless spokes

**TIRES**

Ritchey Speedmax Cross, 700 x 32c

**DERAILLEURS**

Sram Apex front & rear derailleurs, Apex DoubleTap 10-speed shifters, Sram Apex Cross Compact with Powerdome BB, AL/CR

**BRAKES**

Tektro Oryx cantilever with Sram Apex levers

**COCKPIT**

Ritchey Comp Logic II Road bar, Ritchey Comp 4-Axis stem, Ritchey 2-bolt seat post, Selle San Marco Piuma Power+ Arrowhead saddle

**WEIGHT**

21.00 lbs

**CORE COLORS**

Victory Blue/Pearl White

**CERTIFICATE**

2-year limited warranty

** рама**

7005 двойной-вырезной алюминий, вырезной ствол, вырезной дуговой ствол с вырезом для переключения, изготовленной из алюминия, с одной отверткой.

**вилка**

Jamis Cross, полный углеродный композит, 1-1/8-1.5” вырезной ствол, с включением CNC’d вилки в ствол.

**колеса**

Alex DC19 дугообразные обода, 24/28 Колеса, Formula шумовик, 14g стальной спиц

**шины**

Ritchey Speedmax Cross, 700 x 32c

**ДИСКИ**

Sram Apex передняя и задняя диски, Apex DoubleTap 10-скоростные переключатели, Sram Apex Cross Compact с Powerdome BB, AL/CR

**тормоза**

Tektro Oryx ножные тормоза с Sram Apex переключателями

**РУЛЬ**

Ritchey Comp Logic II Road руль, Ritchey Comp 4-Axis стойка, Ritchey 2-болтовая стойка, Selle San Marco Piuma Power+ Arrowhead седло

**ВЕС**

21.00 lbs

**ЦВЕТА**

Victory Blue/Pearl White

**ГАРАНТИЯ**

2-летняя ограниченная гарантия

**SUPERNOVA**

54 55

**FRAME**

Kens Unix triple-butted aluminum, butted chainstays, tapered head tube, hydroformed top tube with portaging flat, carbon fiber monostay, forged dropout with single eyelet

**FORK**

Jamis Cross, full carbon composite, 1-1/8-1.5” tapered steerer, with integrated CNC’d fork crown cable stop

**WHEELS**

Ritchey WCS Exalith-stainless, 28/32h, 24mm vanadium rims, WCS hubs, stainless steel spokes

**TIRES**

Vittoria Cross XG Pro, 700 x 32c

**DERAILLEURS**

Sram Rival front & rear derailleurs, Sram Rival DoubleTap 10-speed shifters, Sram Cross Compact with Powerdome BB, AL/CR

**BRAKES**

Tektro Oryx cantilever with Sram Rival levers

**COCKPIT**

Ritchey Pro 31.8mm Road bar, Ritchey Pro stem, Ritchey Pro post, Selle San Marco Poura Power saddle

**WEIGHT**

17.75 lbs

**CORE COLORS**

Gloss Black/Pearl White

**CERTIFICATE**

2-year limited warranty

**рама**

Kens Unix triple-вырезной алюминий, вырезной ствол, вырезной вилкой вырезной ствол с вырезом для переключения, изготовленной из алюминия, с одной отверткой.

**вилка**

Jamis Cross, полный углеродный композит, 1-1/8-1.5” вырезной ствол, с включением CNC’d вилки в ствол.

**колеса**

Ritchey WCS Exalith-stainless, 28/32 Колеса, 24mm ванадий обода, WCS колеса, нержавеющий спица

**шины**

Vittoria Cross XG Pro, 700 x 32c

**ДИСКИ**

Sram Rival передняя и задняя диски, Sram Rival DoubleTap 10-скоростные переключатели, Sram Cross Compact с Powerdome BB, AL/CR

**тормоза**

Tektro Oryx ножные тормоза с Sram Rival переключателями

**РУЛЬ**

Ritchey Pro 31.8mm Road руль, Ritchey Pro стойка, Ritchey Pro пост, Selle San Marco Poura Power седло

**ВЕС**

17.75 lbs

**ЦВЕТА**

Gloss Black/Pearl White

**ГАРАНТИЯ**

2-летняя ограниченная гарантия

**NOVA RACE**

**FRAME**

7005 double-butted aluminum, tapered head tube, top tube formed with portaging flat, forged dropout with single eyelet

**FORK**

Jamis Cross, full carbon composite, 1-1/8-1.5” tapered steerer, with integrated CNC’d fork crown cable stop

**WHEELS**

Alex DC19 double-wall rims, 24/28h, Formula sealmatic, 14g stainless spokes

**TIRES**

Vittoria Cross XG Pro, 700 x 32c

**DERAILLEURS**

Sram Apex front & rear derailleurs, Sram Apex 11-speed shifters, Sram Apex Cross Compact with Powerdome BB, AL/CR

**BRAKES**

Tektro Oryx cantilever with Sram Apex STI levers

**COCKPIT**

Ritchey Comp Logic II Road bar, Ritchey Comp 4-Axis stem, Ritchey 2-bolt seat post, Selle San Marco Piuma Power+ Arrowhead saddle

**WEIGHT**

22.25 lbs

**CORE COLORS**

Pearl White

**CERTIFICATE**

2-year limited warranty

**рама**

7005 двойной-вырезной алюминий, вырезной ствол, вырезной дуговой ствол с вырезом для переключения, изготовленной из алюминия, с одной отверткой.

**вилка**

Jamis Cross, полный углеродный композит, 1-1/8-1.5” вырезной ствол, с включением CNC’d вилки в ствол.

**колеса**

Alex DC19 дугообразные обода, 24/28 Колеса, Formula шумовик, 14g стальной спица

**шины**

Vittoria Cross XG Pro, 700 x 32c

**ДИСКИ**

Sram Apex передняя и задняя диски, Sram Apex 11-скоростные переключатели, Sram Apex Cross Compact с Powerdome BB, AL/CR

**тормоза**

Tektro Oryx ножные тормоза с Sram Apex STI переключателями

**РУЛЬ**

Ritchey Comp Logic II Road руль, Ritchey Comp 4-Axis стойка, Ritchey 2-болтовая стойка, Selle San Marco Piuma Power+ Arrowhead седло

**ВЕС**

22.25 lbs

**ЦВЕТА**

Pearl White

**ГАРАНТИЯ**

2-летняя ограниченная гарантия
Easy Speed.

Our new-for-2010 Xenith Enduras are already favorites for century riders, performanceweekenders and distance cyclists. They’re so popular, in fact, you’ve asked for more. So we’ve rolled out the more upscale Xenith Endura 3 for 2011.

Xenith Enduras use the same top-level manufacturing techniques and materials as our award-winning Xenith Competition series. But Enduras roll on slightly stretched wheelbases, with marginally less aggressive cornering geometry, for more stability and a little extra ride comfort. And the head tubes are slightly longer, for less drop to the handlebar and a more upright posture that trades away just a little bit of aerodynamic slickness (which is still there for you in the drops) for a big payoff in reduced neck and back strain for those long-mileage days.

Superlight wheels—which any racer will tell you are the most critical speed component—and the combination of compact cranks plus 11-28 or 32 tooth cogs gives you a big boost on climbs, with plenty of go-power to whoop it up on descents, where you’ll make the most of the Endura’s incredible handling manners and really appreciate the superb road feel of that full carbon hollow-crown fork.

Make the most of those long riding days, with Xenith Endura.

**XENITH ENDURA 3**

- **FRAME**
  - High-modulus carbon fiber, Dyrol Ultra lay-up, tri-ovalized top & down tubes, tapered head tube, symmetrical chainstays, G2T design, brake & carrier eyelets
- **FORK**
  - Comp full carbon composite, full 1pc monocoque with 1.5” hollow crown, forged alloy dropouts with single eyelet
- **WHEELS**
  - American Classic Victory XX, Victory straight pull spokes, sealed
- **TIRES**
  - vittoria Rubino Pro, 700 x 25c
- **DRIVETRAIN**
  - Shimano Ultegra derailleurs front & rear, Shimano Ultegra STI levers, FSA SLk Lite Hollow Carbon 50/34 compact crankset, 11-28 or 32 tooth cogs
- **BRAKES**
  - Shimano BR650 long-reach calipers with Shimano Ultegra levers
- **COCKPIT**
  - Ritchey Biomax Comp 31.8mm bars, Ritchey Comp 4-axis stem, Ritchey Pro carbon fiber seat post, Selle San marco Power Arrowhead saddle

**Monterey Red/Pearl White**

Sizes: 48, 51, 54, 56, 58, 61cm

Weight: 16.75 lbs

**Cerulean Blue/Pearl White**

Sizes: 48, 51, 54, 56, 58, 61cm

Weight: 16.5 lbs

**XENITH ENDURA 2**

- **FRAME**
  - High-modulus carbon fiber, Dyrol Ultra lay-up, tri-ovalized top & down tubes, tapered head tube, symmetrical chainstays, G2T design, brake & carrier eyelets
- **FORK**
  - Comp full carbon composite, full 1pc monocoque with 1.5” hollow crown, forged alloy dropouts with single eyelet
- **WHEELS**
  - Mavic CXP-22 rims with CHC carbon weave, Formula alloy hubs, DT Champion 14g stainless steel spokes
- **TIRES**
  - vittoria zaffiro, 700 x 25c
- **DRIVETRAIN**
  - SRAM Apex front & rear derailleurs, Apex Double-Tap levers, FSA Consumer BB30 Compact crankset, 50/34
- **BRAKES**
  - Tektro R350 long-reach/dual-pivot calipers with SRAM Apex levers
- **COCKPIT**
  - Ritchey Biomax Comp 31.8mm bars, Ritchey Comp 4-axis stem, Ritchey Pro carbon fiber seat post, Selle San marco Ischia Arrowhead saddle

**Monterey Red/Pearl White**

Sizes: 44, 48, 51, 54cm

Weight: 19.00 lbs

**Cerulean Blue/Pearl White**

Sizes: 48, 51, 54, 56, 58, 61cm

Weight: 19.25 lbs

**Cerulean Blue/Pearl White**

Sizes: 48, 51, 54, 56, 58, 61cm

Weight: 19.25 lbs
Go Light, Go Long.

Xenith Endura 1s look a lot like our Xenith Competition racers, sharing the same materials and engineering design elements—and they’re dammed near as quick—but look closely, and you’ll discover these to be some of the most versatile speedsters around. Long reach brakes give you loads of flexibility when it comes to tire selection, rack and fender eyelets let you be a bit more civilized, to match the (very) slightly tamed-down handling manners.

Xenith Endura 1s get you race-level frame technology, in a package designed for the real world of weekend rides and summertime centuries, mercilessly ride-tuned like our racers for perfectly balanced handling that lets you carve deep into corners, but with enhanced stability that prevents wresting those pesky energy bar wrappers from turning into a white-knuckle adventure.

Throw a leg over the Endura 1, and miles down the road you’ll feel fresher than when you started, thanks to the more relaxed riding posture, compact crankset and smartly spec’d saddle and cockpit. Xenith Endura 1s is engineered for the most important thing of all: You.

**XENITH ENDURA 1**

**FRAME**
High performance carbon fiber composite, Dyad Plus lay-up, tri-ovalized top & down tubes, asymmetric chainstays, SST design, brake & carrier eyelets

**FORK**
Compact full carbon composite, 1-1/8” head tube, forged alloy dropouts with single eyelet

**WHEELS**
Alex DCB double wall rim with CNC sidewalls, 26/24 Formula alloy hubs, 14g stainless steel spokes

**TIRES**
Vittoria Zaffiro, 700 x 25c

**DRIVE TRAIN**
Shimano 105 rear & Sora front derailleurs, Tiagra STI 9-speed levers, FSA Vero Compact crankset, 50/34 or Triple 52/39/30

**BRAKES**
Tektro R317 long-reach/dual-pivot calipers with Shimano Tiagra STI levers

**COCKPIT**
Jamis Road 31.8mm handlebars, Jamis 3D forged stem, Jamis carbon fiber seat post, Selle San Marco Ischia Arrowhead saddle

**COLOR**
Palladium Silver/Pearl White

**SIZES**
48, 51, 54, 56, 58, 61cm

**WEIGHT**
20.75 lbs

**XENITH ENDURA 1 Femme**

**FRAME**
High performance carbon fiber composite, Dyad Plus lay-up, tri-ovalized top & down tubes, asymmetric chainstays, SST design, brake & carrier eyelets

**FORK**
Compact full carbon composite, 1-1/8” head tube, forged alloy dropouts with single eyelet

**WHEELS**
Alex DCB double wall rim with CNC sidewalls, 26/24 Formula alloy hubs, 14g stainless steel spokes

**TIRES**
Vittoria Zaffiro, 700 x 25c

**DRIVE TRAIN**
Shimano 105 rear & Sora front derailleurs, Tiagra STI 9-speed levers, FSA Vero Compact crankset, 50/34 or Triple 52/39/30

**BRAKES**
Tektro R317 long-reach/dual-pivot calipers with Shimano Tiagra STI levers

**COCKPIT**
Jamis Road 31.8mm handlebars, Jamis 3D forged stem, Jamis carbon fiber seat post, Selle San Marco Ischia Arrowhead saddle

**COLOR**
Pearl Blue/Pearl White

**SIZES**
44, 48, 51, 54cm

**WEIGHT**
20.50 lbs
Speed Made Simple.

Lightweight aluminum alloy construction—pro-level technology just a few years ago—and smart component choices make our Ventura series a perfect choice for sagged multi-day adventures and long weekend rides, which is why you’ll see them under happy riders on Gran Fondo’s, at RAGBRAI and places like the AIDS Ride and other multi-day fundraisers.

The Ventura’s handling is impeccable—stable, easy to ride, with just a hint of edginess that makes slinging into corners a joy. The Ventura frame’s 7005 aluminum alloy main triangle is extremely light, and if you opt for the Ventura Race you’ll even get a carbon fiber monostay rear end that sheds a few grams and really smooths the ride out for those extra-long rides.

Compact cranksets give you double-chaining styling and weight, but with a 15% lower low gear for climbing power, trading away just 6% off the top end—so you get triple-ring help on the hills without resorting to the heft and complexity of triple-rings.

Pack in some miles this season, and make them easy on yourself with Ventura’s simple approach, making mileage easy.

VENTURA RACE

**FRAME**
Kinesis 7005 double-butted aluminum main tubes with carbon fiber monostay, integrated head tube, SST frame design, replaceable derailleur hanger

**FORK**
Sram full carbon composite straight-blade, aluminum dropouts

**WHEELS**
Aluminum alloy 32h, 28/32h aero-profile rims, stainless steel spokes

**DERAILLEUR**
Sram Rival 22 front & rear, Sram Red STI Dual-Control 10 speed shifters, Parlee Vuka Compact with PowerDrive BB, 50/34

**BRAKES**
Tektro R520 dual-pivot calipers with Sram Red STI levers

**COCKPIT**
Ritchey Comp Logic II Road bar, Ritchey Comp 4-bolt stem, Selle San Marco Ischia Arrowhead saddle

**WEIGHT**
19.75 lbs

VENTURA SPORT

**FRAME**
Kinesis 7005 double-butted aluminum road frame with integrated head tube, SST frame design, replaceable derailleur hanger

**FORK**
Aluminum straight-blade fork with integrated steerer for integrated head tube

**WHEELS**
Kona 28/32h double-wall aluminum rims, 28/32h Formula alloy front & rear thru-axle hub with QR, stainless steel spoke system

**DERAILLEUR**
Shimano 105 5800 front & rear, Shimano Tiagra STI Dual-Control levers, FSA Tempo Compact crankset, 50/34

**BRAKES**
Tektro R316 dual-pivot calipers with Shimano STI STI levers

**COCKPIT**
Jamis alloy 31.8mm road bar, Jamis 4-bolt alloy stem, Jamis micro-adjust seat post, Selle San Marco Ischia Arrowhead saddle

**WEIGHT**
22.75 lbs

VENTURA COMP

**FRAME**
Kinesis 7005 double-butted aluminum main frame with integrated head tube, SST frame design, replaceable derailleur hanger

**FORK**
Sram full carbon composite straight-blade, aluminum dropouts

**WHEELS**
Aluminum alloy road hubs, Big stainless steel spokes

**DERAILLEUR**
Shimano Ultegra Tiagra 6850 front & rear, Shimano Tiagra STI Dual-Control levers, FSA kona compact crankset, 50/34

**BRAKES**
Tektro R310 dual-pivot calipers with Shimano Tiagra STI levers

**COCKPIT**
Ritchey Road 31.8mm bar, Ritchey 4-bolt Road stem, Ritchey 2-bolt seat post, Selle San Marco Ischia Arrowhead saddle

**WEIGHT**
21.75 lbs
Unbearable Lightness.

There are days that were just made for long rides. This is the bike to match, as evidenced by countless Bicycling magazine Editor’s Choice award nominations. Our Venturas are perennial favorites at century rides and multi-day adventures like the AIDS Rides and multi-day tours, for their friendly handling and high-tech approach to simplifying your ride.

We start with an ultra-light 7055 aluminum main triangle, risk-tuned for comfort, with geometry that lets you sit a little more upright for neck and back relief. The special Ventura Race Femme gets a little weight-saving, bump-eating help from the carbon fiber monostay rear triangle, but the Comp and Sport receive the same level of meticulous ride tuning for optimized comfort.

Compact cranksets give you 15% more climbing power than larger chainring “standard” cranks, but don’t saddle you with the extra weight and complexity of triple chainrings. Add in our woman-specific geometry and thoughtfully sized parts like handlebars and saddles, and you’ve got a new best friend for those magic summer rides.

This is two-wheel magic. Just step on the pedals, and make it happen.

VENTURA RACE

**FRAME**
Kinesis 7005 double butted aluminum main tubes with carbon fiber monostay, integrated head tube, SST frame design, replaceable derailleur hanger

**FORK**
Kinesis 7005 carbon composite straight blade, aluminum dropouts

**WHEELS**
Vittoria Zaffiro, 700 x 23c

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

**DRIVE TRAIN**
Shimano Tiagra rear & Sora front derailleurs, Shimano Sora STI Dual Control levers, FSA Tempo compact chainset, 50/34

**BRAKESET**
Tektro R310 dual-pivot calipers with Shimano Sora STI levers

**COCKPIT**
Ritchey Road bar, Ritchey 4-bolt stem, Selle San Marco Ischia Glamour Arrowhead saddle

VENTURA COMPO

**FRAME**
Kinesis 7005 double butted aluminum main frame with integrated head tube, SST frame design, replaceable derailleur hanger

**FORK**
Kinesis 7005 carbon composite straight blade, aluminum dropouts

**WHEELS**
Mavic CXP-22 rims, 28/32h, Formula alloy road hubs, 14g stainless steel spokes

**TIRES**
Shimano Tiagra rear & 105 front derailleurs, Shimano Sora STI Dual Control levers, 28/32h

**DRIVE TRAIN**
Shimano Tiagra rear & 105 front derailleurs, Shimano Sora STI Dual Control levers, FSA Tempo compact chainset, 50/34

**BRAKESET**
Shimano Tiagra dual-pivot calipers with Shimano Tiagra STI levers

**COCKPIT**
Ritchey Road bar, Ritchey 4-bolt stem, Selle San Marco Ischia Glamour Arrowhead saddle

VENTURA SPORT

**FRAME**
Kinesis 7005 alloy main road frame with integrated head tube, SST frame design, replaceable derailleur hanger

**FORK**
Alloy straight blade fork with chromoly steerer for reduced road fork bulk

**WHEELS**
Alex CR5 double wall aluminum rims, 28/32h, single alloy flange & ceramic bottom mount hub with 14g stainless steel spokes

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

**DRIVE TRAIN**
Shimano Sora rear, 105 STI front derailleurs, Shimano Sora STI Dual Control levers, FSA Tempo compact chainset, 50/34

**BRAKESET**
Shimano Sora dual-pivot calipers with Shimano Sora STI levers

**COCKPIT**
JAMIS alloy road bar, Jamis forged alloy stem, Jamis micro-adjust road seatpost, Jamis Road Sport/Femme saddle
Steel is Real.

Nothing—absolutely nothing—beats steel’s magic carpet ride quality. It’s why magazines describe the most praiseworthy carbon and aluminum frames as being “steel-like.” Steel is the benchmark. And these bikes show you why.

Legendary Reynolds steel—possibly the winningest brand in cycling—and our own Size Specific Tubing guarantee amazing ride quality, with the ring and resilience that minimizes road vibration and maximizes pedaling efficiency and handling potential. Steel road bikes just feel planted in corners, and with our full carbon road fork to guide them, these bikes absolutely nail around the bends.

Smart components spec: maximize bang for the buck, making our steel road steeds some of cycling’s best-kept secrets. Short sprint rides, all-day exploration, or fast commutes—these bikes do it all. And do it exceedingly well. In-the-know cyclo vets understand. Steel is real. Here’s your chance to discover it for yourself.

**ECLIPSE**

**FRAME**  Reynolds 853 heat-treated, seamless air-hardened chromoly main tubes with heat-treated taper gauge chromoly stays, shaping top tube SST frame design.

**FORK**  American Classic 400 Aero wheelset, 36h aeros, 5/64-in., stainless steel bearing hubs, bladed stainless spokes.

**TIRES**  Vittoria Rubino Pro Slick, 700 x 23c, folding.

**WHEELS**  American Classic 420 Aero wheelset, 34mm aero rims, 18/24h, stainless steel bearing hubs, bladed stainless spokes.

**BRAKES**  Shimano Ultegra dual-pivot calipers with Ultegra STI levers.

**CLOCKSET**  Ritchey WCS Logic II handlebar, Pro 4-Axis stem, WCS seatpost, Selle San Marco Aspide saddle.

**SATELLITE**

**FRAME**  Reynolds 520 double-butt chromoly main tubes, double-tapered chromoly stays, forged dropout with single eyelet, shaping top tube SST frame design.

**FORK**  Jamis full carbon fiber with forged alloy dropouts, single eyelet.

**WHEELS**  Mavic CXP-22 rims, 28/32h, Formula alloy road hubs, stainless steel spokes.

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

**BRAKES**  Tektro long-reach, dual-pivot calipers with Shimano 2300 STI levers.

**CLOCKSET**  Ritchey 31.8mm Biomax Road handlebar, nO F2 ATS stem, Ritchey 2-bolt seat post, Jamis Touring Sport saddle.

**SATELLITE SPORT**

**FRAME**  Reynolds 531 air-hardened seamless chromoly main tubes with heat-treated taper gauge chromoly stays, shaping top tube SST frame design.

**FORK**  Jamis full carbon fiber with forged alloy dropouts, single eyelet.

**WHEELS**  Avon 700 x 23c, Formula alloy road hubs, stainless steel spokes.

**TIRES**  Vittoria Zaffiro Pro, 700 x 23c.

**BRAKES**  Shimano BR450 long-reach, dual-pivot calipers with 105 STI levers.

**CLOCKSET**  Ritchey Comp Road Sport handlebar, 105 2x10-sti shifter, Ritchey Comp Road Sport stem, Jamis Road Sport saddle.

**QUEST**

**FRAME**  Reynolds 531 air-hardened seamless chromoly main tubes, double-tapered chromoly stays, forged dropout with single eyelet, shaping top tube SST frame design.

**FORK**  Jamis full carbon fiber with forged alloy dropouts, single eyelet.

**WHEELS**  Miche Allroad wheelset, 36h alloy rims with 10/11-spd, 28/32h, aluminum bonding hubs, bladed stainless steel spokes.

**TIRES**  Vittoria Zaffiro Pro, 700 x 23c.

**BRAKES**  Shimano Tiagra rear & 105 front derailleurs, Tiagra STI 9-speed levers, FSA Vero Road crankset, Compact 50/39/30.

**CLOCKSET**  Ritchey Comp Road Sport handlebar, 105 2x10-sti shifter, Ritchey Comp Road Sport stem, Jamis Touring Sport saddle.

**SATELLITE SPORT**

**FRAME**  Reynolds 531 air-hardened seamless chromoly main tubes, double-tapered chromoly stays, forged dropout with single eyelet, shaping top tube SST frame design.

**FORK**  Jamis full carbon fiber with forged alloy dropouts, single eyelet.

**WHEELS**  Mavic Aksium wheelset, 20/24h, aluminum alloy road hubs, sealed bearing hubs, bladed stainless spokes.

**TIRES**  Vittoria Zaffiro Pro, 700 x 25c.

**BRAKES**  Shimano Tiagra rear & 105 front derailleurs, Tiagra STI 9-speed levers, FSA Vero Road crankset, Compact 50/39/30.

**CLOCKSET**  Ritchey Comp Road Sport handlebar, 105 2x10-sti shifter, Ritchey Comp Road Sport stem, Jamis Touring Sport saddle.
Your Magic Ride Awaits.

Forget the science, forget the tech. Here’s what you need to know: nothing rides like steel, which magically smooths roads, adds some spring to your pedaling, and makes those miles magically disappear.

Our steel bikes have won fans the world over for their matchless ride quality and absolutely zeroed-in handling. We tweak the geometry of our Femme series bikes to suit women’s physiques, then tune them so they’ll handle with the same crispness and stability we’re famous for. Bank into the turns and corner with confidence—that’s steel’s response and our own fabled geometry at its best.

Smart gearing and fast-rolling Vittoria Zaffiro tires—chosen for the real world of less-than-perfect pavement—translate to a smooth ride, speedy ascents and optimized efficiency.

Your best riding buddy has just arrived, with a heart of steel that’ll carry you for miles.

**QUEST**

**FRAME**
- Reynolds 631 air-hardened seamless chromoly main tubes with heat treated taper gauge chromoly dropouts, lugs was dropspun with single eylet, shaping the tube SST frame design
- Maxi Life carbon fiber with forged alloy dropouts, single eylet

**WHEELS**
- Alex Dura-Wave 31 SP 150, 32h, 10-speed

**DRIVETRAIN**
- Shimano Tiagra 4700 STI 10-speed and Shimano 25th Century compact 50/34 or triple 50/39/30 shimano h700 hubs, bladed stainless steel spokes

**BRAKESET**
- Tektro long reach dual pivot calipers with Shimano Tiagra STI levers

**COCKPIT**
- Ritchey Comp 31.8mm carbon bar, FSA Vero Road stem, Jamis Touring Sport Saddle

**SATELLITE SPORT**

**FRAME**
- Reynolds 520 double-butted chromoly main tubes, double-tapered chromoly dropouts, forged dropspun with single eylet, shaping the tube SST frame design

**WHEELS**
- Alex Dura-Wave 31 SP 150, 32h, 10-speed, and Shimano Tiagra STI 10-speed hub, bladed stainless steel spokes

**DRIVETRAIN**
- Shimano Tiagra 4700 STI 10-speed and Shimano 25th Century compact 50/34 or triple 50/39/30 shimano h700 hubs, bladed stainless steel spokes

**BRAKESET**
- Tektro long reach dual pivot calipers with Shimano Tiagra STI levers

**COCKPIT**
- Ritchey 31.8mm carbon bar, FSA Vero Road stem, Jamis Touring Sport Saddle

**SAT ELLITE FEMME**

**FRAME**
- Reynolds 631 air-hardened seamless chromoly main tubes with heat treated taper gauge chromoly dropouts, lugs was dropspun with single eylet, shaping the tube SST frame design

**WHEELS**
- Maxi Life carbon fiber with forged alloy dropouts, single eylet

**DRIVETRAIN**
- Shimano Tiagra 4700 STI 10-speed and Shimano 25th Century compact 50/34 or triple 50/39/30 shimano h700 hubs, bladed stainless steel spokes

**BRAKESET**
- Tektro long reach dual pivot calipers with Shimano Tiagra STI levers

**COCKPIT**
- Ritchey Comp 31.8mm carbon bar, FSA Vero Road stem, Jamis Touring Sport Saddle

**SUNSET RED/STAINLESS**
- Sizes: 48, 51, 54cm
- Weight: 19.50 lbs

**SATELLITE SPORT**

**FRAME**
- Reynolds 520 double-butted chromoly main tubes, double-tapered chromoly dropouts, forged dropspun with single eylet, shaping the tube SST frame design

**WHEELS**
- Alex Dura-Wave 31 SP 150, 32h, 10-speed, and Shimano Tiagra STI 10-speed hub, bladed stainless steel spokes

**DRIVETRAIN**
- Shimano Tiagra 4700 STI 10-speed and Shimano 25th Century compact 50/34 or triple 50/39/30 shimano h700 hubs, bladed stainless steel spokes

**BRAKESET**
- Tektro long reach dual pivot calipers with Shimano Tiagra STI levers

**COCKPIT**
- Ritchey 31.8mm carbon bar, FSA Vero Road stem, Jamis Touring Sport Saddle

**MONTEREY RED/Pearl White**
- Sizes: 48, 51, 54cm
- Weight: 25.00 lbs

**MONTEREY BLUE/Pearl White**
- Sizes: 48, 51, 54cm
- Weight: 22.75 lbs
Cycling is one of freedom’s most apt metaphors, a two-wheeled personification of the word itself. And our touring and fixed gear bikes are the best examples of freedom’s different meanings. Throw a leg over a touring bike, set out on the road as a self-contained traveler, self-powered, self-reliant, and self-assured, and you’re truly free, completely unfettered and unrestrained. Bicycle touring is a fabulous sort of freedom, and it’s the inspiration behind our Aurora Elite, Aurora and Bosanova platforms. These are bikes you can load up and travel with, bikes that can get you across the continent, take you across the country, or across town.

We’ve been building touring bikes for nearly two decades, and we know how to do it right, with geometry that’s stable under a full load, yet nimble enough to dodge potholes and debris. You get a riding position that tucks you out of the wind, but comfortably so, for all day rides and see-over-traffic perspective on short hops and crosstown adventures. And we kit them out with broad-range gearing that gives you the grunt to get your load over the hills, and enough top gear for Rocky Mountain style lengthy descents.

On the other end of freedom’s spectrum are the stripped-for-speed Sputnik and Beatnik, bicycles free from clutter and the extraneous. This is cycling boiled down to its essence—a rider and bicycle, connected, as a singular entity.

A Jamis fixie represents a different kind of freedom—freedom from choice. This is transportation in its purest form, 100% removed from extras and distraction.

Our fixies aren’t repurposed racers or high-tech, wildly expensive boutique bikes built for showoffs, but hard-edged machines built to tackle the mean streets of our native New Jersey, with the handling to take on San Francisco’s storied climbs and descents and the ruggedness to withstand the most demanding commute in Anytown, USA. If those other bikes are pampered, groomed show dogs, ours are streetwise and savvy, like the mutt that knows every street and shortcut. These are bikes that live to be ridden hard, u-locked most anywhere, and ridden hard again and again. Steel chassis give our fixies the edge on ride quality, taking the sting out of bad roads and pavement seams. And because we know the road’s an unpredictable, unforgiving place full of bad street grates and suddenly opened car doors, we spec them with dual-pivot brakes with some of the stealthiest, low-profile mounting this side of a DARPA camouflage project. So you can keep your style points while enjoying the security of full-blown stopping power.

Cycling is freedom. Celebrate daily, with two-wheeled abandon.
Adaptive, All-Conditions.

Road bikes are too light duty. Mountain and city bikes are too heavy duty. Welcome to the Just Right world of Aurora Elite, Aurora and Bosanova, the town bikes for smart urban speedsters and cyclo-tourists.

Legendary Reynolds steel is our chassis material of choice, for its unbeatable robust performance and the resilient ride-damping you’ll appreciate while loaded up and bombing around on the streets. This is magic stuff, especially for full pannier touring and rough road adventures.

This year’s rides are simply better and lighter—Aurora Elite gets SRAM’s new Apex group, with double-chaining shifting and a huge gear range that’s lighter and faster than a repurposed triple-ring MTB groupset. Aurora makes use of a long-cage road derailleur for super-smooth shifting and the hauling capability of a 30x28 low gear. And the brand new Bosanova receives its own street-smart geo, with cyclocross-inspired short-length chainstays and wheelbase mated to the upright-with-drop bars comfort of our Salsa Aurora series.

There’s a lotta road out there to explore. These are the bikes to take you there.

**AURORA ELITE**

**FRAME**
Reynolds 520 double-butted chromoly main tubes, SST frame design, full complement of braze-ons and dropouts, chainstay disc brake mount

**FORK**
Lugged semi-sloping chromoly design with disc mount, low-rider braze-ons, forged dropouts with single eyelets

**WHEELS**
Vittoria Randonneur with Double-Shield puncture protection, 700 x 33c

**DERAILLEURS**
SRAM Apex rear & rear derailleurs, Apex Double-Tap levers, FSA Conquista Compact crankset, 10s 11-speed

**BRIDGES**
Avid Road Levers, 160mm rotors

**COCKPIT**
Jamis Road handlebar, Salsa 31.8mm stem, Jamis Road seat post, Selle San Marco Ischia Arrowhead saddle

**ACCESSORIES**
Blade Runner alloy dropouts, alloy rear rack

**BOSANNOVA**

**FRAME**
Reynolds 631 double-butted chromoly main tubes, SST frame design, full complement of braze-ons and dropouts, chainstay disc brake mount

**FORK**
Lugged semi-sloping chromoly design with disc mount, low-rider braze-ons, forged dropouts with single eyelets

**WHEELS**
Alex DC 25 double-wall disc-specific rims, 32h, Formula alloy 6-bolt disc hubs, stainless steel spokes

**TIRES**
Vittoria Randonneur Cross with Double-Shield puncture protection, 700 x 28c

**DERAILLEURS**
Shimano Tiagra rear & Sora front derailleur, Tiagra STI levers, FSA Vero crankset, 50/39/30

**BRAKES**
Avid BB-7 Road Levers, 160mm rotors

**COCKPIT**
Ritchey Biomax 31.8mm handlebar, Salsa 31.8mm stem, Selle San Marco Ischia Arrowhead saddle

**ACCESSORIES**
Blade Runner alloy dropouts, alloy rear rack
One Gear to Ride Them All.

Singleness doesn't refer to the number of speeds, but to the feeling of connection when you're spun out, on top of the gear, and just flowing through the streets. We know that. We get it. And that's why our Sputnik and Beatnik fixies are so highly coveted, and such a closely guarded secret amongst inner city masters of spin.

We stick with welded steel frames, because these bikes are built for the harsh reality of the streets, where there's no room for lightweight alloys and carbon—those are fine materials for racing bikes and boutique fixies, but they can't hold up to the knockabout world of bike racks, potholes and sewer grates. As they say, steel is real. And so are Jamis fixies.

Go with the track-inspired Sputnik, and you get a classic drop handlebar (with stealthy center-mounted brake levers), double toe straps and a genuine Selle San Marco saddle for those all-important contact points.

Or go new school with Beatnik's narrowed flat handlebar, Jamis Retro saddle and alloy cage pedals.

Classic Sputnik or upstart Beatnik—either way, singleness awaits.

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**SPUTNIK**

**FRAME**
Reynolds 520 chromoly double-butted main tubes with double tapered chromoly dropouts, SST frame design, lost wax drop-in entry terror with single eyelets

**FORK**
Lugged chromoly straight-blade with lost wax drop-in entry terror, forged dropouts, single eyelets

**WHEELS**
Alex DA-13 Aero rims, 32h, Formula sealed bearing front & rear flip-flop hub, stainless steel spokes

**GEAR**
Votivo Zaffiro, 700 x 23c

**DRIVETRAIN**
FSA F. Gimondi Track crankset, 46T, with 16T fixed & 16T FW cogs

**BRAKESET**
Tektro long-reach, dual-pivot brakes with center-mounted mini levers

**COCKPIT**
Jamis vintage drop alloy handlebar, Jamis 3D forged stem, Jamis micro-adjust seatpost, Selle San Marco Power Arrowhead saddle

**COLORS**
Orange Inferno

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**BEATNIK**

**FRAME**
Hi-tensile steel with SST tubing diameters, double tapered dropouts, rear entry dropouts with double eyelets

**FORK**
Hi-tensile steel unicrown straight-blade, forged dropouts, single eyelets

**WHEELS**
Alex ID19 double-wall rims, 32h, Formula alloy track front & rear flip-flop hub, stainless steel spokes

**GEAR**
Votivo Zaffiro, 700 x 23c

**DRIVETRAIN**
FSA vero crankset, 46T, with 16T fixed & 16T FW cogs

**BRAKESET**
Tektro long-reach, dual-pivot brakes with shorty levers

**COCKPIT**
Jamis Urban Stoker alloy flat bar, Jamis 3D forged stem, Jamis alloy micro-adjust seatpost, Jamis vintage saddle

**COLORS**
White Shadow

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Gloss Black
Pearl White
Sugar Blue
Alternative transportation has finally gone mainstream. Riding the bus is no longer a stigma, but doing the right thing. Hybrid cars aren’t just for the Birkenstock set; they’re the hip new status symbol of the enlightened. And bicycles have been rediscovered as an urban transportation solution.

We say it’s about time. Our first City and Street bikes were birthed in the 1980s, and while other manufacturers kicked theirs to the curb to follow the mountain bike craze, we stuck to our guns (and still managed to build some groundbreaking, race-winning MTBs). Our now long-lived Citizen, Commuter and Coda bikes enjoy the advantage of decades of continuous evolution, a loyal fan base, and the benefit of the latest components and frame technologies.

We’ll admit that any bike is better than a car for the inner city shuffle. But we’ll also tell you our commuter and fitness bikes are among the very best at getting you from here to there. We know what works, because we live the life. We ride, and that’s the very best inspiration and influence for city bikes.

We’re New Jersey and New York commuters and we know every side street and bike lane in the Five Boroughs, Brooklyn and Manhattan. We’re big fans and supporters of NYC’s Transportation Alternatives, we cheer every time they restripe a road to create more bike lanes, to give us our share of the road.

And we’re not alone. In New York City, the number of cyclists has grown 35 percent. Neighboring Philly has doubled its number of bike commuters in the last few years, and out west San Francisco’s cycling traffic is up 300 percent on some roads. Road congestion is down nationwide, and we’d like to blame the bicycle for part of it. The bicycle commuter revolution is no longer an underground movement. It’s here. Now.

The bicycle is the new, low-carbon-impact, low-cost way to get around. We always believed in it, but now that it’s hip we’re ready with some of the most refined, reliable, elegant pedal-powered transports on the planet.

Sever that fossil-fuel umbilical. Get with the program. Do some good for the planet, for your health. For all of us.

Let’s ride.
You’ve Arrived.

Commuter is the hip new in-town runabout for the enlightened, a way to bridge the gap between work and home, neighborhood errands and nearby locales. The name sounds so businesslike, but don’t be fooled. Our Commuters might be designed for the business of shuttling you around town, but they’re much more than all-business. These are bikes that get you there with style and flair.

Full-fenders, micro bells and pant guards (framing mounted pants guard on Commuter 2 and 1), full-length chainguard on Commuter 4 and 3) mean these bikes are ready for the inner city shuffle, to get you where you’re going so you arrive lookin’ good. Big 700c tires mean less rolling resistance and a smoother ride; just dial in your speed with the twist shifter, step down on those big-platform pedals with the no-slip inserts, and you’re practically there already.

Full-cushion James Metro Sport saddles and anatomically shaped dual-density grips with stitched synthetic leather covers give you comfortable contact points, so commuting doesn’t beat you up and you’ll arrive refreshed and recharged.

**COMMUTER 4**

**FRAME**
6061 aluminum, sloping diamond frame design, dropouts brazed to lower horizontal and dropout dropouts.

**WHEELS**
Alex ID-19 double-walled 700c rims, Shimano Nexus 7-speed internal rear & Formula alloy QR front hub, stainless steel spacers.

**TIRES**
Vittoria Adventure Touring, 700 x 32c, with Rubber Shield puncture protection and reflective safety stripe.

**DERAILLEUR**
Shimano Nexus 7-speed internal with Nexus Adjustable twist shifter, forged alloy 42T crankset with pants guard.

**BRAKES**
Tektro linear pull brakes with Tektro Tenera comfort levers.

**COCKPIT**
Swept-back ARC city bike bar, NVO Easy adjust stem, alloy micro-adjusted stem, James Metro Sport saddle.

**ACCESSORIES**
LED Dynamo front light with auto start, alloy rear carrier with elastic luggage strap, Blade Runner alloy fenders and chain guard, micro bell

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**COMMUTER 3**

**FRAME**
6061 aluminum, sloping diamond frame design, rear entry dropouts with axle adjusters and carrier/fender eyelets.

**WHEELS**
Alex ID-19 double-walled 700c rims, Shimano Nexus 7-speed internal rear & Formula alloy QR front hub, stainless steel spacers.

**TIRES**
Vittoria Adventure Touring, 700 x 32c, with Rubber Shield puncture protection and reflective safety stripe.

**DERAILLEUR**
Shimano Nexus 7-speed internal with Nexus Adjustable twist shifter, forged alloy 42T crankset with pants guard.

**BRAKES**
Tektro linear pull brakes with Tektro Tenera comfort levers.

**COCKPIT**
Swept-back ARC city bike bar, NVO Easy adjust stem, alloy micro-adjusted stem, James Metro Sport saddle.

**ACCESSORIES**
Blade Runner alloy fenders and chain guard, micro bell

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**COMMUTER 2**

**FRAME**
6061 aluminum, sloping diamond frame design, forged vertical dropouts, with carrier/fender eyelets.

**WHEELS**
Alex ID-19 double-walled 700c rims, Shimano Alivio front & rear cassette QR hubs, stainless steel spacers.

**TIRES**
CST Marathon’Tyre, 700 x 32c, with silver safety stripe.

**DERAILLEUR**
Shimano Alivio 3x7 rear derailleur with Shimano 3.0 Comp 8-speed twist shifters, forged alloy A7000 crankset with pants guard.

**BRAKES**
Tektro linear pull brakes with Tektro Tenera comfort levers.

**COCKPIT**
Swept-back ARC city bike bar, NVO Easy adjust stem, alloy micro-adjusted stem, James Metro Sport saddle.

**ACCESSORIES**
Future Forms polycarbonate fenders and micro bell

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**COMMUTER 1**

**FRAME**
6061 aluminum, sloping diamond frame design, forged vertical dropouts, with carrier/fender eyelets.

**WHEELS**
Alex ID-19 double-walled 700c rims, Shimano Alivio front & rear cassette QR hubs, stainless steel spacers.

**TIRES**
CST Marathon’Tyre, 700 x 32c, with silver safety stripe.

**DERAILLEUR**
Shimano Alivio 3x7 rear derailleur, Shimano Fixie/Fat Fixie 1-speed hub, forged alloy 42T crankset with pants guard.

**BRAKES**
Tektro linear pull brakes with Tektro Tenera comfort levers.

**COCKPIT**
Swept-back ARC city bike bar, NVO Easy adjust stem, alloy micro-adjusted stem, James Metro Sport saddle.

**ACCESSORIES**
Future Forms polycarbonate fenders, and micro bell
Lighter, Sleeker, Faster, Better.

Our Coda series of flat-handlebar road bikes has won us legions of fans over the years, and for good reason—they’re quick, they’re nimble, and they’re sooo easy to ride. They’re basically road racing bikes without the racing emphasis—flat handlebars and intuitively easy-to-use controls mean near-zero intimidation, but you still get the benefit of elevated performance and incredible efficiency.

The Codas are designed to perform, with a frame welded from fabled Reynolds 520 double-butted chromoly steel. You get steed's legendary suppleness, pavement-smoothing ride, accompanied by the zing of fantastic pedal response. Mash the pedals, nimbly through the gears, and you'll experience the magic of absolutely dialed-in handling as you lead your Coda through corners via its gloriously cued front.

This year’s Codas are even more zippy and responsive, thanks to some gram-shedding parts picks by our weight-weenie product managers, but they’re still some of the most versatile two-wheelers we build, thanks to a full brace of rack and fender eyelets and a broad gearing range suitable for most any terrain.

So get on board. Kit one out the way you want. And make this ride your own.

CODA ELITE

Frame Reynolds 520 double-butted chromoly main tubes, double tapered chromoly stays, chromoly disc brake mount, foster & carrier eyelets

Wheels Alex 79 wheelset alloy rims, Shimano Tiagra 4700 & T3000 black stainless spokes

Tires Vittoria Zaffiro, 700 x 25c

Cockpit Jamis alloy flat bar, NO Components adjustable threadless system stems, alloy micro-adjust seat post, Selle San Marco Ischia Arrowhead saddle

Fork Full carbon composite radiused blade with单一 dropout eyelet

Wheels Alex ID-19 double-wall rims, Shimano 2200 32h hubset, stainless steel spokes

TIRES Vittoria Zaffiro, 700 x 25c

Cockpit Jamis alloy flat bar, NO Components adjustable threadless system stems, alloy micro-adjust seat post, Selle San Marco Elba saddle

CODA SPORT

Frame Reynolds 520 double-butted chromoly main tubes, double tapered chromoly stays, foster & carrier eyelets

Wheels Alex 79 wheelset alloy rims, Shimano Tiagra 4700 & T3000 black stainless spokes

Tires Vittoria Zaffiro, 700 x 25c

Cockpit Jamis alloy flat bar, NO Components adjustable threadless system stems, alloy micro-adjust seat post, Selle San Marco Elba saddle

Fork Chromoly double butted blade w/low tension bosses & double eyelet dropout

Wheels Alex 79 wheelset alloy rims, Shimano Tiagra 4700 & T3000 black stainless spokes

Tires Vittoria Zaffiro, 700 x 25c

Cockpit Jamis alloy flat bar, NO Components adjustable threadless system stems, alloy micro-adjust seat post, Selle San Marco Elba saddle

CODA

Frame Reynolds 520 double-butted chromoly main tubes, double tapered chromoly stays, foster & carrier eyelets

Wheels Alex 79 wheelset alloy rims, Shimano Tiagra 4700 & T3000 black stainless spokes

Tires Vittoria Zaffiro, 700 x 25c

Cockpit Jamis alloy flat bar, NO Components adjustable threadless system stems, alloy micro-adjust seat post, Selle San Marco Elba saddle

Fork Chromoly double butted blade w/low tension bosses & double eyelet dropout

Wheels Alex 79 wheelset alloy rims, Shimano Tiagra 4700 & T3000 black stainless spokes

Tires Vittoria Zaffiro, 700 x 25c

Cockpit Jamis alloy flat bar, NO Components adjustable threadless system stems, alloy micro-adjust seat post, Selle San Marco Elba saddle

CODA FEMME

Frame Reynolds 520 double-butted chromoly main tubes, double tapered chromoly stays, foster & carrier eyelets

Wheels Alex 79 wheelset alloy rims, Shimano Tiagra 4700 & T3000 black stainless spokes

Tires Vittoria Zaffiro, 700 x 25c

Cockpit Jamis alloy flat bar, NO Components adjustable threadless system stems, alloy micro-adjust seat post, Selle San Marco Elba saddle

Fork Chromoly double butted blade w/low tension bosses & double eyelet dropout

Wheels Alex 79 wheelset alloy rims, Shimano Tiagra 4700 & T3000 black stainless spokes

Tires Vittoria Zaffiro, 700 x 25c

Cockpit Jamis alloy flat bar, NO Components adjustable threadless system stems, alloy micro-adjust seat post, Selle San Marco Elba saddle

CODA ELITE

Frame Reynolds 520 double-butted chromoly main tubes, double tapered chromoly stays, chromoly disc brake mount, foster & carrier eyelets

Wheels Alex 79 wheelset alloy rims, Shimano Tiagra 4700 & T3000 black stainless spokes

Tires Vittoria Zaffiro, 700 x 25c

Cockpit Jamis alloy flat bar, NO Components adjustable threadless system stems, alloy micro-adjust seat post, Selle San Marco Elba saddle

Fork Full carbon composite radiused blade with单一 dropout eyelet

Wheels Alex ID-19 double-wall rims, Shimano Tiagra 4700 & T3000 black stainless spokes

Tires Vittoria Zaffiro, 700 x 25c

Cockpit Jamis alloy flat bar, NO Components adjustable threadless system stems, alloy micro-adjust seat post, Selle San Marco Elba saddle
Fast Fitness.

Musically speaking, allegro is quick and lively. And that's the spirit of our Allegros, fitness bikes that are lively, quick, and seriously fun to ride.

Allegro sports a triple-butted 6061 aluminum alloy frame — geek-speak for lightweight, resilient and built to go the distance — with a geometry that's razor sharp in corners and almost supernaturally quick in the sprints.

The flat-bar, upright seating posture gives you a commanding view that lets you see over traffic and pedestrians, and isn't as tough on your back and neck as a drop-bar road racing machine.

Road racer-like 700c tires provide decreased rolling resistance and a smoother ride than common 26-inch tires, with the added security of Double-Shield puncture protection—so you get zippy road feel, plus the added cushion of 32 mm-wide road rubber.

Factor in the comfort provided by stable road geometry, anatomically shaped dual compound grips that fit your hand with cushioned comfort and a saddle that's perfect (neither too hard nor too soft, neither too wide nor too narrow) and you've found your perfect fitness training partner.

ALLEGRO 1

- **Frame**: 6061 custom butted aluminum tubing, relaxed sloping top tube design, integrated front kane, forged dropouts with single eyelet, replaceable hanger
- **Fork**: Chromoly straight blade aluminum with low rider bosses, forged dropouts with single eyelet
- **Wheels**: Alex D29 double wall aluminum rims, Formula alloy hubs, stainless steel spokes
- **Tires**: Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection
- **Drivetrain**: Sram Rival front & rear derailleurs, Sram R440 9-speed flat-bar, Formula 3.0 grip shifters, FSA 52/38/28 crankset, sealed cartridge bottom bracket
- **Brakeset**: Tektro RX-1 mini-direct pull brakes with front modulator and Tektro alloy levers
- **Cockpit**: Jamis flat alloy drop bar, Jamis hi-rise alloy stem, Jamis alloy micro-adjust seat post, Selle San Marco Elba saddle

**Gloss Black/Pearl White**

Sizes: 15", 17", 19", 21", 23"

Weight: 24.50 lbs

ALLEGRO 2

- **Frame**: 6061 custom butted aluminum tubing, relaxed sloping top tube design, integrated front kane, forged dropouts with single eyelet, replaceable hanger
- **Fork**: Chromoly straight blade aluminum with low rider bosses, forged dropouts with single eyelet
- **Wheels**: Alex D29 double wall aluminum rims, Formula alloy hubs, stainless steel spokes
- **Tires**: Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection
- **Drivetrain**: Sram Rival front & rear derailleurs, Sram R440 9-speed flat-bar, Formula 3.0 grip shifters, FSA 52/38/28 crankset, sealed cartridge bottom bracket
- **Brakeset**: Tektro RX-1 mini-direct pull brakes with front modulator and Tektro alloy levers
- **Cockpit**: Jamis flat alloy drop bar, Jamis hi-rise alloy stem, Jamis alloy micro-adjust seat post, Selle San Marco Elba saddle

**Gloss Black/Pearl White**

Sizes: 15", 17", 19", 21", 23"

Weight: 24.50 lbs

ALLEGRO 3

- **Frame**: 6061 custom butted aluminum tubing, relaxed sloping top tube design, integrated front kane, forged dropouts with single eyelet, replaceable hanger
- **Fork**: Chromoly straight blade aluminum with low rider bosses, forged dropouts with single eyelet
- **Wheels**: Alex D29 double wall aluminum rims, Formula alloy hubs, stainless steel spokes
- **Tires**: Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection
- **Drivetrain**: Sram Rival front & rear derailleurs, Sram R440 9-speed flat-bar, Formula 3.0 grip shifters, FSA 52/38/28 crankset, sealed cartridge bottom bracket
- **Brakeset**: Tektro RX-1 mini-direct pull brakes with front modulator and Tektro alloy levers
- **Cockpit**: Jamis flat alloy drop bar, Jamis hi-rise alloy stem, Jamis alloy micro-adjust seat post, Selle San Marco Elba saddle

**Black Diamond/Pearl White**

Sizes: 15", 17", 19", 21", 23"

Weight: 23.50 lbs

**Black Diamond/Pearl White**

Sizes: 15", 17", 19", 21", 23"

Weight: 23.50 lbs

**Black Diamond/Pearl White**

Sizes: 15", 17", 19", 21", 23"

Weight: 23.50 lbs
Fitness with Fun.

Our women’s Allegros marry the quick-and-lively feel of the men’s Allegros with our proven women’s geometry, so they’ll fit your body properly, for more comfort and efficiency. This isn’t a dumbed-down mountain bike or bottom-tier road bike—this is a performance bike that’s the best fitness partner a girl could want.

Allegro Femme frames feature an upright seating posture, reducing neck and back strain while giving you that see-over-traffic perspective. It’s the same lightweight aluminum alloy construction as the standard Allegro, but dimensionally tweaked for a woman’s proportionately longer legs and shorter torso length.

We kit our Allegro Femmes out with properly proportioned grips and saddles, so our bikes fit your physique. The anatomically shaped grips fall readily to hand, your fingers drapes naturally over the brake levers and shifters, and you’re squarely in the oh-so-comfy driver’s seat. Just click through the gears, and you’re under way.

Allegro fits your on-the-go fitness lifestyle, taking you places—to the store, to the gym, to the market. And to a fitter, better you.

**ALLEGRO 3**

**FRAME**
6061 custom butted aluminum tubing, cascaded drop top tube design, integrated head tube, forged dropouts with single eyelet, replaceable hanger.

**FORK**
James 6061 custom straight blade component with new rider bosses, forged dropouts and single eyelet.

**FRAMES**
High CHO-22 double-wall 28/32H rims, Formula-SKY pinch flats, stainless steel spokes.

**TIRE**
Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection and reflective sidewall safety stripes.

**DRIVETRAIN**
Shimano Tiagra 10-speed, Shimano ST-4700 9-speed direct acting shifters, FSA Tempo Compact 175mm crankset, 50/34.

**BRAKESET**
Tektro RX-1 mini-direct pull brakes with front modulator and Tektro RX-1 levers.

**CockPIT**
James flat alloy dropbar, NOS easy-adjust stem, James alloy micro-adjust seat post, Selle San Marco Elba Saddle.

**PEARL WHITE**

Sizes: 14”, 16”, 18”

**WEIGHT**
23.25 lbs

**ALLEGRO 2**

**FRAME**
6061 custom butted aluminum tubing, cascaded drop top tube design, integrated head tube, forged dropouts with single eyelet, replaceable hanger.

**FORK**
Aluminum straight blade with chromoly steerer, new rider bosses, forged dropouts with single eyelet.

**FRAMES**
Ace AL II 2.5 seamless, 28/32H, stainless steel spokes.

**TIRE**
Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection and reflective sidewall safety stripes.

**DRIVETRAIN**
Shimano Sora 10-speed front & rear, Shimano ST-4700 9-speed direct acting shifters, FSA Titan Compact 175mm crankset, 50/34.

**BRAKESET**
Tektro RX-1 mini-direct pull brakes with front modulator and Shimano ST-4700 levers.

**CockPIT**
James flat alloy dropbar, NOS easy-adjust stem, James alloy micro-adjust seat post, Selle San Marco Elba Saddle.

**PEARL WHITE**

Sizes: 14”, 16”, 18”

**WEIGHT**
24.25 lbs

**ALLEGRO 1**

**FRAME**
6061 custom butted aluminum tubing, cascaded drop top tube design, integrated head tube, forged dropouts with single eyelet, replaceable hanger.

**FORK**
Chromoly straight blade component with new rider bosses, forged dropouts with single eyelet.

**FRAMES**
Ace AL II 2.5 seamless, 28/32H, stainless steel spokes.

**TIRE**
Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection.

**DRIVETRAIN**
Shimano Sora 10-speed front & rear, Shimano ST-4700 9-speed direct acting shifters, FSA Titanium 175mm crankset, 50/34.

**BRAKESET**
Tektro RX-1 mini-direct pull brakes with front modulator and Tektro RX-1 levers.

**CockPIT**
James flat alloy dropbar, NOS easy-adjust stem, James alloy micro-adjust seat post, Selle San Marco Elba Saddle.

**PEARL WHITE**

Sizes: 14”, 16”, 18”

**WEIGHT**
25.25 lbs

**ALLEGRO 3**

**FRAME**
6061 custom butted aluminum tubing, cascaded drop top tube design, integrated head tube, forged dropouts with single eyelet, replaceable hanger.

**FORK**
James 6061 custom straight blade component with new rider bosses, forged dropouts and single eyelet.

**FRAMES**
High CHO-22 double-wall 28/32H rims, Formula-SKY pinch flats, stainless steel spokes.

**TIRE**
Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection and reflective sidewall safety stripes.

**DRIVETRAIN**
Shimano Tiagra 10-speed, Shimano ST-4700 9-speed direct acting shifters, FSA Tempo Compact 175mm crankset, 50/34.

**BRAKESET**
Tektro RX-1 mini-direct pull brakes with front modulator and Tektro RX-1 levers.

**CockPIT**
James flat alloy dropbar, NOS easy-adjust stem, James alloy micro-adjust seat post, Selle San Marco Elba Saddle.

**PEARL WHITE**

Sizes: 14”, 16”, 18”

**WEIGHT**
23.25 lbs
### Aggressively Active Fitness

If you chase goals with ambition, if you take things to extremes (and you know just what we’re talkin’ about), Allegro X is your exercise bike, the antidote to boring indoor trainers.

Allegro X is the pumped-up version of our Allegro fitness bikes. Think more. More gearing range, to take on steeper hills and tougher terrain. Wider tires, with a trail-capable tread for access to more riding areas. Disc brakes and a suspension fork, for off-road exploration and off-pavement adventure.

Allegro X is super capable, but it’s not super intimidating. It’s set up with an upright posture that’s easier on your neck and back than a full-blown race bike. The shifters are intuitively easy to use, there’s plenty of low gearing for uphills, and ample high gearing for descents, and the disc brakes give you the confidence of powerful stops at the drop of a finger.

In short, the Allegro X gives you want you need to be a weekend hero, seven days a week.

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### Allegro 3X

- **Frame**: 6061 custom butted aluminum tubing, rear wheel drop-out design, integrated head tube, chainstay disc brake caliper mount, replaceable derailleur hanger
- **Fork**: SR/Suntour XCR 2.0, coil spring suspension with adjustable preload, aluminum crown, magnesium lowers, 15mm bolt
- **Wheels**: Alex DC25 double wall disc specific rims, Shimano Deore K Cable pull disc brake calipers, stainless steel spokes
- **Tires**: WTB Rando Trail, 700 x 35mm with UltraShield puncture protection and reflective safety striping
- **Driveetrain**: Shimano Deore XT rear & Alivio front derailleurs, Deore RapidFire Plus SL shifters, FSA DFS crankset, 48/36/26
- **Brakeset**: Shimano M445 hydraulic disc brakes with 160mm rotors and 2-finger alloy levers
- **Cockpit**: Jamis double butted alloy riser bar, Jamis alloy micro-adjust stem, Selle San Marco Elba saddle

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### Allegro 2X

- **Frame**: 6061 custom butted aluminum tubing, rear wheel drop-out design, integrated head tube, chainstay disc brake caliper mount, replaceable derailleur hanger
- **Fork**: SR/Suntour XCR 2.0, coil spring suspension with adjustable preload, aluminum crown & magnesium lowers, 15mm bolt
- **Wheels**: Alex DC25 double wall disc specific rims, Shimano Deore K Cable pull disc brake calipers, stainless steel spokes
- **Tires**: WTB Rando Trail, 700 x 35mm with UltraShield puncture protection and reflective safety striping
- **Driveetrain**: Shimano Deore XT rear & Alivio front derailleurs, Deore RapidFire Plus SL 27-speed shifters, FSA DFS crankset, 48/36/26
- **Brakeset**: Shimano M445 hydraulic disc brakes with 160mm rotors and 2-finger alloy levers
- **Cockpit**: Jamis double butted alloy riser bar, Jamis alloy micro-adjust stem, Selle San Marco Elba saddle

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### Allegro 1X

- **Frame**: 6061 custom butted aluminum tubing, rear wheel drop-out design, integrated head tube, chainstay disc brake caliper mount, replaceable derailleur hanger
- **Fork**: SR/Suntour XCR 2.0, coil spring suspension with adjustable preload, aluminum crown & magnesium lowers, 15mm bolt
- **Wheels**: Alex DC25 double wall disc specific rims, 32h, with Formula disc brake, stainless steel spokes
- **Tires**: WTB Rando Trail, 700 x 35mm with UltraShield puncture protection and reflective safety striping
- **Driveetrain**: Shimano Deore XTR rear & Alivio front derailleurs, Alivio RapidFire Plus SL 24-speed shifters, FSA DFS crankset, 48/36/26
- **Brakeset**: Shimano M445 hydraulic disc brakes with 160mm rotors and 2-finger alloy levers
- **Cockpit**: Jamis double butted alloy riser bar, Jamis alloy micro-adjust stem, Selle San Marco Elba saddle
There's been a lot of talk in the mainstream press about how people are rediscovering the basics, trying to simplify their lives with a newfound emphasis on quality over flash. To which we'd like to add: Remember how simple it was to just get on a bike and just... go? And how fun it was?

We're talking about no-batteries-required, timelessly simple fun.

There's no shortage of reasons why now is the perfect time to get back on a bike—gas is topping three bucks a gallon, you need to exercise, your kids have been asking tough-to-answer questions about your family's carbon footprint and natural resources, the list is endless. But frankly, there's only one item that needs to be on that list—and it's on everyone's list: Riding is Fun.

Sure, it's been awhile. But that's the beauty of it—you're coming back into the fold with a fresh perspective, it's all going to feel new and exciting. And with today's bike technology, it really is new and exciting. These are not your childhood bikes—they're the easiest-to-ride bikes we've ever designed (excepting our amazing kids' bikes), and we make full use of the latest technology to make riding as comfortable and easy as possible. If anything, these bikes are even more fun than riding was in your time-polished memories.

We use memory foam saddles and adjustable-angle or hi-rise handlebar stems for comfort, with controls that are intuitively simple to use, positioned at your literal fingertips. Threw in smooth-rolling tires, easy-to-use brakes and a bevy of gearing options that make pedaling easy, and you get bikes that extend your pedaling range while effectively shrinking your neighborhood at the same time.

And riding puts you in touch with the people you ride with. Family. Friends. Your kids. Every ride is a shared adventure, a chance to bond over something real, instead of piped-in images on a widescreen plasma display. It's a chance to play together, for real, instead by proxy with electronic avatars and a console.

Going basic on a bike doesn't mean zero frills, either. Emphasize simplicity with our single-speed Boss or Earth Cruisers, get some multi-speed versatility with our Citizens and Explorers, or try out the new, hip Hudsons. They're all good for what ails you.

Simplify. Ride. And renew.
Goin’ Easy

We’re so proud of our all-new Hudson, which combines the best of what we know with the latest in what bicyclists want. The result was a revolutionary new riding position, a new level of approachability and ease of use, and a wondrously clean styling aesthetic that turned heads everywhere we rode.

We began with our extremely popular, tried-and-true Explorer platform, then laid the seat back and lowered the chassis for a more relaxed riding position that puts the ground just a foot-dab away.

Then we sexed it up, lifting some of the flowing silhouette from our award-winning mountain bikes, giving it emphasis with swooping, curving frame tubes that show just how gorgeously simple a good design can be.

We didn’t scrimp on the amenities, either. Oversize tires and state-of-the-art saddles and grips load you up with comfort without overwhelming the Hudson with unnecessary frills and accoutrements, so you get a ride that’s plush without feeling overstuffed.

In other words, it’s a whole new level in stylish comfort. And a new way to experience riding.

**Hudson 3**

**Frame**
6061 T6/CW-drawn aluminum, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger

**Fork**
SR Suntour NEX/S4, aluminum crown and sliders, coil spring with external preload adjustor and lock-out, 63mm travel

**Wheels**
Alex C1000 alloy rims, Shimano Novatec 7-speed cassette and Formula alloy quick release QR hubs, magnesium alloy spokes

**Tires**
Shimano Novatec rear derailer, Shimano Novatec 7-speed shifter, forged alloy dropouts, 42T, with chainguard

**Brakes**
Tektro forged alloy direct pull brakes with Tektro alloy comfort levers

**Handlebar**
Hi-rise comfort bar, short reach long pull, alloy drop bars, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam

**Color**
White Shadow

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<td>XL</td>
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**Hudson 2**

**Frame**
6061 T6/CW-drawn aluminum, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger

**Fork**
SR Suntour NEX/S4, aluminum crown and sliders, coil spring with external preload adjustor and lock-out, 63mm travel

**Wheels**
Alex C1000 alloy rims, Shimano Novatec 7-speed cassette and Formula alloy quick release QR hubs, magnesium alloy spokes

**Tires**
Shimano Novatec rear derailer, Shimano Novatec 7-speed shifter, forged alloy dropouts, 42T, with chainguard

**Brakes**
Tektro forged alloy direct pull brakes with Tektro alloy comfort levers

**Handlebar**
Hi-rise comfort bar, short reach long pull, alloy drop bars, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam

**Color**
Seafoam

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**Hudson 1**

**Frame**
6061 T6/CW-drawn aluminum, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger

**Fork**
Hi-tensile carbon with carbon blades

**Wheels**
Alex C1000 alloy rims, Shimano Novatec 7-speed cassette and Formula alloy quick release QR hubs, magnesium alloy spokes

**Tires**
Shimano Novatec rear derailer, Shimano Novatec 7-speed shifter, forged alloy dropouts, 42T, with chainguard

**Brakes**
Tektro forged alloy direct pull brakes with Shimano alloy comfort levers

**Handlebar**
Hi-rise comfort bar, short reach long pull, alloy drop bars, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam

**Color**
Black Pearl

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<td>L</td>
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**Hudson 0**

**Frame**
6061 T6/CW-drawn aluminum, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger

**Fork**
Hi-tensile carbon with carbon blades

**Wheels**
Alex C1000 alloy rims, Shimano Novatec 7-speed cassette and Formula alloy quick release QR hubs, magnesium alloy spokes

**Tires**
Shimano Novatec rear derailer, Shimano Novatec 7-speed shifter, forged alloy dropouts, 42T, with chainguard

**Brakes**
Tektro forged alloy direct pull brakes with Shimano alloy comfort levers

**Handlebar**
Hi-rise comfort bar, short reach long pull, alloy drop bars, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam

**Color**
Olive Oil

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<td>XL</td>
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</table>

**Hudson 1**

**Frame**
6061 T6/CW-drawn aluminum, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger

**Fork**
SR Suntour NEX/S4, aluminum crown and sliders, coil spring with external preload adjustor and lock-out, 63mm travel

**Wheels**
Alex C1000 alloy rims, Shimano Novatec 7-speed cassette and Formula alloy quick release QR hubs, magnesium alloy spokes

**Tires**
Shimano Novatec rear derailer, Shimano Novatec 7-speed shifter, forged alloy dropouts, 42T, with chainguard

**Brakes**
Tektro forged alloy direct pull brakes with Tektro alloy comfort levers

**Handlebar**
Hi-rise comfort bar, short reach long pull, alloy drop bars, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam

**Color**
Pearl White

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<th>Size</th>
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<tr>
<td>S</td>
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Smooth and Low.

Funny things happen when you start playing “What if…” We asked ourselves, What if we made the Hudson even lower and friendlier?

We took our all-new Hudson, with its laid-back riding position and low-slung chassis, and gave it a step-through frame design that makes it ridiculously easy to mount up and ride. You just lift your foot, step through the frame, settle into the saddle and you’re underway before you know it.

The step-through frame really emphasizes the Hudson’s already lowered and lengthened frame, with stability that zeros out any possibility for intimidation. If you haven’t ridden in years, if you’re the least bit apprehensive about pedaling again, this is like the warm, fluffy puppy of bicycles—impossibly friendly, and eager to welcome you home.

With seven easy-to-click-through speeds, the Hudsons are as elegantly simple, as easy to ride as a bicycle can get. Yet they’re sleek and stylish, as trendsetting as they are timelessly cool. Just like how riding used to feel. Only better.

### HUDSON 3

<table>
<thead>
<tr>
<th>FRAME</th>
<th>6061 TIG-welded aluminium, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>SR Suntour NEX4600-v2, alloy crown and sliders, coil spring with external preload adjustor and lock-out, 63mm travel</td>
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<tr>
<td>WHEELS</td>
<td>Alex C3000 alloy rims, Shimano Nexus 7-speed rear and Formula alloy QR hubs, Mjbirockless brake system</td>
</tr>
<tr>
<td>TIRES</td>
<td>Jamis Sport Comfort, 26 x 1.95&quot;, 14G Stainless steel spokes</td>
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<tr>
<td>SPEED</td>
<td>Shimano Nexus Revoshift 7-speed shifters, forged alloy crankset, 42T, with chainguard</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Hi-rise comfort bar, short reach/long quill alloy stem, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam</td>
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### HUDSON 1

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<th>FRAME</th>
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<td>Hi-tensile unicrown with radiused blades</td>
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<tr>
<td>WHEELS</td>
<td>Alex C3000 alloy rims, SRAM/Rock Shox QR hubs, Mjbirockless brake system</td>
</tr>
<tr>
<td>TIRES</td>
<td>Jamis Sport Comfort, 26 x 1.95&quot;, 14G Stainless steel spokes</td>
</tr>
<tr>
<td>SPEED</td>
<td>Shimano Alivio 7-speed rear derailleur, Shimano Alivio 7-speed shifter, forged alloy crankset, 42T, with chainguard</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Hi-rise comfort bar, short reach/long quill alloy stem, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam</td>
</tr>
</tbody>
</table>

### HUDSON 2

<table>
<thead>
<tr>
<th>FRAME</th>
<th>6061 TIG-welded aluminium, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>SR Suntour NEX4600-v2, alloy crown and sliders, coil spring with external preload adjustor and lock-out, 63mm travel</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Alex C3000 alloy rims, Shimano Alivio QR hubs, Mjbirockless brake system</td>
</tr>
<tr>
<td>TIRES</td>
<td>Jamis Sport Comfort, 26 x 1.95&quot;, 14G Stainless steel spokes</td>
</tr>
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<td>COCKPIT</td>
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</tr>
</tbody>
</table>
Stylish and Sleek.

The Citizen is one of our perennial favorites, a bike that squarely splits the difference between comfort and practicality. And it just got an upgrade.

We were so taken with the smoothly sexy lines of our Hudson, we thought we'd give the Citizen a bit of a makeover as well, with an all-new frame. Men's frames are marked by a sleekly arcing top tube. Women's frames receive double-S bend tubing for a swoopy step-through frame that's easy to hop aboard, and preserves the Citizen's reputation for being well-mannered and easy to handle.

Citizens are born-and-bred road bikes, with large-diameter 700c wheels that reduce rolling resistance and help you keep your speed (plus they smooth bumps and potholes better than 26” mountain bike-derived wheels). And we help you keep your cool with memory foam saddles, dual-density grips and suspension seatposts that provide plush comfort at all your contact points—we even spec brake levers with slip-resistant, shock-absorbing inserts at the contact points.

Speedy comfort. It’s what you deserve.

**CITIZEN 3**

- **Frame:** 6061 TIG-welded aluminum, radiused-sloping diamond frame design and uni-sex step-thru frame design, with fender & carrier eyelets, replaceable derailleur hanger
- **ForK:** RST Pro, MCU/coil-spring suspension, external preload adjustable, 50mm travel
- **WHEELS:** Alex 40 DB alloy disc wheels, 36h, Formula alloy hubs with QR, stainless steel spokes
- **TIRES:** CST Elite Touring, 700 x 35c, with Rubber Shield puncture protection and reflective safety stripe
- **DriVETRAIn:** Shimano Acera rear & Altus front derailleurs, ST-EF51 Ez-Fire 24-speed shifters, Shimano m395 triple crankset, 48/38/28, with pants guard
- **BRAkESET:** Tektro alloy direct pull brakes with front modulator and Shimano Ez-Fire levers
- **COCkPIT:** Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle

**CITIZEN 2**

- **Frame:** 6061 TIG-welded aluminum, radiused-sloping diamond frame design and uni-sex step-thru frame design, with fender & carrier eyelets, replaceable derailleur hanger
- **ForK:** RST Pro, MCX coil-spring suspension, external preload adjustable, 50mm travel
- **WHEELS:** Weinmann ZS-2 alloy disc wheels, 36h, Formula alloy hubs with QR, stainless steel spokes
- **TIRES:** CST Marathon Tour, 700 x 35c, with value safety stripe
- **DriVETRAIn:** Shimano 10-speed RevoShift 10-speed twist shifters, forged alloy dropouts, 48/38/28, with pants guard
- **BRAkESET:** Forged alloy direct pull brakes with front modulator and Tektro Tenera comfort levers
- **COCkPIT:** Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle

**CITIZEN 1**

- **Frame:** hi-tensile steel, radiused-sloping diamond frame design and uni-sex step-thru frame design, with fender & carrier eyelets, replaceable derailleur hanger
- **ForK:** hi-tensile steel unicrown with straight blade and double dropout dropouts
- **WHEELS:** Alex alloy 700c rim, 36h, Formula alloy hubs with QR, stainless steel spokes
- **TIRES:** CST Marathon Tour, 700 x 35c, with value safety stripe
- **DriVETRAIn:** Shimano 10-speed RevoShift 10-speed twist shifters, forged alloy dropouts, 48/38/28, with pants guard
- **BRAkESET:** Alloy direct pull brakes with Tektro’s Tennes comfort levers
- **COCkPIT:** Hi-rise comfort bar, alloy dropouts, suspension seatpost, Jamis Comfort saddle

Stylish and Sleek.

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Citizens are born-and-bred road bikes, with large-diameter 700c wheels that reduce rolling resistance and help you keep your speed (plus they smooth bumps and potholes better than 26” mountain bike-derived wheels). And we help you keep your cool with memory foam saddles, dual-density grips and suspension seatposts that provide plush comfort at all your contact points—we even spec brake levers with slip-resistant, shock-absorbing inserts at the contact points.

Speedy comfort. It’s what you deserve.

**CITIZEN 3**

- Frame: 6061 TIG-welded aluminum, radiused-sloping diamond frame design and uni-sex step-thru frame design, with fender & carrier eyelets, replaceable derailleur hanger
- Fork: RST Pro, MCU coil-spring suspension, external preload adjustable, 60mm travel
- Wheels: Alex 40 DB alloy disc wheels, 36h, Formula alloy hubs with QR, stainless steel spokes
- TiReS: CST Elite Touring, 700 x 35c, with Rubber Shield puncture protection and reflective safety stripe
- Drivetrain: Shimano Acera rear & Altus front derailleurs, ST-EF51 Ez-Fire 24-speed shifters, Shimano M171 triple crankset, 48/38/28, with pants guard
- BrakeSet: Tektro alloy direct pull brakes with front modulator and Shimano Ez-Fire levers
- Cockpit: Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle

**CITIZEN 2**

- Frame: 6061 TIG-welded aluminum, radiused-sloping diamond frame design and uni-sex step-thru frame design, with fender & carrier eyelets, replaceable derailleur hanger
- Fork: RST Pro, MCU coil-spring suspension, external preload adjustable, 60mm travel
- Wheels: Weinmann ZS-2 alloy disc wheels, 36h, Formula alloy hubs with QR, stainless steel spokes
- TiReS: CST Marathon Tour, 700 x 35c, with value safety stripe
- Drivetrain: Shimano 10-speed RevoShift 10-speed twist shifters, forged alloy dropouts, 48/38/28, with pants guard
- BrakeSet: Alloy direct pull brakes with Tektro’s Tennes comfort levers
- Cockpit: Hi-rise comfort bar, alloy dropouts, suspension seatpost, Jamis Comfort saddle

**CITIZEN 1**

- Frame: Hi-tensile steel, radiused-sloping diamond frame design and uni-sex step-thru frame design, with fender & carrier eyelets, replaceable derailleur hanger
- Fork: Hi-tensile steel unicrown with straight blade and double dropout dropouts
- Wheels: Alex alloy 700c rim, 36h, Formula alloy hubs with QR, stainless steel spokes
- TiReS: CST Marathon Tour, 700 x 35c, with value safety stripe
- Drivetrain: Shimano 10-speed RevoShift 10-speed twist shifters, forged alloy dropouts, 48/38/28, with pants guard
- BrakeSet: Alloy direct pull brakes with Tektro’s Tennes comfort levers
- Cockpit: Hi-rise comfort bar, alloy dropouts, suspension seatpost, Jamis Comfort saddle

92 93
Comfort All-Terrain.

We’ve always bristled at the term “comfort bikes,” which conjures up something overweight and overstuffed, like a sofa (and let’s face it, that’s how they’re designed by some of our competitors). We’ve always treated our comfort bikes like bicycles, which are still the most efficient transportation devices yet invented. And maybe that’s why our Explorers sell out every single year.

We focus on making our Explorers easy to ride, as maintenance-free as possible, and focus on pedaling efficiency without short-cutting comfort.

This year’s crop of Explorers are even more affordable than before, to take the sting out of your wallet the way the memory foam saddle, smooth-rolling Sport-Comfort tires and suspension forks take the sting out of the occasional pothole. Yet they’re still among the lightest bikes in their class, with alloy wheels and click-to-shift gearing that helps them accelerate smoothly.

Explorers provide comfort without compromising the bicycle’s inherent utility and efficiency, so they’re speedy and fun. And that’s what cycling’s supposed to be all about.

EXPLORER 2

Frame
6061 TIG-welded aluminum, sport comfort design with low-standover/upright ride position, replaceable derailleur hanger
Fork
RST 191-T, coil spring suspension with external preload adjustor, 80mm travel
Wheelset
Alex DC25 double-wall rims, 36h, Formula sealed alloy hubs with QR, 14g stainless steel spokes
Tires
Jamis Sport Comfort, 26 x 1.95", with silver stripe & puncture-resistant shielded casing
Drivetrain
Shimano Altus m310 rear/m191 front derailleur, Shimano Revoshift shifters, 21-speed, forged alloy crank, 28/38/48T
Brakes
Tektro forged alloy direct pull brakes with Tektro Tenera alloy levers
Cockpit
Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle with memory foam

EXPLORER 1

Frame
6061 TIG-welded aluminum, sport comfort design with low-standover/upright ride position, replaceable derailleur hanger
Fork
XC Suspension, coil spring, alloy crown, 60mm travel
Wheelset
Alex C1000 alloy silver anodized rims, 36h, with Formula alloy sealed hubs, QR front and rear, 14g stainless steel spokes
Tires
Jamis Sport Comfort, 26 x 1.95", with silver stripe
Drivetrain
SRAM X 1:1 rear derailleur, SRAM 3.0 shifter, 7-speed, forged alloy crank, 44T
Brakes
Alloy direct pull brakes with Tektro Tenera levers
Cockpit
Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle with bumper springs

EXPLORER 2 Ladies

Frame
6061 TIG-welded aluminum, sport comfort design with low-standover/upright ride position, replaceable derailleur hanger
Fork
RST 191-T, coil spring suspension with external preload adjustor, 80mm travel
Wheelset
Alex DC25 double-wall rims, 36h, Formula sealed alloy hubs with QR, 14g stainless steel spokes
Tires
Jamis Sport Comfort, 26 x 1.95", with silver stripe & puncture-resistant shielded casing
Drivetrain
Shimano Altus m310 rear/m191 front derailleur, Shimano Revoshift shifters, 21-speed, forged alloy crank, 28/38/48T
Brakes
Tektro forged alloy direct pull brakes with Tektro Tenera alloy levers
Cockpit
Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle with memory foam

EXPLORER 1 Ladies

Frame
6061 TIG-welded aluminum, sport comfort design with low-standover/upright ride position, replaceable derailleur hanger
Fork
XC Suspension, coil spring, alloy crown, 60mm travel
Wheelset
Alex C1000 alloy silver anodized rims, 36h, with Formula alloy sealed hubs, QR front and rear, 14g stainless steel spokes
Tires
Jamis Sport Comfort, 26 x 1.95", with silver stripe
Drivetrain
SRAM X 1:1 rear derailleur, SRAM 3.0 shifter, 7-speed, forged alloy crank, 44T
Brakes
Alloy direct pull brakes with Tektro Tenera levers
Cockpit
Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle with bumper springs

Colors:
Victory Blue/Pearl White
Monterey Red
Celery/Pearl White
Alpine Blue
Black Pearl

Weights:
EXPLORER 2: 32.75 lbs
EXPLORER 1: 34.25 lbs
EXPLORER 2 Ladies: 32.75 lbs
EXPLORER 1 Ladies: 34.25 lbs
Timeless Classic, Endless Fun.

We took the very best elements of the classic beach cruiser—balloon tires, a relaxed upright seating position, timelessly classic styling—and modernized them. So instead of a heavy, klunky bike that’s more fun to look at than ride, our Earth Cruisers are easier to ride, easier to pedal, more durable and waaaay more fun, while preserving all the streetwise style of those shiny 1950s cruisers.

Features like lightweight alloy rims, road-smoothing comfort tread tires and memory foam saddles make these faster, more comfy rides than their historical forbears. You can even have a rustproof, lightweight aluminum frame on Earth Cruiser 3 and 1, with the added versatility of a 3-speed internally-geared drivetrain and coaster brake.

Earth Cruisers aren’t throwbacks. They’re 21st Century updates of modern classics. Only better.

EARTH CRUISER 3

**FRAME**
6061-PG aluminum main tubes, contemporary cruiser design, with chainguard and alloy kickstand

**FORK**
Hi-Tensile steel unicrown with straight blades

**WHEELS**
Alex Zuma 26 x 1.75” with alloy front & Demencia 3-speed coaster brake rear hub, 14g stainless steel spokes

**TIRES**
Jamis Cruiser with comfort tread, 26 x 2.125”, blackwall with silver stripe

**DRIVETRAIN**
Alloy cassette with alloy compact disc 44T, 41T, 33T, 25T, 18T rear gear, cruiser comfort pedals with TPE non-slip insert

**BRAKESET**
Hi-Stop rear coaster brake

**COCKPIT**
Jamis Cruise Control Comfort bar, long quill alloy stem, micro-adjust alloy seat post, Earth Cruiser comfort saddle

EARTH CRUISER 1

**FRAME**
6061-PG aluminum main tubes, contemporary cruiser design, with chainguard and alloy kickstand

**FORK**
Hi-Tensile steel unicrown with straight blades

**WHEELS**
Alex Zuma 26 x 1.75” with alloy front & Hi-Grip coaster brake rear hub, 14g stainless steel spokes

**TIRES**
Jamis Cruiser with comfort tread, 26 x 2.125”, blackwall with silver stripe

**DRIVETRAIN**
Alloy cassette with alloy compact disc 44T, 41T, 33T, 25T rear gear, cruiser comfort pedals with TPE non-slip insert

**BRAKESET**
Hi-Stop rear coaster brake

**COCKPIT**
Jamis Cruise Control Comfort bar, long quill alloy stem, micro-adjust alloy seat post, Earth Cruiser comfort saddle
Simply Simple Fun.

If you're looking for back-to-basics fun, these are your bikes—they’re two-wheeled simplicity, casual rides for casual riders.

Boss Cruiser and Taxi might be designed for fun, but we’re dead serious about making them tough and durable, and equally serious about making them comfortable—which is why they’re offered in six sizes, not just a single one-size-fits-all model. A proper bike is like a good pair of pants—it has to fit, and it’s gotta feel good. And these bikes do both.

Go fancy, with the Boss Cruiser 7’s click-shifted Shimano 7-speed drivetrain; or go basic with the coaster brake-equipped Boss Cruiser CB. Or choose the Taxi, a bike designed for vacation-resort rental fleets to be driven as hard and often as its namesake while redefining low-maintenance fun.

Ride a Boss Cruiser, hitch a ride on a Taxi, and discover how going back to basics means looking forward to fun.

BOSS CRUISER 7-SPEED

*FRAME* 6061 PG aluminum main tubes and single loop stays with trailing plate type dropout, includes chainguard, alloy kickstand & Ritchey Design rubber shielded headset cover

*FORK* Oversized, hi-tensile steel unicrown with tubular blades, leading dropout and fender bosses

*WHEELS* Alex Zuma 26” x 1.75” with alloy front & Shimano rear hub, 14g stainless steel spokes

*TIRES* Jamis Cruiser with comfort tread, 2.125”, blackwall, with thorn-proof tubes

*DRIVE TRAIN* Shimano Tourney TX-51 rear, SRAM mRX-204 7-speed GripShift, alloy bottom bracket with Shimano BB90 114mm bottom bracket, chain guard, aluminum pedals with TPE non-slip insert

*COCkt* Jamis Cruise Control comfort bar, alloy hi-rise stem, micro-adjust alloy seat post, Boss quilted saddle

BOSS CRUISER COASTER

*FRAME* 6061 PG aluminum main tubes and single loop stays with trailing plate type dropout, includes chainguard, alloy kickstand

*FORK* Oversized, hi-tensile steel unicrown with tubular blades, leading dropout and fender bosses

*WHEELS* Alex Zuma 26” x 1.75” with alloy front & Shimano rear hub, 14g stainless steel spokes

*TIRES* Jamis Cruiser with comfort tread, 2.125”, blackwall, with thorn-proof tubes

*DRIVE TRAIN* Shimano Tourney TX-51 rear, SRAM mRX-204 7-speed GripShift, alloy bottom bracket with Shimano BB90 114mm bottom bracket, chain guard, aluminum pedals with TPE non-slip insert

*COCkt* Jamis Cruise Control comfort bar, alloy hi-rise stem, micro-adjust alloy seat post, Boss quilted saddle

TAXI

*FRAME* 6061 PG aluminum main tubes and single loop stays with trailing plate type dropout, includes chainguard, alloy kickstand & Ritchey Design rubber shielded headset cover

*FORK* Oversized, hi-tensile steel unicrown with tubular blades, leading dropout and fender bosses

*WHEELS* Alex Zuma 26” x 1.75” with alloy front & Shimano rear hub, 14g stainless steel spokes

*TIRES* Jamis Cruiser with comfort tread, 2.125”, blackwall, with thorn-proof tubes

*DRIVE TRAIN* Shimano Tourney TX-51 rear, SRAM mRX-204 7-speed GripShift, alloy bottom bracket with Shimano BB90 114mm bottom bracket, chain guard, aluminum pedals with TPE non-slip insert

*COCkt* Jamis Cruise Control comfort bar, alloy hi-rise stem, micro-adjust alloy seat post, Boss quilted saddle

Go fancy, with the Boss Cruiser 7’s click-shifted Shimano 7-speed drivetrain; or go basic with the coaster brake-equipped Boss Cruiser CB. Or choose the Taxi, a bike designed for vacation-resort rental fleets to be driven as hard and often as its namesake while redefining low-maintenance fun.
With the right start, cycling can be a lifelong pursuit—we know it’s true because that’s how it worked out for every one of us here at Jamis. We know just how important that first bike can be, and that’s why our kids’ bikes are some of the most important bikes we design and build—because if we’ve done this right, that first riding experience will be so fun it’ll carry through for the rest of their lives. And that’s the kind of fun cycling’s supposed to be about.

We do everything possible to make these bikes easy to ride and easy to learn how to ride. We use every trick in the book to quickly turn those first tentative pedal strokes into the kind of pedaling confidence that lets kids experience two-wheeled freedom firsthand. The kind that makes them want to keep coming back for more.

When you’re a 40-pound kid, a few extra pounds is a very big deal. Think about it—a few extra pounds would be like an extra 20 pounds on your own bike, and who’d want to pedal that? That’s why almost every Jamis youth bike uses a lightweight aluminum frame to keep weight to a minimum, and with low standover for easy mounts and dismounts that take the awkwardness out of stepping on board.

We use proportionately sized parts wherever possible, because we know how critical proper bike fit is for building confidence and control. We pay special attention to the bike’s contact points, matching small grips with small hands, shorter cranks with shorter legs, and using appropriately sized frames and saddles to help put your kids in command.

And we do everything we can to make these bikes easy to pedal because, just like weight, what’s a little extra work to grown-ups is a lot of extra effort on the part of small, growing bodies. So we use real ball bearings in the pedals, wheels, fork bearings and other moving parts—they’re more expensive than commonplace plastic bushings used in a lot of kids’ bikes, but real bearings will make a huge difference in the riding experience (and they’ll last longer, too).

There’s more than a good chance this bicycle will be someone’s very first bike. And while your little first-time cyclists won’t know what a good bike feels like, we do think they’ll feel the difference in how easy it is to learn, and in how far they’ll go, the fun they’ll have.

We sweat the details because these bikes aren’t built for just any kids. They’re designed and built for yours. And ours.
X.24

FRAME
6061 aluminum, Enduro frame design
FOK
Suspension, 25.4 mm offset, coil spring, 45mm travel
WHEELS
Black anodized alloy rims, 36h hubs, nickel plated spokes
FRS
CST 32mm tires, 2.5"
DERAILLEUR
Shimano TX31 rear derailleur, Demano Revoshift 7-speed twist shifter, alloy direct pull brakes with alloy lever
COCKPIT
Riser bar, threadless alloy shorty stem, alloy micro-adjust seatpost, Jamis XC saddle
BRAKES
Alloy direct pull brakes and levers

X.20

FRAME
6061 aluminum, Enduro frame design
FOK
Suspension, 25.4 mm offset, coil spring, 45mm travel
WHEELS
Black anodized alloy rims, 36h hubs, nickel plated spokes
FRS
CST 32mm tires, 2.5"
DERAILLEUR
Shimano TX31 rear derailleur, Demano Revoshift 7-speed twist shifter, alloy direct pull brakes with alloy lever
COCKPIT
Riser bar, threadless alloy shorty stem, alloy micro-adjust seatpost, Jamis XC saddle
BRAKES
Alloy direct pull brakes and levers

LASER 20

FRAME
6061 aluminum, M4 Cruiser frame design, full wrap chainguard
FOK
Suspension, 25.4 mm offset, coil spring, 45mm travel
WHEELS
Black anodized alloy rims, 36h hubs, nickel plated spokes
FRS
CST 32mm tires, 2.5"
DERAILLEUR
Shimano TX31 rear derailleur, Demano Revoshift 7-speed twist shifter, alloy direct pull brakes with alloy lever
COCKPIT
Riser bar, threadless alloy shorty stem, alloy micro-adjust seatpost, Jamis XC saddle
BRAKES
Alloy direct pull brakes and levers

CAPRI 24

FRAME
6061 aluminum, Enduro frame design
FOK
Suspension, 25.4 mm offset, coil spring, 45mm travel
WHEELS
Black anodized alloy rims, 36h hubs, nickel plated spokes
FRS
CST 32mm tires, 2.5"
DERAILLEUR
Shimano TX31 rear derailleur, Demano Revoshift 7-speed twist shifter, alloy direct pull brakes with alloy lever
COCKPIT
Riser bar, threadless alloy shorty stem, alloy micro-adjust seatpost, Jamis XC saddle
BRAKES
Alloy direct pull brakes and levers

CAPRI 20

FRAME
6061 aluminum, Enduro frame design
FOK
Suspension, 25.4 mm offset, coil spring, 45mm travel
WHEELS
Black anodized alloy rims, 36h hubs, nickel plated spokes
FRS
CST 32mm tires, 2.5"
DERAILLEUR
Shimano TX31 rear derailleur, Demano Revoshift 7-speed twist shifter, alloy direct pull brakes with alloy lever
COCKPIT
Riser bar, threadless alloy shorty stem, alloy micro-adjust seatpost, Jamis XC saddle
BRAKES
Alloy direct pull brakes and levers

STARLITE 20

FRAME
6061 aluminum, M4 Cruiser frame design, full wrap chainguard
FOK
Suspension, 25.4 mm offset, coil spring, 45mm travel
WHEELS
Black anodized alloy rims, 36h hubs, nickel plated spokes
FRS
CST 32mm tires, 2.5"
DERAILLEUR
Shimano TX31 rear derailleur, Demano Revoshift 7-speed twist shifter, alloy direct pull brakes with alloy lever
COCKPIT
Riser bar, threadless alloy shorty stem, alloy micro-adjust seatpost, Jamis XC saddle
BRAKES
Alloy direct pull brakes and levers

Weight:

- X.24: 25.25 lbs
- X.20: 25.25 lbs
- LASER 20: 25.25 lbs
- CAPRI 24: 25.25 lbs
- CAPRI 20: 25.25 lbs
- STARLITE 20: 25.25 lbs
**LASER 16**

- **Frame**
  - Comfort frame design, hi-tensile carbon steel tubing, full-wrap chainguard
  - Full-wrap chainguard, fenders and training wheels

- **Frame**
  - Hi-tensile carbon steel unicrown

- **Wheels**
  - Powder-coated steel rims, 28h hubs, nickel-plated spokes

- **Tires**
  - CST Street, 2.125" blackwall

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

- **Brakeset**
  - Rear coaster brake

**MISS DAISY 16**

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

- **Frame**
  - Hi-tensile carbon steel unicrown

- **Wheels**
  - Powder-coated steel rims, 28h hubs, nickel-plated spokes

- **Tires**
  - Brooklyn Speedway whitewalls, 2.125" blackwall

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

- **Brakeset**
  - Rear coaster brake

**HOT ROD 12**

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

- **Frame**
  - Hi-tensile carbon steel unicrown

- **Wheels**
  - Powder-coated steel rims, kid-friendly blackwall, nickel-plated spokes

- **Tires**
  - CST Street, 2.125" blackwall

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

- **Brakeset**
  - Rear coaster brake

**LADYBUG 12**

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

- **Frame**
  - Hi-tensile carbon steel unicrown

- **Wheels**
  - Powder-coated steel rims, kid-friendly blackwall, nickel-plated spokes

- **Tires**
  - CST Street, 2.125" blackwall

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

- **Brakeset**
  - Rear coaster brake
<table>
<thead>
<tr>
<th>Frame</th>
<th>Saddle</th>
<th>Crank</th>
<th>Headset</th>
<th>Wheelset</th>
<th>Shifter</th>
<th>Brakes</th>
<th>Handlebar</th>
<th>Fork</th>
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<td>n/A</td>
<td>n/A</td>
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<td>Flats, steel outer cage</td>
<td>Flats, alloy body</td>
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<td>HELMETS</td>
<td>FRAME MATERIALS</td>
<td>WHEELS</td>
<td>GEARING</td>
<td>PEDALS</td>
<td>SEAT POSTS</td>
<td>SADDLES</td>
<td>TIRE SIZES</td>
<td>BICYCLE TYPE</td>
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<tr>
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**GEAR SIZES**

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**2010 JAMIS SPECIFICATIONS**

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## 2011 JAMIS SPECIFICATIONS

### FITNESS / COMMUTING

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<td>Jamis Sport Comfort</td>
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<td>Jamis Comfort with extra thick padding, synthetic side panels and bumper</td>
<td>Shimano Acera m360</td>
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<td>Aluminum</td>
<td>Jamis Touring with SL</td>
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