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 made of steel, as 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. Coaster brake cruisers and kids bikes were the only other bikes available, besides a few English 3-speed city bikes and their imitators. Mountain bikes were still years in the future.

Designing bicycles back then didn’t take much 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 lineup — the bikes filling the pages you hold in your hands — involves a mind-blowing amount of hard science and serious engineering. Our 2013 line includes more than 100 models with frames of carbon fiber, lightweight aluminum alloy or steel (very much changed from 1970s steel, but still steel nonetheless). And the variety! Lightweight road racer, robust touring bikes, hardtail trail bikes, full-suspension cross-country speedsters and rams, cruisers, town bikes and dedicated commuters. And that’s not counting some of the more esoteric bikes like our fixies and cyclocross bikes, or the best kid’s bikes on the planet.

There’s a lot 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 espressos 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 tire 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 rallies, 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 bikes 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.
Take a look at the frame material specs for any carbon fiber frame these days and it seems nearly every single one is made of “high modulus,” “super high modulus,” “ultra high modulus,” or some superlative followed by “high modulus.” But just what is “high modulus” and why is it good for us?

Once carbon fiber has been manufactured, it can be further purified via high temperature processing. This purification process thins and smoothes the fibers, which can then be packed together more tightly into the bundles or yarns that are woven together to make up the fabric we recognize as carbon fiber. Packing these purified fibers more tightly yields a stronger, stiffer bundle, so less bundles can be used to achieve a certain tensile strength and torsional stiffness, which yields a lighter construction. That’s why “higher” modulus usually means “better.”

But it’s also really stiff. As in brittle. This can be combated to some degree by careful selection of resins, but still, a super-light, thin-walled, high-modulus-only frame is going to be more subject to damage on impact than a lower modulus, thicker-walled frame. That super-stiff, high-modulus-only frame is also going to ride super-stiff. For the Pros of Jamis Sutter Home, this isn’t undesirable, but it is not the ride quality for everyone.

Jamis nearnet Molding technology employs a dual-molding process that yields near perfect compaction and eliminates fiber wash and wrinkles during the molding process. Not to mention that super-ultra-high-modulus-only frames are also super-expensive. There’s a cost to the sophisticated in-fiber processing that takes a strand of carbon fiber and makes it thinner and smoother. That cost is not marginal or incremental, it’s exponential.

Which is why you will find 6 different lay-ups of 4 different types of carbon fiber in our frames:


**DYAD Super** – 30% super-high modulus M40 carbon fiber, 70% high modulus M30 carbon fiber. Reducing the M40 percentage to 30% and blending the M30 with the M40 increases frame weight by about 7%, but increases shock damping for a more comfortable ride. Xenith T2 & Dakota D29 Team.


**DYAD Elite** – 30% high modulus M40 carbon fiber, 70% mid modulus T700 carbon fiber. Super stiff. Light. Fast. About 13% heavier than the Sl, with a more forgiving ride. Xenith T1 & Endura Sport.

**DYAD Plus** – A blend of mid-modulus T700 and other carbon composites. Chief goal here is minimizing cost while maximizing comfort & impact resistance attributes while still delivering a high level of torsional stiffness to optimize power transfer. Xenith Comp, Xenith T1 and T Endura Sport.

Key point is that we’re not just using “high modulus” as marketing verbiage to define all our frames, while hoping you to have no idea what modulus is all about. There’s a place and a reason for high modulus, and there’s a place and a reason for mid-modulus. Knowing anything about the modulus breaks silly marketing hype. Marketing department, but mid-modulus fiber, especially when blended with high modulus can still be light and stiff with some degree of damping and flexibility for a supple, comfortable ride.

**CARBON FIBER MODULUS DEMYSTIFIED**

ONE OF THE THINGS THAT SETS OUR CARBON FRAMES APART IS OUR BLENDING OF VARIOUS CARBON FIBERS TYPES TO ACHIEVE BOTH THE RIDE QUALITIES AND THE PRICE LEVELS THAT ARE PERFECTLY SUITED FOR THE BIKES AND RIDERS WE ARE DESIGNING FOR.
DESPITE THE VARIETY IN SUSPENSION DESIGNS, TERRAIN AND RIDING STYLE, THE PRIMARY GOAL OF SUSPENSION SCIENCE IS PRETTY SIMPLE—ABSORB IMPACT, NEGATE PEDAL BOB AND NEUTRALIZE BRAKE-JACK OR ROTOR-DIVE WHILE KEEPING TIRES IN CONTACT WITH TERRAIN.

PIVOTAL MATTERS
All great engineering is based on simplicity. Find the most elemental solution possible, refine it, reduce the complexity, and you’re done. And that’s how our mp4 suspension was evolved.

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

A simple design requires fewer parts, which takes less material and structure, which makes less weight. And that’s how our mp4 suspension has evolved. Our mp4 (and mp2) design relies 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 one and two other real, really good ones (where the seatstays connect to the bell crank and where the bell crank 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 and reduces pedal kickback and unwanted movement due to chain tension.

And our pivot placement creates a slight rising rate geometry at the shock/spring. This means you don’t get a sudden ramp-up as the suspension compresses—there’s nearly linear response in the fat part of the travel curve, for supple action over stutters and medium hits, with a bit of ramp-up as you approach the travel limits and a nearly bottomless suspension feel that’s ideal for short-travel XC designs like the XCr and XCT.

THE LOW LEVERAGE ADVANTAGE
We’re huge believers in low shock leverage ratios, the mp4 design comes in at 2.57:1, the XCr at 2.53:1 and the XCT at 2.55:1. 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 itself. 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 can use less air pressure, which improves shock sensitivity and vastly extends seal life. And external rebound and compression damping adjustments can be made in much finer increments, which wouldn’t make an appreciable difference on more leveraged designs.

REAL WORLD PERFORMANCE
We believe in the power of design and details, and Jamis does both right. From pivot placement, to shock leverage ratios, to just the right size tubing and materials, to the component package, to frame alignment: it’s the manufacturing and parts specification details, not just the suspension design, that makes or breaks the ride.

And we believe nobody is better at this game than we are.
IT'S ABOUT DESIGN

Nothing rides like a 29er—more momentum rolling over obstacles, more comfort, less rolling resistance once you're up to speed. But nothing feels like one either—you're less on top of the wheels, sitting more in-between. 29ers literally put you more into the machine, and the result is more stability, more confident lines over tricky terrain, more speed and momentum. It's a terrific platform, done right—and that's all we do.

Simply put, nothing soaks up trail faster and better than our Dakar XCr 29 short-travel dualies. Tapered head tubes, 15mm thru-axle forks, hyper-reinforced frames with new, lighter-weight shock mounts, 12 x 142mm thru-axle dropouts and 25% larger chainstays bring our XCr 29 up to a whole new level, and turn up the heat on the competition. And, as always, our component specs score more than just a tie when compared head to head—we dominate on paper, because that's what leads to domination on the trail.

And so positively own it, when it comes to our Dakota D29 and Exile hardtails. What makes a stellar hardtail is pedaling stiffness with ride suppleness and flickably quick, confident handling. There are no magic bullets here—it comes down to smart engineering and achingly good geometry, and that's been our bread and butter since the first Jamis MTB appeared back in 1982. Perfect weight distribution that splits the difference between biting traction and track-on-rails descending chops, torsional rigidity that harnesses every watt you put through the pedals. It's all there. The other guys might be reaped by heading development to focus on trendier full-suspenders, but we've never turned our back on the hardtail, continuing to distill and refine, relentlessly, because that's what it takes. And it's what you deserve.

Nothing rides like a 29er. And no 29er rides like a Jamis, because nobody sweats the details and flogs the design more than we do.
DAKAR XCR 29
BIG WHEELS BUILT TO WIN

XCR stands for cross-country race, and that’s not something we say lightly. When it comes to connecting the dots from the starting gate to the finishing chute, there’s simply nothing faster than a Dakar XCr 29.

Our full-active mp4 XC suspension design is optimized for cross-country performance. With travel narrowed down to a bullish sprightly 100mm that delivers a slight weight savings over the first 40% of travel, then it’s linear though the rest of travel for a firm, responsive pedaling platform that keeps your rear tire firmly planted for pedaling efficiency and grip, whether you’re forging ahead on a climb or stretching your lead on a descent.

Frame refinements for 2013 include a sleeker, lightweight shock mount bracket, 12 x 142mm thru-axle dropouts for faster rear wheel installation and a new frame welded main pivot yoke with 25% larger chainstays so the rear wheel tracks perfectly with the front. Better yet, the ‘13 XCr range has expanded to include a racer’s dream bike, the Team, and two more affordable versions – the Comp and Sport.

STANDARD FEATURES
- 100mm Travel XCr mp4 Suspension
- 12 x 42mm thru-axle rear dropouts
- 1.125” - 1.5” Tapered head tube
- 10mm Shork hardware
- Ritchey Cockpits w/ WTB Volt Saddle
- Jamis Dual Density Lock-On Grips
- 180mm Front & 160mm Rear Brake Rotors
- 100mm temp asymmetrical chainstays
- 25% Larger Main Pivot Yoke
- 1.125” - 1.5” Tapered Head Tube
- 10mm Shork Hardware
- Ritchey Cockpit w/ WTB Volt Saddle
- Jamis Dual Density Lock-On Grips
- 180mm Front & 160mm Rear Brake Rotors
- 100mm temp asymmetrical chainstays

"Dakar XCR 29, Big Wheels Built to Win."

High Standards: Built with high standard components throughout, including SRAM X01 drivetrain, RockShox Zeb suspension, and 29-inch wheels. Not a cheap option, but it’s built to last. Price: $4,500.00

Team: Build to win. This bike is like a racecar on two wheels. Not for the faint of heart, this bike is built for speed and performance. Price: $5,500.00

Comp: A more affordable option, this bike still has many of the same features as the Team, but at a lower price point. Price: $3,500.00

Sport: Entry-level bike, still has many of the same features as the Team and Comp, but at a much lower price point. Price: $2,500.00
Frame: Kinesis triple-butted alloy, 100mm travel MP4 suspension, tapered headtube, 12x142 dropouts, RockShox Monarch RL shock
Fork: RockShox Reba RL w/15mm thru-axle, lever actuated lockout, Solo air spring, rebound adjust, 100mm travel
Wheels: Alex Xd Sport disc rims, 32H, Formula sealed bearing hubs, stainless steel spokes, Geax Saguaro, 29 x 2.2", folding
Drivetrain: SRAM X9 rear & X5 front derailleurs, X7 10-speed shifters, SRAM S1000 gXp 38/24 crankset, SRAM 11-36 cassette, Avid Elixir 5 hydraulic disc brakes, HS1 rotors
Cockpit: Ritchey Comp rizer bar, seatpost & 4-axis 44 stem, WTB Volt saddle, Jamis lock-on grips
Frame: High modulus omniad M30 carbon fiber, 100mm travel MP4 suspension, tapered headtube, pressFit30, 12x142 dropout, Fox Float CTd shock with Boost valve
Fork: Fox 32 Float 29 CTd w/15mm thru axle, tapered alloy steerer, external rebound, 100mm travel
Wheels: WTB Frequency race i19 TCS 29" tubeless rims with Shimano SLX centerlock 15mm front & 12x142 rear hubs, stainless spokes, Geax Mezcal, 29 x 2.1", folding
Drivetrain: Shimano SLX rear & Deore front derailleurs, Deore 10-speed shifters, Shimano M552 42/32/24 crankset, Shimano Hg62 11-36 cassette, Shimano M596 hydraulic disc brakes, RT54 centerlock rotors
Cockpit: Ritchey Pro rizer bar, Ritchey 4-Bolt stem, Ritchey 2-Bolt 31.6mm seatpost, WTB Volt saddle, Jamis lock-on grips
Frame: Kinesis triple-butted alloy, 100mm travel MP4 suspension, tapered headtube, 12x142 dropouts, RockShox Reba RL & RockShox Monarch RL shock
Fork: RockShox XC32 Tk 29 Solo air, 15mm thru axle, lever-actuated lockout, air spring, rebound adjust, alloy steerer, 100mm travel
Wheels: Mavic TN119 disc-specific/eyeletted rims, Formula sealed bearing disc hubs, Geax Saguaro, 29 x 2.2", folding
Drivetrain: Shimano Deore rear & Alivio front derailleurs, Alivio Rapidfire 9-speed shifters, Shimano M430 Octalink crankset 42/32/22, Shimano 11-34 cassette, Tektro Draco 2 hydraulic disc brakes
Cockpit: Ritchey Mountain rizer bar, Ritchey 2-Bolt stem, Ritchey 2-Bolt 31.6mm seatpost, Jamis lock-on grips
Frame: Kinesis triple-butted alloy, 100mm travel MP4 suspension, tapered headtube, 12x142 dropouts, RockShox Reba RL & RockShox Reba RL shock
Fork: RockShox XC32 Tk 29 Solo air, 15mm thru axle, lever-actuated lockout, air spring, rebound adjust, alloy steerer, 100mm travel
Wheels: Mavic TN119 disc-specific/eyeletted rims, Formula sealed bearing disc hubs, Geax Saguaro, 29 x 2.2", folding
Drivetrain: Shimano Deore rear & Alivio front derailleurs, Alivio Rapidfire 9-speed shifters, Shimano M430 Octalink crankset 42/32/22, Shimano 11-34 cassette, Tektro Draco 2 hydraulic disc brakes
Cockpit: Ritchey Mountain rizer bar, Ritchey 2-Bolt stem, Ritchey 2-Bolt 31.6mm seatpost, Jamis lock-on grips
Frame: Kinesis triple-butted alloy, 100mm travel MP4 suspension, tapered headtube, 12x142 dropouts, RockShox Reba RL & RockShox Reba RL shock
Fork: RockShox XC32 Tk 29 Solo air, 15mm thru axle, lever-actuated lockout, air spring, rebound adjust, alloy steerer, 100mm travel
Wheels: Mavic TN119 disc-specific/eyeletted rims, Formula sealed bearing disc hubs, Geax Saguaro, 29 x 2.2", folding
Drivetrain: Shimano Deore rear & Alivio front derailleurs, Alivio Rapidfire 9-speed shifters, Shimano M430 Octalink crankset 42/32/22, Shimano 11-34 cassette, Tektro Draco 2 hydraulic disc brakes
Cockpit: Ritchey Mountain rizer bar, Ritchey 2-Bolt stem, Ritchey 2-Bolt 31.6mm seatpost, Jamis lock-on grips
Frame: Kinesis triple-butted alloy, 100mm travel MP4 suspension, tapered headtube, 12x142 dropouts, RockShox Reba RL & RockShox Reba RL shock
Fork: RockShox XC32 Tk 29 Solo air, 15mm thru axle, lever-actuated lockout, air spring, rebound adjust, alloy steerer, 100mm travel
Wheels: Mavic TN119 disc-specific/eyeletted rims, Formula sealed bearing disc hubs, Geax Saguaro, 29 x 2.2", folding
Drivetrain: Shimano Deore rear & Alivio front derailleurs, Alivio Rapidfire 9-speed shifters, Shimano M430 Octalink crankset 42/32/22, Shimano 11-34 cassette, Tektro Draco 2 hydraulic disc brakes
Cockpit: Ritchey Mountain rizer bar, Ritchey 2-Bolt stem, Ritchey 2-Bolt 31.6mm seatpost, Jamis lock-on grips
Frame: Kinesis triple-butted alloy, 100mm travel MP4 suspension, tapered headtube, 12x142 dropouts, RockShox Reba RL & RockShox Reba RL shock
Fork: RockShox XC32 Tk 29 Solo air, 15mm thru axle, lever-actuated lockout, air spring, rebound adjust, alloy steerer, 100mm travel
Wheels: Mavic TN119 disc-specific/eyeletted rims, Formula sealed bearing disc hubs, Geax Saguaro, 29 x 2.2", folding
Drivetrain: Shimano Deore rear & Alivio front derailleurs, Alivio Rapidfire 9-speed shifters, Shimano M430 Octalink crankset 42/32/22, Shimano 11-34 cassette, Tektro Draco 2 hydraulic disc brakes
Cockpit: Ritchey Mountain rizer bar, Ritchey 2-Bolt stem, Ritchey 2-Bolt 31.6mm seatpost, Jamis lock-on grips
Frame: Kinesis triple-butted alloy, 100mm travel MP4 suspension, tapered headtube, 12x142 dropouts, RockShox Reba RL & RockShox Reba RL shock
Fork: RockShox XC32 Tk 29 Solo air, 15mm thru axle, lever-actuated lockout, air spring, rebound adjust, alloy steerer, 100mm travel
Wheels: Mavic TN119 disc-specific/eyeletted rims, Formula sealed bearing disc hubs, Geax Saguaro, 29 x 2.2", folding
Drivetrain: Shimano Deore rear & Alivio front derailleurs, Alivio Rapidfire 9-speed shifters, Shimano M430 Octalink crankset 42/32/22, Shimano 11-34 cassette, Tektro Draco 2 hydraulic disc brakes
Cockpit: Ritchey Mountain rizer bar, Ritchey 2-Bolt stem, Ritchey 2-Bolt 31.6mm seatpost, Jamis lock-on grips
Combining cutting-edge carbon fiber technology with Big Hoop tech makes for an immensely fast ride, and it’s the reason the Dakota D29 series is the new hardtail standard for high-speed racing or long, epic days on the trail.

The Team and Pro feature full carbon frames — high modulus Dyad Supreme on the Team for light weight and optimal frame stiffness; Dyad Elite on the Pro for a bit more trail damping capability, sure to be appreciated late in the ride. Both offer tapered head tubes and 15mm thru-axle forks for more precise handling and control, and PF30 BB systems that yield a ofrecible platform for more immediate power transfer.

The race and new Comp feature featherweight, triple-butted aluminum frames with carbon fiber monostays that further reduce weight and add some vibration damping. The Race offers a lightweight XCr 2.0(25) alloy, the Comp a more versatile 2.35, with both offering pursuant 190mm front brake calipers and tapered head tubes for big-fisted stopping power and steering control that’s a perfect match for big 29" treads.

Big hoops don’t get any faster than this.

STANDARD FEATURES
- 180mm Travel Fork
- RockShox Sid RL 29, Motion Control damping, external rebound, lock-out, 15mm Maxle lite, 100mm travel
- American Classic Tubeless 29 disc with AC 15mm front & AC 12mm rear hubs, AC butted spokes, geax Mezcal, 29 x 2.1” folding
- SRAM X0 front & rear derailleurs, X0 10-speed shifters with Matchmaker clamps, SRAM X0 PF30 crankset 39/26, SRAM 11-36 cassette, Avid X0 hydraulic disc brakes with 180mm front & 160mm rear HSX rotors
- Ritchey WCS carbon flat bar, Ritchey WCS 4-axis stem, Ritchey WCS carbon monostay, Ritchey WCS Silverado Team saddle, WTB Silverado Team saddle, carbon fiber seatpost, carbon fiber saddle

SIZES
- 100mm travel fork
- 0, 1.5, 2.5, 3.5, 4.5, 5.5" taper

Available in 9 Colors:
- Gloss Carbon
- Matte Carbon
- Gloss Black
- Matte Black
- Gloss Red
- Matte Red
- Gloss Blue
- Matte Blue
- Gloss White
- Matte White

High modulus Dyad Supreme carbon fiber monostays, SST tubing diameters, PressFit 30 BB, stainless steel chainstays and protector

Frame
- Rock Shox Sid RL 29, Motion Control damping, external rebound, lock-out, 15mm Maxle lite, 100mm travel
- American Classic Tubeless 29 disc with AC 15mm front & AC 12mm rear hubs, AC butted spokes, geax Mezcal, 29 x 2.1”, folding
- SRAM X0 front & rear derailleurs, X0 10-speed shifters with Matchmaker clamps, SRAM X0 PF30 crankset 39/26, SRAM 11-36 cassette, Avid X0 hydraulic disc brakes with 180mm front & 160mm rear HSX rotors
- Ritchey WCS carbon flat bar, Ritchey WCS 4-axis stem, Ritchey WCS carbon monostay, Ritchey WCS carbon saddle, WTB Silverado Team saddle, carbon fiber seatpost, carbon fiber saddle

SIZES
- 100mm travel fork
- 0, 1.5, 2.5, 3.5, 4.5, 5.5" taper
DAKOTA D29 PRO

Frame: High-modulus Graphite/pearl white, tapered headtube, T47 thru axle, Press-fit 30 bottom bracket, carbon fiber monostay
Fork: Fox TLR 34 Tapered, Internal routed brake & shifter cables, Tapered head tube, 15mm thru axle, black/white
Wheels: Salsa Carcass Promador 29", tubeless ready, stainless steel, 15mm thru axle, 29 x 2.1"
Drivetrain: SRAM 11-36, 10-speed, 105, hydraulic disc, 15mm thru axle, 100mm travel
Cockpit: Ritchey Comp 2-bolt, 4-axis stem, Salsa carbon seatpost, Jamis lock-on grips

DAKOTA D29 RACE

Frame: Kinesis 7005 triple-butted aluminum, tapered headtube, Press-fit 30 bottom bracket, carbon fiber monostay
Fork: Rock Shox Reba RL 29" Solo Air, Motion Control damping, 15mm thru axle, 100mm travel
Wheels: WTB Frequency Race i19 TCS 29", Sram X7 hubs, stainless steel spokes, 15mm thru axle, 29 x 2.2"
Drivetrain: SRAM X9 10-speed, 11-36 cassette, 38/24 chainring, hydraulic disc, 15mm thru axle, 100mm travel
Cockpit: Ritchey Comp 2-bolt, 4-axis stem, Salsa Carbon seatpost, Jamis lock-on grips

DAKOTA D29 COMP

Frame: Kinesis 7005 triple-butted aluminum, carbon fiber monostay, tapered headtube, Press-fit 30 bottom bracket, carbon fiber monostay
Fork: Rock Shox Recon Silver TK 29" Solo Air with Motion Control damping, 15mm thru axle, 100mm travel
Wheels: Alex XD Sport Disc, 32H, Formula sealed bearing hubs, 29 x 2.2", folding
Drivetrain: Shimano Deore 10-speed, 11-36 cassette, 42/32/24 chainring, hydraulic disc, 15mm thru axle, 100mm travel
Cockpit: Ritchey Comp 2-bolt, 4-axis stem, Salsa Carbon seatpost, Jamis lock-on grips

Black Coal/Stainless
Weight: 26.25 lbs.
Stainless
Weight: 27.75 lbs.
Frame Reynolds 853 DB seamless air-hardened/heat-treated main tubes, reynolds 520chromoly main tubes and stays, reinforced head tube collars, gusseted down tube, Jamis lost wax dropouts

Fork Rock Shox Reba RL, lever actuated lockout, Solo air spring, rebound adjust, tapered alloy steerer, 100mm travel

American Classic Tubular 29" with AC front & rear hubs, AC carbon cap, AC quick release, AC skewers, Massive Tapered 29" 1-1/8" to 29" tapering, AC baboon

Folding

Materials

Frame Reynolds 853 DB seamless air-hardened/heat-treated main tubes, reynolds 520 chromoly main tubes and stays, reinforced head tube collars, gusseted down tube, Jamis lost wax dropouts

Fork rock Shox XC32 Tk, Solo air spring, external rebound, Turnkey lockout adjust, 32mm stanchions, aluminum steerer, 100mm travel

wheels alex Xd Sport eyeleted rims, 32H, Formula Hi-lo flange 6-bolt disc hubs, 14g stainless steel spokes, geax Saguaro 29 x 2.2" front & 2.0" rear

drivetrain Shimano SlX rear & alivio front derailleurs, Shimano deore 9-speed shifters, Shimano deore M590 crankset 44/32/22, Shimano M445 hydraulic disc brakes with 180mm front & 160mm rear rotors

Cockpit ritchey Comp flat bar, ritchey 4-bolt 0S forged stem, ritchey 2-Bolt seatpost, Jamis aTB Comp saddle,

weight: 31.50 lbs.

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

**STANDARD FEATURES**

- Reynolds 853 DB seamless main tubes, and always reinforced head tube collars, gusseted down tube, Jamis lost wax dropouts
- Rock Shox Reba RL, lever actuated lockout, Solo air spring, rebound adjust, tapered alloy steerer, 100mm travel
- American Classic Tubular 29" with AC front & rear hubs, AC carbon cap, AC quick release, AC skewers, Massive Tapered 29" 1-1/8" to 29" tapering
- Folding
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- American Classic Tubular 29" with AC front & rear hubs, AC carbon cap, AC quick release, AC skewers, Massive Tapered 29" 1-1/8" to 29" tapering
- Folding

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- Rock Shox Reba RL, lever actuated lockout, Solo air spring, rebound adjust, tapered alloy steerer, 100mm travel
- American Classic Tubular 29" with AC front & rear hubs, AC carbon cap, AC quick release, AC skewers, Massive Tapered 29" 1-1/8" to 29" tapering
- Folding

**STANDARD FEATURES**

- Reynolds 853 DB seamless main tubes, and always reinforced head tube collars, gusseted down tube, Jamis lost wax dropouts
- Rock Shox Reba RL, lever actuated lockout, Solo air spring, rebound adjust, tapered alloy steerer, 100mm travel
- American Classic Tubular 29" with AC front & rear hubs, AC carbon cap, AC quick release, AC skewers, Massive Tapered 29" 1-1/8" to 29" tapering
- Folding

**STANDARD FEATURES**

- Reynolds 853 DB seamless main tubes, and always reinforced head tube collars, gusseted down tube, Jamis lost wax dropouts
- Rock Shox Reba RL, lever actuated lockout, Solo air spring, rebound adjust, tapered alloy steerer, 100mm travel
- American Classic Tubular 29" with AC front & rear hubs, AC carbon cap, AC quick release, AC skewers, Massive Tapered 29" 1-1/8" to 29" tapering
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- Reynolds 853 DB seamless main tubes, and always reinforced head tube collars, gusseted down tube, Jamis lost wax dropouts
- Rock Shox Reba RL, lever actuated lockout, Solo air spring, rebound adjust, tapered alloy steerer, 100mm travel
- American Classic Tubular 29" with AC front & rear hubs, AC carbon cap, AC quick release, AC skewers, Massive Tapered 29" 1-1/8" to 29" tapering
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- Reynolds 853 DB seamless main tubes, and always reinforced head tube collars, gusseted down tube, Jamis lost wax dropouts
- Rock Shox Reba RL, lever actuated lockout, Solo air spring, rebound adjust, tapered alloy steerer, 100mm travel
- American Classic Tubular 29" with AC front & rear hubs, AC carbon cap, AC quick release, AC skewers, Massive Tapered 29" 1-1/8" to 29" tapering
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- Reynolds 853 DB seamless main tubes, and always reinforced head tube collars, gusseted down tube, Jamis lost wax dropouts
- Rock Shox Reba RL, lever actuated lockout, Solo air spring, rebound adjust, tapered alloy steerer, 100mm travel
- American Classic Tubular 29" with AC front & rear hubs, AC carbon cap, AC quick release, AC skewers, Massive Tapered 29" 1-1/8" to 29" tapering
- Folding

**STANDARD FEATURES**

- Reynolds 853 DB seamless main tubes, and always reinforced head tube collars, gusseted down tube, Jamis lost wax dropouts
- Rock Shox Reba RL, lever actuated lockout, Solo air spring, rebound adjust, tapered alloy steerer, 100mm travel
- American Classic Tubular 29" with AC front & rear hubs, AC carbon cap, AC quick release, AC skewers, Massive Tapered 29" 1-1/8" to 29" tapering
- Folding
Frame
kinesis 7005 double-butted aluminum, tapered headtube, crown-clearing S-curved oversized down tube, low-standover sloping top tube
Fork
RockShox XC30 TK 29, coil spring with external preload, rebound & lockout, 30mm stanchions, aluminum steerer, 100mm travel
Wheels
alex dp20 29” rims, 32H, Formula Hi-lo flange sealed bearing 6-bolt disc hubs, stainless steel spokes, geax aka, 29 x 2.2”
Drivetrain
Shimano alivio rear and acera front derailleurs, alivio 9-speed shifters, alivio octalink crankset 42/32/22, SraM 11-34 cassette, Tektro draco 2 hydraulic disc brakes
Cockpit
Jamis Flat Top handlebar, Jamis XC stem, Jamis alloy micro-adjust seatpost, Jamis aTB Comp saddle

Frame
kinesis 7005 double-butted aluminum, tapered headtube, crown-clearing S-curved oversized down tube, low-standover sloping top tube
Fork
RST Blaze 29, coil spring, magnesium lowers, 30mm stanchions, 100mm travel
Wheels
alex dp20 29” rims, 32H, Formula alloy disc hubs, 14g stainless steel spokes, geax aka, 29 x 2.2”
Drivetrain
Shimano acera rear and M190 front derailleurs, acera 8-speed shifters, Shimano M311 crankset 42/32/22, SraM 11-32 cassette, Tektro novela mechanical disc brakes with 180mm front rotor, 160mm rear rotor and Ml-330 levers
Cockpit
Jamis Flat Top handlebar, Jamis stem, Jamis alloy micro-adjust saddle, Jamis aTB Comp saddle

eXile SporT
exile has been a huge hit for us these past few years, as more riders discovered the benefits of big wheels and the dialed-in feel of our tweaked-and-tuned 29'er geo.

The Comp and the Sport offer a tapered head tube, box-shaped/S-bend down tube, and ribbed top tube with integrated seat mast beam to support the extra long 400mm seat posts both eXiles are equipped with.

The Comp gets the pumped up parts pick with a Shimano 3 x 9 drivetrain, RockShox XC30 fork with lockout, and Tektro hydraulic disc brakes, making this a great trail bike. eXile Sport follows the Comp’s lead with a full Shimano drivetrain and disc brakes with 180mm front rotor, while dropping the price tag a bit so more people can have a taste of true 29-inch performance.

It takes more than giant hoops to make a great trail bike, and the eXile has it down to a science with perfect weight distribution for riding corners, awesome climbing traction, and perfect cockpit dimensions that let you muscle your way over trail obstacles with finesse.

STANDARD FEATURES
Frame
kinesis 7005 double-butted, rear shock, 180mm front & 160mm rear brake rotors
Fork
Jamis Flat Top
Wheels
alex dp20 29” rims, 32H, Formula Hi-lo flange sealed bearing 6-bolt disc hubs
Drivetrain
Shimano alivio rear and acera front derailleurs, alivio 9-speed shifters, alivio octalink crankset 42/32/22, SraM 11-34 cassette, Tektro draco 2 hydraulic disc brakes
Cockpit
Jamis Flat Top handlebar, Jamis stem, Jamis alloy micro-adjust saddle, Jamis aTB Comp saddle

WEIGHTS

eXile Comp
31.50 lbs.
eXile Sport
32.75 lbs.
Being an early adopter isn’t just about being the first on the block with the hot, new thing. It’s about constantly bumping up against the limitations of what’s available today, then when a possible solution appears, jumping in headfirst. We’re adept at spotting a good thing early and willing to commit to it. Case in point: 650B. While the tweener wheel size has been our stable for four years already, this will be the year the category explodes. Fox and RockShox have jumped onto the bandwagon, essentially validating the category and prompting every me-too bike company on the planet to scramble and add one to their quiver.

In the meantime, we’ve had a four-year head start. That’s more field experience. More manufacturing know-how to execute good, proven designs. So while the other guys are still coming up with their first 650B designs, we’re refining ours—and that’s what turns good (or in our case great) designs into really, really great bikes.

Dakar XCT’s proven mp4 suspension and smartly engineered frame makes for one of the most efficient pedaling platforms in the dualie realm. 2013 refinements include beefed up top and down tubes to optimize lateral and torsional stiffness for more precise steering control, and an all-new rear triangle featuring a 3-piece welded main pivot yoke and 25% larger chainstays for precise rear wheel tracking.

Dragon celebrates its 20th anniversary as the standard bearer for steel hardtails, one of the most storied, lauded bikes ever. Page through the last couple decades of any mountain bike magazine, and you’ll find a plethora of reviews that aren’t just favorable, but out-and-out gushing.

And nemesis continues to wow savvy XC racers with its advanced SRF tubeless and no-compromises racing geometry and spec. A complete sell-out in 2012, so we upped the production batch for 2013. But more bikes means more word of mouth, so don’t be surprised if it sells out early again — the secret’s out.

As the whole world now finally knows, with the 650B wheel size, you get the best of both the 26” and 29” wheel worlds without the negatives of each. With a Jamis 650, you’re simply getting the best.
Frame
Kinesis alloy, 130mm travel mp4 suspension, tapered head tube, 12x142 dropouts, Rock Shox Monarch R3 high volume shock, ISCG mount

Fork
Rock Shox Revelation RCT3 650B, 15mm axle, 32mm stanchions, lock-out, ISCG mount, 130mm travel

Wheels
American Classic 650B Tubeless disc wheels, 15mm thru-axle front and 12x142mm axle rear, Schwalbe Racing Ralph 650B, 27.5x2.25, Folding, dual Compound

Drivetrain
SRAM Xo Type 2 rear & Xo front derailleur, SRAM Xo 10-speed shifters, SRAM Xo crankset 38/24, SRAM 11-36 cassette, Avid Xo hydraulic disc brakes with Matchmaker clamp

Cockpit
Crank Brothers iodine 2 stem & 700mm bars, Crank Brothers Cobalt 2 seatpost, WTB Volt saddle, Jamis lock-on grips

Standards Features
- 100mm travel front suspension
- 130mm travel rear suspension
- 12x142mm thru-axle rear dropouts
- 12x100mm thru-axle front dropouts
- 180mm front & 160mm rear brake rotors
- 1.125" - 1.5" tapered head tube
- Jamis dual density lock-on grips
- 15", 17", 19", 21" frame sizes

DAKAR XCT 650 PRO

Weight: 27.75 lbs.

The ‘tweener wheel size that Jamis played a big role in pioneering is clearly here to stay now that most fork, rim and tire makers are offering a plethora of component choices. Not to mention the host of other brands projectively jumping into the fray for 2013 and 2014.

Advantage Jamis. We’ve been at it for more than four years already, so instead of catching up we can use our four-year, first-hand, real-world experience to perfect what was already a really nice ride.

Meet Dakar XCT 650 Pro and Comp. Top and down tubes have been beefed up to torque-resistant frontal and torsional stiffness at the head tube junction for more precise steering control. With the rear triangle featuring a new three-piece welded main pivot yoke and 25% larger chainstays, so the rear wheel tracks perfectly with the front, all the time, every time.

The magic combination of big-wheel momentum and roll-over-everything capability, coupled with the flickability and quick acceleration of traditional 26” rolling stock, all bundled with our mp4 suspension platform delivers a riding experience unlike any other.
Well, we'll admit it. Going against the flow is almost a standard at Jamis. Take our Dragon. When steel had fallen out of favor as a material of choice for high-end mountain bike frames fifteen to twenty years ago, we kept right on welding Tange Prestige and Reynolds 853. We weren’t going to pack up the performance and quality of the Dragon simply because ferrous tubes were no longer fashionable. It was a commitment to the ride, not the rule of the day.

And we’re at it again with 650B. Committed. The performance attributes and the versatility of the 650B wheel size are just too good to ignore for the sake of standards. And what better platform to bolt a set of ‘tweener wheels to than a Dragon? A new immediate sell-out after its introduction last year, the 2013 version – with American Classic Tubeless wheels, Crank Brothers cockpit and Schwalbe Racing Ralph rubber – is sure to repeat.

When we’re committed to something we accept no excuses, only results, and the Dragon 650 delivers.

**STANDARD FEATURES**

**Frame**
Reynolds 853 seamless air-hardened/heat-treated main tubes, reinforced head tube collars, gusseted down tube, Jamis lost wax dropouts

**Fork**
White Brothers Loop TCr 650B, 15mm front axle, 32mm stanchions, compression, rebound & threshold adjustment, magnesium lower legs, 120mm travel

**Wheels**
American Classic 650B Tubeless disc wheels, AC 15mm thru-axle front and AC225 rear hubs, Schwalbe Racing Ralph 650B, 27.5x2.25, Folding, dual Compound

**Drivetrain**
Shimano SLX Shadow rear and SLX front derailleurs, SLX 10-speed shifters, M552 Hollowtech II crankset 42/32/24, Shimano 11-36 cassette, Avid Elixer 5 hydraulic disc brakes

**Cockpit**
Crank Brothers iodine 2 stem & 700mm bars, Crank Brothers Cobalt 2 seatpost, WTB Volt saddle, Jamis lock-on grips

**Sizes**
13”, 15”, 17”, 19”, 21”

**Weight:**
26.75 lbs.
Nemesis is the perfect XC race weapon or 12-hour marathon bike. The 650 wheel size is not just a compromise between 26" or 29": it’s the best of both worlds.

The nemesis is the only aluminum frame in our line with tubing manufactured by Superplastic Forming: a high temperature fabrication process that allows tube manipulation up to three times that of hydroforming, yielding even more optimized shapes with less weight. The tapered head tube and steerer tube serve up a significant increase in rough terrain tracking and stability, while the pF30 BB system delivers increased frame strength and stiffness for immediate power transfer.

Equipment includes SRAM’s 11-36T cassette and 26/39 chainrings for a full gear range with fewer redundancies that ultimately results in a lighter/faster/better bike. An X-Fusion Velvet RL 650B, air-sprung fork with on-the-fly compression and internal rebound adjustment for easy tuning. 32mm Schwalbe Racing Ralph 650B rubber for sticking to the trail on descents and climbs.

Nemesis: it’s the bike you never knew you always wanted.

**STANDARD FEATURES**

<table>
<thead>
<tr>
<th>Feature</th>
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<tr>
<td>Size</td>
<td>15&quot;, 17&quot;, 19&quot;, 21&quot;</td>
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<tr>
<td>Fork</td>
<td>100mm travel fork, PressFit 30 BB, 1.125” - 1.5” tapered head tube</td>
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**Frame**

kinesis 7005 triple-butted Superplastic Formed (SpF) tubing, pressFit30 BB, tapered headtube, over-sized stays

**Fork**

X-Fusion velvet RL 650B, 32mm stanchions, tapered alloy steerer, air spring, rebound & lockout adjust, magnesium lower legs, 100mm travel

**Wheels**

aleX Xd lite 650B doublewall eyeletted 32H disc rims w/ Formula Hi-lo flange sealed bearing disc hubs, Schwalbe Racing Ralph 650B, 27.5x2.25, Folding, Disc Compounds

**Drivetrain**

SRAM 11-10 3x10 drivetrain, X09 Rear & X5 Front derailleurs, X7 10-speed shifters, S1000 pF30 crankset 39/26, 11-36T cassette, avid elixir 5 hydraulic disc brakes, HS1 rotors

**Cockpit**

ritchey Mountain rizer bar, ritchey oS stem, 31.6mm seatpost, wTB Silverado saddle, Jamis lock-on grips

**Paint**

Pearl white/palladium

**Weight:**

26.00 lbs.
MTB 26

DIALED PERFORMANCE

26" and 650b wheels might be making a lot of noise in the MTB landscape, but aren’t what-with decades of design momentum behind them, 26" bikes still have tons to offer, when done right. Here’s the proof.

At the Trail X level, a 26" design simply kicks butt over big-wheelers. Larger hoops need more—more aluminum in the rims, more rubber on the outside, more stainless in the spokes. Factor in larger frames and forks to accommodate those big wheels, when weighing material in tons, and the only price a 26" MTB comes out costing less, weighing less, and simply performing better.

Our 26” hardtails like Trail X and Durango weigh less and cost less than comparably equipped big-hoop bikes, but that smaller wheel size really comes through with snappy acceleration and flickability that can’t be matched by 29ers or even 650b rigs. A 26" might give up a bit of performance in speed over terrain, but on twisting single-track it pays back big with livelier feel and quicker response, and we capitalize on that with the most dialed-in geometry you’ll find anywhere—race tested, world proven.

Set up the 26" full-suspenders, and our Dakar XC series is simply unbeatable. Same price as a 29" hardtail, maybe even the same weight, but with lockout-totot-the-trail handling and ride of our incredibly refined MP2 suspension.

And then there’s the 150mm travel AMT: when you want to do it all, fast, this is the bike. Our MP4 progressive suspension design gives you all the clout and delivers surprisingly plush rear wheel traction for aggressive descents. 2013 upgrades include stouter chainstays and a new 3-piece welded yoke for superior stiffness.

We use every trick in our playbook—hydroformed tubes, meticulously sharp parts and component spec, proven suspension designs and totally dialed geometry—and the results speak for themselves. These are the best 26” MTBs we’ve ever made. And with all the awards and accolades we’ve won in the past, that’s really saying something.
Where others see impossibility, you see a line. Where they see trouble, you see fun. The AMT is just like you, a bike that won’t take no for an answer. This is a 150mm travel rig you can ride efficiently uphill and aggressively downhill. The pro-active mp4 Trail suspension design is optimized to shed weight, offer a low center of gravity and deliver superior pedaling efficiency while enhancing rear shock durability and performance.

The AMT’s fully-active travel is controlled by a rock Shox Monarch plus RC3 rear shock, fusing the lightweight of the Monarch with an all-new Solo Air system and damper design that delivers all-mountain riding like it was born to bombs awash.

At just 30 pounds (17” frame size), the AMT is both surprisingly light and amazingly competent thanks to the ribbed and boxed tubing shapes, tapered head tube, 150mm shock/hubcase, epicyclic cogs and thru-axles fore and aft.

Topped off by a parts pick that’s pure Jamis in its attention to detail and performance, the AMT is clearly all-over-all-mountain.

STANDARD FEATURES

- 150mm travel mp4 suspension
- 12 x 42mm thru-axle rear dropouts
- 180mm front & 160mm rear brake rotors
- 1.125” – 1.5” tapered head tube
- 10 mm shock hardware
- Crank Brothers Cockpits w/ wTB volt Saddle
- Ribbed & boxed tubing shapes
- Tapered head tube
- 15”, 17”, 19”, 21”

Black Sand

weight: 30.00 lbs.
Frame: 7005 aluminum fully-active/multi-link design with 100mm rear travel. RockShox Monarch R air shock with rebound damping.
Fork: RockShox XC32 Tk Solo air, 32mm stanchions, Turnkey lockout, external rebound damping adjust, 100mm travel.
Wheels: Mavic XM 119 disc-specific rims, SRAM 506 disc hubs, stainless steel spokes, geax aka, 26 x 2.2”.
Drivetrain: SRAM X9 rear & X7 front derailleurs, SRAM X7 9-speed shifter, SRAM X5 gXP integrated crankset 44/32/22, SRAM 11-34 cassette, Avid Elixir 1 hydraulic disc brakes, HS1 rotors.
Cockpit: Jamis XC alloy riser handlebar, Jamis XC alloy stem, Jamis alloy micro-adjust seatpost, Jamis aTB Comp saddle.

DAKAR XC COMP

Frame: 7005 aluminum fully-active/multi-link design with 100mm rear travel. RockShox MP2 rear shock.
Fork: RockShox MP2 rear shock.
Wheels: Alex TD25 double-wall disc-specific rims, Formula alloy disc hubs, stainless steel spokes, geax aka, 26 x 2.2”.
Cockpit: Jamis XC alloy riser handlebar, Jamis XC alloy stem, Jamis alloy micro-adjust seatpost, Jamis aTB Comp saddle.

DAKAR XC SPORT

Frame: 7005 aluminum fully-active/multi-link design with 100mm rear travel. RockShox Monarch R air shock.
Fork: RockShox MP2 rear shock.
Wheels: Mavic XM 119 disc-specific rims, SRAM 506 disc hubs, stainless steel spokes, geax aka, 26 x 2.2”.
Drivetrain: SRAM X9 rear & X7 front derailleurs, SRAM X7 9-speed shifter, SRAM X5 gXP integrated crankset 44/32/22, SRAM 11-34 cassette, Avid Elixir 1 hydraulic disc brakes, HS1 rotors.
Cockpit: Jamis XC alloy riser handlebar, Jamis XC alloy stem, Jamis alloy micro-adjust seatpost, Jamis aTB Comp saddle.

STANDARD FEATURES
- 7005 aluminum frame
- RockShox MP2 rear shock
- 100mm travel MP2 suspension
- Asymmetric chainstays
- Geax aka tires

SIZES
- 13”, 15”, 17”, 19”, 21”, 23”

The Dakar XC Comp and Sport with their trail-and-enduro style suspension prove that entry-level doesn’t have to mean beginner grade. These offer a multi-link chassis that offers 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.

This is the frame platform that’s won us numerous podiums, editorial accolades and bike of the year awards since we introduced our Dakar dualies back in 1994. It’s both time and race proven.

The asymmetric chainstays deliver unmatched lateral and torsional stiffness that lets you crush the pedals and float over the terrain as the rear tire maintains almost velcro-like contact with terra firma for killer traction, while the hydraulic disc brakes offered on both models lets you strong-arm the trail with finesse and control.

Full suspension opens up a whole new world of speed and possibility, and for Dakar XC, we’re the bikes to take you there.

The Dakar XC Sport features: 7005 aluminum frame, RockShox MP2 rear shock, 100mm travel MP2 suspension, Asymmetric chainstays, Geax aka tires. These bikes come in sizes 13”, 15”, 17”, 19”, 21”, 23”.
KOmodo 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 — koModo will take you there, without the added weight and complexity of dual suspension. It takes a unique rider to appreciate what koModo has to offer—its newly designed-for-'13 frameset is built for strength, with yoked chainstays, a 'farmer style' end with iSCg 05 tabs, and a down tube that’s broadened to a hefty 57.5 mm at the tapered 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 downhiller’s specialty bike—its 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 for the rider who has the finesse and confidence to tackle big air on a hardtail. If that’s you, this is your bike.

STANDARD FEATURES

130mm travel fork
1.125” - 1.5” tapered head tube
Jamis dual density lock-on grips
Funn Flat out riser handlebar
160mm front and rear brake rotors
14g stainless steel spokes
32mm steel stanchions

Funn cockpit and saddle
Acidum dual density foam seat pad
Custom graphic Alex Td25 rims

shimano acera rear & M190 front derailleurs
SraM 11-32 cassette
Tektro cable-actuated disc brakes with 160mm rotors and Tektro Ml-330 levers

Funn Crossfire micro-adjust seatpost
Funn Solace saddle

koModo Big-Travel Trail Eater

S, M, L

Weight: 33.00 lbs.
DURANGO
FULL-RANGE, FULL-TILT PERFORMANCE

Durango is our most versatile, do-it-all mountain bike platform, 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.

The Durango frame is a solidly competent platform, with a radiused, sloping top tube that gives plenty of standover clearance. Plus a thick, beefy head tube for hope friendship and more strength. To improve top tube clarity, a zero-stack head tube for more welding area and more strength. For the top and down tubes, and ample clearance up to the rear wheel thanks to the 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 all-day performance so the riding position isn’t quite as extreme as extremes that handling’s quick and sure without feeling overly darty — so it’s a much-fitting bike but make no mistake. If you spend time on this bike, you’ll feel the Durango’s more than able to keep up with impressively easy shifting and powerful disc brakes.

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

STANDARD FEATURES
- 7005 triple-butted aluminum frame
- Jamis XC alloy riser bar
- 100mm travel fork
- Custom graphic alex Td25 rims
- geax Barro Mountain tires
- Jamis aTB Comp saddle
- 160mm front and rear brake rotors

SIZES
16", 18", 20", 22", 24" (F) / 14", 16", 18", 20" (M)

COLORS
Gloss Black/Blue, Gloss Black/Yellow

WEIGHT: 30.50 lbs.
Frame
7005 triple-butted aluminum, sloping radius top tube, S-bend down tube, zero-stack head tube, over-sized stays

Fork
rST Blaze Tnl, MCu/coil spring with Turn-in lock-out and external pre-load adjustment, 100mm travel

Wheels
alex Td25 double-wall disc-specific rims, 32H, Formula Hi/lo flange disc hubs, 14g stainless steel spokes, geax Barro Mountain, 26 x 2.1"

Drivetrain
Shimano alivio rear & M390 front derailleurs, acera 9-speed shifters, Shimano M391 octalink crankset 42/32/22, SraM 11-34 cassette, Tektro HdC-300 hydraulic disc brakes

Cockpit
Jamis XC alloy riser bar, Jamis XC oS alloy stem, Jamis 31.6 seatpost, Jamis aTB Comp saddle

DURANGO COMP
Monterey grey
weight: 31.00 lbs.

DURANGO COMP
gloss Black
weight: 30.75 lbs.
TRAIL X
GO THE DISTANCE

Building great, recreational-level bikes that ride and look like our hi-end bikes and turning new riders onto cycling is a passion at Jamis. And no bikes showcase our commitment to doing just that better than our completely redesigned Trail X bikes.

The new frame design features lightweight, tapered tubing that shaves nearly ¾ pound off the weight of last year’s frame, making these bikes easier to pedal and easier to control. We’ve also beefed up the seat mast of the aluminum X3, X2 and X1 so we can spec an over-sized 31.6mm seat post.

The larger diameter post provides less flex, improving a finer pedaling platform, so more of the rider’s energy gets into the pedals. And all Trail X models boast an all-new carbon and graphics package that’s guaranteed to turn heads.

With the Trail series as your off-road outdoor vehicle 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, get ready to go the distance.

STANDARD FEATURES

New Frame Design
160mm Travel Fork (X3, X2)

Highlights from our latest carbon fiber (X3, X2)

Lightweight Jamis XC Sport Handlebar

Sizes

13”, 15”, 17”, 19”, 21”

Femmes: 12”, 14”, 18”

Color Matched Jamis aTB Sport Saddle

Weight: 31.00 lbs.

Frame

Bolt-on aluminum main tubes, carbon top tubes. 44/34/22 Shimano 10 speed crankset, 11-32 cassette

Fork

100mm Travel (X3, X2), out-fitting with民意 (X1) with Turn-click lock and external preload adjustors.

Wheels

Alex Td-25 double wall disc-specific rims, Formula hubs, 6-bolt disc brake rotors, 26” x 1.95”

Drivetrain

Shimano Acera rear & front derailleurs, Rapidfire 8-speed shifters, Shimano forged alloy crankset 42/32/22,

Brakes

Tektro HdC-300 hydraulic disc brakes with 160mm rotors

Cockpit

Jamis XC riser handlebar, Jamis XC alloy threadless stem, Jamis alloy micro-adjust seatpost, Jamis aTB Sport saddle

Trail X3

Ready to deliver an experience that’s as close to high performance as possible, while still being lightweight and easy to control. The new Jamis XC frame offers an amazing ride quality, allowing riders to push the limits of their skills.

This bike is designed for maximum performance and durability, with a focus on comfort and reliability. Whether you’re a beginner or an experienced cyclist, the Jamis XC series is the perfect choice for you.

Jamis Trail X3

Welcome to the world of Jamis bikes, where quality and performance take center stage. Our Trail X3 model is the perfect choice for riders looking for a versatile and reliable bike that’s built to last.

This bike comes equipped with a lightweight aluminum frame, enabling you to ride longer distances with ease. The Jamis XC riser handlebar provides a comfortable and ergonomic riding position, making it easier to tackle challenging trails.

The Jamis XC alloy disc brakes ensure reliable stopping power, even in wet conditions. The 6-bolt rotors provide consistent braking performance, giving you peace of mind on every ride.

The Jamis XC alloy wheels are lightweight and durable, providing a smooth ride and minimizing the risk of flats. The 26” x 1.95” tires offer excellent traction and stability on a variety of terrains.

The Jamis XC alloy crankset allows for smooth and efficient pedaling, while the Shimano 11-32 cassette provides a wide range of gears, enabling you to conquer any hill.

The Jamis XC alloy seatpost offers adjustability, allowing you to find the perfect seating position for your body type and riding style. The Jamis XC alloy saddle is designed to provide maximum comfort during long rides.

The Jamis XC alloy handlebars are lightweight and durable, providing a comfortable and ergonomic grip. The Jamis XC alloy stem offers precise handling and control, allowing you to navigate through challenging trails with ease.

The Jamis XC alloy frame is designed to withstand the rigors of off-road riding, providing excellent durability and reliability. Whether you’re a beginner or an experienced cyclist, the Jamis XC series is the perfect choice for you. 

Jamis Trail X3

Welcome to the world of Jamis bikes, where quality and performance take center stage. Our Trail X3 model is the perfect choice for riders looking for a versatile and reliable bike that’s built to last.

This bike comes equipped with a lightweight aluminum frame, enabling you to ride longer distances with ease. The Jamis XC riser handlebar provides a comfortable and ergonomic riding position, making it easier to tackle challenging trails.

The Jamis XC alloy disc brakes ensure reliable stopping power, even in wet conditions. The 6-bolt rotors provide consistent braking performance, giving you peace of mind on every ride.

The Jamis XC alloy wheels are lightweight and durable, providing a smooth ride and minimizing the risk of flats. The 26” x 1.95” tires offer excellent traction and stability on a variety of terrains.

The Jamis XC alloy crankset allows for smooth and efficient pedaling, while the Shimano 11-32 cassette provides a wide range of gears, enabling you to conquer any hill.

The Jamis XC alloy seatpost offers adjustability, allowing you to find the perfect seating position for your body type and riding style. The Jamis XC alloy saddle is designed to provide maximum comfort during long rides.

The Jamis XC alloy handlebars are lightweight and durable, providing a comfortable and ergonomic grip. The Jamis XC alloy stem offers precise handling and control, allowing you to navigate through challenging trails with ease.

The Jamis XC alloy frame is designed to withstand the rigors of off-road riding, providing excellent durability and reliability. Whether you’re a beginner or an experienced cyclist, the Jamis XC series is the perfect choice for you.
**TRAIL X2**

**Frame**
- Hi-tensile carbon steel tubes
- Hi-tensile steel with additional blades
- alloy 26 x 1.50" 36H rims, heavy-duty aTB hubs with qr, 14g black electro-plated spokes, Jamis TX, 26" x 1.95"

**Drivetrain**
- SraM X3 rear & Shimano TX30 front derailleurs
- SraM 3.0 grip shift 7-speed shift levers
- forged alloy crankset, 42/34/24, indexed 13-28 freewheel, alloy linear pull type with Shimano alloy levers

**Cockpit**
- Jamis XC riser handlebar, Jamis XC alloy threadless stem, Jamis alloy micro-adjust seatpost, Jamis aTB Sport saddle

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**TRAIL X1**

**Frame**
- 6061 aluminum main tubes, radiused top tube, 34.9mm oversized seat tube, replaceable derailleur hanger
- rST gila-T, alloy crown & lowers, MCu/coil spring with external preload adjustor, 100mm travel
- Alex Td25 double-wall disc-specific rims with reinforced spoke bed, 32H, Formula 6-bolt disc hubs with qr, 14g black electro-plated spokes, Jamis TX, 26" x 1.95"

**Drivetrain**
- Shimano acera rear & M190 front derailleurs
- acera 8-speed shift levers, Sr Suntour XCC alloy crankset 42/34/24, Shimano 11-32 cassette, Tektro mechanical disc brakes with 6" rotors and Shimano levers

**Cockpit**
- Jamis XC riser handlebar, Jamis XC alloy threadless stem, Jamis alloy micro-adjust seatpost, Jamis aTB Sport saddle

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**TRAIL XR**

**Frame**
- Pulse Plus carbon fiber
- Hi-tensile chromoly steel tubes
- Hi-tensile steel with additional blades
- alloy 26 x 1.50" 36H rims, heavy-duty aTB hubs with qr, 14g black electro-plated spokes, Jamis TX, 26" x 1.95"

**Drivetrain**
- Sram Apex 1x11 11-40t, heavy-duty aTB hubs with qr, 14g black electro-plated spokes, Jamis TX, 26" x 1.95"

**Cockpit**
- Direct Mount bar & stem, alloy 26 x 1.50" 36H rims, heavy-duty aTB hubs with qr, 14g black electro-plated spokes, Jamis TX, 26" x 1.95"
Road

Road

Road

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Road

RoAd

relenTleSS purSuiT

it doesn't matter whether you're racing for a national championship, or just another town limits sprint. we play to win.

There are no big advantages to be discovered in designing for the road—it's all about the relentless pursuit of details like our SST Size Specific Tubing, painstakingly reworking carbon layup schedules, pushing every available technology to the limit, but more. Do it often enough, and you've engineered an advantage. That's our goal. Every day.

This year's road bikes continue our tradition of relentless refinement. Xenith gets the SST treatment not just on the main triangle, but now on the stays as well, for a truly size-specific, perfectly tuned ride and minimal weight. We're launching a Femme version of the Xenith pro di2, for a truly pro-level combo of electronic shifting with perfectly dialed, size-tuned geometry that's going to be this season's killer app for gal racers. The all-new icon takes everything great about the Xenith, reimagining it in aluminum to spread the Jamis gospel of pure speed to a larger audience, accompanied by a lower price tag. We push the refinements, all the way down the line, to include our steel rigs, touring bikes and even fixies. We tune every dimension for optimal weight distribution, so you can sprint without tire-skip, descend with confidence and rail every corner. We tweak every radius, obsess over wall thicknesses and tube miters, welding temperatures and carbon molding methods so you'll have a bike that's laterally rigid and torsionally stiff. But we also respect the 100% commitment, those self-inflicted cornering confidence, push these 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.

Remote

Road

Road

Road

Road

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relenTleSS purSuiT

it doesn't matter whether you're racing for a national championship, or just another town limits sprint. we play to win.

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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.
Wining isn’t everything. It’s the will to win. That’s the thing. And the podiums the riders of Jamis/Gutierrez have earned over the years clearly show they have the will. It doesn’t hurt that they also have the bike.

Some Pros are saddled with “have to” machines, feel they’re obligated to ride fast cars—the same kind of stiffest, strongest, fastest possible ride. The asymmetrical chainstays, tri-oval SST top and down tubes, tapered head tube and P-F30 BB shell are additional advantages that yield results we see on podiums and hear in the clink of medals and trophies race after race. Give this bike a finish line. It will help you cross it first.

STANDARD FEATURES

- 1.125” - 1.5” tapered head tube
- Asymmetrical chainstays
- Size specific tubing including seat stays
- Replaceable derailleur hanger
- PressFit 30 bottom bracket
- Jamis gel suede handlebar tape

Sizes

- 48cm, 51cm, 54cm, 56cm, 58cm, 61cm
- Femme: 44cm, 48cm, 51cm, 54cm

Gloss Carbon

weight: 13.75 lbs.

available as frameset
Frame: High modulus carbon fiber, omniad T700 lay-up, tapered head tube, PF30 BB shell, SST tubing diameters
Fork: High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5" hollow crown
Wheels: Shimano RS10 wheelset, 16/20H, 24mm rim profile with asymmetric rear rim, bladed straight-pull butted spokes, Vittoria Rubino Pro Slick, 700 x 23c, folding
Drivetrain: Shimano Ultegra Di2 electronic derailleurs & shifters, Ultegra 50/34 crankset with 11-26T, Shimano Br561 Super Slr dual pivot calipers with cartridge pads & Ultegra iST-6770 brake levers
Cockpit: Ritchey Pro Evo Curve handlebar, Ritchey Pro 4-axis stem, Ritchey Pro 31.6mm carbon fiber seatpost, Selle San Marco Concor saddle

Frame: High modulus carbon fiber, dyad elite fiber lay-up, tapered head tube, PF30 BB shell, SST tubing diameters
Fork: High modulus carbon fiber, full 1-pc monocoque with tapered steerer & 1.5" hollow crown, carbon dropouts
Wheels: American Classic 420 aero wheelset, 34mm aero rims, 18/24H, stainless steel bearing hubs, bladed stainless spokes, Vittoria Diamante Pro, 700 x 23c, folding
Drivetrain: SRAM Red 22 derailleurs and shifters, Red exogram 53/39 PF30 crankset with ceramic bearings with SRAM 11-26T, SRAM R2CL Super Slr calipers, Swiss Stop Flash Pro carbon brake pads
Cockpit: Ritchey Pro 4-axis stem, Ritchey Pro 31.6mm carbon seatpost, Selle San Marco Concor saddle

Frame: High modulus carbon fiber, omniad T700 lay-up, tapered head tube, PF30 BB shell, SST tubing diameters
Fork: High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5" hollow crown
Wheels: Shimano RS10 wheelset, 16/20H, 24mm rim profile with asymmetric rear rim, bladed straight-pull butted spokes, Vittoria Rubino Pro Slick, 700 x 23c, folding
Drivetrain: Shimano Ultegra Di2 electronic derailleurs & shifters, Ultegra 50/34 crankset with 11-26T, Shimano Br561 Super Slr dual pivot calipers with cartridge pads & Ultegra iST-6770 brake levers
Cockpit: Ritchey Pro 4-axis stem, Ritchey Pro 31.6mm carbon seatpost, Selle San Marco Concor saddle

Frame: High modulus carbon fiber, dyad elite fiber lay-up, tapered head tube, PF30 BB shell, SST tubing diameters
Fork: High modulus carbon fiber, full 1-pc monocoque with tapered steerer & 1.5" hollow crown, carbon dropouts
Wheels: American Classic 420 aero wheelset, 34mm aero rims, 18/24H, stainless steel bearing hubs, bladed stainless spokes, Vittoria Diamante Pro, 700 x 23c, folding
Drivetrain: SRAM Red 22 derailleurs and shifters, Red exogram 53/39 PF30 crankset with ceramic bearings with SRAM 11-26T, SRAM R2CL Super Slr calipers, Swiss Stop Flash Pro carbon brake pads
Cockpit: Ritchey Pro 4-axis stem, Ritchey Pro 31.6mm carbon seatpost, Selle San Marco Concor saddle

Frame: High modulus carbon fiber, omniad T700 lay-up, tapered head tube, PF30 BB shell, SST tubing diameters
Fork: High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5" hollow crown
Wheels: Shimano RS10 wheelset, 16/20H, 24mm rim profile with asymmetric rear rim, bladed straight-pull butted spokes, Vittoria Rubino Pro Slick, 700 x 23c, folding
Drivetrain: Shimano Ultegra Di2 electronic derailleurs & shifters, Ultegra 50/34 crankset with 11-26T, Shimano Br561 Super Slr dual pivot calipers with cartridge pads & Ultegra iST-6770 brake levers
Cockpit: Ritchey Pro 4-axis stem, Ritchey Pro 31.6mm carbon seatpost, Selle San Marco Concor saddle

Frame: High modulus carbon fiber, dyad elite fiber lay-up, tapered head tube, PF30 BB shell, SST tubing diameters
Fork: High modulus carbon fiber, full 1-pc monocoque with tapered steerer & 1.5" hollow crown, carbon dropouts
Wheels: American Classic 420 aero wheelset, 34mm aero rims, 18/24H, stainless steel bearing hubs, bladed stainless spokes, Vittoria Diamante Pro, 700 x 23c, folding
Drivetrain: SRAM Red 22 derailleurs and shifters, Red exogram 53/39 PF30 crankset with ceramic bearings with SRAM 11-26T, SRAM R2CL Super Slr calipers, Swiss Stop Flash Pro carbon brake pads
Cockpit: Ritchey Pro 4-axis stem, Ritchey Pro 31.6mm carbon seatpost, Selle San Marco Concor saddle

Frame: High modulus carbon fiber, omniad T700 lay-up, tapered head tube, PF30 BB shell, SST tubing diameters
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Wheels: Shimano RS10 wheelset, 16/20H, 24mm rim profile with asymmetric rear rim, bladed straight-pull butted spokes, Vittoria Rubino Pro Slick, 700 x 23c, folding
Drivetrain: Shimano Ultegra Di2 electronic derailleurs & shifters, Ultegra 50/34 crankset with 11-26T, Shimano Br561 Super Slr dual pivot calipers with cartridge pads & Ultegra iST-6770 brake levers
Cockpit: Ritchey Pro 4-axis stem, Ritchey Pro 31.6mm carbon seatpost, Selle San Marco Concor saddle

Frame: High modulus carbon fiber, omniad T700 lay-up, tapered head tube, PF30 BB shell, SST tubing diameters
Fork: High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5" hollow crown
Wheels: Shimano RS10 wheelset, 16/20H, 24mm rim profile with asymmetric rear rim, bladed straight-pull butted spokes, Vittoria Rubino Pro Slick, 700 x 23c, folding
Drivetrain: Shimano Ultegra Di2 electronic derailleurs & shifters, Ultegra 50/34 crankset with 11-26T, Shimano Br561 Super Slr dual pivot calipers with cartridge pads & Ultegra iST-6770 brake levers
Cockpit: Ritchey Pro 4-axis stem, Ritchey Pro 31.6mm carbon seatpost, Selle San Marco Concor saddle
Frame: High performance carbon fiber, dyad plus fiber lay-up, PF30 BB shell, SST tubing diameters
Fork: High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5" hollow crown
Wheels: Mavic CXp-22 rims with CnC sidewalls, 28/32H, Formula alloy hubs, 14g black stainless steel spokes, Vittoria Zaffiro Slick, 700 x 23c
Drivetrain: Shimano 105 derailleurs and shifters, Shimano FC-R565 50/34 crankset with Shimano 11-25T, Tektro R540 forged alloy dual pivot calipers with cartridge pads & Shimano 105 STi levers
Cockpit: Ritchey Logic bars, Ritchey Road 3D forged stem, Jamis carbon seatpost, Selle San Marco Spid Arrowhead saddle

Frame: High modulus carbon fiber, omniad T700 lay-up, tapered head tube, PF30 BB shell, 1.5" hollow crown
Fork: High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5" hollow crown
Wheels: Mavic Aksium Race Wheelset, 20H, QR M-ATA bearing hubs with FTS-L freehub, H2 spoke holes, straight pull stainless spokes, Vittoria Zaffiro Pro Slick, 700 x 23c, folding
Drivetrain: Shimano Ultegra derailleurs and shifters, Shimano FC-R565 50/34 crankset with Ultegra 11-25T cassette, Tektro R540 Dual Pivot calipers with Swiss Stop pads and Shimano Ultegra 6700 STi levers
Cockpit: Ritchey Comp Logic Curve bars, Ritchey Logic Comp 4-axis stem, Jamis carbon seatpost and Selle San Marco Ponna Power Arrowhead saddle

Frame: High performance carbon fiber, omniad T700 lay-up, tapered head tube, PF30 BB shell, 1.5" hollow crown
Fork: High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5" hollow crown
Wheels: Mavic CXp-22 rims with CnC sidewalls, 28/32H, Formula alloy hubs, 14g black stainless steel spokes, Vittoria Zaffiro Slick, 700 x 23c
Drivetrain: Shimano 105 derailleurs and shifters, Shimano FC-R565 50/34 crankset with Shimano 11-25T, Tektro R540 forged alloy dual pivot calipers with cartridge pads & Shimano 105 STi levers
Cockpit: Ritchey Logic bars, Ritchey Road 3D forged stem, Jamis carbon seatpost, Selle San Marco Spid Arrowhead saddle

Frame: High performance carbon fiber, omniad T700 lay-up, tapered head tube, PF30 BB shell, 1.5" hollow crown
Fork: High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5" hollow crown
Wheels: Mavic Aksium Race Wheelset, 20H, QR M-ATA bearing hubs with FTS-L freehub, H2 spoke holes, straight pull stainless spokes, Vittoria Zaffiro Pro Slick, 700 x 23c, folding
Drivetrain: Shimano Ultegra derailleurs and shifters, Shimano FC-R565 50/34 crankset with Ultegra 11-25T cassette, Tektro R540 Dual Pivot calipers with Swiss Stop pads and Shimano Ultegra 6700 STi levers
Cockpit: Ritchey Comp Logic Curve bars, Ritchey Logic Comp 4-axis stem, Jamis carbon seatpost and Selle San Marco Ponna Power Arrowhead saddle
iCon eliTe

Frame Jamis Performance Racing Geometry, Synthesis 6061 double-butted aluminum, press Fit 30 bottom bracket
Fork High modulus carbon fiber, full 1-pc monocoque with tapered steerer & 1.5” hollow crown, carbon dropouts
Wheels Mavic ksyrium equipe wheelset, 20H, 24mm rims, qrM bearings and FTS-l freehub and isopulse laced straight pull aerodynamic stainless spokes, vittoria rubino pro Slick, 700 x 23c, folding
Drivetrain Shimano ultegra derailleurs & shifters, Shimano ultegra 50/34 crankset with Shimano 11-25T, Shimano Br-560 Slr dual pivot calipers with cartridge pads & ultegra STi brake levers
Cockpit Ritchey Comp logic Curve bars, Ritchey wCS 4-axis stem, Jamis carbon seatpost, Selle San Marco Concor saddle

Weight: 15.75 lbs.

iCon pro

Frame Jamis Performance Racing Geometry, Synthesis 6061 double-butted aluminum, press Fit 30 bottom bracket
Fork High modulus carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown
Wheels Mavic aksium race wheelset, 20H, 24mm rims, qrM bearings and FTS-l freehub and Self locking straight pull aerodynamic spokes, vittoria ziffiro Slick, 700 x 23c, folding
Drivetrain Shimano 105 derailleurs and shifters, Shimano FC-r565 50/34 crankset with Shimano 11-25T, Tektro r540 dual pivot calipers with cartridge pads and Shimano 105 ST-5700 STi brake levers
Cockpit Ritchey Comp logic Curve bars, Ritchey Road 3d forged stem, Jamis carbon seatpost, Selle San Marco Spid arrowhead saddle

Weight: 18.75 lbs.
Full carbon monocoque with internal cable routing, fully rigid carbon fork with Dyad Supreme lay-up
Frame American Classic carbon fiber blend, 2 joints. Dyad Plus mid-modulus carbon fiber lay-up
Cockpit Profile T3+ Cobra drop bend carbon extensions, Profile SveT zero carbon bar, Profile aris stem, Cobb Cycling v-Flow plus saddle
Wheels American Classic 58mm Series 3 clincher, 18/24H, 58mm aero profile carbon rim, aC hi-lo flange Micro 58 hubs, vittoria open Corsa evo Slick, 700 x 23c, folding
Drivetrain Shimano ultegra di2 derailleurs and bar-end shifters, dura-ace di2 base bar shifters, ultega 53/39 crankset, Shimano 11-25T, Tektro r725 aero TT brakes with Swiss Stop dual compound cartridge shoes and Shimano dura-ace di2 lever
Weight 17.25 lbs.

Full carbon monocoque with internal cable routing, fully rigid carbon fork with dyad plus mid-modulus carbon fiber lay-up
Frame American Classic carbon fiber blend, 2 joints. Dyad Plus mid-modulus carbon fiber lay-up
Cockpit Profile T3+ Cobra drop bend carbon extensions, Profile SveT zero carbon bar, Profile aris stem, Cobb Cycling v-Flow plus saddle
Wheels American Classic 420 aero 3 wheelset, 18/24H 34mm aero rims, rd-205/Micro 58 hubs, stainless steel bladed spokes, vittoria rubino pro Slick, 700x23c, (vittoria rubino 650 x 23c for XS), folding
Drivetrain SraM Force rear & rival front derailleurs, SraM 500 TT 10-speed bar end levers, vision Trimax 52/38 pF30 crankset, SraM 11-25T, Tektro r725 aero TT brakes with Swiss Stop dual compound cartridge shoes and Tektro Tl-720 aero levers
Weight 17.50 lbs.

The clock is relentless. So are we. Which is why we've poured over every millimeter of our Xenith and Comet TT and tri bikes—because you deserve to eke out every bit of speed from every milliwatt you can muster up against the clock.

The windshield aero fork with rear-facing/fully-enclosed front brake, naCa-compliant aero profiles throughout the frames, the rear brake snugged under the chainstays and a seat tube shroud shielding the rear wheel, all combine to ensure that these frames slip through the air like a greased arrow.

An aggressive 78-degree seat tube angle and a 46mm bore pF30 BB system (on the Xeniths) help you maximize your power as you churn those gears. And we've given these bikes head angles and fork offsets that work like a charm with TT bars for straight-line stability in an aero tuck and sizzling-fast cornering manners on technical courses and at turnarounds.

The Xenith T-series and Comet slide through the air with hardly a whisper. All the better to hear the quiet sound of your pr shattering into so many shards.

STANDARD FEATURES
- Full carbon fiber windshield fork
- American Classic carbon fiber seat post
- PressFit 30 (exp. Comet) profile design drop bend bars and extensions
- Rear entry horizontal dropouts
- Internal cable routing
- Extra small, 650C wheel size available

SIZES
- 47cm (650C), 51cm, 54cm, 56cm, 58cm, 61cm (Comet only)
- * 47cm (650C) Xenith T2 available as frameset only
- Available as frameset

Frame American Classic Carbon fiber blend, 2 joints. Dyad Plus mid-modulus carbon fiber lay-up
Cockpit Profile T3+ Cobra drop bend carbon extensions, Profile SveT zero carbon bar, Profile aris stem, Cobb Cycling v-Flow plus saddle
Wheels American Classic 58mm Series 3 clincher, 18/24H, 58mm aero profile carbon rim, aC hi-lo flange Micro 58 hubs, vittoria open Corsa evo Slick, 700 x 23c, folding
Drivetrain Shimano ultegra di2 derailleurs and bar-end shifters, dura-ace di2 base bar shifters, ultega 53/39 crankset, Shimano 11-25T, Tektro r725 aero TT brakes with Swiss Stop dual compound cartridge shoes and Shimano dura-ace di2 lever
Weight 17.25 lbs.

Frame American Classic Carbon fiber blend, 2 joints. Dyad Plus mid-modulus carbon fiber lay-up
Cockpit Profile T3+ Cobra drop bend carbon extensions, Profile SveT zero carbon bar, Profile aris stem, Cobb Cycling v-Flow plus saddle
Wheels American Classic 420 aero 3 wheelset, 18/24H 34mm aero rims, rd-205/Micro 58 hubs, stainless steel bladed spokes, vittoria rubino pro Slick, 700x23c, (vittoria rubino 650 x 23c for XS), folding
Drivetrain SraM Force rear & rival front derailleurs, SraM 500 TT 10-speed bar end levers, vision Trimax 52/38 pF30 crankset, SraM 11-25T, Tektro r725 aero TT brakes with Swiss Stop dual compound cartridge shoes and Tektro Tl-720 aero levers
Weight 17.50 lbs.

Frame American Classic Carbon fiber blend, 2 joints. Dyad Plus mid-modulus carbon fiber lay-up
Cockpit Profile T3+ Cobra drop bend carbon extensions, Profile SveT zero carbon bar, Profile aris stem, Cobb Cycling v-Flow plus saddle
Wheels American Classic 58mm Series 3 clincher, 18/24H, 58mm aero profile carbon rim, aC hi-lo flange Micro 58 hubs, vittoria open Corsa evo Slick, 700 x 23c, folding
Drivetrain Shimano ultegra di2 derailleurs and bar-end shifters, dura-ace di2 base bar shifters, ultega 53/39 crankset, Shimano 11-25T, Tektro r725 aero TT brakes with Swiss Stop dual compound cartridge shoes and Shimano dura-ace di2 lever
Weight 17.25 lbs.
XENITH T1

Frame
Full carbon monocoque with internal cable routing.
Xenith X-Tech carbon fiber lay-up.

Fork
Full carbon, 1 1/8" with internal brake routing.

Headset
Agilent steerer with 38mm or 1-1/8" head tube.

Frame
Full carbon, internal cable routing, hydroformed seat tube, chain stay brake mounting.

Fork
Jamis WindShield, full carbon, 1 1/8" with shrouded brake.

Wheels
Alex R30 aero rims with 30mm rim profile, 20/24H, Formula alloy hubs with QR, Formula carbon brake system, Formula bladed stainless steel spokes.

Tires
Vittoria Zaffiro Slick, 700x23c (Vittoria Rubino 650x23c for 47cm). Minor variant: Vittoria Rubino 700x23c for 47cm.

Drivetrain
Shimano Ultegra rear & 105 front derailleurs, microSHIFT 10-speed bar-end shifters, FSA gossamer 53/39 pF30 crankset, Shimano 11-25T, Tektro R725 aero TT brake with Swiss Stop dual compound cartridge shoes and Tektro RX 4.1 aero levers.

Cockpit
Profile T3+ Cobra drop-bend extensions, profile 3” air wing base bar, Profile also offers San Marco Ponsa TT saddle.
Supernova Team

Frame
High modulus carbon fiber, 2-pc lay-up, near net molded, SST tubing diameters, tapered head tube, evo carbon BB

Fork
Jamis Cross, high modulus carbon fiber 1-pc monocoque design, near net molded, 1.5" hollow crown, post disc brake mounts

Wheels
alex CX23 Tubular wheelset, 28H, T2r eXa 23mm aero rim profile, disc hubs with Sapim spokes, Vittoria Cross Xg pro, 700 x 32c, 150Tpi, folding

Drivetrain
Sram red front & 2012 red rear derailleurs, 2012 red shifters, Fsa gossamer 46/36 pF30 crankset, Sram 11-28T, avid BB-7 mechanical disc brake, 160mm front/140mm rear rotors

Cockpit
Ritchey Logic Curve handlebar, Ritchey Pro 4-axis stem, Ritchey WCS seatpost, Selle San Marco ponza power saddle

Weight: 18.00 lbs.

Supernova Elite

Frame
High modulus carbon fiber, 2-pc lay-up, near net molded, SST tubing diameters, near net molded BB386 evo bottom bracket

Fork
Jamis Cross, carbon composite 1-pc monocoque design, near net molded, post disc brake mounts

Wheels
alex XC23 eyeletted disc specific rim, 32H, Formula alloy disc road hubs and 14g stainless steel spokes, Vittoria Cross Xg pro, 700 x 32c, folding

Drivetrain
Sram apex front & 2012 red rear derailleurs, 2012 red shifters, Fsa carbon 46/36 evo crankset, Sram 11-28T, avid BB-7 mechanical disc brake, 160mm front/140mm rear rotors

Cockpit
Ritchey Logic Curve handlebar, Ritchey Pro 4-axis stem, Ritchey WCS seatpost, Selle San Marco Concor saddle

Weight: 18.00 lbs.
NOVA PRO D32

With New Jersey as home base, we’re East Coasters at heart. Which means we can’t help waiting for ‘cross season to arrive.

In the off-season we dream about it. Which is how we keep coming up with new tricks, like outfitting the Nova Pro with Shimano’s electronic shifting. Like no other bikes we’ve ever built, they’re ready for Monday morning’s commute as they were at last Saturday’s race, and are just as ready to be loaded up with panniers for next month’s adventure tour.

It doesn’t get any better, or more fun, than that.

STANDARD FEATURES
- 7005 double-butted aluminum frame
- Portage formed top tube
- Replaceable rear derailleur hanger
- PressFit 30 (pro and race)
- Shimano ultegra DI2 electronic shifting
- Jamis suede handlebar tape
- 1.125” - 1.5” tapered head tube
- PressFit 30 (pro and race)
- Shimano ultegra DI2 electronic shifting
- Jamis suede handlebar tape
- 1.125” - 1.5” tapered head tube

OPTIONS
- Montague forked top tube
- Replacement tire/flange/Reducer Axle
- Selle San Marco Concor saddle
- Alex black anodized
- Weight: 20.75 lbs.
NOVA RACE

Frame
Jamis Cross carbon composite 1.5” straight 4130 chrome-moly, 1.5” tapered steerer, portaging flat top tube.

Fork
Jamis Cross aluminum fork, carbon fiber, 1-1/8” tapered steerer, post disc brake mounts and fender eyelets.

Wheels
Alex CX23 eyeletted disc-specific rims, 32 spokes, disc brake U-brake, post disc brake, and fender eyelets.

Drivetrain
Shimano Tiagra 10-speed derailleurs, Tiagra STi levers, 50/34 compact, 11-34 Tiagra cassette, 14g stainless spokes, standard U-brakes.

Cockpit
Ritchey Logic Road stem, Ritchey Logic Road bars, Ritchey Logic Road saddle.

Weight:
Silver: 23.75 lbs.
Grey: 24.75 lbs.

NOVA SPORT

Frame
Jamis Cross carbon composite 1.5” straight 4130 chrome-moly, 1.5” tapered steerer, portaging flat top tube.

Fork
Jamis Cross aluminum fork, carbon fiber, 1-1/8” tapered steerer, post disc brake mounts and fender eyelets.

Wheels
Alex CX23 eyeletted disc-specific rims, 32 spokes, disc brake U-brake, post disc brake, and fender eyelets.

Drivetrain
Shimano 105 10-speed derailleurs, Tiagra STi levers, 50/34 compact, 11-34 Tiagra cassette, 14g stainless spokes, standard U-brakes.

Cockpit
Jamis Logic Road stem, Jamis Logic Road bars, Jamis Logic Road saddle.

Weight:
Silver: 23.15 lbs.
Grey: 24.75 lbs.
Our Xenith Enduras are a favorite amongst century riders, performance weekenders and distance cyclists. And it’s no surprise why. Using the same top-level manufacturing techniques and materials as our award-winning Xenith Competition series, the enduras roll on slightly stretched wheelbases, with marginally less aggressive cornering geometry, for more stability and a little extra ride comfort. Head tubes are slightly longer, for less drop to the handlebar, which trades away just a 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 30 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.

STANDARD FEATURES
- 1.125” - 1.5” tapered head tube
- Asymmetrical chainstays
- Internal cable routing
- Fender & carrier eyelets
- Size-specific tubing, including seat stays
- Carbon fiber hollow crown fork
- Gel inserts on top of handlebar
- PressFit 30 bottom bracket

Available in 48cm, 51cm, 54cm, 56cm, 58cm, 61cm
Femme: 44cm, 48cm, 51cm, 54cm
Frame
High performance carbon fiber, dyad plus lay-up, tapered head tube, asymmetrical chainstays, SST design
Fork
High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown
Wheels
Alex dC19 double wall rims with CnC sidewalls, 28/32H, Formula alloy hubs, 14g stainless steel spokes, Vittoria Zaffiro, 700 x 25c
Drivetrain
Shimano 10-speed Tiagra derailleurs and shifters, FSA Vero 50/34 crankset with Shimano 12-30T, Tektro R317 long-reach/dual-pivot calipers with Shimano Tiagra 4600 STi levers
Cockpit
Jamis ergo road bar, Jamis 3D forged stem, Jamis carbon seatpost, Selle San Marco Spid arrowhead saddle

Frame
High modulus carbon fiber, dyad elite lay-up, tapered head tube, asymmetrical chainstays, SST design
Fork
High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown
Wheels
Shimano R500 wheelset, 20/24H, 24mm rim profile, R500 forged alloy adjustable-bearing hubs, bladed stainless steel spokes, Vittoria Zaffiro, 700 x 25c
Drivetrain
Shimano 105 derailleurs and shifters, Shimano R565 50/34 crankset with Shimano 12-30T, Tektro R359 long-reach/dual-pivot calipers with Shimano 105 5700 STi levers
Cockpit
Ritchey Comp logic Curve bar, Ritchey 3D forged stem, Jamis carbon seat post, Selle San Marco Spid glamour arrowhead saddle

Frame
High performance carbon fiber, dyad plus lay-up, tapered head tube, asymmetrical chainstays, SST design
Fork
High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown
Wheels
Alex dC19 double wall rims with CnC sidewalls, 28/32H, Formula alloy hubs, 14g stainless steel spokes, Vittoria Zaffiro, 700 x 25c
Drivetrain
Shimano 10-speed Tiagra derailleurs and shifters, FSA Vero 50/34 crankset with Shimano 12-30T, Tektro R317 long-reach/dual-pivot calipers with Shimano Tiagra 4600 STi levers
Cockpit
Jamis ergo road bar, Jamis 3D forged stem, Jamis carbon seatpost, Selle San Marco Spid glamour arrowhead saddle

Frame
High performance carbon fiber, dyad plus lay-up, tapered head tube, asymmetrical chainstays, SST design
Fork
High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown
Wheels
Alex dC19 double wall rims with CnC sidewalls, 28/32H, Formula alloy hubs, 14g stainless steel spokes, Vittoria Zaffiro, 700 x 25c
Drivetrain
Shimano 10-speed Tiagra derailleurs and shifters, FSA Vero 50/34 crankset with Shimano 12-30T, Tektro R317 long-reach/dual-pivot calipers with Shimano Tiagra 4600 STi levers
Cockpit
Jamis ergo road bar, Jamis 3D forged stem, Jamis carbon seatpost, Selle San Marco Spid glamour arrowhead saddle

Frame
High performance carbon fiber, dyad plus lay-up, tapered head tube, asymmetrical chainstays, SST design
Fork
High performance carbon fiber composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown
Wheels
Alex dC19 double wall rims with CnC sidewalls, 28/32H, Formula alloy hubs, 14g stainless steel spokes, Vittoria Zaffiro, 700 x 25c
Drivetrain
Shimano 10-speed Tiagra derailleurs and shifters, FSA Vero 50/34 crankset with Shimano 12-30T, Tektro R317 long-reach/dual-pivot calipers with Shimano Tiagra 4600 STi levers
Cockpit
Jamis ergo road bar, Jamis 3D forged stem, Jamis carbon seatpost, Selle San Marco Spid glamour arrowhead saddle

Weight
Gloss Carbon/Victory Blue: 18.75 lbs.
Gloss Carbon/Ocean Mist: 19.50 lbs.
Gloss Carbon/Cucumber: 18.50 lbs.
Gloss Carbon/Victory Yellow: 19.75 lbs.
Frame:
- Kinesis 7005 double-butted main frame, carbon fiber monostay, taper head tube, SST diameters

Fork:
- Jamis full carbon composite straight blade road fork, tapered steerer with 1.5 crown, forged alloy dropouts

Wheels:
- Mavic CXp-22 rims with CnC sidewalls, 28/32H, Formula alloy hubs with QR and 14g stainless steel spokes, Vittoria Zaffiro, 700 x 23c

Drivetrain:
- Shimano 10-speed Taigra derailleurs & shifters, FSa vero 50/34 crankset with cartridge BB and Shimano 12-28T, Tektro R312 dual-pivot calipers with cartridge pads & Shimano Taigra 4600 STi levers

Cockpit:
- Ritchey Comp Logic Curve bar, Ritchey Comp 4-axis stem, Jamis carbon seatpost, Selle San Marco Spid Glamour arrowhead saddle

Weight:
- Black Coal: 19.75 lbs.
- Pearl White: 20.00 lbs.
Frame: Kinesis 7005 double-butted aluminum frame with sloping radius top tube, tapered head tube, SST tubing diameters.
Fork: Jamis full carbon composite straight blade road fork, tapered steerer with 1.5 crown, forged alloy dropouts.
Wheels: Mavic CXp-22 rims, 28/32H, Formula alloy road hubs, 14g stainless steel spokes, Vittoria Zaffiro, 700 x 23c.
Drivetrain: Shimano 9-speed Sora derailleurs and STi shifters, FSA vero 50/34 crankset with SRAM 11-28T, Tektro R312 dual-pivot calipers with Shimano Sora STi levers.
Cockpit: Ritchey logic Curve bar, Ritchey road stem, Ritchey seat post, Selle San Marco Spid glamour arrowhead saddle.

Frame: Kinesis G901 aluminum road frame with sloping radius top tube, superformed tube, SST tubing diameters.
Fork: Ritchey logique Curve bar, Ritchey road stem, Ritchey seat post, Selle San Marco Spid glamour arrowhead saddle.
Wheels: Alex DB-20 double-wall aluminum rims, 28/32H, Formula alloy front & cassette freehub rear hubs with quick release, stainless steel spokes, Vittoria Zaffiro, 700 x 23c.
Drivetrain: Shimano 10-speed 2300 rear & Sora front derailleurs, Shimano 2300 STi shifters, FSA Tempo 50/34 crankset with SRAM 11-26T, Tektro R317 dual-pivot calipers with Shimano ST-2300 STi levers.
Cockpit: Jamis alloy road bar, Jamis road stem, Jamis alloy seat post, Jamis Road Sport saddle.

Frame: Kinesis 6061 aluminum road frame with sloping radius top tube, tapered head tube, SST tubing diameters.
Fork: Kinesis 6061 aluminum road fork, tapered steerer with 1.5 crown, forged alloy dropouts.
Wheels: Alex ID19 double-wall aluminum rims, 28/32H, Formula alloy front & cassette freehub rear hubs with quick release, stainless steel spokes, Vittoria Zaffiro, 700 x 23c.
Drivetrain: Shimano 8-speed 2300 rear & Sora front derailleurs, Shimano 2300 STi shifters, FSA Tempo 50/34 crankset with SRAM 12-26T, Tektro R317 dual-pivot calipers with Shimano ST-2300 STi levers.
Cockpit: Jamis alloy road bar, Jamis alloy stem, Jamis alloy seat post, Jamis Road Sport saddle.

Frame: Kinesis 6061 aluminum road frame with sloping radius top tube, tapered head tube, SST tubing diameters.
Fork: Kinesis 6061 aluminum road fork, tapered steerer with 1.5 crown, forged alloy dropouts.
Wheels: Alex ID19 double-wall aluminum rims, 28/32H, Formula alloy front & cassette freehub rear hubs with quick release, stainless steel spokes, Vittoria Zaffiro, 700 x 23c.
Drivetrain: Shimano 8-speed 2300 rear & Sora front derailleurs, Shimano 2300 STi shifters, FSA Tempo 50/34 crankset with SRAM 12-26T, Tektro R317 dual-pivot calipers with Shimano ST-2300 STi levers.
Cockpit: Jamis alloy road bar, Jamis alloy stem, Jamis alloy seat post, Jamis Road Sport saddle.

Frame: Kinesis 7005 double-butted aluminum frame with sloping radius top tube, tapered head tube, SST tubing diameters.
Fork: Ritchey logique Curve bar, Ritchey road stem, Ritchey seat post, Selle San Marco Spid glamour arrowhead saddle.
STEEL SERIES
STEEL FOREVER REAL

Forget the science, forget the tech. Here’s what you need to know: nothing rides like steel. It magically smooths roads, adds some spring to your pedaling, and makes those miles virtually disappear. 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 firm and resilience that minimizes road vibration and maximizes pedal efficiency and handling potential. Steel road bikes just feel planted in corners, and with our full carbon road fork to guide them, these bikesolutely rule around the bend.

Smart gear sets, lightweight wheels and fast-rolling Vittoria tires—chosen for the real world of less-than-perfect pavement—translate to a smooth ride, speedier ascents, and optimized efficiency—making our steel road fleets perfect for all-day exploration, fast commutes, or short sprint rides.

In-the-know cycling vets understand Steel is real. Here’s your chance to discover it for yourself.

STEEL SERIES

STANDARD FEATURES

Reynolds Steel Frames
Size Specific Tubing
Lost wax dropouts
Lost wax rings

SIZES

Frame: 48cm, 51cm, 54cm, 56cm, 58cm, 61cm
Femme: 48cm, 51cm, 54cm

Frame weight: 17.00 lbs.

ECLIPSE

Steel Reynolds 853 head-tanged, seamless, acid-chipped chromoly fork. 1-1/8” double butted Steerer. 1” head tube, 14mm gauge head tube and brake dropouts.

Fork:

Reynolds 853. 1-1/8” tapered steerer, 1” head tube, acid-chipped chromoly dropouts, 1” head tube. 14mm gauge head tube and brake dropouts.

Wheels:

Ritchey WCS Zeta wheelset, 20/24H, 24mm vanadium rims, WCS hubs, bladed stainless spokes, Vittoria Rubino Pro Slick, 700 x 23c, folding.

Drivetrain:

Shimano Ultegra derailleurs and shifters, Ultegra 50/34 compact crankset with Ultegra 11-25T, Shimano Ultegra 6700 Super Slr dual-pivot calipers with ultegra 6700 STi levers.

Cockpit:

Ritchey WCS Logic Curve bar, Ritchey Pro 4-axis stem, Ritchey WCS seatpost, Selle San Marco Concor saddle.

Weight:

17.00 lbs.

 추진력 상승: 17.00 lbs.
Frame
Reynolds 631 air-hardened seamless chromoly main tubes with heat-treated/taper gauge chromoly stays, SST tubing diameters

Fork
Jacks full carbon fiber with forged dropouts, single-event

Fork
Reynolds C60Z carbon, 28/36H, 25mm profile rims, cold-forged hubs w/ cartridge bearings, DT Competition system, brake in front only, 782 HUB, 36 spoke wheel

Wheels
 Ritchey Comp Zeta wheelset, 20/24H, 24mm profile rims, cold-forged hubs w/ cartridge bearings, DT Competition system, brake in front only, 782 HUB, 36 spoke wheel

Drivetrain
Shimano 105 derailleurs and shifters, Shimano R565 50/34 crankset with Shimano 11-28T, Shimano Br450 Super Slr long-reach, dual-pivot calipers with 105 STi levers

Cockpit
Ritchey Comp logic Curve bar, Ritchey road stem, Ritchey road seat post, Sella San Marcos Spid Arrowhead saddle

Frame
Pearl white, weight: 19.75 lbs.

Fork
Jacks full carbon fiber with forged dropouts, single-event

Fork
Reynolds C60Z carbon, 28/36H, 25mm profile rims, cold-forged hubs w/ cartridge bearings, DT Competition system, brake in front only, 782 HUB, 36 spoke wheel

Wheels
Ritchey Comp Zeta wheelset, 20/24H, 24mm profile rims, cold-forged hubs w/ cartridge bearings, DT Competition system, brake in front only, 782 HUB, 36 spoke wheel

Drivetrain
Shimano 105 derailleurs and shifters, Shimano R565 50/34 crankset with Shimano 11-28T, Shimano Br450 Super Slr long-reach, dual-pivot calipers with 105 STi levers

Cockpit
Ritchey Comp logic Curve bar, Ritchey road stem, Ritchey road seat post, Sella San Marcos Spid Arrowhead saddle

Frame
Pearl white, weight: 19.50 lbs.
Frame: Reynolds 531 double-butted chromoly main tubes, double-tapered chromoly stays, SST tubing diameters.
Fork: 4130 chromoly unicrown road fork, forged dropouts with single eyelets.
Wheels: Alex I19 double-wall aluminum rims, 28/32H, Formula alloy road hubs, stainless steel spokes, Vittoria Zaffiro 700 x 23c.
Drivetrain: Shimano 8-speed 2300 derailleurs and STi shifters, FSA Vero 50/39/30 crankset with SRAM 12-26T, Tektro R317 long-reach dual-pivot calipers with Shimano 2300 STi levers.
Cockpit: Jamis alloy road bar, Jamis road stem, Jamis alloy road seat post, Jamis Road Sport saddle.

Frame: Reynolds 529 double-butted chromoly main tubes, double-tapered chromoly stays, SST tubing diameters.
Fork: 4130 chromoly unicrown road fork, forged dropouts with single eyelets.
Wheels: Alex I19 double-wall aluminum rims, 28/32H, Formula alloy road hubs, stainless steel spokes, Vittoria Zaffiro 700 x 23c.
Drivetrain: Shimano 8-speed 2300 derailleurs and STi shifters, FSA Vero 50/39/30 crankset with SRAM 12-26T, Tektro R317 long-reach dual-pivot calipers with Shimano 2300 STi levers.
Cockpit: Jamis alloy road bar, Jamis road stem, Jamis alloy road seat post, Jamis Road Sport saddle.

Frame: Reynolds 531 double-butted chromoly main tubes, double-tapered chromoly stays, SST tubing diameters.
Fork: 4130 chromoly unicrown road fork, forged dropouts with single eyelets.
Wheels: Alex I19 double-wall aluminum rims, 28/32H, Formula alloy road hubs, stainless steel spokes, Vittoria Zaffiro 700 x 23c.
Drivetrain: Shimano 8-speed 2300 derailleurs and STi shifters, FSA Vero 50/39/30 crankset with SRAM 12-26T, Tektro R317 long-reach dual-pivot calipers with Shimano 2300 STi levers.
Cockpit: Jamis alloy road bar, Jamis road stem, Jamis alloy road seat post, Jamis Road Sport saddle.

Frame: Reynolds 529 double-butted chromoly main tubes, double-tapered chromoly stays, SST tubing diameters.
Fork: 4130 chromoly unicrown road fork, forged dropouts with single eyelets.
Wheels: Alex I19 double-wall aluminum rims, 28/32H, Formula alloy road hubs, stainless steel spokes, Vittoria Zaffiro 700 x 23c.
Drivetrain: Shimano 8-speed 2300 derailleurs and STi shifters, FSA Vero 50/39/30 crankset with SRAM 12-26T, Tektro R317 long-reach dual-pivot calipers with Shimano 2300 STi levers.
Cockpit: Jamis alloy road bar, Jamis road stem, Jamis alloy road seat post, Jamis Road Sport saddle.

Tigers Eye
Weight: 25.00 lbs.

Azurite Blue
Weight: 23.00 lbs.

Seafoam
Weight: 24.75 lbs.

Midnight Violet
Weight: 22.75 lbs.
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 road bikes for smart urban speedsters and cyclo-tourists.

 Legendary Reynolds steel is our chassis material of choice, for its unbreakably robust performance and the resilient ride damping you'll appreciate while loaded up and tackling city streets or rural back roads.

 The aurora elite and aurora are equipped straight from the crate for the big tour with color-matched carriers and fenders and a drivetrain that includes bar-end shifters, triple-chainrings and big-tooth cassettes for a huge gear range every serious world-cycletourer can appreciate. The Bosanovas offer a foster handling, shorter-wheelbase geo than the Aurora -- perfect for serious commuting and weekend touring -- and it's smartly spec'd with disc brakes, for all-weather/all-year capability.

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

### Aurora Elite
- Reynolds 631 air-hardened chromoly framework
- Extended head tube
- Laser-cut dropouts
- Bar end shifters
- Novo adjustable threadless stem

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<td>62cm</td>
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### Aurora
- Reynolds 520 double-butted chromoly main tubes
- Extended head tube
- Laser-cut dropouts

<table>
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<tbody>
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### Bosanova
- Carbon fiber unicrown
- Disc brake mounts

<table>
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<tbody>
<tr>
<td>49cm</td>
<td>26.0</td>
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### Standard Features
- Reynolds aluminum frames
- Size specific tubing
- 160mm brake rotors (exp. Aurora)
- Laser-cut dropouts (exp. Aurora)
- Bar end shifters (exp. Bosanova)
- Novo adjustable threadless stem

### Accessories
- Full coverage alloy fenders with adjustable stays & mudflaps, and alloy rear carrier with luggage strap
- Full coverage alloy fenders with adjustable stays & mudflaps

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### Black Forest
- Weight: 29.00 lbs.

### Primer Grey
- Weight: 27.50 lbs.

### Mahogany
- Weight: 27.00 lbs.
Fixies

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 the gear, and just flowing through the streets or over the boards.

Go with the velodrome-inspired Sonik, if you want to find out how fast you really are. The aero section 7005 aluminum is double-butted for strength, with a radiused seat tube that shields the rear wheel from the wind to help you hold your velocity as you go out on the banking.

if the reality of your world includes bike racks, potholes and sewer grates, stick with the durable, welded steel frames of our Sputnik and Beatnik. The Sputnik is trimmed out with a classic drop handlebar, bar-end brake levers, double toe straps and a genuine Selle San Marco saddle for moderate comfort on your chosen path. Aero Sonik, classic Sputnik, upstart Beatnik—whatever way you choose, singleness awaits.

Standard Features

Sonik: Sputnik & Beatnik:
- 7005 aluminum custom butted aero frame
- Size Specific Tubing
- Aero carbon seat post
- Tektro dual-pivot brakes

SONIK
- Reynolds 525 chromoly double-butted trekking frame with hydroformed seat tube, integrated head tube, skinny seatstays
- Soma lugged chromoly straight blade with lost wax sloping crown, forged dropouts, single eyelets
- Reynolds aero carbon rim profile, 32/32H, Formula alloy track hubs with flip/flop rear and 14g stainless steel spokes, vittoria zaffiro Slick, 700 x 24c
- Jamis Track deep drop bar, Jamis road stem, Selle San Marco Flite saddle

Sputnik
- Reynolds 525 chromoly double-butted trekking frame with hydroformed seat tube, integrated head tube, skinny seatstays
- Soma lugged chromoly straight blade with lost wax sloping crown, forged dropouts, single eyelets
- Reynolds aero carbon rim profile, 32/32H, Formula alloy track hubs with flip/flop rear and 14g stainless steel spokes, vittoria zaffiro Slick, 700 x 24c
- Jamis Track deep drop bar, Jamis road stem, Selle San Marco Flite saddle

Beatnik
- Reynolds 525 chromoly double-butted trekking frame with hydroformed seat tube, integrated head tube, skinny seatstays
- Soma lugged chromoly straight blade with lost wax sloping crown, forged dropouts, single eyelets
- Reynolds aero carbon rim profile, 32/32H, Formula alloy track hubs with flip/flop rear and 14g stainless steel spokes, vittoria zaffiro Slick, 700 x 24c
- Jamis Track deep drop bar, Jamis road stem, Selle San Marco Flite saddle

Frame Reynolds 525 chromoly double-butted trekking frame with hydroformed seat tube, integrated head tube, skinny seatstays
- Size Specific Tubing
- Aero carbon seat post
- Tektro dual-pivot brakes

Sputnik
- Reynolds 525 chromoly double-butted trekking frame with hydroformed seat tube, integrated head tube, skinny seatstays
- Soma lugged chromoly straight blade with lost wax sloping crown, forged dropouts, single eyelets

Sonik
- Reynolds 525 chromoly double-butted trekking frame with hydroformed seat tube, integrated head tube, skinny seatstays
- Soma lugged chromoly straight blade with lost wax sloping crown, forged dropouts, single eyelets

Beatnik
- Reynolds 525 chromoly double-butted trekking frame with hydroformed seat tube, integrated head tube, skinny seatstays
- Soma lugged chromoly straight blade with lost wax sloping crown, forged dropouts, single eyelets

Size

Sonik: 48cm, 51cm, 54cm, 56cm, 58cm, 61cm
- Sputnik/Beatnik: 47cm, 50cm, 53cm, 55cm, 57cm, 59cm, 62cm
EXPERIENCE IS EFFICIENCY

Whether it’s riding for fitness and fun, or simply as a way to get around, the key to a good street riding experience is efficiency. An efficient ride lets you go faster and farther, on less effort. In that sense it’s not much different from a racing bike, which is why our street machines perform so well—we’ve taken our hard-earned racing know-how and applied it to these street bikes.

Our Commuters have been some of the most sensible, fun ways to get from here to there. And they’re better this year with the addition of Skewet, an ingenious single-lever braking system that simplifies braking while reducing the possibility of pinching the brake, rainbow-striped handlebars. Commuter 4 still gets one of the trickiest drivetrains ever, the infinitely variable nuvinci hub with its eerily smooth power transmission.

The Codas continue to shine as perennial favorites for fitness rides and longer commutes. So much so the Codas Sport has officially become our best-selling bike, and shows no signs of relinquishing the title. We’re clearly knocking it out of the park with this one, with its intuitive control layout and sensible spec.

Allegro just keeps getting better with the addition of the Allegro Comp Disc. And the knobby-equipped Allegro X, gains more versatility with slightly more aggressive geometry and frame clearance for more aggressive tires to give it that dual-purpose capability.
Reduce your carbon footprint and save money at the pump with a Jamis Commuter, the purpose-built bike that’s one of the most efficient ways to get from here to there.

Full fenders, rear carriers, micro bells and pant guards mean these bikes are ready for the inner city shuffle, to get you where you’re going so you arrive looking’ good and with everything you need for the day. Large diameter 700c wheels mean less rolling resistance and a smoother ride just like in your MGB, starting with reliable tires spaced with the twist shifter, step-down on these big-platform pedals with the no-slip inserts, and you’re practically there.

When the traffic light turns red, the innovative Slidepad braking system assures smooth, controlled single-lever stops without risk of pitch-over. Dual memory foam pads, Jamis Metro Sport saddles and anatomically shaped dual-density grips give you comfortable contact points, so commuting doesn’t beat you up and you’ll arrive refreshed.

Get there on a Commuter. On time. In style.

STANDARD FEATURES

- 6061 aluminum frame (exp. Commuter 1)
- Slidepad Single lever braking system
- Full coverage fenders
- Reflective safety stripe on tires
- Rear carrier rack with elastic luggage strap
- Full compliment carrier/fender mounts
- Micro bell
- Stainless steel spokes

SIZES

- 24" x 17", 24" x 21", 24" x 23", 26" x 19", 26" x 21" Step-over

**COMMUTER 3**

- **Frame**
  - 6061 aluminum, sloping diamond frame design
- **Fork**
  - Steel unicrown with radiused blades
- **Wheels**
  - Alex R1000 700c rims, 36H, Formula alloy front & rear qr hubs, CST Marathon/Tour, 700 x 32c
- **Drivetrain**
  - Shimano altus M310 rear derailleur, Shimano revoshift rS43 7-speed twist shifters, forged alloy 44T crankset with pants guard, Slidepad Single lever braking system, Tektro Cl330 levers
- **Cockpit**
  - Swept-back Jamis arC city bike bar, Jamis alloy hi-rise stem, Jamis alloy micro-adjust seatpost, Jamis Metro Sport saddle
- **Cockpit Accessories**
  - Future Form full coverage/adjustable polycarbonate fenders, rear carrier with elastic luggage strap

**Black Forest**
- **Weight**: 29.50 lbs.

**Step-over 1**
- **Step-over**: Silver Moon

**Silver Moon**
- **Weight**: 28.25 lbs.

**Step-over 2**
- **Step-over**: Monterey red

**Monterey red**
- **Weight**: 31.50 lbs.

**Frame**
- Hi-Tensile steel frame, sloping design
- **Fork**
  - Steel unicrown with radiused blades
- **Wheels**
  - Alex ID-19 double-wall 700c rims, Formula alloy front & rear qr hubs, CST Marathon/Tour, 700 x 32c
- **Drivetrain**
  - SRAM Via rear derailleur, SRAM 3.0 Comp 8-speed gripShifter, forged alloy 42T crankset with pants guard, Slidepad Single lever braking system, Tektro Cl530 levers
- **Cockpit**
  - Swept-back arC city bike bar, Nvo TM-4 stem, alloy micro-adjust seatpost, Jamis Metro Sport saddle with memory foam
- **Cockpit Accessories**
  - Future Form full coverage/adjustable polycarbonate fenders, rear carrier with elastic luggage strap

**Black Forest**
- **Weight**: 29.50 lbs.

**Step-over 1**
- **Step-over**: Silver Moon

**Silver Moon**
- **Weight**: 28.25 lbs.

**Step-over 2**
- **Step-over**: Monterey red
Our Coda series has won us legions of fans and magazine editor accolades over the years for good reason—they’re quick, they’re nimble, they’re durable and dependable, and they are a blast 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. And thanks to a full brace of rack, fender and lock eyelets and a broad gearing range suitable for most any terrain, these are some of the most versatile two-wheelers we build.

The Codas are designed to perform, with a frame welded from legendary Reynolds 525 double-butted chromoly steel. You get steel’s legendary supple, pavement-smoothing ride, accompanied by the zing of fantastic pedal response. Mash the pedals, flick through the gears, and experience the magic of absolutely dialed-in handling as you lead your Coda through the turns.

So get on board. And make the streets your own.

STANDARD FEATURES
- Reynolds 525 double-butted chromoly frame
- Carbon fiber unicrown fork
- Full compliment carrier/fender mounts
- Stainless steel spokes
- Custom graphic Alex rims
- Weight: 26.75 lbs.
Frame: Reynolds 520 double-butted chromoly main tubes, double tapered chromoly stays.
Fork: Chromoly radiused blade unicrown with low rider bosses and double eyelet dropout.
Wheels: Alex iD-19 double-wall rims, 32H, Formula 32H road hubs, Vittoria Randonneur, 700 x 32c, with double Shielding puncture protection and reflective sidewalls.
Cockpit: Jamis alloy flat bar, Jamis road stem, Jamis alloy micro-adjust seat post, Jamis Touring saddle.

Frame: Reynolds 520 double-butted chromoly main tubes, double tapered chromoly stays.
Fork: Jamis full carbon composite radiused blade with low rider bosses and single dropout eyelet.
Wheels: Alex iD-19 double-wall rims, 32H, Formula 32H road hubs, Vittoria Randonneur, 700 x 32c, double Shielding puncture protection, and reflective sidewalls.
Drivetrain: Shimano 8-speed Alivio M410 rear & M191 front derailleurs, RapidFire plus shifters, Shimano M391 48/36/26 crankset with 11-32T, Tektro alloy linear pull brakes with front modulator, Shimano brake levers.
Cockpit: Jamis alloy flat bar, Nvo TM-4 aTS stem, alloy micro-adjust seat post, Selle San Marco Elba saddle.

Monterey red: weight 26.75 lbs.
Silver Mist: weight 25.75 lbs.
Celery: weight 26.50 lbs.
Sage: weight 25.50 lbs.

Coda SporTCoda CoMp

Gloss Black
Monterey red

94 95

Silver Mist

Sage

Celery

Saddle

Coda Sport

Monterey Red

Coda SporTCoda CoMp

Gloss Black

Monterey red

Silver Mist

Sage

Celery

Saddle
Frame
6061 custom butted aluminum tubing, integrated head tube, forged dropouts with single eyelet, replaceable hanger
Features
- Full carbon composite straight blade composite with low rider bosses, forged dropouts and single eyelet
- Made from advanced full carbon composite, the Fork provides a lightning-fast steering response, with superior accuracy and puncture protection, and reflective sided tunnel
Fork
- Full carbon composite straight blade composite with low rider bosses, forged dropouts and single eyelet
- Made from advanced full carbon composite, the Fork provides a lightning-fast steering response, with superior accuracy and puncture protection, and reflective sided tunnel
Wheels
- Shimano r500 wheelset, 20/24H, 24mm rim profile, r500 forged aluminum loose ball hubs with bladed stainless steel spokes, Vittoria randonneur, 700 x 32c with Double-Shield puncture protection and reflective sidewall stripes
Cockpit
- Jamis flat alloy street bar, 22.2mm x 670mm, zoom alloy micro-adjust stem post, Selle San Marco elba Saddle

**STANDARD FEATURES**
- Shimano Tiagra derailleurs and flat bar shifters, FSa vero 50/34 crankset with Shimano 12-30T, Tektro rX-1 mini direct pull brakes with front modulator and Tektro rX-1 levers
- Internal rear brake cable
- Reflective safety stripe on tires (exp. Sport)
- Stainless steel spokes
- nvo adjustable threadless stem (exp. Sport)
- Full compliment carrier/fender mounts

**SIZES**

Musiically speaking, allegro is quick and lively. Which is exactly the spirit of our allegros: fitness bikes that are lively, quick, and seriously fun to ride.

All allegros sport a triple-butted 6061 aluminum alloy frame, that’s light-weight, resilient and built to go the distance, with a geometry that’s razor sharp in corners and almost supernaturally quick in the sprints.

We kept it practical, too, designing that alloy frame with a full brace of rack, fender, lock and water bottle mounts so you can outfit one just the way you want. And every allegro is Shimano equipped with Vittoria randonneur tires with Double-Shield puncture protection, so you get zippy road feel plus the added cushion of 32 mm-wide rubber.

The flat-bar cockpit provides a more upright position but lets you see over traffic and maneuvering, and it’s as tough on your back and neck as a drop-bar road racing machine.

Factor in the Shimano drivetrains, lightweight wheels and ergonomics concept and you’ve found your perfect fitness-training partner.
Frame 6061 custom butted aluminum tubing, radiused sloping top tube design, integrated head tube
Fork Chromoly straight blade unicrown with low rider bosses, forged dropouts with single eyelet
Wheels Alex id19 double wall aluminum rims, Formula alloy road hubs, Vittoria randonneur, 700 x 32c with double-Shield puncture protection
Drivetrain Shimano 7-speed acera M360 rear & TX51 front derailleurs, Shimano eF51 shifters, FSA 48/38/28 crankset with Shimano 12-28T cassette, Tektro rX-1 mini-direct pull brakes, Shimano eF51 levers
Cockpit Jamis flat alloy street bar, Jamis Trekking alloy stem, Jamis alloy micro-adjust seat post, Jamis Touring saddle
Frame 6061 custom butted aluminum tubing, radiused sloping top tube design, integrated head tube
Fork Jamis full carbon composite straight blade composite with low rider bosses, forged dropouts
Wheels Alex id19 double wall aluminum rims, Formula alloy road hubs, Vittoria randonneur, 700 x 32c with double-Shield puncture protection and reflective sidewall safety stripes
Drivetrain Shimano 8-speed 2300 rear & FD440 front derailleurs, Shimano r221 flat-bar shift levers, FSA Tempo 50/34 crankset with SRAM 11-28T, Tektro rX-1 mini-direct pull brakes, Shimano r221 levers
Cockpit Jamis flat alloy street bar, Nvo TM-3 stem, Jamis alloy micro-adjust seat post, Selle San Marco elba saddle
Stainless weight: 26.00 lbs.
gloss Black weight: 24.25 lbs.
gloss White weight: 25.75 lbs.
pearl white weight: 24.00 lbs.

ALLEGRO SPORT

Frame 6061 custom butted aluminum tubing, radiused sloping top tube design, integrated head tube
Fork Chromoly straight blade unicrown with low rider bosses, forged dropouts with single eyelet
Wheels Alex id19 double wall aluminum rims, Formula alloy road hubs, Vittoria randonneur, 700 x 32c with double-Shield puncture protection
Drivetrain Shimano 7-speed acera M360 rear & TX51 front derailleurs, Shimano eF51 shifters, FSA 48/38/28 crankset with Shimano 12-28T cassette, Tektro rX-1 mini-direct pull brakes, Shimano eF51 levers
Cockpit Jamis flat alloy street bar, Jamis Trekking alloy stem, Jamis alloy micro-adjust seat post, Jamis Frame sadding
Frame 6061 custom butted aluminum tubing, radiused sloping top tube design, integrated head tube
Fork Jamis full carbon composite straight blade composite with low rider bosses, forged dropouts
Wheels Alex id19 double wall aluminum rims, Formula alloy road hubs, Vittoria randonneur, 700 x 32c with double-Shield puncture protection and reflective sidewall safety stripes
Drivetrain Shimano 8-speed 2300 rear & FD440 front derailleurs, Shimano r221 flat-bar shift levers, FSA Tempo 50/34 crankset with SRAM 11-28T, Tektro rX-1 mini-direct pull brakes, Shimano r221 levers
Cockpit Jamis flat alloy street bar, Jamis Trekking alloy stem, Jamis alloy micro-adjust seat post, Jamis Frame saddle
Stainless weight: 26.00 lbs.
gloss Black weight: 24.25 lbs.
gloss White weight: 25.75 lbs.
pearl white weight: 24.00 lbs.
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 a slightly more upright riding posture that’s easier on your neck and back than a full-blown race or XC mountain bike. The shifters are intuitively easy to use, there’s plenty of low gearing for climbing and ample high gearing for descents. And the disc brakes give you the confidence of powerful stops at the squeeze of a finger. In short, the Allegro X gives you what you need to be a weekend hero, seven days a week.

### Standard Features

- **Frame**: 6061 aluminum custom butted frame
- **Drivetrain**: Shimano 24-speed drivetrain
- **Fork**: 160mm travel, replaceable rear derailleur hanger
- **Rims**: Custom graphic Alex DC25 rims
- **Brakes**: Disc brakes
- **Handlebars**: Tapered 780mm x 25mm with aero drop
- **Cassette**: 11-34T
- **Chainset**: Shimano M311 48/38/28
- **Chain**: Dura-Ace CN-HG74
- **Crank**: Shimano M311 48/38/28

### Sizes

- **Men**: 15", 17", 19", 21", 23"
- **Women**: 14", 18", 20"

ALLEGRO X COMP

- **Frame**: 6061 custom butted aluminum tubing, reduced-drag top tube design, shock-absorbing butted seatstays
- **Fork**: SR/Suntour SF13-nCX-e coil-over, hydraulic speed-lock and fixed rebound, magnesium lowers, 63mm travel
- **Wheels**: Alex DC25 alloy double-wall/disc-specific rims, 32H, Formula 6-bolt disc hubs, stainless steel spokes, Ritchey Comp Speedmax Cross, 700 x 40c
- **Drivetrain**: Shimano 8-speed deore M591 rear & acera M360 front derailleur, acera rapidFire plus M360 shifters, Shimano M311 48/38/28 crankset with Shimano 11-34T, Tektro draco hydraulic disc brakes with 160mm 6-Bolt wave rotors and Tektro brake levers
- **Cockpit**: Jamis double-butted alloy riser bar, nvo TM-3 aTS stem, Jamis alloy micro-adjust seat post, Selle San Marco elba Saddle

**Weight**: 29.00 lbs.
Frame
6061 custom butted aluminum tubing, radiused sloping top tube design, integrated head tube, chainstay disc brake caliper mount
Fork
SR/SunTour SF11-nvX Mlo, aluminum lowers, hydraulic damping, mechanical lock out, 75mm travel
Wheels
Alex DC25 alloy disc/wheel specific rims, 32H, with Formula disc hubs, stainless steel spokes, Ritchey Comp Speedmax Cross, 700 x 40c
Drivetrain
Shimano 8-speed Altus M310 rear & M191 front derailleurs, Altus M310 rapidfire plus shifters, Shimano M311 48/38/28 crankset with SRAM 11-32T, Tektro iO mechanical disc brakes with 160mm rotors and Tektro M-330 alloy levers
Cockpit
Jamis double butted alloy riser bar, Jamis Trekking alloy stem, Jamis alloy micro-adjust seat post, Jamis Touring saddle
FOCUSING ON EASE & COMFORT

There’s no shortage of reasons why now is the perfect time to get back on a bike—gas is costly, 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: It’s Fun.

we maximize fun by focusing on comfort and ease of use. We employ memory foam saddles and adjustable-angle handlebar stems for comfort, with controls that are intuitively simple to use, positioned at your literal fingertips. Throw 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.

riding a bike puts you back in touch with your surroundings, with an immediacy that’s unmatched. You’re right there, bathed in smells, sounds and tactile sensation. You’re immersed, experiencing your locale firsthand instead of peering at your neighbors through electronically operated tinted glass, breathing climate-controlled air, listening to recorded surround sound playback as you roll along in an iron box. Riding skates saturates the senses in a way a car can’t match—it’s a full-body recharge.

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 piping in images on a widescreen plasma display. It’s a chance to play together, for real, instead of 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 super intuitive Hudsons. They’re all good for what ails you.

Simplify. Ride. And renew.
The Citizen is the sport-luxury bike in the Jamis street stable, with every-
thing skewed just ever so slightly to-
ward the comfy end of the scale. it's no
performance sell-out, by any stretch--
it's just a matter of details, details that
add comfort without sapping too much
from the speedy side of things.

Like the slightly wider 38 mm tires that
have just a little extra squish and a
larger footprint for more stability and
control. Or the elastomer-sprung sad-
nels, suspension seat posts, dual-densi-
ty bar-end grips and brake beams with
stack-absorbing inserts, that provide
plush comfort at all your contact points.

But this doesn't mean these bikes are
all soft, either. Every Citizen is fully
gear equipped with 21 or 24-speed Shimano-
no drivetrains that assure crisp shifts
for efficient and controlled pedaling no
matter the incline or decline. Large-
diameter 700c wheels that reduce roll-
ning resistance and help you keep your
speed. And angle-adjustable or hi-rise
stems to fine-tune your ride position
so you arrive clean and fresh, ready for
what's next.

Citizen. Smartly designed, easy to ride.
It's what you deserve.

STANDARD FEATURES

Front suspension fork (exp. Citizen 1)
Hub-type brake calipers

tubeless-ready wheels

Citizen 3

Frame
6061 Ti-welded aluminum, uni-sex step-thru frame design,
with fender & carrier eyelets, replaceable derailleur hanger

Fork
RST neon-plS-T suspension, coil spring & MCu,mechanical
lockout, 60mm travel

Wheels
Alex id-19 double wall alloy rims with gSw sidewall, 36H,
Formula alloy hubs with qr and 14g stainless steel spokes, vit-
toria adventure with rubber Shielding puncture protection and
reflective sidewall, 700 x 35c (eTrTo 37mm)

Drivetrain
Shimano 8-speed acera M360 rear & M191 front derailleurs,
altus rapidFire shifters, Shimano M171 48/38/28 crankset
with pants guard and Sram 11-32T, Tektro alloy direct pull
brakes with front modulator and Tektro Cl530 levers

Cockpit
Hi-rise comfort bar, adjustable stem alloy stem, suspension
saddle, Jamis Comfort saddle

Citizen 1

Frame
6061 Ti-welded aluminum, uni-sex step-thru frame design,
with fender & carrier eyelets, replaceable derailleur hanger

Fork
RST neon-plS-T suspension, hub-type brake calipers

Wheels
Raycor double wall alloy rims with gSw sidewall, 36H,
Formula alloy hubs with qr and 14g stainless steel spokes, vit-
toria adventure with rubber Shielding puncture protection and
reflective sidewall, 700 x 35c (eTrTo 37mm)

Drivetrain
Shimano 8-speed acera M360 rear & M191 front derailleurs,
altus rapidFire shifters, Shimano M171 48/38/28 crankset
with pants guard and Sram 11-32T, Tektro alloy direct pull
brakes with front modulator and Tektro Cl530 levers

Cockpit
Hi-rise comfort bar, adjustable stem alloy stem, suspension
saddle, Jamis Comfort saddle
Frame
Tig-welded aluminum, uni-sex step-thru frame design, with fender & carrier eyelets, replaceable derailleur hanger

Fork
Suntour M3010al suspension fork, coil spring with external preload adjustment, 50mm travel

Wheels
Weinmann zaC19 double-wall alloy 700c rims, 36H, Formula alloy hubs with QR, stainless steel spokes, CST Marathon Tour, 700 x 38c, with silver safety stripe

Drivetrain
Shimano 7-speed altus M310 rear & M191 front derailleurs, Shimano ezFire plus shifters, Shimano M171 48/38/28 crankset with Shimano 14-34T, Forged alloy direct pull brakes with Shimano levers

Cockpit
Hi-rise comfort bar, adjustable alloy stem, suspension seatpost, Jamis Comfort saddle

azurite Blue
weight: 32.00 lbs.

evergreen
weight: 32.75 lbs.

Step-Thru
Dusty Rose

Step-Thru:  evergreen

Step-Thru:  azurite Blue

ocean Mist

Step-Thru:  ocean Mist

gloss Black

Step-Thru:  gloss Black

Tigers eye

Step-Thru:  Tigers eye

CITIZEN 1

CITIZEN 2
Our Hudson series bikes combine the best of what we know with the latest in what casual cyclists want. The result is a revolutionary new riding position with gorgeously clean styling that turns heads anywhere you ride.

How? Every Hudson moves the seat back over the rear wheel and lowers the chassis for a more relaxed riding position that puts the ground just a foot-dab away. Our step-through versions are especially 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.

These are the warm, fluffy puppies of bicycles—impossibly friendly and eager to please— with multiple gearing options – single, three, five or seven speed – and two braking options – Slidepad’s revolutionary new stopping system or a traditional back-pedal coaster-brake— all Hudsons are as elegantly simple and easy to ride as a bicycle can possibly be.

Think Hudson: it’s a whole new way to experience pedaling, the world and yourself.

STANDARD FEATURES
HudsoN backtack design with low ride height
Hi-rise comfort handle bar
Hi-tensile steel unicrown fork
Stainless steel spokes
Full length chain guard
Alloy kickstand
Jamis comfort saddle with bumper springs

SIZES
S: 17 IN. / M: 19 IN. / L: 21 IN.

HudsoN SporT dlX
Frame
6061 Tig-welded aluminum, HudsoN laid-back design with low ride height, alloy kickstand
Fork
Hi-tensile unicrown with radiused blades
wheels
Alex dC25 alloy double-wall rims, Shimano nexus 5-speed rear & alloy qr front hubs, 14g black stainless steel spokes, Jamis Sport Comfort, 26 x 1.95"

drivetrain
Shimano nexus-5 internal gear hub, 20T cog, Rapidfire Plus, 5-speed shifters, forged alloy crank, 42T, with pants guard & full-length chainguard, Slidepad braking system with ProMax forged alloy direct pull brakes & Tektro alloy comfort lever

Cockpit
Hi-rise comfort bar, short-reach/long quill alloy stem, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam & bumper springs

 weight: 29.75 lbs.

Step-Thru

azurite Blue
weight: 26.95 lbs.

Step-Thru: Cucumber
weight: 26.95 lbs.

Step-Thru: Candy apple
weight: 26.95 lbs.

Step-Thru: Tigers eye
weight: 26.95 lbs.

Step-Thru: grape Jelly
weight: 26.95 lbs.
Frame
6061 Tig-welded aluminum, all-new sport comfort design with low-standover/upright ride position, center-mount kickstand bracket

Fork
Sr-M3010 coil-spring suspension with external preload, alloy crown, Cp stanchions, mini-boots, 50mm travel

Wheels
alex dC-25 double-wall alloy rims, 32H, Formula alloy hubs with qr, 14g stainless steel spokes, Jamis Sport Comfort, 26 x 1.95”, with puncture resistant casing

Drivetrain
Shimano altus M310 rear & M191 front derailleurs, revo-shift 21-speed shifters, Shimano M171 forged alloy crank, 48/38/28T, with pants guard, Tektro forged alloy direct pull brakes with Tektro Tenera alloy levers

Cockpit
Hi-rise comfort bar, hi-rise stem, suspension seatpost, Jamis Comfort saddle with memory foam & bumper springs

weight: 32.50 lbs.

Step-Thru:  Monterey red

Frame
all-new sport comfort design, hi-tensile steel with low-standover/upright ride position, center-mount kickstand bracket

Fork
Coil-spring suspension, alloy crown, chrome-plated stanchions, mini-boots, 60mm travel

Wheels
alex C-1000 alloy rims, 36H, with Formula alloy hubs, qr front and rear, 14g stainless steel spokes, Jamis Sport Comfort, 26 x 1.95”

Drivetrain
SraM X 1:1 rear & Shimano M191 front derailleurs, SraM 3.0 Comp eSp 21-speed twist-shift. SraXCC 48/38/28T crank, with pants guard, proMax alloy direct pull brakes with Tektro Tenera levers

Cockpit
Hi-rise comfort bar, adjustable rise alloy stem, suspension seatpost, Jamis Comfort saddle with bumpers

weight: 35.50 lbs.

Step-Thru:  Stainless

EXPLORER 1

EXPLORER 2

STANDARD FEATURES

ALL NEW, STILL COMFORTABLY CAPABLE

inspired by the all-terrain capability of our award-winning mountain bikes, but built for the reality of the paved world where you live – that’s Explorer, a perennial best-seller for Jamis every year since its’ introduction in 1983. Which didn’t stop us from totally re-engineering the frame for 2013. That still though it had the potential to do more, better, to more easily allow riders to go beyond the usual, and in the new step-thru version, to make mounts and dismounts a snap. Our overall design goal remained the same though: to make the Explorer as easy to ride and as maintenance-free as possible without shortcutting comfort. That’s why every Explorer offers suspension front and rear and generously padded saddle to smooth the bumps. With 21-speed (the frame that will have you wondering if you thought you could never tame. And high-rise handlebars and adjustable-saddle items that provide a more upright riding position there’s not only easy on your back, but also gives you a sweeter than the perfect perspective drivers can only envy. Exploring just doesn’t get any more fun than this.

STANDARD FEATURES

EXPLORER
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 hub and coaster brake.

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

**STANDARD FEATURES**

- Contemporary cruiser design frame
- Hi-tensile steel unicrown fork
- Jamis Cruiser tires w/ reflective safety strip
- Comfort pedals with non-slip insert
- Earth Cruiser comfort saddle
- Chainguard and alloy kickstand

**earTH Cruiser 3**

- 6061 pg aluminum main tubes, contemporary cruiser design frame, Jamis Cruiser with comfort saddle and chainguard
- Hi-Tensile steel unicrown with straight blades
- Alex Zuma 26" x 1.75" with alloy front & Shimano 3-speed internally geared hub, 14g stainless steel spokes, Jamis Cruise Control Comfort tread, 2.125" drivetrain
- Shimano Nexus 3-speed rear hub with 23t cog, alloy crank with Shimano rear coaster brake
- Earth Cruiser comfort saddle with memory foam

**Sizes**

- M, L, S/T, M

**Colors**

- Monterey Blue
- Mash Metallic
- Sunset Red
- Step-Thru:  Cucumber
- Step-Thru:  pearl white

**Weight**

- 31.00 lbs.

**earTH Cruiser 1**

- 5310 alloy chromoly tubes, contemporary cruiser design frame, Jamis Cruiser with comfort saddle and chainguard
- Hi-Tensile steel unicrown with straight blades
- Alex Zuma 26" x 1.75" with alloy front & Shimano 3-speed internally geared hub, 14g stainless steel spokes, Jamis Cruise Control Comfort tread, 2.125" drivetrain
- Shimano Nexus 3-speed rear hub with 23t cog, alloy crank with Shimano rear coaster brake
- Earth Cruiser comfort saddle with memory foam

**Sizes**

- M, L

**Colors**

- Sunset Red
- Monterey Blue
- weight: 25.96 lbs.
Frame
- 6061 T6 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-Stop coaster brake hubs, alloy dynamo front spokes, Jamis Cruiser with comfort tread, 2.125"

Drivetrain
- Forged 1-pc steel crank with compact disc 44T chainwheel, 18T rear cog, cruiser comfort pedals with Tpe non-slip insert, Hi-Stop rear coaster brake

Cockpit
- Jamis Cruise Control Comfort bar, short quill alloy stem, micro-adjust alloy seat post, Earth Cruiser comfort saddle with memory foam

Tangerine
- Weight: 29.00 lbs.

Gloss Black
- Weight: 34.00 lbs.
**BOSS CRUISER - 7 SPEED**

Frame:
- 6061 T6 aircraft-grade aluminum main tubes and single loop stays with V-type dropout, and alloy kickstand

Fork:
- Oversized hi-tensile steel unicrown with tubular blades, leading dropout and fender bosses

Wheels:
- Alex X303 26 x 1.75" with alloy front & rear hubs, Jamis Cruiser with comfort tread, 2.125"

Drivetrain:
- Shimano Tourney TX-51 rear derailleur with revoshift 7-speed twist shifter & 14-28 freewheel, alloy crank, 44T compact disc chainwheel, Tektro forged alloy direct pull brakes with Tektro Tenera alloy levers

Cockpit:
- Jamis Cruise Control comfort bar, alloy hi-rise stem, micro-adjust alloy seat post, Boss quilted saddle

**Monterey Blue**
- Weight: 33.00 lbs.
- Step-over: Goldenrod

**Step-over**
- Goldenrod
- Sunset red
- Pearl White

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**Standard Features**
- 6061 T6 aircraft-grade aluminum main tubes
- Comfort pedals with non-slip inserts
- Comfortable seat
- Tektro forged alloy direct pull brakes
- Alloy hi-rise stem
- micro-adjust alloy seat post
- Boss quilted saddle

**Sizes**
- S, M, L, XL
- S/O: S, M

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If you’re looking for back-to-basics fun, the Boss is your bike—two-wheeled simplicity with a straightforward sense of purpose. Casual rides for casual riders. The Boss might be designed for fun, but we’re dead serious about making it tough and durable—just take a look at the alloy crankset, oversized frame tubing and single-loop rear stays. And we’re equally serious about making it comfortable—which is why we offer six sizes, not just the single-size-fits-all most of our competitors offer in their cruiser collection. A proper bike is like a good pair of jeans—it has to fit, and it’s gotta look good. And the Boss does both.

Go fancy with the Boss Cruiser 7’s twist-shifted Shimano 7-speed drivetrain, or go basic with the single-speed coaster-brake-equipped Boss Cruiser CB. Either way, hitch a ride on a Boss and discover how easy it is to pedal and how much fun cycling can be.
We build this bike comfortably tough to stand up to the rigors of the resort world. Which is why Taxi is the number one choice for seaside rental fleets along the Atlantic coast and Gulf shore.

The Taxi’s lightweight aluminum frame is not just corrosion resistant, it’s easier to pedal. The salt-water resistant drivetrain includes a sealed cartridge bottom bracket, galvanized chain and bushed pedals, for reduced maintenance. The bombproof wheels are laced with stainless steel spokes that are 30% larger in diameter than standard spokes and are fitted with thorn-proof tubes that are not just puncture-resistant but standard tubes. And the Taxi saddle offers an extra-thick vinyl cover for puncture-resistance with a flat-top profile that won’t pool water when left outside. The Taxi is clearly perfect for the rental fleet operator looking for a high-quality, super-durable, low-maintenance single-speed, which makes it perfect for you too.

STANDARD FEATURES

6061 T6 aluminum cruiser frame
Hi-tensile steel unicrown fork
Quick release saddle adjustment
Frame: 6061 T6 aluminum main tubes and single loop stays with trailing plate type dropout, includes chainguard, alloy kickstand & Ritchey design rubber headset cover
Fork: Oversized, hi-tensile steel unicrown with tubular blades, leading dropout and fender bosses
Wheels: Alex X303 26 x 1.75" with alloy skewer & 6-spoke wheelset, Jamis Cruiser with comfort tread, 2.125", with thorn-proof tubes
Drivetrain: Alloy crank with alloy compact disc 44T chainwheel, Shimano 18T rear cog, kMC rust-Buster chain, sealed cartridge BB, Shimano rear coaster brake
Cockpit: Jamis Cruise Control comfort bar, long quill alloy stem, alloy seat pillar with plug & cromoly qr, Taxi saddle with heavy-duty struts & extra-thick vinyl cover

Sizes

XS, S, M, L

Colors

Gloss Black
Gloss Orange
Goldenrod
Kiwi
Sunset red

Weight: 31.00 lbs.

Kids Sizes available, XS, S, M

We build this bike comfortably tough to stand up to the rigors of the resort world. Which is why Taxi is the number one choice for seaside rental fleets all along the Atlantic coast and Gulf shore.

The Taxi’s lightweight aluminum frame is not just corrosion resistant, it’s easier to pedal. The salt-water resistant drivetrain includes a sealed cartridge bottom bracket, galvanized chain and bushed pedals, for reduced maintenance. The bombproof wheels are laced with stainless steel spokes that are 30% larger in diameter than standard spokes and are fitted with thorn-proof tubes that are not just puncture-resistant but standard tubes. And the Taxi saddle offers an extra-thick vinyl cover for puncture-resistance with a flat-top profile that won’t pool water when left outside.

The Taxi is clearly perfect for the rental fleet operator looking for a high-quality, super-durable, low-maintenance single-speed, which makes it perfect for you too.

STANDARD FEATURES

6061 T6 aluminum cruiser frame
Hi-tensile steel unicrown fork
Quick release saddle adjustment
Frame: 6061 T6 aluminum main tubes and single loop stays with trailing plate type dropout, includes chainguard, alloy kickstand & Ritchey design rubber headset cover
Fork: Oversized, hi-tensile steel unicrown with tubular blades, leading dropout and fender bosses
Wheels: Alex X303 26 x 1.75" with alloy skewer & 6-spoke wheelset, Jamis Cruiser with comfort tread, 2.125", with thorn-proof tubes
Drivetrain: Alloy crank with alloy compact disc 44T chainwheel, Shimano 18T rear cog, kMC rust-Buster chain, sealed cartridge BB, Shimano rear coaster brake
Cockpit: Jamis Cruise Control comfort bar, long quill alloy stem, alloy seat pillar with plug & cromoly qr, Taxi saddle with heavy-duty struts & extra-thick vinyl cover

Sizes

XS, S, M, L

Colors

Gloss Black
Gloss Orange
Goldenrod
Kiwi
Sunset red

Weight: 31.00 lbs.
IT ALL STARTS HERE

With the right start, cycling can be a lifelong pursuit— we know it’s true because all of us here at Jamis lived it. 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.

We do everything possible to make these bikes easy to ride, and easy to learn from the start. When you’re a 40-pound kid, a few extra pounds is a big deal. Think about it— five 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, with low standover for easy mounts and dismounts that take the awkwardness out of stepping on board.

And as 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 for kids. 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 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.
Frame 6061 aluminum, enduro frame design

Fork Suspension, 25.4mm stanchions, coil spring, 40mm travel

Wheels Black anodized alloy rims, 36H hubs, nickel plated spokes, CST ATB knobbie, 20 x 2.0"

Drivetrain Shimano TX35 rear derailleur, Shimano revoshift 6-speed twist shifter, alloy crankset with single ring & double-side guard, alloy direct pull brakes and levers

Cockpit riser bar, threadless adjustable alloy stem, alloy micro-adjust seatpost, Jamis XC saddle

X.20

Frame 6061 aluminum, comfort frame design with full wrap chainguard, fenders and kickstand

Fork Hi-Tensile carbon steel unicrown

Wheels Black anodized alloy rims, 36H hubs, nickel plated spokes, Brooklyn Speedway whitewalls, 20 x 2.125"

Drivetrain Shimano TX31 rear derailleur, Shimano revoshift 6-speed twist shifter, alloy crankset with single chainring, alloy direct pull brakes and levers

Cockpit Hi-rise comfort stem, comfort-type riser bar, youth comfort saddle

Baby doll pink

weight: 26.50 lbs.

CAPRI 20

Frame 6061 aluminum, comfort frame design with full wrap chainguard, fenders and kickstand

Fork Hi-Tensile carbon steel unicrown

Wheels Black anodized alloy rims, 36H hubs, nickel plated spokes, Brooklyn Speedway whitewalls, 20 x 2.125"

Drivetrain Shimano TX31 rear derailleur, Shimano revoshift 6-speed twist shifter, alloy crankset with single chainring, alloy direct pull brakes and levers

Cockpit Hi-rise comfort stem, comfort-type riser bar, youth comfort saddle

Baby doll pink

weight: 26.50 lbs.

X.24

Frame 6061 aluminum, enduro frame design

Fork Suspension, 25.4mm stanchions, coil spring, 45mm travel

Wheels Black anodized alloy rims, nutted-axle hubs, nickel plated spokes, CST aTB knobbies, 24 x 1.95"

Drivetrain Shimano TX35 rear & Tz31 front derailleurs, revoshift 14-speed twist shifters, alloy 32/22 crankset with outer rock-ring guard, alloy direct pull brakes and levers

Cockpit riser bar, threadless alloy shorty stem, alloy micro-adjust seatpost, Jamis XC saddle

weight: 28.00 lbs.

CAPRI 24

Frame 6061 aluminum, comfort frame design with full wrap chainguard, fenders and kickstand

Fork Hi-Tensile carbon steel unicrown

Wheels Black anodized alloy rims, 36H hubs, nickel plated spokes, CST ATB knobbie, 24 x 1.95"

Drivetrain Shimano TX35 rear derailleur, Shimano revoshift 7-speed twist shifter, alloy crankset with single chainring, alloy direct pull brakes and levers

Cockpit Hi-rise comfort stem, comfort-type riser bar, youth comfort saddle

violet

weight: 28.75 lbs.
Frame 6061 aluminum, MX-Moto frame design with full wrap chainguard and kickstand
Fork Hi-Tensile carbon steel straight unicrown
Wheels Black anodized alloy rims, heavy duty, 36H hubs, nickel plated spokes, CST dirt knobbies, 20 x 2.125"
Drivetrain Cold-forged 5 ½" crank with windmill chainring, 36 x 18t gearing, rear coaster brake and rear alloy v-brake with alloy lever
Cockpit BMX bars, 150 x 580mm, Jr BMX padded saddle, and safety bell
Gloss Black
Weight: 26.00 lbs.

Frame 7005 aluminum, comfort frame design with full wrap chainguard and training wheels
Fork Hi-Tensile carbon steel unicrown
Wheels Black anodized alloy rims, 36H hubs, nickel plated spokes, Brooklyn Speedway whitewalls, 20 x 2.125"
Drivetrain Cold-forged 5 ½" crank with windmill chainring, 36 x 18t gearing, rear coaster brake and rear alloy v-brake with alloy lever
Cockpit alloy stem, low-rise bars with comfort sweep, youth comfort saddle, and safety bell
Lavender pearl
Weight: 26.75 lbs.
Frame: Low stand-over Y-style frame design with full wrap chain guard, fenders and training wheels.

Fork: Hi-Tensile carbon steel unicrown with wheels electro-plated steel rims, ball-bearing’ed 16H hubs, nickel plated spokes, CST Street, 20 x 2.125”, black with whitewalls.

Drivetrain: Cold-forged 3 ½” crank with 5-arm chainring, 28 x 16t gearing, rear coaster brake.

Cockpit: Alloy stem, mid-rise bars with comfort sweep, Jr. BMX saddle, safety pad and bell.

Weight: 20.75 lbs.

Color: Victory Red

Model: HOT ROD 12 LadYBug 12
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<th>Size</th>
<th>Center of BB to TOP of TT</th>
<th>TT Length</th>
<th>Wheelbase</th>
<th>Fork Rake</th>
<th>BB Height</th>
<th>Stack</th>
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