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The manufacturing process we pioneered in 2009 and once featured solely on our Xenith SL and Team frames has trickled down and is now a mainstay on all our carbon fiber models (excepting those featuring Near Net SPV, of which there is more info on the next page). Here’s a quick primer on how this works and why it matters.

Once we’ve selected material and resin and determined our lay-up schedule, compaction is where it’s at as far as carbon fiber structural integrity is concerned. If the interior design has constrictions that bind bladders or the bladder material doesn’t sufficiently sustain air pressure, fiber wash or wrinkling in the fiber and pooling of resin is likely. While this is not unusual in most carbon fiber frames today, it represents unnecessary additional weight and a possible stress riser.

That’s why four years ago we took monocoque manufacturing methods to the next level with our Near Net Molding technology. NNM utilizes both removable silicone pre-forms at the main stress points of the frame (head tube, BB, seat tube/top tube) and bladder-wrapped polystyrene cores in the balance of the frame that recede as the oven heats and the bladders are pressurized. This process produces an interior that is nearly as smooth and pristine as the exterior, what we call “near net”. With every gram of excess resin squeezed out, every length of fiber flattened and aligned, you’re assured the lightest, stiffest, strongest possible frame.
TECH INFO

Too much of the marketing for carbon fiber bikes is focused solely on the material: how high is the modulus? The rationale being that since modulus is a measure of stiffness, then surely the higher the modulus the better the material! And if higher modulus carbon fiber is more expensive, then clearly it must be better! It ain’t always true. That’s like saying white bread is better for us than whole wheat simply because it’s undergone more processes in it’s manufacturing.

The truth is, making the lightest, stiffest, most comfortable and most durable frame is not just about what carbon fiber you use, but how you engineer to use it and how you manufacture with it. It’s about what you lay-up and where. It’s about how you compress and set the fibers. Design and engineering are King. Compaction is Queen. And material is the Princess that the media and marketing love to write stories about.

We’ve taken our revolutionary Near Net dual-molding manufacturing process, that utilizes both silicone and polystyrene internal cores to support the frame shape while it is being pressurized within the steel mold, and added a vacuum purge procedure before molding that compresses and eliminates all air between carbon plies. Compaction is absolutely optimized. Not only is weight reduced while stiffness and strength are increased, but over-reliance on fragile and harsh-riding super-high modulus fiber is minimized. The result is a lighter, faster, stiffer, stronger frame that simply rides better.

THE NEXT BEST THING IN NEAR NET

Carbon fiber that is pre-impregnated with resin is laser cut to specific shapes that will form the tubes and joints of the frame.

SILICONE joints and POLYSTYRENE tube shapes covered with bladders are used to make a pre-form that the pre-cut carbon fiber is laid over top of.

The pre-form with full carbon fiber lay up are placed in a VACUUM pre-mold that sucks out all the air trapped between the pre-form and multiple layers of fiber.

The carbon fiber and pre-form are placed in a steel mold and left to cure in an autoclave.

The bladders are inflated and the silicone expands with the heat, pushing the carbon fiber against the walls of the steel mold from the inside.

Once fully cured, the frame is removed from the mold and the polystyrene, bladder material, and silicon is removed from inside.

The stays, which were produced in the same fashion, are bonded to the main triangle and final machining and finishing is done.

THE NEXT BEST THING IN NEAR NET

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A 3” tire, when paired with a 26” or 27.5” rim size, results in an overall outside diameter of the standard version of the next larger mountain bike wheel size. In general, a 27.5 rim with standard 2.2”-2.3” tires results in an overall outside diameter of 27½ inches. 26 Plus is achieving this same overall outside diameter of 27½ inches by downsizing to a 26” rim but pairing it with a 3” tire. Same when looking at 27.5 Plus. A 27.5 rim paired with a 3” tire results in approximately a standard 29er outside diameter.

Larger volume tires on wider rims allow for lower air pressures to be used, especially when set up tubeless, resulting in a larger contact patch with the terrain. Having more knobbies on the ground results in more traction and additionally provides the ability to float easier over rocks and roots. By outfitting our 27.5 and 29er trail hardtails with 3” tires, inexperienced riders benefit from the increased stability, float and traction. At the same time, more traction allows seasoned riders to ride terrain even faster and with greater confidence.

142 mm + 6 mm = **BOOST 148**

**Boost 148** moves the rear hub flanges 3mm outboard on each side in order to improve the spoke bracing angle. The spoke bracing angle is the angle formed between the spoke and the vertical plane. By moving the hub flanges outwards, spoke angles increase, creating a more stable base. Larger spoke angles are able to balance a larger component of the lateral forces exerted in the horizontal plane during loading. So, with a wider hub shell comes better bracing angles of the spokes, which results in a stiffer, stronger wheel.

With these minor shifts in flange spacing, the brake rotor mount and the freehub body location have to be taken into consideration and boost bikes compensate with adjustments to the chainring position. In order to get the best shifting performance, with the cassette 3mm outboard, the chainline (the line from the chainring to the center of the cassette) needs to be moved to accommodate that new position. It is necessary to move the chainrings outboard by 3mm and this shift can be accomplished with a redesigned crank arm spider. The crank arm Q factor (the distance between a rider’s feet when they’re on the pedals) and the frame’s bottom bracket shell width remain the same. With the chainline shift outwards, the frame is afforded more tire and chainring clearance and can maintain short chainstays.
Size Specific Design (SSD) is the Jamis design philosophy and technique used to create the best possible riding bike for each size rider. Rather than limiting frame size variations to just different length top, seat and head tubes lengths, we take an all-inclusive look at each frame’s total configuration. We start by plotting stack and reach—the two most critical coordinates in bike fitting. Stack is the vertical line measurement from the BB center to the (real or imaginary) horizontal TT line. Reach is the horizontal line from head tube center to the vertical BB line. The two create an inverted “L” to then build outward from.

With SSD we offer four different BB drops and three rear centers (or rear triangles) in addition to the natural variety in tube lengths as bikes move from size-to-size. This approach to frame making helps create an effective custom “ride” for each size bike. For example, consider that crank arm lengths vary as bikes get taller or shorter, yet without changing the BB drop to accommodate this, a rider sits higher or lower. This can have a very real affect on a bike’s ride characteristics and overall handling. The same rule applies to the rear center of the frame.

Just the right amount of fork offset and trail round out SSD’s geometric equation. We have two different fork offsets for each model and with the tire versatility of the Renegades we have added a third to keep steering precise no matter the tire size choice.

Our Size Specific Tubing (SST) that we pioneered back in 1988 also plays a key role in our new SSD technology. By building with a variety of frame size specific main tubes and seatstays, SST helps contribute to a highly optimized ride and assures the lightest possible weight in each case.
A fork’s sole purpose is to secure and steer the front wheel. But there’s a whole lot of engineering involved in making sure your bike doesn’t just steer, but steers “just right”. Not too sluggish. Not too twitchy. And has sufficient lateral and torsional stiffness to hold a line at speed, under turning loads, while still being able to dampen road vibration for comfort and control.

Back in 2014, we introduced E.C.O. -- Enhanced Compliance Offset. By sweeping the fork blades forward a few millimeters to reduce the angle of the fork leg to the road, we increased vertical compliance for a more comfortable and controlled ride, without changing the steering characteristics, lateral stiffness, or torsional rigidity.

This year, we’ve taken our proven E.C.O. technology and applied the same design principles to the rear triangles of our Renegade Elite, Expert, Exploit & Icon models. We created custom dropouts that moved the seatstays back several millimeters from rear axle center, providing greater vertical compliance and lessening road chatter. The result is a more comfortable and controlled ride without any compromise in torsional or lateral stiffness. Proven power transfer and precise immediacy in road connection remains unchanged.

There are a number of BB standards in the bike industry right now. Here is what you will find on our bikes, and why.

**External Bearing:** The BB shell is still 68mm or 73mm wide and just under 35mm in diameter, but the bearings have been moved outside the BB shell (Shimano Hollowtech II, SRAM GXP, FSA MegaExo). This allows the spindle diameter to be increased over 40% to 24mm and hollowed for a huge stiffness increase with a significant weight reduction. The larger diameter spindle does not compromise bearing size because all bearings now reside outside the frame. The spindle is also better supported with bearings nearer its ends rather than its center.

**PressFit30:** PressFit30 (SRAM) is a derivative of the BB30 (FSA) system. BB30 increases the spindle diameter to a whopping 30mm for the ultimate in stiffness. But because the BB shell’s inside diameter is also increased from just under 34mm to 42mm, bearing size is not compromised. The challenge with BB30 is that bearings are pressed directly into the frame, leading to durability issues if there are any frame or bearing tolerance deviations. The beauty of the PF30 system is that bearings are housed in nylon cups that are pressed into the frame’s bottom bracket shell. Bottom-line advantages of the PF30 system over BB30? Improved bearing-to-shell interface, greater bearing durability and simplified installation.

**BB386EVO:** The BB386 EVO bottom bracket design amplifies the benefits of the proven BB30 and PF30 system. It takes the lighter, stiffer 30mm alloy spindle from the BB30 design, incorporates press-fit bearing cups from the PF30 system and marries both to a wider 86.5mm BB shell (which is the same width as on a standard 68mm shell with external bearings). All without changing Q-factor. Why a wider shell? It allows us to increase the diameter of our seat and down tubes at the BB shell a full 30%, for increased stiffness where you really need it. We can also optimize chainstay design with an increased diameter that doesn’t crowd the rear tire.
TECH INFO

For the last several years, we’ve made the switch to USA made Enduro Bearings in the bottom brackets and pivots of several of our high-performance level models. Why? Because they are the experts when it comes to obsessing about bearings! Enduro Bearings pioneered MAX type bearings, a design previously only used for large equipment such as forklifts and earth movers almost 20 years ago for bicycles to address the challenges associated with mountain bike pivots.

By filling the races with balls, these bearings have 35-40% more load capacity than standard radial bearings. They accomplish this with a special design where the maximum number of balls are inserted into the bearing. The race grooves are deeper on these bearings for more lateral support for the twisting and multiple forces associated with mountain bike pivots. LLU seals give maximum protection against the elements while keeping the 90% fill of Almagard Extra High Pressure Grease inside. We also specify MAX BLACK OXIDE bearings in our carbon frames which get an additional Magnetite treatment for hardness, rust resistance and even more reliability.

ENDURO® BEARINGS

ADAPTIVE CABLE ENTRY

Before electronic shifting was a commercial reality, we were torn on the benefits of internal cable routing. The advantages – stunningly clean aesthetics, no cable stops to chip, ostensibly cleaner cabling systems – were counter-balanced by its chief disadvantages – the extra weight and friction of full-length housing or interior guide tubes and the labor-intensive challenges of installation and replacement. Given our engineering emphasis on performance-first design, we previously outfitted our road-racing Xeniths with externally routed gear and brake cabling. It was light. It was simple. It was easy to maintain.

But with electronic shifting, it makes much more sense to run everything inside. Attaching and affixing wiring and harnesses externally is every bit as laborious (think cable ties, adhesives and external mounts) as running them internally, where they are much more protected as well. Not to mention, running this stuff inside just looks right.

ACE allows our frames to elegantly and easily manage the internal routing of brake and derailleur cable housing OR electronic Di2 wiring. Models specified with standard cable-actuated drivetrains will be outfitted with ACE plates with integrated cable stops. But we also include with every bike an extra set of ACE plates for Di2 wiring should you ever wish to make the jump to electronic shifting.
Proper fit on a bike is critical for maximum performance and comfort. Which is why micro-adjustment of fore/aft saddle position as well as seat post/saddle height has been around for years. But this hasn’t been the case for threadless steering systems. Lifting or lowering steering height has always required removal of the stem to allow for the addition or removal of spacers. This is neither a simple, nor a “micro” adjustment procedure.

The patented ATS (Adjustable Threadless System) technology resolves this by replacing the standard stem/spacer system with a slotted and ribbed shim that compresses and preloads the headset. With the headset preloaded by this shim instead of a stem, the stem can be mounted anywhere along the ATS shim. Stem height can now be quickly adjusted to within a millimeter by simply loosening one bolt without ever loosening the headset!

With saddle position and stem height fine-tuned to your optimal position, riding will be more efficient, more comfortable and more enjoyable.

Slidepad simplifies stopping by using only one lever to operate both front and rear brakes. By smartly using the momentum of the rear wheel to actively modulate the front brake, Slidepad enables smooth, controlled stopping with only one hand.

While tests show that an experienced rider using a two-lever braking system can stop in approximately 11.3% shorter distance than on a single-lever Slidepad system, the reality is that many casual riders often do not fully understand which brake lever to utilize in different situations, or do not know how to properly modulate front and rear brakes. These riders tend to rely on their rear brake exclusively over their front brake, and in these instances, Slidepad stops in 46% LESS distance than when using the rear brake only. It’s like getting the front brake (modulated) for free!
THREE VARIABLE OPTIMIZED

Superbike. We’re not first to make the promise, we will be first to make good on it. Allow us to introduce the single most capable suspension design ever brought to market.

Jamis’ new Portal® and Hardline® were developed by Jamis’ in house design team over the past two years utilizing Chris Currie of Speedgoat Design’s patented 3VO suspension platform.
Draw straight lines through the pivot locations of most dual link designs, and you’ll find they intersect at a point somewhere in front of the bike’s bottom bracket. This “instant center” changes as the suspension compresses, altering the point around which the rear axle rotates.

The relationship of this constantly changing instant center to the line your chain traces as it travels from the gears of your cassette to the top of your chainring determines how well the bike pedals and how sensitive it is to bump forces.

Unlike most dual link designs, the 3VO system’s unique instant center path maintains consistent alignment with the chainline.

The instant center of the 3VO system starts from a position approximate the center of the bike’s bottom bracket. From this position it moves rearward while remaining highly aligned with the driveline of the bike. The relationship of this constantly changing instant center to the line your chain traces as it travels from the gears of your cassette to the top of your chainring determines how well the bike pedals and how sensitive it is.

The majority of “forward instant center” designs focus on aligning the instant center and chainline during only one stage of the system’s movement. The performance of these designs often varies a great deal, depending on gear combination, terrain, pedaling effort, and where in its travel the rear axle is positioned. These systems often require precise setup of suspension sag and even specially tuned shocks in order to function properly.

Unlike these less predictable designs that project an instant center out in front of the bike’s bottom bracket, the 3VO system projects an instant center behind the bottom bracket and directly along the chainline. The 3VO system’s patented rearward instant center is more effective and consistent than conventional dual link designs because it locates each of its instant center points along the chainline. The 3VO system’s instant center path also creates a consistent anti-rise response and an anti-squat response near 100% throughout the travel range, counteracting rider weight transfer under both braking and acceleration to keep all pedal input driving you forward while allowing the suspension to remain active and responsive to impacts, even while pedaling and braking.

**KEY ADVANTAGES OF THE 3VO INSTANT CENTER**

**COMPLETE EFFICIENCY**

The most efficient propulsion, with no loss of pedal energy due to suspension movement, regardless of gear combination, wheel travel, terrain, and rider power output.

**INSTANT REACTION**

With all drive forces being directed into and through the center of curvature or “virtual pivot” at all points in the travel, the design remains extremely active and supple to absorb even small impacts.

**NOT DEPENDENT ON GEAR COMBINATION, SAG, OR REAR SHOCK TUNE**

The unique pivot location created by the patented 3VO design performs regardless of what gear you’re in, how much sag you prefer, or the specific damping of your rear shock. While we always recommend well made shocks, no special damping or tune is required, and coil springs are welcome.

**BRAKE FORCES ISOLATED**

System remains highly active and responsive during even the most aggressive braking, and high anti-rise counteracts forward weight shift to maintain stability.
A rear wheel that stays planted while charging through rough terrain is crucial to providing an intimate connection with the trail. 3VO’s initial rearward axle path allows the bike to be supple on small bumps and square edge hits while its tightly tuned relationship with the system’s leverage ratio keeps the suspension highly reactive even while pedaling.

The unique rearward instant center of the 3VO system allows for a highly tunable axle path and takes full advantage of virtual pivot locations, placing the pivot in a location impossible to achieve with a mechanical pivot, and creating a shorter effective lever, allowing the swingarm rotation to feel noticeably quicker and more responsive. A trademark of the design is the short distance between the instant center and the rear axle, which allows for excellent anti-squat behavior and a high degree of responsiveness to bump forces.

The axle path initially moves slightly rearward, allowing the bike to be supple and responsive to small bumps. It’s optimized to be at its most rearward position when the bike is just beyond its sag point, allowing for excellent anti-squat stability.

Beyond this point the axle path moves forward, minimizing chain growth and the potential for pedal kickback. The shape of the 3VO’s axle path, allows the system to be highly reactive to small bumps, even under pedaling.

**KEY ADVANTAGES OF THE 3VO AXLE PATH**

**REACTIVE TO SQUARE EDGE AND SMALL BUMP IMPACTS**
The initial rearward phase of the axle path allows the rear wheel to move in the direction of least resistance to bump forces more freely, for excellent square edge and small bump sensitivity.

**POSITION SENSITIVE**
The rearmost position of the axle is found just beyond the most common sag point, offering additional pedaling stability to the already highly efficient rearward instant center design of the 3VO system.

**NO PEDAL KICKBACK**
After an initial rearward motion, the axle path moves forward at a rate optimized to provide maximum tire clearance for the specific amount of travel of the bike while also ensuring no pedal kickback is felt at the pedals.

**OVERALL VERTICAL PATH**
The slight initial rearward motion followed by a balanced forward motion creates an axle path that is predominantly vertical overall, offering improved small bump compliance as well as the ability to absorb larger impacts efficiently.
Imagine having two bikes in one, that’s essentially what we’ve got with 3VO. The tuned multi-phase leverage ratio with initial rising rate provides an unparalleled pedaling platform while remaining keenly adept at sustaining repeated bumps without holdup.

**Portal and Hardline’s leverage ratio begins with a slight rising rate for an optimal pedaling platform that peaks just beyond the sag point then transitions to a slight falling rate to allow for medium and larger hits to be absorbed efficiently.**

Up to just beyond the sag point, the system employs a slight rising rate. Some designs claim an initial falling rate with high initial leverage improves sensitivity and responsiveness, but these claims seem more driven by a need to market a deficiency than by any genuine benefit. Why? Because up until the sag point of the bike, sensitivity and responsiveness are primarily felt when the suspension is able to extend, not compress. The 3VO system excels at stepping down off of ledges and into holes in the trail, without disrupting forward momentum or wallowing during compression. An initial rising rate is almost always more energy efficient and responsive than an initial falling rate.

Beyond the initial slight rising rate, stage two of the system employs a slight falling rate. Combined with the inherent anti-squat and reactive instant center location, this dual stage leverage rate allows the bike to have both excellent pedal acceleration and be very sensitive to bump forces, while also being able to absorb large impacts more efficiently.
JAMIS 3VO

HARDLINE®  160MM TRAVEL  27.5” / 27.5+ / 26+
PORTAL®  130MM TRAVEL  29” / 27.5+

Superbike. We’re not the first to make the promise, we will be the first to make good on it. Today, a mountain bike needs to be capable of everything from all day epics to lift-assisted shuttle laps and anything in between. Both the Portal and Hardline fit the bill.

Frame Materials
Lightweight and strong triple-butted 6061 series aluminum tubing, featuring custom over-sized & tapered tubing for increased frame stiffness and durability.

One and Only
The 1x drivetrain philosophy is to make it simpler, lighter and more durable. Specific chainring tooth profiles, clutch-type rear derailleur and wide range cassettes are developed for an incredibly wide gear range and maximum control without the need to chain tensioning devices or guides.

Tapered Head Tube
Riding fast with control requires steering precision, which starts with the front of the bike. Stiffening this area results in less wheel deflection, more wheel control. A full 1.5” head tube and steerer would achieve this, but would add unnecessary weight and bulk, and limit stem choices. But a tapered 1 1/8” to 1 1/2” head tube serves up a significant increase in rough terrain tracking and stability without much of a weight penalty compared to standard 1 1/8” systems.

Enduro® Bearings
USA made Enduro® Max sealed bearings sustain 40% more load capacity than standard radial bearings & provide more lateral support for the multiple forces associated with mountain bike pivots. MAX bearings use CRC Marine Grease that will not wash out or breakdown under extreme circumstances.

10mm Shock Hardware
Our 10mm shock hardware is NOT the standard from our rear shock suppliers. We have to pay more for it and our productions lead times are usually increased because we specify it. But the increase in lateral and torsional stiffness for our frames and the rear shock durability and performance is worth every extra dollar and every extra delivery day.

Short Chainstays
The rear wheel tucks in with short chainstays. With a 12x148 rear hub, you’ve got a stiff and responsive rear end.

Why Thru Axles?
Securing the rear wheel to the frame by threading a 12mm axle into the rear drop-outs is not only safer, it’s stiffer. The rear wheel tracks directly in line with the frame, for more precise handling, so you can go faster with more confidence. The increase in stiffness of a 15mm fork axle improves steering & handling significantly. It also puts less stress on the fork’s internals, improving fork durability and performance. The hub drop outs provide a self centering feature for the wheel for fast, easy installation.
HARDLINE A1

SPECIFICATIONS

Frame | Triple-butted 6061 aluminum, 160mm travel 3VO suspension, Enduro® Max sealed bearing pivots, 1 1/8” tapered head tube, 12x148mm thru-axle, Internal dropper post routing, Custom Jamis upper chainguide mounts, ISCG05 lower chainguide 2-bolt mounts, Fox Float DPX2 Performance Series EVOL shock w/3-position compression, 10mm hardware, replaceable derailleur hanger

Fork | Fox Rhythm 36 Float 27.5” w/ sweep adjust compression & lock-out, 15x110mm axle, air spring compression, rebound adjust, tapered alloy steerer, 160mm travel

Headset | FSA Orbit 1.5 Zero-Stack internal cup, 8mm cone spacer

Wheels | Mavic XA 27.5” tubeless wheels, 15x110mm axle front and 12x148mm rear hubs

Tires | Vittoria Martello 27.5 x 2.35”, TNT tubeless

Deraileurs | Shimano XT Shadow Plus, 11-speed

Shifters | Shimano XT, 1x11-speed

Chain | KMC X11, 11-speed

Cassette | Shimano M7000, 11-speed, 11-46T

Crankset | Race Face Aeffect, 32T

BB Set | Race Face BSA

Pedals | N/A

Brakeset | Magura MT5 4-piston hydraulic disc, Storm 180mm rotors

Handlebar | Race Face Aeffect, 780mm x 20mm rise, 35mm diameter

Stem | Race Face Aeffect, 50mm extension, 35mm clamp diameter

Grips | Jamis Lock-On

Seat Post | KS E20i Internal Dropper, Southpaw remote

Saddle | WTB Volt

Sizes | XS (14.5), S (15.5), M (17), L (19), XL (21)

Color | Raw Aluminum

Weight | 31.50 lbs

TECH FEATURES

UPGRADES/CHANGES FROM 2018

NEW MODEL!

REASONS TO UPGRADE FROM HARDLINE A2

Fox suspension
Shimano XT drivetrain parts
Mavic XA wheelset
Magura MT5 brakeset

HARDLINE GEOMETRY

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<th>ST ANGLE</th>
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**HARDLINE A2**

**SPECIFICATIONS**

- **Frame**: Triple-butted 6061 aluminum, 160mm travel V0 suspension, Enduro® Max sealed bearing pivots, 1 1/8” tapered head tube, 12x148mm thru-axle, Internal dropper post routing, Custom Jamis upper chainguide mounts, ISCG05 lower chainguide 2-bolt mounts, Rock Shox Deluxe R DebonAir shock, 10mm hardware, replaceable derailleur hanger.

- **Fork**: Rock Shox Yari RC 27.5”, 15x110mm axle, air spring compression, rebound adjust, tapered alloy steerer, 35mm stanchions, 160mm travel.

- **Headset**: FSA Orbit 1.5 Zero-Stack internal cup, 8mm cone spacer.

- **Wheels**: WTB ST i29 TCS 27.5”, tubeless, Formula sealed bearing 15x110mm front & 12x148mm rear 6-bolt disc hubs, stainless spokes.

- **Tires**: Vittoria Martello 27.5 x 2.35”, TNT Tubeless.

- **Derailleurs**: Shimano SLX Shadow Plus, 11-speed.

- **Shifters**: Shimano SLX, 1x11-speed.

- **Chain**: KMC X11, 11-speed.

- **Cassette**: Shimano M7000, 11-speed, 11-46T.

- **BB Set**: Race Face BSA.

- **Brakeset**: TRP Slate T4 4-piston hydraulic disc, 180mm 6-bolt rotors.

- **Handlebar**: Race Face Ride, 760mm x 20mm rise, 35mm diameter.

- **Stem**: Race Face Ride, 50mm extension, 35mm clamp diameter.

- **Grips**: Jamis Lock-On.

- **Seat Post**: KS E10i Internal Dropper, Southpaw remote.

- **Saddle**: WTB Volt.

- **Sizes**: XS (14.5”), S (15.5”), M (17”), L (19”), XL (21”).

- **Color**: Charcoal.

- **Weight**: 32.50 lbs.

**TECH FEATURES**

**UPGRADES/CHANGES FROM 2018**

NEW MODEL!

**HARDLINE GEOMETRY**

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PORTAL A1+

**SPECIFICATIONS**

Frame: Triple-butted 6061 aluminum, 130mm travel 3VO suspension, Enduro® Max sealed bearing pivots, 1.5 - 1 1/8" tapered head tube, 12x148mm thru-axle, Internal dropper post routing, Custom Jamis upper chainguide mounts, ISCG05 lower chainguide mounts, Fox Float DPS Performance Series EVOL shock w/ 3-position compression, 10mm hardware, replaceable derailleur hanger

Fork: Fox Rhythm 34 Float 29" w/ sweep adjust compression & lock-out, 15x110mm axle, air spring compression, rebound adjust, tapered alloy steerer, 130mm travel

Headset: FSA Orbit 1.5 Zero-Stack internal cup, 8mm cone spacer

Wheels: Mavic XA35 27.5" tubeless wheels, 15x110mm axle front and 12x148mm rear hubs

Tires: Vittoria Martello 27.5 x 2.8", TNT tubeless

Derailleurs: Shimano XT Shadow Plus, 11-speed

Shifters: Shimano XT, 1x11-speed

Chain: KMC X11, 11-speed

Cassette: Shimano M7000, 11-speed, 11-46T

Crankset: Race Face Aeffect, 32T

BB Set: Race Face BSA

Pedals: N/A

Brakeset: Magura Trail Sport hydraulic disc, 4-piston front/2-piston rear, Storm 180mm rotors

Handlebar: Race Face Aeffect, 780mm x 20mm rise, 35mm diameter

Stem: Race Face Aeffect, 50mm extension, 35mm clamp diameter

Grips: Jamis Lock-On

Seat Post: KS E20i Internal Dropper, Southpaw remote

Saddle: WTB Volt

Sizes: XS (14.5), S (15.5), M (17), L (19), XL (21)

Color: Flat Ink

Weight: 31.50 lbs

**PORTAL GEOMETRY**

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<th>BB DROP</th>
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**TECH FEATURES**

**UPGRADES/CHANGES FROM 2018**

NEW MODEL!

**REASONS TO UPGRADE FROM PORTAL A2**

Fox suspension

Shimano XT drivetrain parts

Mavic XA35 wheelset

Magura Trail brakeset
PORTAL A2

SPECIFICATIONS

Frame: Teplie butted 6061 aluminum, 130mm travel 3V0 suspension, Enduro® Max sealed bearing pivots, 1.5 - 1 1/8" tapered head tube, 12x148mm thru-axle, Internal dropper post routing, Custom Jamis upper chainguide mounts, ISCG05 lower chainguide mounts, Rock Shox Deluxe R DebonAir shock, 10mm hardware, replaceable derailleur hanger

Fork: Rock Shox Revelation RC 29", 15x110mm axle, air spring compression, rebound adjust, tapered alloy steerer, 35mm stanchions, 130mm travel

Headset: FSA Orbit 1.5 Zero-Stack internal cup, 8mm cone spacer

Wheels: WTB ST i25 TCS 29" tubeless rims, 32H, Formula sealed bearing 15x110mm front & 12x148mm rear 6-bolt disc hubs, stainless spokes

Tires: Vittoria Martello 29 x 2.35", TNT tubeless

Deraileurs: Shimano SLX Shadow Plus, 11-speed

Shifters: Shimano SLX, 1x11-speed

Chain: KMC X11, 11-speed

Cassette: Shimano M7000, 11-speed, 11-46T

Crankset: Race Face Ride, 32T

BB Set: Race Face BSA

Pedals: N/A

Brakeset: Shimano MT500 hydraulic disc, 180mm 6-bolt rotors

Handlebar: Race Face Ride, 760mm x 20mm rise, 35mm diameter

Stem: Race Face Ride, 50mm extension, 35mm clamp diameter

Grips: Jamis Lock-On

Seat Post: KS E10i Internal Dropper, Southpaw remote

Saddle: WTB Volt

Sizes: XS (14.5), S (15.5), M (17), L (19), XL (21)

Color: Charcoal

Weight: 32.50 lbs

TECH FEATURES

UPGRADES/CHANGES FROM 2018

NEW MODEL!
**DAKAR®**

Full suspension opens up a whole new world of speed and control off-road. Modernized with 27.5” hoops, this is the frame platform that’s won us numerous industry accolades and Bike of the Year awards. Perfect rigs for the experienced rider who is looking to upgrade to their first dual suspension or for new riders looking for a head start in performance.

**XC mp2 suspension**
The mp2 suspension system is active with a near vertical wheel axle travel path, plus excellent lateral & torsional stiffness for rear wheel tracking precision.

**Tapered Head Tube**
Riding fast with control requires steering precision, which starts with the front of the bike. Stiffening this area results in less wheel deflection, more wheel control. A tapered 1 1/8” to 1 1/2” head tube serves up a significant increase in rough terrain tracking and stability without much of a weight penalty compared to standard 1 1/8” systems.

**Asymmetrical Chainstays**
The Dakar’s chainstays are asymmetrical, with an elevated straight stay on the non-drive side and a dropped curved stay on the drive side. The drive side must be dropped & curved to clear the front derailleur and chain, but running the non-drive side straight from the dropout to BB pivot reduces weight while significantly stiffening the rear triangle laterally. There’s more tire clearance, too.

**Tubeless**
Benefits of a tubeless set-up are reduced rotating weight and the ability to use lower inflation pressures for greater traction without the risk of pinch flats. WTB TCS rims feature a tubeless UST “On-Ramp” profile providing a consistent fit between the rim and the tire for easy installation and inflation.

**WTB Saddles**
WTB has been producing mountain bike components for over thirty years. The Volt is the latest evolution in saddles. It has enough padding for all day riding comfort yet scant enough weights for XC competition.

**Stopping Power**
Top-notch braking shouldn’t break the bank. Shimano’s hydraulic brakes offer the power, the smooth modulation and all-day, all-conditions reliability.

**Air Spring Suspension**
The Dakar’s feature Monarch shocks that offer adjustable rebound damping and a single valve air spring. It’s light and easily adjusted to suit rider and riding style.

**Why Thru Axles?**
Securing the rear wheel to the frame by threading a 12mm axle into the rear drop-outs is not only safer, it’s stiffer. The rear wheel tracks directly in line with the frame, for more precise handling, so you can go faster with more confidence. The increase in stiffness of a 15mm fork axle improves steering & handling significantly. It also puts less stress on the fork’s internals, improving fork durability and performance. The hub drop outs provide a self centering feature for the wheel for fast, easy installation.

**One and Only**
The 1x drivetrain philosophy is to make it simpler, lighter and more durable. Specific chaining tooth profiles, clutch-type rear derailleurs and wide range cassettes are developed for an incredibly wide gear range and maximum control without the need to chain tensioning devices or guides.

**Vittoria**
Vittoria has made a strong name for itself in the offroad world as Geax and its’ Goma tire is the ultimate trail tire. Leading edge ramps, multi-directional siping, defined side channels and stepped side knobs make this tire grip in every condition, while still rolling fast.
DAKAR A1

SPECIFICATIONS

Frame Triple-butted 6061 alloy, 120mm travel mp2 suspension, 1.5 - 1 1/8” tapered head tube, asymmetrical chainstays, w/12x142mm thru-axle dropouts, internal dropper post routing, ISCG05 chainguide mount, Rock Shox Monarch DebonAir RL air shock with rebound adjust & lockout, replaceable derailleur hanger, Formula thru-axle

Fork Rock Shox Recon RL 27.5”, Solo Air spring compression, tapered steerer, lever actuated lockout, external rebound, 32mm stanchions, magnesium lowers, 15x100mm axle, 120mm travel

Headset FSA Orbit 1.5 Zero-Stack internal cup, 8mm cone spacer

Wheels WTB STX i25 TCS 27.5” tubeless rims, 32H, Formula sealed bearing 15x100mm front & 12x142mm rear 6-bolt disc hubs, stainless spokes

Tires Vittoria Barzo, 27.5 x 2.35”, TNT Tubeless

Derailleurs Shimano SLX Shadow Plus, 1x11-speed

Shifters Shimano SLX, 1x11-speed

Chain KMC X11, 11-speed

Cassette Shimano SLX M7000, 11-speed, 11-46T

Crankset Race Face Aeffect, 32T

BB Set Race Face External

Pedals N/A

Brakeset Shimano MT400 hydraulic disc, 180mm front & 160mm rear RT26 6-bolt rotors

Handlebar Race Face Ride, 35 x 760mm

Stem Race Face Ride, 50mm

Grips Jamis Lock-On

Seat Post KS eTen Internal Dropper, Southpaw remote

Saddle WTB Volt

Sizes XS (14.5), S (15.5), M (17), L (19), XL (21)

Color Galaxy Blue

Weight 31.5 lbs

DAKAR GEOMETRY

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<thead>
<tr>
<th>SIZE</th>
<th>TT EFFECTIVE</th>
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<th>CHAINSTAY</th>
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<th>STANDOVER</th>
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UPGRADES/CHANGES FROM 2018

Shimano SLX drivetrain
Expanded gear range w/11-46T
Wider 25mm rims
Vittoria Barzo 2.35” tubeless tires

REASONS TO UPGRADE FROM DAKAR A2

Rock Shox fork
11-speed drivetrain w/Race Face Aeffect crankset
KS eTen dropper seatpost
Shimano MT400 brakes
DAKAR A2

SPECIFICATIONS

Frame
Triple-butted 6061 alloy, 120mm travel mp2 suspension, 1.5 - 1 1/8” tapered head tube, asymmetrical chainstays w/12x142mm thru-axle dropouts, internal dropper post routing, ISCG05 chainguide mount, Rock Shox Monarch R air shock with rebound adjust & lockout, replaceable derailleur hanger, Formula thru-axle

Fork
SR Suntour Raidon LOR 27.5”, air spring compression, alloy steerer, lever actuated lockout, external rebound, 32mm stanchions, magnesium lowers, 15x100mm axle, 120mm travel

Headset
FSA Orbit 1.5 Zero-Stack internal cup, 8mm cone spacer

Wheels
WTB STX i25 TCS 27.5” tubeless rims, 32H, Formula 15x100mm front & 12x142mm rear 6-bolt disc hubs, stainless spokes

Tires
Vittoria Barzo, 27.5 x 2.35”, TNT Tubeless

Derailleurs
Shimano Deore Shadow Plus, 10-speed

Shifters
Shimano Deore, 1x10-speed

Chain
KMC X10, 10-speed

Cassette
Shimano HC500, 10-speed, Ti-42T

Crankset
SR Suntour Zeron, 32T

BB Set
SR Suntour External

Pedals
MTB alloy platform

Brakeset
Shimano MT200 hydraulic disc, 180mm front & 160mm rear RT26 6-bolt rotors

Handlebar
Race Face Ride, 35 x 760mm

Stem
Race Face Ride, 50mm

Grips
Jamis Lock-On

Seat Post
Race Face Ride, 31.6 x 400mm

Saddle
WTB Volt

Sizes
XS (14.5), S (15.5), M (17), L (19), XL (21)

Color
Charcoal

Weight
31.5 lbs

UPGRADES/CHANGES FROM 2018

- SR Suntour Raidon w/15x100mm front axle
- Rock Shox Monarch R rear shock
- Wider 25mm rims
- Vittoria Barzo 2.35” tubeless tires

DAKAR GEOMETRY

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<th>SIZE</th>
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<th>ST ANGLE</th>
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<td>5.0 / 130</td>
<td>29.8 / 758</td>
</tr>
</tbody>
</table>

Charcoal
DRAGONSLAYER®

Slay all terrain. Combine roll-over-everything capability with the traction and stability of 3” tires, steel’s trail-taming ride, short chainstays and slack trail geometry and it’s big grinnin’ all day. Ample tire clearance, rack mount eyelets, triple water bottle mounts, internal dropper post routing, full length cable housing and sliding dropouts add to the versatility for adventure and bikepacking. Load up, spin the cranks and leave the world behind.

Plus
A 27.5x3” tire measures out to a 29” diameter and a 26x3” tire measures out to a 27.5” diameter. Combining them with a 40mm rim, results in the ultimate combination of traction, roll-over and versatility without being too heavy, too bouncy, too tall or feeling lethargic on the trail.

Reynolds 520 Steel
For well over a century, Reynolds has been at the forefront of cycling design and engineering continually pushing the boundaries of performance. The 520 series double-butting provides both strength and weight savings resulting in a smooth riding frameset.

Adjustable Sliding Dropouts
Our sliding dropout allows for 15mm of adjustment. Slide your rear wheel back to increase clearance for larger tires or remove all those gears and shifters and simply tension your chain for a quiet single speed ride.

Why Thru Axles?
Securing the rear wheel to the frame by threading a 12mm axle into the rear drop-outs is not only safer, it’s stiffer. The rear wheel tracks directly in line with the frame, for more precise handling, so you can go faster with more confidence. The increase in stiffness of a 15mm fork axle improves steering & handling significantly. It also puts less stress on the fork’s internals, improving fork durability and performance. The hub drop outs provide a self centering feature for the wheel for fast, easy installation.

Ready to Load
The Dragonslayer frames feature rear rack eyelets and enough cargo/water cage mounts for the option to load up all the gear you may possibly need out there. Full cable housing guides are used to ensure uninterrupted shifting performance when using a frame bag.

44mm Head Tubes
Oversized 44mm head tubes, like tapered head tubes, offer many advantages impacting the handling and performance of the bike. Not only do they allow for the use of tapered steerer forks adding more stiffness, lighter weight and better tracking in rough terrain, but the larger diameter provides a better surface area to weld the main triangle tubes to.

Outboard Chain Line
A 12x148 rear hub with 3mm offset chainrings minimizes the chance of chain to tire contact with short chainstays and “mid-fat” tires without compromising any pedaling efficiency to a wider q-factor.

Tubeless
Benefits of a tubeless set-up are reduced rotating weight and the ability to use lower inflation pressures for greater traction without the risk of pinch flats. WTB TCS rims feature a tubeless UST “On-Ramp” profile providing a consistent fit between the rim and the tire for easy installation and inflation.
**DRAGONSAYER S1**

**27.5+/29**

### SPECIFICATIONS

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<tr>
<th>Frame</th>
<th>Reynolds 520 steel, 44mm head tube, 31.6 I.D. seat tube, internal dropper post routing, ISCG05, sliding 12x148mm dropouts, Formula thru-axle</th>
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<td>Fork</td>
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<tr>
<td>Headset</td>
<td>FSA Orbit, Alloy cups</td>
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<tr>
<td>Wheels</td>
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<td>Tires</td>
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<td>Derailleurs</td>
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<td>Shifters</td>
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<td>Brakeset</td>
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<td>Handlebar</td>
<td>Race Face Ride, 31.8 x 740mm</td>
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<td>Stem</td>
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<td>Grips</td>
<td>Jamis Lock-On</td>
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<td>Seat Post</td>
<td>KS eLO Internal Dropper, Southpaw remote</td>
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### TECH FEATURES

### UPDATES/CHANGES FROM 2018

- WTB Ranger tires
- Race Face handlebar & stem

### DRAGONSAYER 27.5+ GEOMETRY

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<tr>
<th>SIZE</th>
<th>TT EFFECTIVE</th>
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<th>ST ANGLE</th>
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### REASONS TO UPGRADE FROM DRAGONSAYER 27.5+ S2

- Fox Rhythm 34 fork
- 12-speed drivetrain
- Shimano SLX brakes
- KS dropper seatpost
DRAGONSAYER S2
27.5+/29

SPECIFICATIONS
Frame Reynolds 520 steel, 44mm head tube, 31.6 I.D. seat tube, internal dropper post routing, ISCG05, sliding 12x148mm dropouts, Formula thru-axle
Fork Rock Shox Recon RL 29/27.5+, Solo Air spring, external rebound, lockout adjust, 32mm stanchions, 15x110mm axle, tapered aluminum steerer, 120mm travel
Headset FSA Orbit, Alloy cups
Wheels WTB ST i40 TCS tubeless 27.5” rims, Formula sealed bearing 15x110mm front & 12x148mm rear 6-bolt disc hubs, stainless spokes
Tires WTB Ranger, 27.5 x 3.0”, TCS tubeless
Deraileurs Shimano SLX Shadow Plus, 11-speed
Shifters Shimano SLX, 1x11-speed
Chain KMC X11, 11-speed
Cassette Shimano M7000, 11-speed, 11-46T
Crankset Shimano SLX, 32T
BB Set Shimano External
Pedals MTB alloy platform
Brakeset Shimano MT400 hydraulic disc, 180mm front & 160mm rear RT26 6-bolt rotors
Handlebar Race Face Ride, 31.8 x 740mm
Stem Race Face Ride, 60mm (15”), 70mm (17” / 19”), 80mm (21”)
Grips Jamis Lock-On
Seat Post Race Face Ride, 31.6 x 400mm
Saddle WTB Volt
Sizes 15”, 17”, 19”, 21”
Color Galaxy Blue
Weight 32.00 lbs

TECH FEATURES

UPGRADES/CHANGES FROM 2018
Shimano MT400 brakes
WTB Ranger tires

Race Face handlebar & stem

DRAGONSAYER 27.5+ GEOMETRY

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<th>SIZE</th>
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If you thrive on connection to the trail, if you live for the flow of a screaming descent -- Komodo will take you there without the added weight and complexity of dual suspension. This is an all-the-time trail hardtail with slacker head angles and 5” of fork travel for high-speed handling, robust frame tubes and thru-axles for big landing durability, and 3” tires for traction, stability and smooth roll-over.

Plus
A 27.5x3” tire measures out to a 29” diameter and a 26x3” tire measures out to a 27.5” diameter. Combining them with a 40mm rim, results in the ultimate combination of traction, roll-over and versatility without being too heavy, too bouncy, too tall or feeling lethargic on the trail.

Forged Bottom Bracket Yoke
A one-piece bottom bracket shell and drive-side chainstay yoke provide a strong and lightweight solution for the potential clearance issues of 3” tires and double chainrings.

Outboard Chain Line
A 12x148 rear hub with 3mm offset chainrings minimizes the chance of chain to tire contact with short chainstays and “mid-fat” tires without compromising any pedaling efficiency to a wider q-factor.

Tapered Head Tube
Riding fast with control requires steering precision, which starts with the front of the bike. Stiffening this area results in less wheel deflection, more wheel control. A full 1.5” head tube and steerer would achieve this, but would add unnecessary weight and bulk, and limit stem choices. But a tapered 1 1/8” to 1 1/2” head tube serves up a significant increase in rough terrain tracking and stability without much of a weight penalty compared to standard 1 1/8” systems.

Short Chainstays
The rear wheel tucks in with short chainstays. With a 12x148 rear hub, you've got a stiff and responsive rear end.

Why Thru Axles?
Securing the rear wheel to the frame by threading a 12mm axle into the rear drop-outs is not only safer, it’s stiffer. The rear wheel tracks directly in line with the frame, for more precise handling, so you can go faster with more confidence. The increase in stiffness of a 15mm fork axle improves steering & handling significantly. It also puts less stress on the fork’s internals, improving fork durability and performance. The hub drop outs provide a self centering feature for the wheel for fast, easy installation.

Tubeless
Benefits of a tubeless set-up are reduced rotating weight and the ability to use lower inflation pressures for greater traction without the risk of pinch flats. WTB TCS rims feature a tubeless UST “On-Ramp” profile providing a consistent fit between the rim and the tire for easy installation and inflation.

180mm Front Rotors
Bigger wheels and tires generate more rotating mass and traction once they are up to speed. So it only makes sense to use larger rotors to help control that larger wheel in the most efficient manner possible. Sure, 160mm rotors will stop the bike. But when you’re riding like every second counts, braking for the shortest time possible while keeping the bike under control is the goal. And a larger 180mm rotor up front let’s you do this.

Seat & Steering Platform
A 35mm seat tube with 31.6mm seat post assures the stiffest possible pedaling & steering platform, with a sloping top tube for low stand-over.
KOMODO A1
27.5+/29

SPECIFICATIONS

Frame Triple-butted 6061 aluminum, 1.5 - 1 1/8" tapered head tube, post mount disc brakes, 12x148mm thru-axle drop-outs, internal dropper post routing, replaceable derailleur hanger, Formula thru-axle

Fork Rock Shox Recon RL 29/27.5+, Solo Air spring, external rebound, lockout adjust, 32mm stanchions, 15x110mm axle, tapered aluminum steerer, 120mm travel

Headset FSA Orbit 1.5 Zero-Stack internal cup, 8mm cone spacer

Wheels WTB STX i35 TCS tubeless 27.5" rims, Formula sealed bearing 15x110mm front & 12x148mm rear 6-bolt disc hubs, stainless spokes

Tires Vee Tire Co Crown Gem, 27.5 x 2.8", Tubeless

Derailleurs Shimano XT Shadow Plus, 11-speed

Shifters Shimano XT, 1x11-speed

Chain KMC X11, 11-speed

Cassette Shimano M7000, 11-speed, 11-46T

Crankset Race Face Aeffect, 32T

BB Set Race Face External

Pedals N/A

Brakeset Shimano MT500 hydraulic disc, 180mm front & 160mm rear RT56 6-bolt rotors

Handlebar Race Face Ride, 31.8 x 740mm

Stem Race Face Ride, 60mm

Grips Jamis Lock-On

Seat Post KS e10i Internal Dropper, Southpaw remote

Saddle WTB Volt

Sizes 15", 17", 19", 21"

Color Silly Putty

Weight 30.00 lbs

TECH FEATURES

Vee Tire Co 2.8" tires

35mm rims

740mm handlebars

KOMODO 27.5+ GEOMETRY

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<th>SIZE</th>
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<th>ST ANGLE</th>
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UPGRADES/CHANGES FROM 2018

Rock Shox Recon RL fork

Shimano XT/Race Face 11-speed drivetrain

Shimano MT500 brakes

TNT tubeless tires

KS e10i dropper seatpost

REASONS TO UPGRADE FROM KOMODO 27.5+ A2

Silly Putty
KOMODO A2
27.5+/29

SPECIFICATIONS
Frame
Triple-butted 6061 aluminum, 1.5 - 1 1/8" tapered head tube, post mount disc brakes, 12x148mm thru-axe drop-outs, internal dropper post routing, replaceable derailleur hanger, Formula thru-axe

Fork
SR Suntour XCM 34 LOR 29/27.5+, coil spring, external rebound, lockout adjust, 34mm stanchions, tapered aluminum steerer, 15x110mm axle, 120mm travel

Headset
FSA Orbit 1.5 Zero-Stack internal cup, 8mm cone spacer

Wheels
WTB STX i35 TCS tubeless 27.5" rims, Formula 15x110mm front & 12x148mm rear sealed bearing 6-bolt disc hubs, stainless spokes

Tires
Vee Tire Co Crown Gem, 27.5 x 2.8"

Derailleurs
Shimano Deore Shadow Plus rear

Shifters
Shimano Deore, 1x10-speed

Chain
KMC X10, 10-speed

Cassette
Shimano HG500, 10-speed, 11-42T

Crankset
SR Suntour Zeron, 32T

BB Set
SR Suntour External

Pedals
MTB alloy platform

Brakeset
Tektro M275 hydraulic disc, 180mm front & 160mm rear 6-bolt rotors

Handlebar
Race Face Ride, 31.8 x 740mm

Stem
Race Face Ride, 60mm

Grips
Dual compound

Seat Post
Race Face Ride, 31.6 x 400mm

Saddle
WTB Volt

Sizes
15", 17", 19", 21"

Color
Dark Shadow

Weight
32.00 lbs

TECH FEATURES

KOMODO 27.5+ GEOMETRY

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<td>23.00 / 585</td>
<td>18.80 / 478</td>
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BOOST 148

UPGRADES/CHANGES FROM 2018

Vee Tire Co 2.8" tires

35mm rims

740mm handlebars
HIGHPOINT®

Designed with geometry like our Komodo, the Highpoint is ready to tackle all aspects of trail riding. With a 5” travel fork with thru axle and tubeless rims, the Highpoint performs as a true all arounder. It’s a fact -- bigger wheels roll easier over stuff. Stuff like rocks, stutter bumps, mud and sand. In other words, they roll easier -- and faster -- over the trails you ride.

Frame Materials
Lightweight and strong triple-butted 6061 series aluminum tubing, featuring over-sized & tapered tubing for increased frame stiffness.

Tapered Head Tube
Riding fast with control requires steering precision, which starts with the front of the bike. Stiffening this area results in less wheel deflection, more wheel control. A full 1.5” head tube and steerer would achieve this, but would add unnecessary weight and bulk, and limit stem choices. But a tapered 1 1/8” to 1 1/2” head tube serves up a significant increase in rough terrain tracking and stability without much of a weight penalty compared to standard 1 1/8” systems.

Why Thru Axles?
The increase in stiffness of a 15mm fork axle improves steering & handling significantly. It also puts less stress on the fork’s internals, improving fork durability and performance. The hub drop outs provide a self centering feature for the wheel for fast, easy installation.

Tubeless
Benefits of a tubeless set-up are reduced rotating weight and the ability to use lower inflation pressures for greater traction without the risk of pinch flats. WTB TCS rims feature a tubeless UST “On-Ramp” profile providing a consistent fit between the rim and the tire for easy installation and inflation.

Pedaling Platform
The aluminum frame of the Highpoint is beefed up to include a larger 34.9mm seat tube, which allows us to spec an over-sized 31.6mm seat post. The larger diameter post flexes less, providing a firmer pedaling platform.

One and Only
The 1x drivetrain philosophy is to make it simpler, lighter and more durable. Specific chainring tooth profiles, clutch-type rear deraillers and wide range cassettes are developed for an incredibly wide gear range and maximum control without the need to chain tensioning devices or guides.

Top Tube Cable Routing
Running the cables up under the top tube keeps cables and housing out of the muck for more precise and reliable shifting performance.

Dual Water Bottle Mounts
Most of our Highpoint sizes offer two water bottle mounts located inside the main frame. This provides excellent hydration capacity in an easily accessible position.
UPGRADES/CHANGES FROM 2018 DURANGO EXPERT

- Redesigned frame with 120mm travel fork
- Tapered Head Tube
- SR Suntour XCR 34 fork w/15mm axle
- WTB Trailboss tires
- WTB tubeless rims

REASONS TO UPGRADE FROM HIGHPOINT A2

- SR Suntour XCR Air fork
- Shimano Deore 1x10 w/11-42T
- SR Suntour Zeron 1x crankset

SPECIFICATIONS

Frame: 6061 triple-butted aluminum main tubes, 1.5 - 1 1/8" tapered head tube, over-sized stays, replaceable derailleur hanger

Fork: SR Suntour XCR 34 LOR 29", air spring, external rebound, hydraulic speed lockout adjust, 34mm stanchions, magnesium lowers, 15x110mm axle, 120mm travel

Headset: Zero-stack internal cup threadless, 15mm cone spacer

Wheels: WTB STX 23 TCS tubeless 29" rims, 32H, alloy 6-bolt disc hubs, 14G nickel-plated spokes

Tires: WTB Trailboss, 29 x 2.25"

Shifters: Shimano Deore Shadow Plus rear, 10-speed

Chain: KMC X10, 10-speed

Cassette: Shimano HG500, 10-speed, 11-42T

Crankset: SR Suntour Zeron, 32T

BB Set: SR Suntour External

Pedals: MTB platform, hi-impact resin

Brakeset: Tektro M275 hydraulic disc, 160mm rotors

Handlebar: Jamis XC alloy riser, 31.8 x 20mm rise x 740mm

Stem: Jamis XC alloy threadless, 31.8 x 60mm

Grips: Kraton

Seat Post: Jamis alloy micro-adjust, 31.6 x 400mm

Saddle: Jamis ATB Sport, SL cover, protective front and rear guards

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

Color: Teal Fo Real

Weight: 30.75 lbs

HIGHPOINT A1

MTB - TRAIL HT

HIGHPOINT GEOMETRY

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Teal Fo Real
**HIGHPOINT A2**

**SPECIFICATIONS**

**Frame**
6061 triple-butted aluminum main tubes, 1.5" - 1 1/8" tapered head tube, over-sized stays, replaceable derailleur hanger

**Fork**
SR Suntour XCM 32 HLO 29", coil spring, hydraulic speed lock out adjust, external preload adjustor, 30mm stanchions, aluminum lowers, 15x110mm axle, 120mm travel

**Headset**
Zero-stack internal cup threadless, 15mm cone spacer

**Wheels**
WTB STX i23 TCS tubeless 29" rims, 32H, alloy 6-bolt disc hubs, 14G nickel-plated spokes

**Tires**
WTB Trailboss, 29 x 2.25"

**Deraileurs**
Shimano Acera rear and Alivio front

**Shifters**
Shimano Acera, 2x9-speed

**Chain**
KMC X9, 9-speed

**Crankset**
SR Suntour XCM, 38/24T

**BB Set**
Sealed cartridge

**Pedals**
MTB platform, hi-impact resin

**Brakeset**
Tektro M275 hydraulic disc, 160mm rotors

**Handlebar**
Jamis XC alloy riser, 31.8 x 20mm rise x 740mm

**Stem**
Jamis XC alloy threadless, 31.8 x 60mm

**Grips**
Kraton

**Seat Post**
Jamis alloy micro-adjust, 31.6 x 400mm

**Saddle**
Jamis ATB Sport, SL cover, protective front and rear guards

**Sizes**
15", 17", 19", 21"

**Color**
Charcoal

**Weight**
32.75 lbs

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**UPGRADES/CHANGES FROM 2018 DURANGO COMP**

- Redesigned frame with 120mm travel fork
- Tapered Head Tube
- SR Suntour XCM 32 fork w/ 15mm axle
- WTB Trailboss tires
- WTB tubeless rims

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**REASONS TO UPGRADE FROM DURANGO A1**

- Redesigned frame with 120mm travel fork
- SR Suntour XCM 32 fork w/ 15mm axle
- Shimano Acera 2x9 drivetrain
- WTB Trailboss tires
- WTB tubeless rims

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**HIGHPOINT GEOMETRY**

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Charcoal
HIJACK®

This is for those looking to take their trail riding to the next level. With modern geometry, a 5” travel fork with thru axle and tubeless rims, the Hijack performs as a capable all around hardtail.

Frame Materials
Lightweight and strong triple-butted 6061 series aluminum tubing, featuring over-sized & tapered tubing for increased frame stiffness.

Tapered Head Tube
Riding fast with control requires steering precision, which starts with the front of the bike. Stiffening this area results in less wheel deflection, more wheel control. A full 1.5” head tube and steerer would achieve this, but would add unnecessary weight and bulk, and limit stem choices. But a tapered 1 1/8” to 1 1/2” head tube serves up a significant increase in rough terrain tracking and stability without much of a weight penalty compared to standard 1 1/8” systems.

Why Thru Axles?
The increase in stiffness of a 15mm fork axle improves steering & handling significantly. It also puts less stress on the fork’s internals, improving fork durability and performance. The hub drop outs provide a self centering feature for the wheel for fast, easy installation.

Tubeless
Benefits of a tubeless set-up are reduced rotating weight and the ability to use lower inflation pressures for greater traction without the risk of pinch flats. WTB TCS rims feature a tubeless UST “On-Ramp” profile providing a consistent fit between the rim and the tire for easy installation and inflation.

Pedaling Platform
The aluminum frame of the Hijack is beefed up to include a larger 34.9mm seat tube, which allows us to spec an over-sized 31.6mm seat post. The larger diameter post flexes less, providing a firmer pedaling platform.

One and Only
The 1x drivetrain philosophy is to make it simpler, lighter and more durable. Specific chainring tooth profiles, clutch-type rear derailleur and wide range cassettes are developed for an incredibly wide gear range and maximum control without the need to chain tensioning devices or guides.

Top Tube Cable Routing
Running the cables up under the top tube keeps cables and housing out of the muck for more precise and reliable shifting performance.

Dual Water Bottle Mounts
Most of our Hijack sizes offer two water bottle mounts located inside the main frame. This provides excellent hydration capacity in an easily accessible position.
**HIJACK A1**

**SPECIFICATIONS**

Frame 6061 triple-butted aluminum main tubes, 1.5 - 1 1/8” tapered head tube, over-sized stays, replaceable derailleur hanger

Fork SR Suntour XCR 34 LOR 27.5”, air spring, external rebound, hydraulic speed lockout adjust, 34mm stanchions, magnesium lowers, 15x110mm axle, 120mm travel

Headset Zero-stack internal cup threadless, 15mm cone spacer

Wheels WTB STX i23 TCS tubeless 27.5” rims, 32H, alloy 6-bolt disc hubs, 14G nickel-plated spokes

Tires WTB Trailboss, 27.5 x 2.25”

Derailleurs Shimano Deore Shadow Plus, 1x10 speed

Shifters Shimano Deore, 1x10 speed

Chain KMC X10, 10-speed

Cassette Shimano HG500, 10-speed, 11-42T

Crankset SR Suntour Zeron, 32T

BB Set SR Suntour External

Pedals MTB platform, hi-impact resin

Brakeset Tektro M275 hydraulic disc, 160mm rotors

Handlebar Jamis XC alloy riser, 31.8 x 20mm rise x 740mm

Stem Jamis XC alloy threadless, 31.8 x 60mm

Grips Kraton

Seat Post Jamis alloy micro-adjust, 31.6 x 400mm

Saddle Jamis ATB Sport, SL cover, protective front and rear guards

Sizes 15”, 17”, 19”, 21”

Color Blood Red

Weight 30.00 lbs

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**UPGRADES/CHANGES FROM 2018 TRAIL X EXPERT**

- Redesigned frame with 120mm travel fork
- Tapered Head Tube
- SR Suntour XCR 34 fork w/15mm axle
- WTB Trailboss tires
- WTB tubeless rims

---

**REASONS TO UPGRADE FROM HIJACK A2**

- SR Suntour XCR 34 Air fork
- Shimano Deore 1x10 w/11-42T
- SR Suntour Zeron 1x crankset

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**HIJACK GEOMETRY**

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<th>ST ANGLE</th>
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**Blood Red**

MTB - TRAIL HT
**SPECIFICATIONS**

**Frame**
6061 triple-butted aluminum main tubes, 1.5 - 1 1/8” tapered head tube, over-sized stays, replaceable derailleur hanger

**Fork**
SR Suntour XCM 32 HLO 27.5”, coil spring, hydraulic speed lock out adjust, external preload adjustor, 32mm stanchions, aluminum lowers, 15x110mm axle, 120mm travel

**Headset**
Zero-stack internal cup threadless, 15mm cone spacer

**Wheels**
WTB STX i23 tubeless 27.5” rims, 32H, alloy 6-bolt disc hubs, 14G nickel-plated spokes

**Tires**
WTB Trailboss, 27.5 x 2.25”

**Derailleurs**
Shimano Acera rear and Alivio front

**Shift Levers**
Shimano Acera, 2x9-speed

**Chain**
KMC X9, 9-speed

**Cassette**
Shimano HG201, 9-speed, 11-36T

**Crankset**
SR Suntour XCM, 38/24T

**BB Set**
Sealed cartridge

**Pedals**
MTB platform, hi-impact resin

**Brakeset**
Tektro M275 hydraulic disc, 160mm rotors

**Handlebar**
Jamis XC alloy riser, 31.8 x 20mm rise x 740mm

**Stem**
Jamis XC alloy threadless, 31.8 x 60mm

**Grips**
Kraton

**Seat Post**
Jamis alloy micro-adjust, 31.6 x 400mm

**Bicycle Saddle**
Jamis ATB Sport, Sk cover, protective front and rear guards

**Sizes**
15”, 17”, 19”, 21”

**Color**
Ano Kinetic Grey

**Weight**
32.25 lbs

**HIJACK A2**

**UPGRADES/CHANGES FROM 2018 TRAIL X COMP**

- Redesigned frame with 120mm travel fork
- Tapered Head Tube
- SR Suntour XCM 32 fork w/15mm axle
- WTB Trailboss tires
- WTB tubeless rims

**REASONS TO UPGRADE FROM TRAIL X A1**

- Redesigned frame with 120mm travel fork
- SR Suntour XCM 32 fork w/15mm axle
- Shimano Acera 2x9 drivetrain
- WTB Trailboss tires
- WTB tubeless rims

**HIJACK GEOMETRY**

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**Ano Kinetic Grey**
ROUGHNECK®

There is no off season. The Roughneck is a true fat bike with 26x4.5” tires giving it the capability to float over snow, sand and soft mud with maximum traction and ease. Plenty of water bottle, cargo and rack mounts on the frame and fork provide versatility for loading up for any expedition. What’s stopping you now?

Air Forming
The fork and frame tubes on the Roughneck are made by SPF Air Forming. SPF is carried out at high air temperatures, where the tube structure is in its most ‘plastic’ and formable state. This allows more complicated shapes to be produced that cannot be made using traditional forming techniques. For the fork, air forming produced a one-piece lower leg and crown eliminating the need for welding at this common joint. The result: more optimized shapes and less weight.

Frame Clearances
The 12x197mm rear hub and 100mm wide bottom bracket shell combination provide clearance for a double chainring set-up and up to a 4.5” rear tire. The Roughneck’s air formed fork and 15x150mm front hub provide clearance for up to a 5” front tire.

Why Thru Axles?
Securing the rear wheel to the frame by threading a 12mm axle into the rear drop-outs is not only safer, it’s stiffer. The rear wheel tracks directly in line with the frame, for more precise handling, so you can go faster with more confidence. The increase in stiffness of a 15mm fork axle improves steering & handling significantly. The hub drop outs provide a self centering feature for the wheel for fast, easy installation.

Tubeless
Benefits of a tubeless set-up are reduced rotating weight and the ability to use lower inflation pressures for greater traction without the risk of pinch flats.

Ready to Load
The Roughneck’s frame features rear rack eyelets and enough cargo/water cage mounts for the option to load up all the gear you may possibly need out there. Internal cable housing allows for uninterrupted shifting performance when using a frame bag.

Tapered Head Tube and Fork Steerer
Riding with control requires steering precision, which starts with the front of the bike. Stiffening this area results in less wheel deflection, more wheel control. A tapered 1 1/8” to 1 1/2” head tube and steerer serves up a significant increase in rough terrain tracking and stability without much of a weight penalty compared to standard 1 1/8” systems since the steer tube wall thickness can be reduced. Adding a 15mm QR thru-axle hub/fork interface takes steering precision over the top.
ROUGHNECK

SPECIFICATIONS

Frame Triple-butted 6061 air-formed aluminum, 1.5 - 1 1/8” tapered head tube, 12x177mm rear hub spacing, post mount disc brakes, 100mm bottom bracket shell, rack mounts, internal cable routing, dropper seat post routing, replaceable derailleur hanger

Fork Triple-butted 6061 air-formed aluminum, suspension corrected, tapered steerer, 15x150mm hub spacing, post-mount disc, rack/bottle mounts

Headset FSA Orbit 1.5 Zero-Stack internal cup, 8mm cone spacer

Wheels Sun Ringle MuleFut 80 SL, STR Tubeless Ready, 15x150 Front hub, 12x197 Rear hub, Wheelsmith spokes, Brass nipples

Tires Vee Tire Co Snow Shoe, 26 x 4.5”, Tubeless

Derailleurs Shimano SLX Shadow Plus rear

Shifters Shimano SLX, 1x11-speed

Chain KMC X11 EPT (Anti-Rust), Ti-speed

Cassette Shimano M7000, Ti-speed, Ti-46T

Crankset Race Face Ride, 30T

BB Set Race Face External

Pedals MTB alloy platform

Brakeset TRP Spyke 2-piston Mechanical, 180mm front & 160mm rear 6-bolt rotors

Handlebar Race Face Ride, 31.8 x 740mm

Stem Race Face Ride, 70mm (15*, 17*, 19*, 21*)

Grips Jamis Lock-On

Seat Post Race Face Ride, 31.6 x 400mm

Saddle WTB Volt

Sizes 15”, 17”, 19”, 21”

Color Olive Drab

Weight 33.00 lbs

ROUGHNECK GEOMETRY

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UPGRADES/CHANGES FROM 2018

Vee Tire Co Snow Shoe tubeless tires
The Dakota series is the hardtail standard for high-speed racing or long, epic days on the trail. We’ve taken our years of experience manufacturing carbon fiber Dakar XCR dual suspension frames and Xenith road racing frames and applied it to the big-wheeled world of 29’ers.

29’er Geo

It’s all in the numbers: a 70.5 degree headtube angle for fast responsive steering and stability at speed with no “flip/flop” feel. A 73 degree seat tube angle puts the rider more directly over the pedals for an optimal pedaling position. With a cool, aggressively sloped top tube for the lowest possible standover on those large diameter wheels and a stiffer, more responsive frame.

Dyad Fiber Lay-Up

The Dyad lay-up schedule employed on our Dakota frames utilizes two different types of high modulus carbon fibers, applied in specific sequences and angles to maximize strength, stiffness and ride quality in the lightest possible package. The Dyad Supreme lay-up on the Team results in a frame that is 20% lighter and 15% stiffer!

FEA Optimized Fiber Design

We use powerful, state-of-the-art, composite manufacturing software to analyze and perfect our lay-up schedule. The result is optimal stiffness, greater durability and lighter weight.

Why PressFit 30?

The larger 46mm bore diameter of the Press Fit 30 BB system increases the frame’s bottom bracket shell providing a larger surface that increases frame strength. The key difference with Press Fit 30 is how the bearings are fitted into the frame. Bearings are housed in nylon cups that are pressed into the frame’s bottom bracket shell. Like BB30, Press Fit 30 uses the same oversized bearing that is designed for 30mm spindle cranksets. Advantages of Press Fit 30: Improved bearing-to-shell interface, greater bearing durability and simple installation.

One and Only

The 1 x11 drivetrain philosophy is to make it simpler, lighter and more durable. Specific chainring tooth profiles, clutch-type rear derailleurs and wide range cassettes are developed for an incredibly wide gear range and maximum control without the need to chain tensioning devices or guides.

Why Thru Axles?

Securing the rear wheel to the frame by threading a 12mm axle into the rear drop-outs is not only safer, it’s stiffer. The rear wheel tracks directly in line with the frame, for more precise handling, so you can go faster with more confidence. The increase in stiffness of a 15mm fork axle improves steering & handling significantly. It also puts less stress on the fork’s internals, improving fork durability and performance. The hub drop outs provide a self centering feature for the wheel for fast, easy installation.

Tapered Head Tube and Fork Steerer

Riding fast with control requires steering precision, which starts with the front of the bike. Stiffening this area results in less wheel deflection, more wheel control. A tapered 1 1/8” to 1 1/2” head tube and steerer serves up a significant increase in rough terrain tracking and stability without much of a weight penalty compared to standard 1 1/8” systems since the steer tube wall thickness can be reduced. Adding a 15mm QR thru-axle hub/fork interface takes steering precision over the top.

Tubeless

Benefits of a tubeless set-up are reduced rotating weight and the ability to use lower inflation pressures for greater traction without the risk of pinch flats.
DAKOTA TEAM

SPECIFICATIONS

Frame | High Modulus Dyad Supreme carbon fiber, 1.5 - 1 1/8" tapered head tube, PressFit30 BB shell, High Direct Mount (HDM) front derailleur with internal cable routing, post mount disc brakes & 12x142 drop-outs, stainless steel chain stay protector, replaceable derailleur hanger, Rock Shox Maxle axle

Fork | Fox 32 Float Step Cast Factory Series 29" w/2-position remote & Open Mode Adjust, Kashima Coating, 15x110mm axle, air spring compression, rebound adjust, tapered alloy steerer, 100mm travel

Headset | FSA Orbit 1.5 Zero-Stack internal bearing, 8mm cone spacer

Wheels | Stan’s NoTubes Crest MK3 Team 29” tubeless wheels, Neo Series 32H 15x110mm axle front and 12x142mm rear hubs, Sapim Custom Force spokes

Tires | Vittoria Peyote, 29 x 2.25", TNT tubeless

Derailleurs | SRAM XX1 Eagle, 12-speed

Shifters | SRAM XX1 Eagle, 1x12-speed

Chain | SRAM XX1 Eagle, 12-speed

Cassette | SRAM XG-1295, 12-speed, 10-50T

Crankset | SRAM XX1 Eagle, 34T, 170mm (15”),175mm (17”-21”)

BB Set | Enduro® PressFit 30

Pedals | N/A

Brakeset | Shimano XTR M9020 Ice-Tech hydraulic disc, 180mm front & 160mm rear RT-86 Ice-Tech rotors

Handlebar | Ritchey Trail WCS Carbon 2x, 31.8 x 9° sweep x +/− 5mm rise x 710mm

Stem | Ritchey Trail WCS, 70mm (15”), 80mm (17”), 90mm (19”), 100mm (21”)

Grips | Jamis Lock-On

Seat Post | Ritchey Trail WCS Carbon, 31.6 x 400mm

Saddle | WTB Volt Comp

Sizes | 15”, 17”, 19”, 21”

Color | Surreal Teal

Weight | 20.5 lbs

TECH FEATURES

- MTB - XC PERFORMANCE

UPGRADES/CHANGES FROM PREVIOUS MODEL

- 2.25” tires

REASONS TO UPGRADE FROM DAKOTA PRO

- High-modulus Dyad Supreme carbon
- Fox Factory Series fork
- Stan’s Crest MK3 wheelset
- SRAM XX1 Eagle 1x12 drivetrain
- Shimano XTR Ice-Tech brakes

GEOMETRY

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DAKOTA PRO

SPECIFICATIONS

Frame  Mid Modulus Dyad Plus carbon fiber, 1.5 - 1 1/8” tapered head tube, PressFit30 BB shell, High Direct Mount (HDM) front derailleur with internal cable routing, post mount disc brakes & 12x142 drop-outs, stainless steel chain stay protector, replaceable derailleur hanger, Rock Shox Maxle axle

Fork  Fox 32 Float Step Cast Performance Series 29” w/3-position compression & lock-out, 15x110mm axle, air spring compression, rebound adjust, tapered alloy steerer, 100mm travel

Headset  FSA Orbit 1.5 Zero-Stack internal bearing, 8mm cone spacer

Wheels  DT Swiss M1900 Spline 29” tubeless wheels, 15x110mm front, 12x142mm rear

Tires  Vittoria Peyote, 29 x 2.25”, folding

Derailleurs  Shimano SLX Shadow Plus, 11-speed

Shifters  Shimano SLX, 1x11-speed

Chain  KMC X11-1, 11-speed

Cassette  Shimano M7000, 11-speed, 11-46T

Crankset  Shimano SLX, 32T, 170mm (15”), 175mm (17-21”)

BB Set  Shimano External

Pedals  N/A

Brakeset  Shimano SLX hydraulic disc, 180mm front & 160mm rear RT70 centerlock rotors

Handlebar  Ritchey Trail 2X, 31.8 x 9° sweep x +/- 5mm rise x 720mm

Stem  Ritchey Trail, 70mm (15”), 80mm (17”), 90mm (19”), 100mm (21”)

Grips  Jamis Lock-On

Seat Post  Ritchey Trail Comp, 31.6 x 400mm

Saddle  WTB Volt Comp

Sizes  15”, 17”, 19”, 21”

Color  Carbon

Weight  22.5 lbs

UPGRADES/CHANGES FROM PREVIOUS MODEL

Shimano 11-46T cassette

2.25” tires

TECH FEATURES

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REASONS TO UPGRADE FROM DAKOTA RACE

Fox Performance Series fork

DT Swiss M1900 Spline wheelset

Shimano SLX drivetrain & brakes
DAKOTA RACE

SPECIFICATIONS

Frame  Mid Modulus Dyad Plus carbon fiber, 1.5 - 1 1/8" tapered head tube, PressFit30 BB shell, High Direct Mount (HDM) front derailleur with internal cable routing, post mount disc brakes & 12x142 drop-outs, stainless steel chain stay protector, replaceable derailleur hanger, Formula axle

Fork  Rock Shox Recon RL 29", Solo Air spring compression, lever actuated lockout, 15x110mm axle, tapered alloy steerer, external rebound adjust, 100mm travel

Headset  FSA Orbit 1.5 Zero-Stack internal bearing, 8mm cone spacer

Wheels  WTB ST i23 TCS 29" tubeless rims, Formula sealed bearing 6-bolt hubs, stainless spokes & brass nipples

Tires  Vittoria Peyote, 29 x 2.25", folding

Derailleurs  SRAM NX, 11-speed

Shifters  SRAM NX, 1x11-speed

Chain  KMC X11-1, 11-speed

Cassette  SRAM 1130, 11-speed, 11-42T

Crankset  SRAM NX, 32T, 170mm (15"), 175mm (17-21")

BB Set  Enduro® PressFit 30

Pedals  N/A

Brakeset  Shimano M396 hydraulic disc, 180mm front & 160mm rear RT26 6-bolt rotors

Handlebar  Ritchey Trail 2X, 31.8 x 9˚ sweep x +/-5mm rise x 720mm

Stem  Ritchey Trail, 70mm (15"), 80mm (17"), 90mm (19"), 100mm (21")

Grips  Jamis Lock-On

Seat Post  Ritchey Trail Comp, 31.6 x 400mm

Saddle  WTB Volt Sport

Sizes  15", 17", 19", 21"

Color  Carbon

Weight  24.75 lbs

TECH FEATURES

GEOMETRY

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UPGRADES/CHANGES FROM PREVIOUS MODEL

Shimano M396 brakeset

2.25" tires
DURANGO®

These may be the most affordable 29’ers in our stable, but there’s nothing entry-level about the performance of these bikes. We’ve taken all new frame styling and married it to our proven Dakota geometry. Best-in-Class performance and Big Hoops doesn’t have to mean Big Bucks and the Durango proves it.

**Durango Frame Design**
The Durango frame features a sloping top tube that optimizes stand-over clearance while adding great looks at the same time. The over-sized down tube and head tube to offer plenty of strength, stiffness and fork crown clearance.

**Pedaling Platform**
The aluminum frame on the Durango is beefed up to include a larger 34.9mm seat tube, which allows us to spec an over-sized 31.6mm seat post. The larger diameter post flexes less, providing a firmer pedaling platform.

**Dual Water Bottle Mounts**
Every Durango offers two water bottle mounts located inside the main frame. This provides excellent hydration capacity in an easily accessible position.

**Alex TD26 Disc-Specific Rims**
Disc hubs twist during braking. This twisting increases “pull” load on the nipples in the spoke bed. The Alex TD26 spoke bed on the rims specified on all Durangos are cleverly reinforced to resist disc brake torque and prevent spokes & nipples from shearing.

**Top Tube Cable Routing**
Running the cables up under the top tube keeps cables and housing out of the muck for more precise and reliable shifting performance.

**Zero Stack Internal Headset**
Durangos feature a Zero Stack internal headset that places both the cups and bearings inside the head tube instead of outside. This reduces the total stack height (including the head tube), which is especially beneficial on big wheeled bikes. The larger diameter head tube also provides a larger weld interface at the critical head/top/down tube junction.

**Replaceable Derailleur Hanger**
Because it’s much easier and much less expensive to replace a derailleur hanger than it is to repair or replace a frame, every Durango frame offers a replaceable derailleur hanger designed to yield in a crash before the frame does.
**DURANGO A1**

**SPECIFICATIONS**

| Frame | 6061 aluminum main tubes, over-sized seat tube, zero-stack head tube, over-sized stays, replaceable derailleur hanger |
| Fork | SR Suntour XCT 30 HLO 29", coil spring, hydraulic speed lock out adjust, external preload adjustor, 30mm stanchions, aluminum lowers, 100mm travel |
| Headset | Zero-stack internal cup threadless, 15mm cone spacer |
| Wheels | Alex TD26 29" rims, 32H, alloy 6-bolt disc hubs, 14G nickel-plated spokes |
| Tires | CST Patrol, 29 x 2.25" |
| Derailleurs | Shimano TX800 rear and TY700 front |
| Shifters | Shimano M310, 3x8-speed |
| Chain | KMC Z7, B-speed |
| Cassette | Shimano HG200, B-speed, 12-32T |
| Crankset | Shimano TY-301, 42/34/24T |
| BB Set | Sealed cartridge |
| Pedals | MTB platform, hi-impact resin |
| Brakeset | Tektro M275 hydraulic disc, 160mm rotors |
| Handlebar | Jamis XC alloy riser, 31.8 x 20mm rise x 720mm |
| Stem | Jamis XC alloy threadless, 31.8 x 10" rise x 70mm (15/17"), 90mm (19/21") |
| Grips | Kraton |
| Seat Post | Jamis alloy micro-adjust, 31.6 x 400mm |
| Saddle | Jamis ATB Sport, SL cover, protective front and rear guards |
| Sizes | 15", 17", 19", 21" |
| Color | Ano Black or Orange Crush |
| Weight | 31.75 lbs |

**UPGRADES/CHANGES FROM 2018**

SR Suntour XCT 30 HLO fork

**REASONS TO UPGRADE FROM DURANGO A2**

Tektro M275 hydraulic brakeset

Hydraulic lock-out fork

24-speed drivetrain

**DURANGO GEOMETRY**

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<th>SIZE</th>
<th>TT EFFECTIVE</th>
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<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>BB DROP</th>
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</table>

Ano Black

Orange Crush
**DURANGO A2**

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Frame</th>
<th>6061 aluminum main tubes, over-sized seat tube, zero-stack head tube, over-sized stays, replaceable derailleur hanger</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork</td>
<td>SR Suntour XCE 28.29&quot;, coil spring, external preload adjustor, 28mm stanchions, aluminum lowers, 100mm travel</td>
</tr>
<tr>
<td>Headset</td>
<td>Zero-stack internal cup threaded, 15mm cone spacer</td>
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<tr>
<td>Wheels</td>
<td>Alex T263 29&quot; rims, 42H, alloy 6-bolt disc hubs, 14g nickel-plated spokes</td>
</tr>
<tr>
<td>Tires</td>
<td>CST Patrol, 29 x 2.25&quot;</td>
</tr>
<tr>
<td>Derailleurs</td>
<td>Shimano TY300 rear and TY500 front</td>
</tr>
<tr>
<td>Shifters</td>
<td>Shimano EF41, 3x7-speed</td>
</tr>
<tr>
<td>Chain</td>
<td>KMC Z51, 7-speed</td>
</tr>
<tr>
<td>Cassette</td>
<td>Shimano TZ500, 7-speed, 14-34T</td>
</tr>
<tr>
<td>Crankset</td>
<td>Forged alloy, 42/34/24T</td>
</tr>
<tr>
<td>BB Set</td>
<td>Sealed cartridge</td>
</tr>
<tr>
<td>Pedals</td>
<td>MTB platform, hi-impact resin</td>
</tr>
<tr>
<td>Brakeset</td>
<td>Tektro M280 mechanical disc, 160mm rotors and Shimano levers</td>
</tr>
<tr>
<td>Handlebar</td>
<td>Jamis XC alloy riser, 31.8 x 20mm rise x 720mm</td>
</tr>
<tr>
<td>Stem</td>
<td>Jamis XC alloy threadless, 31.8 x 10° rise x 70mm (15/17&quot;), 90mm (19/21&quot;)</td>
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<tr>
<td>Grips</td>
<td>Kraton</td>
</tr>
<tr>
<td>Seat Post</td>
<td>Jamis alloy micro-adjust, 31.6 x 400mm</td>
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<tr>
<td>Saddle</td>
<td>Jamis ATB Sport, SL cover, protective front and rear guards</td>
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<td>Sizes</td>
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<tr>
<td>Color</td>
<td>Ano Black or Ninja Green</td>
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**UPGRADES/CHANGES FROM 2018**

SR Suntour XCE 28 fork

**DURANGO GEOMETRY**

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<th>ST ANGLE</th>
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<td>2.2 / 57</td>
<td>4.7 / 120</td>
<td>33.1 / 842</td>
</tr>
</tbody>
</table>

Ninja Green

Ano Black
TRAIL X & HELIX SERIES

Building great recreational-level bikes that ride much like (and look a lot like) our hi-end bikes is a passion at Jamis. And no bikes showcase our commitment to do just that better than these. The Trail X and Helix chassis emphasizes all-day performance and the handling’s quick and sure without being overly darty. But make no mistake, if you want to throw down, they are more than able to keep up with 27.5” wheels, precise shifting drivetrains and incredibly powerful disc brakes.

**Frame Materials**
Lightweight and strong 6061 series aluminum tubing, featuring over-sized & tapered tubing for increased frame stiffness.

**Zero Stack Internal Headset**
A Zero Stack internal headset places both the cups and bearings inside the head tube instead of outside. This reduces the total stack height (including the head tube), which is beneficial on larger wheeled bikes. The larger diameter head tube also provides a larger weld interface at the critical head/top/down tube junction.

**Pedaling Platform**
The aluminum frame of the Trail X and Helix is beefed up to include a larger 34.9mm seat tube, which allows us to spec an over-sized 31.6mm seat post. The larger diameter post flexes less, providing a firmer pedaling platform.

**Top Tube Cable Routing**
Running the cables up under the top tube keeps cables and housing out of the muck for more precise and reliable shifting performance.

**Dual Water Bottle Mounts**
Most of our Trail X sizes offer two water bottle mounts located inside the main frame. This provides excellent hydration capacity in an easily accessible position.

**Alex TD26 Disc-Specific Rims.**
Disc hubs twist during braking. This twisting increases “pull” load on the nipples in the spoke bed. The Alex TD26 spoke bed on the rims specified on all Trail X models are cleverly reinforced to resist disc brake torque and prevent spokes & nipples from shearing.

**Replaceable Derailleur Hanger.**
Because it’s much easier and much less expensive to replace a derailleur hanger than it is to repair or replace a frame, every Trail X and Helix frame offers a replaceable derailleur hanger designed to yield in a crash before the frame does.
**TRAIL X A1**

**SPECIFICATIONS**

| Frame | 6061 aluminum main tubes, over-sized seat tube, zero-stack head tube, over-sized stays, replaceable derailleur hanger |
| Fork | SR Suntour XCT 30 HLO 27.5", coil spring, hydraulic speed lock out adjust, external preload adjustor, 30mm stanchions, aluminum lowers, 100mm travel |
| Headset | Zero-stack internal cup threadless, 15mm cone spacer |
| Wheels | Alex TD26 27.5" rims, 32H, alloy 6-bolt disc hubs, 14G nickel-plated spokes |
| Tires | CST Patrol, 27.5 x 2.25" |
| Derailleurs | Shimano TX800 rear and TY7000 front |
| Shifters | Shimano M310, 3x8-speed |
| Chain | KMC Z7, 8-speed |
| Cassette | Shimano HG200, 8-speed, 12-32T |
| Crankset | Shimano TY-301, 42/34/24T |
| BB Set | Sealed cartridge |
| Pedals | MTB platform, hi-impact resin |
| Brakeset | Tektro M275 hydraulic disc, 160mm rotors |
| Handlebar | Jamis XC alloy riser, 31.8 x 20mm rise x 720mm |
| Stem | Jamis XC alloy threadless, 31.8 x 10° rise x 70mm (15"/17"), 90mm (19"/21") |
| Grips | Kraton |
| Seat Post | Jamis alloy micro-adjust, 31.6 x 350mm (15") 400mm (17"-21") |
| Saddle | Jamis ATB Sport, SL cover, protective front and rear guards |
| Sizes | 15", 17", 19", 21" |
| Color | Flat Ink or Cosmo Blue |
| Weight | 31.50 lbs |

**UPGRADES/CHANGES FROM 2018**

| SR Suntour XCT 30 HLO fork |

**REASONS TO UPGRADE FROM TRAIL X A2**

| Tektro M275 hydraulic brakeset |
| Hydraulic lock-out forkset |
| 24-speed drivetrain |

**TRAIL X GEOMETRY**

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<th>ST ANGLE</th>
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<td>5.5 / 140</td>
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**Flat Ink**

**Cosmo Blue**
TRAIL X A2

SPECIFICATIONS

Frame
6061 aluminum main tubes, over-sized seat tube, zero-stack head tube, over-sized stays, replaceable derailleur hanger.

Fork
SR Suntour XCE 28 DS 27.5", coil spring, external preload adjustor, 28mm stanchions, aluminum lowers, 100mm travel.

Headset
Zero-stack internal cup threadless, 15mm cone spacer.

Wheels
Alex TD26 27.5" rims, 32H, alloy 6-bolt disc hubs, 14G nickel-plated spokes.

Tires
CST Patrol, 27.5 x 2.25".

Deraileurs
Shimano TY300 rear and TY500 front.

Shifters
Shimano EF41, 3x7-speed.

Chain
KMC Z51, 7-speed.

Cassette
Shimano TZ500, 7-speed, 14-34T.

Crankset
Forged alloy, 42/34/24T.

BB Set
Sealed cartridge.

Pedals
MTB platform, hi-impact resin.

Brakeset
Tektro M280 mechanical disc, 160mm rotors and Shimano levers.

Handlebar
Jamis XC alloy riser, 31.8 x 20mm rise x 720mm.

Stem
Jamis XC alloy threadless, 31.8 x 10° rise x 70mm (15/17"), 90mm (19/21")

Grips
Kraton.

Seat Post
Jamis alloy micro-adjust, 31.6 x 350mm (15") 400mm (17"-21")

Saddle
Jamis ATB Sport, SL cover, protective front and rear guards.

Sizes
15", 17", 19", 21"

Color
Kinetic Grey or Ano Black.

Weight
32.00 lbs.

UPGRADES/CHANGES FROM 2018

SR Suntour XCE 28 fork.

TRAIL X GEOMETRY

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<th>SIZE</th>
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<th>ST ANGLE</th>
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<td>43.9 / 1116</td>
<td>1.8 / 46</td>
<td>5.5 / 140</td>
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HELIX A1

SPECIFICATIONS
Frame 6061 aluminum main tubes, over-sized seat tube, zero-stack head tube, over-sized stays, replaceable derailleur hanger
Fork SR Suntour XCT 30 HLO 27.5", coil spring, hydraulic speed lock out adjust, external preload adjustor, 30mm stanchions, aluminum lowers, 100mm travel
Headset Zero-stack internal cup threadless, 15mm cone spacer
Wheels Alex TD26 27.5" rims, 32H, alloy 6-bolt disc hubs, 14G nickel-plated spokes
Tires CST Patrol, 27.5 x 2.25"
Deraileurs Shimano TX800 rear and TY7000 front
Shifters Shimano M310, 3x8-speed
Chain KMC Z7, 8-speed
Cassette Shimano HG200, 8-speed, 12-32T
Crankset Shimano TY-301, 42/34/24T
BB Set Sealed cartridge
Pedals MTB platform, hi-impact resin
Brakeset Tektro M275 hydraulic disc, 160mm rotors
Handlebar Jamis XC alloy riser, 31.8 x 20mm rise x 680mm
Stem Jamis XC alloy threadless, 31.8 x 10° rise x 70mm (14'/16'), 90mm (18')
Grips Kraton
Seat Post Jamis alloy micro-adjust, 31.6 x 350mm (14') 400mm (16'/18')
Saddle Jamis ATB Sport Women's, SL cover, protective front and rear guards
Sizes 14", 16", 18"
Color Scarlet or Topaz
Weight 31.25 lbs

TECH FEATURES
Scarlet
Topaz

UPGRADES/CHANGES FROM 2018
SR Suntour XCT 30 HLO fork

REASONS TO UPGRADE FROM HELIX A2
Tektro M275 hydraulic brakeset
Hydraulic lock-out fork
24-speed drivetrain

HELIX GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
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<th>WHEELBASE</th>
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**HELIX A2**

**SPECIFICATIONS**

- **Frame**: 6061 aluminum main tubes, over-sized seat tube, zero-stack head tube, over-sized stays, replaceable derailleur hanger
- **Fork**: SR Suntour XCE 28 DS 27.5", coil spring, external preload adjustor, 28mm stanchions, aluminum lowers, 100mm travel
- **Headset**: Zero-stack internal cup threadless, 15mm cone spacer
- **Wheels**: Alex TD26 27.5" rims, 32H, alloy 6-bolt disc hubs, 14G nickel-plated spokes
- **Tires**: CST Patrol, 27.5 x 2.25"
- **Derailleurs**: Shimano TY300 rear and TY500 front
- **Shifters**: Shimano EF41, 3x7-speed
- **Chain**: KMC Z51, 7-speed
- **Cassette**: Shimano TZ500, 7-speed, 14-34T
- **Crankset**: Forged alloy, 42/34/24T
- **BB Set**: Sealed cartridge
- **Pedals**: MTB platform, hi-impact resin
- **Brakeset**: Tektro M280 mechanical disc, 160mm rotors and Shimano levers
- **Handlebar**: Jamis XC alloy riser, 31.8 x 20mm rise x 680mm
- **Stem**: Jamis XC alloy threadless, 31.8 x 10° rise x 70mm (14"/16"), 90mm (18")
- **Grips**: Kraton
- **Seat Post**: Jamis alloy micro-adjust, 31.6 x 350mm (14") 400mm (16"/18")
- **Saddle**: Jamis ATB Sport Women’s, SL cover, protective front and rear guards
- **Sizes**: 14", 16", 18"
- **Color**: Ano Palladium or Vanilla Mint
- **Weight**: 32.00 lbs

**HELIX GEOMETRY**

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**TECH FEATURES**

- Ano Palladium
- Vanilla Mint

**UPGRADES/CHANGES FROM 2018**

- SR Suntour XCE 28 fork
XENITH SERIES

As good as it gets is never good enough at Jamis… and our newly redesigned disc brake edition Xenith proves it. The Xenith was already a multiple award-winning, race-vanquishing powerhouse that Team Silber did not want us to tamper with. But our engineers and designers weren’t content with today’s accolades and podiums when tomorrow’s beckoned. The development effort on this bike was not just about adding disc brakes; it was about re-designing the Xenith to make it even better.

SST for the Right Ride

Size specific tubing optimizes ride quality and assures the lightest possible weight for each frame size. SST engineering applies not only to the main frame – our 56, 58 and 61cm frames are designed with top and down tubes 10% larger than on the 44 – 54cm -- but to the seat stays as well. The result is a bike that handles precisely, accelerates explosively and offers compliance for EVERY rider.

The Disc Revolution is here

We are all-in. Disc brake technology provides superior stopping and safer braking no matter the conditions. They offer increased control and better modulation as you vary from being at-speed to slowing down or stopping. They are significantly less affected by rain and wet conditions, and eliminate any rim heat build-up that can come with caliper brakes. Gone is the need to be concerned with carbon rim deformation. Whether the streets of NYC or LA, or long and winding open roads, the control and safety that comes with disc brakes will only heighten the experience that comes with riding a Jamis.

Modular Thru-axle System (MTS).

Jamis’ MTS system increases the 12mm thru-axle fit-range by offering multiple aluminum inserts designed to accommodate the various threaded thru-axles produced by any number of hub and fork makers.

Tapered, Tri-Oval Tubing Profiles

The top and down tubes of the Xenith frame are tapered and tri-ovalized for optimal stiffness in the lightest possible package. This tubing design orients the axis of each of the ovals to increase lateral and torsional stiffness while optimizing vertical compliance in the precise location it is needed.

Ride Tuned Seatstays

Having chainstay-mounted disc brakes frees the seatstays from their traditional role of brakes reinforcement. So we can focus on designing and tuning the seatstays for their primary purpose: ride compliance and torsional stability.

BB386 EVO Shell

The BB386 EVO bottom bracket design amplifies the benefits of the proven BB30 system. It takes the lighter, stiffer 30mm alloy spindle from the BB30 design, incorporates press-fit bearing cups instead of direct-fit bearings and marries both to a wider 86.5mm BB shell. All without changing Q-factor. Why a wider shell? It allows us to increase the diameter of our seat and down tubes at the BB shell a full 30%, for increased stiffness where you really need it. We can also optimize chainstay design with an increased diameter that does not crowd the rear tire and allows extra room for a 28C.

Asymmetrical Chainstays

Chainstay design is critical for the efficient transfer of power from pedal to wheel. But simply beefing up the entire area to prevent frame flex under pedaling torque and disc brake forces can yield unnecessary weight gain and stiffness. The Xenith chainstay design maximizes stiffness while minimizing weight through asymmetrical design - the driveside chainstay is 15% larger and 30% stiffer to offset drivetrain induced flex.

We ACE’ed It

Every Xenith is equipped with our new Adaptive Cable Entry (ACE) system that allows our frames to cleanly manage the internal routing of brake and derailleur cables or electronic Di2 wiring. Xenith models specified with standard cable-actuated drivetrains will be outfitted with ACE plates with integrated cable stops. But we also include with every bike an extra set of ACE plates for Di2 wiring should you ever wish to make the jump to electronic shifting.

Near Net SPV Molding

We’ve taken our revolutionary Near Net dual-molding manufacturing process, that utilizes both silicone and polystyrene internal cores to support the frame shape while it is being pressurized within the steel mold, and added a vacuum purge procedure before molding that compresses and eliminates all air between carbon plies. Compaction is absolutely optimized. Not only is weight reduced while stiffness and strength are increased, but over-reliance on fragile and harsh-riding super-high modulus fiber is minimized. The result is lighter, faster, stiffer, stronger frame that simply rides better. A dual-molding manufacturing process that yields near perfect compaction, and eliminates fiber wash and wrinkles during the molding process.
XENITH LTD

SPECIFICATIONS

Frame Jamis Road carbon fiber monocoque Dyad Elite M30/T700, FEA optimized Near Net SPV molding process, SST tubing diameters, oversized seat tube, 1.5 - 1 1/8" head tube with carbon bearing races, EVO386 carbon BB shell, ACE internal cable routing compatible for both Di2 wires or traditional cables, rider tuned twin seat stays, oversized asymmetrical chainstays with flat mount disc brake mounts, 12x142 thru-axle with Jamis MTS (Modular Thru-axle System), carbon dropouts with replaceable alloy FD mount and RD hanger.

Fork Jamis Road Disc carbon fiber, FEA optimized Near Net SPV molding process, 1 1/2" hollow formed crown, monocoque one-piece forming technology, flat mount disc brakes with internal cable, 12mm Jamis MTS (Modular Thru-axle System) with carbon dropouts.

Headset Enduro CNC integrated, Stainless Steel sealed bearing with 15mm top cone, 1.5 - 1 1/8".

Wheels 3T DISCUS C35 TEAM Carbon Tubeless Disc Wheelset, 11-speed, 24H, 32mm rim height with 25mm width, 3T Centerlock hubs with alloy body, spindle and freewheel and adjustable bearings and stainless steel straight-pull bladed spokes, front 12mm/rear 12x142 Shimano thru axle.

Tires Vittoria Corsa with 4c Compound and G+Isotech 320TPI, 700 x 25c.

Derailleurs SRAM RED eTap rear and braze-on-front.

Shifters SRAM RED eTap HRD hydraulic, 22-speed.

Chain SRAM RED 22 Chain.

Cassette SRAM XG-1190 11-speed, 11-28T.

Crankset SRAM RED, 52/36T, 170mm (48/51), 172.5mm (54/56), 175mm (58/61).

BB Set Enduro Ceramic PressFit 30.

Pedals N/A.

Brakeset SRAM RED HRD flat mount hydraulic disc brakes, SRAM 160mm rotors with SRAM RED eTap levers.

Handlebar 3T Ergosum Team, Carbon, 31.8 x 400mm (48/51), 420mm (54/56), 440mm (58/61).

Grips Fizik Microtex Superlight tape.

Seat Post 3T Zero25 Team Carbon, 31.6 x 350mm, offset 0/25 with Jamis 7075-AL CNC aluminum 1-bolt seat post clamp.

Saddle Fizik Artares R5 with integrated clip system.

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

Color Matte Carbon.

Weight 16.5 lbs.

GEOMETRY

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TECH FEATURES

3T DISCUS C35 TEAM Carbon Tubeless Disc Wheelset.

SRAM eTap 22-speed group.

SRAM RED HRD Hydraulic disc brakes.

REASONS TO UPGRADE FROM XENITH PRO

3T DISCUS C35 Team Carbon Tubeless Disc wheelset.

3T Ergosum Team Carbon bar.
**XENITH TEAM**

**SPECIFICATIONS**

- **Frame**
  Jamis Road carbon fiber monocoque Dyad Elite M30/T700, FEA optimized Near Net SPV molding process, SST tubing diameters, oversized seat tube, 1.5 - 1 1/8” head tube with carbon bearing races, EVO386 carbon BB shell, ACE internal cable routing compatible for both Di2 wires or traditional cables, rider tuned twin seat stays, oversized asymmetrical chainstays with flat mount disc brake mounts, 12x142 thru-axle with Jamis MTS (Modular Thru-axle System), carbon drop outs with replaceable alloy FD mount and RD hanger.

- **Fork**
  Jamis Road Disc carbon fiber, FEA optimized Near Net SPV molding process, 1.5” hollow formed crown, monocoque one-piece forming technology, flat mount disc brakes with internal cable, 12mm Jamis MTS (Modular Thru-axle System) with carbon dropouts.

- **Headset**
  FSA integrated, sealed bearing with nylon upper compression ring, 1.5 - 1/8”

- **Wheels**
  American Classic Argent Tubeless Centerlock Ti-speed wheelset, 24H, 30mm rim height with 23x19mm width, AC High-Low/Micro 58 hubs with stainless steel cartridge bearings and AC stainless steel bladed spokes, front 12mm/rear 12x142 Shimano thru axle.

- **Tires**
  Vittoria Corsa Speed Open TLR Tubeless, 700 x 23c.

- **Deraileurs**
  Shimano Dura Ace RD-R9100 rear and Dura Ace FD-R9100 braze-on front.

- **Shifters**
  Shimano Dura Ace ST-R9120 Dual Control STI, 22-speed.

- **Chain**
  Shimano CN-HG701

- **Cassette**
  Shimano Dura Ace CS-R9100 Ti-speed, 11-28T

- **Crankset**
  Shimano Dura Ace FC-R9100, 52/36T, 170mm (48/51), 172.5mm (54/56), 175mm (58/61)

- **BB Set**
  Enduro PressFit 30 and Wheels MFG EVO adaptors

- **Pedals**
  N/A

- **Brakeset**
  Shimano Dura Ace BR-R9170 flat mount hydraulic disc brakes with resin pads, Centerlock Ice Tech Freeza RT900 140/160mm rotors with Shimano ST-R9120 Dual Control STI levers.

- **Handlebar**
  3T Ernova Pro, 7075 aluminum, 31.8 x 400mm (48/51), 420mm (54/56), 440mm (58/61)

- **Stem**
  3T ARX II Team Stealth, 3D forged 7075 T6 alloy, 6° x 90mm (48/51), 100mm (54/56), 120mm (58/61)

- **Grips**
  Fizik Microtex Superlight Glossy Fluo tape

- **Seat Post**
  3T Zero25 Team Carbon, 31.6 x 350mm, offset 0/25° with Jamis 7075-AL CNC aluminum 1-bolt seat post clamp.

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**TECH FEATURES**

**UPGRADES/CHANGES FROM PREVIOUS MODEL**

- 3T Ernova Pro bar
- 3T ARX II Team Stealth stem
- 3T Zero25 Team Carbon seat post

**REASONS TO UPGRADE FROM XENITH PRO**

- Jamis Road carbon fiber monocoque Dyad Elite M30/T700
- Shimano Dura Ace R9100 22-speed group
- Shimano Dura Ace BR-R9170 flat mount hydraulic disc brakes with Centerlock Ice Tech Freeza 160mm rotors
- Vittoria Corsa Speed Open TLR Tubeless, 700 x 23c
- 3T Ernova Pro bar
- 3T ARX II Team Stealth stem

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**GEOMETRY**

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**Sizes**

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**Color**

Gloss Carbon

**Weight**

16.0 lbs
XENITH PRO

SPECIFICATIONS

Frame Jamis Road carbon fiber monocoque Dyad Plus T700/FRP, FEA optimized Near Net SPV molding process, SST tubing diameters, oversized seat tube, 1.5” - 1 1/8” head tube with carbon bearing races, EVO386 carbon BB shell, ACE internal cable routing compatible for both Di2 wires or traditional cables, ruder tuned twin seat stays, oversized asymmetrical chainstays with flat mount disc brake mounts, 12x142 thru-axle with Jamis MTS (Modular Thru-axle System), carbon drop outs with replaceable alloy FD mount and RD hanger

Fork Jamis Road Disc carbon fiber, FEA optimized Near Net SPV molding process, 1.5” hollow formed crown, monocoque one-piece forming technology, flat mount disc brakes with internal cable, 12mm Jamis MTS (Modular Thru-axle System) with carbon dropouts

Headset FSA integrated, sealed bearing with nylon upper compression ring, 1.5” - 1 1/8”

Wheels American Classic Victory 30 Centerlock disc tubeless 11-speed wheelset, 24H, 30mm rim height with 22.7x18.1 width, AC Victory 30 alloy hubs and bladed spokes, front 12mm/rear 12x142 thru-axle

Tires Vittoria Rubino Pro with Graphine, 700 x 25c, folding

Derailleurs Shimano Ultegra RD-R8000 rear and Ultegra FD-R8000 braze-on front

Shifters Shimano ST-R8020 Dual Control STI, 22-speed

Chain Shimano CN-HG701

Cassette Shimano Ultegra CS-R8000 11-speed, 11-28T

Crankset Shimano Ultegra FC-R8000 50/34T, 170mm (48/51), 172.5mm (54/56), 175mm (58/61)

BB Set Enduro PressFit 30 and Wheels MFG EVO adaptors

Pedals N/A

Brakeset Shimano BR-R8070 flat mount hydraulic disc brakes with resin pads, Centerlock Ice Tech 160mm rotors with Shimano ST-R8020 Dual Control STI levers

Handlebar 3T Emona, 70.75 aluminum, 31.8 x 400mm (48/51), 420mm (54/56), 440mm (58/61)

Stem 3T ARX II, 3D forged 2020 alloy, 6” x 90mm (48/51), 100mm (54/56), 120mm (58/61)

Grips Fizik Microtex Superlight Soft Touch tape

Seat Post 3T Zero25 Team Carbon, 31.6 x 350mm, offset 0/25° with Jamis 7075-AL CNC aluminum 1-bolt seat post clamp

Saddle Fizik Antares R7 with integrated clip system and manganese rails

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

Color Gloss Carbon

Weight 16.75 lbs

TECH FEATURES

UPGRADES/CHANGES FROM PREVIOUS MODEL

New Shimano Ultegra R8000 22-speed group with crankset

New Shimano Ultegra BR-R8070 hydraulic disc brakes with Shimano 160mm Ice Tech rotors

American Classic Victory 30 Disc Tubeless 11-speed wheelset

Vittoria Rubino Pro with Graphine, 700 x 25c, folding

3T Zero25 Team Carbon seat post

Fizik Antares R7 saddle

GEOMETRY

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REASONS TO UPGRADE FROM XENITH PRO

New Shimano Ultegra R8000 22-speed group with crankset

New Shimano Ultegra BR-R8070 hydraulic disc brakes with Shimano 160mm Ice Tech rotors

Vittoria Rubino Pro with Graphine, 700 x 25c, folding

3T Zero25 Team Carbon seat post
XENITH RACE

SPECIFICATIONS

Frame Jamis Road carbon fiber monocoque Dyad Plus T700/FRP, FEA optimized Near Net SPV molding process, SST tubing diameters, oversized seat tube, 1.5 - 1 1/8" head tube with carbon bearing races, EVO386 carbon BB shell, ACE internal cable routing compatible for both D2 wires or traditional cables, rider tuned twin seat stays, oversized asymmetrical chainstays with flat mount disc brake mounts, 12x142 thru-axle with Jamis MTS (Modular Thru-axle System), carbon drop outs with replaceable alloy FD mount and RD hanger

Fork Jamis Road Disc carbon composite, FEA optimized Near Net SPV molding process, 1.5" hollow formed crown, monocoque one-piece forming technology, flat mount disc brakes with internal cable, 12mm Jamis MTS (Modular Thru-axle System) with carbon dropouts

Headset FSA integrated, sealed bearing with nylon upper compression ring, 1.5 - 1 1/8"

Forks/equipment Shimano 105 22-speed group with crankset

Shifters Shimano ST-RS505 Dual Control STI, 22-speed

Shift Levers Shimano ST-RS505 Dual Control STI, 22-speed

Brake Levers Shimano ST-RS505 Dual Control STI, 22-speed

Shift Cables Shimano CN-HG601

Cassette Shimano 105 CS-5800 1-speed, 11-28T

Crankset Shimano 105 FC-5800 50/34, 170mm (48/48), 172.5mm (54/54), 175mm (58/58)

BB Set Enduro PressFit 30 and Wheels MFG EVO adaptors

Pedals N/A

Brakeset Shimano BR-RS505 flat mount hydraulic disc brakes with resin pads, Shimano 160mm rotors with Shimano ST-RS505 Dual Control STI levers

Handlebar 3T Ernova, 7075 aluminum, 31.8 x 400mm (48/48), 420mm (54/54), 440mm (58/58)

Stem 3T ARX II, 3D forged 2010 alloy, 6" x 90mm (48/48), 100mm (54/54), 120mm (58/58)

Cables/derailleur Fizik Microtex Superlight Soft Touch tape

Seatpost Jamis carbon fiber micro-adjust, 31.6 x 300mm with 7075 aluminum 1-bolt seat post clamp

Saddle Fizik Antares R7 with integrated clip system and manganese rails

Saddle Size 48, 51, 54, 56, 58, 61cm

Color Gloss Carbon

Weight 19 lbs

TECH FEATURES

UPGRADES/CHANGES FROM PREVIOUS MODEL

Shimano 105 22-speed group with crankset

Shimano BR-RS505 hydraulic disc brakes with Shimano 160mm rotors

Alex ATD 470 disc specific rims with TCS (Tubeless Compatible System)

Vittoria Zaffiro, 700 x 25c

Fizik Antares R7 saddle

REASONS TO UPGRADE FROM XENITH COMP

Shimano 105 22-speed group with crankset

Shimano BR-RS505 hydraulic disc brakes with Shimano 160mm rotors

Alex ATD 470 disc specific rims with TCS (Tubeless Compatible System)

Vittoria Zaffiro, 700 x 25c

Fizik Antares R7 saddle

GEOMETRY

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</table>
**XENITH COMP**

**SPECIFICATIONS**

**Frame**
Jamis Road carbon fiber monocoque Dyad Plus T700/FRP, FEA optimized Near Net SPV molding process, SST tubing diameters, oversized seat tube, 1.5 - 1 1/8” head tube with carbon bearing races, EV0386 carbon BB shell, ACE internal cable routing compatible for both Di2 wires or traditional cables, rider tuned twin seat stays, oversized asymmetrical chainstays with flat mount disc brake mounts, 12x142 thru-axle with Jamis MTS (Modular Thru-axle System), carbon drop outs with replaceable alloy FD mount and RD hanger.

**Fork**
Jamis Road Disc carbon composite, FEA optimized Near Net SPV molding process, 1.5” hollow formed crown, monocoque one-piece forming technology, flat mount disc brakes with internal cable, 12mm Jamis MTS (Modular Thru-axle System) with carbon dropouts.

**Headset**
FSA integrated, sealed bearing with nylon upper compression ring, 1.5 - 1 1/8”

**Wheels**
Alex ATD-470 disc specific rim with TCS (Tubeless Compatible System), 32H, Formula 6-bolt alloy hubs, 14g stainless steel spokes, front 12mm/rear 12x142 thru-axle

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

**Deraileurs**
Shimano Tiagra RD-4700 CS rear and Tiagra FD-4700 braze-on

**Shifters**
Shimano ST-RS405 Dual Control STI, 20-speed

**Chain**
KMC X10

**Cassette**
Shimano 10-speed, 11-32T

**Crankset**
Shimano Tiagra FC-4700, 50/34T, 170mm (48/51), 172.5mm (54/56), 175mm (58/61)

**BB Set**
Enduro PressFit 30 and Wheels MFG EVO adaptors

**Pedals**
N/A

**Brakeset**
Shimano BR-RS405 flat mount hydraulic disc brakes with resin pads, Shimano 6-bolt 160mm rotors with Shimano ST-RS405 Dual Control STI levers

**Handlebar**
3T Ernova, 7075 aluminum, 31.8 x 400mm (48/51), 420mm (54/56), 440mm (58/63)

**Stem**
3T ARX II, 3D forged 2010 alloy, 6° x 90mm (48/51), 100mm (54/56), 120mm (58/63)

**Grips**
Fizik Microtex Superlight Soft Touch tape

**Saddle**
Selle Royal Seta S1 with integrated clip system

**Seat Post**
Jamis carbon fiber micro-adjust, 21.6 x 300mm with Jamis 707-4L CNC aluminum 1-bolt seat post clamp

**Color**
Gloss Carbon

**Weight**
19.75 lbs

---

**TECH FEATURES**

**UPGRADES/CHANGES FROM PREVIOUS MODEL**

Shimano Tiagra 20-speed group with crankset

Shimano BR-RS405 hydraulic disc brakes with Shimano 160mm rotors

Vittoria Zaffiro, 700 x 25c

Selle Royal Seta S1 saddle

3T Ergonova bar

3T ARX II stem

---

**REASONS TO UPGRADE FROM ICON ELITE**

Xenith flat mount disc brake monocoque carbon fiber frame with 12mm Jamis MTS (Modular Thru-axle System)

Enduro EVO PressFit 30 with Wheels MFG adaptors

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**GEOMETRY**

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In a race against the clock there is no hiding. You need every aerodynamic advantage in a time trial or triathlon—both races where the elements can be unpredictable and, at times, brutal. Headwinds, crosswinds, even tailwinds all favor a machine which can knife through the air as quickly as possibly yet ride and handle like a real bike when called upon. The race-proven UCI legal T2X is the new standard of TT/Tri fast.

**Aero Optimized and Validated**
Designed using Computational Fluid Dynamics (CFD) software and wind tunnel validated, the T2X is one of the fastest bikes ever made. Over the full range of yaw (test angles)—from zero to 12.5 in both directions—the T2X is a marvel. This was particularly true from 7.5-10.0 degrees also known as testing’s “sweet spot” because it most closely replicates actual crosswind conditions. And where it matters most, in the real world, it shines—as of press time the Silber Pro Cycling Team has won no less than eight time trials aboard their new T2X’s.

**UCI Legal**
The T2X is 100% UCI compliant and legal including its frame, fork, bar/stem, seatpost and braking system. No surprises at the start line.

**TT/Tri Tubing Profiles**
All tubing shapes, sizes, tapers and lay-ups are optimized for every consideration including the desired characteristics each must have in order to function as a part of a holistic design. This includes weight, lateral and torsional stiffness, vertical compliance and aerodynamic efficiency all in precisely the right places.

**Near Net SPV Molding**
We’ve taken our revolutionary Near Net dual-molding manufacturing process, that utilizes both silicone and polystyrene internal cores to support the frame shape while it is being pressurized within the steel mold, and added a vacuum purge procedure before molding that compresses and eliminates all air between carbon plies. Compaction is absolutely optimized. Not only is weight reduced while stiffness and strength are increased, but over-reliance on fragile and harsh-riding super-high modulus fiber is minimized. The result is lighter, faster, stiffer, stronger frame that simply rides better. A dual-molding manufacturing process that yields near perfect compaction, and eliminates fiber wash and wrinkles during the molding process.

**Electronic or Mechanical optimized**
Modern bikes are likely built with a variety of components and the T2X’s cleverly designed internal cable routing is optimized to accommodate either electronic or mechanical shifting systems.

**Integrated 1-1/8” Fork**
The T2X features a unique leading-edge fork that uses a hidden but conventional 1-1/8” headset and steer tube. It also features a proprietary front brake that includes a sleek cover which, when installed, renders it virtually seamless with the front of the fork blades.

**Invisible Braking**
In addition to the shrouded front brake detailed above, the proprietary rear brake is neatly tucked away underneath the seatstays nearest the BB and also shrouded for maximum aero efficiency and to help prevent dirt and debris build-up while riding.

**1-piece integrated Bar/Stem**
The T2X’s 1-pc integrated bar/stem system is a key component in its aerodynamic efficiency. It is designed to leave a gapless transition from stem to top tube and will accommodate a wide variety of armrest stack heights, widths and fits virtually any standard 22.2mm extension. It can also be swapped for a conventional 1-1/8” stem and base bar.

**TT/Tri range seatpost**
The T2X’s seatpost includes a full range of saddle options including everything inside of the UCI legal parameters along with the option of a more tri-oriented forward position.
SPECIFICATIONS

Frame
Jamis TRI/TT integrated Aero Omnium M30 Carbon Fiber Monocoque Frame, FEA optimized Near Net SPV molding process, 1 1/8" head tube, BB86 carbon BB shell, horizontal drop outs with integrated adjusters, fully integrated braking system with brake covers, internal cable routing compatible for both Di2 wires or traditional cables.

Fork
Jamis TRI/TT integrated Aero Omnium M30 Carbon Fiber Monocoque fork, FEA optimized Near Net SPV molding process, 1 1/8" carbon fiber steer, fully integrated braking system with brake covers, internal cable routing compatible for both Di2 wires or traditional cables.

Headset
FSA IS2 integrated, 1 1/8" sealed bearing with compression device

Wheels
Novatec R Series Carbon Wheelset. 11-speed, 20H, RS 50mm rim height with 26mm width front, R9 90mm rim height with 26mm width rear, Novatec sealed bearing hubs, aero stainless steel straight-pull bladed spokes with aluminum nipples.

Tires
Vittoria Corsa with 4c Compound and G+Isotech 320TPI, 700 x 23c

Derailleurs
Shimano Ultegra Di2 rear and braze-on front

Shift Levers
Shimano Ultegra ST-R8060 Di2 for TRI/TT handle, 1 button/R671 extension bar shifter, 1 button, 22-speed

Chain
Shimano HG900 11-speed chain

Cassette
Shimano Dura-Ace 11-speed, 11-28T

Crankset
Shimano Ultegra, 52/36T, 170mm (S), 172.5mm (M), 172.5mm (L), 175mm (XL)

BB Set
Enduro PressFit BB86

Pedals
N/A

Brakeset
Aero Integrated brake system with cover and Shimano ST-R8060 levers

Handlebar
Aero Integrated carbon Bar/Stem system, base bar 406mm wide 11" drop, S-Bend extension with adjustable armrest. Extension stack (S) 30mm, (M) 40mm, (L) 50mm, (XL) 60mm

Stem
Aero Integrated carbon Bar/Stem

Grips
Fizik Microtex Superlight tape

Seat Post
Aero carbon seat post with 100mm of adjustment, length 333mm with custom aluminum 1-isolt seat post clamp

Saddle
Fizik Mistica compatible with carriage kit and integrated clip system

Sizes
S (51), M(53), L(55) and XL(57)

Color
Matt Carbon

Weight
TBA

TECH FEATURES

Available as frameset

GEOMETRY

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ICON® SERIES

We knew the Icon was a winner when we first introduced it four years ago and back-to-back Editor’s Choice awards from Bicycling Magazine proved it. It’s not too hard to figure out why. Never content to rest on our laurels, we have redesigned the ICON from the ground up. Every tube and detail—every aspect of the ICON was reconsidered and reworked.

Frame Philosophy
The ICON series frame was modeled after our top-level Xenith. Think Xenith in butted aluminum instead of carbon fiber and you have the idea. We attempted to replicate EVERY attribute of the Xenith in the Icon and tested numerous protos on both our machines and the road repeatedly to get it right. From the precise and snappy handling in turns, to the out-of-saddle explosiveness in sprints, to the solid descent manners that inspire high-speed confidence. Combining the proven race-winning geometry of the Xenith with the durability and affordability of aluminum makes this an ideal CRIT bike, capable of delivering as much acceleration as you can provide the kick for.

The Disc Revolution is here
We are all-in. Disc brake technology provides superior stopping and safer braking no matter the conditions. They offer increased control and better modulation as you vary from being at-speed to slowing down or stopping. They are significantly less affected by rain and wet conditions, and eliminate any rim heat build-up that can come with caliper brakes. Gone is the need to be concerned with carbon rim deformation. Whether the streets of NYC or LA, or long and winding open roads, the control and safety that comes with disc brakes will only heighten the experience that comes with a riding a Jamis.

Modular Thru-axle System (MTS).
Jamis’ MTS system increases the12mm thru-axle fit-range by offering multiple aluminum inserts designed to accommodate the various threaded thru-axles produced by any number of hub and fork makers.

ECO Rear Triangle
Enhanced Compliance Offset (ECO) is proven technology borrowed from our already unique Renegade and Ventura fork design. Those forward sweeping fork blades provide more vertical ride compliance than their standard road counterparts. Through our research we were able to adapt this same technology to the Icon’s rear triangle. We created a custom dropout that moved the seatstays back several millimeters from rear axle center, and removed the rear brake bridge in a combined addressing of greater vertical compliance and lessening of road chatter. The ECO’s result is a more comfortable and controlled ride without any compromise in torsional or lateral stiffness. Proven power transfer and precise immediacy in road connection, which is synonymous with last year’s Icon, remains unchanged.

Pedaling Platform
The ICON frame features a larger 34.9mm seat tube, which allows us to spec an over-sized 31.6mm seat post. That larger diameter post flexes less than a 27.2mm post, providing a firmer pedaling platform for faster climbs with less wasted energy. Though the flexy 27.2 post might seem to be a good choice as an offset to the firm ride qualities of aluminum, both the Icon Elite and Pro are spec’ed with 31.6mm carbon fiber seat posts to damp in-saddle road feedback, keeping you fresher, longer.

Ride Quality
One of the Xenith attributes we could NOT replicate in the Icon was its ability to damp road vibrations. Aluminum is just not as competent in this area as carbon fiber. But for us, this was a plus. If there is any one word that defines the Icon ride, it’s “immediate”. Step on the pedals and you move NOW. Lean to carve a turn and you’re ON IT like a freight train on tracks. There’s an immediacy in your connection to the road on aluminum. With carbon fiber, you tend to feel a bit more insulated from the road. It’s like listening to music with noise-cancelling headphones instead of LIVE. So while there’s a slight trade-off in comfort in selecting aluminum for the Icon over carbon fiber, many riders prefer that immediate connectedness and the confidence that comes from knowing exactly where you are on the road. We still made sure the frame was designed with just enough “give” for daylong rides. But what you are really going to appreciate is its ruthless efficiency. This is speed stripped down to its essence.

Synthesis is Small Batch
The Icon is not just a lighter, faster version of our aluminium Venturas. When we put this project on the design board, we knew we didn’t just want to make a bike that could make a difference. We also wanted to MAKE it differently. Which is what Synthesis is all about: small batch manufacturing. A process that understands a great riding experience begins with a great building experience, one frame at a time.

Tapered Head Tube and Steerer
By enlarging the bottom bearing of the head tube from 1 ¾” to 1.5”, not only are head tube stiffness and steering precision increased, but we have sufficient room in the crown to produce a truly hollow fork from the dropout, up through the crown and steerer tube. It’s significantly stronger and stiffer for precise steering while still providing the perfect amount of vertical compliance for comfort.
**ICON ELITE**

**SPECIFICATIONS**

**Frame**
- Synthesis double-butted 6061 aluminum tubeset, SST tubing diameters, 12x142 thru-axle with Jamis MTS (Modular Thru-axle System), butted chainstays with clearance for 28c and flat mount disc brake mounts, twin seat stays, 1.5 - 1 1/8" tapered head tube, Press Fit 30 BB shell, 34.9mm seat tube and replaceable derailleur hanger.

**Fork**
- Jamis Road Disc carbon fiber, FEA optimized near net SPV molding process, 1.5" hollow formed crown, monocoque one-piece forming technology, flat mount disc brakes with internal cable, 12mm Jamis MTS (Modular Thru-axle System) with stainless interface and carbon dropouts.

**Headset**
- FSA integrated, sealed bearing with nylon upper compression ring, 1.5 - 1 1/8".

**Wheels**
- American Classic Victory 30 Centerlock Disc Tubeless 11-speed wheelset, 24H, 30mm rim height with 22.7x18.1 width, AC Victory 30 alloy hubs and bladed spokes, front 12mm/rear 12x142 thru-axle.

**Tires**
- Vittoria Rubino Pro with Graphine, 700 x 25c, folding.

**Derailleurs**
- Shimano Ultegra RD-R8000 rear and FD-R8000 braze-on front with 34.9mm alloy clamp.

**Shifters**
- Shimano ST-R8020 Dual Control STI, 22-speed.

**Chain**
- Shimano CN-HG701.

**Cassette**
- Shimano CS-R8000 11-speed, 11-28T.

**Crankset**
- Rotor 3D30, 52/36T, 167mm (44), 170mm (48/51), 172.5mm (54/56), 175mm (58/61).

**BB Set**
- Enduro PressFit 30.

**Brakeset**
- Shimano BR-R8070 hydraulic disc brakes with Shimano 160mm Ice Tech rotors.

**Handlebar**
- 3T Ernova, 7075 aluminum, 31.8 x 800mm (44), 400mm (48/51), 420mm (54/56), 440mm (58/61).

**Stem**
- 3T ARX II, 3D forged 2010 alloy, 6° x 90mm (44/48/51), 100mm (54/56), 120mm (58/61).

**Grips**
- Fizik Microtex Superlight Soft Touch tape.

**Seat Post**
- Jamis carbon fiber micro-adjust, 31.6 x 300mm with 7075 aluminum + bolt seat post clamp.

**Saddle**
- Fizik Antares R7, integrated clip system and manganese rails.

**Sizes**
- 44, 48, 51, 54, 56, 58, 61cm.

**Color**
- Charcoal.

**Weight**
- 17.5 lbs.

**TECH FEATURES**

**UPGRADES/CHANGES FROM PREVIOUS MODEL**

**REASONS TO UPGRADE FROM ICON PRO**

**TECH FEATURES**
- Redesigned ICON frame to accept 28c tires.

**UPGRADES/CHANGES FROM PREVIOUS MODEL**
- New Shimano Ultegra R8000 22-speed group.
- New Shimano Ultegra BR-R8070 hydraulic disc brakes with Shimano 160mm Ice Tech rotors.
- Rotor 3D30 52/36T crankset.
- Vittoria Rubino Pro with Graphine, 700 x 25c, folding.
- 3T Ernova bar & 3T ARX II Stem.
- Fizik Antares R7 saddle.

**GEOMETRY**

**UPGRADES/CHANGES FROM PREVIOUS MODEL**

**REASONS TO UPGRADE FROM ICON PRO**

**TECH FEATURES**
- New Shimano Ultegra R8000 22-speed group.
- New Shimano Ultegra BR-R8070 hydraulic disc brakes with Shimano 160mm Ice Tech rotors.
- Rotor 3D30 52/36T crankset.
- American Classic Victory 30 Disc Tubeless 11-speed wheelset with Vittoria Rubino Pro tires.
- Fizik Antares R7 saddle.
ICON PRO

**SPECIFICATIONS**

**Frame**
- Synthesis double-butted 6061 aluminum tubeset, SST tubing diameters, 12x142 thru-axle with Jamis MTS (Modular Thru-axle System), butted chainstays with clearance for 28c and flat mount disc brake mounts, twin seat stays, 1.5 - 1 1/8" tapered head tube, Press Fit 30 BB shell, 34.9mm seat tube and replaceable derailleur hanger.

**Fork**
- Jamis Road Disc carbon composite, FEA optimized Near Net SPV molding process, 1.5” hollow formed crown, monocoque one-piece forming technology, flat mount disc brakes with internal cable, 12mm Jamis MTS (Modular Thru-axle System) with stainless interface and carbon dropouts.

**Headset**
- FSA integrated, sealed bearing with nylon upper compression ring, 1.5 - 1 1/8”

**Wheels**
- American Classic 2622 Tubeless 6-bolt Disc wheelset, Ti-speed wheelset, 32H, 26mm rim height with 22.7x18.5 width, AC 6-bolt alloy hubs with round spokes, front 12mm/rear 12x142 thru-axle

**Tires**
- Vittoria Zaffiro, 700 x 25c, folding

**Deraileurs**
- Shimano 105 RD-5800 rear and 105 FD-5801 braze-on front with 34.9mm alloy clamp

**Shifters**
- Shimano ST-RS505 Dual Control STI, 22-speed

**Chain**
- Shimano CN-HG601

**Cassette**
- Shimano 11-speed, 11-28T

**Crankset**
- Shimano 105 FC-5800, 50/34T, 165mm (44), 170mm (48/51), 172.5mm (54/56), 175mm (58/61)

**BB Set**
- Enduro PressFit 30 with Wheels MFG adaptors

**Pedals**
- N/A

**Brakeset**
- Shimano BR-RS505 hydraulic disc brakes with resin pads, Shimano 160mm rotors, with Shimano ST-RS505 Dual Control STI levers

**Handlebar**
- 3T Ernova, 7075 aluminum, 31.8 x 380mm (44), 400mm (48/51), 420mm (54/56), 440mm (58/61)

**Stem**
- 3T ARX II, 3D forged 2010 alloy, 6˚ x 90mm (44/48/51), 100mm (54/56), 120mm (58/61)

**Grips**
- Fizik Microtex Superlight Soft Touch tape

**Seat Post**
- Jamis carbon fiber micro-adjust, 31.6 x 300mm with Jamis 7075-AL CNC aluminum 1-bolt seat post clamp

**Saddle**
- Selle Royal Seta SI with integrated clip system

**Colors**
- Nimbus Grey

**Weight**
- 19.25 lbs

**TECH FEATURES**

**UPGRADES/CHANGES FROM PREVIOUS MODEL**
- Redesigned ICON frame to accept 28c tires
- Shimano 105 FD-5801
- American Classic 2622 disc tubeless wheelset
- Vittoria Zaffiro Slick, 700 x 25c, folding
- 3T Ernova bar
- 3T ARX II stem

**GEOMETRY**

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**COLORS**
- Nimbus Grey
VENTURA® SERIES

Our Ventura bikes borrow heavily from the race-proven geometry of our Xeniths and Icons to help keep you in front on the local Saturday ride. But we’ve softened the edges of that geo just a bit for a more comfortable and confident ride so you can head out again on Sunday, still fresh and ready to hammer your buddies one more time.

A Winning Bike for Everyone
Our Ventura Series bikes have won Bicycling’s coveted Editor’s Choice award numerous times. Which is why we offer the Race, Comp and Sport in both male and female specific packages.

Size Specific Frame Design
Size Specific Design (SSD) is the Jamis design philosophy and technique used to create the best possible riding bike for each size rider. Rather than limiting frame size variations to just different length top, seat and head tubes lengths, we take an all-inclusive look at each frame’s total configuration. Every SSD frame will also feature size-specific BB drop, rear center, fork offset/trail and SST technology.

The Disc Revolution is here
We are all-in. Disc brake technology provides superior stopping and safer braking no matter the conditions. They offer increased control and better modulation as you vary from being at-speed to slowing down or stopping. They are significantly less affected by rain and wet conditions, and eliminate any rim heat build-up that can come with caliper brakes. Gone is the need to be concerned with carbon rim deformation. Whether the streets of NYC or LA, or long and winding open roads, the control and safety that comes with disc brakes will only heighten the experience that comes with riding a Jamis.

Ride Tuned Seatstays
Having chainstay-mounted disc brakes frees the seatstays from their traditional role of brakes reinforcement. So we can focus on designing and tuning the seatstays for their primary purpose: ride compliance and torsional stability.

Gender Specific Geometry
Our Ventura Femme versions offer women’s specific frame sizing & geometry and component selection, including anatomically adjusted top tube lengths, head & seat tube angles, fork rakes & women’s specific saddles, with handlebar, stem and crank lengths all dimensioned to optimally fit women for greater comfort & efficiency

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

Ritchey Components
We’ve been specifying Ritchey parts on our bikes since 1986. Not just because Tom Ritchey’s designs are innovative and light, but because we know we can count on them to hold up. Ritchey testing standards are tough. Parts must pass a fatigue cycle testing standard that is at least the European CEN standard. The same stringent standards apply to impact testing as well. Once products have cleared machine testing, prototype samples endure rigorous use by both amateur and professional riders alike around the world. By the time we put these parts on our bikes, they have passed a global testing and approval process second to none.

Versatile Performance Geometry
For a greater range of handlebar and rider positions, we’ve fitted the Ventura series frames with taller head tubes. Coupled with a slightly longer wheelbase and relaxed head tube angle, this results in confident, steering/handling and a more comfortable position for longer rides whether competitive or recreational.

Tapered Head Tube and Steerer
By enlarging the bottom bearing of the head tube from 1 1/8" to 1.5", not only are head tube stiffness and steering precision increased, but we have sufficient room in the crown to produce a truly hollow fork from the dropout, up through the crown and steer tube, which yields exceptional compaction quality for increased strength and reduced weight.

ECO Carbon Fork
ECO stands for Enhanced Compliance Offset. The ECO fork blades are swept forward a few millimeters to provide vertical compliance for a more comfortable and controlled ride without any compromise to lateral stiffness, thanks to the reinforcing rib on the inside of the fork legs.

Full Carbon Monocoque Forks
The carbon forks on our Ventura Race, Comp and Sport models are formed as true monocoque forks, in one continuous unit (steerer/crown/blades) for optimal strength and performance. Our competitors often use heavier 3-piece bonded carbon/alloy forks in this price range.
VENTURA RACE

SPECIFICATIONS

Frame
- Size Specific Design double-butted 6061 aluminum compact sloping top tube frame design with redesigned rear triangle, SST tubing diameters and internal cable guides, 1 1/8” - 1 1/2” tapered head tube, butted seat tube for 27.2 seat post, flat mount disc brake mount, replaceable derailleur hanger and fender/rack eyelets

Fork
- Jamis Performance ECO carbon composite with carbon steerer, 1.5” hollow formed crown, monocoque one-piece forming technology, carbon dropouts with stainless tabs, flat mount disc brake mount with internal cable routing, exposed fender eyelets

Headset
- FSA integrated, threadless, 1 1/8”

Wheels
- Alex ATD 470 disc specific rims with TCS (Tubeless Compatible System), 32H, Formula 6-bolt alloy hubs with QR and 14g stainless steel spokes

Tires
- Vittoria Zaffiro, 700 x 28c

Deraileurs
- Shimano Tiagra RD-4700 GS rear and Tiagra FD-4700 front with 31.8mm alloy clamp

Chainset
- FSA Gossamer MegaExo, 50/34T, 170mm (48/51), 172.5mm (54/56), 175mm (58/61)

BB Set
- FSA MegaExo sealed cartridge

Fork Set
- TRP Spyre 2-piston mechanical disc brakes and Shimano Tiagra RD-4700 STI levers

Fork
- Jamis Performance ECO carbon composite with carbon steerer, 1.5” hollow formed crown, monocoque one-piece forming technology, carbon dropouts with stainless tabs, flat mount disc brake mount with internal cable routing, exposed fender eyelets

Handlebar
- Ritchey Comp Logic Curve, 6061 double-butted aluminum, 31.8 x 400mm (48/51), 420mm (54/56), 440mm (58/61)

Stem
- Ritchey 4-Axis, 3D net forged 6061 alloy, 6˚ x 90mm (48/51), 100mm (54/56), 120mm (58/61)

Tech Features
- VENTURA RACE GEOMETRY

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TECH FEATURES

VENTURA RACE GEOMETRY

UPGRADES/CHANGES FROM 2018

Redesigned SSD frame
- Selle Royal Asphalt Saddle with integrated clip system

REASONS TO UPGRADE FROM VENTURA COMP

- Shimano Tiagra 4700 20-speed group
- FSA Gossamer MegaExo 50/34T crankset
- Jamis carbon fiber micro-adjust 27.2 seat post
- TRP Spyre 2-piston mechanical disc brakes

Color
- Brushed Aluminum

Weights
- 21.15 lbs
VENTURA COMP

SPECIFICATIONS

| Frame | Size Specific Design double-butted 6061 aluminum compact sloping top tube frame design with redesigned rear triangle, SST tubing diameters and internal cable guides, 1 1/2 - 1 1/8" tapered head tube, butted seat tube for 27.2 seat post, flat mount disc brake mount, replaceable derailleur hanger and fender/rack eyelets |
| Fork | Jamis Performance ECO carbon composite with carbon steerer, 1.5" hollow formed crown, monocoque one-piece forming technology, carbon dropouts with stainless tabs, flat mount disc brake mount with internal cable routing, exposed fender eyelets |
| Headset | FSA integrated, threadless, 1 1/8" |
| Wheels | Alex ATD 470 disc specific rims with TCS (Tubeless Compatible System), 32H, Formula 6-bolt alloy hubs with QR and 14g stainless steel spokes |
| Tires | Vittoria Zaffiro, 700 x 28c |
| Derailleurs | Selle Royal Asphalt Saddle with integrated clip system |
| Shifters | Shimano Sora ST-R3000 Dual Control STI, 18-speed |
| Chain | KMC Z9 |
| Cassette | Shimano HG201 9-speed, 11-32T |
| Crankset | FSA Vero, 50/34T, 170mm (48/51), 172.5mm (54/56), 175mm (58/61) |
| BB Set | FSA sealed cartridge, 415mm (48/51), 420mm (54/56), 440mm (58/61) |
| Pedals | Touring platform style, full alloy with toe clips |
| Brakeset | Tektro Lyra mechanical disc brakes and Shimano Sora ST-R3000 STI levers |
| Handlebar | Ritchey Logic, 6061 aluminum, 31.8 x 400mm (48/51) 420mm (54/56), 440mm (58/61) |
| Stem | Ritchey 4-Axis, 3D forged 6061 alloy, 6" x 90mm (48/51), 100mm (54/56), 120mm (58/61) |
| Grips | Jamis suede tape with gel |
| Seat Post | Ritchey Road, 27.2 x 350mm with aluminum clamp |
| Saddle | Selle Royal Asphalt with integrated clip system |
| Sizes | 48, 51, 54, 56, 58, 61cm |
| Color | Ano Galaxy Grey |
| Weight | 21.0 lbs |

VENTURA COMP GEOMETRY

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TECH FEATURES

Redesigned SSD frame
Selle Royal Asphalt Saddle with integrated clip system

UPGRADES/CHANGES FROM 2018

Redesigned SSD frame
Selle Royal Asphalt Saddle with integrated clip system

REASONS TO UPGRADE FROM VENTURA SPORT

Jamis Ventura SSD designed disc brake frame and fork
Tektro Lyra mechanical disc brakes
Carbon composite ECO fork with flat mount disc brakes
Alex ATD 470 disc specific rims with TCS
Shimano Sora R3000 18-speed group
Selle Royal Asphalt Saddle with integrated clip system
VENTURA COMP FEMME

SPECIFICATIONS

Frame
- Size Specific Design double-butted 6061 aluminum compact sloping top tube frame design with redesigned rear triangle, SST tubing diameters and internal cable guides, 11.5 - 1 1/8” tapered head tube, butted seat tube for 27.2 seat post, flat mount disc brake mount, replaceable derailleur hanger and fender/rack eyelets

Fork
- Jamis Performance ECO carbon composite with carbon steerer, 1 5/8” hollow formed crown, monocoque one-piece forming technology, carbon dropouts with stainless tabs, flat mount disc brake mount with internal cable routing, exposed fender eyelets

Headset
- FSA integrated, threadless, 1.5 - 1 1/8”

Wheels
- Alex ATD 470 disc specific rims with TCS (Tubeless Compatible System), 32H Formula 6-bolt alloy hubs with QR and 14g stainless steel spokes

Tires
- Vittoria Zaffiro, 700 x 28c

Derailleurs
- Shimano Sora RD-R3000 rear and Sora FD-R3000 front with 31.8mm alloy clamp

Shifters
- Shimano Sora ST-R3000 Dual Control STI, 18-speed

Chain
- KMC Z9

Cassette
- Shimano HG201 9-speed, TI-32T

Crankset
- FSA Vero, 50/34T, 165mm (44/48), 170mm (51/54)

BB Set
- FSA sealed cartridge, 68 x 110.5mm

Pedals
- Touring platform style, full alloy with toe clips

Brakeset
- Tektro Lyra mechanical disc brakes and Shimano Sora ST-R3000 STI levers

Handlebar
- Ritchey Comp Logic Curve, 31.6 x 400mm (48/54), 420mm (54)

Stem
- Ritchey 4-Axis, 3D forged 6061 alloy, 6” x 90mm (44/48), 100mm (51/54)

Grips
- Jamis suede tape with gel

Seat Post
- Ritchey Road, 27.2 x 350mm with alloy clamp

Saddle
- Selle Royal Asphalt GF with integrated Clip System

Sizes
- 44, 48, 51, 54cm

Color
- Ano Galaxy Grey

Weight
- 22.25 lbs

TECH FEATURES

UPGRADES/CHANGES FROM 2018

Redesigned SSD frame
- Selle Royal Asphalt Saddle with integrated clip system

VENTURA RACE FEMME GEOMETRY

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VENTURA SPORT

SPECIFICATIONS

Frame Size Specific Design 6061 aluminum compact sloping top tube frame design with redesigned rear triangle, SST tubing diameters and internal cable guides, 1.5 - 1 1/8” tapered head tube, 31.8 seat tube for 27.2 seat post, replaceable derailleur hanger and fender/rack eyelets

Fork Jamis Performance ECO carbon composite with carbon steerer, 1.5” hollow formed crown, monocoque one-piece forming technology, carbon dropouts with stainless tabs and exposed fender eyelets

Headset FSA integrated, threadless, 1.5 - 1 1/8”

Wheels Alex ID-19 double wall alloy rims with GSW sidewall, 28/32H, Formula alloy hubs with QR and 14g stainless steel spokes

Tires Vittoria Zaffiro, 700 x 28c

Derailleurs Shimano Claris RD-R2000 rear and Shimano Claris FD-R2000 front with 31.8mm alloy clamp

Shifters Shimano Claris ST-R2000 Dual Control STI, 16-speed

Chain KMC Z8

Cassette Shimano HG41 8-speed, Ti-32T

Crankset FSA Tempo, 50/34, 170mm (48/51), 172.5 (54/56) 175mm (58/61)

BB Set FSA sealed cartridge, 68 x 110.5mm

Pedals Touring platform style, full alloy with toe clips

Brakeset Tektro R315 alloy dual pivot calipers with adjustable pads and Shimano Claris ST-R2000 STI levers

Handlebar Jamis Ergo, 6061 aluminum, 31.8 x 380mm (48) 400mm (51/54), 420mm (56/58/61)

Stem Jamis Road, 3D forged 6061 alloy, 7˚ x 90mm (48/51), 100mm (54/56), 120mm (58/61)

Grips Jamis suede tape with gel

Seat Post Jamis alloy micro-adjust, 27.2 x 350mm with alloy clamp

Saddle Jamis Road Sport with SL top

Colors Cosmic Dust or Charcoal

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

Weight 23.0 lbs

VENTURA COMP GEOMETRY

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TECH FEATURES

- Cosmic Dust
- Charcoal

UPGRADES/CHANGES FROM 2018

- Redesigned SSD frame
- Jamis carbon composite ECO fork
- Tektro R315 alloy dual pivot brakes
VENTURA SPORT FEMME

SPECIFICATIONS

Frame
Size Specific Design 6061 aluminum compact sloping top tube frame design with redesigned rear triangle, SST tubing diameters and internal cable guides, 1.5 - 1 1/8” tapered head tube, 31.8 seat tube for 27.2 seat post, replaceable derailleur hanger and fender/rack eyelets

Fork
Jamis Performance ECO carbon composite with carbon steerer, 1.5” hollow formed crown, monocoque one-piece forming technology, carbon dropouts with stainless tabs and exposed fender eyelets

Headset
FSA integrated, threadless, 1.5 - 1 1/8”

Wheels
Alex ID-19 double wall alloy rims with GSW sidewall, 28/32H, Formula alloy hubs with QR and 14g stainless steel spokes

Chainset
SST tubing diameters and internal cable guides, 1.5 - 1 1/8”

Cassette
Shimano Claris HG41 8-speed, Ti-32T

Crankset
FSA Tempo, 50/34, 165mm (44/48), 170mm (51/54)

Stems
Jamis Road, 3D forged 6061 alloy, 7˚ x 90mm (44/48), 100mm (51/54)

Handlebar
Jamis Ergo, 6061 aluminum, 31.8 x 380mm (44), 400mm (48/51), 400mm (54)

Brakes
Tektro R315 alloy dual pivot calipers with adjustable pads and Shimano Claris ST-R2000 STI levers

Upgrades/Changes from 2018
- Redesigned SSD frame
- Jamis carbon composite ECO fork
- Tektro R315 alloy dual pivot brakes

Ventura Sport Femme Geometry

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Robin’s Egg

VENTURA SPORT FEMME GEOMETRY

Tech Features

Road - Performance

Ventura Sport Femme Geometry
**QUEST® SERIES**

The legendary ride of steel: that’s what our Quest series is all about. There is an allure to steel that transcends its traditional artisan appeal. And that’s its ride quality. “Stiff but buttery smooth” is the phrase most often used to express that quality. It’s the benchmark against which all other frame materials have always been measured.

**Size Specific Frame Design**

Size Specific Design (SSD) is the Jamis design philosophy and technique used to create the best possible riding bike for each size rider. Rather than limiting frame size variations to just different length top, seat and head tubes lengths, we take an all-inclusive look at each frame’s total configuration. Every SSD frame will also feature size-specific BB drop, rear center, fork offset/trail and SST technology.

**Steel Specific Geometry**

For a greater range of handlebar and rider positions, we’ve fitted the Quest series frames with taller head tubes. Coupled with a slightly longer wheelbase and relaxed head tube angle, the result is more confident steering & handling and a more comfortable position for longer rides whether competitive or recreational.

**Reinforced Head Tube**

Reinforcing rings are brazed on the head tube to prevent the headset and fork movement from deforming the thin-walled chrome-moly head tube.

**Gender Specific Geometry**

Our Quest Femme versions offer women’s specific frame sizing & geometry and component selection, including anatomically adjusted top tube lengths, head & seat tube angles, fork rakes & women’s specific saddles, with handlebar, stem and crank lengths all dimensioned to optimally fit women for greater comfort & efficiency.

**ECO Carbon Fork**

ECO stands for Enhanced Compliance Offset. The ECO fork blades are swept forward a few millimeters to provide vertical compliance for a more comfortable and controlled ride without any compromise to lateral stiffness, thanks to the reinforcing rib on the inside of the fork legs.

**Full Carbon Monocoque Forks**

Manufactured by the same team that produces our Renegade frames, the carbon forks on our Quest series models are formed as true monocoque forks, in one continuous unit (steerer/crown/blades) for optimal strength and performance.
**QUEST COMP**

**SPECIFICATIONS**

- **Frame**
  - Size Specific Design Reynolds 520 double-butted chromoly main tubes with SSD frame geometry and SST tubing diameters, sloping top tube frame design, double-tapered cromo stays, forged dropouts and fender/rack eyelets

- **Fork**
  - Jamis Road ECO full carbon composite with carbon steerer, carbon drop out with stainless steel tabs with fender eyelets

- **Headset**
  - Ritchey LB threadless, 1 1/8"

- **Wheels**
  - Alex AT 470 rims with TCS (Tubeless Compatible System), 28/32H, Formula alloy hubs with QR and 14g stainless steel spokes

- **Tires**
  - Vittoria Zaffiro, 700 x 28c

- **Derailluers**
  - Shimano Sora RD-R3000CS rear and Sora FD-R3030 front with 28.6mm alloy clamp

- **Shifters**
  - Shimano Sora ST-R3030 Dual Control STI, 27-speed

- **Chain**
  - KMC Z99

- **Cassette**
  - Shimano HG201 9-speed, 11-32T

- **Crankset**
  - FSA Vero, 50/39/30T, 170mm (48/51), 172.5mm (54/56), 175mm (58/61)

- **BB Set**
  - FSA sealed cartridge, 68 x 116mm

- **Forks**
  - Ritchey Comp Logic Curve, 6061 aluminum, 31.8 x 400mm (48/51), 420mm (54/56), 440mm (58/61)

- **Stem**
  - Jamis adjustable threadless system (ATS), forged aluminum, 10° x 90mm (48/51), 105mm (54/56), 115mm (58/61), ATS shim length 80mm

- **Handlebar**
  - Ritchey Comp Logic Curve, 6061 aluminum, 31.8 x 400mm (48/51), 420mm (54/56), 440mm (58/61)

- **Seats**
  - Selle Royal Seta S1 with integrated clip system

- **Sizes**
  - 48, 51, 54, 56, 58, 61cm

- **Color**
  - Saharah Silver

- **Weight**
  - 23.0 lbs

**TECH FEATURES**

- Jamis Road ECO full carbon fork
- Vittoria Zaffiro, 700 x 28c
- Jamis suede bar tape with gel

**UPGRADES/CHANGES FROM PREVIOUS MODEL**

- Jamis Road ECO full carbon fork
- Vittoria Zaffiro, 700 x 28c
- Jamis suede bar tape with gel

**REASONS TO UPGRADE FROM QUEST SPORT**

- Reynolds 520 chromoly frame tubing
- Jamis Road ECO full carbon fork
- Shimano Sora R3000 27-speed group
- FSA Vero 50/39/30T crankset
- Ritchey Comp Logic Curve bar and Ritchey seat post
- Jamis adjustable threadless system (ATS) stem

**GEOMETRY**

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<th>WHEELBASE</th>
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QUEST COMP FEMME

SPECIFICATIONS

Frame
| Size Specific Design Reynolds 520 double-butted chromoly main tubes with SSD frame geometry and SST tubing diameters, sloping top tube frame design, double-tapered cromo stays, forged dropouts and fender/rack eyelets |
| Fork
| Jamis Road ECO full carbon composite with carbon steerer, carbon drop out with stainless steel tabs with fender eyelets |
| Headset
| Ritchey LB threadless, 1 1/8" |
| Wheels
| Alex AT-470 rims with TCS (Tubeless Compatible System), 28/32H, Formula alloy hubs with QR and 14g stainless steel spokes |
| Tires
| Vittoria Zaffiro, 700 x 28c |
| Deraileurs
| Shimano Sora RD-R3000GS rear and Sora FD-R3030 front with 28.6mm alloy clamp |
| Shifters
| Shimano Sora ST-R3030 Dual Control STI, 27-speed |
| Chain
| KMC Z99 |
| Cassette
| Shimano HG201 9-speed, Ti-32T |
| Crankset
| FSA Vero, 50/39/30T, 165mm (48), 170mm (51/54) |
| BB Set
| FSA sealed cartridge, 68 x 116mm |
| Pedals
| Touring platform style, full alloy with toe clips |
| Brakeset
| Tektro R317 long reach dual-pivot calipers with adjustable pads and Shimano Sora ST-3500 STI levers |
| Handlebar
| Ritchey Comp Logic Curve, 6061 aluminum, 31.8 x 380mm (48), 400mm (51/54) |
| Stem
| Jamis adjustable threadless system (ATS), forged aluminum, 10° x 90mm (48/51), 105mm (54), ATS shim length 80mm |
| Grips
| Jamis suede bar tape with gel |
| Seat Post
| Jamis alloy micro-adjust, 27.2 x 300mm with cromo seat pin |
| Saddle
| Selle Royal Seta S1 femme with integrated clip system |
| Sizes
| 48, 51, 54 |
| Color
| Sage |
| Weight
| 22.75 lbs |

TECH FEATURES

Jamis Road ECO full carbon fork
Vittoria Zaffiro, 700 x 28c
Jamis suede bar tape with gel

UPGRADES/CHANGES FROM PREVIOUS MODEL

Jamis Road ECO full carbon fork
Vittoria Zaffiro, 700 x 28c
Jamis adjustable threadless system (ATS) stem

REASONS TO UPGRADE FROM QUEST SPORT

Reynolds 520 chromoly frame tubing
Jamis Road ECO full carbon fork
Shimano Sora R3000 27-speed group
FSA Vero 50/39/30T crankset
Ritchey Comp Logic Curve bar and Ritchey seat post
Jamis adjustable threadless system (ATS) stem

GEOMETRY

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**QUEST SPORT**

**SPECIFICATIONS**

**Frame**
4130 double-butted chromoly main tubes with SSD frame geometry and SST tubing diameters, sloping top tube frame design, double-tapered cromo stays, forged dropouts and fender/rack eyelets

**Fork**
Full 4130 chromoly lugged crown, radius blades, forged dropouts with fender eyelets

**Headset**
Ritchey LB threadless, 1 1/4”

**Wheels**
Alex AT 470 rim with TCS (Tubeless Compatible System) with CNC sidewalls, 28/32H, Formula alloy hubs with QR and 14g stainless steel spokes

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

**Derailleurs**
Shimano Claris RD-2400 GS rear and Shimano Claris FD-2403 front with 28.6mm alloy clamp

**Shifters**
Shimano Claris ST-2400 Dual Control STI, 24-speed

**Chain**
KMC Z8

**Cassette**
Shimano HG41 8-speed, 11-32T

**Crankset**
Shimano Claris FC-2403, 52/42/30T, 170mm (48/5154), 175mm (56/58/61)

**BB Set**
FSA sealed cartridge, 68 x 116mm

**Pedals**
Touring platform style, full alloy with toe clips

**Brakeset**
Tektro R317 long reach dual-pivot calipers with adjustable pads Shimano Claris ST-2400 STI levers

**Handlebar**
Jamis Ergo, 6061 aluminum, 31.8 x 380mm (48), 400mm (51/54), 420mm (56/58/61)

**Stem**
Jamis Road, 3D forged 6061 alloy, 7˚ x 90mm (48/51), 100mm (54/56), 110mm (58/61)

**Cables**
Jamis suede tape

**Seat Post**
Jamis alloy micro-adjust, 26.6 x 300mm with cromo seat pin

**Saddle**
Jamis Touring Sport with pressure relief cut-out

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

**Color**
Black Coal or Silver Mist

**Weight**
25.0 lbs

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**TECH FEATURES**

**UPGRADES/CHANGES FROM PREVIOUS MODEL**
Same Quality Jamis specification as previous model

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**GEOMETRY**

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**Colors**
Black Coal, Silver Mist
QUEST SPORT FEMME

SPECIFICATIONS

Frame 4130 double-butted chromoly main tubes with SSD frame geometry and SST tubing diameters, sloping top tube frame design, double-tapered cromo stays, forged dropouts and fender/rack eyelets

Fork Full 4130 chromoly lugged crown, radius blades, forged dropouts with fender eyelets

Headset Ritchey LB threadless, 1 1/8”

Wheels Alex AT 470 rims with TCS (Tubeless Compatible System) with CNC sidewalls, 28/32H, Formula alloy hubs with QR and 14g stainless steel spokes

Tires Vittoria Zaffiro, 700 x 25c

Deraileurs Shimano Claris RD-2400 GS rear and Shimano Claris FD-2403 front with 28.6mm alloy clamp

Shifters Shimano Claris ST-2400 Dual Control STI, 24-speed

Chain KMC Z8

Cassette Shimano HG41 8-speed, Ti-32T

Crankset Shimano Claris FC-2403, 52/42/30T, 165mm (48), 170mm (51/54)

BB Set FSA sealed cartridge, 68 x 116mm

Pedals Touring platform style, full alloy with toe clips

Brakeset Tektro R317 long reach dual-pivot calipers with adjustable pads Shimano Claris ST-2400 STI levers

Handlebar Jamis Ergo, 6061 aluminum, 31.8 x 380mm (48), 400mm (51/54)

Stem Jamis Road, 3D forged 6061 alloy, 7° x 90mm (48/51), 100mm (54)

Grips Jamis suede tape

Seat Post Jamis alloy micro-adjust, 26.6 x 300mm with cromo seat pin

Saddle Jamis Touring Sport Femme with pressure relief cut-out

Sizes 48, 51, 54cm

Color Pearl White

Weight 24.75 lbs

TECH FEATURES

The image shows a white Quest Sport Femme bicycle with various specifications listed.

UPGRADES/CHANGES FROM PREVIOUS MODEL

Same Quality Jamis specification as previous model

GEOMETRY

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AURORA® SERIES

These are the road bikes for smart cyclo-tourists and world travelers. Our legendary Reynolds steel chassis assure unbeatably robust performance and resilient ride damping you’ll appreciate while loaded up and cresting steep mountain passes or rural back roads. This is magic carpet ride stuff, especially for full-pannier touring and rough-road adventures.

Real Reynolds Steel
Reynolds pioneered the techniques of making butted tubing around the turn of the century, and their 531 manganese-molybdenum alloy tubing was the standard of excellence for many decades. The Aurora Elite features a new generation of Reynolds steel: 631 seamless, air-hardened/cold-worked chrome-moly frame tubes. On the Aurora, it’s Reynolds 520 double-butted cro-mo.

ATS for Comfort and Fit
The clever and patented ATS steering system allows you to quickly and easily adjust your stem height. Feeling a little tight in the back after the first few days of your long-distance tour? Pull that stem height up for some relief. Then drop it back down when that back loosens up.

SST Means “Custom”
Our SST (size-specific tubing) engineering protocol employs smaller-diameter frame sections for smaller frames and larger ones for bigger frames, for more consistent ride quality across all frame sizes.

Water Jet Cut Dropouts
Water jet cutting forms the elegant dropout of the Aurora Elite. Why? Using ultra-high pressure jets of water mixed with abrasives to cut the dropouts doesn’t interfere with the steel’s inherent structure, as there is no “heat-affected zone” from the cutting. The result? Great looks and a stronger frame.

Stopping Power
A powerful braking system is a must for fully loaded touring or commuting in traffic. The Aurora Elite delivers with TRP HYRD hydraulic disc brakes that work powerfully rain or shine. While the Aurora offers the always reliable and light Tektro 992 cantilevers.

Fenders
Longer, full-coverage alloy fenders with a front radius of 140° and a rear radius of 200° are designed to fully protect both rider and bike from rainwater sloughing off spinning wheels. The full-coverage design, complete with mud flaps, have a consistent inside fender radius and rolled edges to keep water inside the fender, and off your feet and drivetrain.

Load ‘er Up
Check out the full complement of braze-on’s: Fenders? Check, Rear Carrier? Check, Lowriders? Yup… the Aurora series has it all covered.

Bar-End Shifters
When you’ve finally set out on that life-changing journey, nothing can change your life faster than having your integrated shift/brake levers fail miles from civilization. Bar-end shifters are more resistant to damage than STI shifters because they’re mechanically simpler and you can turn off the indexing in the event of a bent hanger or dropout that prevents the shift indexing from working properly. Another advantage: you are less prone to numbness in the hands because you move them about more, unlike with STI’s where there’s more of a tendency to ride for long periods of time on the lever hoods.

Tires
The Aurora Elite’s Clement X Plor USH 35mm adventure tires are designed with a combination of firm center ridge and diamond-shaped side knobs that provides low rolling resistance and optimal on/off road-holding capabilities even with the additional weight of loaded touring. The Vittoria Randonneur tires on the Aurora features an Aquaflow tread pattern for secure riding in conditions wet or dry and Double Shielding puncture protection for long tube and tire life.
AURORA ELITE

SPECIFICATIONS

Frame  Reynolds 631 seamless air-hardened chromoly main tubes with SST tubing diameters, double-tapered heat-treated cromo stays with clearance for 35mm tires and fenders, extended head tube with reinforced collars, custom laser cut road disc dropouts, fender/ rack eyelets and 3 spoke carrier.

Fork  Lugged semi-sloping chromoly 17mm lower blades with low-rider braze-ons, disc brake tabs, forged dropouts and fender mount eyelets with clearance for 35mm tires and fenders

Headset  Ritchey Logic V2 threadless, 1 1/8"

Wheels  Mavic XM 119 double wall rims, 36H, Shimano R505 Center Lock disc hubs and DT Champion 14g stainless steel spokes

Tires  Clement X Plor USH, 700 x 35c, 60tpi, protection belt with reflective sidewalls and Kevlar folding bead

Derailleurs  Shimano 105 RD-5701GS rear and Shimano 105 FD-5703 front with 28.6mm alloy clamp

Shifters  Dura Ace bar-end, 30-speed

Chain  Shimano 10-speed

Cassette  Shimano 10-speed, 11-32T

Crankset  Shimano FC-5703, 50/39/30T, 170mm (47/50), 172.5mm (53/55), 175mm (57/59/62)

BB Set  Shimano BB-RS500 external

Pedals  N/A

Brakeset  TRP HYRD cable actuated hydraulic disc brakes with Shimano 160mm rotors and Tektro RL340 road brake levers

Handlebar  Jamis Ergo, 6061 aluminum, 31.8 x 380mm (47), 400mm (50/53), 420mm (55), 440mm (57/59/62)

Stem  Jamis adjustable threadless system (ATS), 3D cold forged aluminum, 7° x 90mm (47/50), 100mm (53/55), 120mm (57/59/62), ATS shim length 100mm

Grips  Jamis natural cork bar tape

Seat Post  Jamis alloy micro-adjust, 27.2 x 300mm with cromo seat pin

Saddle  Jamis Touring Sport with pressure relief cut-out and hollow chromoly rails

Accessories  Full coverage 45mm fenders with adjustable stays and designed mud flaps, Jamis carrier (capacity 25kg/55lbs.) with Jamis logo strap and rear reflector

Sizes  47, 50, 53, 55, 57, 59, 62cm

Color  Winter Blue

Weight  29.25 lbs

TECH FEATURES

UPGRADES/CHANGES FROM PREVIOUS MODEL

Lugged semi-sloping chromoly fork with increased lower 17mm blades

REASONS TO UPGRADE FROM AURORA

TRP HYRD cable actuated hydraulic disc brakes
Shimano 105 30-speed group
Shimano FC-5703 50/39/30T crankset with external BB-RS5000
Shimano R505 Center Lock disc brake hubs
Mavic XM 119 double wall rims with DT Champion spokes
Clement X Plor USH, 700 x 35c, 60tpi Tires

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**AURORA**

**SPECIFICATIONS**

**Frame**
Reynolds 520 double-butted chromoly main tubes with SST tubing diameters, double-tapered cromo stays, extended head tube with reinforced collars, forged dropouts, fender/rack eyelets and 3 spoke carrier.

**Fork**
Lugged semi-sloping chromoly with canti bosses, low-rider carrier brace-ons, forged dropout with fender eyelets.

**Headset**
Threadless, 1 1/8”.

**Wheels**
Alex ACE19 eyeleted double walled rims, 36H, Shimano Tiagra RS400 hubs with QR and 14g stainless steel spokes.

**Tires**
Vittoria Randonneur with Double Shielding puncture protection, 700 x 32c.

**Derailleurs**
Shimano Sora RD-R3000GS rear and Sora FD-R3030 front with 28.6mm alloy clamp.

**Shifters**
MicroSHIFT bar-end shifters with index or friction option, 27-speed.

**Chain**
KMC Z99.

**Cassette**
Shimano HG201 9-speed, 11-34T.

**Crankset**
FSA Alpha Drive, 48/36/26T, 170mm (47/50/53/55) 175mm (57/59/62).

**BB Set**
FSA sealed cartridge, 68 x 118mm.

**Pedals**
Touring platform, full alloy cage & body with toe clips.

**Brakeset**
Tektro 992 forged alloy cantilevers with Tektro RL340 road brake levers.

**Handlebar**
Jamis Ergo, 6061 aluminum, 31.8 x 380mm (47), 400mm (50/53), 420mm (55), 440mm (57/59/62).

**Stem**
Jamis adjustable threadless system (ATS), forged aluminum, 10° x 90mm (47/50), 105mm (53/55), 115mm (57/59/62). ATS shim length 100mm.

**Grips**
Jamis natural cork bar tape.

**Seat Post**
Jamis alloy micro-adjust, 27.2 x 300mm with cromo seat pin.

**Saddle**
Jamis Touring Sport with pressure relief cut-out.

**Accessories**
Full coverage 45mm fenders with adjustable stays and new designed mud flaps, Jamis carrier (capacity 18/40lbs.) with Jamis logo strap and rear reflector.

**Sizes**
47, 50, 53, 55, 57, 59, 62cm.

**Color**
Crimson or Midnight Blue.

**Weight**
29.75 lbs.

**TECH FEATURES**

**UPGRADES/CHANGES FROM PREVIOUS MODEL**

Sora RD-R3000 GS rear derailleur
Shimano HG201 9-speed, Ti-34T

**GEOMETRY**

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The Renegade is ready for any adventure, no matter which Renegade you ride. The long and tall adventure geometry is designed specifically to ride comfortably all day on the road or in harsh conditions off-road. With disc brakes and the ability to mount multiple tire sizes, these bikes are ready to go just about anywhere. All you need is the desire to push, pedal and explore.

Frame Design
Starting with a wide and consistent stack and reach range, we set out to design a frame that could handle on or off road conditions while maintaining a comfortable ride. As you start to review the geo chart you will noticed we have 3 different fork offsets, BB drops and rear center measurements. Add size specific tubing and 2 different sized rear triangles on our carbon models and you have what we feel is the perfect adventure geo for all sized riders. The reason for this is that we wanted the 44 and 61 to fit the rider correctly and make the geo changes needed to provide the perfect ride.

Size Specific Frame Design
Size Specific Design (SSD) is the Jamis design philosophy and technique used to create the best possible riding bike for each size rider. Rather than limiting frame size variations to just different length top, seat and head tubes lengths, we take an all-inclusive look at each frame's total configuration. Every SSD frame will also feature size-specific BB drop, rear center, fork offset/trail and SST technology.

ECO Fork 12mm Thru-Axle
Enhanced Compliance Offset (ECO) fork blades are swept forward several millimeters to provide extra vertical compliance for a more comfortable and controlled ride without any compromise in lateral stiffness. This is possible in part due to the ECO’s reinforcing rib on the inside of the fork legs. The integration of a 12mm thru-axle into our fork maintains all of the characteristics of our ECO design while adding the thru-axle benefits of increased front-end stiffness and further reduced weight. Win-win.

142 x 12mm Thru-Axle
Securing the rear wheel to the frame by threading it into the rear dropouts is not only safer, it’s stiffer. Increasing the rear axle diameter from 10mm to 12mm provides a stable platform for the disc braking forces and allows us to tune the rear seat stays for more compliance/comfort. You will appreciate this on your long days. The rear wheel tracks directly in line with the frame, for more precise handling, so you can go faster with more confidence. The 142mm hub dropouts provide a self-centering feature for the rear wheel for faster, easier installation.

We ACE’ed it
ACE is our Internal Cable Guide System that is companionable with mechanical or Di2 shifting as well as hydraulic or mechanical braking. To keep shifting and braking performing best in any & all conditions, we’ve routed all cables internally on the carbon Renegades and designed a completely enclosed BB guide to keep cables clean, assuring precise shifts and sure stops in all conditions. And if you want to shift electronically, we’ve got you covered. Incorporated into our internal cable guide system are a few extra cable fittings that make the Renegade Di2 compatible.

Disc Brakes
With adventure geometry designed to go anywhere the only choice was disc brakes. Now the Renegade Elite, Expert, Escapade and Exploit all come with hydraulic brakes. With hydraulic disc brakes you will have the most consistent and confidence-inspiring braking available. Just think about jamming down hill on a rutted out fire road with your hands all over the hoods...the power & modulation benefits of hydraulic disc brakes become readily apparent.

BB386 EVO Shell
The new BB386 EVO bottom bracket design on our carbon models takes the lighter, stiffer 30mm alloy spindle of the BB30 design, incorporates press fit bearing cups instead of direct fit bearings and marries it to a wider 86.5mm BB shell. All without changing Q-factor. Why a wider shell? It allows us to increase the diameter of our seat and down tubes at the BB shell a full 30%, for increased stiffness where you really need it. We can also optimize chainstay design with both increased diameters (stiffer!) and wider spacing (more tire clearance!)

More Mounts
To make life easier we have repositioned each mount externally in a variety of easy-to-use locations. With a wide collection of fork and frame mounts you can now choose to mount fenders, rear carrier, low-rider front carrier (or two cages for water bottles/ storage) and three front triangle water bottles. This will open up the options wherever and whenever you chose to ride. Bad weather, commuting, trekking, touring – anything is possible.

Tubeless MTB Rims
Tubeless and wider rims across the range provide great benefits on any terrain. The tubeless benefits are to help prevent flats with sealant as well as being able to adjust your tire pressure for the perfect ride. For example on dirt roads you may want to reduce the tire pressure to increase your contact patch for better grip without the worry of pinch flattening. The beauty of the internal 23mm wider rims effectively gives you a constant and wide tire surface yielding better handling, stability and confidence with plenty of surface grip for control.

Dropper Post Ready
Just in case you want to continue to push the boundaries, we added cable routing capability for a 27.2mm dropper post. Carbon-made Elite and Expert models have routing for an internal post while the Escapade and Exploit is fitted for external.

Pedaling Platform
After two years of testing and research we are able to provide even more comfort by reducing the seat post diameter on the carbon Renegade to 27.2mm. Through the combination of a new frame seat cluster and clamping configuration we were able to accentuate the benefits of top-down 27.2mm seatpost comfort while not compromising on side-to-side flex.
**REASONS TO UPGRADE FROM RENEGADE EXPERT**

- **Renegade Adventure Elite Omniad frame and fork**
- **Stans Crest MK3 Tubeless wheelset**
- **Shimano Ultegra R8000 22-speed group with crankset**
- **Shimano Ultegra BR-R8070 hydraulic disc brakes with Shimano 160mm Ice Tech rotors**
- **Shimano Multi Surface Ultegra RX-R800 GS rear derailleur**
- **Ritchey Comp carbon seat post**
- **Fizik Aliante Delta saddle with integrated clip system**

**UPGRADES/CHANGES FROM 2018**

- **Stans Crest MK3 PRO Tubeless Centerlock 11-speed wheelset, 32H, 15.5mm rim height with 23.1mm ID width, Neo Ultimate hubs with sealed bearings and Sapin spokes, front 12mm/rear 12x142 thru-axle**
- **Donnelly X Plor MSO Tubeless, 36c with protection belt and folding bead**
- **Shimano Multi Surface Ultegra RX-R800 GS rear derailleur**
- **Shimano 11-34T cassette**
- **Shimano Ultegra ST-R8020 Dual Control STI, 22-speed**
- **Shimano Ultegra FD-R8000 braze-on front**
- **Shimano CN-HG601 chain**
- **Shimano ST-R8020 Dual Control STI levers**
- **Shimano Ultegra FC-R8000 50/34T, 170mm (51), 172.5mm (54/56), 175mm (58/61)**
- **Shimano BB Set Enduro EVO PressFit 30 with Wheels MFG EVO adaptors**
- **Fizik Microtex Superlight Soft Touch with gel inserts**

**TECH FEATURES**

- **Ano Galaxy Grey**

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**RENAGADE ELITE/EXPERT GEOMETRY**

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<td>2.77 / 70.5</td>
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<td>32.68 / 830</td>
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<td>4.198 / 1066</td>
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<td>2.77 / 70.5</td>
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<td>22.95 / 851</td>
<td>25.20 / 640</td>
<td>15.94 / 405</td>
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</tbody>
</table>

**RENAGADE ELITE/OMNIAD FRAME**

- **Jams Size Specific Design Omniad M30 monocoque carbon fiber frame, Near Net molding process, 12x142 thru-axle with Jams MTS (Modular Thru-axle System), SST tubing diameters, integrated seat post clamp, 1.5 - 1.1/8” head tube, EV0386 carbon BB shell, ACE internal cable routing compatible for both Di2 wires or traditional cables and internal dropper post, oversized asymmetrical chainstays with flat mount disc brakes and exposed carrier/fender mount eyelets, carbon drop outs, replaceable FD mount and RD hanger, clearance for 40c tires**

**HEADSET**

- **Ritchey Pro Drop-In, sealed bearing with nylon upper compression ring, 1.5 - 1.1/8”**

**WHEELS**

- **Shimano Multi Surface Ultegra RX-R800 GS rear derailleur**

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**SPECIFICATIONS**

- **Frame Jams Size Specific Design Omniad M30 monocoque carbon fiber frame, Near Net molding process, 12x142 thru-axle with Jams MTS (Modular Thru-axle System), SST tubing diameters, integrated seat post clamp, 1.5 - 1.1/8” head tube, EV0386 carbon BB shell, ACE internal cable routing compatible for both Di2 wires or traditional cables and internal dropper post, oversized asymmetrical chainstays with flat mount disc brakes and exposed carrier/fender mount eyelets, carbon drop outs, replaceable FD mount and RD hanger, clearance for 40c tires**

**Fork**

- **Jams Adventure ECO monocoque carbon, 12mm Jams MTS (Modular Thru-axle System) with stainless interface and carbon dropouts, tapered steerer with 1.5” hollow formed crown, flat mount disc brakes with internal cable routing, exposed fender, lowrider and water bottle eyelets**

**HEADSET**

- **Ritchey Pro Drop-In, sealed bearing with nylon upper compression ring, 1.5 - 1.1/8”**

**Wheels**

- **Shimano Multi Surface Ultegra RX-R800 GS rear derailleur**

**Shifters**

- **Shimano ST-R8020 Dual Control STI, 22-speed**

**Chain**

- **Shimano CN-HG601**

**Cassette**

- **Shimano 11-speed, 11-34T**

**Cranks**

- **Shimano Ultegra FC-R8000 50/34T, 170mm (51), 172.5mm (54/56), 175mm (58/61)**

**Brake Set**

- **Shimano BB Set Enduro EVO PressFit 30 with Wheels MFG EVO adaptors**

**Brakes**

- **Shimano Ultegra BR-R8070 hydraulic disc brakes with Shimano ST-R8020 Dual Control STI levers**

**Handlebar**

- **Ritchey Evomax Comp, 6061 aluminium, 73 reach, 120 drop with 5° flare, 31.8 x 420 (48), 440mm (54-56), 460mm (58-61)**

**Stem**

- **Ritchey Comp 4-Axis, 3D net forged 6061 alloy, 6˚ x 80mm (48/51), 90mm (54/56), 110mm (58/61)**

**Grips**

- **Fizik Microtex Superlight Soft Touch with gel inserts**

**Seat Post**

- **Ritchey Comp Carbon, 27.2 x 350mm, 25mm offset with Jams 7075-AL CNC aluminium 1-bolt seat post clamp**

**Saddle**

- **Fizik Aliante Delta with integrated clip system and manganese rails**

**Colors**

- **Ano Galaxy Grey**

**Weight**

- **19.0 lbs**
**RENAGEADE EXPERT**

**SPECIFICATIONS**

**Frame**
Jamis Size Specific Design Dyad Plus T700/FRP monocoque carbon fiber frame, Near Net molding process, 12x142 thru-axle with Jamis MTS (Modular Thru-axle System), SST tubing diameters, integrated seat post clamp, 1.5 - 1.75" head tube, EWOD386 carbon shell, ACE internal cable routing compatible for both Di2 wires or traditional cables and internal dropper post, oversized asymmetrical chainstays with flat mount disc brakes and exposed carrier/fender eyelets, carbon drop outs, replaceable FD mount and RD hanger, clearance for 40c tires.

**Fork**
Jamis Adventure ECO monocoque carbon composite, 12mm Jamis MTS (Modular Thru-axle System) with stainless interface and carbon dropouts, tapered steerer with 1.5" hollow formed crown, flat mount disc brakes with internal cable routing, exposed fender, lowrider and water bottle eyelets.

**Headset**
FSA integrated, sealed bearing with nylon upper compression ring, 1.5 - 1.5/8".

**Wheels**
WTB ST Light i23 TCS 2.0 (UST Tubeless Compliant System) disc rims, 32H, Formula alloy Centerlock sealed bearing hubs with front 12mm/rear 12x142 thru-axle and 14g black stainless steel spokes.

**Tires**
Donnelly X Plor MSO Tubeless, 700 x 36c, protection belt and folding bead.

**Derailleurs**
Shimano 105 RD-7000 GS rear and 105 FD-7000 braze-on front.

**Shiftlevers**
Shimano 105 ST-7020 Dual Control STI, 22-speed. (48-51) ST-7025 Short Reach(54-61) ST-7020 Normal Reach.

**Chain**
Shimano CN-HG601

**Cassette**
Shimano 105 11-speed, 11-34T

**BB Set**
Enduro EVO PressFit 30 with Wheels MFG EVO adapters

**Pedals**
N/A

**Brakeset**
Shimano BR-7070 flat mount hydraulic disc brakes with resin pads, Shimano 160mm rotors with Shimano Dual Control STI levers.

**Handlebar**
Ritchey Evomax Comp, 6061 aluminum, 73 reach, 120 drop with 12° flare, 31.8 x 420 (48-51), 440mm (54-56), 460mm (56-61).

**Stem**
Ritchey 4-Axis 3D forged 6061 alloy, 6° x 80mm (48/51), 90mm (54/56), 110mm (58/61).

**Grips**
Fizik Microtex Superlight Soft Touch with gel inserts.

**Seat Post**
Jamis carbon fiber micro-adjust, 27.2 x 300mm with Jamis 7075-AL CNC aluminum 1-bolt seat post clamp.

**Saddle**
Selle Royal Asphalt with integrated clip system.

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

**Color**
Voodoo Blue

**Weight**
21.0 lbs.

**TECH FEATURES**

**UPGRADES/CHANGES FROM 2018**
- Shimano 105 700 Series 22-speed group with crankset
- Shimano 105 ST-7020 normal reach levers (54-61) ST-7025 short reach levers (48-51)
- Shimano 105 BR-7070 hydraulic disc brakes with Shimano 160mm rotors
- Shimano Ti-34T cassette
- Donnelly X Plor MSO Tubeless, 36c with protection belt and Kevlar folding bead & WTB ST Light i23 TCS 2.0 Rim

**REASONS TO UPGRADE FROM RENAGEADE ESCAPE**

Renegade Adventure Dyad Plus T700/FRP monocoque carbon fiber frame.

**RENAGEADE ELITE/EXPERT GEOMETRY**

**SIZE**
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<th>H2</th>
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<td>15.94 / 405</td>
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*Voodoo Blue*
**RENEGADE ESCAPADE**

### SPECIFICATIONS

- **Frame**
  - Jamis Size Specific Design frame geometry, Reynolds 631 double-butted chromoly main tubes, 44mm head tube for tapered fork, threaded BB shell, 12x142 Jamis MTS (Modular Thru- axle System), flat mount disc brake mounts, top tube mounted full cable housing, dropper post cable guides, 3 waterbottle mounts, rack and fender eyelets, clearance for 700x42c and 650x47c tires.

- **Fork**
  - Jamis Adventure ECO monocoque carbon composite, 12mm Jamis MTS (Modular Thru-axle System) with stainless interface and carbon dropouts, tapered steerer with 1.5" hollow formed crown, flat mount disc brakes with internal cable routing, exposed fender, lavnderer and water bottle eyelets.

- **Headset**
  - FSA Orbit ITA sealed bearing Internal/External, 1.5 - 1 1/8"

- **Wheels**
  - Stans Crest S1 Team Tubless Centerlock 7-speed wheelset disc rims, 32H, 17.2mm rim height with 23mm ID width, Neo Centerlock sealed bearing hubs with front 12mm/rear 12x142 thru-axle and Sapin stainless steel spokes.

- **Tires**
  - Donnelly X Plor MSO Tubeless, 650 x 36c (44-48) 700 x 36c (51-61), with protection belt and folding bead

### TECH FEATURES

**UPGRADES/CHANGES FROM 2018**

- SRAM Force 1 group
- SRAM Force 1 hydraulic disc brakes with Centerline 160mm rotors
- SRAM Force 1 crankset with XSYNC 38T
- Stans Crest S1 Team Tubeless wheelset
- Shimano 11-42T cassette
- Donnelly X Plor MSO Tubeless, 36c with protection belt and Kevlar folding bead

**CASSETTE**

- Shimano 11-42T

**DERRAILLEURS**

- SRAM Force 1 Long cage

**BRAKES**

- SRAM Force 1 HydroR  hydraulic disc brakes, Centerline 160mm rotors and SRAM Force 1 HydroR 1-speed levers

**HANDLEBAR**

- Ritchey Exovar Camp, 6061 aluminum, 73 reach, 120 drop with 12° flared, 31.8 x 400 (44), 420 (48-51), 440mm (54-56), 460mm (56-61)

**STEM**

- Ritchey 4-Axis 3D forged 6061 alloy, 6° x 70mm (44), 80mm (48-51), 90mm (54/56), 110mm (58/61)

**GRIPS**

- Fizik Microtex Superlight Soft Touch with gel inserts

**SEAT POST**

- Jamis carbon fiber micro-adjust, 27.2 x 330mm with cromo seat pin

**SADDLE**

- Fizik Aliante Delta with integrated clip system and manganese rails

**COLOR**

- Charcoal

**WEIGHT**

- 21.75 lbs

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### TECH FEATURES

**REASONS TO UPGRADE FROM EXPLOIT**

- SRAM Force 1 group
- SRAM Force 1 hydraulic disc brakes with Centerline 160mm rotors
- SRAM Force 1 crankset with XSYNC 38T
- Stans Crest S1 Team Tubeless wheelset
- Shimano 11-42T cassette
- Donnelly X Plor MSO Tubeless, 36c with protection belt and Kevlar folding bead
- FSA Orbit ITA headset with sealed bearings
- Fizik Aliante Delta saddle with integrated clip system and manganese rails

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### RENEGADE ESCAPADE/EXPLOIT GEOMETRY

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<th>CHAINSTAY</th>
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<th>FORK RAKE</th>
<th>BB DROP</th>
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*650b Wheel
RENAGADE EXPLOIT

SPECIFICATIONS

Frame Jamis Size Specific Design frame geometry, Reynolds 631 double-butted chromoly main tubes, 44mm head tube for tapered fork, threaded BB shell, 12x142 Jamis MTS (Modular Thru-axle System), flat mount disc brake mounts, top tube mounted full cable housing, dropper post cable guides, 3 waterbottle mounts, rack and fender eyelets, clearance for 700x42c and 650b 47c tires.

Fork Jamis Adventure ECO monocoque carbon composite, 10mm Jamis MTS (Modular Thru-axle System) with stainless interface and carbon dropouts, tapered steerer with 1.5° hollow formed crown, flat mount disc brakes with internal cable routing, exposed fender, low rider and water bottle eyelets.

Headset PSA Orbit ITA B Internal/External 1 1/8” - 1 1/2”.

Wheels WTB ST Light i23 TCS 2.0 (UST Tubeless Compliant System) disc rims, 32H, Formula alloy Centerlock sealed bearing hubs with front 12mm/rear 12x142 thru-axle and 14g black stainless steel spokes.

Tires Donnelly X Plor MSO Tubeless, 650 x 36c (44-48) 700 x 36c (51-61), with protection belt and folding bead.

Deraileurs SRAM Apex 1 Long cage.

Shiftlevers SRAM Apex 1 HydroR levers, 11-speed.

Chain SRAM PC1110.

Cassette SRAM 1130 11-speed, 11-42T.

Crankset SRAM Apex, XSYNC 40T, 165mm (44/48), 170mm (51), 172.5mm (54/56), 175mm (58/61).

BB Set SRAM GXP.

Pedals N/A.

Brakeset SRAM Apex 1 HydroR hydraulic disc brakes, Centerline 160mm rotors and SRAM Apex 1 HydroR 11-speed levers.

Handlebar Ritchey Evomax Comp, 6061 aluminum, 73 reach, 120 drop with 12° flare, 31.8 x 400 (44), 380 (48/51), 900 (54/56), 1050 (58/61).

Stem Ritchey 4-Axis 3D forged 6061 alloy, 6° x 70mm (44), 80mm (48/51), 90mm (54/56), 100mm (58/61).

Grips Fizik Microtex Superlight Soft Touch with gel inserts.

Seat Post Jamis carbon fiber micro-adjust, 27.2 x 330mm with cromo seat pin.

Saddle Selle Royal Asphalt with integrated clip system.

Sizes 44 and 46x650c, 51, 54, 56, 58, 61cm 700c.

Color Flat Steel.

Weight 23.5 lbs.

TECH FEATURES

UPGRADES/CHANGES FROM 2018

REASONS TO UPGRADE FROM RENAGADE EXPAT

RENAGADE ESCAPADE/EXPLOIT GEOMETRY

<table>
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<tr>
<th>SIZE</th>
<th>TT EFFECTIVE</th>
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<th>ST ANGLE</th>
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<th>WHEELBASE</th>
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*650b Wheel
RENEGADE EXPAT

SPECIFICATIONS

Frame
Jamis Size Specific Design frame geometry, Reynolds 520 double-butted chromoly main tubes, 44mm head tube for tapered fork, threaded BB shell, seat stay disc brake mounts, top tube mounted full cable housing, 3 waterbottle mounts, rack and fender eyelets, clearance for 700x42c and 650x47c tires.

Fork
Jamis Adventure ECO monocoque carbon composite, 12mm Jamis MTS (Modular Thru-axle System) with stainless interface and carbon dropouts, tapered steerer with 1 1/2” hollow formed crown, flat mount disc brakes, internal cable routing, exposed fender, lovinder and water bottle eyelets.

Headset
FS Orbit ITA B Internal/External, 1.5 - 1 1/8”

Wheels
WTB ST i23 TCS 2.0 (UST Tubeless Compliant System) disc rims, 32H, Formula 12mm front and QR rear alloy 6-bolt hubs and 14g stainless steel spokes.

Tires
Donnelly X Plor MSO, 650 x 36c (44-48) 700 x 36c (51-61), 30TPI with protection belt

Deraileurs
Shimano Tiagra RD-4700 GS rear and Tiagra FD-4700 front with 28.6mm alloy clamp

Shift Levers
Shimano Tiagra ST-4700 Dual Control STI, 20-speed

Chain
KMC 10-speed X10

Cassette
Shimano 10-speed, 11-34T

Crankset
FSA Gossamer MegaExo, 50/34T, 165mm (44/48), 170mm (51) 172.5mm (54/56) 175mm (58/61)

BB Set
FSA BB-6020 MegaExo

Pedals
N/A

Brakeset
TRP Spyre mechanical disc brake with 160mm rotors and Shimano Tiagra ST-4700 brake levers

Handlebar
Ritchey Evomax Comp, 6061 aluminum, 73 reach, 120 drop with 10° flare, 31.8 x 400 (44) 420 (48-51) 440mm (54-56), 460mm (56-61)

Stem
Ritchey 4-Axes 3D forged 6061 alloy, 6° x 70mm (44), 80mm (48/51), 90mm (54/56), 100mm (58/61)

Grips
Jamis suede tape with gel inserts

Seat Post
Ritchey Road, 27.2 x 300mm with crono seat pin

Saddle
Selle Royal Asphalt with integrated clip system

Sizes
44 and 48x650, 51, 54, 56, 58, 61cm 700c

Color
Flat Jack Pine

Weight
24.25 lbs

TECH FEATURES

REASONS TO UPGRADE FROM RENEGADE EXPLORE

RENAGADE EXPAT GEOMETRY

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<th>SIZE</th>
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*650b Wheel

UPGRADES/CHANGES FROM 2018

- WTB ST i23 TCS 2.0 Rim
- Donnelly X Plor MSO, 36c with protection belt
- Shimano 11-34T cassette
- Selle Royal Asphalt Saddle with integrated clip system

ROAD - GRAVEL/ADVENTURE
REN c 000 EXPLORE

SPECIFICATIONS

Frame Jamis Size Specific Design frame geometry, 6061 aluminum double-butted SST main frame, top tube mounted full cable housing, 1.5 - 1 1/8" tapered head tube, 31.8mm seat tube for 27.2 seat post, seat stay disc brake mounts, replaceable derailleur hanger, 3 waterbottle mounts, rack and fender eyelets, clearance for 700x42c and 650x47c tires.

Fork Jamis Adventure ECO monocoque carbon composite, 12mm Jamis MTS (Modular Thru-axle System) with stainless interface and carbon dropouts, tapered steerer with 1.5" hollow formed crown, flat mount disc brakes with internal cable routing, exposed fender, lavender and water bottle eyelets.

Headset FSA Orbit C-40B Internal/External, 1.5 - 1 1/8“

Wheels WTB ST i23 TCS 2.0 (UST Tubeless Compliant System) disc rims, 32H, Formula 12mm front and QR rear alloy 6-bolt hubs and 14g stainless steel spokes

Tires Donnelly X Plor MSO, 650 x 36c (44-48) 700 x 36c (51-61), 30TPI with protection belt

Deraileurs Shimano Sora RD-R3000 CS rear and Sora FD-R3000 front with 31.8mm alloy clamp

Shifters Shimano Sora ST-R3000 Dual Control STI, 18-speed

Chain KMC Z9

Cassette Shimano HG400 9-speed, 11-34T

Crankset FSA Vero, 50/34T, 165mm (44/48), 170mm (51) 172.5mm (54/56) 175mm (58/61)

BB Set FSA sealed cartridge, 68 x 110.5mm

Pedals N/A

Brakeset Tektro Lyra mechanical cable actuated disc brake with 160mm wave rotors and Shimano Sora ST-R3000 levers

Handlebar Ritchey Evomax Comp, 6061 aluminum, 73 reach, 12° drop with 12° flare, 31.8 x 400 (44) 420 (48-51) 440mm (54-56), 460mm (58-61)

Stem Ritchey 4-Axis 3D forged 6061 alloy, 6˚ x 70mm (44), 80mm (48/51), 90mm (54/56), 110mm (58/61)

Grips Jamis suede tape with gel inserts

Seat Post Jamis Road, micro-adjust, 27.2 x 350mm cromos seat pin

Saddle Selle Royal Asphalt with integrated clip system

Sizes 44 and 48x650, 51, 54, 56, 58, 61cm 700c

Color Desert Storm

Weight 23.0 lbs

TECH FEATURES

UPGRADES/CHANGES FROM 2018

WTB ST i23 TCS 2.0 Rim

Donnelly X Plor MSO, 36c with protection belt

Shimano 11-34T cassette

Selle Royal Asphalt Saddle with integrated clip system

REASONS TO UPGRADE FROM RENEGADE EXILE

Jamis Adventure ECO carbon composite fork with Jamis 12mm MTS (Modular Thru-axle System)

Shimano Sora R3000 18-speed group

Ritchey 4-Axis stem

Selle Royal Asphalt Saddle with integrated clip system

REN c 000 EXPLORER/EXILE GEOMETRY

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*650b Wheel

DESERT STORM

ROAD - GRAVEL/ADVENTURE
**RENAGADE EXILE**

**SPECIFICATIONS**

**Frame**
Jamis Size Specific Design frame geometry, 6061 aluminum double-butted SST main frame, top tube mounted full cable housing, 15" - 11/8" tapered head tube, 31.8mm seat tube for 27.2 seat post, seat stay disc brake mounts, replaceable derailleur hanger, 3 waterbottle mounts, rack and fender eyelets, clearance for 700x42c and 650x47c tires.

**Fork**
Jamis Adventure 6061 air-formed aluminum, tapered aluminum steerer, integrated cable cradles with post disc brake mounts, mounts for lowrider rack, waterbottle and fenders.

**Headset**
FSA Orbit C-40B Internal/External, 1.5 - 1 1/8"

**Wheels**
WTB ST i23 TCS 2.0 (UST Tubeless Compliant System) disc rims, 32H, Formula alloy 6-bolt hubs and 14g stainless steel spokes

**Tires**
Donnelly X Plor MSO, 650 x 36c (44-48) 700 x 36c (51-61), 30TPI with protection belt

**Derailleurs**
Shimano Claris RD-R2000 GS rear and Claris FD-R2000 front with 31.8mm alloy clamp

**Shifters**
Shimano Claris ST-R2000 Dual Control STI, 16-speed

**Chain**
KMC Z8

**Cassette**
Shimano HG41 8-speed, 11-34T

**Crankset**
FSA Vero, 50/34T, 165mm (44/48), 170mm (51) 172.5mm (54/56) 175mm (58/61)

**BB Set**
FSA sealed cartridge, 68 x 110.5mm

**Pedals**
N/A

**Brakeset**
Tektro Lyra mechanical cable actuated disc brake with 160mm wave rotors and Shimano Claris ST-R2000 levers

**Handlebar**
Ritchey Evomax Comp, 6061 aluminum, 73 reach, 120 drop with 12° flare, 31.8 x 400 (44) 420 (48-51) 440mm (54-56), 460mm (56-61)

**Stem**
Jamis Road 3D forged 6061 alloy, 7” x 70mm (44), 80mm (48/51), 90mm (54/56), 110mm (58/61)

**Grips**
Jamis suede tape with gel inserts

**Seat Post**
Jamis Road, micro-adjust, 27.2 x 350mm cromo seat pin

**Saddle**
Selle Royal Asphalt with integrated clip system

**Sizes**
44 and 48x650, 51, 54, 56, 61cm 700c

**Color**
Ano Palladium

**Weight**
25.25 lbs

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**UPGRADES/CHANGES FROM 2018**

WTB ST i23 TCS 2.0 Rim
Donnelly X Plor MSO, 36c with protection belt
Shimano Ti-34T cassette

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**TECH FEATURES**

**UPDATES**

**RENAGADE EXPLORER/EXILE GEOMETRY**

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*650b Wheel
SEQUEL® URBAN/ADVENTURE

The Sequel is ready for the urban assault no matter what surface or condition. The custom geometry is designed specifically to fit perfectly and deliver a comfortable ride loaded down for a picnic in the park or for a quick ride to the corner store. With disc brakes and a 650 x 47c tire, these bikes are ready to go just about anywhere. Grab your Sequel and enjoy the stoke!

Frame Design
Starting with a wide and consistent stack and reach range, we set out to design a frame that could handle your everyday city life. Commuting year round in mother nature worst conditions or hitting up a dirt trail the Sequel will make it happen and maintain a comfortable ride. As you start to review the geo chart you will noticed we have 2 different fork offsets, 3 different BB drops and rear center measurements. Add size specific tubing and you have what we feel is the perfect fit for all sized riders. The reason for this custom geometry is to give you the best fit and the most comfort possible.

Size Specific Frame Design
Size Specific Design (SSD) is the Jamis design philosophy and technique used to create the best possible riding bike for each size rider. Rather than limiting frame size variations to just different length top, seat and head tubes lengths, we take an all-inclusive look at each frame’s total configuration. Every SSD frame will also feature size-specific BB drop, rear center, fork offset/trail and SST technology.

12mm Thru-Axle
Securing the wheel to the frame and fork by threading it into the rear dropouts is not only safer, it’s stiffer. Increasing the axle diameter from 10mm to 12mm provides a stable platform for the disc braking forces and allows us to tune the fork and rear seat stays for more compliance/comfort. You will appreciate this on every ride.

Disc Brakes
The Sequel is designed for anything your daily commuting life can throw at you so hydraulic brake was the only choice. With hydraulic disc brakes you will have the most consistent and confidence-inspiring braking available. Just think about jamming down Park Ave between cars in the rain...the power & modulation benefits of hydraulic disc brakes become readily apparent.

More Mounts
To make life easier we have repositioned each mount externally in a variety of easy-to-use locations. With a wide collection of fork and frame mounts you can now choose to mount fenders, rear carrier, low-rider front carrier (or two cages for water bottles/ storage) and three front triangle water bottles. This will open up the options wherever and whenever you chose to ride. Bad weather, commuting, a short ride to the park or a longer adventure – anything is possible.

Tubeless MTB Rims
Tubeless and wider rims across the range provide great benefits on any terrain. The tubeless benefits are to help prevent flats with sealant as well as being able to adjust your tire pressure for the perfect ride. For example on dirt trails you may want to reduce the tire pressure to increase your contact patch for better grip without the worry of pinch flatting. The beauty of the internal 23mm wider rims effectively gives you a constant and wide tire surface yielding better handling, stability and confidence with plenty of surface grip for control.

Road Plus Tires
Road Plus 47c tires bring supple plus-size traction and smooth riding characteristics to the pavement and beyond where the pavement ends. The WTB Byway tire is pair a smooth centerline to various levels of outer tread/knobs, providing different degrees of resilience and cornering traction to suit specific usages. High-volume tires provides performance on pavement, the urban jungle with resiliency that isn’t shaken by chasing you buddies down rail trails or dirt roads. Ride it on tarmac, take it to the dirt as well. Creating a new riding experience, regardless of where your exploits lead you.
**SPECIFICATIONS**

**Frame**
Jamis Size Specific Design frame geometry, Reynolds 520 double-butted chromoly main tubes, threaded BB shell, chain stay disc brake mounts, 3 waterbottle mounts, rack and fender eyelets

**Fork**
Jamis Chromoly fork, 12mm dropouts, 45mm crown, IS mount disc brakes, fender, lowrider and water bottle eyelets

**Headset**
FSA IS3 Internal headset 1 1/8”

**Wheels**
WTB ST i23 TCS 2.0 (UST Tubeless Compliant System) disc rims, 32H, Formula alloy 6-bolt sealed bearing hubs with front 12mm/rear 12x142 thru-axle and 14g black stainless steel spokes

**Tires**
WTB Byway Tire with DNA compound, 650 x 47c

**Derailleurs**
Shimano Deore RD-M6000 GS Shadow Plus rear

**Brakeset**
Shimano BR-MT200 hydraulic disc brakes with 160mm stainless 6-bolt rotors and Shimano BL-MT200 levers

**Handlebar**
Jamis Riser bar, aluminum, 10° sweep, 3° up sweep, 20mm rise, 31.8 x 680mm (15/17/19") 700mm (21/23")

**Stem**
Jamis, 3D forged alloy, 3° rise, Length-40mm (15/17"), 50mm (19/21"), 60mm (23")

**Grips**
MTB Kraton Grip

**Seat Post**
Jamis alloy micro-adjust, 27.2 x 350mm alloy clamp with QR seatpin

**Saddle**
Selle Royal Asphalt with integrated clip system

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

**Weight**
28.0 lbs

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**SEQUEL GEOMETRY**

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DXT SERIES

The dual-sport DXT’s are pumped-up, go-anywhere/do-anything versions of our Allegro fitness bikes. With more gearing range to take on steeper hills and tougher terrain. Wider tires with a trail-capable tread for access to more riding areas, both paved and packed. And disc brakes and suspension forks for real off-road exploration and off-pavement adventure

Go Anywhere. Do Anything.
The drivetrains on our DXT bikes feature long cage ATB rear derailleurs, full-size triple chainring cranksets and big 11-34 or 32T cassette blocks. This gives you the dual advantage of having high road bike gearing for controlled pedaling at speed on descents and low mountain bike gearing for easier pedaling uphill.

Absolute Versatility
Every DXT offers a full complement of eyelets and rack mounts to simplify installation of carriers and fenders. We even include bosses on the underside of the seatstays for installation of a ring lock. Ring locks are tremendously popular in Europe. A simple turn of the key immobilizes the rear wheel and prevents someone from riding off with your bike.

Full Shimano Shifting System
Fully integrated shifting systems offer the most precise and reliable performance. That’s why every DXT offers Shimano shifters, Shimano front and rear derailleurs, Shimano cassettes. Even Shimano cranksets on all models except the DXT.

Suspension When You Need It, Lockout When You Don’t
The advantage of a suspension fork should be intuitively clear: hit a bump and absorb it. Hit a bump and stay in control of your bike. But suspension isn’t always desirable. When riding on smooth pavement or climbing, pedaling energy and power can be absorbed and dissipated by the movement (bobbing) of the fork. Enter lockout. With a flip of a knob on the top of the fork, the fork’s travel can be locked from movement, allowing the bike to be 100% responsive to pedaling input.

Giving You a Brake
The advantages of disc brakes over rim brakes on a versatile bike like the DXT far exceed their sole disadvantage, weight gain. Besides their incredible power and modulation, they’re just plain safer, especially in the rain. Once rims get wet or muddy, using friction to stop the wheel at its circumference is less efficient than using friction to stop a less wet or muddy small diameter disc near the center of the wheel from rotating. And eliminating the rim from braking surface duties results in a longer lasting wheel.

Fast Rollers
The advantage of large diameter wheels is getting a lot of press these days with all the noise and news about 29’er mountain bikes. We like to think that the DXT is one of the original 29’ers. With big 700c hoops (same as a 29’er) that roll over bumps & holes better than smaller diameter 26” or 27.5” wheels, and with a bigger contact patch for greater traction and control. But in the case of the DXT, with a smaller 42c width & smoother tread that significantly reduces rolling resistance over fatter, knobbier mountain bike tires for faster sailing on streets and paths.
**DXT COMP**

**SPECIFICATIONS**

**Frame**
Triple-butted 6061 aluminum with hydro-formed top and down tube, 1 1/8” head tube, new designed taper gauge “S” bend stays, seat stays and disc brake mounts, 34.9mm seat tube, replaceable derailleur hanger and fender/rack eyelets

**Fork**
SR/Suntour SF15-NX HLO; aluminum lowers, coil spring, 28mm stanchions, 1-1/8” steerer, aluminum crown, hydraulic lock out, 75mm travel

**Headset**
Internal cup, threadless 1 1/8”

**Wheels**
Alex TC26 disc specific double wall alloy rims, 32H, Formula disc hubs and 14g stainless steel spokes

**Tires**
CST Dual Sport Tire, 700 x 42c

**Derailleurs**
Shimano Altus RD-M2000 SGS rear and Altus FD-M370 top swing front

**Shift Levers**
Shimano RapidFire SL -M2000, 24-speed

**Chain**
KMC Z9

**Cassette**
Shimano HG201 9-speed, 11-32T

**Crankset**
Shimano FC-M371, 48/36/26T, 170mm (15-17”), 175mm (19-23”)

**BB Set**
FSA sealed cartridge, 68 x 110.5mm

**Pedals**
Full alloy platform, toe clip attachable

**Brakeset**
Tektro HD-M275/276 hydraulic disc brakes with 160mm rotors and Tektro brake levers. 15” M275 (63mm reach), 17-23” M275 (88mm reach)

**Handlebar**
Jamis Riser bar, 6061 double-butted aluminum, 31.8 x 20mm rise x 20° sweep x 600mm

**Stem**
Jamis Trekking, 3D forged alloy, 10° rise, 90mm (15-17”), 105mm (19/21/23”)

**Grips**
Anatomic double density kraton grip with gel

**Seat Post**
Jamis alloy micro-adjust, 31.6 x 350mm alloy clamp with QR seatpin

**Saddle**
Selle Royal Seta M1 with integrated clip system

**Sizes**
15”, 17”, 19”, 21”, 23”

**Color**
Flat Steel

**Weight**
30.0 lbs

**UPGRADES/CHANGES FROM 2018**

Tektro HD-275/276 hydraulic disc brakes

Jamis double-butted Alloy riser bar

CST Dual Sport Tire, 700 x 42c

**REASONS TO UPGRADE FROM DXT SPORT**

Shimano Altus 9-speed group

Shimano RapidFire SL-M2000 shifters and Tektro Levers

Shimano FC-M371 crankset

Ritchey Comp Speedmax Cross, 700 x 40c

Selle Royal Seta M1 saddle

**DXT COMP GEOMETRY**

<table>
<thead>
<tr>
<th>SIZE</th>
<th>TT EFFECTIVE</th>
<th>INT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB DROP</th>
<th>HEADTUBE</th>
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**Flat Steel**
DXT COMP STEP-OVER

SPECIFICATIONS

| Frame          | Triple-butted 6061 aluminum with hydro-formed top and down tube, 1 1/8” head tube, new designed taper gauge “S” bend stays, seat stays and disc brake mounts, 34.9mm seat tube, replaceable derailleur hanger and fender/rack eyelets |
|               |                                                             |
| Fork          | SR/Suntour SFTS-NVX HLO, aluminum lowers, coil spring, 28mm stanchions, 1-1/8” steerer, aluminum crown, hydraulic lock out, 75mm travel |
| Headset       | Internal cup, threadless, 1 1/8” |
| Wheels        | Alex TD26 disc specific double wall alloy rims, 32H, Formula disc hubs and 14g stainless steel spokes |
| Tires         | CST Dual Sport Tire, 700 x 42c |
| Derailleurs   | Shimano Altus RD-M2000 SCS rear and Altus FD-M370 top swing front |
| Shifters      | Shimano RapidFire SL-M2000, 24-speed |
| Chain         | KMC Z9 |
| Cassette      | Shimano HG201 9-speed, Ti-32T |
| Crankset      | Shimano FC-M371, 48/36/26T, 170mm |
| BB Set        | FSA sealed cartridge, 68 x 110.5mm |
| Pedals        | Full alloy platform, toe clip attachable |
| Brakeset      | Tektro HD-276 hydraulic disc brakes with 83mm reach, 160mm rotors and Tektro brake levers |
| Handlebar     | Jamis Riser bar, 6061 double-butted aluminum, 31.8 x 20mm rise x 10˚ sweep x 650mm |
| Stem          | Jamis Trekking, 3D forged alloy, 10˚ rise, 90mm |
| Grips         | Anatomic double density kraton grip with gel |
| Seat Post     | Jamis alloy micro-adjust, 31.6 x 350mm alloy clamp with QR seatpin |
| Saddle        | Selle Royal Seta M1 with integrated clip system |
| Colors        | Power Blue |
| Weight        | 29.75 lbs |

UPGRADES/CHANGES FROM 2018

- Tektro HD-275/276 hydraulic disc brakes
- Jamis double-butted Alloy riser bar
- CST Dual Sport Tire, 700 x 42c

REASONS TO UPGRADE FROM DXT SPORT

- Shimano Altus 9-speed group
- Shimano RapidFire SL-M2000 shifters and Tektro Levers
- Shimano FC-M371 crankset
- Ritchey Comp Speedmax Cross, 700 x 40c
- Selle Royal Seta M1 saddle

DXT COMP STEP-OVER GEOMETRY

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<th>ST (Angle)</th>
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<th>Wheelbase</th>
<th>Fork rake</th>
<th>BB Drop</th>
<th>Headtube</th>
<th>Standover</th>
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**DXT SPORT**

**SPECIFICATIONS**

**Frame**
6061 aluminum formed top and down tube, 1 1/8" head tube, seat stays disc brake mounts, 34.9mm seat tube, replaceable derailleur hanger, fender/rack eyelets and ring lockmount eyelets

**Fork**
SR/Suntour SF15-NVX HLO, aluminum lowers, coil spring, 28mm stanchions, 1-1/8" steerer, aluminum crown, hydraulic lock out, 75mm travel

**Headset**
Internal Cup, threadless, 1 1/8”

**Wheels**
Alex TD26, disc specific double wall alloy rims, 36H, alloy disc hubs with QR and 14g stainless steel spokes

**Tires**
CST Dual Sport Tire, 700 x 42c

**Deraileurs**
Shimano Acera RD-M360 rear and Altus FD-M310 top swing front

**Shifters**
Shimano Altus Rapid Fire SL-M310, 24-speed

**Chain**
KMC Z7

**Cassette**
Shimano HG31, 8-speed, 11-32T

**Crankset**
Shimano FC-TY301, 48/38/28T, 170mm (15-17”), 175mm (19-23”)

**BB Set**
VP sealed cartridge, 68 x 122.5mm

**Pedals**
Platform style

**Brakeset**
Tektro HD-M275/276 hydraulic disc brakes with 160mm rotors and Tektro brake levers. 15” M276 (83mm reach); 17-23” M275 (88mm reach)

**Handlebar**
Jamis Riser bar, double-butted aluminum, 25.4 x 10” sweep x 20mm rise x 640mm (15”), 660mm (17-23”)

**Stem**
Jamis Trekking, 3D forged alloy, 15˚ rise, Length-60mm (15-17”), 90mm (19-23”)

**Grips**
MTB Type Grip

**Seat Post**
Jamis alloy micro-adjust, 31.6 x 350mm alloy clamp with QR seatpin

**Saddle**
Jamis Touring with SL cover

**Sizes**
15”, 17”, 19”, 21”, 23”

**Color**
Ano Nickel

**Weight**
31.25 lbs

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**UPGRADES/CHANGES FROM 2018**

- Tektro HD-275/276 hydraulic disc brakes
- Jamis double-butted Alloy riser bar
- CST Dual Sport Tire, 700 x 42c

**REASONS TO UPGRADE FROM DXT**

- Shimano Acera/Altus 3x8 drivetrain
- Tektro HD-275/276 hydraulic disc brakes
- SR/Suntor NVX HLO suspension fork with hydraulic lockout
- Jamis double-butted Alloy riser bar
- Cassette Freehub rear wheel

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**DXT SPORT GEOMETRY**

<table>
<thead>
<tr>
<th>SIZE</th>
<th>TT EFFECTIVE</th>
<th>INT ANGLE</th>
<th>ST ANGLE</th>
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DXT SPORT STEP-OVER

SPECIFICATIONS

Frame 6061 aluminum formed top and down tube, 1 1/8" head tube, seat stays disc brake mounts, 34.9mm seat tube, replaceable derailleur hanger, fender/rack eyelets and ring lock eyelets

Fork SR/Suntour SF15-NVX HLO, aluminum lowers, coil spring, 28mm stanchions, 1-1/8" steerer, hydraulic lockout, 75mm travel

Headset Internal Cup, threadless, 1 1/8”

Wheels Alex TD26 disc specific double wall alloy rims, 36H, alloy disc hubs with QR and 14g stainless steel spokes

Tires CST Dual Sport Tire, 700 x 42c

Deraileurs Shimano Acera RD-M360 rear and Altus FD-M310 top swing front

Shifters Shimano Altus Rapid Fire SL -M310, 24-speed

Chain KMC Z7

Cassette Shimano HG31, 8-speed, 11-32T

Crankset Shimano FC-TY301, 48/38/28T, 170mm

BB Set VP sealed cartridge, 68 x 122.5mm

Pedals Platform style

Brakeset Tektro HD-275/276 hydraulic disc brakes with 83mm reach, 160mm rotors and Tektro brake levers.

Handlebar Jamis Riser bar, double-butted aluminum, 25.4 x 10” sweep x 20mm rise x 640mm (14-18”), 660mm (20”)

Stem Jamis Trekking, 3D forged alloy, 15° rise, Length-60mm

Grips MTB Type Grip

Seat Post Jamis alloy micro-adjust, 31.6 x 350mm alloy clamp with QR seatpin

Saddle Jamis Touring Femme with SL cover

Sizes 14”, 18”, 20”

Color Ano Nickel

Weight 31.0 lbs

UPGRADES/CHANGES FROM 2018

Tektro HD-275/276 hydraulic disc brakes

Jamis double-butted Alloy riser bar

CST Dual Sport Tire, 700 x 42c

REASONS TO UPGRADE FROM DXT

Shimano Acera/Altus 3x8 drivetrain

Tektro HD-275/276 hydraulic disc brakes

SR/Suntor NVX HLO suspension fork with hydraulic lockout

Jamis double-butted Alloy riser bar

Cassette Freehub rear wheel

DXT SPORT STEP-OVER GEOMETRY

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<tr>
<th>SIZE</th>
<th>TT (mm)</th>
<th>HF ANGLE (°)</th>
<th>ST ANGLE (°)</th>
<th>CHAINSTAY (mm)</th>
<th>WHEELBASE (mm)</th>
<th>FORK RAKE (°)</th>
<th>BB DROP (mm)</th>
<th>HEADTUBE (mm)</th>
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UPGRADES/CHANGES FROM 2018

NEW MODEL!

**SPECSIFICATIONS**

**Frame** 6061 aluminum formed top and down tube, 1 1/8” head tube, seat stays disc brake mounts, 34.9mm seat tube, replaceable derailleur hanger, fender/rack eyelets and ring lock mount eyelets

**Fork** SR/Suntour SF15-NX-DX, aluminum lowers, coil spring, 28mm stanchions, 1-1/8” steerer, 75mm travel

**Headset** Internal Cup, threadless, 1 1/8”

**Wheels** Alex TD26 disc specific double wall alloy rims, 32H, alloy disc hubs with QR and 14g stainless steel spokes

**Tires** CST Dual Sport Tire, 700 x 42c

**Derailleurs** Shimano TY300 rear and TY510 top swing front

**Shifters** Shimano Rapid Fire SL-EF41, 2-speed

**Chain** KMC Z51

**Cassette** Shimano MF-TZ500, 7-speed, 14-34T

**Crankset** Forged alloy crank, 48/38/28T, 170mm (15-17”), 175mm (19-23”)

**BB Set** VP sealed cartridge, 68 x 122.5mm

**Pedals** Platform style

**Brakeset** Tektro MD-280 cable-actuated disc brakes with 160mm stainless 6-bolt rotors and Shimano EF41 levers

**Handlebar** Jamis Riser bar, double-butted aluminum, 25.4 x 10” sweep x 20mm rise x 640mm (15”), 660mm (17-23”)

**Stem** Jamis Trekking, 3D forged alloy, 15” rise, Length-60mm (15-17”), 90mm (19-23”)

**Grips** MTB Type Grip

**Seat Post** Jamis alloy micro-adjust, 31.6 x 350mm alloy clamp with QR seatpin

**Saddle** Jamis Touring with SL cover

**Sizes** 15”, 17”, 19”, 21”, 23”

**Color** Ano Black

**Weight** 32.0 lbs

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**DXT GEOMETRY**

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<th>ST ANGLE</th>
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UPGRADES/CHANGES FROM 2018
NEW MODEL!

DXT STEP-OVER

SPECIFICATIONS
Frame 6061 aluminum formed top and down tube, 1 1/8” head tube, seat stays disc brake mounts, 34.9mm seat tube, replaceable derailleur hanger, fender/rack eyelets and ring lock eyelets
Fork SR/Suntour SP15-NX-DS, aluminum lowers, coil spring, 28mm stanchions, 1-1/8” steerer, 75mm travel
Headset Internal Cup, threadless, 1 1/8”
Wheels Alex TD26 disc specific double wall alloy rims, 32H, alloy disc hubs with QR and 14g stainless steel spokes
Tires CST Dual Sport Tire, 700 x 42c
Derailleurs Shimano TY300 rear and TY510 top swing front
Shift Levers Shimano Rapid Fire SL EF41, 2-speed
Chain KMC Z51
Cassette Shimano MF-TZ500, 7-speed, 14-34T
Crankset Forged alloy crank, 48/38/28T, 170mm
BB Set VP sealed cartridge, 68 x 122.5mm
Pedals Platform style
Brakeset Tektro MD-280 cable-actuated disc brakes with 160mm stainless 6-bolt rotors and Shimano EF41 levers
Handlebar Jamis Riser bar, double-buttled aluminum, 25.4 x 10” sweep x 20mm rise x 640mm (14-18”), 660mm (20”)
Stem Jamis Trekking, 3D forged alloy, 15° rise, Length-60mm
Grips MTB Type Grip
Seat Post Jamis alloy micro-adjust, 31.6 x 350mm alloy clamp with QR seatpin
Saddle Jamis Touring Femme with SL cover
Sizes 14”, 18”, 20”
Color Ano Frost
Weight 31.75 lbs

DXT STEP-OVER GEOMETRY

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<th>SIZE</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
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ALLEGRO SERIES

Musically speaking, Allegro means quick and lively. Which exactly characterizes the spirit of our Allegros: fitness bikes that are lively, quick and seriously fun to ride. Our Allegros blend the speed and efficiency of a road bike with the heads up riding position many people prefer. The combination of road bike drivetrains, flat bar shifters, lightweight aluminum frame and carbon fork means you can Gran Fondo it on the weekend, then race through traffic during the week.

Aluminum When It Matters
When it comes to fitness training and peak performance, nothing is more detrimental to flying fast than carrying more weight than you need to. Which is why every Allegro is built with lightweight triple butted 6061 aluminum tubing. In fact, our aluminum Allegro frames shed 14 ounces over their steel Coda counterparts. We design comfort into the naturally stiffer ride by specifying large volume 32c tires, using similar geometry as our Codas and then adding a few millimeters to the wheelbase length for just a tad more compliance.

Size Specific Frame Design
Size Specific Design (SSD) is the Jamis design philosophy and technique used to create the best possible riding bike for each size rider. Rather than limiting frame size variations to just different length top, seat and head tubes lengths, we take an all-inclusive look at each frame’s total configuration. Every SSD frame will also feature size-specific BB drop, rear center, fork offset/trail and SST technology.

SST Means “Custom”
Our SST (size-specific tubing) engineering protocol employs smaller-diameter frame sections for smaller frames and larger ones for bigger frames. The result is a bike that has consistent performance characteristics across the size range, offering a ride that is virtually custom tuned for each and every rider.

Absolute Versatility
Every Allegro offers a full complement of eyelets and rack mounts to simplify installation of carriers and fenders. We even include bosses on the underside of the seatstays for installation of a ring lock. Ring locks are tremendously popular in Europe and will soon most assuredly be popular in the USA. A simple turn of the key immobilizes the rear wheel and prevents someone from riding off with your bike.

Stopping Power
Going elbow-to-door-handle in traffic with cars requires a reliable brakes. The Allegro Comp delivers with Tektro’s HD-M276 hydraulic disc brakes and the Sport with cable actuated Novela, which offer more power, better modulation & feel in rain or shine. Allegro Sport offer linear pull brakes, which are plenty powerful rain or shine. To make sure you’re in complete control even when grabbing a lot of lever for a surprise stop, we include power modulators on the front brake. This modulator absorbs excess lever pressure, assuring controlled braking performance.

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

SPECIFICATIONS

Frame Size Specific Design Triple-butted 6061 aluminum with redesigned rear triangle, flat mount disc brake mounts, internal cable routing, hydro-formed top and down tube, taper gauge “S” bend stays, replaceable derailleur hanger and fender/rack eyelets

Fork Aluminum air-formed fork with disc brake mounts, aluminum steerer, low-rider carrier mounts, forged dropouts and fender eyelets

Headset FSA Integrated IS threading with nylon upper compression ring, 1-1/8”

Wheels Alex TD26 double wall disc specific alloy rims, 32H, Formula 6-bolt alloy hubs with QR and 14g stainless steel spokes

Tires Vittoria Randonneur with Double Shield puncture protection and reflective sidewalls, 700 x 32c

Derailleurs Shimano Altus RD-M2000 rear and Shimano Altus FD-M370 front derailleur


Chain KMC Z9

Cassette Shimano HG200 9-speed, 11-32T

Crankset Shimano FC-M371, 48/36/26, 170mm (15-19”), 175mm (21-23”).

BB Set FSA sealed cartridge, 68 x 110.5mm

Pedals Platform style, steel cage/resin body

Brakeset Tektro HD-M275/276 hydraulic disc brakes with 160mm rotors and Tektro brake levers. 15-17” M276 (83mm reach); 19-23” M275 (88mm reach)

Handlebar Jamis Flat bar, 6061T-6 aluminum, 31.8 x 10’ sweep x 580mm (55-17”) 600mm (19-23”)

Stem Jamis Road 3D forged alloy, 10˚ rise x 90mm (15/17”), 105mm (19/21”), 115mm (23”)

Crips Anatomic density kraton

Seat Post Jamis alloy micro-adjust, 27.2 x 350mm alloy clamp with QR seatpin

Saddle Jamis Touring with SL cover

Sizes 15”, 17”, 19”, 21”, 23”

Color Nickel

Weight 25.75 lbs

STREET • FITNESS

ALLEGRO COMP GEOMETRY

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UPGRADES/CHANGES FROM 2018

Redesigned 55D frame
Shimano 9-speed Altus group
Shimano 9-speed 11-32T cassette
Shimano FC-M371 48/36/26 crankset
Tektro HD-275/276 hydraulic disc brakes
Jamis Road 3D forged stem

REASONS TO UPGRADE FROM ALLEGRO SPORT

Disc brake frame and fork
Aluminum air-formed fork
Shimano 9-speed Altus group
Shimano FC-M371 48/36/26 crankset
Tektro HD-275/276 hydraulic disc brakes
## ALLEGRO COMP FEMME

### SPECIFICATIONS

| Frame | Size Specific Design Triple-butted 6061 aluminum with redesigned rear triangle, flat mount disc brake mounts, internal cable routing, hydro-formed top and down tube, taper gauge “S” bend stays, replaceable derailleur hanger and fender/rack eyelets |
| Fork | Aluminum air-formed fork with disc brake mounts, aluminum steerer, low-rider carrier mounts, forged dropouts and fender eyelets |
| Headset | FSA Integrated IS threadless with nylon upper compression ring, 1 1/8” |
| Wheels | Alex TD26 double wall disc specific alloy rims, 32H, Formula 6-bolt alloy hubs with QR and 14g stainless steel spokes |
| Tires | Vittoria Randonneur with Double Shield puncture protection and reflective sidewalls, 700 x 32c |
| Derailleurs | Shimano Altus RD-M2000 rear and Shimano Altus FD-M370 front derailleur |
| Chain | KMC Z9 |
| Cassette | Shimano HG200 9-speed, 11-32T |
| Crankset | Shimano FC-M371, 48/36/26, 170mm (14-18”) |
| BB Set | FSA sealed cartridge, 68 x 110mm |
| Pedals | Platform style, steel cage/resin body |
| Brakeset | Tektro HD-276 hydraulic disc brakes with 83mm reach, 160mm rotors and Tektro brake levers. |
| Handlebar | Jamis Flat bar, 6061 T-6 aluminum, 31.8 x 10˚ sweep x 580mm |
| Stem | Jamis Road 3D forged alloy, 10˚ nse x 90mm (14-18”) |
| Grips | Anatomic double density kraton |
| Seat Post | Jamis alloy micro-adjust, 27.2 x 350mm alloy clamp with QR seatpin |
| Saddle | Jamis Touring Femme with SL cover |
| Sizes | 14”, 16”, 18” |
| Color | Ano Frost |
| Weight | 25.2 lbs |

### UPGRADES/CHANGES FROM 2018

- Redesigned SSD frame
- Shimano 9-speed Altus group
- Shimano 9-speed 11-32T cassette
- Shimano FC-M371 48/36/26 crankset
- Tektro HD-275/276 hydraulic disc brakes
- Jamis Road 3D forged stem

### REASONS TO UPGRADE FROM ALLEGRO SPORT FEMME

- Disc brake frame and fork
- Aluminum air-formed fork
- Shimano 9-speed Altus group
- Shimano FC-M371 48/36/26 crankset
- Tektro HD-275/276 hydraulic disc brakes

### ALLEGRO COMP FEMME GEOMETRY

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ALLEGRO SPORT

SPECIFICATIONS

Frame
- Size Specific Design 6061 aluminum with redesigned rear triangle, disc brake mounts, internal cable routing, hydro-formed top and down tube, taper gauge "5" bend stays, replaceable derailleur hanger and fender/rack eyelets

Fork
- Hi-Ten straight blade unicrown with disc brake mounts, low-rider carrier mounts, forged dropouts and 2 fender eyelets

Headset
- VP Integrated threadless, 1 1/8"

Wheels
- Alex DC26 alloy double wall rims, 36H, Modus disc alloy hubs w/QR & 14g stainless steel spokes

Tires
- Kenda Kwick Tendril with anit-puncture protection and reflective sidewalls, 700 x 32c

Derailleurs
- Shimano Acera RD-M360 rear and Shimano FD-TY710 front

Shifters
- Shimano Rapidfire SL-M310, 24-speed

Chain
- KMC Z7

Cassette
- Shimano HG31 8-speed, 11-32T

Crankset
- Shimano FC-TY501 triple, 48/38/28

BB Set
- VP sealed cartridge, 68 x 122.5mm

Pedals
- Platform style, steel cage/resin body

Brakeset
- Tektro MD-D280 mechanical disc brake with 160 rotors and Tektro ML-520 brake levers

Handlebar
- Jamis Flat bar, 6061 T-6 aluminum, 31.8 x 10˚ sweep x 580mm (15-17") 600mm (19-23")

Saddle
- Jamis Touring with SL cover

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

Color
- Gloss Black

Weight
- 27.0 lbs

REASONS TO UPGRADE FROM ALLEGRO

Redesigned SSD disc brake frame and fork
Shimano 8-speed group
Shimano Rapidfire SL-M310 shifters with Tektro levers
Shimano FC-TY501 crankset, 48/38/28
Alex DC26 alloy double wall rims
Kenda Kwick Tendril tires with anit-puncture protection

UPGRADES/CHANGES FROM 2018

Redesigned SSD disc brake frame
Hi-Ten straight blade unicrown disc brake fork
Shimano Acera rear derailleur
Shimano FC-TY501 crankset, 48/38/28
Tektro MD-D280 disc brakes

ALLEGRO & SPORT GEOMETRY

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STREET - FITNESS
**ALLEGRO SPORT FEMME**

**SPECIFICATIONS**

**Frame**  
Size Specific Design 6061 aluminum with redesigned rear triangle, disc brake mounts, internal cable routing, hydro-formed top and down tube, taper gauge “S” bend stays, replaceable derailleur hanger and fender/ rack eyelets

**Fork**  
Hi-Ten straight blade unicrown with disc brake mounts, low-rider carrier mounts, forged dropouts and 2 fender eyelets

**Headset**  
VP Integrated threadless, 1 1/8”

**Wheels**  
Alex DC26 alloy double wall rims, 36H, Modus disc alloy hubs w/QR & 14g stainless steel spokes

**Tires**  
Kenda Kwick Tendril with anti-puncture protection and reflective sidewalls, 700 x 32c

**Derailleurs**  
Shimano Acera RD-M360 rear and Shimano FD-TY710 front

**Shifters**  
Shimano Rapidfire SL-M310, 24-speed

**Chain**  
KMC Z7

**Cassette**  
Shimano HG31 8-speed, 11-32T

**Crankset**  
Shimano FC-TY501, 48/38/28 (14-18")

**BB Set**  
VP sealed cartridge, 68 x 122.5mm

**Pedals**  
Platform style, steel cage/resin body

**Brakeset**  
Tektro MD-D280 mechanical disc brake with 160 rotors and Tektro ML-520 brake levers

**Handlebar**  
Jams Flat bar, 6061 T-6 aluminum, 31.8 x 10˚ sweep x 580mm

**Stem**  
Jams Road 3D forged alloy, 10˚ rise x 90mm (14-18")

**Grips**  
Anatomic double density kraton grip

**Seat Post**  
Jams alloy micro-adjust, 27.2 x 350mm, alloy clamp with QR seatpin

**Saddle**  
Jams Touring Femm with SL cover

**Sizes**  
14", 16", 18"

**Color**  
Vanilla Mint

**Weight**  
26.75 lbs

**UPGRADES/CHANGES FROM 2018**

Redesigned SSD disc brake frame

Hi-Ten straight blade unicrown with disc brake mounts

Shimano Acera rear derailleur

Tektro MD-D280 disc brakes

**REASONS TO UPGRADE FROM ALLEGRO FEMME**

Redesigned SSD disc brake frame and fork

Tektro MD-D280 disc brakes

Shimano 8-speed group

Shimano Rapidfire SL-M310 shifters with Tektro levers

Shimano FC-TY501 crankset, 48/38/28

Alex DC26 alloy double wall rims

Kenda Kwick Tendril tires with anti-puncture protection

**ALLEGRO SPORT FEMME GEOMETRY**

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ALLEGRO

SPECIFICATIONS

Frame | Size Specific Design 6061 aluminum with redesigned rear triangle, disc brake mounts, internal cable routing, hydro-formed top and down tube, taper gauge “S” bend stays, replaceable derailleur hanger and fender/ rack eyelets

Fork | Hi-Ten tapered straight blade unicorn with bulge butted steerer, low-rider carry mounts and forged dropouts with 2 fender eyelets

Headset | Internal cup, threaded, 1 1/8”

Wheels | Double wall alloy rims, 32H, alloy hubs with QR and 14g stainless steel spokes

Tires | Kenda Eurotrek K-197, 700 x 32c

Deraileurs | Shimano RD-TY500 rear and Shimano FD-TY510 top swing front

Shifters | Shimano EZ-Fire Plus EF41 shifters, 21-speed

Chain | KMC Z51

Cassette | Shimano MF-TZ500, 7-speed 14-34T

Crankset | Shimano FC-TY301, 48/38/28, 170mm (15-19”), 175mm (21-23”)

BB Set | VP sealed cartridge, 68 x 122.5mm

Pedals | Platform style, steel cage/resin body

Brakeset | Promax TX-121 linear-pull with front power modulator and Shimano levers

Handlebar | Jamis Riser bar, alloy 25.4 x 10° sweep x 40mm rise x 600mm

Stem | Jamis alloy hi-rise, quill type, 35° rise, 80mm extensions, 150mm (15”), 180mm (17-23”)

Crips | Anatomic double density kraton

Seat Post | Jamis alloy micro-adjust, 27.2 x 350mm, alloy clamp with QR seatpin

Saddle | Jamis Touring with SL cover

Sizes | 15”, 17”, 19”, 21”, 23”

Color | Gloss Black or Inferno Red

Weight | 27.25lbs

ALLEGRO & SPORT GEOMETRY

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UPGRADES/CHANGES FROM 2018

Redesigned SSD frame and fork
Shimano MF-TZ500, 7-speed 14-34T
ALLEGRO STEP-OVER

SPECIFICATIONS

Frame Size Specific Design 6061 aluminum with redesigned rear triangle, disc brake mounts, internal cable routing, hydro-formed top and down tube, taper gauge "S" bend stays, replaceable derailleur hanger and fender/rack eyelets

Fork Hi-Ten tapered straight blade unicrown with bulge butted steerer, low-rider carry mounts and forged dropouts with 2 fender eyelets

Headset Internal cup threaded, 1 1/8”

Wheels Double wall alloy rims, 32H, alloy hubs with QR and 14g stainless steel spokes

Tires Kenda Eurotrek K-197, 700 x 32c

Derailleurs Shimano RD-TY500 rear and Shimano FD-TY510 top swing front

Shifters Shimano EZ-Fire Plus EF41 shifters, 21-speed

Chain KMC Z51

Cassette Shimano MF-TZ500, 7-speed 14-34T

Crankset Shimano FC-TY301, 48/38/28, 170mm (14-18")

BB Set VP sealed cartridge, 68 x 122.5mm

Pedals Platform style, steel cage/resin body

Brakeset Promax TX-121 linear-pull with front power modulator and Shimano levers

Handlebar Jamis Riser bar, alloy 25.4 x 10” sweep x 40mm rise x 600mm

Stem Jamis alloy hi-rise, quill type, 35° rise, 80mm extension, 180mm high, 150mm (14-16"), 180mm (18")

Grips Anatomic double density kraton

Seat Post Jamis alloy micro-adjust, 27.2 x 350mm, alloy clamp with QR seatpin

Saddle Jamis Touring Femme with SL cover

Sizes 14", 16", 18"

Color Gloss Black or Ice Blue

Weight 27.0 lbs

UPGRADES/CHANGES FROM 2018

Redesigned SSD frame and fork
Shimano MF-TZ500, 7-speed 14-34T

ALLEGRO STEP-OVER GEOMETRY

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<th>HT ANGLE</th>
<th>SL ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB DROP</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
<th>STACK</th>
<th>REACH</th>
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<tr>
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</table>
CODA SERIES

Our Codas have been some of our most popular bikes for years, and for good reason. There’s the smooth-riding Reynolds chromoly frames, the well-thought-out geometry, the heads-up riding position and the smart component selections, from the super-wide gearing range to the easy-adjust stems: these bikes are simply some of the best and most versatile around.

Buttery Smooth Ride of Steel
We’re famous for our steel bikes and the Codas have a lot to do with that. No frame material makes more sense on beat-up city streets than steel. Why? Hit a baseball with a wooden bat and then hit one with an aluminum bat and you’ll know why. You want your frame material to soak up those streets, not beat you with them. And we use only the best: Reynolds cold-worked, double-butted chrome-moly steel.

Size Specific Frame Design
Size Specific Design (SSD) is the Jamis design philosophy and technique used to create the best possible riding bike for each size rider. Rather than limiting frame size variations to just different length top, seat and head tubes lengths, we take an all-inclusive look at each frame’s total configuration. Every SSD frame will also feature size-specific BB drop, rear center, fork offset/trail and SST technology.

Easy Accessorizing
Every Coda offers a full complement of eyelets and rack mounts to simplify installation of a rear carrier, fenders and ring lock.

Geared to Go Anywhere
The drivetrains on all our Codas feature long cage ATB rear derailleurs, full-size triple chainring cranksets (48/36/26 or 48/38/28) and big 11-32/34 cassette blocks. This gives you the dual advantage of having high road bike gearing for controlled pedaling at speed on descents and low mountain bike gearing for easier pedaling uphill. It’s a rider-friendly combination that’s made the Coda series one of our best selling bikes.

Stopping Power
Going elbow-to-door-handle in traffic with cars requires a reliable brakes. The Coda Elite delivers with Shimano BL-MT200 hydraulic disc brakes and the Comp with Tektro HD-276, which offer more power, better modulation & feel in rain or shine. Coda Sport and Coda offer linear pull brakes, which are plenty powerful rain or shine. To make sure you’re in complete control even when grabbing a lot of lever for a surprise stop, we include power modulators on the front brake. This modulator absorbs excess lever pressure, assuring controlled braking performance.

Wheels Built for the Street
Low spoke count wheels, with radial lacing or 2-cross lacing, may look all sexy and smart, but wheels built in this manner require highly tensioned spokes in order to support the rim and rider. This over-tensioning results in a harsher riding wheel, which is the antithesis of the Coda raison d’être. Every Coda wheel is built with sturdy 19+mm wide double-wall rims that allow us to specify wider tires with a larger contact patch for a smoother, more stable ride, and 32 stainless steel spokes laced in a 3-cross pattern that assures rugged durability.

Rolling Fast
Vittoria Randonneur 32c tires are just the right size for zipping through traffic. Narrow enough to roll reasonably fast, wide enough to provide a secure contact patch. With sufficient air volume to offer a comfortable ride and extra shielding in the casing for superior puncture resistance.
CODA ELITE

SPECIFICATIONS

Frame
Size Specific Design Disc Brake Reynolds 520 double-butted chromoly main tubes, extended head tube with reinforced collars, double tapered cromo stays, forged dropouts and fender/rack eyelets.

Fork
Jamis full carbon composite with carbon steerer, disc brake post mounts, low-rider cammer mounts and carbon drop out with stainless steel tabs and fender eyelets.

Headset
Threadless, 1 1/8”.

Wheels
Alex TD-26 double wall disc specific alloy rims, 32H, Shimano M475 6-bolt disc hubs with QR and 14g stainless steel spokes.

Tires
Vittoria Randonneur with Double Shielding puncture protection, 700 x 32c.

Deraileurs
Shimano Deore M591 SGS rear and Alivio FD-T4000 bottom-pull front.

Shifters

Chain
Shimano.

Cassette
Shimano 9-speed, 11-32T.

Crankset
Shimano FC-T4010 triple, 48/36/26T, 170mm (15-17”), 175mm (19-23”).

BB Set
Shimano BB-ES300, 68 x 122.5mm.

Pedals
Full alloy platform, toe clip attachable.

Brakeset
Shimano BL-MT200 hydraulic disc brakes with Shimano 160mm rotors and brake levers with reach adjust.

Handlebar
Jamis Flat bar, 6061 T-6 aluminum, 25.4 x 10˚ sweep x 580mm (15-17”) 600mm (19-23”).

Stem
Jamis Road 3D forged alloy, 25.4 x 17˚ x 90mm (15-17”), 101mm (19-23”)

Crips
Anatomic double density kraton.

Seat Post
Jamis alloy micro-adjust, 27.2 x 350mm alloy clamp with QR seatpin.

Saddle
Selle Royal Asphalt with integrated clip system.

Sizes
15”, 17”, 19”, 21”, 23”.

Color
Dark Shadow.

Weight
26.00 lbs.

UPGRADES/CHANGES FROM 2018

Shimano BL-MT200 hydraulic disc brakes
Selle Royal Asphalt Saddle with integrated clip system
Jamis Road 3D forged stem

REASONS TO UPGRADE FROM CODA COMP

Shimano BL-MT200 hydraulic disc brakes
Shimano Deore/Alivio 27-speed group
Shimano M475 disc brake hubs
Shimano FC-T4010 crankset

CODA ELITE GEOMETRY

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<th>SIZE</th>
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<th>ST ANGLE</th>
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<td>15.98 / 406</td>
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Dark Shadow

125
CODA COMP

SPECIFICATIONS

Frame
Size:
Specific Design Disc Brake
Reynolds 520 double-butted chromoly main tubes, extended head tube with reinforced collars, double tapered cromo stays, forged dropouts and fender/rack eyelets

Fork
Jamis full carbon composite with carbon steerer, disc brake post mounts, low-rider carrier mounts and carbon drop out with stainless steel tabs and fender eyelets

Headset
Threadless, 1 1/8”

Wheels
Alex TD-26 double wall disc specific alloy rims, 32H, Formula hubs with QR and 14g stainless steel spokes

Tires
Vittoria Randonneur with Double Shielding puncture protection and reflective sidewalls, 700 x 32c

Deraileurs
Shimano Acera RD-M360 SGS rear and Altus FD-M310 top swing front

Shifters
Shimano RapidFire Plus SL-M310, 24-speed

Chain
KMC Z8

Cassette
Shimano HG41 8-speed, 11-34T

Crankset
Shimano FC-TY501, 48/38/28T, 170mm (15-19”), 175mm (21-23”)

BB Set
PSA sealed cartridge, 68 x 110.5mm

Pedals
Full alloy platform, toe clip attachable

Brakeset
Tektro HD-M275/276 hydraulic disc brakes with 160mm rotors and Tektro brake levers. 15-17” M276 (83mm reach), 19-23” M275 (88mm reach)

Handlebar
Jamis Flat bar, 6001 T-6 aluminum, 25.4 x 10° sweep x 580mm (15-17”), 600mm (19-23”)

Stem
Jamis Road 3D forged alloy, 25.4 x 17° x 90mm (15-17”), 110mm (19-23”)

Grips
New Anatomic double density kraton grip with end plug

Seat Post
Jamis alloy micro-adjust, 27.2 x 350mm alloy clamp with QR seatpin

Saddle
Selle Royal Asphalt with integrated clip system

Sizes
15”, 17”, 19”, 21”, 23”

Color
Flat Steel

Weight
26.50 lbs

UPGRADES/CHANGES FROM 2018

Jamis full carbon fork
Tektro HD-275/276 hydraulic disc brakes
Jamis Road 3D forged stem
Selle Royal Asphalt Saddle with integrated clip system

CODA COMP GEOMETRY

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<tr>
<th>SIZE</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
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<th>HEADTUBE</th>
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<td>41.42 / 1052</td>
<td>1.89 / 48</td>
<td>2.16 / 55</td>
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<td>34.29 / 871</td>
<td>25.16 / 639</td>
<td>15.98 / 406</td>
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</tbody>
</table>

REASONS TO UPGRADE FROM CODA SPORT

Reynolds 520 double-butted chromoly main tube disc brake frame
Jamis full carbon fork
Selle Royal Asphalt Saddle with integrated clip system
Tektro HD-275/276 hydraulic disc brakes
**CODA COMP FEMME**

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Frame</th>
<th>Size Specific Design Disc Brake Reynolds 520 double-butted chromoly main tubes, extended head tube with reinforced collars, double tapered cromo stays, forged dropouts and fender/rack eyelets</th>
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</thead>
<tbody>
<tr>
<td>Fork</td>
<td>Jamis full carbon composite with carbon steerer, disc brake post mounts, low-rider carrier mounts and carbon drop out with stainless steel tabs and fender eyelets</td>
</tr>
<tr>
<td>Headset</td>
<td>Threadless, 1 1/8”</td>
</tr>
<tr>
<td>Wheels</td>
<td>Alex TD-26 double wall disc specific alloy rims, 32H, Formula hubs with QR and 14g stainless steel spokes</td>
</tr>
<tr>
<td>Tires</td>
<td>Vittoria Randonneur with Double Shielding puncture protection and reflective sidewalls, 700 x 32c</td>
</tr>
<tr>
<td>Derailleurs</td>
<td>Shimano Acera RD-M360 SGS rear and Altus FD-M310 top swing front</td>
</tr>
<tr>
<td>Shifters</td>
<td>Shimano RapidFire Plus SL-M310, 24-speed</td>
</tr>
<tr>
<td>Chain</td>
<td>KMC Z8</td>
</tr>
<tr>
<td>Cassette</td>
<td>Shimano HG41 8-speed, 11-34T</td>
</tr>
<tr>
<td>Crankset</td>
<td>Shimano FC-TY501, 48/38/28T, 170mm (14-18”)</td>
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<tr>
<td>BB Set</td>
<td>FSA sealed cartridge, 68 x 110.5mm</td>
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<td>Pedals</td>
<td>Full alloy platform, toe clip attachable</td>
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<tr>
<td>Brakeset</td>
<td>Tektro HD-276 hydraulic disc brakes with 83mm reach, 160mm rotors and Tektro brake levers.</td>
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<tr>
<td>Handlebar</td>
<td>Jamis Flat bar, 6061 T-6 aluminum, 25.4 x 10˚ sweep x 580mm</td>
</tr>
<tr>
<td>Stem</td>
<td>Jamis Road 3D forged alloy, 25.4 x 17˚ x 90mm (14-18”)</td>
</tr>
<tr>
<td>Grips</td>
<td>Anatomic double density kraton</td>
</tr>
<tr>
<td>Seat Post</td>
<td>Jamis alloy micro-adjust, 27.2 x 350mm alloy clamp with QR seatpin</td>
</tr>
<tr>
<td>Saddle</td>
<td>Selle Royal Asphalt GF with integrated clip system</td>
</tr>
<tr>
<td>Sizes</td>
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<tr>
<td>Color</td>
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<tr>
<td>Weight</td>
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**UPGRADES/CHANGES FROM 2018**

- Jamis full carbon fork
- Tektro HD-275/276 hydraulic disc brakes
- Jamis Road 3D forged stem
- Selle Royal Asphalt Saddle with integrated clip system

**REASONS TO UPGRADE FROM CODA SPORT FEMME**

- Reynolds 520 double-butted chromoly main tube disc brake frame
- Jamis full carbon fork
- Selle Royal Asphalt Saddle with integrated clip system
- Tektro HD-275/276 hydraulic disc brakes

**CODA COMP FEMME GEOMETRY**

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<th>REACH</th>
<th>STEM ANGLE</th>
<th>HEADTUBE</th>
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<td>5.00 / 127</td>
<td>22.01 / 559</td>
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</table>
**CODA SPORT**

**SPECIFICATIONS**

| Frame | Size Specific Design Double-butted chromoly frame, extended head tube with reinforced collars, double tapered cromo stays, forged dropouts and fender/rack eyelets |
| Fork | Chromoly unisunk, bulge butted steerer, low-rider carrier mounts, and forged dropouts with fender eyelets |
| Headset | Threadless, 1 1/8" |
| Wheels | Alex ID-19 double wall alloy rims with GSW sidewall, 32H, Formula alloy hubs with QR and 14g stainless steel spokes |
| Tires | Vittoria Randonneur with Double Shielding puncture protection and reflective sidewalls, 700 x 32c |
| Derailleurs | Shimano Acera M360 SGS rear and FD-TY710 bottom pull front |
| Shifters | Shimano RapidFire Plus SL-M310, 24-speed |
| Chain | KMC Z8 |
| Cassette | Shimano HG41 8-speed, 11-32T |
| Crankset | Shimano FC-TY501, 48/38/28T, 170mm (15-19"), 175mm (21-23") |
| BB Set | FSA sealed cartridge, 68 x 110.5mm |
| Pedals | Platform style, steel cage/resin body |
| Brakeset | Tektro 855AL alloy linear-pull brakes with front power modulator and Tektro brake levers |
| Handlebar | Jamis Flat bar, 6061 T-6 aluminum, 25.4 x 10° sweep x 580mm (15-17"), 600mm (19-23") |
| Stem | Jamis Road, 3D forged 6061 alloy, 25.4 x 17° x 90mm (15/17"), 110mm (19/21/23") |
| Grips | Anatomic double density kraton |
| Seat Post | Jamis alloy micro-adjust, 27.2 x 350mm alloy clamp with QR seatpin |
| Saddle | Jamis Touring with SL cover |
| Sizes | 15", 17", 19", 21", 23" |
| Color | Black Ice or Monterey Red |
| Weight | 27.00 lbs |

**REASONS TO UPGRADE FROM CODA**

Alex ID-19 rims with GSW sidewall
Shimano Acera M360 rear and RD-TY710 front derailleurs
Shimano Altus SL-M310 shifter/tektro brake lever
Shimano FC-TY501 crankset
Shimano 8-speed 11-32T cassette
Vittoria Randonneur tire

**UPGRADES/CHANGES FROM 2018**

Same Great Model

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**CODA SPORT GEOMETRY**

<table>
<thead>
<tr>
<th>Size</th>
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<th>HT ANGLE</th>
<th>ST ANGLE</th>
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**STREET - URBAN**

**CODA SPORT GEOMETRY**

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**Monterey Red**

**Black Ice**
REASONS TO UPGRADE FROM CODA FEMME

CODA SPORT FEMME GEOMETRY

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UPGRADES/CHANGES FROM 2018

- Same Great Model
- Shimano Acera M360 rear and FD-TY710 front deraileurs
- Shimano Altus SL-M310 shifts/tektro brake lever
- Shimano FC-TY501 crankset
- Shimano 8-speed 11-32T cassette
- Vittoria Randonneur tire
Coda

Specifications

Frame: Size Specific Design Double-butted chromoly frame, extended head tube with reinforced collars, double tapered chromoly stays, forged dropouts and fender/rack eyelets

Fork: Steel unicrown, bulge butted steerer, low-rider carrier mounts and forged dropouts with double fender eyelets

Headset: Threaded, 1 1/8”

Wheels: Double wall alloy rims, 32H, alloy hubs with QR and 14g stainless steel spokes

Tires: Kenda K-197 Eurotrek, 700 x 32c

Derailleurs: Shimano Tourney TY500 rear and TY510 front

Shifters: Shimano EZ-Fire Plus EF41 shifters, 21-speed

Chain: KMC Z51

Cassette: Shimano HG200 7-speed, 12-32T

Crankset: Shimano FC-TY301, 48/38/28T, 170mm (14-18”), 175mm (21-23”)

BB Set: VP sealed cartridge, 68 x 122.5mm

Pedals: Platform style, steel cage/resin body, toe clip attachable

Brakeset: Promax TX-121 alloy linear-pull brakes with front power modulator and Shimano brake levers

Handlebar: Jamis Riser bar, alloy 25.4 x 10˚ sweep x 40mm rise x 600mm

Stem: Jamis alloy hi-rise, quill type, 25.4 x 80mm extension x 35˚ x 150mm (15/17”), 180mm (19/21/23”)

Grips: Anatomic double density kraton

Seat Post: Jamis alloy micro-adjust, 27.2 x 350mm alloy clamp

Saddle: Jamis Touring with SL cover

Sizes: 15”, 17”, 19”, 21”, 23”

Color: Gloss Black or Silver Mist

Weight: 27.25 lbs

Coda Geometry

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<th>Angle</th>
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<th>Wheelbase</th>
<th>Fork Rake</th>
<th>BB Drop</th>
<th>Headtube</th>
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Upgrades/Changes from 2018

Shimano HG200 7-speed 12-32T cassette
**CODA STEP-OVER**

**SPECIFICATIONS**

Frame  
Size Specific Design  
Double butted chromoly frame, extended head tube with reinforced collars, double tapered cromo stays, forged dropouts and fender/rack eyelets

Fork  
Steel unicrown, bulge butted steerer, low-rider carrier mounts and forged dropouts with double fender eyelets

Headset  
Threaded, 1 1/8”

Wheels  
Double wall alloy rims, 32H, alloy hubs with QR and 14g stainless steel spokes

Tires  
Kenda K-197 Eurotrek, 700 x 32c

Derailleurs  
Shimano Tourney TY500 rear and TY510 front

Shifters  
Shimano EZ-Fire Plus EF41 shifters, 21-speed

Chain  
KMC Z51

Cassette  
Shimano HG200 7-speed, 12-32T

Crankset  
Shimano FC-TY301, 48/38/28T, 170mm (14-18”)

BB Set  
VP sealed cartridge, 68 x 122.5mm

Pedals  
Platform style, steel cage/resin body, toe clip attachable

Brakeset  
Promax TX-121 alloy linear-pull brakes with front power modulator and Shimano brake levers

Handlebar  
Jamis Riser bar, alloy 25.4 x 10° sweep x 40mm rise x 600mm

Stem  
Jamis alloy hi-rise, alloy 25.4 x 80mm extension x 35° x 150mm (14-15”), 180mm (18”)

Grips  
Anatomic double density kraton

Seat Post  
Jamis alloy micro-adjust, 27.2 x 350mm alloy clamp

Saddle  
Jamis Touring Femme with SL cover

Sizes  
14”, 16”, 18”

Color  
Spectrum Blue or Silver Mist

Weight  
27.0 lbs

**STREET - URBAN**

**CODA STEP-OVER GEOMETRY**

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**UPGRADES/CHANGES FROM 2018**

Shimano HG200 7-speed 12-32 cassette

**Spectrum Blue**

**Silver Mist**
BEATNIK

This is stripped-down, go fast gear for the urban jungle. Steel frames to soak up anything the city has to throw at you. Brakes and flip-flop hub just in case. Everything you need to survive on pedals on the street. Nothing more. Nothing less.

Secure Stops
We include front and rear brakes in our specification. The calipers are a “long-reach” type allowing for greater tire width choices and fender installation.

Ride Fixed or Free
Whether you prefer to ride fixed or free, we’ve got you covered with a Flip-Flop rear hub and fixed cogs already installed.

Real Steel
There is simply no better material better suited for the rigors of urban riding than steel. Unlike aluminum, steel naturally damps or absorbs the shocks and vibrations of city streets. Aluminum simply transmits it, like a tuning fork, which is why aluminum frames are often criticized for their “harsh” riding qualities. Besides, on a fixie, where vintage reigns, skinny steel frame tubes are just right.

Steering Style
The Beatnik’s short length flat bar and threadless alloy stem can be flipped to a 10-degree positive position depending on rider preference.

SST Means “Custom”
Our SST (size-specific tubing) engineering protocol employs smaller-diameter frame sections for smaller frames and larger ones for bigger frames, for more consistent ride quality across all frame sizes.
**BEATNIK**

**SPECIFICATIONS**

| Frame | Hi-Ten tubing with SST tubing diameters, tapered rear stays, rear entry dropouts with fender eyelets |
| Fork | Crown straight blade with double fender eyelets |
| Headset | Threadless, 1 1/8” |
| Wheels | 40mm Deep Dish Alloy rims with black CNC sidewall, 32H, alloy track hubs with flip/flop rear and 14g stainless steel spokes |
| Tires | Urban, 700 x 32c |
| Derailleurs | N/A |
| Shifters | N/A |
| Chain | KMC Z410A |
| Cassette | 10T Freewheel and fix gear |
| Crankset | Forged alloy crank, single 46T alloy chainring, 170mm |
| BB Set | Sealed Cartridge |
| Pedals | Touring platform, steel cage/resin body |
| Brakeset | Promax long reach alloy calipers with shorty brake levers |
| Handlebar | Rise bar, aluminum, 25.4 barbore, 540mm wide, 10mm rise, 10° sweep |
| Stem | Jamis Road, 3D forged 6061 alloy, 15˚ x 60mm (47/50), 105mm (53/55), 120mm (57/59/62) |
| Grips | BMX Type Grip |
| Seat Post | Jamis alloy micro-adjust, 27.2 x 350mm with alloy clamp |
| Saddle | Jamis Vintage with perforated cover |
| Sizes | 48, 51, 54, 56, 58, 61cm |
| Color | Ano Black or Nimbus Grey |
| Weight | 25.25 lbs |

**TECH FEATURES**

**UPGRADES/CHANGES FROM 2018**

- 40mm deep dish alloy rims with CNC sidewall before anodized

Urban 700x32c tire
Many people are now discovering that commuting by bike is not only healthy, efficient and green, but on the right bike is also easy and fun. Our Commuters are designed to minimize maintenance, while maximizing comfort and efficiency. The lightweight aluminum frames, fenders, and rear carriers are ready for the inner city shuffle, with our saddles and grips designed to offer comfortable contact points so you arrive refreshed and recharged.

**Stay High and Dry**
Every Commuter offers longer, full-coverage fenders, complete with mud flaps. The consistent inside fender radius and rolled edges keeps the water inside the fender and off your feet and drivetrain.

**Stylish Steering**
Every Commuter offers a smartly redesigned alloy handlebar that sweeps forward, and then back stylishly for a perfectly comfortable heads-up riding position.

**Old School Cool**
A quilled stem may seem old school, but the traditional design is both simple and versatile. And on our Commuters, it looks great too. Loosening one Allen screw allows stem and handlebar height to be easily adjusted without effecting headset preload. Pull it up on Monday morning for see-in-traffic commutes, and then lower it for faster fitness rides on the weekend.

**Stopping Power**
A powerful braking system is a must for commuting in traffic. The Commuter 3 delivers with Tektro hydraulic disc brakes that work powerfully rain or shine. While the Commuter 1 and 2 offer the always-reliable linear pull brakes.

**Ready to Load**
We've designed our rear carriers specifically for use on all our Commuter models and painted them to match the frame and forks. All models include a Jamis securing strap.

**Jamis Metro Saddle**
Our Jamis Metro Sport saddle offers just the right combination of width, shape and padding for riding comfortably and efficiently. Equipped with Memory Foam or high quality polyurethane, and offered in gender specific sizing.

**Smart Tires**
The CST Corporal tire features a single compound rubber and grooved tread, so it not only rolls quickly on the street, but also maintains control in gravel and disperses water in wet conditions. The casing is reinforced for extra flat protection and offers a reflective sidewall stripe to increase visibility in the dark.
### COMMUTER 3

#### SPECIFICATIONS

| Frame | 6061 triple gauge aluminum main tubes and stays, new sloping design, kickstand mount, forged dropouts and fender/rack eyelets |
| Fork | Jamis C/City/Cross alloy unicorn, straight blades, forged dropouts with low rider mounts and double fender eyelets |
| Headset | Water-resistant sealed mechanism, threaded 11/8" |
| Wheels | Alex ID-19 double wall alloy rims, 32h, alloy hubs with QR and 14g stainless steel spokes |
| Tires | CST Corporal with puncture protection and silver safety stripe, 700 x 38c |
| Derailleur | Shimano Claris RD-R2000 CS rear and Shimano Claris FD-R2000 front with 31.8mm alloy clamp |
| Shifter | Shimano Claris SL-R2000, 16-speed |
| Chain | KMC Z7 |
| Cassette | Shimano HG31, 8-speed |
| Crankset | Forged alloy crank, 48/36, 170mm (14-18"), 175mm (19-23"), with outer guard |
| BB Set | Sealed cartridge, 68 x 103.5mm |
| Pedals | Comfort platform with TPE non-slip insert |
| Brakeset | Tektro HD-M275 post mount hydraulic disc brakes with 160mm 6-bolt rotors and Tektro levers |
| Handlebar | Jamis ARC, 6061 aluminum, 25.4 x 35° sweep x 580mm (F 14", 18") |
| Stem | Jamis alloy hi-rise, quill type, 35° x 90mm with 180mm quill |
| Grips | Anatomic double density kraton with reflective end plug |
| Seat Post | Jamis Metro Sport with memory foam, synthetic leather cover, burnished sides, gender specific |
| Saddle | Jamis alloy micro-adjust, 27.2 x 350mm with alloy clamp and QR seatpin |
| Accessories | Full coverage 45mm fenders with mud flaps, new designed Jamis carrier (capacity 18kg/40lbs.) with Jamis logo strap & rear reflector, micro bell and kickstand |

#### UPGRADES/CHANGES FROM 2018

- 700x38 CST Corporal with puncture protection and silver safety stripe
- Tektro HD-M275 hydraulic disc brakes with Tektro lever

#### REASONS TO UPGRADE FROM COMMUTER 2

- Shimano Claris 16-speed group
- Forged 48/36 alloy crank
- Tektro HD-M275 hydraulic disc brakes with Tektro lever

### COMMUTER 3 GEOMETRY

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<th>Size</th>
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<th>ST Angle</th>
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<th>Wheelbase</th>
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<th>BB Drop</th>
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Color: Ano Grey, Deep Blue
**COMPUTER 2**

**SPECIFICATIONS**

- **Frame**: 6061 triple gauge aluminum main tubes and stays, new sloping design, kickstand mount, forged dropout and fender/rack eyelets
- **Fork**: Jamis City/Cross steel unforced, straight blades with low rider mounts and double fender eyelets
- **Headset**: Water-resistant sealed mechanism, threaded 1 1/8”
- **Wheels**: Alex ID-19 double wall alloy rims with GSW sidewall, 32H, alloy hubs with QR and 14g stainless steel spokes
- **Tires**: CST Corporal with puncture protection and silver safety stripe, 700 x 38c
- **Derailleurs**: Shimano Acera RD-M360 SGS rear
- **Shifters**: Shimano RapidFire Plus SL-M310, 8-speed
- **Chain**: KMC Z7
- **Cassette**: Shimano HG41 8-speed, 11-34T
- **Crankset**: Forged alloy crank, single 42T chainring, 170mm (14-18”), 175mm (19-23”), with full length chainguard
- **BB Set**: Sealed cartridge, 68 x 122.5mm
- **Pedals**: Comfort platform with TPE non-slip insert
- **Brakeset**: Promax forged alloy linear-pull brakes with Tektro CL530 ergonomic design alloy brake levers with kraton insert
- **Handlebar**: Jamis ARC, 6061 aluminum, 25.4 x 35° sweep x 580mm (F 14”, 18”) 600mm (M 15”, 17”, 19”, 21”, 23”)
- **Stem**: Jamis alloy hi-rise, quill type, 35° x 90mm with 180mm quill
- **Grips**: Anatomic double density kraton with reflective end plug
- **Seat Post**: Jamis micro-adjust, 27.2 x 350mm with alloy clamp and QR seatpin
- **Saddle**: Jamis Metro Sport with memory foam, synthetic leather cover, burnished sides, gender specific
- **Accessories**: Full coverage 45mm fenders with mud flaps, new designed Jamis logo strap & rear reflector, micro bell and kickstand

<table>
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<th>TT (Effective)</th>
<th>ST (Angle)</th>
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<th>WHEELBASE</th>
<th>FORK RAKE</th>
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**UPGRADES/CHANGES FROM 2018**

- 700x38 CST Corporal with puncture protection and silver safety stripe
- Shimano HG41 11-34 cassette

**REASONS TO UPGRADE FROM COMMUTER 1**

- Lightweight aluminum frame
- Shimano 1x8 drivetrain with rapidfire shifter
- Jamis Metro Sport saddle with memory foam

**COMPUTER 2 GEOMETRY**

- **Color**: M: Charcoal S/O: Cream
- **Weight**: 32 lbs
UPGRADES/CHANGES FROM 2018

700x38 CST Corporal with puncture protection and silver safety stripe
CITIZEN SERIES

Comfortable, enjoyable mobility: that’s Citizen. This is the ultimate low-carbon-footprint, sightseeing machine. It’s a low-impact and fun workout for new cyclists and a zero-emissions way to get around town. We can’t think of a better way to be a good Citizen.

Easy to Look At. Easy to Get On
We’re super proud of the Citizen’s sleek frame design. With an arcing top tube for the “Men’s” frames and S-bend top and down tubes for a super-low step-through “Women’s” version. In fact, we hesitate to designate either with gender specific labels because the version with the easy-access, low step-over top tube is suitable for anyone with limited hip flexibility who might be challenged to swing a leg over the rear wheel when mounting & dismounting.

And Easy to Ride
When it comes to recreational riding, nothing gets more uncomfortable faster than having to pedal more weight than necessary. That is why Citizen 1, 2 & 3 are built with lightweight 6061 aluminum tubing. In fact, our aluminum Citizen frames are at least a half-pound lighter than our famous steel Coda street bikes. We design comfort into the naturally stiffer ride of the aluminum tubes by specifying larger volume 38c tires and adding a few millimeters to the chainstay and wheelbase length.

Ride Position
A usual complaint from new or returning riders trying to get into the cycling groove is feeling uncomfortably perched forward with too much weight on their wrists and having to crank their necks backwards just to be able to see in traffic. We specifically designed our Citizens to remedy this. The large diameter 700c wheels push handlebar height up and shorter top tubes pull handlebars closer to the saddle, all to mitigate forward lean. Our 4-inch rise handlebars sweep back at a natural hand-grasp angle with a long-quilled or angle-adjustable stem that allows for a wide range of adjustment to tune handlebar height and reach perfectly for each ride.

Where It Counts
Our super plush saddle features memory foam padding (Citizen 2 & 3) or extra high quality polyurethane padding (Citizen 1 & Citizen) for optimum support with maximum comfort. The slip-resistant suede-type top prevents sliding and the burnished side panels reduce leg friction while pedaling. Elastomer springs help soak up high resonance road vibrations. Offered in gender specific sizes.

Why 700c?
So why go with a Citizen instead of an Explorer or a Hudson since they all seem to offer many of the same comfort and quality attributes? It’s simple: if your riding will be primarily on the road or on smoothly graded trails, the larger diameter road-bike sized 700c Citizen wheels roll faster with less rolling resistance and roll over potholes and railroad tracks more smoothly than the 27.5” wheels of the Explorer and Hudson.

Geared to Go
The drivetrains on our Citizen 1, 2, & 3 all feature long cage rear derailleurs, full-size 48/38/28T triple chainring cranksets and big 11-32T or 14-34T gearing in the back. This gives you the dual advantage of having fairly tall gears for controlled pedaling at speed on descents as well as really low gearing for easier pedaling uphill. It’s a rider-friendly combination that’s made the Citizens a perennial favorite of recreational cyclists.
CITIZEN 3

SPECIFICATIONS

Frame 6061 aluminum triple gauge main tubes with hydro-formed top tube, sloping design for men’s, step through design for ladies, internal cable routing, center-mount kickstand plate, replaceable derailleur hanger and fender/rack eyelets

Fork SR/Suntour NEX HLO suspension, coil spring with preload adjuster and hydraulic lockout, 63mm travel

Headset Water-resistant sealed mechanism, threaded, 1 1/8"

Wheels Alex ID-19 double wall alloy rims with GSW sidewall, 32H, Formula alloy hubs with QR and 14g stainless steel spokes

Tires CST Marathon/Tour C-1446 with silver safety stripe, 700 x 38c

Derailleurs Shimano Acera RD-M360 rear and Shimano FD-TY710 front, 31.8mm, top swing/dual pull front

Shifters Shimano Altus Rapid Fire SL-M310, 24-speed

Chain KMC Z7

Cassette Shimano HG31, 8-speed, 11-32T

Crankset Shimano FC-TY701, 48/38/28T, 170mm with chainguard

BB Set VP sealed cartridge, 68 x 122.5mm

Pedals Comfort platform style with TPE non-slip insert

Brakeset Tektro 855AL forged alloy linear-pull brakes with front power modulator and Tektro CL530 ergonomic designed alloy levers with kraton insert

Handlebar Comfort hi-rise, alloy 25.4 x 80mm rise x 15° sweep x 640mm

Stem Jamis alloy angle-adjustable, 90mm with 150mm quill (14-17"), 110mm with 180mm quill (18-23")

Grips Anatomic triple density kraton

Seat Post Suspension alloy micro-adjust, 27.2 x 350mm with alloy clamp and QR seatpin. 300mm for Men’s 15, 17, Step-Thru 14

Saddle Jamis Comfort with Memory Foam, synthetic suede cover, burnished sides and bumper springs with satin steel rails, gender specific

Accessories Kickstand


Color M: Charcoal S/O: Charcoal or Ice Blue

Weight 32.50 lbs

REASONS TO UPGRADE FROM CITIZEN 2

Shimano FC-TY701 crankset

Shimano 24-speed Altus Rapid Fire SL-M310 shifter/brake levers & Acera M360 rear derailleur

Shimano HG31 Cassette

Tektro forged alloy linear-pull brakeset and lever

UPGRADES/CHANGES FROM 2018

Shimano HG31 Cassette

CITIZEN 3/2 GEOMETRY

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### SPECIFICATIONS

**Frame**
- 6061 aluminum triple gauge main tubes with hydro-formed top tube, sloping design for men’s, step through design for ladies, internal cable routing, center-mount kickstand plate, replaceable derailleur hanger and fender/rack eyelets

**Fork**
- SR/Suntour CR8 suspension fork, coil spring with external preload adjustment, 60mm travel

**Headset**
- Water-resistant sealed mechanism, threaded, 1 1/8”

**Wheels**
- Alex ID19 double wall alloy rims with GSW sidewall, 32H, alloy hubs with QR and 14g stainless steel spokes

**Tires**
- CST Marathon/Tour C-1446 with silver safety stripe, 700 x 38c

**Derailleurs**
- Shimano Altus RD-M310 and FD-TY710 front, 31.8mm clamp, top swing/dual pull front

**Shifters**
- Shimano EZ-Fire Plus ST-EF510, 21-speed

**Chain**
- KMC Z7

**Cassette**
- Shimano MF-TZ500 7-speed, 14-34T

**Crankset**
- Shimano FC-TY501, 48/38/28T, 170mm with chainguard

**BB Set**
- Sealed cartridge, 68 x 122.5mm

**Pedals**
- Comfort platform style

**Brakeset**
- Promax TX-121 linear-pull with front power modulator and Shimano levers

**Handlebars**
- Comfort hi-rise, alloy 25.4 x 80mm rise x 15° sweep x 640mm

**Stem**
- Jamis alloy angle-adjustable, 90mm with 150mm quill (14–17”), 110mm with 180mm quill (18–23”) 

**Cables**
- Anatomic triple density kraton

**Seat Post**
- Suspension alloy micro-adjust, 27.2 x 350mm with alloy clamp and QR seatpin. 300mm for Men’s 15, 17, Step-Thru 14

**Saddle**
- Jamis Comfort with Memory Foam, synthetic suede cover, burnished sides and bumper springs with satin steel rails, gender specific

**Accessories**
- Kickstand

**Sizes**

**Color**
- M: Deep Red or Flat Steel S/O: Ano Teal or Deep Red

**Weight**
- 31.75 lbs

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### UPGRADES/CHANGES FROM 2018

Same quality Jamis specification as 2018

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### CITIZEN 3/2 GEOMETRY

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### REASONS TO UPGRADE FROM CITIZEN 1

- SR Suntour CR8 suspension fork 60mm travel
- Alex ID19 double wall rims
- Shimano Altus RD-M310 and FD-TY710 front derailleur
- Shimano EZ-Fire Plus ST-EF510 shifters
- Jamis lightweight aluminum bar
- Suspension alloy micro-adjust seat post
CITIZEN 3 STEP-OVER

Ice Blue

Charcoal
CITIZEN 2 STEP-OVER

Deep Red

Ano Teal
REASONS TO UPGRADE FROM CITIZEN

- Lightweight aluminum frame
- Shimano FC-TY501 48/38/28 front chaining
- Shimano FD-TY510 front derailleur and 21-speed drive train

CITIZEN 1 GEOMETRY

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CITIZEN SPECIFICATIONS

- Frame: 6061 aluminum triple gauge main tubes with hydro-formed top tube, sloping design for men’s, step through design for ladies, internal cable routing, center-mount kickstand plate, replaceable derailleur hanger and fender/rack eyelets
- Fork: Hi-tensile steel uniconcave, radius blades with dropout eyelets
- Headset: Water-resistant sealed mechanism, threaded, 1 1/8”
- Wheels: Alloy rims, 36H, alloy hubs with QR and 14g stainless steel spokes
- Tires: CST Marathon/Tour C-1446 with silver safety stripe, 700 x 38c
- Derailleurs: Shimano Tourney RD-TY500 rear and Shimano FD-TY510 front, 31.8mm w/28.6 adaptor clamp, top swing/dual pull front
- Shifters: Shimano Revoshift, SL-RS35, 21-speed
- Chain: KMC Z7
- Cassette: Shimano MF-TZ500 7-speed, 14-34T
- Crankset: Shimano FC-TY501, 48/38/28T, 170mm with chainguard
- BB Set: Sealed cartridge, 68 x 122.5mm
- Pedals: Comfort platform style
- Brakeset: Promax TX-121 linear-pull with Tektro CL530 ergonomic design alloy levers with kraton insert
- Handlebar: Comfort hi-rise, steel, 25.4 x 80mm rise x 15° sweep x 640mm
- Stem: Jamis alloy hi-rise, 35° rise x 90mm with 150mm quill (14–18”), 110mm with 160mm quill (19–23”)
- Grips: Anatomic triple density kraton grip
- Seat Post: Jamis alloy micro-adjust, 27.2 x 350mm with alloy QR clamp. 300mm for Men's 15, 17, Step-Thru 14
- Saddle: Jamis Comfort with synthetic suede cover, burnished sides and bumper springs with satin steel rails, gender specific

UPGRADES/CHANGES FROM 2018

Same quality Jamis specification as 2018
CITIZEN

SPECIFICATIONS

| Frame | Hi-tensile steel frame, sloping design for men’s, step through design for ladies, center-mount kickstand plate and fender/rack eyelets |
| Fork | Hi-tensile steel unincrown, radius blades with dropout eyelets |
| Headset | Water-resistant sealed mechanism, threaded, 11/8" |
| Wheels | Alloy rims, 36H, alloy hubs with QR and 14g stainless steel spokes |
| Tires | CST Marathon/Tour C-1446 with silver safety stripe, 700 x 38c |
| Deraileurs | Shimano Tourney RD-TY500 rear |
| Shifters | Shimano Revoshift, SL-RS35, 7-speed |
| Chain | KMC Z7 |
| Cassette | Shimano MF-TZ50DI 7-speed, 14-34T |
| Crankset | Forged alloy crank, single 44T, 170mm with chainguard |
| BB Set | Sealed cartridge, 68 x 122.5mm |
| Pedals | Comfort platform style |
| Brakeset | Promax TX-121 linear-pull with Tektro CL530 ergonomic design alloy levers with kraton insert |
| Handlebar | Comfort hi-rise, steel, 25.4 x 80mm rise x 15° sweep x 640mm |
| Stem | Jamis alloy hi-rise, 35° rise x 90mm with 150mm quill (14–18”), 110mm with 180mm quill (19–23") |
| Grips | Anatomic triple density kraton grip |
| Seat Post | Jamis alloy micro-adjust, 25.4 x 350mm with alloy QR clamp. 300mm for Men’s 15, 17, Step-Thru 14 |
| Saddle | Jamis Comfort with synthetic suede cover, burnished sides and bumper springs with satin steel rails, gender specific |
| Accessories | Kickstand |

Sizes


Color

M: Gloss Black or Deep Red S/O: Sage or Deep Red

Weight

30.50 lbs

UPGRADES/CHANGES FROM 2018

Same quality Jamis specification as 2018

CITIZEN GEOMETRY

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CITIZEN 1 STEP-OVER

Pure White

Deep Blue
CITIZEN STEP-OVER

Sage

Deep Red
Hudson Series
Think of our Hudson Sport as part Explorer and part Earth Cruiser. Capable but cool. Casual but on it. We blended the flowing curves and shaped tubes of seemingly disparate platforms like our carbon Dakota 29’ers and our aluminum DXT’s and came up with a smart frame design that rides comfortably, casually and efficiently while making a bold statement all at the same time.

Hudson Lite
When it comes to recreational riding on a so-called comfort bike, nothing gets more uncomfortable faster than having to pedal more weight than necessary. Which is why the Hudson Sport is built with lightweight 6061 aluminum tubing. We design comfort into the naturally stiffer ride of the aluminum tubes by specifying large volume tires and lengthening the chainstays and wheelbase for a stretch-limo sort of ride.

Easy Rider
Specially designed for flat-footed starts and stops. With your weight evenly distributed over the crank for comfortable and efficient pedaling on the saddle or off. The Hudson’s laid back seat tube and lowered bottom bracket height allows riders to position their saddles for efficient leg extension and still easily reach the ground while seated for balance when stopped. The longer chainstays and wheelbase in tandem with the lower center of gravity offers a very smooth, stable ride.

Get Fit
All frame sizes (and there are six to assure the best possible fit for greater comfort and more secure handling) offer an extra long head tube and hi-rise handlebars for a comfortable, upright ride position.

Step Right In
Our step-through version is exceptionally easy to mount thanks to the low BB DROP and super-low position of the S-bent top tube. No more swinging a leg over the rear wheel, or pulling a knee up to the chest to step over the top tube to mount a bike.

Where’s the Other Brake Lever?
The SureStop braking system simplifies stopping by requiring only one brake lever to operate both front & rear brakes. It makes riding safer too by reducing the risk of front wheel lock-up. SureStop uses the momentum of the rear wheel to actively modulate the front brake, enabling smooth, controlled stopping. With only one hand!

Best in Class Comfort
Our super plush saddle features Memory Foam padding for optimum support with maximum comfort. The slip-resistant suede-like top prevents sliding and the burnished side panels reduce leg friction while pedaling. Elastomer springs also help to soak up road vibrations. Offered in gender-specific sizes.

Pump Up The Volume
Our Hudson tires are ready to roll, coming in a tall 27.5” diameter with a bump chewing 2.35” width. The big benefit of that footprint is larger air volume in the tire and tube, which results in lower air pressure for a more comfortable ride than tires with smaller volumes and higher air pressures.

Clean and Simple
The Hudson’s alloy crankset features an outer-ring chainguard. With another full-length chainguard running the length of the chain from seatstay to chainring. So socks, slacks, skirts and dresses are well protected from the chain.
HUDSON SPORT

SPECIFICATIONS

Frame 6061 TIG-welded aluminum, Hudson laid-back design with low ride height, alloy kickstand
Fork Hi-tensile unicrown with radiused blades
Headset Internal cup, threaded, 1 1/8”
Wheels Alex DC25 alloy double-wall rims, 36H, Formula alloy QR hubs, 14g black stainless steel spokes
Tires CST Metropolis Palm Bay, 27.5 x 2.35
Derailleurs Shimano RD-TY300 rear
Shifters Shimano RevoShift SL-RS35, 7-speed
Chain KMC Z51
Cassette Shimano freewheel 7-speed, 14-34
Crankset Forged alloy crank, single 42T chaining, 170mm, with full length chainguard
BB Set Sealed cartridge, 68 x 122.5mm
Pedals Comfort platform with TPE non-slip insert
Brakeset SureStop braking system with forged alloy direct pull brakes & Tektro alloy comfort lever
Handlebar Hi-rise comfort, 15” sweep x 80mm rise x 640mm wide
Stem Jamis alloy, 180mm quill x 640mm wide
Grips Kraton comfort
Seat Post Alloy micro-adjust, 31.6 x 300mm, with alloy QR clamp
Saddle Jamis Comfort with memory foam, synthetic suede top, burnished side panels and bumper springs
Sizes M: 15”, 17”, 19”, 21”   S/T: 14”, 18”
Color Black Ice, Winter Blue, Sahara Silver S/O: Radiant Teal, Grape Jelly, Icy Mint, Cherryade
Weight 29.50 lbs

HUDSON SPORT GEOMETRY

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UPGRADES/CHANGES FROM 2018

Updated frame with new geometry
27.5 Wheels with high volume 2.35 Tires

RECREATION - SPORT COMFORT

Sahara Silver

Black Ice

Winter Blue
EXPLORER SERIES

The Explorer has been one of our best-selling bikes, ever since it’s introduction in 1982. Originally designed as a mountain bike, the Explorer has since evolved into a very practical and very comfortable sport comfort bike. Inspired in part by our Hudson’s and Citizens, without sacrificing the versatile on or off-road competence of the original Explorer, the newest generation Explorer is all about getting the most fun out of the ride, in STYLE, with performance and comfort features that make getting around so effortless it hardly feels like exercise.

Ride Position
A usual complaint from new riders trying to get into the cycling groove is feeling uncomfortably perched forward with too much weight on their wrists and having to crank their necks backwards just to be able to see in traffic. We specifically design our Explorers to remedy this. With extra long head tubes to push handlebar height up, shorter top tubes to pull handlebars closer to the saddle, 4-inch rise handlebars that sweep back at a natural hand-grasp angle and long-quilled or angle-adjustable stems that allow for a wide range of adjustment to tune handle bar height and reach perfectly for each rider.

Less Weight, Less Work
When it comes to recreational riding on a so-called comfort bike, nothing gets more uncomfortable faster than having to pedal more weight than necessary. The Explorer and Explorer Sport are built with lightweight 6061 aluminum tubing, resulting in a bike that is as easy to ride as it is to load onto a vehicle.

Comfort Saddle
Our super plush saddle features memory foam padding (Explorer Sport) or extra high quality polyurethane padding (Explorer) for optimum support with maximum comfort. The slip-resistant suede-type top prevents sliding and the burnished side panels reduce leg friction while pedaling. Elastomer springs also help to soak up road vibrations. Offered in gender specific sizes.

Pump Up The Volume
Our Explorer tires are ready for anything; they roll smoothly on pavement but offer a large 2.1” footprint and side knobs so that traction off the beaten path is never an issue. The additional benefit of that big footprint is larger air volume in the tire and tube, which results in lower air pressure for a more comfortable ride than tires with smaller volumes and higher air pressures.

Versatility
But don’t let all this comfort talk fool you into thinking the Explorer has limited uses. While conceived to make cycling as comfortably fun as possible, the Explorer is capable of doing much more than keeping a new rider from hurting. Thanks to the full-range gearing of the drivetrain, the 2.1” footprint of the tires and the shock absorption of the suspension fork.
**EXPLORER SPORT**

**SPECIFICATIONS**

- **Frame**: 6061 T6C-welded aluminum, all-new sport comfort design with upright ride position, replaceable derailleur hanger, center-mount kickstand bracket
- **Fork**: SR Suntour XCE 27.5”, coil spring, external preload adjuster, 28mm stanchions, aluminum lowers, 80mm travel
- **Headset**: Internal cup, threaded, 1 1/8”
- **Wheels**: Double-wall alloy rims, 32H, alloy hubs with QR, 14g stainless steel spokes
- **Tires**: CST - 1918, 27.5 x 2.1
- **Deraileurs**: Shimano TX-800 rear, Shimano TY710 31.8mm top swing/dual pull front
- **Shifters**: Shimano EZ-Fire Plus, ST-EF510, 24-speed
- **Chain**: KMC Z7
- **Cassette**: Shimano HG20, 8-speed, 12-32
- **Crankset**: Shimano TY701 alloy crank with 48/38/28 chainrings, 170mm crank length, with chainguard
- **BB Set**: Sealed cartridge, 68 x 110.5mm
- **Pedals**: Comfort platform with TPE non-slip insert
- **Brakeset**: Tektro forged alloy direct pull brakes with Shimano levers
- **Grips**: Kraton comfort
- **Seat Post**: Suspension, alloy micro-adjust, 350mm x 27.2mm, with alloy QR clamp
- **Sizes**: M 15”, 17”, 19”, 21” S/T 14”, 16”, 18”
- **Color**: Ink, Galaxy Grey S/O: Radiant Teal, Ink

**UPGRADES/CHANGES FROM 2018**

- Updated frame with new geometry
- SR Suntour XCE suspension fork
- 27.5” wheels with CST tires
- Shimano 24-speed EZ-Fire drivetrain

**REASONS TO UPGRADE FROM EXPLORER 1**

- SR Suntour XCE suspension fork
- Shimano 24-speed EZ-Fire drivetrain
- Double-walled rims
- Memory foam saddle

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**EXPLORER SPORT GEOMETRY**

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*Galaxy Grey*
EXPLORER SPORT STEP-OVER

Radiant Teal

Ink
**SPECIFICATIONS**

**Frame**
- 6061 TIG-welded aluminum, all-new sport comfort design with upright ride position, replaceable derailleur hanger, center-mount kickstand bracket

**Fork**
- Hi-tensile steel unicrown, radius blades with dropout eyelets

**Headset**
- Internal cup, threaded, 1 1/8”

**Wheels**
- Alloy 36H rims, Formula alloy hubs, QR front and rear, 14g stainless steel spokes

**Tires**
- CST - 1918, 27.5 x 2.1

**Derailleurs**
- Shimano TY300 rear and TY510 top swing/dual pull front

**Shifters**
- Shimano Revoshift, SL-RS35, 21-speed

**Cassette**
- Shimano freewheel 7-speed, 14-34

**Chain**
- KMC Z7

**Crankset**
- Shimano FC-TY501, 48/38/28T, 170mm with chainguard

**BB Set**
- Sealed cartridge, 68 x 110.5mm

**Pedals**
- Comfort platform with TPE non-slip insert

**Brakeset**
- ProMax alloy direct pull brakes with Tektro 530-RS levers

**Handlebar**
- Hi-rise comfort, 15D sweep x 80mm rise x 640mm wide

**Stem**
- Jamis alloy, angle-adjustable, 90mm ext x 150mm quill (14–18”) or 110mm ext x 180mm quill (19–21”)

**Grips**
- Kraton comfort

**Seat Post**
- Alloy micro-adjust, 350mm x 27.2mm, with alloy QR clamp

**Saddle**
- Jamis Comfort with extra thick padding, synthetic suede top, burnished side panels and bumper springs

**Sizes**

**Color**
- Deep Blue, Cayenne S/O: Pure White, Deep Blue

**Weight**
- 30.50 lbs

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**EXPLORER GEOMETRY**

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<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
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**UPGRADES/CHANGES FROM 2018**

- Updated Alloy frame with new geometry
- Hi-Ten fork
- 27.5” wheels with CST tires
- Full Shimano Drivetrain
- Sealed Cartridge bottom bracket

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**EXPLORER**

---

**Cayenne**

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**Deep Blue**
EXPLORER STEP-OVER

Pure White

Deep Blue
The Trail XR is built for the rider looking for quality, versatility and affordability in a bike that can handle city streets, rail trails, campus short cuts and suburban cul-de-sacs with comfort and confidence. Inspired by our Trail X mountain bikes, but tuned for everyday 'round-town regular riding, the XR is the perfect fat-tired solution for the buyer on a budget.

Frame Design & Sizing
The sloping frame design of the Trail XR is offered in up to 8 sizes (depending on model), assuring the best possible customer fit for optimal handling and enhanced comfort. Our smallest 12" & 13" frames are especially suitable for junior riders. These frame sizes can comfortably & safely fit some kids as young as 9 or 10.

Frame Materials
Jamis is famous for making great high-end steel bikes. So when it comes to a more affordable bike like the Trail XR, it's got to be good to know that the same experience and skill that designs and fabricates a Dragon is working for you on the XR.

Top Tube Cable Routing
Running the cables up under the top tube keeps cables and housing out of the muck for more precise and reliable shifting performance.

Dual Water Bottle Mounts
Most of our Trail XR sizes (17" - 21") offer two water bottle mounts located inside the main frame. This provides excellent hydration capacity in an easily accessible position. Or you can use one set of mounts for a bottle and the other for a battery for a light.

Straight Talk about Forks
Our straight-bladed tubular unicrown fork is significantly lighter than most suspension forks, offering more responsive steering and an easier-to-lift-up-the-dorm-stairs bike.

Quick and Easy
Every Trail XR offers quick-release front and rear wheels, as well as a quick release seat post clamp, to make transport, storage or locking up a snap.

Twist-Shifting Gears
Many folks find throttle-style shifters much simpler to use than those that operate by thumb. There's something intuitive about simply twisting the inboard side of your handlebar grips to change the speed at which you're pedaling, which why our Trail XR feature RevoShift shifters from Shimano.

Quality Spec
Many of the parts specified on the Trail XR are made of aluminum to save weight, but also to help preserve the finish of the bike. Aluminum parts include the seat post (it’s micro-adjust tool), seat clamp (with QR!), rims, and crank arms.
TRAIL XR

SPECIFICATIONS

Frame
Hi-tensile steel tubes

Fork
Unicrown, hi-tensile steel, with over-sized radiused blades

Headset
Threaded

Wheels
Alloy 26 x 1.50” 36H rims, heavy-duty ATB hubs with QR, 14G nickel-plated spokes

Tires
CST MTB, 26 x 1.95”

Derailleurs
Shimano TY300 rear and Shimano TZ30 front

Shifters
Shimano Revoshift 35, 3x7-speed

Chain
KMC Z51, 7-speed

Cassette
7-speed freewheel, 13-28T

Derailleur
Shimano TY300 rear and Shimano TZ30 front

Shifters
Shimano Revoshift 35, 3x7-speed

Chain
KMC Z51, 7-speed

Cassette
7-speed freewheel, 13-28T

Upgrades/Changes From 2018
Same quality Jamis specification as 2018

Trail XR Geometry

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Colors:
- Charcoal
- Twilight
- Powder Blue
EARTH CRUISER SERIES

We designed our Earth Cruisers to be kinder, gentler versions of our sport comfort Explorers. They're simplified with easy-to-use one or three-speed coaster brake drivetrains without the complications of derailleurs or hand brakes to fiddle around with. In spite of their name, they’re not just for riding at the beach. They’re for any rider anywhere looking for a simple, lightweight, low-maintenance, good-looking bike they can casually and comfortably pedal around town all day, every day.

**Diet Cruiser**
Many cruisers weigh well north of 40 pounds. Not so with the Earth Cruiser. Because nothing gets more uncomfortable faster than having to pedal more weight than necessary, we've pared as many grams from the Earth Cruiser as we could. Starting with the lightweight aluminum frame and a parts pick that's nearly all lightweight alloy parts. The result is a 29 pound Earth Cruiser 1 that's pure joy to pedal.

**Looks Great Today & Tomorrow**
Many of the parts specified on our Earth Cruisers are made of aluminum to save weight, but also to help preserve the finish of the bike. Aluminum parts include the seat post, seat clamp, stem, rims, front hub, kickstand and crank arms (EC3 and EC1). We've even specified a silver-plated chain on the EC3 and EC1 that doesn't just look great, it's way more rust-resistant than standard carbon steel chains.

**Comfortable Steering**
Our cruise-control handlebars were designed to promote a comfortable no-weight-on-the-wrists riding position. With just the right sweep and rise, these handlebars meet the rider's hands without requiring a forward bend at the waist, relieving pressure on the back of the neck. Handlebar width has also been carefully calculated so that when steered from left to right it does not contact the rider, unlike many other cruiser-style handlebars.

**Memory Foam Saddle**
Our Earth Cruiser saddles are not just great looking, they're extraordinarily comfortable as well. Though the size and shape is clearly generous, we've also molded a channel into the top of the saddle to relieve sitting pressure and use high-quality memory or polyurethane foam for the supporting mattress. Memory foam (on the EC1 and 3) was originally developed by NASA and is now used extensively for medical applications. It is much denser than the foams ordinarily used in saddles, which makes it more supportive and more comfortable.

**Smooth Rolling Tires**
Our comfort tires have been designed to roll smoothly on pavement, but offer a large 2.35” footprint so that rides on park paths can be managed securely. The additional benefit of that big footprint is larger air volume in the tire and tube, which results in lower air pressure for a more comfortable ride than tires with smaller volumes and higher air pressures.

**No-Slip Pedals**
Our Earth Cruisers pedals offer a thermoplastic elastomer insert on both sides of the pedal surface that keeps shoes and sandals from slipping when soles or pedals get wet. These inserts also make barefoot pedaling comfortable.
EARTH CRUISER 3

SPECIFICATIONS

Frame Classic Cantilever design with 6061 aluminum tubing, includes kickstand and painted steel chainguard
Fork Hi-tensile unicrown with radiused blades
Headset Internal cup, threaded, 1 1/8”
Wheels Alex Zuma 36H black anodized alloy rims with alloy nutted front hub and Shimano 3-speed rear, 14 gauge stainless steel spokes
Tires CST Metropolitan Palm Bay, 26” x 2.35

UPGRADES/CHANGES FROM 2018

Updated frame with headtube for integrated headset and welded coaster brake tab
High Volume 26 x 2.35 tires
Sealed cartridge bottom bracket

REASONS TO UPGRADE FROM EARTH CRUISER 1

Shimano Nexus-3 internally geared rear hub with Revoshift twist-shifter

SPECS

Frame Classic Cantilever design with 6061 aluminum tubing, includes kickstand and painted steel chainguard
Fork Hi-tensile unicrown with radiused blades
Headset Internal cup, threaded, 1 1/8”
Wheels Alex Zuma 36H black anodized alloy rims with alloy nutted front hub and Shimano 3-speed rear, 14 gauge stainless steel spokes
Tires CST Metropolitan Palm Bay, 26” x 2.35

DERAILLEURS

N/A

SHIFT LEVERS

Shimano RevoShift, 3-speed

CHAIN

KMC Z410NP, silver

CASSETTE

Shimano 23T

CRANKSET

Forged alloy crank, 170mm, with 44T chaining

BB SET

Sealed cartridge, 68 x 122.5mm

PEDALS

Crusier alloy platform with TPE comfort insert

BRAKES

Shimano coaster brake

HANDLEBARS

Jamis Cruise-control comfort bar

STEM

Alloy hi-rise, 180mm quill, 100mm extension, with removeable 2-bolt cap

GRIPS

Comfort style

SEAT POST

Alloy micro-adjust, 27.2 x 300mm, with 31.8mm alloy clamp and cromo seatpin

SADDLE

Earth Cruiser Comfort with memory foam padding, synthetic suede top, burnished sides and bumper springs

sizes

M: 18” & 21”  S/T: 15” & 17”

COLOR

Amber Wave, Teal Fo’ Real, Ano Palladium  S/O: Sky Blue, Grape Jelly, Icy Mint

WEIGHT

30.75 lbs

EARTH CRUISER 3 GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
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<th>STANDOVER</th>
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<td>24.65 / 626</td>
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<td>20.79 / 528</td>
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</table>
EARTH CRUISER 1

SPECIFICATIONS

Frame  
Classic Cantilever design with 6061 aluminum tubing, includes kickstand and painted steel chainguard

Fork  
Hi-tensile unisunk with radius blades

Headset  
Internal cup, threaded, 1 1/8”

Wheels  
Alex Zuma 36H black anodized alloy rims with alloy nutter front hub and Hi-Stop CB rear, 14 gauge stainless steel spokes

Tires  
CST Metropolitan Palm Bay, 26” x 2.35

Derailleurs  
N/A

Shifters  
N/A

Chain  
KMC Z410NP, silver

Cassette  
18T

Crankset  
Forged alloy crank, 170mm, with 44T chaining

BB Set  
Sealed cartridge, 68 x 122.5mm

Pedals  
Cruiser alloy platform with TPE comfort insert

Brakeset  
Hi-Stop coaster brake

Handlebar  
Jamis Cruise-control comfort bar

Stem  
Alloy hi-rise, 180mm quill, 100mm extension, with removeable 2-bolt cap

Grips  
Comfort style

Seat Post  
Alloy micro-adjust, 27.2 x 300mm, with 31.8mm alloy clamp and cromo seatpin

Saddle  
Earth Cruiser Comfort with memory foam padding, synthetic suede top, burnished sides and bumper springs

Sizes  
M: 18” & 21” S/T: 15” & 17”

Color  
Radiant Blue, Charcoal, Ninja Green  S/O: Ocean Mist, Raspberry, Banan Appeal

Weight  
29.25 lbs

UPGRADES/CHANGES FROM 2018

Updated frame with headtube for integrated headset and welded coaster brake tab

High Volume 26 x 2.35 tires

Sealed cartridge bottom bracket

REASONS TO UPGRADE FROM EARTH CRUISER 2

Lightweight aluminum frame

Full alloy crankset: lightweight and rust-proof

Memory foam saddle

Sealed cartridge bottom bracket

<table>
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<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of FT</th>
<th>TT EFFECTIVE</th>
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</table>
**EARTH CRUISER 2**

**SPECIFICATIONS**

| Frame | Classic Cantilever design with hi-tensile steel tubing, includes kickstand and painted steel chainguard |
| Fork  | Hi-tensile unisunk with radiused blades |
| Headset | Internal cup, threaded, 1 1/8” |
| Wheels | Alex Zuma 36H black anodized alloy rims with alloy nutted front hub and Hi-Stop coaster brake rear, 14 gauge stainless steel spokes |
| Tires | CST Metropolitan Palm Bay, 26” x 2.35 |
| Derailleurs | N/A |
| Shifters | N/A |
| Chain | KMC Z410 |
| Cassette | 18T |
| Crankset | ED Black arm with 44T chaining |
| BB Set | OPC type |
| Pedals | Cruiser alloy platform with TPE comfort insert |
| Brakeset | Hi-Stop coaster brake |
| Handlebar | Jamis Cruise-control comfort bar |
| Stem | Alloy hi-rise, 180mm quill, 100mm extension, with removeable 2-bolt cap |
| Grips | Comfort style |
| Seat Post | Alloy pillar style, 29.6 x 300mm, with 31.8mm alloy clamp and cromo seatpin |
| Saddle | Earth Cruiser Comfort with extra thick padding, synthetic suede top, burnished sides and bumper springs |
| Sizes | M: 18” & 21”  S/T: 15” & 17” |
| Color | Galaxy Blue, Ano Palladium, Cayenne  S/O: Radiant Teal, Plum Purple, Pure White |
| Weight | 33.50 lbs |

**UPGRADES/CHANGES FROM 2018**

Updated frame with headset and welded coaster brake tab

High Volume 26” x 2.35 tires

**EARTH CRUISER 2 GEOMETRY**

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</tbody>
</table>
TAXI & BOSS CRUISER

Our Taxi and Boss Cruiser are what we’d call seriously casual -- designed to be low maintenance, built for comfort, but with the durability to be ridden every day for years on end. Choose between the versatile Boss Cruiser 7-speed, with its Shimano drivetrain and dual hand brakes; the back-to-basics Boss Cruiser Coaster with its single-speed drivetrain and coaster brake; or the Taxi, which we build specifically for the rigors of the resort rental-bike world, where minimizing down time is not just about maximizing fun time, it’s business critical.

Legendary Frame Design
These one-piece single-loops stays with trailing dropout plate have been a Boss and Taxi signature since 1980. Reducing the number of rear triangle welds makes these frames stronger and stiffer. And we don’t have to swage the tubes to a smaller diameter to mate with standard tabbed dropouts, allowing the stays to remain near constant in diameter, yielding an even stronger frame with a bigger, bolder style.

Lightweight
Many cruisers weigh well north of 40 pounds. Not so with the Boss and Taxi! Because nothing gets more uncomfortable faster than having to pedal more weight than necessary, we’ve pared as many grams from these bikes as we could. Starting with the lightweight aluminum frame and a parts pick that’s nearly all lightweight alloy parts. The results are bikes just north of 30 pounds that are easy to pedal and more fun to ride.

Perfect Fit
All Boss frame sizes (and there are six to assure the best possible fit for greater comfort and more secure handling) offer an extra long stem quill and head tube and hi-rise handlebars for a comfortable, upright ride position.

Easy to Sit On
The Boss Saddle is as plush as it gets -- quilted top, wide body, fully stuffed, double-loop springs -- and is offered in both male and female specific lengths and widths. The Taxi saddle is as durable as it gets, with an extra-thick 3 mil cover to resist puncture, a flat top that won’t pool water when the Taxi is parked in the rain, box section rails that will never bend, and double-loop springs that comfortably support passengers.

Smooth Rolling Tires
Our comfort tires have been designed to roll smoothly on pavement, but offer a large 2.35” footprint so that rides on park paths can be managed securely. The additional benefit of that big footprint is larger air volume in the tire and tube, which results in lower air pressure for a more comfortable ride than tires with smaller volumes and higher air pressures.

Comfortable Steering
Our cruise-control handlebars were designed to promote a comfortable no-weight-on-the-wrists riding position. With just the right sweep and rise, these handlebars meet the rider’s hands without requiring a forward bend at the waist, relieving pressure on the back of the neck. Handlebar width has also been carefully calculated so that when steered from left to right it does not contact the rider, unlike many other cruiser-style handlebars.

Rust Resistant
Many of the parts specified on our Boss and Taxi are made of aluminum to save weight, but also to help preserve the finish of the bike. Aluminum parts include the seat post, seat clamp, stem, rims, front hub, kickstand and crank arms. We’ve even specified a specially treated chain on the Taxi that protects the chain against rust in even the harshest conditions. In fact, this coating increases the rust-resistance of the chain up to 500 times (!) that of a regular chain.
**BOSS CRUISER 7-SPD**

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Frame</th>
<th>Diamond frame design with 6061 aluminum oversized tubing, sloping top tube design, water bottle bosses, alloy kickstand, and painted steel chainguard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork</td>
<td>Oversized hi-tensile steel tubular unicrown with leading dropout and fender boss</td>
</tr>
<tr>
<td>Headset</td>
<td>Internal cup, threaded, 1 1/8”</td>
</tr>
<tr>
<td>Wheels</td>
<td>Alex Y303 36H black anodized alloy rims with alloy nutted hubs and 14 gauge stainless steel spokes</td>
</tr>
<tr>
<td>Tires</td>
<td>CST Metropolitan Palm Bay, 26&quot; x 2.35</td>
</tr>
<tr>
<td>Derailleurs</td>
<td>Shimano TY-300 rear</td>
</tr>
<tr>
<td>Shifters</td>
<td>Shimano RevoShift RG-35, 7-speed</td>
</tr>
<tr>
<td>Chain</td>
<td>KMC Z51NP, silver</td>
</tr>
<tr>
<td>Cassette</td>
<td>Shimano, 14-28, 7-Speed</td>
</tr>
<tr>
<td>Crankset</td>
<td>Forged alloy crank, 170mm alloy, with 44T compact disc chaining</td>
</tr>
<tr>
<td>BB Set</td>
<td>Sealed cartridge, 68 x 122.5mm</td>
</tr>
<tr>
<td>Pedals</td>
<td>Cruiser platform with TPE comfort insert</td>
</tr>
<tr>
<td>Brakeset</td>
<td>Tektro alloy linear pull brake with Tektro CL530 alloy levers</td>
</tr>
<tr>
<td>Handlebar</td>
<td>Jamis Cruise-control comfort bar</td>
</tr>
<tr>
<td>Stem</td>
<td>Alloy hi-rise, 180mm quill, 100mm extension, with removable 2-bolt cap</td>
</tr>
<tr>
<td>Grips</td>
<td>Comfort style</td>
</tr>
<tr>
<td>Seat Post</td>
<td>Alloy micro-adjust, 27.2 x 300mm, with 31.8mm alloy clamp and cromo seatpost</td>
</tr>
<tr>
<td>Saddle</td>
<td>Boss Cruiser design with extra padding and heavy-duty, double-loop springs</td>
</tr>
<tr>
<td>Sizes</td>
<td>M: 17”, 19”, 21”, 23”; S/O: 14”, 18”</td>
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<tr>
<td>Color</td>
<td>Winter Blue, Gloss Black, Ninja Green  S/O: Sky Blue, Cucumber, Raspberry</td>
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<tr>
<td>Weight</td>
<td>33.25 lbs</td>
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</tbody>
</table>

**UPGRADES/CHANGES FROM 2018**

- Updated frame with headset for integrated headset
- High Volume 26 x 2.35 tires
- Sealed cartridge bottom bracket

**REASONS TO UPGRADE FROM BOSS CRUISER COASTER**

Shimano 7-speed drivetrain with revoshift twist-shifter

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**BOSS CRUISER 7 GEOMETRY**

<table>
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<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
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<th>HEADTUBE</th>
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<tbody>
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<td>17</td>
<td>16.10 / 409</td>
<td>23.07 / 586</td>
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<td>70°</td>
<td>19.17 / 487</td>
<td>42.95 / 1091</td>
<td>1.38 / 35</td>
<td>10.91 / 277</td>
<td>4.33 / 100</td>
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<td>10.91 / 277</td>
<td>4.33 / 110</td>
<td>23.86 / 606</td>
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</table>
BOSS CRUISER CB

SPECIFICATIONS

Frame Diamond frame design with 6061 aluminum oversized tubing, sloping top tube design, water bottle bosses, alloy kickstand, and painted steel chainguard

Fork Oversized hi-tensile steel tubular unicrown with leading dropout and fender boss

Headset Internal cup, threaded, 1 1/8”

Wheels Alex Zuma 36H black anodized alloy rims with alloy nutted front hub and Hi-Stop CB rear, 14 gauge stainless steel spokes

Tires CST Metropolitan Palm Bay, 26” x 2.35

Derailleurs N/A

Shifters N/A

Chain KMC Z410NP, silver

Cassette 18T

Crankset Forged alloy crank, 170mm alloy, with 44T compact disc chaining

BB Set Sealed cartridge, 68 x 122.5mm

Wheels Alex Zuma 36H black anodized alloy rims with alloy nutted front hub and Hi-Stop CB rear, 14 gauge stainless steel spokes

Pedals Cruiser platform with TPE comfort insert

Brakeset Hi-Stop coaster brake

Handlebar Jamis Cruise-control comfort bar

Grips Comfort style

Seat Post Alloy micro-adjust, 27.2 x 300mm, with 31.8mm alloy clamp and cromo seatpin

Saddle Boss Cruiser design with extra padding and heavy-duty, double-loop springs

Sizes M: 17”, 19”, 21”, 23”  S/O: 14”, 18”

Color Cosmo Blue, Gloss Black, Silver Mist  S/O: Ocean Mist, Pure White, Raspberry

Weight 30.50 lbs

UPGRADES/CHANGES FROM 2018

Updated frame with headtube for integrated headset and welded coaster brake mount

High Volume 26 x 2.35 tires

Sealed cartridge bottom bracket

BOSS CRUISER CB GEOMETRY

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Cosmo Blue
**TAXI 26”**

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Frame</th>
<th>Diamond frame design with 6061 aluminum oversized tubing, sloping top tube design, water bottle bosses, alloy kickstand, and painted steel chainguard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork</td>
<td>Oversized hi-tensile steel tubular unicorn with leading dropout and fender boss</td>
</tr>
<tr>
<td>Headset</td>
<td>Internal cup, threaded, 1 1/8”</td>
</tr>
<tr>
<td>Wheels</td>
<td>Alex X303 36H silver anodized alloy rims with alloy double-sealed front and Shimano CB rear hubs, heavy-duty 12 gauge stainless steel spokes</td>
</tr>
<tr>
<td>Tires</td>
<td>CST Metropolitan Palm Bay, 26” x 2.35</td>
</tr>
<tr>
<td>Deraileurs</td>
<td>N/A</td>
</tr>
<tr>
<td>Shifters</td>
<td>N/A</td>
</tr>
<tr>
<td>Chain</td>
<td>Taya 410H-GST, rustless</td>
</tr>
<tr>
<td>Cassette</td>
<td>Shimano 18T</td>
</tr>
<tr>
<td>Crankset</td>
<td>Forged alloy crank, 170mm, with 44T alloy compact disc chaining</td>
</tr>
<tr>
<td>BB Set</td>
<td>Sealed cartridge BB with alloy cups &amp; sheath, 68 x 16mm</td>
</tr>
<tr>
<td>Pedals</td>
<td>Cruiser platform with heat-treated axles and rustless bushings</td>
</tr>
<tr>
<td>Brakeset</td>
<td>Shimano coaster brake</td>
</tr>
<tr>
<td>Handlebar</td>
<td>Jamis Cruise-control comfort bar</td>
</tr>
<tr>
<td>Stem</td>
<td>Alloy hi-rise, 150mm quill, 100mm extension, with removeable 2-bolt cap</td>
</tr>
<tr>
<td>Grips</td>
<td>Kraton comfort type with full length, extra-thick, foam bar pads</td>
</tr>
<tr>
<td>Seat Post</td>
<td>Alloy pillar style, 26 8 x 300mm, with plugged top, welded seat collar with chromoly QR</td>
</tr>
<tr>
<td>Saddle</td>
<td>Taxi design with extra padding, extra-thick vinyl cover, heavy-duty strut rails &amp; double-loop springs with bag loops</td>
</tr>
<tr>
<td>Color</td>
<td>Kiwi, Cayenne, Gloss Black, Winter Blue</td>
</tr>
<tr>
<td>Weight</td>
<td>32.25 lbs</td>
</tr>
</tbody>
</table>

**UPGRADES/CHANGES FROM 2018**

- Updated frame with headtube for integrated headset and welded coaster brake tab
- High Volume 26 x 2.35 tires

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<table>
<thead>
<tr>
<th>TAXI GEOMETRY</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
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</thead>
<tbody>
<tr>
<td>TAXI 26”</td>
<td>17”</td>
<td>16.10 / 409</td>
<td>23.07 / 594</td>
<td>69” 70”</td>
<td>19.17 / 487</td>
<td>42.95 / 1090</td>
<td>1.36 / 35</td>
<td>10.91 / 277</td>
<td>4.33 / 110</td>
<td>28.38 / 738</td>
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<tr>
<td>18”</td>
<td>20.32 / 516</td>
<td>24.17 / 634</td>
<td>70” 70”</td>
<td>19.17 / 487</td>
<td>43.66 / 1109</td>
<td>1.38 / 35</td>
<td>10.91 / 277</td>
<td>5.91 / 150</td>
<td>31.61 / 803</td>
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<tr>
<td>21”</td>
<td>20.32 / 516</td>
<td>24.17 / 634</td>
<td>70” 70”</td>
<td>19.17 / 487</td>
<td>43.66 / 1109</td>
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<td>43.66 / 1109</td>
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<td>16”</td>
<td>5.79 / 147</td>
<td>5.16 / 345</td>
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<td>6.77 / 172</td>
<td>3.94 / 100</td>
<td>17.28 / 439</td>
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</table>
**SPECIFICATIONS**

**Frame**
- Diamond frame design with 6061 aluminum oversized tubing, sloping top tube design, water bottle bosses, alloy kickstand, and painted steel chainguard

**Fork**
- Oversized hi-tensile steel tubular unicorn with leading dropout and fender boss

**Headset**
- Internal cup, threaded, 1 1/8”

**Wheels**
- Alex X303 36H silver anodized alloy rims with alloy double-sealed front and Shimano CB rear hubs, heavy-duty 12 gauge stainless steel spokes

**Tires**
- Jamis Cruise-control comfort tread, 24x2.125” blackwall, thorn-proof tubes

**Deraileurs**
- N/A

**Shifters**
- N/A

**Chain**
- Taya 410H-GST, rustless

**Cassette**
- Shimano 19T

**Crankset**
- Forged alloy 3-pc crank, 170mm, with 44T alloy compact disc chaining

**BB Set**
- Sealed cartridge BB with alloy cups & sheath, 68 x 116mm

**Pedals**
- Cruiser platform with heat-treated axles and rustless bushings

**Brake Set**
- Shimano coaster brake

**Handlebar**
- Jamis Cruise-control comfort bar

**Stem**
- Alloy hi-rise, 150mm quill, 100mm extension, with removable 2-bolt cap

**Grips**
- Kraton comfort type with full length, extra-thick, foam bar pads

**Seat Post**
- Alloy pillar style, 26.8 x 300mm, with plugged top, welded seat collar with chromoly QR

**Saddle**
- Taxi design with extra padding, extra-thick vinyl cover, heavy-duty strut rails & double-loop springs with bag loops

**Sizes**
- Unisex Step-Thru Style: 15”

**Color**
- Kiwi, Cayenne, Gloss Black, Winter Blue

**Weight**
- 29.75 lbs
YOUTH SERIES

Every Jamis youth bike uses size-specific items like grips, saddles and cranks that enhance comfort and control by providing the best possible bike fit.

We focus on designing frames with low stand-over’s to take much of the awkwardness out of getting on board and dismounting after.

We trim as much weight as we can with lightweight aluminum frames on many of the youth models and use aluminum parts where possible (the limiting factor here is working within a youth bike appropriate price point) to work towards that make-it-as-light-as-possible goal.

The additional benefit of this spec-as-much-alloy-as-possible design bias is that the product will hold up in the elements significantly better (with a much slower and lower oxidation rate) than other kids bikes built with more steel parts. We know because we have kids too and their Jamis bikes are often left outside for much of the year. We’re amazed at how good these bikes look 3, 5, and even 7 years later.

Another way we assure aesthetic durability is to electroplate many of the exposed steel parts with a black protective coating. Parts that are usually chrome-plated or painted instead on other bikes, often start chipping or rusting within weeks of being purchased. While our black electroplating won't completely prevent rust, it will retard its onset. And even when oxidation has occurred, the black electro-plating helps to mask and conceal that oxidation. Another benefit of electroplating is that the manufacturing process is less environmentally toxic than chrome plating.

Tire choices are made with an eye towards smooth-rolling attributes, with large air volume for comfort and larger tire contact patches for balance, stability and control. All boys models are knobbed for off-road capability, but knob size is moderate to small and tire profile is rounded so that rolling performance on the pavement, where most kids are going to be riding, is not tooth chattering or overly noisy. Girl's models are “slick” type with tire sipes to improve traction on wet surfaces.

Saddles are manufactured with high quality polyethylene and polyurethane foams that offer a more durable and comfortable support base that won’t pack down and bottom out. Kids will enjoy riding longer and more often as a result. Saddle covers are manufactured with high quality synthetic leathers that look great out of the crate and hold up well to kid-level abuse.

Our girl’s saddles are broader-based and thicker-foamed for absolute comfort with and great looks. Our boy’s saddles feature a more abrasion resistant cover, or abrasion resistant corner patches, with plastic guards often under the nose and rear of the saddle. Shape and saddle profiles are generally narrow so that under active pedaling, young thighs won’t chafe.

The grips on our 16” wheeled and larger girl’s bikes are actually manufactured similar to our saddles (without the saddle base and rails of course). The core of the grip is made of a high density foam with high “memory” that won’t bottom out easily when gripped, providing the highest level of comfort and control for small hands. The cover is made of high quality synthetic leather that, in conjunction with the foam core, offers much softer tactile feedback and grip than much harder rubber or plastic grips. These “comfort” grips also feature embossed designs that not only look great, they also help to provide a secure grip should they become wet.

Because boys will be boys and generally ride their bikes more aggressively than some or many of the girls, the grips we specify are TPE or kraton grade which are much firmer than the foam grips on our girl’s bikes, but still provide the “give” and grip for the comfort and control your kids need to ride safely and securely.

Our 16” and larger wheeled girl’s bikes also feature full-support platform pedals with a TPE or kraton grade non-slip pedal surface insert (the same type of material that is often embedded in your toothbrush these days to offer a more comfortable & less slippery grip). These pedals are comfortable to ride upon, even bare-footed, and when wet are much less slippery than full plastic versions of platform pedals with no TPE insert.

Our 20” wheeled Laser 20 and Starlite 20 offer two types of brakes: a standard rear coaster brake, which most youngsters are familiar with, and a rear hand-pull brake, which many are not. Having the traditional foot-powered rear coaster brake as a backup allows youngsters to get used to hand-braking without going cold-turkey on the coaster brake they are already comfortable using.

Painted fenders on all girls’ single speed models (and thermoplastic ones on the 12” Hot Rod and Lady Bug) keeps bikes and kids clean. And the full length, all metal chain guards we offer on all but the multi-geared boy’s mountain bikes -- the X-26, X-24 and X-20 – help keep legs and pants clean as well.

Our 12” kid bikes feature easily serviceable ball bearings at all rotating points. Not plastic bushings that tend to deconstruct once a child really turns on to biking and starts riding frequently. Or completely fall apart once a bike is grown out of and gets trickled down to another rider. That includes ball bearings in the hubs, bottom brackets and headsets.

Kickstands, safety bells, training wheels, and derailleur guards -- all where appropriate -- round out the Jamis youth package. And when dressed up with our fun, eye-catching colors and graphics, these are the bikes most kids will gravitate towards and want to buy and ride.
X.26 DISC

SPECIFICATIONS
Frame 6061 aluminum main tubes, over-sized seat tube, replaceable derailleur hanger
Fork XC80 26”, coil spring, external preload adjustor, 25.4mm stanchions, aluminum lowers, 80mm travel
Headset VP threadless
Wheels Alex TD26 double-wall disc-specific rims with reinforced spoke bed, 32H, alloy 6-bolt disc hubs, 14G nickel-plated spokes
Tires CST Patrol, 26 x 2.25
Deraileurs Shimano TY300 rear and TY500 front
Shifters Shimano EF41, 3x7-speed
Chain KMC Z51, 7-speed
Cassette Shimano TZ31, 7-speed, 14-34T
Crankset Forged alloy crank, 42/34/24T, 170mm
BB Set Sealed cartridge
Pedals MTB platform, hi-impact resin
Brakeset Tektro M280 mechanical disc, 160mm rotors and Shimano levers
Handlebar Jamis XC alloy riser, 25.4 x 20mm rise x 620mm
Stem Jamis XC alloy threadless, 25.4 x 15° rise x 75mm
Grips Kraton
Seat Post Jamis alloy micro-adjust, 31.6 x 350mm
Saddle Jamis ATB Sport/Sport Women’s, SL cover, protective front and rear guards
Sizes M: 13”, 15” S/O: 12”, 14”
Color Ano Black, Inferno S/O: Ano Black
Weight 30 lbs

UPGRADES/CHANGES FROM 2018
Same quality Jamis specification as 2018

REASONS TO UPGRADE FROM XR26
XC80 suspension fork
Tektro M280 disc brakes

X.26 DISC / SO GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>15&quot;S/O</td>
<td>20.51 / 521</td>
<td>70.5°</td>
<td>74°</td>
<td>16.93 / 430</td>
<td>40.04 / 1017</td>
<td>1.57 / 40</td>
<td>11.89 / 302</td>
<td>4.13 / 105</td>
<td>23.27 / 602</td>
</tr>
<tr>
<td>15&quot;</td>
<td>20.90 / 531</td>
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<td>74°</td>
<td>16.73 / 425</td>
<td>40.20 / 1021</td>
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<tr>
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<td>73°</td>
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<td>4.92 / 125</td>
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<td>13&quot;</td>
<td>20.90 / 531</td>
<td>70°</td>
<td>73°</td>
<td>16.73 / 425</td>
<td>40.20 / 1021</td>
<td>1.57 / 40</td>
<td>11.89 / 302</td>
<td>4.92 / 125</td>
<td>25.79 / 655</td>
</tr>
</tbody>
</table>
XR26

SPECIFICATIONS

Frame 6061 aluminum main tubes, over-sized seat tube, replaceable derailleur hanger
Fork Uncrown, 6061 aluminum, 28.6 Cr-Mo steerer
Headset VP threadless
Wheels Alloy 36H rims, alloy MTB hubs with QR, 14C nickel-plated spokes
Tires CST MTB, 26 x 1.95"
Derailleurs Shimano TY300 rear and TY300 front
Shifters Shimano RevoShift 35, 3x7-speed
Chain KMC Z51, 7-speed
Cassette Shimano TZ500 7-speed, 14-28T
Crankset Forged alloy crank, 42/34/24T, 170mm
BB Set Sealed cartridge
Pedals MTB platform, hi-impact resin
Brakeset Alloy linear pull type with alloy levers
Handlebar Jamis XC alloy riser, 25.4 x 20mm rise x 580mm
Stem Jamis XC alloy threadless, 25.4 x 15” rise x 75mm
Grips Kraton
Seat Post Jamis alloy micro-adjust, 31.6 x 350mm
Saddle Jamis ATB Sport/Sport Women’s, SL cover, protective front and rear guards
Sizes M: 13”, 15”   S/O: 12”, 14”
Color Ano Black, Cosmic Dust S/O: Ultraviolet
Weight 24.75 lbs

UPGRADES/CHANGES FROM 2018
Sealed cartridge bottom bracket

TRAIL XR26 SO GEOMETRY

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<tr>
<th>SIZE</th>
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<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
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<tr>
<td>13&quot;</td>
<td>20.30 / 517</td>
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<td>16.73 / 425</td>
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<td>28.27 / 738</td>
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<tr>
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<td>74°</td>
<td>16.93 / 430</td>
<td>39.88 / 1013</td>
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<td>4.13 / 105</td>
<td>24.76 / 629</td>
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<tr>
<td>14” S/O</td>
<td>20.75 / 527</td>
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<td>73°</td>
<td>16.93 / 430</td>
<td>39.96 / 1015</td>
<td>1.77 / 45</td>
<td>11.89 / 302</td>
<td>4.92 / 125</td>
<td>25.27 / 642</td>
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</table>
**X.24 DISC**

**SPECIFICATIONS**

- **Frame**: Enduro frame design, 6061 aluminum tubes, tapered/ovalized top tube, down tube & stays with replaceable derailleur hanger.
- **Fork**: XC30 24", coil spring, 25.4mm stanchions, aluminum lowers, 50mm travel
- **Headset**: VP threadless
- **Wheels**: Alloy 36H black anodized disc rims, alloy 6-bolt disc hubs with QR, 14G nickel-plated spokes
- **Tires**: CST MTB, 24 x 1.95"
- **Deraileurs**: Shimano TY300 rear and TZ500 top pull front
- **Shifters**: Shimano RevoShift 35, 2x7-speed
- **Chain**: KMC Z51
- **Cassette**: Shimano TZ500 freewheel, 14-28, 7-speed
- **Crankset**: Forged alloy crank, 152mm, with 34/24T chainrings and protective outer rock-ring
- **BB Set**: Sealed cartridge
- **Pedals**: MTB platform, hi-impact resin
- **Brakes**: Tektro M280 mechanical disc, 160mm rotors and Shimano levers
- **Handlebar**: MTB alloy riser, 6° sweep x 20mm rise x 580mm wide
- **Stem**: MTB alloy threadless, 15° rise x 60mm extension
- **Grips**: Kraton for Grip Shift
- **Seat Post**: Alloy micro-adjust, 27.2 x 300mm, with 31.8mm alloy clamp
- **Saddle**: Jamis ATB Youth
- **Sizes**: 12"
- **Color**: Ano Black, Ninja Green, Powder Blue
- **Weight**: 27.50 lbs

**REASONS TO UPGRADE FROM XR24**

- XC50 suspension fork
- Tektro M280 disc brakes
- 2x7 drivetrain

**UPGRADES/CHANGES FROM 2018**

- Sealed cartridge bottom bracket
- Jamis ATB Youth saddle

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**X24 DISC GEOMETRY**

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
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</thead>
<tbody>
<tr>
<td>12&quot; B</td>
<td>10.27 / 261</td>
<td>19.17 / 487</td>
<td>70</td>
<td>73</td>
<td>16.14 / 410</td>
<td>37.68 / 957</td>
<td>1.57 / 40</td>
<td>10.83 / 275</td>
<td>3.54 / 90</td>
<td>24.21 / 615</td>
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XR24

SPECIFICATIONS

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<thead>
<tr>
<th>Frame</th>
<th>Enduro frame design, 6061 aluminum tubes, tapered/ovalized top tube, down tube &amp; stays with replaceable derailleur hanger</th>
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<tbody>
<tr>
<td>Fork</td>
<td>Unicrown, 6061 aluminum, 28.6 Cr-Mo steerer</td>
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<tr>
<td>Headset</td>
<td>VP threadless</td>
</tr>
<tr>
<td>Wheels</td>
<td>Alloy 36H black anodized rims with brushed brake tracks, alloy MTB hubs with nutted axles, 14G nickel-plated spokes</td>
</tr>
<tr>
<td>Tires</td>
<td>CST MTB, 24 x 1.95&quot;</td>
</tr>
<tr>
<td>Derailleurs</td>
<td>Shimano TY300 rear</td>
</tr>
<tr>
<td>Shifters</td>
<td>Shimano RevoShift 35, 7-speed</td>
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<tr>
<td>Chain</td>
<td>KMC Z51</td>
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<tr>
<td>Cassette</td>
<td>Shimano TZ500 freewheel, 14-28, 7-speed</td>
</tr>
<tr>
<td>Crankset</td>
<td>Forged alloy crank, 152mm, 32T chaining and protective outer rock-ring</td>
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<tr>
<td>BB Set</td>
<td>Sealed cartridge</td>
</tr>
<tr>
<td>Pedals</td>
<td>MTB platform, hi-impact resin</td>
</tr>
<tr>
<td>Brakeset</td>
<td>Alloy linear pull type with full alloy short reach levers</td>
</tr>
<tr>
<td>Handlebar</td>
<td>MTB alloy riser, 6° sweep x 20mm rise x 580mm wide</td>
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<tr>
<td>Stem</td>
<td>MTB alloy threadless, 15° rise x 60mm extension</td>
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<tr>
<td>Grips</td>
<td>Kraton for Grip Shift</td>
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<td>Seat Post</td>
<td>Alloy micro-adjust, 27.2 x 300mm, with 31.8mm alloy clamp</td>
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<tr>
<td>Saddle</td>
<td>Jamis ATB Youth</td>
</tr>
<tr>
<td>Sizes</td>
<td>12&quot;</td>
</tr>
<tr>
<td>Color</td>
<td>Ano Black, Cherryade, Blue Lagoon</td>
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XR24 GEOMETRY

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<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
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<td>B</td>
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</tbody>
</table>

UPGRADES/CHANGES FROM 2018

Sealed cartridge bottom bracket

Jamis ATB Youth saddle
XR20

SPECIFICATIONS

Frame Enduro frame design, 6061 aluminum tubes, tapered/ovalized top tube, down tube & stays

Fork Unicrown, 6061 aluminum, 28.6 Cr-Mo steerer

Headset Aheadset, 1 1/8”

Wheels Alloy 36H black anodized rims with brushed brake tracks, alloy MTB hubs with nutted axles, 14G nickel-plated spokes

Tires CST MTB, 20 x 1.95"

Derailleurs Shimano TY300 rear with protective guard

Shifters Shimano RevoShift 35, 6-speed

Chain KMC Z33

Cassette 6-speed, 14-28T

Crankset Forged alloy crank, 127mm, with 36T chainring and protective double-sided chainguard

BB Set Sealed cartridge

Pedals MTB platform, hi-impact resin

Brakeset Alloy linear pull type with full alloy short reach levers

Handlebar MTB alloy riser, 6° sweep x 20mm rise x 560mm wide

Stem MTB alloy threadless, 15° rise x 60mm extension

Grips Kraton for Grip Shift

Seat Post Alloy pillar, 27.2 x 300mm, with 31.8mm alloy clamp

Saddle Jamis ATB Youth

Sizes 10”

Color Charcoal, Cosmo Blue, Twilight

Weight 22.50 lbs

UPGRADES/CHANGES FROM 2018

Updated frame design!

Sealed cartridge bottom bracket

Jamis ATB Youth saddle

XR20 GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>10&quot; B</td>
<td>8.50 / 216</td>
<td>17.91 / 453</td>
<td>70°</td>
<td>70°</td>
<td>15.16 / 385</td>
<td>34.72 / 882</td>
<td>1.77 / 45</td>
<td>9.45 / 240</td>
<td>3.54 / 90</td>
<td>20.32 / 516</td>
</tr>
</tbody>
</table>
CAPRI 24

SPECIFICATIONS

| Frame | Lightweight 6061 aluminum comfort frame design with full-length chainguard, fenders and kickstand |
| Fork | Comfort unicrown, hi-tensile steel, oversized with radiused blades |
| Headset | Standard threaded type, 1 1/8” |
| Wheels | Alloy 36H rims with small flange nutted hubs and 14G nickel-plated spokes |
| Tires | Brooklyn Speedway, 24 x 2.125”, black with whitewalls |
| Derailleur | Shimano TY300 rear |
| Shifters | Shimano RevoShift 35, 7-speed |
| Chain | KMC HV500 |
| Cassette | Shimano freewheel, 14-28, 7-speed |
| Crankset | Forged alloy crank, 152mm, with 40T chaining |
| BB Set | Sealed cartridge |
| Pedals | Comfort style pedals with non-slip TPE insert |
| Brakeset | Alloy linear pull type with alloy short reach levers |
| Handlebar | Comfort riser type, 6” sweep x 30mm rise x 560mm wide |
| Stem | Hi-rise comfort type, 40” rise x 90mm extension with 150mm quill |
| Grips | Embossed & stitched vinyl cover over comfort foam |
| Seat Post | Pillar, 27.2 x 300mm, with 31.8mm alloy clamp |
| Saddle | Jamis Youth Comfort with embossed vinyl and single loop springs |

Sizes: 12”

Color: Vanilla, Sky Blue

Weight: 28 lbs

UPGRADES/CHANGES FROM 2018

- Updated frame design!
- Sealed cartridge bottom bracket

CAPRI 24 GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>12”</td>
<td>10.24 / 260</td>
<td>19.45 / 494</td>
<td>71°</td>
<td>70°</td>
<td>16.74 / 425</td>
<td>37.68 / 957</td>
<td>1.97 / 50</td>
<td>11.02 / 280</td>
<td>4.72 / 120</td>
<td>21.97 / 558</td>
</tr>
</tbody>
</table>
**CAPRI 20**

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Frame</th>
<th>Lightweight 6061 aluminum comfort frame design with full-length chainguard, fenders and kickstand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork</td>
<td>Comfort unicrown, hi-tensile steel, oversized with radiused blades</td>
</tr>
<tr>
<td>Headset</td>
<td>Standard threaded type, 1 1/8”</td>
</tr>
<tr>
<td>Wheels</td>
<td>Alloy 36H rims with small flange nutted hubs and 14G nickel-plated spokes</td>
</tr>
<tr>
<td>Tires</td>
<td>Brooklyn Speedway, 20 x 2.125”, black with whitewalls</td>
</tr>
<tr>
<td>Derailleurs</td>
<td>Shimano TY300 rear derailleur with protective guard</td>
</tr>
<tr>
<td>Shifters</td>
<td>Shimano RevoShift 35, 6-speed</td>
</tr>
<tr>
<td>Chain</td>
<td>KMC HT40B</td>
</tr>
<tr>
<td>Cassette</td>
<td>Indexed, 6-speed, 14-28T</td>
</tr>
<tr>
<td>Crankset</td>
<td>Forged alloy crank, 152mm, with 38T chaining</td>
</tr>
<tr>
<td>BB Set</td>
<td>Sealed cartridge</td>
</tr>
<tr>
<td>Pedals</td>
<td>Comfort style pedals with non-slip TPE insert</td>
</tr>
<tr>
<td>Brakeset</td>
<td>Alloy linear pull type with alloy short reach levers</td>
</tr>
<tr>
<td>Handlebar</td>
<td>Comfort riser type, 6” sweep X 30mm rise x 560mm wide</td>
</tr>
<tr>
<td>Stem</td>
<td>Hi-rise comfort type, 40” rise x 90mm extension with 150mm quill</td>
</tr>
<tr>
<td>Grips</td>
<td>Embossed &amp; stitched vinyl cover over comfort foam</td>
</tr>
<tr>
<td>Seat Post</td>
<td>Pillar, 27.2 x 300mm, with 31.8mm alloy clamp</td>
</tr>
<tr>
<td>Saddle</td>
<td>Jamis Comfort Youth</td>
</tr>
<tr>
<td>Sizes</td>
<td>10”</td>
</tr>
<tr>
<td>Color</td>
<td>Grape</td>
</tr>
<tr>
<td>Weight</td>
<td>25.50 lbs</td>
</tr>
</tbody>
</table>

**UPGRADES/CHANGES FROM 2018**

- Updated frame design!
- Jamis Comfort Youth saddle
- Sealed cartridge bottom bracket

**CAPRI 20 GEOMETRY**

<table>
<thead>
<tr>
<th>Size</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEEL BASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>10&quot; C</td>
<td>8.23 / 209</td>
<td>16.23 / 463</td>
<td>71°</td>
<td>70°</td>
<td>15.16 / 385</td>
<td>34.96 / 888</td>
<td>1.97 / 50</td>
<td>9.53 / 242</td>
<td>4.72 / 120</td>
<td>18.74 / 476</td>
</tr>
</tbody>
</table>

Grape
LASER 2.0

SPECIFICATIONS

Frame Lightweight 6061 aluminum MX-moto frame design, includes chainguard and kickstand
Fork Tubular unicrown, MX Hi-Ten, straight blades
Headset Standard threaded type, 22.2mm
Wheels Alloy 36H black anodized rims with brushed brake tracks, steel front and Hi-Stop coaster brake rear hubs, 14G nickel-plated spokes
Tires CST Dirt Knobbies, 20 x 2.125"
Derailleurs N/A
Shifters N/A
Chain KMC C410
Cassette N/A
Crankset Cold-forged steel, electro-plated black finish, 4 1/2" arms, 36T chaining
BB Set OPC bearing type, VP-B35
Pedals BMX high-impact resin pedals
Brakeset Alloy linear pull type and Hi-stop coaster brake (both rear only) with alloy lever
Handlebar BMX style, 8D sweep x 125mm rise x 580mm wide with safety bell
Stem BMX alloy with front facing removable cap, 150mm quill
Grips Kraton with flange
Seat Post Pillar, electro-plated black finish, 27.2 x 250mm with 31.8mm alloy clamp
Saddle Jamis BMX Jr.
Sizes 10"
Color Gloss Black, Kinetic Grey
Weight 24.25 lbs

UPGRADES/CHANGES FROM 2018

Jamis BMX Jr. saddle

LASER 2.0 GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>MT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>10&quot; B</td>
<td>8.74 / 222</td>
<td>17.91 / 485</td>
<td>70°</td>
<td>70°</td>
<td>15.16 / 385</td>
<td>34.92 / 887</td>
<td>1.97 / 50</td>
<td>9.4 / 238</td>
<td>3.54 / 90</td>
<td>20.25 / 517</td>
</tr>
</tbody>
</table>

Gloss Black

Kinetic Grey
LASER 16

**SPECIFICATIONS**

| Frame | Lightweight 6061 aluminum MX-moto frame design, includes chainguard and training wheels |
| Fork | Tubular unicrown, MX Hi-Ten, straight blades |
| Headset | Standard threaded type, 22.2mm |
| Wheels | Electro-plated black steel 28H rims, steel front and Hi-Stop coaster brake rear hubs, 14G nickel-plated spokes |
| Tires | CST Dirt Knobbies, 16 x 2.125" |
| Derailleurs | N/A |
| Shifters | N/A |
| Chain | KMC C410 |
| Cassette | N/A |
| Crankset | Cold-forged steel, electro-plated black finish, 3 1/2" arms, 28T chaining |
| BB Set | OPC bearing type, VP-B35 |
| Pedals | BMX high-impact resin pedals |
| Brakeset | Hi-Stop rear coaster brake |
| Handlebar | BMX style, 8D sweep x 125mm rise x 520mm wide with safety bell |
| Stem | BMX alloy with front facing removable cap, 150mm quill |
| Grips | Kraton with flange |
| Seat Post | Pillar, electro-plated black finish, 27.2 x 250mm with 31.8mm alloy clamp |
| Saddle | Jamis BMX Jr. |
| Colors | Victory Blue, Victory Red |
| Weight | 22.75 lbs |

**UPGRADES/CHANGES FROM 2018**

Jamis BMX Jr. saddle

**LASER 1.6 GEOMETRY**

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
</tr>
</thead>
</table>

Victory Blue

Victory Red
STARLITE 20

SPECIFICATIONS

<table>
<thead>
<tr>
<th>Frame</th>
<th>Lightweight 6061 aluminum sport comfort frame design with full-length chainguard, painted fenders and training wheels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork</td>
<td>Comfort unicrown, hi-tensile steel, radiused blades</td>
</tr>
<tr>
<td>Headset</td>
<td>Standard threaded type, 22.2mm</td>
</tr>
<tr>
<td>Wheels</td>
<td>Alloy 36H rims with steel front and Hi-Stop coaster brake rear hubs, 14G nickel-plated spokes</td>
</tr>
<tr>
<td>Tires</td>
<td>Sport Comfort, 20&quot; x 1.75&quot;, black with whitewalls</td>
</tr>
<tr>
<td>Derailleurs</td>
<td>N/A</td>
</tr>
<tr>
<td>Shifters</td>
<td>N/A</td>
</tr>
<tr>
<td>Chain</td>
<td>KMC C410</td>
</tr>
<tr>
<td>Cassette</td>
<td>N/A</td>
</tr>
<tr>
<td>Crankset</td>
<td>Cold-forged steel, electro-plated black finish, 4 1/2&quot; arms, 36T chaining</td>
</tr>
<tr>
<td>BB Set</td>
<td>OPC bearing type, VP-B35</td>
</tr>
<tr>
<td>Pedals</td>
<td>Comfort style platform pedal with non-slip TPE insert</td>
</tr>
<tr>
<td>Brakeset</td>
<td>Alloy linear pull type and Hi-Stop coaster brake (both rear only) with alloy lever</td>
</tr>
<tr>
<td>Handlebar</td>
<td>Swept-back comfort design, electro-plated black finish, with safety bell</td>
</tr>
<tr>
<td>Stem</td>
<td>Alloy with front facing removable cap, 40mm extension x 130mm quill</td>
</tr>
<tr>
<td>Grips</td>
<td>Embossed &amp; stitched vinyl cover over comfort foam</td>
</tr>
<tr>
<td>Seat Post</td>
<td>Pillar, electro-plated black finish, 27.2 x 250mm with 31.8mm alloy clamp</td>
</tr>
<tr>
<td>Saddle</td>
<td>Jamis Comfort Youth</td>
</tr>
<tr>
<td>Sizes</td>
<td>10&quot;</td>
</tr>
<tr>
<td>Color</td>
<td>Cotton Candy, Pure White</td>
</tr>
<tr>
<td>Weight</td>
<td>23.75 lbs</td>
</tr>
</tbody>
</table>

UPGRADES/CHANGES FROM 2018

Jamis Comfort Youth saddle

STARLITE 2.0 GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>10&quot; G</td>
<td>8.23 / 209</td>
<td>18.23 / 463</td>
<td>77°</td>
<td>70°</td>
<td>15.16 / 385</td>
<td>34.92 / 887</td>
<td>1.97 / 50</td>
<td>9.41 / 239</td>
<td>4.72 / 120</td>
<td>18.66 / 474</td>
</tr>
</tbody>
</table>

Cotton Candy

Pure White
MISS DAISY 16

SPECIFICATIONS

Frame Lightweight 6061 aluminum sport comfort frame design with full-length chainguard, painted fenders and training wheels
Fork Comfort unicrown, hi-tensile steel, radiused blades
Headset Standard threaded type, 22.2mm
Wheels Electro-plated black steel 28H rims, steel front and Hi-Stop coaster brake rear hubs, 14G nickel-plated spokes
Tires Sport Comfort, 16” x 1.75”, black with whitewalls
Derailleurs N/A
Shifters N/A
Chain KMC C410
Cassette N/A
Cranks Cold-forged steel, electro-plated black finish, 3 1/2” arms, 28T chainring
BB Set OPC bearing type, VP-B35
Pedal Comfort style platform pedal with non-slip TPE insert
Brakeset Hi-Stop rear coaster brake
Handlebar Swept-back comfort design, electro-plated black finish, with safety bell
Stem Alloy with front facing removable cap, 40mm extension x 130mm quill.
Grips Embossed & stitched vinyl cover over comfort foam
Seat Post Pillar, electro-plated black finish, 27.2 x 250mm with 31.8mm alloy clamp
Saddle Jamis Comfort Youth
Sizes 8”
Color Raspberry, Grape
Weight 22.5 lbs

MISS DAISY 1.6 GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
</tr>
</thead>
</table>

MISS DAISY 1.6 GEOMETRY

UPGRADES/CHANGES FROM 2018

Jamis Comfort Youth saddle
HOT ROD 12

SPECIFICATIONS

<table>
<thead>
<tr>
<th>Frame</th>
<th>Lightweight 6061 aluminum with full wrap chainguard and training wheels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork</td>
<td>Hi-Tensile carbon steel unicrown</td>
</tr>
<tr>
<td>Headset</td>
<td>Standard threaded type, 22.2mm</td>
</tr>
<tr>
<td>Wheels</td>
<td>Electro-plated black steel 16H rims with ball-beariinged hubs &amp; 14G nickel-plated spokes</td>
</tr>
<tr>
<td>Tires</td>
<td>CST Street 12.5 x 2.125”</td>
</tr>
<tr>
<td>Derailleurs</td>
<td>N/A</td>
</tr>
<tr>
<td>Shift levers</td>
<td>N/A</td>
</tr>
<tr>
<td>Chain</td>
<td>KMC Z410</td>
</tr>
<tr>
<td>Cassette</td>
<td>N/A</td>
</tr>
<tr>
<td>Crankset</td>
<td>Cold-forged steel, electro-plated black finish, 3” arms, 28T chainring</td>
</tr>
<tr>
<td>BB Set</td>
<td>OPC bearing type, VP-B35</td>
</tr>
<tr>
<td>Pedals</td>
<td>Junior high-impact resin pedals</td>
</tr>
<tr>
<td>Brakeset</td>
<td>Hi-Stop rear coaster brake</td>
</tr>
<tr>
<td>Handlebar</td>
<td>BMX style, 480mm wide with safety bar pad &amp; safety bell</td>
</tr>
<tr>
<td>Stem</td>
<td>Alloy head with front facing removable cap, 40mm extension, 130mm quill</td>
</tr>
<tr>
<td>Grips</td>
<td>Junior mushroom type with flange</td>
</tr>
<tr>
<td>Seat Post</td>
<td>Pillar, electro-plated black finish, 25.4 x 220mm</td>
</tr>
<tr>
<td>Saddle</td>
<td>Hot Rod padded &amp; sprung saddle</td>
</tr>
<tr>
<td>Sizes</td>
<td>7”</td>
</tr>
<tr>
<td>Color</td>
<td>Victory Blue</td>
</tr>
<tr>
<td>Weight</td>
<td>18 lbs</td>
</tr>
</tbody>
</table>

UPGRADES/CHANGES FROM 2018
Same quality Jamis specification as 2018

HOT ROD GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>7”</td>
<td>5.63 / 143</td>
<td>13.31 / 338</td>
<td>71°</td>
<td>72°</td>
<td>10.04 / 255</td>
<td>24.64 / 626</td>
<td>0.79 / 20</td>
<td>7.01 / 178</td>
<td>3.15 / 80</td>
<td>14.25 / 362</td>
</tr>
</tbody>
</table>

Victory Blue
LADY BUG 12

SPECIFICATIONS

Frame Lightweight 6061 aluminum with full wrap chainguard, fenders and training wheels
Fork Hi-tensile carbon steel unicrown
Headset Standard threaded type, 22.2mm
Wheels Electro-plated black steel 16H rims with ball-bearing'ed hubs & 14G nickel-plated spokes
Tires CST Street, 2.125”, Black with whitewalls
Derailleurs N/A
Shifters N/A
Chain KMC Z410
Cassette N/A
Crankset Cold-forged steel, electro-plated black finish, 3” arms, 28T chaining
BB Set OPC bearing type, VP-B35
Pedals Junior high-impact resin pedals
Brakeset Hi-Stop rear coaster brake
Handlebar Low-rise comfort design, 460mm wide with safety bar pad & safety bell
Stem Alloy with front facing removable cap, 40mm extension x 130mm quill.
Grips Junior mushroom type
Seat Post Pillar, electro-plated black finish, 25.4 x 220mm
Saddle Lil’ Girls padded & sprung saddle
Sizes 7"
Color Raspberry
Weight 18.25 lbs

UPGRADES/CHANGES FROM 2018

Same quality Jamis specification as 2018

LADY BUG GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>7&quot; C</td>
<td>5.63 / 143</td>
<td>13.31 / 338</td>
<td>71°</td>
<td>72°</td>
<td>10.04 / 255</td>
<td>24.64 / 626</td>
<td>0.79 / 20</td>
<td>7.01 / 178</td>
<td>3.15 / 80</td>
<td>13.42 / 341</td>
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</tbody>
</table>