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The manufacturing process we pioneered in 2009 and once featured solely on our top racing 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.
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.
PLUS TIRES & BOOST 148

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 principals 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.
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.

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.
SureStop 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 SureStop 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, SureStop 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. Portal® and Hardline® were developed by Jamis’ in-house design team 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, countereacting 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 3V0. 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.

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 3V0 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.

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.
**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 High Modulus carbon fiber or triple-butted 6061 series aluminum tubing, featuring custom over-sized & tapered tubing for increased frame stiffness and durability.

**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.

**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?**

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.

**Short Chainstays**

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

**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.
HARDLINE C1

SPECIFICATIONS

Frame
Dyad Pro High Modulus Carbon Fiber, 160mm 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 chain guide, MRP SXg lower chain guide, Fox DHX2 Factory Series coil shock w/2-position compression switch, SLS 400lb Spring, high/low speed compression, high/low speed rebound,10mm hardware, replaceable derailleur hanger.

Fork
Fox Factory 36 Float 27.5" w/ 3-position adjust compression & lock-out,15x110mm axle, air spring compression, rebound adjust, tapered alloy steerer, 170mm travel

Headset
FSA Orbit IS Integrated, 8mm cone spacer

Wheels
Stans Flow CB7 Carbon 27.5" tubeless wheels, 15x110mm axle front and 12x148mm rear NEO hubs, Sapim Race spokes

Tires
Vittoria Martello 27.5 x 2.35", TNT tubeless

Derailleurs
SRAM XX1 Eagle, 12-speed

Shifters
SRAM XX1 Eagle, 1x12-speed

Chain
SRAM XX1 Eagle, 12-speed

Cassette
SRAM XG1299, 12-speed, 10-50T

Crankset
Truvativ Descendant Carbon, 32T

BB Set
SRAM DUB

Pedals
N/A

Brakeset
TRP G-Spec DH 4-piston hydraulic disc, TR-33 180mm front & rear 6-bolt rotors

Handlebar
Race Face Turbine R, 780mm x 20mm rise, 35mm diameter

Stem
Race Face Turbine R, 50mm extension, 35mm clamp diameter

Grips
Jamis Lock-On

Seat Post
Fox Transfer Dropper, 1x remote

Saddle
WTB Volt

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

Color
Signal

Weight
31 lbs

TECH FEATURES

MTB - 3VO SUSPENSION

HARDLINE GEOMETRY

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UPGRADES/CHANGES FROM 2019

New for 2020!

Fox DHX2 Coil Shock
SRAM XX1 Eagle drivetrain
Stans Flow Carbon wheelset
TRP G-spec DH brakeset

REASONS TO UPGRADE FROM HARDLINE C2

Available as frameset

Signal
HARDLINE C2

SPECIFICATIONS

Frame Dyad Pro High Modulus Carbon Fiber, 160mm 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, Fox Float DPX2 Factory Series Kashima EVOL shock w/3-position compression, 10mm hardware, replaceable derailleur hanger

Fork Fox Factory 36 Float 27.5" w/ 3-position adjust compression & lock-out, 25x110mm axle, air spring compression, rebound adjust, tapered alloy steerer, 160mm travel

Headset FSA Orbit IS Integrated, 8mm cone spacer

Wheels Stans Flow MK3 27.5" tubeless wheels, 15x110mm axle front and 12x148mm rear NEO hubs, Sapim Race spokes

Tires Vittoria Martello 27.5 x 2.35", TNT tubeless

Derailleurs SRAM XO1 Eagle, 12-speed

Shifters SRAM XO1 Eagle, 1x12-speed

Chain SRAM XO1 Eagle, 12-speed

Cassette SRAM XG1295, 12-speed, 10-50T

Crankset Truvativ Descendant Carbon, 32T

BB Set SRAM DUB

Pedals N/A

Brakeset Magura MT7 4-piston hydraulic disc, Storm HC 180mm rotors

Handlebar Race Face Turbine R, 780mm x 20mm rise, 35mm diameter

Stem Race Face Turbine R, 50mm extension, 35mm clamp diameter

Grips Jamis Lock-On

Seat Post Race Face Aeffect R Dropper, 1x remote

Saddle WTB Volt

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

Color Hazzard

Weight 29.25 lbs

TECH FEATURES

MTB - 3VO SUSPENSION

UPGRADES/CHANGES FROM 2019

New for 2020!

REASONS TO UPGRADE FROM HARDLINE C3

Fox Factory suspension

SRAM XO1 Eagle drivetrain

Stans Flow wheelset

Magura MT7 brakeset

HARDLINE GEOMETRY

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<th>SIZE</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
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HARDLINE C3

SPECIFICATIONS

Frame
Dyad Pro High Modulus Carbon Fiber, 160mm 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 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 IS Integrated, 8mm cone spacer.

Wheels
Race Face ARC 30 27.5” tubeless rims, Shimano SLX M7100 front and rear centerlock hubs, WTB Sandvik Stainless spokes, WTB alloy nipples.

Tires
Vittoria Martello 27.5 x 2.35”, TNT tubeless.

Deraillleurs
Shimano SLX, 12-speed.

Shifters
Shimano SLX, 1x12-speed.

Chain
KMC X12, 12-speed.

Cassette
Shimano M7100, 12-speed, 10-51T.

Crankset
Race Face Aeffect, 32T.

BB Set
Race Face BSA.

Pedals
N/A.

Brakeset
Shimano SLX M720 4-piston Ice-Tech hydraulic disc, RT-70 180mm front & rear centerlock rotors.

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

Stem
Race Face Aeffect R, 50mm extension, 35mm clamp diameter.

Grips
Jamis Lock-On.

Seat Post
Race Face Aeffect R Dropper, 1x remote.

Saddle
WTB Volt.

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

Color
Ninja Green.

Weight
30.75 lbs.

TECH FEATURES

UPGRADES/CHANGES FROM 2019

New for 2020!

REASONS TO UPGRADE FROM HARDLINE A1

Dyad Pro High Modulus Carbon Fiber Frame.

Race Face Aeffect R dropper post.

HARDLINE GEOMETRY

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<tr>
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</table>
HARDLINE A1

SPECIFICATIONS

Frame triple-butted 6061 aluminum, 160mm 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 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 IS Integrated, 8mm cone spacer

Wheels Race Face ARC 30 27.5" tubeless rims, Shimano XT M8100 front and rear centerlock hubs, WTB Sandvik Stainless spokes, WTB alloy nipples

Tires Vittoria Martello 2.35", TNT tubeless

Derailleurs Shimano XT, 12-speed

Shifters Shimano XT, 1x12-speed

Chain KMC X12, 12-speed

Cassette Shimano M7100, 12-speed, 10-51T

Crankset Race Face Aeffect, 32T

BB Set Race Face BSA

Pedals N/A

Brakeset Shimano XT M8120 4-piston Ice-Tech hydraulic disc, RT-800 180mm front & rear centerlock rotors

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

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

Grips Jamis Lock-On

Seat Post KS Rage Dropper, Southpaw remote

Saddle WTB Volt

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

Color Blue Smoke

Weight 32.5 lbs

TECH FEATURES

Available as frameset

MTB - 3VO SUSPENSION

HARDLINE GEOMETRY

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UPGRADES/CHANGES FROM 2019

Shimano XT 12-speed drivetrain
Race Face/XT Wheelset
Shimano XT 4-piston brakes
KS Rage Dropper post

REASONS TO UPGRADE FROM HARDLINE A2

Fox suspension
Shimano XT drivetrain parts
Race Face/XT Wheelset
Shimano XT 4-piston brakes
HARDLINE A2

SPECIFICATIONS

Frame
Triple-butted 6061 aluminum, 160mm 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. Rock Shox Deluxe Select 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, 160mm travel.

Headset
FSA Orbit IS integrated, 8mm cone spacer.

Wheels
WTB ST i29 TCS 27.5", tubeless rims, 32H, Formula sealed bearing 15x110mm front & 12x148mm rear 6-bolt disc hubs, stainless spokes.

Tires
Vittoria Martello 27.5 x 2.35", TNT tubeless.

Derailleurs
SRAM SX Eagle, 12-speed.

Shifters
SRAM SX Eagle, 1x12-speed.

Cassette
SRAM PG1210, 12-speed, 11-50T.

Crankset
SRAM X1 Eagle, 32T.

BB Set
SRAM DUB.

Pedals
N/A.

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 Rage Dropper, Southpaw remote.

Saddle
WTB Volt.

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

Color
Charcoal.

Weight
33.75 lbs.

TECH FEATURES

MTB - 3VO SUSPENSION

HARDLINE GEOMETRY

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<td>24.30 / 613</td>
<td>18.90 / 482</td>
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UPGRADES/CHANGES FROM 2019

SRAM SX Eagle 12 speed drivetrain.
KS Rage Dropper post.
PORTAL C1

SPECIFICATIONS

Frame Dyad Pro High Modulus Carbon Fiber, 130mm travel 3VO suspension, Enduro® Max sealed bearing pivots, 1.5 - 1.5/8" tapered head tube, 12x148mm thru-axle, Internal dropper post routing, Custom Jamis upper chainguide, MRP 5xg lower chainguide, Fox DHX2 Factory Series coil shock w/ 2-position compression switch, SLS 450lb Spring, high/low speed compression, high/low speed rebound, 10mm hardware, replaceable derailleur hanger.

Fork Fox Factory 36 Float 29" w/ 3-position adjust compression & lock-out, 15x110mm axle, air spring compression, rebound adjust, tapered alloy steerer, 140mm travel.

Headset FSA Orbit IS Integrated, 8mm cone spacer.

Wheels Stans Arch CB7 Carbon 29" tubeless wheels, 15x110mm axle front and 12x148mm rear NEO hubs, Sapim Race spokes.

Tires Vittoria Martello 29 x 2.35", TNT tubeless.

Derailleurs SRAM XX1 Eagle, 12-speed.

Shifters SRAM XX1 Eagle, 1x12-speed.

Chain SRAM XX1 Eagle, 12-speed.

Cassette SRAM XG1299, 12-speed, 10-50T.

Crankset Truvativ Descendant Carbon, 32T.

BB Set SRAM DUB.

Pedals N/A.

Brakeset TRP G-Spec Trail SL 4-piston hydraulic disc, TR-33 180mm front & rear 6-bolt rotors.

Handlebar Race Face Turbine R, 780mm x 20mm rise, 35mm diameter.

Stem Race Face Turbine R, 50mm extension, 35mm clamp diameter.

Grips Jamis Lock-On.

Seat Post Fox Transfer Dropper, 1x remote.

Saddle WTB Volt.

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

Color Desert Storm.

Weight 30.75 lbs.

TECH FEATURES

UPGRADES/CHANGES FROM 2019

New for 2020!

Fox DHX2 Coil Shock.

Fox 36 fork.

SRAM XX1 Eagle drivetrain.

Stans Arch Carbon wheelset.

TRP G-spec Trail brakeset.

PORTAL GEOMETRY

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REASONS TO UPGRADE FROM PORTAL C2

High Modulus Carbon Fiber.
PORTAL C2

SPECIFICATIONS

Frame
Dyad Pro High Modulus Carbon Fiber, 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 Factory Series Kashima EVOL shock w/3-position compression, 10mm hardware, replaceable derailleur hanger.

Fork
Fox Factory 34 Float 29" w/ 3-position adjust compression & lock-out, 15x110mm axle, air spring compression, rebound adjust, tapered alloy steerer, 130mm travel.

Headset
FSA Orbit IS Integrated, 8mm cone spacer.

Wheels
Stans Arch MK3 29" tubeless wheels, 15x110mm axle front and 12x148mm rear NEO hubs, Sapim Race spokes.

Tires
Vittoria Martello 29 x 2.35", TNT tubeless.

Deraileurs
SRAM XO1 Eagle, 12-speed.

Shifters
SRAM XO1 Eagle, 1x12-speed.

Chain
SRAM XO1 Eagle, 12-speed.

Cassette
SRAM XG1295, 12-speed, 10-50T.

Crankset
Truvativ Descendant Carbon, 32T.

BB Set
SRAM DUB.

Pedals
N/A.

Brakeset
Magura MT8 Pro hydraulic disc, Storm HC 180mm front & 160mm rear 6-bolt rotors.

Handlebar
Race Face Turbine R, 780mm x 20mm rise, 35mm diameter.

Stem
Race Face Turbine R, 50mm extension, 35mm clamp diameter.

Grips
Jamis Lock-On.

Seat Post
Race Face Aeffect R Dropper, 1x remote.

Saddle
WTB Volt.

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

Color
Riptide.

Weight
28.75 lbs.

TECH FEATURES

MTB - 3VO SUSPENSION

PORTAL GEOMETRY

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UPGRADES/CHANGES FROM 2019

New for 2020!

Fox Factory suspension
SRAM XO1 Eagle drivetrain
Stans Arch wheelset
Magura MT8 Pro brakeset

REASONS TO UPGRADE FROM PORTAL C3

Fox Factory suspension
SRAM XO1 Eagle drivetrain
Stans Arch wheelset
Magura MT8 Pro brakeset
PORTAL C3

SPECIFICATIONS

Frame
Dyad Pro High Modulus Carbon Fiber, 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, 180mm travel

Headset
FSA Orbit IS Integrated, 8mm cone spacer

Wheels
DT Swiss M1900 SPLINE 25 29" tubeless wheels, DT 370 hubs, DT Champion spokes

Tires
Vittoria Martello 29 x 2.35", TNT tubeless

Derailleurs
Shimano SLX, 12-speed

Shifters
Shimano SLX, 1x12-speed

Chain
KMC X12, 12-speed

Cassette
Shimano M7100, 12-speed, 10-51T

Crankset
Race Face Aeffect, 32T

BB Set
Race Face BSA

Pedals
N/A

Brakeset
Shimano SLX M7100 Ice-Tech hydraulic disc, RT-70 180mm front & 160mm rear centerlock rotors

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

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

Crips
Jamis Lock-On

Seat Post
Race Face Aeffect R Dropper, 1x remote

Saddle
WTB Volt

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

Color
Oxblood

Weight
29.75 lbs

TECH FEATURES

PORTAL GEOMETRY

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UPGRADES/CHANGES FROM 2019

New for 2020!

REASONS TO UPGRADE FROM PORTAL A1

Dyad Pro High Modulus Carbon Fiber Frame

Race Face Aeffect R dropper post
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 IS Integrated, 8mm cone spacer

Wheels DT Swiss M1900 SPLINE 25 29” tubeless wheels, DT 370 hubs, DT Champion spokes

Tires Vittoria Martello 29 x 2.35”, TNT tubeless

Derailleurs Shimano XT, 12-speed

Shifters Shimano XT, 1x12-speed

Chain KMC X12, 12-speed

Cassette Shimano XT M8100, 12-speed, 10-51T

Crankset Race Face Aeffect, 32T

BB Set Race Face BSA

Pedals N/A

Brakeset Shimano XT M8100 Ice-Tech hydraulic disc, RT-800 180mm front & 160mm rear centerlock rotors

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

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

Grips Jamis Lock-On

Seat Post KS Rage Dropper, Southpaw remote

Saddle WTB Volt

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

Color Raw Aluminum

Weight 31.5 lbs

TECH FEATURES

Available as frameset

MTB - 3VO SUSPENSION

Remote

PORTAL GEOMETRY

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<tr>
<th>SIZE</th>
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<th>HT ANGLE</th>
<th>ST ANGLE</th>
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<td>5.30 / 135</td>
<td>LO 30.5 / 774</td>
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UPGRADES/CHANGES FROM 2019

Shimano XT 12-speed drivetrain
DT Swiss M1900 SPLINE 25 wheelset
Shimano XT brakes
KS Rage Dropper post

REASONS TO UPGRADE FROM PORTAL A2

Fox suspension
Shimano XT drivetrain & brakes
DT Swiss M1900 SPLINE 25 wheelset
PORTAL A2

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, Rock Shox Deluxe Select R DebonAir shock, 10mm hardware, replaceable derailleur hanger

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

Headset
FSA Orbit IS Integrated, 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
SRAM SX Eagle, 12-speed

Shifters
SRAM SX Eagle, 1x12-speed

Cassette
SRAM PG1210, 12-speed, 11-50T

Crankset
SRAM X1 Eagle, 32T

BB Set
SRAM DUB

Pedals
N/A

Brakeset
Magura MT4 hydraulic disc w/HC levers, Storm HC 180mm front & 160mm rear 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 Rage Dropper, Southpaw remote

Saddle
WTB Volt

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

Color
Charcoal

Weight
33.5 lbs

TECH FEATURES

UPGRADES/CHANGES FROM 2019

SRAM SX Eagle 12-speed drivetrain
KS Rage Dropper post
Magura MT4 brakes

PORTAL GEOMETRY

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FAULTLINE® & DAKAR®

Dual suspension opens up a whole new world of speed and control off-road. Our proven MP2 design, the frame platform that’s won us numerous industry accolades and Bike of the Year awards, is now available with either 29” or 27.5” hoops. 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 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 chain, but running the non-drive side straight from the dropout to BB pivot reduces weight while significantly stiffening the rear triangle laterally.

**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**
Rock Shox Deluxe and Monarch shocks 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 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.
FAULTLINE A1

SPECIFICATIONS

Frame Triple-butted 6061 alloy, 115mm travel mp2 suspension, 1.5 - 1 1/8” tapered head tube, asymmetrical chainstays w/2x148mm thru-axle dropout, internal dropper post routing, ISCG05 chainguide mount, Rock Shox Deluxe Select+ RL air shock with rebound adjust & lock out, replaceable derailleur hanger

Fork Rock Shox 35 Gold RL 29”, air spring compression, lever actuated lockout, external rebound, 35mm stanchions, magnesium lowers, 15x110mm axle, 130mm travel

Headset FSA Orbit 1 1/8 Zero-Stack internal cup, 8mm cone spacer

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

Tires WTB Vigilante 29 x 2.35” Front & Trail Boss 29 x 2.25” Rear, TCS Tubeless

Derailleurs SRAM SX Eagle, 12-speed

Shifters SRAM SX Eagle, 1x12-speed

Chain SRAM SX Eagle, 12-speed

Cassette SRAM PG1210, 12-speed, 11-50T

Crankset SRAM X1 Eagle, 32T

BB Set SRAM DUB

Pedals N/A

Brakeset Shimano MT401 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 Rage Dropper, Southpaw remote

Saddle WTB Volt

Sizes 5 (15.5), M (17), L (19), XL (21)

Color Flat Olive

Weight 33 lbs

TECH FEATURES

MTB - MP2 SUSPENSION

FAULT LINE GEOMETRY

SIZE EFFECTIVE HT ANGLE ST ANGLE CHAINSTAY WHEELBASE BB DROP HEADTUBE STANDOVER STACK REACH

S/15.5” 23.00 / 585 67.5° 74.5° 17.50 / 445 45.40 / 1153 1.40 / 35 4.10 / 105 28.10 / 713 24.10 / 611 16.30 / 415

M/17” 24.00 / 610 67.5° 74.5° 17.50 / 445 46.40 / 1179 1.40 / 35 4.50 / 115 29.10 / 739 24.40 / 621 17.20 / 438

L/19” 25.00 / 635 67.5° 74.5° 17.50 / 445 47.40 / 1205 1.40 / 35 4.90 / 125 28.50 / 725 24.80 / 630 18.10 / 460

XL/21” 26.00 / 660 67.5° 74.5° 17.50 / 445 48.50 / 1232 1.40 / 35 5.30 / 135 28.50 / 725 25.20 / 639 19.00 / 483

BOO ST 148

UPGRADES/CHANGES FROM 2019

New for 2020!

REASONS TO UPGRADE FROM FAULTLINE A2

Rock Shox 35 Gold fork

SRAM SX Eagle 12 speed drivetrain

Shimano MT401 brakes

KS Rage dropper post
**FAULTLINE A2**

**SPECIFICATIONS**

**Frame**
Triple-butted 6061 alloy, 115mm travel mp2 suspension, 1.5 - 1 1/8” tapered head tube, asymmetrical chainstays w/12x148mm thru-axle dropout, internal dropper post routing, ISCG05 chainguide mount, Rock Shox Deluxe Select R air shock with rebound adjust, replaceable derailleur hanger

**Fork**
SR Suntour XCR 34 LOR 29”, air spring compression, lever actuated lockout, external rebound, 34mm stanchions, magnesium lowers, 15x110mm axle, 130mm travel

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

**Fork**
SR Suntour XCR 34 LOR 29”, air spring compression, lever actuated lockout, external rebound, 34mm stanchions, magnesium lowers, 15x110mm axle, 130mm travel

**Wheels**
WTB STX i25 TCS 29” tubeless rims, 32H, Formula 15x110mm front & 12x148mm rear 6-bolt disc hubs, stainless spokes

**Tires**
WTB Vigilante 29 x 2.35” Front & Trail Boss 29 x 2.25” Rear, TCS Tubeless

**Derailleurs**
Shimano Deore Shadow Plus, 10-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**
N/A

**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**
Exaform 900i by KS Dropper, Westy remote

**Saddle**
WTB Volt

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

**Color**
Flat Ink

**Weight**
34 lbs

**FAULT LINE GEOMETRY**

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**TECH FEATURES**

**UPGRADES/CHANGES FROM 2019**

New for 2020!

**BOOST 148**

Flat Ink
DAKAR

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, replaceable derailleur hanger

Fork SR Suntour XCR 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 2.25", Folding

Derailleurs Shimano Deore Shadow Plus, 10-speed

Shifters Shimano Deore, 1x10-speed

Chain KMC X10, 10-speed

Cassette Shimano HC500, 10-speed, 11-42T

Crankset SR Suntour Zeron, 32T

BB Set SR Suntour External

Pedals N/A

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 Smoke

Weight 32 lbs

TECH FEATURES

UPGRADES/CHANGES FROM 2019 DAKAR A2

SR Suntour XCR fork

DAKAR GEOMETRY

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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-buttting 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.
**DRAGONSbilder**

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Frame</th>
<th>Reynolds 520 steel, 44mm head tube, 31.6 I.D. seat tube, internal dropper post routing, ISCG05, sliding 12x148mm thru-axle dropouts</th>
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<tbody>
<tr>
<td>Fork</td>
<td>Rock Shox Recon RL 29/27.5+, Solo Air spring, external rebound, lockout adjust, 32mm stanchions, 15x110mm axle, tapered aluminum steerer, 120mm travel</td>
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<tr>
<td>Headset</td>
<td>FSA Orbit, Alloy cups</td>
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<td>Wheels</td>
<td>WTB ST i40 TCS tubeless 27.5” rims, Formula sealed bearing 15x10mm front &amp; 12x148mm rear 6-bolt disc hubs, stainless spokes</td>
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<tr>
<td>Tires</td>
<td>WTB Ranger, 27.5 x 3.0”, TCS tubeless</td>
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<tr>
<td>Derailleurs</td>
<td>SRAM SX Eagle, 12-speed</td>
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<tr>
<td>Shifters</td>
<td>SRAM SX Eagle, 1x12-speed</td>
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<tr>
<td>Chain</td>
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<td>Cassette</td>
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<td>Crankset</td>
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<td>Handlebar</td>
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<td>Jamis Lock-On</td>
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<td>Seat Post</td>
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**TECH FEATURES**

**DRAGONSbilder GEOMETRY**

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<th>ST ANGLE</th>
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**UPGRADES/CHANGES FROM 2019**

**DRAGONSbilder S2**

SRAM SX Eagle 12 speed drivetrain
KOMODO®

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 slack head angles and over 5” of fork travel for high-speed handling, robust frame tubes and thru-axles for big landing durability, and 2.8” tires for traction, stability and smooth roll-over.

**Plus**
A 27.5x2.8” tire measures out to almost a 29” diameter. Combining them with a 35mm 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 oversized tires.

**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**

**SPECIFICATIONS**

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

**Fork**
Marzocchi Bomber Z2, Float EVOL Air spring, compression sweep adjust, external rebound, lockout adjust, 34mm stanchions, 15x110mm axle, tapered aluminum steerer, 130mm travel

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

**Wheels**
WTB ST i35 TCS Tubeless 27.5" rims, Shimano MT400 15x110mm front & Shimano MT510 12x148mm rear centerlock disc hubs, stainless spokes

**Tires**
WTB Vigilante, 27.5 x 2.8", TCS Tubeless

**Deraileurs**
Shimano SLX, 12-speed

**Shifters**
Shimano SLX, 1x12-speed

**Chain**
KMC X12, 12-speed

**Cassette**
Shimano M7100, 12-speed, 10-51T

**Crankset**
Race Face Ride, 32T

**BB Set**
Race Face External

**Pedals**
N/A

**Brakes**
Shimano MT401 hydraulic disc, 180mm front & 160mm rear RT54 centerlock rotors

**Handlebar**
Race Face Ride, 31.8 x 740mm

**Stem**
Race Face Ride, 60mm

**Grips**
Jamis Lock-On

**Seat Post**
KS Rage Dropper, Southpaw remote

**Saddle**
WTB Volt

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

**Color**
Desert Storm

**Weight**
32 lbs

**TECH FEATURES**

**UPGRADES/CHANGES FROM 2019**
Updated geometry
Marzocchi Bomber Z2 130mm travel fork
Shimano SLX 12-speed drivetrain
WTB Vigilante TCS tires
Shimano hubs
KS Rage dropper post

**REASONS TO UPGRADE FROM KOMODO 27.5+ A2**
Marzocchi Bomber Z2 130mm travel fork
Shimano SLX 12-speed drivetrain
Shimano hubs
Shimano MT401 brakes
KS Rage dropper post

**KOMODO GEOMETRY**

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KOMODO A2

SPECIFICATIONS

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

Fork
SR Suntour XCR 34 LOR 29/27.5+, air spring compression, external rebound, lockout adjust, 34mm stanchions, tapered aluminum steerer, 15x110mm axle, 130mm 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
WTB Vigilante, 27.5 x 2.8", TCS Tubeless

Derailleurs
Shimano Deore Shadow Plus rear, 10-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
N/A

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

Handlebar
Race Face Ride, 31.8 x 740mm

Stem
Race Face Ride, 60mm

Grips
Jamis Lock-On

Seat Post
Exaform 900i by KS Dropper, Westy remote

Saddle
WTB Volt

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

Color
Teal Fo’ Real

Weight
31.5 lbs

TECH FEATURES

UPGRADES/CHANGES FROM 2019

Updated geometry
SR Suntour XCR 34 AIR 130mm travel fork
Shimano MT200 brakes
WTB Vigilante TCS tires
Exaform by KS 900i dropper post

KOMODO GEOMETRY

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<th>WHEELBASE</th>
<th>BB DROP</th>
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</table>

BOOST 148
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 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.

**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.
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 32 LOR 29", air spring compression, external rebound, hydraulic speed lockout adjust, 32mm stanchions, magnesium lowers, 15x110mm axle, 120mm travel

Headset Zero-stack internal cup, 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"

Derailleurs Shimano Deore Shadow Plus rear, 10-speed

Shifters Shimano Deore, 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 Selle Royal Vivo

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

Color Ninja Green

Weight 30.75 lbs

HIGHPOINT GEOMETRY

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UPGRADES/CHANGES FROM 2019

SR Suntour XCR 32 Air fork
Selle Royal Vivo saddle

REASONS TO UPGRADE FROM HIGHPOINT A2

SR Suntour XCR 32 Air fork
Shimano Deore 1x10 w/11-42T
SR Suntour Zeron 1x crankset
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, 32mm stanchions, aluminum lowers, 15x100mm axle, 120mm travel

Headset
Zero-stack internal cup, 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"

Derailleurs
Shimano Acera rear and Altus front

Shifters
Shimano Acera, 2x9-speed

Chain
KMC X9, 9-speed

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

Crankset
SR Suntour XCM, 36/22T

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
Selle Royal Vivo

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

Color
Ano Kinetic Grey

Weight
32.75 lbs

UPGRADES/CHANGES FROM 2019

Selle Royal Vivo saddle

REASONS TO UPGRADE FROM DURANGO A1

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

HIGHPOINT GEOMETRY

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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 32 LOR 27.5”, air spring, external rebound, hydraulic speed lockout adjust, 32mm stanchions, magnesium lowers, 15x110mm axle, 120mm travel

Headset Zero-stack internal cup, 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 rear, 10-speed

Shifters Shimano Deore, 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 Selle Royal Vivo

Sizes 15”, 17”, 19”, 21”

Color Galaxy Blue

Weight 30 lbs

UPGRADES/CHANGES FROM 2019

SR Suntour XCR 32 Air fork

Selle Royal Vivo saddle

REASONS TO UPGRADE FROM HIJACK A2

SR Suntour XCR 32 Air fork

Shimano Deore 1x10 w/11-42T

SR Suntour Zeron 1x crankset

HIJACK A1 GEOMETRY

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HIJACK 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 27.5”, coil spring, hydraulic speed lock out adjust, external preload adjustor, 32mm stanchions, aluminum lowers, 15x100mm axle, 120mm travel

Headset Zero-stack internal cup, 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 Acera rear and Altus front

Shifters Shimano Acera, 2x9-speed

Chain KMC X9, 9-speed

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

Crankset SR Suntour XCM, 36/22T

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 rse x 740mm

Stem Jamis XC alloy threadless, 31.8 x 60mm

Grips Kraton

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

Saddle Selle Royal Vivo

Sizes 15”, 17”, 19”, 21”

Color Charcoal

Weight 32.25 lbs

UPGRADES/CHANGES FROM 2019

Selle Royal Vivo saddle

REASONS TO UPGRADE FROM TRAIL X A1

SR Suntour XCM 32 fork w/15mm axle & 120mm travel

Shimano Acera 2x9 drivetrain

WTB Trailboss tires

WTB tubeless rims

HIJACK GEOMETRY

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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 11/8” to 11/2” head tube and steerer serves up a significant increase in rough terrain tracking and stability without much of a weight penalty compared to standard 11/8” 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, 12x197mm 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

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

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”), 80mm (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

UPGRADES/CHANGES FROM 2019

Same great spec as 2019!

DRAGONSAYER GEOMETRY

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DURANGO®

These may be the most affordable 29’ers in our stable, but there’s nothing entry-level about the performance of these bikes. 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, 8mm 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, 8-speed
Cassette Shimano HG200, B-speed, 12-32T
Crankset SR Suntour XCC, 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 740mm
Stem Jamis XC alloy threadless, 31.8 x 3’ rise x 60mm
Grips Kraton
Seat Post Jamis alloy micro-adjust, 31.6 x 400mm
Saddle Jamis ATB Sport
Sizes 15”, 17”, 19”, 21”
Color Ano Black or Blood Red
Weight 31.75 lbs

UPGRADES/CHANGES FROM 2019

Updated geometry
Shorter stems
Wider handlebars

REASONS TO UPGRADE FROM DURANGO A2

Tektro M275 hydraulic brakeset
Hydraulic lock-out fork
24-speed drivetrain

DURANGO GEOMETRY

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MTB - SPORT HARDTAILS

Blood Red

Ano Black
DURANGO A2

SPECIFICATIONS

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

Fork SR Suntour XCM 29", coil spring, external preload adjustor, 28mm stanchions, aluminum lowers, 100mm travel

Headset Zero-stack internal cup, 8mm cone spacer

Wheels Alex TD26 29" rims, 32H, alloy 6-bolt disc hubs, 14G nickel-plated spokes

Tires CST Patrol, 29 x 2.25"

Deraileurs Shimano TY300 rear and TY500 front

Shifters Shimano EF41, 3x7-speed

Chain KMC Z51, 7-speed

Cassette Shimano 12500, 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 740mm

Stem Jamis XC alloy threadless, 31.8 x 3" rise x 60mm

Grips Kraton

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

Saddle Jamis ATB Sport

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

Color Ano Black or Amber Wave

Weight 32.5 lbs

UPGRADES/CHANGES FROM 2019

Updated geometry

Shorter stems

Wider handlebars

DURANGO GEOMETRY

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Amber Wave

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, 8mm 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”
- **Derailleur**: Shimano TX800 rear and TY700 front
- **Shift Levers**: Shimano M310, 3x8-speed
- **Chain**: KMC Z7, 8-speed
- **Cassette**: Shimano HG200, 8-speed, 12-32T
- **Crankset**: SR Suntour XCC, 42/34/24T
- **BB Set**: Sealed cartridge
- **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 3” rise x 60mm
- **Grips**: Kraton
- **Seat Post**: Jamis alloy micro-adjust, 31.6 x 350mm (15”) 400mm (17”-21”)
- **Saddle**: Jamis ATB Sport
- **Sizes**: 15”, 17”, 19”, 21”
- **Color**: Flat Ink or Kinetic Grey
- **Weight**: 31.5 lbs

**UPGRADES/CHANGES FROM 2019**

- Updated geometry
- Shorter stems
- Wider handlebars

**REASONS TO UPGRADE FROM TRAIL X A2**

- Tektro M275 hydraulic brakeset
- Hydraulic lock-out fork
- 24-speed drivetrain

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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 29 DS 27.5”, coil spring, external preload adjustor, 28mm stanchions, aluminum lowers, 100mm travel

Headset Zero-stack internal cup, 8mm 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 12500, 7-speed, 14-34T

Crankset Forged alloy, 42/34/24T

BB Set Sealed cartridge

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

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

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

Stem Jamis XC alloy threadless, 31.8 x 3" rise x 60mm

Grips Kraton

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

Saddle Jamis ATB Sport

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

Color Ninja Green or Ano Black

Weight 32 lbs

**UPGRADES/CHANGES FROM 2019**

Updated geometry

Shorter stems

Wider handlebars

**TRAIL X GEOMETRY**

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Ninja Green

Ano Black
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, 8mm 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 TY700 front
Shifters Shimano M310, 3x8-speed
Chain KMC Z7, 8-speed
Cassette Shimano HG200, 8-speed, 12-32T
Crankset SR Suntour XCC, 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 75mm (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
Sizes 14”, 16”, 18”
Color Ano Black or Topaz
Weight 31.25 lbs

UPGRADES/CHANGES FROM 2019

Same great specification!

REASONS TO UPGRADE FROM HELIX A2

Tektro M275 hydraulic brakeset
Hydraulic lock-out fork
24-speed drivetrain

HELIX GEOMETRY

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HELIIX 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 29 DS 27.5", coil spring, external preload adjustor, 28mm stanchions, aluminum lowers, 100mm travel
Headset Zero-stack internal cup, 8mm 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 12500, 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 75mm (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
Sizes 14", 16", 18"
Color Ano Palladium or Ano Violet
Weight 32 lbs

UPGRADES/CHANGES FROM 2019

Same great specification!

HELIIX GEOMETRY

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MTB - SPORT HARDTAILS

MTB - SPORT HARDTAILS

HELIX

HELIX GEOMETRY

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<td>1.80 / 46</td>
<td>4.70 / 320</td>
<td>28.90 / 731</td>
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</tbody>
</table>
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 Ventura A1 and A2 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 a 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 A1 and A2 models are formed as true monocoque forks, in one continuous unit (steerer/crown/blade) for optimal strength and performance. Our competitors often use heavier 3-piece bonded carbon/alloy forks in this price range.
VENTURA A1

SPECIFICATIONS

Frame
- Size: Specific Design double-butted 6061 aluminum compact
- Sloping top tube frame design with: with redesigned rear triangle, SST tubing diameters and internal cable guides, 1.5 - 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" hollow formed crown, monocoque one-piece forming technology, carbon drops 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, Joytec 6-bolt alloy hubs with QR and 14g stainless steel spokes

Tires
- Vittoria Zaffiro, 700 x 28c

Deraileurs
- 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, 11-32T

Crankset
- FSA Vero, 50/34T, 170mm (48/51), 172.5mm (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 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 alloy clamp

Saddle
- Selle Royal Asphalt with integrated clip system

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

Color
- Charcoal

Weight
- 21.0 lbs

TECH FEATURES

ROAD - PERFORMANCE

VENTURA A1 GEOMETRY

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UPGRADES/CHANGES FROM 2019

Same Great Model as last year!!

REASONS TO UPGRADE FROM VENTURA A2

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

Charcoal
VENTURA A1 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, 1.15 - 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, 1.5 - 1.1/8”

Wheels  Alex ATD 470 disc specific rims with TCS (Tubeless Compatible System), 32H, Joytec 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, 11-32T

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 (48/51) 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  Charcoal

Weight  22.25 lbs

TECH FEATURES

UPGRADES/CHANGES FROM 2019

Same Great Model as last year!!

REASONS TO UPGRADE FROM VENTURA A2

Jamis Ventura SSD designed disc brake frame and fork

Tektro Lyra mechanical 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 A1 FEMME GEOMETRY

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VENTURA A1 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, 1.15 - 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, 1.5 - 1.1/8”

Wheels  Alex ATD 470 disc specific rims with TCS (Tubeless Compatible System), 32H, Joytec 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, 11-32T

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 (48/51) 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  Charcoal

Weight  22.25 lbs

TECH FEATURES

UPGRADES/CHANGES FROM 2019

Same Great Model as last year!!

REASONS TO UPGRADE FROM VENTURA A2

Jamis Ventura SSD designed disc brake frame and fork

Tektro Lyra mechanical 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 A1 FEMME GEOMETRY

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VENTURA A2

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, Joytec 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 R735 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

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

Color
Ano Midnight Sky or Ano Palladium

Weight
23.0 lbs

VENTURA A2 GEOMETRY

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TECH FEATURES

UPGRADES/CHANGES FROM 2019

Same Great Model as last year!!
**VENTURA A2 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, Joytec alloy hubs with QR and 14g stainless steel spokes

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

- **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

- **Chainset**
  - FSA Tempo, 50/34, 165mm (44/48), 170mm (51/54)

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

- **Brakes**
  - Touring platform style, full alloy with toe clips

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

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

- **Shifters**
  - Shimano Claris ST-R2000 16-speed

- **Shiftlevers**
  - Shimano Claris ST-R2000 Dual Control STI

- **Chain**
  - KMC Z8

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

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

- **Pedals**
  - 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 (44) 400mm (48/51), 400mm (54)

- **Stem**
  - Jamis Road, 3D forged 6061 alloy, 31.8 x 380mm (44) 400mm (48/51), 400mm (54)

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

- **Grips**
  - Jamis suede tape with gel

- **Saddle**
  - Jamis Road Sport Femme with SL top

- **Weight**
  - 22.75 lbs

### TECH FEATURES

- Road - Performance
- Ventura A2 Femme

### VENTURA A2 FEMME GEOMETRY

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<th>SIZE</th>
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### UPGRADES/CHANGES FROM 2019

- Same Great Model as last year!!

Robin’s Egg
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 C1, C2, S1, S2, and S3 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), top tube bag, 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 C1 and C2 models have routing for an internal post while the S1 and S2 are 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.
**RENEGADE C1**

**SPECIFICATIONS**

Frame: Jamis Size Specific Design Omniad M30 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, 15 - 11/8" 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: Jamis Adventure ECO monocoque carbon, 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 with internal cable routing, exposed fender, lowerider and water bottle eyelets

Headset: Ritchey Pro Drop-in, sealed bearing with nylon upper compression ring, 1 1/8"-1 1/2"

Wheels: Stans Crest MK3 PRO Tubeless Centerlock Ti-speed wheelset, 32H, 15.5mm rim width with 23mm ID width, Neo Ultimate hubs with sealed bearings, Sapin spokes, front 12mm/rear 12x142 thru-axle with Switch Lever

Tires: Donnelly X Plor M50 Tubeless, 700 x 40c, protection belt and folding bead

Derailleurs: Shimano GRX RX-R810 Dual Control STI, 22-speed

Cassette: Shimano Ti-speed, Ti-34T

Crankset: Shimano GRX FC-RX810 48/31T crankset

BB Set: Enduro EVO PressFit 30 with Wheels MFG EVO adaptors

Pedals: N/A

Brakeset: Shimano GRX BR-RX810 hydraulic disc brakes with resin pads and Fin, Centerlock Ice Tech Freeza RT800 160mm rotors with GRX ST-RX810 Dual Control STI levers

Handlebar: Ritchey ErgoMax Comp, 6061 aluminum, 73 reach, 12° ergonomic drop with 12° flare, 31.8 x 420 (48-51) 440mm (54-56), 460mm (56-61)

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

Grips: Velo EVA gel with gel inserts

Seat Post: Ritchey Comp Carbon, 27.2 x 350mm, 25mm offset with Jamis 7075-AL CNC aluminum 1-bolt seat post clamp

Saddle: Fizik Aliante Delta with integrated clip system and manganese rails

**TECH FEATURES**

- **ROAD - GRAVEL / ADVENTURE**
- High Modulus Carbon Fiber
- ACE
- Equipped with Enduro

**UPGRADES/CHANGES FROM 2019**

- Shimano GRX ST-RX810 Dual Control STI, 22-speed
- Shimano GRX BR-RX810 hydraulic disc brakes
- Shimano GRX RX-R810 Shadow Plus rear and GRX FD-RX810 front derailleur & Shimano GRX FC-RX810 48/31T crankset
- KMC x11 EPT Anti-Rust
- Donnelly X Plor M50 Tubeless, 700 x 40c
- Ritchey ErgoMax Comp bar with ergonomic drop
- Velo EVA gel bar tape with gel inserts

**REASONS TO UPGRADE FROM RENEGADE C2**

- Renegade Adventure Elite Omniad frame and fork
- Stans Crest MK3 Tubeless wheelset
- Shimano GRX ST-RX810 Dual Control STI, 22-speed
- Shimano GRX BR-RX810 hydraulic disc brakes
- Shimano GRX FC-RX810 48/31T crankset
- Ritchey ErgoMax Comp bar with ergonomic drop
- Ritchey Comp carbon seat post
- Fizik Aliante Delta saddle with integrated clip system

**RENEGADE C1/2 GEOMETRY**

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Color: Desert Storm

Weight: 19.0 lbs

**UPGRADES/CHANGES FROM 2019**

- Shimano GRX RX-R810 Shadow Plus rear and GRX FD-RX810 front derailleur & Shimano GRX FC-RX810 48/31T crankset
- KMC x11 EPT Anti-Rust
- Donnelly X Plor M50 Tubeless, 700 x 40c
- Ritchey ErgoMax Comp bar with ergonomic drop
- Velo EVA gel bar tape with gel inserts

**REASONS TO UPGRADE FROM RENEGADE C2**

- Renegade Adventure Elite Omniad frame and fork
- Stans Crest MK3 Tubeless wheelset
- Shimano GRX ST-RX810 Dual Control STI, 22-speed
- Shimano GRX BR-RX810 hydraulic disc brakes
- Shimano GRX FC-RX810 48/31T crankset
- Ritchey ErgoMax Comp bar with ergonomic drop
- Ritchey Comp carbon seat post
- Fizik Aliante Delta saddle with integrated clip system

**TECH FEATURES**

- **ROAD - GRAVEL / ADVENTURE**
- High Modulus Carbon Fiber
- ACE
- Equipped with Enduro

**UPGRADES/CHANGES FROM 2019**

- Shimano GRX RX-R810 Shadow Plus rear and GRX FD-RX810 front derailleur & Shimano GRX FC-RX810 48/31T crankset
- KMC x11 EPT Anti-Rust
- Donnelly X Plor M50 Tubeless, 700 x 40c
- Ritchey ErgoMax Comp bar with ergonomic drop
- Velo EVA gel bar tape with gel inserts

**REASONS TO UPGRADE FROM RENEGADE C2**

- Renegade Adventure Elite Omniad frame and fork
- Stans Crest MK3 Tubeless wheelset
- Shimano GRX ST-RX810 Dual Control STI, 22-speed
- Shimano GRX BR-RX810 hydraulic disc brakes
- Shimano GRX FC-RX810 48/31T crankset
- Ritchey ErgoMax Comp bar with ergonomic drop
- Ritchey Comp carbon seat post
- Fizik Aliante Delta saddle with integrated clip system
RENÉGADE C2

**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 1/8” head tube, EVO386 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 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, lowerider and water bottle eyelets

**Headset**
Ritchey Pro Drop-In, sealed bearing with nylon upper compression ring, 1.5 - 1 1/8”

**Wheels**
WTB ST Light u23 TCS 2.0 (UST Tubeless Compliant System) disc rims, Shimano Formula alloy 6-bolt sealed bearing hubs, 14g black stainless steel spoked with front 12mm/rear 12x142 thru-axle with Switch Lever

**Tires**
Donnelly X Plor MSO Tubeless, 700 x 40c, protection belt and folding bead

**Derailleurs**
Shimano GRX RD-RX810 Shadow Plus rear and GRX FD-RX810 braze-on front

**Shifters**
Shimano GRX ST-RX600 Dual Control STI, 22-speed.

**Chain**
KMC x11 EPT Anti-Rust

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

**Crankset**
Shimano GRX FC-RX600, 46/30T, 170mm 48/(54), 172.5mm (58/61)

**BB Set**
Enduro Evo PressFit 30 with Wheels MFG EVO adaptors

**Pedals**
N/A

**Brakeset**
Shimano GRX BR-RX400 flat mount hydraulic disc brakes with resin pads and Fin, Shimano 360mm rotors with GRX ST-RX600 Dual Control STI levers

**Handlebar**
Ritchey Baquiano Comp, 6061 aluminum, 73 reach, 118 ergonomic drop with 12° flare, 31.8 x 420 (48-51), 400mm (54-56), 440mm (58-61)

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

**Grips**
Velo EVA gel with gel inserts

**Seat Post**
Jamis carbon fiber micro-adjust, 27.2 x 300mm with Jamis 7075-6AL CNC aluminum 1-bolt seat post clamp

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

**Colors**
Ano Primer Grey

**Weight**
21.00 lbs

**TECH FEATURES**

**ROAD - GRAVEL / ADVENTURE**

**REASONS TO UPGRADE FROM RENÉGADE S1**
Renegade Adventure Dyad Plus T7000/FRP monocoque carbon fiber frame
Shimano GRX ST-RX600 Dual Control STI, 22-speed
Shimano GRX BR-RX400 hydraulic disc brakes
Shimano GRX RX-R810 Shadow Plus rear and GRX FD-RX810 front derailleur
Shimano GRX RX-R810 Shadow Plus rear and GRX FD-RX810 front derailleur & Shimano GRX FC-RX600 46/30T crankset
KMC x11 EPT Anti-Rust
Donnelly X Plor MSO Tubeless, 700 x 40c, protection belt and folding bead
Ritchey Baquiano Comp bar with ergonomic drop

**RENÉGADE C1/2 GEOMETRY**

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**UPGRADES/CHANGES FROM 2019**
Shimano GRX ST-RX600 Dual Control STI, 22-speed
Shimano GRX BR-RX400 hydraulic disc brakes
Shimano GRX RX-R810 Shadow Plus rear and GRX FD-RX810 front derailleur & Shimano GRX FC-RX600 46/30T crankset
KMC x11 EPT Anti-Rust
Donnelly X Plor MSO Tubeless, 700 x 40c, protection belt and folding bead
Ritchey Baquiano Comp bar with ergonomic drop

Velo EVA gel bar tape with gel inserts
RENEGADE S1

SPECIFICATIONS

Frame
- UPDATED Jamis Size Specific Design frame geometry,
- Reynolds 631 double-butted chromoly main tubes, tapered head tube for tapered fork, oval seat stays, Di2 compatible 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, TT mounts, rack and fender eyelets.

Fork
- Jamis Adventure ECO monococoon 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 IS2 seated bearing internal with 15.3mm top cone, 1.5 - 1 1/8”

Wheels
- Stan’s Crest S1 Team Tubeless Centerlock Ti-speed wheelset disc rims, 32H, 17.2mm rim height with 23mm ID width, Neo Centerlock sealed bearing hubs, Sapim stainless steel spokes and front 12mm rear 12x142 thru-axle with Switch Lever

Tires
- Donnelly X Plor M50 Tubeless, 650 x 36c (44-48) 700 x 40c (51-61), with protection belt and folding bead

Derailleurs
- Shimano GRX RD-RX810 Shadow Plus rear

Shifters
- Shimano GRX ST-RX810 Dual Control STI right, GRX ST-RX810 Dual Control STI Dropper post left, 22-speed.

Brakeset
- Shimano GRX BR-RX810 hydraulic disc brakes with resin pads and Fin, Centerlock Ice Tech Freeza RT100 160mm rotors with GRX ST-RX810 Dual Control STI Levers

Handlebar
- Ritchey ErgoMax Comp, 6061 aluminum, 73 reach, 128 ergonomic drop with 12° flare, 31.8 x 400 (44) 420 (48-51) 440mm (54-56), 460mm (56-63)

Stem
- Ritchey 4-Axis 3D forged 6061 alloy, 6” x 60mm (44), 70mm (48/51), 80mm (54/56), 100mm (56/61)

Grips
- Velo EVA gel 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

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

Color
- Desert Storm

Weight
- 21.75 lbs

TECH FEATURES

Raymonds 631 double-butted chromoly main tubes, tapered head tube for tapered fork, oval seat stays, Di2 compatible 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, TT mounts, rack and fender eyelets.

Fork
- Jamis Adventure ECO monococoon 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 IS2 seated bearing internal with 15.3mm top cone, 1.5 - 1 1/8”

Wheels
- Stan’s Crest S1 Team Tubeless Centerlock Ti-speed wheelset disc rims, 32H, 17.2mm rim height with 23mm ID width, Neo Centerlock sealed bearing hubs, Sapim stainless steel spokes and front 12mm rear 12x142 thru-axle with Switch Lever

Tires
- Donnelly X Plor M50 Tubeless, 650 x 36c (44-48) 700 x 40c (51-61), with protection belt and folding bead

Derailleurs
- Shimano GRX RD-RX810 Shadow Plus rear

Shifters
- Shimano GRX ST-RX810 Dual Control STI right, GRX ST-RX810 Dual Control STI Dropper post left, 22-speed.

Brakeset
- Shimano GRX BR-RX810 hydraulic disc brakes with resin pads and Fin, Centerlock Ice Tech Freeza RT100 160mm rotors with GRX ST-RX810 Dual Control STI Levers

Handlebar
- Ritchey ErgoMax Comp, 6061 aluminum, 73 reach, 128 ergonomic drop with 12° flare, 31.8 x 400 (44) 420 (48-51) 440mm (54-56), 460mm (56-63)

Stem
- Ritchey 4-Axis 3D forged 6061 alloy, 6” x 60mm (44), 70mm (48/51), 80mm (54/56), 100mm (56/61)

Grips
- Velo EVA gel 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

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

Color
- Desert Storm

Weight
- 21.75 lbs

UPGRADES/CHANGES FROM 2019

- Updated Renegade Adventure Reynolds 631 double-butted frame
- Shimano GRX ST-RX810 Dual Control STI 22-speed
- Shimano GRX BR-RX810 hydraulic disc brakes with resin pads and Fin, Centerlock Ice Tech Freeza RT100 160mm rotors with GRX ST-RX810 Dual Control STI Levers
- Shimano GRX RX-RX812 Shadow Plus rear derailleur
- Donnelly X Plor M50 Tubeless
- Ritchey ErgoMax Comp bar with ergonomic drop and 12° flare
- Velo EVA gel bar tape with gel inserts

REASONS TO UPGRADE FROM RENEGADE S2

- Shimano GRX ST-RX810 Dual Control STI, 22-speed
- Shimano GRX BR-RX810 hydraulic disc brakes with resin pads and Fin, Centerlock Ice Tech Freeza RT100 160mm rotors with GRX ST-RX810 Dual Control STI Levers
- Stan’s Crest S1 Team Tubeless wheelset
- Ritchey ErgoMax Comp bar with ergonomic drop and 12° flare
- Fizik Aliante Delta saddle with integrated clip system and manganese rails

RENEGADE S1/2 GEOMETRY

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## RENEGADE S2

### SPECIFICATIONS

| Frame | UPDATED Jamis Size Specific Design frame geometry, Reynolds 631 double-butted chromoly main tubes, tapered head tube for tapered fork, oval seat stays, Di2 compatible 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, TT mounts, rack and fender eyelets. |
| 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 152 sealed bearing internal with 15.3mm top cone, 1-1/8” |
| Wheels | WTB ST Light i23 TCS 2.0 (UST Tubeless Compliant System) disc rims, 32H, Formula alloy 6-bolt sealed bearing hubs, 14g black stainless steel spokes and front 12mm/rear 12x142 thru-axle with Switch Lever |
| Tires | Donnelly X Plor MSO Tubeless, 650 x 36c (44-48) 700 x 40c (51-61), with protection belt and folding bead |

### TECH FEATURES

**Road - Gravel / Adventure**

**RENAGADE S1/2 GEOMETRY**

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**Frame**

- Reynolds 631 double-butted chromoly main tubes, tapered head tube for tapered fork, oval seat stays, Di2 compatible 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, TT mounts, rack and fender eyelets.

**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 152 sealed bearing internal with 15.3mm top cone, 1-1/8”

**Wheels**

- WTB ST Light i23 TCS 2.0 (UST Tubeless Compliant System) disc rims, 32H, Formula alloy 6-bolt sealed bearing hubs, 14g black stainless steel spokes and front 12mm/rear 12x142 thru-axle with Switch Lever

**Tires**

- Donnelly X Plor MSO Tubeless, 650 x 36c (44-48) 700 x 40c (51-61), with protection belt and folding bead

### UPDATES/CHANGES FROM 2019

- Updated Renegade Adventure Reynolds 631 double-butted frame
- Shimano GRX ST-RX600 Dual Control STI, 22-speed
- Shimano GRX BR-RX400 hydraulic disc brakes
- Shimano GRX RX-R812 Shadow Plus rear derailleur
- Shimano GRX FC-RX600 40T crankset with 11-42T cassette
- Donnelly X Plor MSO Tubeless 700 x 40c (51-61)
- Ritchey Baquiano Comp bar with ergonomic drop

### REASONS TO UPGRADE FROM RENEGADE S3

- Updated Renegade Adventure Reynolds 631 double-butted frame
- Shimano GRX ST-RX600 Dual Control STI, 22-speed
- Shimano GRX BR-RX400 hydraulic disc brakes
- Shimano GRX RX-R812 Shadow Plus rear derailleur
- Shimano GRX FC-RX600 40T crankset with 11-42T cassette
- WTB ST Light i23 TCS 2.0 Rim
- Donnelly X Plor MSO Tubeless, 650 x 36c (44-48) 700 x 40c (51-61)
- Joytec sealed bearing hubs
SPECIFICATIONS

Frame
- UPDATED Jamis Size Specific Design frame geometry,
- Reynolds 520 double-butted chromoly main tubes, 44mm head tube for tapered fork, threaded BB shell, 12mm Thru-axle, flat mount chain stay disc brake mounts, top tube mounted full cable housing, 3 waterbottle mounts, rack and fender eyelets.

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, lowerider and water bottle eyelets.

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

Wheels
- WTB ST i23 TCS 2.0 (UST Tubeless Compliant System) disc rims, 32h, Joytec alloy 6-bolt hubs, 14g stainless steel spokes and front 12mm/rear 12x142 thru-axle with Switch Lever

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

Derailleurs
- Shimano GRX RD-RX400 Shadow Plus rear and GRX FD-RX400 front with 28.6mm alloy clamp

Shifters
- Shimano GRX ST-RX400 Dual Control STI, 20-speed

Cassette
- Shimano 10-speed, 11-36T

Crankset
- FSA OMEGA Modular DM MegaExo, 46/30T, 165mm (44/48), 170mm (51) 172.5mm (54/56) 175mm (58/61)

BB Set
- FSA BB-4000 MegaExo

Pedals
- N/A

Brakeset
- Shimano GRX BR-RX400 flat mount hydraulic disc brakes with resin pads, Shimano 160mm rotors with GRX ST-RX4000 Dual Control STI levers

Handlebar
- Ritchey Baquiano Comp, 6061 aluminum, 73 reach, 118 ergonomic drop with 12° flare, 31.8 x 400 (44/48), 420 (48-51), 440mm (54-56), 460mm (56-61)

Stem
- Ritchey 4-Axis 3D forged 6061 alloy, 6° x 60mm (44), 70mm (48/51), 80mm (54/56), 100mm (58/61)

Grips
- Jamis suede tape with gel inserts

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

Saddle
- Selle Royal Asphalt with integrated clip system

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

Color
- Ano Deep Sea

Weight
- 24.25 lbs

TECH FEATURES

RENDEGADE S3/4 GEOMETRY

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REASONS TO UPGRADE FROM RENEGADE S4

Updated Renegade Adventure 520 double-butted chromoly frame
- Shimano GRX ST-RX4000 Dual Control STI, 20-speed
- Shimano GRX BR-RX4000 hydraulic disc brakes
- Shimano GRX RX-R4000 Shadow Plus rear and GRX FD-RX4000 front derailleur with 11-36T cassette
- FSA Omega Modular DM MegaExo 46/30T crankset
- Ritchey seat post
- WTB ST i23 TCS Rims

UPGRADES/CHANGES FROM 2019

- Updated Renegade Adventure 520 double-butted chromoly frame
- Shimano GRX ST-RX4000 Dual Control STI, 20-speed
- Shimano GRX RX-R4000 Shadow Plus rear and GRX FD-RX4000 front derailleur with 11-36T cassette
- FSA Omega Modular DM MegaExo 46/30T crankset
- Ritchey seat post
- WTB ST i23 TCS Rims
RENADEGE S4

SPECIFICATIONS

Frame
- UPDATED Jamis Size Specific Design frame geometry,
- Reynolds 520 double-butted chromoly main tubes, 44mm head tube for tapered fork, threaded BB shell, 12mm Thru-axle, flat mount chain stay disc brake mounts, top tube mounted full cable housing, 3 waterbottle mounts, rack and fender eyelets.

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 Orbit (TA B internal/External, 1.5 - 1 1/8”)

Wheels
- WTB STX ii3 TCS 2.0 (UST Tubeless Compliant System) disc rims, 32H, Joytech alloy 6-bolt hubs, 14g stainless steel spokes and front 12mm/rear 12x142 thru-axle with Switch Lever

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

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

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

Chainset
- KMC Z9

Cassette
- Shimano HG400 9-speed, 11-34T

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

BB Set
- FSA sealed cartridge, 68 x 110.5mm

Pedals
- N/A

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

Handlebars
- Ritchey Baquiano Comp, 6061 aluminum, 73 reach, 118 ergonomic drop with 12° flare, 31.8 x 400 (44) 420 (48-51) 440mm (54-56), 460mm (56-61)

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

Cables
- Jamis suede tape with gel inserts

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

Saddles
- Jamis Sport with SL top

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

Color
- Smoke

Weight
- 23.0 lbs

TECH FEATURES

RENAGE S3/4 GEOMETRY

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REASONS TO UPGRADE FROM RENAGADE A1

Updated Renegade Adventure 520 double-butted chromoly frame
- Jamis Adventure ECO carbon composite fork with Jamis 12mm MTS (Modular Thru-axle System)
- Shimano Sora R3000 18-speed group
- Ritchey 4-Axis stem

UPGRADES/CHANGES FROM 2019

Updated Renegade Adventure 520 double-butted chromoly frame
- Joytech hubs with 12x142 thru-axle rear
- Ritchey Baquiano Comp bar with ergonomic drop
- Jamis Sport Saddle

 платежи
- N/A
**UPGRADES/CHANGES FROM 2019**

- WTB STX i23 TCS Rim with Joytec hubs
- Ritchey Baquiano Comp bar with ergonomic drop
- Jamis Sport Saddle

**TECH FEATURES**

- WTB STX i23 TCS Rim
- Ritchey Baquiano Comp bar
- Jamis Sport Saddle

**RENIGADE A1 GEOMETRY**

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**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 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 STX i23 TCS (UST Tubeless Compliant System) disc rims, 32H, Joytec 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

**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, 172.5mm (44/48), 44/48 (48-51), 440mm (54-56), 460mm (56-61)

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

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

**Handlebar**
- Ritchey Baquiano Comp, 6061 aluminum, 73 reach, 118 ergonomic drop with 12° flare, 31.8 x 400 (44), 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)

**Corks**
- Jamis suede tape with gel inserts

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

**Saddle**
- Jamis Sport with SL top

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

**Color**
- Ano Black

**Weight**
- 24.0 lbs
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.

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.

Dropper Post Ready
Just in case you want to continue to push the boundaries, we added external cable routing capability for a 27.2mm dropper post on all 3 Sequels.

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), top tube bags, 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.
SEQUEL S1

SPECIFICATIONS

**Frame**
Jamis Size Specific Design frame geometry, Reynolds 520 double-butted chromoly main tubes, threaded BB shell, chain stay disc brake mounts, 12mm thru-axle, FD mount, dropper post ready, 3 waterbottle mounts, TT mounts, rack and fender eyelets

**Fork**
Jamis Chromoly fork, 12mm thru-axle dropouts, 45mm crown, IS mount disc brakes, fender, lovnder and water bottle eyelets

**Headset**
FSA IS3 Internal headset 1 1/8”

**Wheels**
WTB SPEEDTERRA Wheelset. ST Light i23 TCS 2.0 (UST Tubeless Compliant System) disc rim, 28H, WTB alloy 6-bolt Enduro sealed bearing hubs, 14g double butted spokes and front 12mm/rear 12x142 thru-axle with Switch Lever

**Tires**
WTB Byway Tire with DNA compound, 650 x 47c

**Derailleurs**
Shimano SLX RD-M7000 GS Shadow Plus rear derailleur

**Shifters**
Shimano SLX RapidFire Plus SL-M7000, 11-speed shifter

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

**Crank**
FSA Omega crank, 40T MegaTooth, 15/17” 165 19/21” 23” 170. 23” 175mm

**BB Set**
FSA BB-4000 MegaExo

**Pedals**
Platform style, alloy

**Brakeset**
Shimano BR-MT400 hydraulic disc brakes with resin pads, Shimano 160mm stainless 6-bolt rotors with Shimano BL-MT401 lever

**Handlebar**
Jamis Riser bar, aluminum, 10˚ sweep, 3˚ up sweep, 20mm rise, 31.8 x 680mm (15/17/19”) 300mm (21/23”) 20mm rise, 31.8 x 680mm (15/17/19”) 300mm (21/23”)

**Stem**
Jamis, 3D forged alloy, 3˚ rise, Length-40mm (15/17/19”), 50mm (19/21”), 60mm (23”)

**Grips**
MTB Kraton/Gel Double Density Gnp Lock-on

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

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

**Accessories**
Full coverage 61mm fenders with 5mm adjustable stays and mud flaps

**Sizes**
15”, 17”, 19”, 21”, 23”

**Color**
Ano Primer Grey

**Weight**
28.0 lbs

TECH FEATURES

**STREET - URBAN / ADVENTURE**

SEQUEL GEOMETRY

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UPGRADES/CHANGES FROM 2019

**NEW MODEL**

REASONS TO UPGRADE FROM S2

Shimano BR-MT400 hydraulic disc brakes with resin pads

WTB SPEEDTERRA Tubeless disc wheelset

Shimano SLX RD-M7000 GS Shadow Plus rear derailleur

Shimano SLX RapidFire Plus SL-M7000, 11-speed shifter

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

FSA Omega crank, 40T

KMC X11 chain

Full coverage 61mm fenders with 5mm adjustable stays and mud flaps
**SEQUEL S2**

### SPECIFICATIONS

| Frame | Jamis Size Specific Design frame geometry, Reynolds 520 double-butted chromoly main tubes, threaded BB shell, chain stay disc brake mounts, 12mm thru-axle , FD mount, dropper post ready, 3 waterbottle mounts, TT mounts, rack and fender eyelets |
| Fork | Jamis Chromoly fork, 12mm thru-axle dropouts, 45mm crown, IS mount disc brakes, fender, lowinder and water bottle eyelets |
| Headset | FSA IS3 Internal headset 11/8" |
| Wheels | WTB ST i23 TCS 2.0 (UST Tubeless Compliant System) disc rims, 32H, Formula alloy 6-bolt sealed bearing hubs, 14g black stainless steel spokes and front 12mm/ rear 12x142 thru-axle with Switch Lever |
| Tires | WTB Byway Tire with DNA compound, 650 x 47c |
| Derailleur | Shimano Deore RD-M6000 GS Shadow Plus rear |
| Shifters | Shimano Deore RapidFire Plus SL-M6000, 10-speed |
| Chain | KMC X10 |
| Cassette | Shimano CS-HG500, 10-speed, 11-42T |
| Crankset | FSA Vero Pro crank, 40T MegaTooth, 15/17/19/21" 170, 23" 175mm |
| BB Set | FSA sealed cartridge, 68 x 110.5mm |
| Pedals | Platform style, alloy |
| Brakeset | Shimano BR-MT200 hydraulic disc brakes with resin pads, Shimano 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 (15/17/19"), 50mm (19/21"), 60mm (23") |
| Grips | MTB Kraton/Gel Double Density Grip Lock-on |
| 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 Olive |
| Weight | 28.0 lbs |

### TECH FEATURES

### UPGRADES/CHANGES FROM 2019

Same Great Model as 2019 Sequet

### REASONS TO UPGRADE FROM S3

- Sequel SSD Reynolds 520 double-butted chromoly frame
- WTB ST i23 TCS 2.0 disc rim
- Shimano BR-MT200 hydraulic disc brakes
- Shimano Deore RD-M6000 GS Shadow Plus rear
- Shimano Deore RapidFire Plus SL-M6000, 10-speed
- Shimano CS-HG500, 10-speed, Ti-42T
- KMC X10
- FSA Vero Pro crank, 40T
**SEQUEL S3**

**SPECIFICATIONS**

Frame  Jamis Size Specific Design frame geometry, 4130 double-butted chromoly main tubes, threaded BB shell, chain stay disc brake mounts, 12mm thru-axle, FD mount, dropper post ready, 3 waterbottle mounts, TT mounts, rack and fender eyelets

Fork  Jamis Chromoly fork, 12mm thru-axle dropouts, 45mm crown, IS mount disc brakes, fender, levionder and water bottle eyelets

Headset  FSA IS3 Internal headset 1 1/8”

Wheels  WTB STX i23 TCS (UST Tubeless Compliant System) disc rims, 32H, Formula alloy 6-bolt sealed bearing rear hub, 14g black stainless steel spokes and front 12mm/ rear 12x142 thru-axle with Switch Lever

Tires  WTB Byway Tire with DNA compound, 650 x 47c

Deraileurs  Shimano Altus RD-M2000 SGS Shadow rear


Chain  KMC Z9

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

Crankset  FSA Tempo crank, 42T, 15/17”/19/21”/170. 23” 175mm

BB Set  FSA sealed cartridge, 68 x 110.5mm

Pedals  Platform style, alloy

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, 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/Gel Double Density Grip 125mm

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

Saddle  Jamis Sport with SL top

Sizes  15”, 17”, 19”, 21”, 23”

Color  Charcoal

Weight  28.0 lbs

**TECH FEATURES**

**UPGRADES/CHANGES FROM 2019**

NEW MODEL

**SEQUEL GEOMETRY**

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<th>SIZE</th>
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<th>ST EFFECTIVE</th>
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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, 36/22T or full-size triple chainring cranksets and big 12-34 or 11-32T or 36T 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 A1

SPECIFICATIONS

Frame
- Size Specific Design
- Triple-butted 6061 aluminum
- with redesigned rear triangle
- 1 1/8” head tube
- oval chain stays
- with post mount disc brake
- 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
- FSA internal cup, threadless 1 1/8”

Wheels
- WTB STX i23 TCS (UST Tubeless Compliant System)
- disc rims, 32H, Joytec disc hubs
- and 14g stainless steel spokes

Tires
- CST Dual Sport Tire, 700 x 42c

Deraileurs
- Shimano Altus FD-M2020 front derailleur
- Shimano Altus RapidFire SL -M2010 shifters
- top swing front

Shifters
- Shimano Altus RapidFire SL -M2010, 18-speed

Chain
- KMC Z9

Cassette
- Shimano HG200, 9-speed, 11-36T

Crankset
- SR/Suntour XCM 36/22T, 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” M276 (83mm reach);
- 17-23” M275 (88mm reach)

Handlebar
- Jamis Riser bar, 6061 double-butted aluminum,
- 31.8 x 20mm rise x 10˚ 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
- Ano Midnight Sky

Weight
- 30.0 lbs

UPGRADES/CHANGES FROM 2019

Shimano Altus FD-M2020 front derailleur
Shimano Altus RapidFire SL-M2010 shifters
Shimano CS-HG200, 9-speed 11-36T
Suntour XCM 36/22 crankset
WTB STX i23 TCS Rim with Joytec hubs

REASONS TO UPGRADE FROM DXT A2

Shimano Altus 9-speed group
Shimano RapidFire SL-M2010 shifters and Tektro Levers
Shimano CS-HG200, 9-speed 11-36T
Suntour XCM 36/22 crankset
WTB STX i23 TCS Rim with Joytec hubs
Selle Royal Seta M1 saddle
**DXT A1 FEMME**

**SPECIFICATIONS**

| Frame | Size Specific Design Triple-butted 6061 aluminum with redesigned rear triangle, 1 1/8" head tube, oval chain stays with post mount disc brake, 34.9mm seat tube, replaceable derailleur hanger and fender/rack eyelets |
| Fork | SR/Suntour SFTS-NX-HL endurance 1-1/8", alloy crown, 1-1/8" steerer, 28mm stanchions, hydraulic lockout, 75mm travel |
| Headset | FSA internal cup, threadless 1-1/8" |
| Wheels | WTB STX i23 TCS disc, 32H, Joytec disc hubs and 14g stainless steel spokes |
| Tires | CST Dual Sport Tire, 700 x 42c |
| Derailleurs | Shimano Altus FD-M2020, rear and Altus FD-M2020 top swing front |
| Shifters | Shimano Altus RapidFire SL -M2010, 18-speed |
| Chain | KMC Z9 |
| Cassette | Shimano HG200, 9-speed, 11-36T |
| Crankset | SR/Suntour XCM 170mm, 36/22T, 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 600mm, 10° rise x 10° sweep |
| 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 |
| Sizes | 14", 18", 20" |
| Color | Ano Seafoam |
| Weight | 29.75 lbs |

**UPGRADES/CHANGES FROM 2019**

| Shimano Altus FD-M2020 front derailleur |
| Shimano Altus RapidFire SL-M2020 shifters |
| Shimano CS-HG200, 9-speed 11-36T |
| Suntour XCM 36/22 crankset |
| WTB STX i23 TCS Rim with Joytec hubs |

**REASONS TO UPGRADE FROM DXT A2**

| Shimano Altus 9-speed group |
| Shimano RapidFire SL-M2020 shifters and Tektro Levers |
| Shimano CS-HG200, 9-speed 11-36T |
| Suntour XCM 36/22 crankset |
| WTB STX i23 TCS Rim with Joytec hubs |
| Selle Royal Seta M1 saddle |

**DXT A1/2/3 FEMME GEOMETRY**

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<th>FORK RAKE</th>
<th>BB DROP</th>
<th>HEADTUBE</th>
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DXT A2

SPECIFICATIONS

Frame Size Specific Design 6061 aluminum with redesigned rear triangle, 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-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

Derailleurs Shimano Acera RD-M360 rear and Altus FD-M310 top swing front

Shifters Shimano Altus Rapid Fire SL-M315, 24-speed

Chain KMC Z7

Cassette Shimano HG31, 8-speed, 11-32T

Crankset Shimano Altus XC50, 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” M275 (83mm reach), 17-23” M276 (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

UPGRADES/CHANGES FROM 2019

Shimano Altus RapidFire SL-M315 shifters

REASONS TO UPGRADE FROM DXT A3

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

DXT A1/2/3 GEOMETRY

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DXT A2 FEMME

SPECIFICATIONS

Frame  Size Specific Design 6061 aluminum with redesigned rear triangle, 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 SF-T5-NVX HLO, aluminum lowers, coil spring, 28mm stanchions, 1-1/8” steerer, hydraulic lockout, 75mm travel

Headset  Internal Cup, threadless, 1 1/8”

Wheelset  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-M315, 24-speed

Chain  KMC Z7

Cassette  Shimano HG31, 8-speed, 11-32T

Crankset  SR/Suntour XCC, 48/38/28T, 170mm

BB Set  VP sealed cartridge, 68 x 122.5mm

Pedals  Platform style

Brakeset  Tektro HD-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 Indigo

Weight  31.0 lbs

DXT A1/2/3 FEMME GEOMETRY

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<td>73.5”</td>
<td>41.46 / 1053</td>
<td>15.12 / 384</td>
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UPGRADES/CHANGES FROM 2019

Shimano Altus RapidFire SL-M315 shifters

REASONS TO UPGRADE FROM DXT A3

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

Ano Indigo
**SPECIFICATIONS**

- **Frame**: Size Specific Design 6061 aluminum with redesigned rear triangle, 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-DS, aluminum lowers, coil spring, 28mm stanchions, 1-1/8" steerer, 75mm travel
- **Headset**: Internal Cap, 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 Z7
- **Cassette**: Shimano CS-HG200, 7-speed, 12-32T
- **Crankset**: Forged alloy crank with chain guard, 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 x 10° sweep x 20mm rise x 640mm (95°, 660mm (17-23")
- **Stem**: Jamis Trekking, 3D forged alloy, 15° rise, Length-60mm (15-17"), 90mm (19-23")
- **Cables**: MTB Type Grip
- **Seat**: 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**: Charcoal
- **Weight**: 32.0 lbs

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<th>ST ANGLE</th>
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<td>25.85 / 682</td>
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</table>

**UPGRADES/CHANGES FROM 2019**

- Shimano CS-HG200, 7-speed 12-32T
- KMC Z7 chain
**DXT A3 FEMME**

**SPECIFICATIONS**

| Frame | Size Specific Design 6061 aluminum with redesigned rear triangle, 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 SFTS-HWX-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, 700x 42c |
| Derailleurs | Shimano TY300 rear and TY500 top swing front |
| Shifters | Shimano Rapid Fire SL-EF41, 2-speed |
| Chain | KMC Z7 |
| Cassette | Shimano CS-HG200, 7-speed, 12-32T |
| Crankset | Forged alloy crank with chain guard, 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 stainess 6-bolt rotors and Shimano EF41 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 Spectrum Blue |
| Weight | 31.75 lbs |

**UPGRADES/CHANGES FROM 2019**

Shimano CS-HG200, 7-speed 12-32T

KMC Z7 chain

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**DXT A1/2/3 FEMME 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 DROP</th>
<th>HEAD/TUBE</th>
<th>STANDOVER</th>
<th>STACK</th>
<th>REACH</th>
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</table>
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 A1 delivers with Tektro’s HD-M276 hydraulic disc brakes and the A2 with cable actuated Novela, which offer more power, better modulation & feel in rain or shine. Allegro A3 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.

Geared to Go Anywhere
The drivetrains on all our Allegros feature long cage ATB rear derailleurs, full-size triple chainring cranksets (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 Allegro series one of our best selling bikes.
**ALLEGRO A1 SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Frame</th>
<th>Aluminum fork with disc brake mounts, aluminum steerer, low-rider carrier mounts, forged dropouts and fender/rack eyelets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork</td>
<td>Aluminum fork with disc brake mounts, aluminum steerer, low-rider carrier mounts, forged dropouts and fender/rack eyelets</td>
</tr>
<tr>
<td>Headset</td>
<td>FSA integrated IS threadless with nylon upper compression ring, 1 1/8&quot;</td>
</tr>
<tr>
<td>Wheels</td>
<td>Alex TD26 double wall disc specific alloy rims, 32H, Joytec 6-bolt alloy hubs with QR and 14g stainless steel spokes</td>
</tr>
<tr>
<td>Tires</td>
<td>Vittoria Randonneur with reflective sidewalls, 700 x 32c</td>
</tr>
<tr>
<td>Derailleurs</td>
<td>Shimano Altus RD-M2000 rear and Shimano Altus FD-M370 front derailleur</td>
</tr>
<tr>
<td>Chain</td>
<td>KMC Z9</td>
</tr>
<tr>
<td>Cassette</td>
<td>Shimano HG200 9-speed, 11-34T</td>
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<tr>
<td>Crankset</td>
<td>Shimano FC-M371, 48/36/26, 170mm (15-19&quot;), 175mm (21-23&quot;)</td>
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<tr>
<td>BB Set</td>
<td>FSA sealed cartridge, 68 x 110.5mm</td>
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<tr>
<td>Pedals</td>
<td>Platform style, steel cage/resin body</td>
</tr>
<tr>
<td>Brakeset</td>
<td>Tektro HD-M275/276 hydraulic disc brakes with 160mm rotors and Tektro brake levers. 15-17&quot; M276 (83mm reach); 19-23&quot; M275 (88mm reach)</td>
</tr>
<tr>
<td>Handlebar</td>
<td>Jamis Flat bar, 6061 T-6 aluminum, 31.8 x 10° sweep x 580mm (15-17&quot;) 600mm (19-23&quot;)</td>
</tr>
<tr>
<td>Stem</td>
<td>Jamis Road 3D forged alloy, 10° rise x 90mm (15/17&quot;), 105mm (19/21&quot;), 115mm (23&quot;)</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>Jamis Touring with SL cover</td>
</tr>
<tr>
<td>Sizes</td>
<td>15&quot;, 17&quot;, 19&quot;, 21&quot;, 23&quot;</td>
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<tr>
<td>Color</td>
<td>Charcoal</td>
</tr>
<tr>
<td>Weight</td>
<td>25.75 lbs</td>
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**UPGRADES/CHANGES FROM 2019**

- Aluminum fork with disc brake mounts
- Shimano Rapidfire Plus Altus SL-M2010 shifters
- Shimano 9-speed 11-34T cassette
- Joytec alloy hubs

**REASONS TO UPGRADE FROM ALLEGRO A2**

- Disc brake frame and fork
- Aluminum fork with disc brake mounts
- Shimano 9-speed Altus group
- Shimano FC-M371 48/36/26 crankset
- Tektro HD-275/276 hydraulic disc brakes
- Vittoria Randonneur with reflective sidewalls, 700 x 32c

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**ALLEGRO A1 GEOMETRY**

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<thead>
<tr>
<th>Size</th>
<th>TT Effective</th>
<th>Ht Angle</th>
<th>St Angle</th>
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<th>Wheelbase</th>
<th>Fork rake</th>
<th>BB Drop</th>
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</table>
ALLEGRO A1 FEMME

SPECIFICATIONS

Frame Size Specific Design Triple-butted 6061 aluminum with redesigned rear triangle, internal cable routing, formed top and down tube, oval chain stays with post mount disc brake, replaceable derailleur hanger and fender/rack eyelets

Fork Aluminum 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, Joytec 6-bolt alloy hubs with QR and 14g stainless steel spokes

Tires Vittoria Randonneur with reflective sidewalls, 700 x 32c

Derailleurs Shimano Altus FD-M370 front derailleur


Chain KMC Z9

Cassette Shimano HG200 9-speed, 11-34T

Crankset Shimano FC-M371, 48/36/26, 170mm (14-18”)

BB Set FSA sealed cartridge, 68 x 110.5mm

Pedals Platform style, steel cage/resin body

Brakeset Tektro HD-276 hydraulic disc brakes with 83mm reach, 160mm rotors and Tektro brake levers.

Handlebars Jamis Flat bar, 6061 T-6 aluminum, 31.8 x 10” sweep x 580mm

Stem Jamis Road 3D forged alloy, 10” rise 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 Charcoal

Weight 25.25 lbs

UPGRADES/CHANGES FROM 2019

Aluminum fork with disc brake mounts
Shimano Rapidfire Plus Altus SL-M2010 shifters
Shimano 9-speed 11-34T cassette
Joytec alloy hubs

REASONS TO UPGRADE FROM ALLEGRO A2

Disc brake frame and fork
Aluminum fork with disc brake mounts
Shimano 9-speed Altus group
Shimano FC-M371 48/36/26 crankset
Tektro HD-275/276 hydraulic disc brakes
Vittoria Randonneur with reflective sidewalls, 700 x 32c

ALLEGRO A1 FEMME GEOMETRY

<table>
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<tr>
<th>SIZE</th>
<th>TT EFFECTIVE</th>
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<th>ST</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB DROP</th>
<th>HEADTUBE</th>
<th>STANDOVER</th>
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ALLEGRO A2

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 TD26 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-M315, 24-speed

Chain  
KMC Z8

Cassette  
Shimano HG31 8-speed, Ti-32T

Crankset  
SR/Suntour XCC, 48/38/28, 170mm (15-17”), 175mm (19-23”)

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”)

Stem  
Jamis Road 3D forged alloy, 10˚ rise x 90mm (15-17”), 110mm (19-23”)

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  
Nickel or Flat Ink

Weight  
27.0 lbs

UPGRADES/CHANGES FROM 2019

Shimano Rapidfire SL-M315 shifters
SR/Suntour XCC crankset, 48/38/28
KMC Z8 chain

REASONS TO UPGRADE FROM ALLEGRO A3

Redesigned SSD disc brake frame and fork
Shimano 8-speed group
Shimano Rapidfire SL-M315 shifters with Tektro levers
Alex TD26 alloy double wall rims
Platform resin style pedal with steel cage

ALLEGRO A2/3 GEOMETRY

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<th>SIZE</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<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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<td>34.13 / 867</td>
<td>25.16 / 639</td>
<td>25.40 / 406</td>
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</table>

Nickel

Flat Ink
ALLEGRO A2 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 TD26 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-M315, 24-speed |
| Chain | KMC Z8 |
| Cassette | Shimano HG31 8-speed, 11-32T |
| Crankset | SR/Suntour XCC, 48/38/28, 170mm (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 | Jamis Flat bar, 6061 T-6 aluminum, 31.8 x 10˚ sweep x 580mm |
| Stem | Jamis 3D forged alloy, 10˚ rise x 90mm (14-18”) |
| Grips | Anatomic double density kraton grip |
| 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 | Nickel |
| Weight | 26.75 lbs |

ALLEGRO A2 FEMME GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
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<th>ST ANGLE</th>
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<tr>
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</table>

UPGRADES/CHANGES FROM 2019

- Shimano Rapidfire SL-M315 shifters
- SR/Suntour XCC crankset, 48/38/28
- KMC Z8 chain

REASONS TO UPGRADE FROM ALLEGRO A3

- Redesigned SSD disc brake frame and fork
- Shimano 8-speed group
- Shimano Rapidfire SL-M315 shifters with Tektro levers
- Alex TD26 alloy double wall rims
- Platform resin style pedal with steel cage
**ALLEGRO A3**

**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-TY300 rear and Shimano FD-TY510 top swing front |
| Shifters | Shimano EZ-Fire Plus EF41 shifters, 21-speed |
| Chain | KMC Z51 |
| Cassette | Shimano CS-HG200, 7-speed 12-32T |
| Crankset | SR/Suntour XCC with chain guard, 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 extension, 150mm (15"), 160mm (17-23") |
| 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 | Gloss Black or Victory Blue |

**WEIGHT** 27.25lbs

**UPGRADES/CHANGES FROM 2019**

SR/Suntour XCC crankset, 48/38/28

Shimano CS-HG200, 7-speed 12-32T

**ALLEGRO A2/3 GEOMETRY**

<table>
<thead>
<tr>
<th>SIZE</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
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ALLEGRO A3 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-TY300 rear and Shimano FD-TY510 top swing front

Shifters  Shimano EZ-Fire Plus EF41 shifters, 21-speed

Chain  KMC Z51

Cassette  Shimano CS-HG200, 7-speed 12-32T

Crankset  SR/Suntour XCC crankset, 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  Pure White or Victory Blue

Weight  27.0 lbs

UPGRADES/CHANGES FROM 2019

SR/Suntour XCC crankset, 48/38/28

Shimano CS-HG200, 7-speed 12-32T

ALLEGRO A3 STEP-OVER GEOMETRY

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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 chaining cranksets (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 S1 delivers with Tektro HD-276 hydraulic disc brakes offer more power, better modulation & feel in rain or shine. Coda S2 and S3 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 S1**

**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, Joytec hubs with QR and 14g stainless steel spokes

**Tires**
Vittoria Randonneur with anti-puncture protection and reflective sidewalls, 700 x 32c

**Derailleurs**
Shimano Acera RD-M360 SGS rear and Altus FD-M310 top swing front

**Shifters**
Shimano RapidFire Plus SL-M315, 24-speed

**Chain**
KMC Z8

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

**Crankset**
SR/Suntour XCC, 48/38/28T, 170mm (15-19”), 175mm (21-23”)

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

**Pedals**
Full alloy platform, toe clip attachable

**Brakeset**
Tektror HD-M775/276 hydraulic disc brakes with 160mm rotors and Tektror brake levers. 15-17” M775 (83mm reach); 19-23” M775 (88mm reach)

**Handlebar**
Jamis Flat bar, 6061T-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**
Dark Shadow

**Weight**
26.5 lbs

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**UPGRADES/CHANGES FROM 2019**

Shimano RapidFire Plus SL-M315 shifters

Joytec alloy hubs

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**REASONS TO UPGRADE FROM CODA S2**

Reynolds 520 double-butted chromoly main tube disc brake frame

Jamis full carbon fork

Selle Royal Asphalt Saddle with integrated clip system

Alex TD-26 double walled disc specific alloy rims

Vittoria Randonneur with anti-puncture protection and reflective sidewalls, 700 x 32c

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**CODA S1 GEOMETRY**

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**STREET - URBAN**

**CODA S1 GEOMETRY**

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**STREET - URBAN**
CODA S1 FEMME

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, Joytec hubs with QR and 14g stainless steel spokes.

Tires
- Vittoria Randonneur with anti-puncture protection and reflective sidewalls, 700 x 32c.

Deraileurs
- Shimano Acera RD-M360 SCS rear and Altus FD-M310 top swing front

Shifters
- Shimano RapidFire Plus SL-M315, 24-speed

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

Crankset
- SR/Suntour XCC, 48/38/28T, 170mm (14-18”)

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 Flat bar, 6061 T-6 aluminum, 25.4 x 10” sweep x 580mm

Stem
- Jamis Road 3D forged alloy, 25.4 x 17” 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
- Selle Royal Asphalt GF with integrated clip system

Sizes
- 14", 16", 18”

Color
- Slate

Weight
- 26.25 lbs

CODA S1 FEMME GEOMETRY

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UPGRADES/CHANGES FROM 2019

Shimano RapidFire Plus SL-M315 shifters
Joytec alloy hubs

REASONS TO UPGRADE FROM CODA S2

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
Alex TD-26 double walled disc specific alloy rims
Vittoria Randonneur with anti-puncture protection and reflective sidewalls, 700 x 32c
CODA S2

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
Hi-Ten tapered straight blade unicorn with bulge butted steerer, low-rider carry mounts and forged dropouts with 2 fender eyelets

Headset
Threadless, 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
Kenda Kwick Tendril with anti-puncture protection and reflective sidewalls, 700 x 32c

Deraileurs
Shimano Acera M360 SGS rear and FD-TY710 bottom pull front

Shifters
Shimano RapidFire Plus SL-M315, 24-speed

Chain
KMC Z8

Cassette
Shimano HG41 8-speed, 11-32T

Crankset
SR/Suntour XCC, 48/38/28T, 170mm (15-19”) 175mm (21-23”)

BB Set
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 75mm (15/17”), 105mm (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 Flat Jack Pine

Weight
27 lbs

UPGRADES/CHANGES FROM 2019

Shimano RapidFire Plus SL-M315 shifters
Joytec alloy hubs

REASONS TO UPGRADE FROM CODA S3

Alex ID-19 rims with GSW sidewall
Shimano Acera M360 rear and RD-TY710 front deraileurs
Shimano RapidFire Plus SL-M315 shifters/tektro brake lever
Shimano 8-speed 11-32T cassette

CODA S2 GEOMETRY

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CODA S2 FEMME

SPECIFICATIONS

Frame | Size Specific Design Double-butted chromoly main tubes, extended head tube with reinforced collars, double tapered cromo stays, forged dropouts 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 | 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 | Kenda Kwick Tendril with anti-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-M315, 24-speed

Chainset | SR/Suntour XCC, 48/38/28T, 170mm (14-18”)

Crankset | SR/Suntour XCC, 48/38/28T, 170mm (14-18”)

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

BB Set | Sealed cartridge, 68 x 110.5mm

Pedals | Platform style, steel cage/resin body

Brakeset | Tektro 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

Stem | Jamis Road, 3D forged 6061 alloy, 25.4 x 17° x 75mm (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 top

Sizes | 14", 16", 18”

Color | Radiant Teal or Gloss Black

Weight | 26.75 lbs

UPGRADES/CHANGES FROM 2019

- Shimano Acera M360 SGS rear and FD-TY710 bottom pull front
- Joytec alloy hubs

REASONS TO UPGRADE FROM CODA S3

- Alex ID-19 rims with GSW sidewall
- Shimano Acera M360 rear and RD-TY710 front detailleurs
- Shimano RapidFire Plus SL-M315 shifters/tektro brake lever
- Shimano 8-speed 11-32T cassette

CODA S2 FEMME GEOMETRY

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CODA S3

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 uncirown, 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 Eurotrek K-197, 700 x 32c

Derailleurs Shimano Tourney Ty300 rear and Ty510 front

Shifters Shimano EZ-Fire Plus EF41 shifters, 21-speed

Chain KMC Z51

Cassette Shimano HG200 7-speed, 12-32T

Crankset SR/Suntour XCC with chain guard, 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 (5/17”), 180mm (5/21/23”)

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 Flat Steel

Weight 27.25 lbs

CODA S3 GEOMETRY

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UPGRADES/CHANGES FROM 2019

SR/Suntour XCC crankset, 48/38/28
CODA S3 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 uniconcave, 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 Eurotrek K-197, 700 x 32c
Derailleurs | Shimano Tourney TY300 rear and TY510 front
Shifters | Shimano EZ-Fire Plus EF41 shifters, 21-speed
Chain | KMC Z51
Cassette | Shimano HG200 7-speed, 12-32T
Crankset | SR/Suntour XCC with chain guard, 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, quill type, 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 Ano Palladium
Weight | 27.0 lbs

STREET - URBAN

CODA S3 STEP-OVER GEOMETRY

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UPGRADES/CHANGES FROM 2019

SR/Suntour XCC crankset, 48/38/28
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.
UPGRADES/CHANGES FROM 2019

Same Great Model as last year!!
COMMUTER® SERIES

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, that’s why the Commuter 1 and 2 offer always-reliable linear pull brakes with plenty stopping power.

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.
COMMMUTER 2

SPECIFICATIONS

Frame  6061 triple-gauge aluminum main tubes and stays, new sloping design, kickstand mount, forged dropouts and fender/rack eyelets
Fork  Jamis City/Cross steel unicrown, 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, Ti-34T
Crankset  Forged alloy crank, single 42T chaining, 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, quilt type, 35˚ x 90mm with 180mm quill
Grips  Anatomic double density kraton with reflective end plug
Seat Post  Jamis alloy 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 carrier (capacity 18kg/40lbs.) with Jamis logo strap & rear reflector, micro bell and kickstand
Color  M: Charcoal  S/O: Cream
Weight  32 lbs

UPGRADES/CHANGES FROM 2019

Same quality Jamis specification as 2019!

REASONS TO UPGRADE FROM COMMUTER 1

Lightweight aluminum frame

Shimano 1x8 drivetrain with rapidfire shifter

Jamis Metro Sport saddle with memory foam

COMMMUTER 2 GEOMETRY

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Streets - Commute
**COMMUTER 1**

**SPECIFICATIONS**

Frame  
Hi-Tensile steel frame, new sloping design, kickstand mounts, forged dropouts and fender/rack eyelets

Fork  
Jamis City/Cross hi-tensile steel unicrown, straight blades with low rider mounts and double fender eyelets

Headset  
Water-resistant sealed mechanism, threaded, 11/8”

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

Deraileurs  
Shimano Altus, RD-M310 rear

Shifters  
Shimano RevoShift SL-RS35, 7-speed

Chainset  
KMC Z7

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

Crankset  
Forged alloy crank, single 44T chaining, 170mm, with full length chainguard

BB Set  
Sealed cartridge, 68 x 122.5mm

Pedals  
Comfort platform with TPE non-slip insert

Brakeset  
Forged alloy linear-pull brakes with Tektro CL510 ergonomic design alloy brake lever 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 alloy micro-adjust, 25.4 x 350mm with alloy clamp and QR seatpin

Saddle  
Jamis Metro Sport with synthetic suede cover, burnished sides, gender specific

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

Sizes  
M: 15”, 17”, 19”, 21”, 23”  S/O: 14”, 18”

Color  
M: Ink S/O: Sage

Weight  
35 lbs

**UPGRADES/CHANGES FROM 2019**

Same quality Jamis specification as 2019!

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**COMMUTER 1 GEOMETRY**

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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-thru “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 handle bar 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 CSW 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**: Shimano FC-TY701, 48/38/28T, 170mm with chainguard
- **Cassette**: Shimano HG31, 8-speed, 11-32T

**UPGRADES/CHANGES FROM 2019**

Same great spec as 2019!

**CITIZEN 3/2 GEOMETRY**

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<tr>
<th>SIZE</th>
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**REASONS TO UPGRADE FROM CITIZEN 2**

- SR Suntour NEX HLO suspension fork with hydraulic lockout
- Shimano FC-TY701 crankset
- Shimano HG31 Cassette
- Tektro forged alloy linear-pull brakeset and lever
- Shimano M360 rear derailleur

**Accessories**

- Kickstand
- Saddle: Jamis Comfort with Memory Foam, synthetic suede cover, burnished sides and bumper springs with satin steel rails, gender specific
- Handlebar: Comfort hi-rise, alloy 25.4 x 80mm rise x 15° sweep x 640mm
- Grip: Anatomic triple density kraton
- Seat: Jamis alloy angle-adjustable, 90mm with 150mm quill (14–17”), 110mm with 180mm quill (18–23”)
- Stem: Jamis alloy angle-adjustable, 90mm with 150mm quill (14–17”), 110mm with 180mm quill (18–23”)
- BB: 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
- Tires: CST Marathon/Tour C-1446 with silver safety stripe, 700 x 38c

**Colors**

- M: Charcoal
- S/T: Charcoal or Ice Blue

**Weight**

- 32.50 lbs
CITIZEN 2

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 CSW sidewall, 32H, alloy hubs with QR and 14g stainless steel spokes

Tires CST Marathon/Tour C-1446 with silver safety stripe, 700 x 38c

Deraileurs Shimano Altus RD-M310 and Shimano FD-TY710 front, 31.8mm clamp, top swing/dual pull front derailleur shifters

Shifters Shimano Ez-Fire Plus ST-EF510, 21-speed

Chain KMC Z7

Cassette Shimano MF-T2500 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

Handlebar Comfort hi-rise, alloy 25.4 x 80mm rise x 15° sweep x 640mm

Stem Jamis alloy angle-adjustable, 90mm with 150mm quill (34-22”), 110mm with 180mm quill (68-22”) grips

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

Grips Anatomic triple density kraton

Seat Jamis Comfort with Memory Foam, synthetic suede cover, burnished sides and bumper springs with satiin steel rails, gender specific

Accessories Kickstand


Color M: Deep Red or Flat Steel  S/T: Ano Teal or Deep Red

Weight 31.75 lbs

UPGRADES/CHANGES FROM 2019

Same great spec as 2019!

REASONS TO UPGRADE FROM CITIZEN 1

Suntour/SR 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 3/2 GEOMETRY

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Flat Steel

Deep Red
CITIZEN 3 STEP-THRU

- Charcoal
- Ice Blue
CITIZEN 2 STEP-THRU

Deep Red

Aro Teal
CITIZEN 1

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 uncirown, 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 adapter 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 CL510 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, 15° 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-Through 14

Saddle
Jamis Comfort with synthetic suede cover, burnished sides and bumper springs with satin steel rails, gender specific

Accessories
Kickstand

Sizes
M: 15”, 17”, 19”, 21”, 23” S/O: 14”, 18”

Color
M: Deep Blue or Dakota Grey S/T: Pure White or Deep Blue

Weight
29 lbs

REASONS TO UPGRADE FROM CITIZEN

Lightweight aluminum frame

Shimano FC-TY501 front chainring

Shimano FD-TY510 front derailleur and 21-speed drive train

RECREATION - STREET COMFORT

Dakota Grey

UPGRADES/CHANGES FROM 2019

Same great spec as 2019!

CITIZEN 1 GEOMETRY

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CITIZEN

UPGRADES/CHANGES FROM 2019

Same great spec as 2019!

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 uncut crown, 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

Shifters  
Shimano Revoshift, SL-RS35, 7-speed

Chain  
KMC Z7

Cassette  
Shimano MF-TZ5001 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  
James alloy hi-rise, 35 ̊ rise x 90mm with 150mm quill (14-18”), 160mm with 160mm quill (19-23”)

Grips  
Anatomic triple density kraton grip

Seat Post  
James 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  
M: 15”, 17”, 19”, 21”, 23” S/T: 14”, 18”

Color  
M: Gloss Black or Deep Red S/T: Sage or Deep Red

Weight  
30.50 lb

CITIZEN GEOMETRY

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CITIZEN 1 STEP-THRU

Pure White

Deep Blue
CITIZEN STEP-THRU

Deep Red

Sage
Hudson® Series

Think of our Hudson 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 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-thru 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.
HUDDSON

SPECIFICATIONS

Frame 6061 TIG-welded aluminum, Hudson laid-back design with low ride height, alloy kickstand
Fork Hi-tensile uniconn with radiused blades
Headset Internal cup, threaded, 1 1/8”
Wheels Alex DC25 alloy double-wall rims, 36H, Formula alloy QR hubs, 34g black stainless steel spokes
Tires CST Metropolitan Palm Bay, 27.5 x 2.35
Derailleurs Shimano RD-TY300 rear
Shifters Shimano Altus SL-M310, 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 & alloy comfort lever
Handlebar Comfort hi-rise, alloy 25.4 x 80mm rise x 15˚ sweep x 620mm
Stem Jamis alloy, 180mm quill x 80mm extension
Grips Kraton comfort w/ clamp
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 M: Charcoal, Sahara Silver, Winter Blue
S/T: Charcoal, Grape Jelly, Lemonade, Vanilla Mint
Weight 29.50 lbs

HUDDSON GEOMETRY

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<tr>
<th>SIZE</th>
<th>CENTER OF BB to TOP of TT</th>
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UPGRADES/CHANGES FROM 2019

Shimano SL-M310 Rapidfire shifter
Kraton Microtexture grips with locking clamp
HUDSON STEP-THRU

Grape Jelly

Vanilla Mint

Lemonade

Charcoal
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.

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. Our Explorer models 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.

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.

Comfort Saddle
Our super plush saddle features memory foam padding (Explorer A1) or extra high quality polyurethane padding (Explorer A2) 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 A1

SPECIFICATIONS

Frame 6061 TIG-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 adjustor, 28mm stanchions, aluminum lowers, 80mm travel

Headset Internal cup, threaded, 1 1/8" x 1 1/2" head tube

Wheels Double-wall alloy rims, 32H, alloy hubs with QR, 14g stainless steel spokes

Tires CST - 19x1.75, 27 x 2.1

Derailleurs 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 SR Suntour XCC-T208, 48/38/28T, 170mm 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

Handlebar Comfort hi-rise, alloy 25.4 x 80mm rise x 15˚ sweep x 620mm

Stem Jamis alloy, angle-adjustable, 90mm x 600mm

Grips Kraton comfort

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

Saddle Jamis Comfort with memory foam, synthetic suede top, burnished side panels and bumper springs


Color M: Ano Palladium or Ink  S/T: Ano Teal or Ink

Weight 34.50 lbs

UPGRADES/CHANGES FROM 2019

SR-Suntour XCC Crankset

REASONS TO UPGRADE FROM EXPLORER A2

SR Suntour suspension fork

Shimano 24-speed drivetrain

Double-walled rims

Alloy suspension micro-adjust seat post

Memory foam saddle

EXPLORER A1 GEOMETRY

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EXPLORER A1 STEP-THRU
EXPLORER A2

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 uncrumpled, 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

Derailleur Shimano TY300 rear and TY510 top swing/dual pull front

Shifters Shimano EZ-Fire Plus, ST-EF500, 21-speed

Chain KMC Z7

Cassette Shimano freewheel 7-speed, 14-34

Crankset SR Suntour XCC-T208, 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 Shimano levers

Handlebar Comfort hi-rise, steel, 25.4 x 80mm rise x 15˚ sweep x 620mm

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 M: 15”, 17”, 19”, 21”   S/T: 14”, 16”, 18”

Color M: Charcoal or Deep Blue
S/T: Ano Sage or Deep Blue

Weight 30.50 lbs

EXPLORER A2 GEOMETRY

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UPGRADES/CHANGES FROM 2019

Shimano 21-speed STEF500 shifter/brake levers
SR-Suntour XCC Crankset
EXPLORER A2 STEP-THRU

Deep Blue

Apo Sage
TRAIL XR®

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 too!), seat clamp (with QR!), rims, and crank arms.
**TRAIL XR**

**SPECIFICATIONS**

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<tr>
<th>Frame</th>
<th>Hi-tensile steel tubes</th>
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<tr>
<td>Fork</td>
<td>Uncrowned, hi-tensile steel, with over-sized radiused blades</td>
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<td>Headset</td>
<td>Threaded</td>
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<td>Wheels</td>
<td>Alloy 26 x 1.50&quot; 36H rims, heavy-duty ATB hubs with QR, 14G nickel-plated spokes</td>
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<tr>
<td>Tires</td>
<td>CST MTB, 26 x 1.35&quot;</td>
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<td>Derailleurs</td>
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<tr>
<td>Shifters</td>
<td>Shimano Revoshift 35, 3x7-speed</td>
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<td>Chain</td>
<td>KMC Z51, 7-speed</td>
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<td>Cassette</td>
<td>7-speed freewheel, 13-28T</td>
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<td>Crankset</td>
<td>Forged alloy crank, 42/34/24T, 170mm</td>
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<td>BB Set</td>
<td>Bolt type axle</td>
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<td>Pedals</td>
<td>MTB platform, hi-impact resin</td>
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<tr>
<td>Brakeset</td>
<td>Alloy linear pull type with full alloy 4-finger levers</td>
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<td>Handlebar</td>
<td>Jamis XC riser, 25.4 x 20mm rise x 620mm</td>
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<tr>
<td>Stem</td>
<td>Jamis Hi-Rise, Quill type - 60mm (12-14&quot;), 80mm (15-18&quot;), 100mm (19-21&quot;)</td>
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<td>Grips</td>
<td>Kraton for Grip Shift</td>
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<td>Seat Post</td>
<td>Jamis alloy micro-adjust, 28.6 x 350mm (12-15&quot;) 400mm (17-21&quot;)</td>
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<td>Saddle</td>
<td>Jamis ATB Sport, SL cover, protective front and rear guards</td>
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<td>Weight</td>
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**UPGRADES/CHANGES FROM 2019**

Same quality Jamis specification as 2019!

**TRAIL XR GEOMETRY**

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<td>5.51 / 140</td>
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TRAIL XR STEP-OVER

Charcoal

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 Cruiser pedals offer a grip tape 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
Derailleurs N/A
Shifters 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 Cruiser platform with grip tape
Brakeset Shimano 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 M: Amber Wave, Charcoal, Teal Fo’ Real
S/T: Gloss Black, Icy Mint, Sky Blue
Weight 30.75 lbs

UPGRADES/CHANGES FROM 2019
Cruiser platform pedals with grip tape

REASONS TO UPGRADE FROM EARTH CRUISER 1
Shimano Nexus-3 internally geared rear hub with RevoShift twist-shifter

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>
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<td>20.79 / 528</td>
</tr>
</tbody>
</table>
EARTH CRUISER 3 STEP-THRU

Gloss Black

Icy Mint

Sky Blue
EARTH CRUISER 1

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 Hi-Stop CB rear, 14 gauge stainless steel spokes

Tires
CST Metropolitan Palm Bay, 26” x 2.35

Deraileurs
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
Crusher platform with grip tape

Brakeset
Hi-Step coaster brake

Handlebar
Jams 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
M: Kinetic Grey, Ninja Green, Radiant Blue
S/T: Banan-Appeal, Ocean Mist, Raspberry

Weight
29.25 lbs

UPGRADES/CHANGES FROM 2019

Cruiser platform pedals with grip tape

REASONS TO UPGRADE FROM EARTH CRUISER 2

Lightweight aluminum frame

Full alloy crankset: lightweight and rust-proof

Memory foam saddle

Sealed cartridge bottom bracket

EARTH CRUISER 1 GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
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</tr>
</tbody>
</table>
EARTH CRUISER 1 STEP-THRU

Banana-Appeal

Raspberry

Ocean Mist
EARTH CRUISER 2

SPECIFICATIONS

Frame  
Classic Cantilever design with hi-tensile steel tubing, includes kickstand and painted steel chainguard

Fork  
Hi-tensile unicrown with radiused blades

Headset  
Internal cup, threaded, 1”

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  
Crusier 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, 28.6 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  
M: Ano Black, Cayenne, Galaxy Blue  S/T: Pure White, Radiant Teal, Vivid Violet

Weight  
33.50 lbs

UPGRADES/CHANGES FROM 2019

Same quality Jamis specification as 2019!

EARTH CRUISER 2 GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
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EARTH CRUISER 2 STEP-THRU

- Pure White
- Radiant Teal
- Vivid Violet

RECREATION - CRUISER
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**

- **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 Y303 36H black anodized alloy rims with alloy nutted hubs and 14 gauge stainless steel spokes.
- **Tires**: CST Metropolitan Palm Bay, 26” x 2.35
- **Derailleurs**: Shimano TY-300 rear.
- **Shifters**: Shimano RevoShift RS-35, 7-speed.
- **Chain**: KMC Z51NP, silver.
- **Cassette**: Shimano, 14-28, 7-Speed.
- **Crankset**: Forged alloy crank, 170mm alloy, with 44T compact disc chaining.
- **BB Set**: Sealed cartridge, 68 x 122.5mm.
- **Pedals**: Cruiser platform with grip tape.
- **Brakeset**: Tektro alloy linear pull brake with Tektro CL530 alloy levers.
- **Handlebar**: Jamis Cruise-control comfort bar.
- **Stem**: Alloy hi-rise, 180mm quill, 100mm extension, with removable 2-bolt cap.
- **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”, 16”, 18”
- **Color**:
  - M: Blueberry, Gloss Black, Ninja Green
  - S/O: Raspberry, Sky Blue, Vanilla Mint
- **Weight**: 33.25 lbs.

**UPGRADES/CHANGES FROM 2019**

- Cruiser platform pedals with grip tape,

**REASONS TO UPGRADE FROM BOSS CRUISER COASTER**

Shimano 7-speed drivetrain with revoshift twist-shifter.

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**BOSS CRUISER 7 GEOMETRY**

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>HT ANGLE</th>
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<td>70°</td>
<td>19.17 / 487</td>
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<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 nuted front hub and Hi-Stop CB rear, 14 gauge stainless steel spokes.

Tires: CST Metropolitan Palm Bay, 26” x 2.35.

Deraileurs: N/A.

Shifters: N/A.

Chain: KMC Z410NP, silver.

Cassette: 18T.

Crankset: Forged alloy crank, 170mm alloy, with 44T compact disc chainring.

BB Set: Sealed cartridge, 68 x 122.5mm.

Pedals: Cruiser platform with grip tape.

Brakeset: Hi-Stop coaster brake.

Handlebar: Jamis Cruise-control comfort bar.

Stem: Alloy hi-rise, 100mm extension, with removable 2-bolt cap.

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.


Weight: 30.50 lbs.

UPGRADES/CHANGES FROM 2019

Cruiser platform pedals with grip tape.
TAXI 26"

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 uncrown 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
CST Metropolitan Palm Bay, 26" x 2.35

Derailleurs
N/A

Shifters
N/A

Chain
Taya 410H-GST, rustless

Cassette
Shimano 18T

Crankset
Forged alloy crank, 170mm, with 44T alloy compact disc chaining

BB Set
Sealed cartridge BB with alloy cups & sheath, 68 x 116mm

Pedals
Crusher platform with heat-treated axles and rustless bushings

Brakeset
Shimano coaster brake

Handlebar
Jamis Cruise-control comfort bar

Stem
Alloy hi-rise, 150mm quill, 100mm extension, with removeable 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-Over Style: 18"
Standard Double-Diamond Style: M: 17", 19", 21"

Color
Cosmo Blue, Gloss Black, Kiwi, Monterey Red

Weight
32.25 lbs

UPGRADES/CHANGES FROM 2019
Same quality Jamis specification as 2019!

All colors available in Standard Double-Diamond frame as well as Step-Over style.
### TAXI 24"

**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&quot;</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&quot; gauge stainless steel spokes</td>
</tr>
<tr>
<td>Tires</td>
<td>Jamis Cruise-control comfort tread, 24x2.125&quot; blackwall, thorn-proof tubes</td>
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<tr>
<td>Derailleurs</td>
<td>N/A</td>
</tr>
<tr>
<td>Shifters</td>
<td>N/A</td>
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<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 116mm</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>
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<tr>
<td>Stem</td>
<td>Alloy hi-rise, 150mm quill, 100mm extension, with removable 2-bolt cap</td>
</tr>
<tr>
<td>Grips</td>
<td>Kraton comfort type with full length, extra-thick, foam bar pads</td>
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<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>Sizes</td>
<td>Unisex Step-Over Style: 15&quot;</td>
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<tr>
<td>Color</td>
<td>Cosmo Blue, Gloss Black, Kiwi, Monterey Red</td>
</tr>
<tr>
<td>Weight</td>
<td>29.75 lbs</td>
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### TAXI (KIDS)

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Frame</th>
<th>Diamond frame design with 6061 aluminum oversized tubing, painted steel chainguard, alloy kickstand (20&quot; only) &amp; training wheels for 16&quot;</th>
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</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>Standard, 1 1/8&quot;</td>
</tr>
<tr>
<td>Wheels</td>
<td>Alex X303 36H (20&quot;) or 28H (16&quot;) silver anodized alloy rims with alloy double-sealed front hub, Shimano CB rear (20&quot;) / KT CB Rear (16&quot;), and 14 gauge stainless steel spokes</td>
</tr>
<tr>
<td>Tires</td>
<td>Jamis Cruise-control comfort tread, 20&quot;(10&quot;) or 16&quot;(8&quot;) x 2.125&quot; blackwall</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>Taya 410H-GST, rustless</td>
</tr>
<tr>
<td>Cassette</td>
<td>Shimano 19T</td>
</tr>
<tr>
<td>Crankset</td>
<td>Forged alloy 3-pc crank, 5&quot; arm with 32T chainring (20&quot;) or polished steel 1-pc crank, 3 1/2&quot; arm with 28T chainring (16&quot;)</td>
</tr>
<tr>
<td>BB Set</td>
<td>Sealed cartridge BB, 68 x 116mm (20&quot;) or OPC type (16&quot;)</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 Kids comfort bar</td>
</tr>
<tr>
<td>Stem</td>
<td>Alloy hi-rise, 150mm quill, 80mm extension, with removable 2-bolt cap (20&quot;) or hi-rise with 130mm quill and 40mm extension (16&quot;)</td>
</tr>
<tr>
<td>Grips</td>
<td>Foam comfort type with full length, extra-thick, foam bar pads</td>
</tr>
<tr>
<td>Seat Post</td>
<td>Alloy pillar style, 27.2 x 300mm, with plugged top, welded seat collar with chromoly QR</td>
</tr>
<tr>
<td>Saddle</td>
<td>Taxi kids design with extra padding, extra-thick vinyl cover, &amp; single loop springs with bag loops</td>
</tr>
<tr>
<td>Sizes</td>
<td>Kids. 10&quot; (20&quot; wheels) or 8&quot; (16&quot; wheels)</td>
</tr>
<tr>
<td>Color</td>
<td>Cosmo Blue, Gloss Black, Kiwi, Monterey Red</td>
</tr>
<tr>
<td>Weight</td>
<td>22.50 lbs (20&quot;), 22 lbs (16&quot;)</td>
</tr>
</tbody>
</table>
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 girl’s 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 help keep legs and pants clean as well.

Our 12” balance bike features lightweight aluminum frames and rims to make the bike easier to handle for beginners, as well as easily serviceable ball bearings at all rotating points (no plastic bushings here!). The rest of the parts are highly durable electro-plated black steel. No need to worry that the bike will completely fall apart once a child grows out of it, and it can easily be tricked down to another rider.

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"
Derailleurs 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 Amber Wave or Ano Black S/O: Ano Black
Weight 30.25 lbs

UPGRADES/CHANGES FROM 2019

Same quality Jamis specification as 2019!

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>13&quot;</td>
<td>20.90 / 531</td>
<td>70.5°</td>
<td>74°</td>
<td>16.73 / 425</td>
<td>40.20 / 1021</td>
<td>157 / 40</td>
<td>11.89 / 302</td>
<td>4.13 / 105</td>
<td>27.87 / 708</td>
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<tr>
<td>13&quot; S/O</td>
<td>20.51 / 520</td>
<td>70.5°</td>
<td>74°</td>
<td>16.73 / 425</td>
<td>40.20 / 1021</td>
<td>157 / 40</td>
<td>11.89 / 302</td>
<td>4.13 / 105</td>
<td>25.73 / 642</td>
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<td>20.75 / 527</td>
<td>70°</td>
<td>73°</td>
<td>16.93 / 430</td>
<td>40.04 / 1018</td>
<td>157 / 40</td>
<td>11.89 / 302</td>
<td>4.92 / 125</td>
<td>25.79 / 655</td>
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</table>
**SPECIFICATIONS**

Frame 6061 aluminum main tubes, over-sized seat tube, replaceable derailleur hanger
Fork Unicrown, 6061 aluminum, 28.6 Cr-Mo steerer
Headset VP threadless
Wheels Alloy 36H rims, alloy MTB hubs with QR, 14G nickel-plated spokes
Tires CST MTB, 26 x 1.95"
Deraileurs 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 or Cosmic Dust S/O: Ano Sage
Weight 24.75 lbs

**UPGRADES/CHANGES FROM 2019**

Same quality Jamis specification as 2019!

**TRAIL XR26 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>STANOVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>13&quot;</td>
<td>20.90 / 5.81</td>
<td>70.5°</td>
<td>74°</td>
<td>16.73 / 425</td>
<td>40.27 / 1023</td>
<td>177 / 45</td>
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<td>4.13 / 105</td>
<td>27.05 / 687</td>
</tr>
<tr>
<td>15&quot;</td>
<td>21.42 / 5.44</td>
<td>70.5°</td>
<td>74°</td>
<td>16.73 / 425</td>
<td>40.83 / 1037</td>
<td>177 / 45</td>
<td>11.89 / 302</td>
<td>4.72 / 120</td>
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<tr>
<td>12&quot; S/O</td>
<td>20.51 / 5.27</td>
<td>70.5°</td>
<td>74°</td>
<td>16.93 / 430</td>
<td>39.98 / 1013</td>
<td>177 / 45</td>
<td>11.89 / 302</td>
<td>4.13 / 105</td>
<td>24.76 / 629</td>
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<tr>
<td>14&quot; S/O</td>
<td>20.75 / 5.27</td>
<td>70°</td>
<td>73°</td>
<td>16.93 / 430</td>
<td>39.96 / 1015</td>
<td>177 / 45</td>
<td>11.89 / 302</td>
<td>4.92 / 125</td>
<td>25.27 / 642</td>
</tr>
</tbody>
</table>
**SPECIFICATIONS**

- **Frame**: 6061 aluminum main tubes, zero-stack head tube, oversized stays, replaceable derailleur hanger
- **Fork**: Unicrown, 6061 aluminum, 28.6 Cr-Mo steerer
- **Headset**: Zero-stack internal cup threadless, 15mm cone spacer
- **Wheels**: Alloy 36H black anodized disc rims, alloy 6-bolt disc hubs with QR, 14G nickel-plated spokes
- **Tires**: CST MTB, 24 x 2.8"
- **Derailleurs**: Shimano TX-800 rear
- **Shifters**: Shimano SL-M315, 8 Speed
- **Chain**: KMC Z7
- **Cassette**: Shimano HG-318, 11-34T, 8 Speed
- **Crankset**: Forged alloy crank, 152mm, 32T chainring and protective outer ring
- **BB Set**: Sealed cartridge
- **Pedals**: MTB platform, hi-impact resin
- **Brakeset**: Tektro M280 mechanical disc, 160mm rotors with Tektro youth specific levers
- **Handlebar**: Jamis XC alloy riser, 31.8 x 20mm rise x 600mm
- **Stem**: Jamis XC alloy threadless, 31.8 x 6° rise x 60mm
- **Grips**: Kraton
- **Seat Post**: Alloy micro-adjust, 27.2 x 300mm, with 31.8mm alloy clamp
- **Saddle**: Jamis ATB Youth
- **Sizes**: 12"
- **Color**: Charcoal or Sour Apple
- **Weight**: 25.75 lbs

**UPGRADES/CHANGES FROM 2019**

- NEW MODEL!

**REASONS TO UPGRADE FROM X24 DISC**

- 24 x 2.8" tires
- Shimano SL-M315 Rapidfire shifter
- Shimano HG-318 cassette

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**KOMODO 24 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>12&quot;B</td>
<td>20.16 / 512</td>
<td>68°</td>
<td>73°</td>
<td>16.54 / 420</td>
<td>39.53 / 1004</td>
<td>1.77 / 45</td>
<td>10.61 / 269.5</td>
<td>4.33 / 110</td>
<td>23.43 / 595</td>
</tr>
</tbody>
</table>

---

**KOMODO 24**

**SOUR APPLE**

**CHARCOAL**

---

**156**
X.24 DISC

SPECIFICATIONS

Frame  Enduro frame design, 6061 aluminum tubes, tapered/ovalized top tube, down tube & stays with replaceable derailleur hanger
Fork  XCSO 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 Sport, 24 x 1.95"
Derailleurs  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
Brakeset  Tektro M280 mechanical disc, 160mm rotors and Tektro youth specific 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 Palladium or Ninja Green S/O: Powder Blue
Weight  27.50 lbs

UPGRADES/CHANGES FROM 2019

Tektro youth specific brake levers
CST MTB Sport tires

REASONS TO UPGRADE FROM XR24

XCSO suspension fork
Tektro M280 disc brakes
2x7 drivetrain

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>
</tr>
</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>10.81 / 275</td>
<td>3.54 / 90</td>
<td>24.21 / 615</td>
</tr>
</tbody>
</table>

Ninja Green

Ano Palladium

Powder Blue
XR24

SPECIFICATIONS

Frame  Enduro frame design, 6061 aluminum tubes, tapered/ovalized top tube, down tube & stays with replaceable derailleur hanger
Fork  Uncrown, 6061 aluminum, 28.6 Cr-Mo steerer
Headset  VP threadless
Wheels  Alloy 36H black anodized rims with brushed brake tracks, alloy MTB hubs with nuted axles, 14G nickel-plated spokes
Tires  CST MTB Sport, 24 x 1.95"
Derailleurs  Shimano TY300 rear
Shifters  Shimano RevoShift 35, 7-speed
Chain  KMC Z51
Cassette  Shimano TZ500 freewheel, 14-28, 7-speed
Crankset  Forged alloy crank, 152mm, 32T chaining and protective outer rock-ring
BB Set  Sealed cartridge
Pedals  MTB platform, hi-impact resin
Brakeset  Alloy linear pull type with Tektro youth specific 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  Blue Lagoon, Charcoal, Lavender Pearl
Weight  22.75 lbs

UPGRADES/CHANGES FROM 2019

Tektro youth specific brake levers
CST MTB Sport tires

XR24 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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<tbody>
<tr>
<td>12&quot; B</td>
<td>10.16 / 258</td>
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<td>73°</td>
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<td>37.80 / 960</td>
<td>1.77 / 45</td>
<td>10.91 / 277</td>
<td>3.54 / 90</td>
<td>23.86 / 606</td>
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</table>
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 nuted 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 Tektro youth specific levers
Handlebar Alloy linear pull type with Tektro youth specific levers
Stem MTB alloy threadless, 6° sweep x 60mm rise x 560mm wide
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 Ano Black, Inferno, Raspberry
Weight 22.50 lbs

UPGRADES/CHANGES FROM 2019

Tektro youth specific brake levers
### CAPRI 24

#### SPECIFICATIONS

<table>
<thead>
<tr>
<th>Frame</th>
<th>Lightweight 6061 aluminum comfort frame design with full-length chainguard 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, 24 x 2.125”</td>
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<tr>
<td>Derailleurs</td>
<td>Shimano TY300 rear</td>
</tr>
<tr>
<td>Shifters</td>
<td>Shimano RevoShift 35, 7-speed</td>
</tr>
<tr>
<td>Chain</td>
<td>KMC HV500</td>
</tr>
<tr>
<td>Cassette</td>
<td>Shimano freewheel, 14-28, 7-speed</td>
</tr>
<tr>
<td>Crankset</td>
<td>Forged alloy crank, 152mm, with 40T 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>
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<tr>
<td>Brakeset</td>
<td>Alloy linear pull type with alloy short reach levers</td>
</tr>
<tr>
<td>Handlebar</td>
<td>Comfort riser type</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 Youth Comfort with embossed vinyl and single loop springs</td>
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<tr>
<td>Sizes</td>
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<td>Color</td>
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<tr>
<td>Weight</td>
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#### UPGRADES/CHANGES FROM 2019

Same quality Jamis specification as 2019!

![CAPRI 24 GEOMETRY](image)

### CAPRI 24 GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of SIT</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&quot;</td>
<td>10.24 / 260 mm</td>
<td>19.45 / 494 mm</td>
<td>71°</td>
<td>70°</td>
<td>16.73 / 425 mm</td>
<td>37.68 / 957 mm</td>
<td>1.97 / 50 mm</td>
<td>11.02 / 280 mm</td>
<td>4.72 / 120 mm</td>
<td>21.97 / 558 mm</td>
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</table>
**CAPRI 20**

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame</td>
<td>Lightweight 6061 aluminum comfort frame design with full-length chainguard and kickstand</td>
</tr>
<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”</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 HV408</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 chainring</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>Comfort riser type</td>
</tr>
<tr>
<td>Grips</td>
<td>Embossed &amp; stitched vinyl cover over comfort foam</td>
</tr>
<tr>
<td>Seat Post</td>
<td>Pillar, 272 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 2019**

Same quality Jamis specification as 2019!

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**CAPRI 20 GEOMETRY**

<table>
<thead>
<tr>
<th>Size</th>
<th>Center of BB to Top of TTT</th>
<th>Effective HT</th>
<th>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”</td>
<td>8.23 / 209</td>
<td>18.23 / 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>
LASER 20

SPECIFICATIONS

Frame Lightweight 6061 aluminum MX-moto frame design, includes chainguard and kickstand
Fork Tubular uncrswn, 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
Shiftlevers 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 youth specific alloy lever
Handlebar BMX style 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 Cosmo Blue or Pure White
Weight 24.25 lbs

UPGRADES/CHANGES FROM 2019

Youth specific brake lever

LASER 20 GEOMETRY

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER of BB to TOP of TT</th>
<th>TT EFFECTIVE</th>
<th>TT 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” B</td>
<td>8.74 / 222</td>
<td>17.91 / 455</td>
<td>70°</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>3.54 / 90</td>
<td>20.35 / 517</td>
</tr>
</tbody>
</table>

Cosmo Blue

Pure White
**STARLITE 20**

**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**: Alloy 36H rims with steel front and Hi-Stop coaster brake rear hubs, 14G nickel-plated spokes.
- **Tires**: Sport Comfort, 20” x 1.75”.
- **Derailleurs**: N/A
- **Shiftlevers**: 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**: Comfort style platform pedal with non-slip TPE insert.
- **Brakeset**: Alloy linear pull type and Hi-stop coaster brake (both rear only) with youth specific alloy lever.
- **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**: 10”
- **Color**: Ocean Mist or Vivid Violet.
- **Weight**: 23.75 lbs.

**UPGRADES/CHANGES FROM 2019**

Youth specific brake lever

**STARLITE 20 GEOMETRY**

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CENTER OF BB TO TOP OF TT</th>
<th>HT 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”G</td>
<td>8.23 / 209</td>
<td>18.23 / 463</td>
<td>71°</td>
<td>70°</td>
<td>15.16 / 385</td>
<td>34.52 / 867</td>
<td>1.97 / 50</td>
<td>9.41 / 239</td>
<td>4.72 / 120</td>
<td>18.66 / 474</td>
</tr>
</tbody>
</table>

Ocean Mist

Vivid Violet
LASER 16

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Frame</th>
<th>Lightweight 6061 aluminum MX-moto frame design, includes chainguard and training wheels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork</td>
<td>Tubular uncrowned, MX Hi-Ten, straight blades</td>
</tr>
<tr>
<td>Headset</td>
<td>Standard threaded type, 22.2mm</td>
</tr>
<tr>
<td>Wheels</td>
<td>Electro-plated black steel 28H rims, steel front and Hi-Stop coaster brake rear hubs, 14G nickel-plated spokes</td>
</tr>
<tr>
<td>Tires</td>
<td>CST Dirt Knobbies, 16 x 2.125”</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, 3 1/2” arms, 28T chaining</td>
</tr>
<tr>
<td>BB Set</td>
<td>OPC bearing type, VP-B35</td>
</tr>
<tr>
<td>Pedals</td>
<td>BMX 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 with safety bell</td>
</tr>
<tr>
<td>Stem</td>
<td>BMX alloy with front facing removable cap, 150mm quill</td>
</tr>
<tr>
<td>Grips</td>
<td>Kraton with flange</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 BMX Jr</td>
</tr>
<tr>
<td>Sizes</td>
<td>8”</td>
</tr>
<tr>
<td>Color</td>
<td>Gloss Black or Victory Red</td>
</tr>
<tr>
<td>Weight</td>
<td>22.75 lbs</td>
</tr>
</tbody>
</table>

**UPGRADES/CHANGES FROM 2019**

Same quality Jamis specification as 2019!

**LASER 16 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 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"

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 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 Grape or Pure White

Weight 22.50 lbs

MISS DAISY 16 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>

UPGRADES/CHANGES FROM 2019

Same quality Jamis specification as 2019!
CRITTER

SPECIFICATIONS

Frame Lightweight 6061 aluminum
Fork Hi-tensile carbon steel unicrown
Headset Standard threaded type, 22.2mm with safety stop
Wheels Anodized black alloy 16H rims with ball-bearing'ed hubs & 14G nickel-plated spokes
Tires Street comfort, 2.125"

Derailleurs N/A
Shifters N/A
Cassette N/A
Crankset N/A
BB Set N/A
Pedals N/A
Brakeset N/A

Handlebar Low-rise comfort design, 380mm wide
Stem Alloy, 40mm extension x 150mm quill.
Grips Junior mushroom type
Seat Post Pillar, electro-plated black finish
Saddle Comfort Junior
Sizes 7"

Color Raspberry, Vivid Violet, Victory Red, Ninja Green

Weight TBD

CRITTER 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>HEADTUBE</th>
<th>STANDOVER</th>
</tr>
</thead>
<tbody>
<tr>
<td>8&quot; B</td>
<td>2.95 / 75</td>
<td>12.91 / 328</td>
<td>68&quot;</td>
<td>68&quot;</td>
<td>9.72 / 247</td>
<td>22.91 / 582</td>
<td>0.99 / 25</td>
<td>2.17 / 55</td>
<td>8.62 / 219</td>
</tr>
</tbody>
</table>

Victory Red

Ninja Green

Vivid Violet

Raspberry