

THE
GEARS
ARE
ALWAYS
TURNING



1 9 9 5 B I K E S



IT ONLY
TOOK
25 YEARS
TO MAKE
TECHNOLOGY
THIS MUCH
FUN

After a quarter century in the bicycle business, each new year becomes a challenge to **rethink and rebuild** on the thing we do best: making the finest production bicycles in the world.

Interestingly enough, the term "production bicycle" always raises a skeptical eyebrow. In an industry filled with brilliant, one-of-a-kind frame shops and the endless technological race to create another exotic alloy, a production bike doesn't sound very exciting. Until you look at it from our point of view.

To us, production means value. The challenge we throw to our own world-class engineers and R&D technicians is to create the next innovation in frame design and componentry. And every year, Diamond Back® bicycles are a little lighter, a little faster and a little tougher than the year before.

Team DBR and a '93 National Championship are the biggest and best testimonials to our success.

"Production" simply means that we manufacture a lot of them, so we can maintain the product value. And judging from your response, our **instincts** are as accurate as the handling characteristics of our bikes.

The Diamond Back difference is that we don't just pick a bunch of name brand components and pass them off as performance. We design our bikes from the ground up, using the tightest tolerances and toughest standards. Starting with the frame itself.

Engineers and designers spend countless hours selecting frame materials. Their

decisions are never based on the latest buzzword or choosing an alloy simply because it's used in aerospace.

We need to prove to ourselves, from scores of torture-tested prototypes, that **the end result** has all the fun and function that a Diamond Back has come to represent: the finest production bike in the world.

As you page through this catalog, you won't be thinking about the million and one details we've worked out to

bring you Diamond Back's most technologically advanced and affordably priced line-up in 25 years.

You'll daydream about cranking up the switchbacks to your favorite stretch of singletrack, or railing a sweep of highway en route to a quaint country inn. That's what it's all about.

A Diamond Back is how you get there.



THE GEARS ARE ALWAYS TURNING



OUR FRAME OF REFERENCE STARTS WITH RACING TECHNOLOGY

We call it the War Room. It takes up the better part of the second floor of our Camarillo, California headquarters. It's a half-office, half-machine-shop where DBR was born. A few years ago, Diamond Back Racing was developed to **fuse R&D and racing** into one cohesive vision. Think back of Bicycle Heaven.

What ends with race team victories in National and World Cup Downhill and X-C events starts with DBR research and development.

It's always obvious where we're at in our development process by the containers piled in the recycling bins. Coffee cups and cola cans mean more late nights hunched over the CAD machines laboring over the engineering specs. Quart bottles of neon-colored fluid replacement drinks are evidence that the ridges, gullies and winding roads of the Santa Monica mountains are testing the mettle of our latest prototypes.

Whatever the drink of choice, DBR engineers, designers and race team test pilots have spent this past year **refining the elements** that make up the new 1995 Diamond Back mountain, cross and road bikes. And this year, the biggest news is our expanded line of DBR bikes.

All reflect the next generation of race engineering, expanded use of alternative frame materials and a totally new concept in off-road carbon fiber technology. We've borrowed the

reduction materials found on Indy cars, new suspension techniques refined by veteran motorcycle specialists --and put them to work on our finest bikes.

What we learn at the high end trickles down into every Diamond Back bike in this catalog. You may ask yourself why we have so many bikes, and the answer is very straightforward. There are so many people, with different attributes, riding in different ways. And this is where the affordable technology that Diamond Back offers pays off for you.

You will find the bike that is perfect for your needs: Titanium dream machines that win mountain bike championships, full suspension powerhouses that smooth out a 55 mph descent of rocks and ruts, Aluminum frames that retain all their fabled rigidity, but have a ride that's all DBR. And the affordable performance of chromoly steel formulated to War Room standards.

The **ultimate result** of all this technology is simplicity. Making bikes that are simple to shift, steer and brake are simply better bikes. All it takes is selecting the right elements, making them lighter or stronger or both, and specifying components to work with each level of rider.

Diamond Back does it all for you. All you have to decide is which one to test ride, and what beverage to guzzle.



DBR

DBR's finest mountain bike.
The heart and soul of our
championship design is the Sandvik
3/2.5 titanium frame built to rigid
specifications of our racing



1993 U.S. National Champion David Wiens

geometry. Powered by 24
speeds of Shimano XT, with
Grip Shift X-Ray SRT-800
shifters. Gram for gram,
the Axis TT™ Pro has all
the technical advantages
to make the NORBA
circuit your own
personal playground.



▼ Control Tech Ahead stem



▼ Avid TriAlign brakes with
TriDangles and Ti hardware

▼ Shimano Deore XT 8-speed rear and
top pull front derailleurs; Grip Shift
X-Ray SRT-800 shifters; Deore XT
HyperGlide cassette freewheel



▼ Mavic 217 S.U.P. + U.B. control rims;
Bulletproof, double-wall rims with
eyelets; Perfect S.U.P. braking surface

▼ Hügi ultralight hubset;
Compact sealed cartridge bearings;
Aluminum star ratchet freehub

AXIS TT PRO

Natural Titanium Finish

▼ Diamond Back designed Sandvik 3/2.5
titanium tubeset with DBR Race Geometry;
Exclusive "Snake Slay" seat stays; 2+1
top tube cable routing; 6/4 waterjet-cut
titanium dropouts; alloy water bottle screws



▼ New Manitou 4 front suspension fork
with 2-1/4" travel; Adventure Components
aluminum fork brace; Adjustable preload;
Aluminum steer tube

▼ Adventure Components
aluminum crank; 7075
heat-treated alloy with
CNC arms and spider

▼ Diamond Back designed Sandvik 3/2.5 titanium tubeset with DB Race Geometry; "Snake Stay" seat stays; 2+1 top tube cable routing; 6/4 titanium dropouts

▼ New Manitou Magnum suspension fork with 2" of travel; Easy E-clip preload; New 2024 forged aluminum crown; 2.7 lbs.



Natural Titanium Finish

AXIS TT



▼ Avenir light alloy seat post with "Dial-Adjust"

▼ Tioga Alchemy alloy OS stem; Light and secure clamping internal wedge system

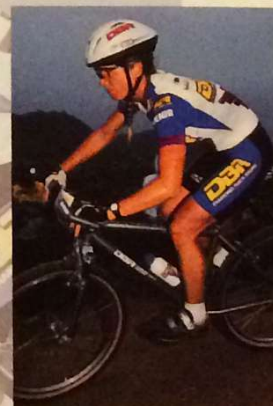
▼ Ritchey True Grips WCS

▼ Bontrager BCX-1 alloy rims; Fully brushed for improved braking



▼ Shimano Deore LX crankset and drivetrain

DBR designed it, and Sandvik built a titanium race frame with the lightning quick reflexes of a gold medal winner. *Mountain Bike Magazine* concurs, saying "the frame construction is impressive and Diamond Back's own waterjet-cutout rear dropouts and sculpted top tube cable guides add a touch of class". Good description. Bad news for your competition.



Susan DeMattei

The Dual Response[®] Pro is all about priorities. We took one of the world's finest full suspension bikes, the Dual Response, and let the design team go wild. They did, and the proof is in



Daryn Henderson

the traction. The re-engineered pivot location and increased bearing surface area virtually eliminate slop, so all your power is punched back to earth. Add in a dream trim package and this bike becomes the ultimate in fine-tuned performance.



▼ Curve Cycling titanium wheel quick release



▼ Patented rear suspension shock placement assembly; Custom-tuned Fox rear shock; Easy adjustable preload



▼ Mavic 217 S.U.P. + U.B. control rims with eyelets; Perfect S.U.P. sides for performance brake control

DUAL RESPONSE PRO

Blue Streak and Silver Powder Coat

▼ Ritchey Vector WCS saddle; Leather racing profile with titanium rails

▼ Easton ProGram aluminum alloy main frame; Designed and built in America with 7005 butted aluminum maintubes; 6061 extruded & CNC machined aluminum swingarm



▼ New Manitou 4 front suspension fork with 2-1/4" travel; Adventure Components aluminum fork brace; Adjustable preload; Aluminum steer tube

▼ Shimano XT/LX 24-speed powertrain; Deore XT 8-speed rear and LX front derailleurs; XT shifters with above bar optical gear display and Dual SIS; Deore LX crank with HyperGlide-L chainrings



▼ Diamond Back designed Easton ProGram 7005 butted aluminum main tubes; Designed and built in the U.S.A.; Integrated swingarm assembly; 6061 extruded & CNC aluminum swingarm; Patented rear shock placement; Custom-tuned Fox shock with easy adjustable preload

▼ New 1995 Manitou Comp front suspension fork; Long stack elastomer technology; CNC aluminum fork crown; 2.8 lbs

Red Baron and Silver Powder Coat

DUAL RESPONSE

When the easy stuff ain't good enough, the Dual Response™ should appeal to your competitive instincts. Our improved rear suspension assembly is fully braced between the twin swingarms, with CNC machining in critical areas to maintain strength and reduce weight. You'll feel the rear wheel bite, especially on corners and loose gravel. And with all this increase in performance, we even shaved a half pound off last year's model.



▼ Shimano's newest STX-RC component group; 21 speed drivetrain with STX-RC rear and front derailleurs, shifters with above bar optical gear displays



▼ Bontrager C-20 saddle and Diamond Back designed custom laid-back seat post



▼ Bontrager alloy rims with brushed sides; BCX-1 front and BCX-2 rear; Tioga Psycho KS tires; Lightweight presta tubes



Leigh Donovan



▼ Diamond Back proprietary WCF frame technology; Carbon fiber fabricated to chromoly tube inserts; Proven TIG welding technology and DB Race Geometry; Race Frame rear triangle with butted chain stays and Snake Stays



▼ New 1995 Manitou Comp front suspension fork; Long stack elastomer technology; CNC aluminum fork crown; 2.8 lbs

WCF VERTEX

Gun Metal Fade

We've taken the race geometry that won us the '93 NORBA National Championship and created a carbon fiber mountain bike like no other. It's got our proprietary tubing

for the smooth, carbon ride, and the joints are welded chromoly. To all this brute strength, we've added the proven performance of a Manitou Comp fork and full XT 24-speed

Shimano drivetrain.



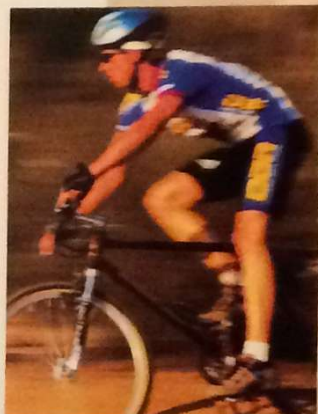
▼ Mavic 230 SBP rims; Bulletproof, double-wall rims with eyelets; Only 370g



▼ Dia-Compe PC-11 brake levers with power cam



▼ 24-speed Shimano group; Deore XT 8-speed rear and top pull front derailleurs; Grip Shift X-Ray SRT-800 shifter; Deore XT HyperGlide cassette freewheel



GET YOUR FIBER AND GO OFF-ROAD

In the material world of frame technology, Diamond Back's new Welded Carbon Fiber (WCF™) tubing is an engineer's dream come true.

From a rider's perspective, a sub-4 pound frame and nimble, **resilient ride** are as good as it gets.

Unlike molten alloy which is drawn into tubes, WCF is woven from one of the strongest materials ever invented, carbon fiber, and layered with aerospace-grade epoxy. Our factory is able to control every aspect of the process, from the tensile-strength and pattern of the weave, to the incremental variances of wall thickness, so Diamond Back can customize each tube with the characteristics needed for a truly remarkable ride.

What sets this mountain bike apart from the competition is that we've taken tubes born of high technology

and joined them together with the most reliable process of the framebuilder's art: TIG welding. Diamond Back fabricates carbon fiber over thinwall steel inserts, the rigidity of which are equal to the tubing itself, then welds all critical joints. Other bikes use thickwall lugs that are much stiffer than carbon tubes. Stress and vibration will not dissipate as effectively, so the possibility of failure in a bonded lug frame is far greater than with welded chromoly.

It's the best of both worlds: welded joints as strong as any of our other mountain bikes, combined with the **unparalleled shock-dispersing quality** of WCF tubing.

Step in to the toe clips and feel the difference in riding comfort and how efficiently the bike transfers your power to the rear wheel. DBR Race Geometry has never been as intimately expressed than with WCF technology. Diamond Back has literally redefined the carbon mountain bike with a stronger, stiffer frame.



▼ Diamond Back designed Easton ProGram Elite aluminum tubeset; 3.1 lb. frame (18"); DBR Race Geometry with "Snake Stay" seat stays; forged dropouts and 68mm bottom bracket shell; Made in the USA



VERTEX TA

Sunburst

Bet you thought only custom framebuilders could give you a complete Easton ProGram Elite

aluminum tubeset. Think again, because DBR's got it and it's been totally integrated with our championship Race Geometry. The Vertex™ TA hammers the ups without costing you an ounce of pedal power. Check the

specs and prepare for a test flight.

- ▼ Grip Shift SRT-600 shifters with Shimano Deore LX drivetrain
- ▼ Tioga Alchemy ahead stem; OS alloy headset
- ▼ Dia-Compe PC-7 brake levers; Power cam for added leverage
- ▼ Bontrager Titec handlebars; 175g aluminum alloy; Ritchey True Grips WCS
- ▼ Bontrager racing saddle; Chromoly rails with leather cover



- ▼ New 1995 Manitou Magnum 2.7 lb. suspension fork with 2" of travel; Easy E-clip preload adjustment; New 2024 forged aluminum crown

"Race ready, right out of the box."

This is one bike that delivers on that statement. Not only has it brought chromoly technology close to the 4 pound frame range, this is the same TR that got *Mountain Biking Magazine's*

vote for Most Improved in the '94 Bike of the Year issue.

Then we added all the racing necessities, like bar ends, clipless pedals, and a Manitou 4 suspension fork. Like we said, straight from the store to cross country.



▼ Shimano XT/LX 24-speed powertrain; Deore XT 8-speed rear and LX top pull front derailleurs; Deore XT shifters with above bar optical gear display and Dual SIS; Deore LX with HyperGlide-C chainrings

▼ Dia-Compe AL2 Aheadset stem; 100% aluminum alloy with aluminum top cap

▼ Bontrager Titec handlebar and seat post; Keith's latest weight savers: 140g bar and 225g post



▼ Ritchey Vector saddle with Cr-Mo rails & leather cover

VERTEX TR

Gloss Black

▼ Diamond Back Race frame using custom True Temper TT Lite chromoly tubing; DB suspension-specific geometry with "Snake Stay" seat stays, butted chainstays and 68mm internally relieved BB shell. Forged vertical dropouts and alloy water bottle screws.

▼ Tioga Power Studs bar ends; Race-ready performance extra

▼ New Manitou 4 front suspension fork with 2-1/4" travel; Adventure Components aluminum fork brace; Adjustable preload; Aluminum steer tube



▼ Clipless pedals



▼ 7005 aluminum butted tube main frame; Diamond Back Race geometry with "Snake Stay" seat stays, 2+1 top tube cable routing and 68mm bottom bracket shell

▼ Low profile crank; compact, super shifter chainring; Aluminum outer and middle, and stainless steel inner rings

Natural Aluminum Finish



▼ 24-speed Shimano LX powertrain; Deore LX 8-speed rear and top pull front derailleurs; Deore LX HyperGlide cassette freewheel

▼ Bontrager Titec 175g handle bar; Bontrager C-20 racing saddle

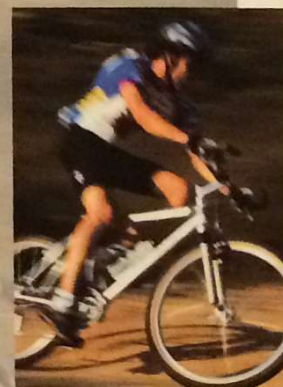
▼ New 1995 Manitou Comp suspension fork; Only 2.8 lbs; Manitou 3 elastomer technology; CNC aluminum fork crown



▼ Grip Shift SRT-600 shifters with metal spring index mechanism

VERTEX

The trim alone was worth the wait. Manitou fork, Deore LX drive and Grip Shift. Add a couple of Bontrager goodies and a trick crank and you've got something to stand on and stomp. But that's just the icing. The 3.8 lb. frame is heat-treated 7005 butted aluminum that DBR's designed to smoke anything in its class. Full speed ahead.



City Sports California Wheeling Magazine called the Apex™ a bike that "climbs like an escalator, turning even lung-killing hills into a mere change in terrain."



One reason is the custom True Temper TT Lite tubing featuring our suspension-specific geometry. You add your favorite front fork--rigid or suspension--and the championship geometry doesn't change. What will change is your split times.

APEX



▼ Avenir light alloy seatpost with "Dial-Adjust"

- ▼ Forged alloy Ahead-style stem
- ▼ Tough, aggressive Tioga Psycho K tires with Kevlar beads
- ▼ 24 speed Shimano LX powertrain
- ▼ Bontrager performance handlebars & saddle



▼ Mavic 230 SBP rims are lightweight and bulletproof

Race Red

- ▼ Diamond Back Race frame using custom True Temper TT Lite tubing with suspension specific geometry





▼ 100% chromoly mainframe



COLORS: Gloss Black; Blue Swirl

SORRENTO SPORT

If suspension is the ultimate comfort and action-ride upgrade, then the Sorrento® Sport is the ultimate value. You get all the rugged reliability of our best-selling Sorrento, plus trail-ripping extras like a front suspension fork and Grip Shift shifting. If you're planning to eat up some rough stuff, suspension is the ticket.



▼ Exclusive RST 170 DB suspension fork with alloy arch & crown

▼ Easy to use Grip Shift MRX-100 shifters

▼ 21-speed Shimano Acera-X drivetrain



▼ San Marco Slim Turismo saddle



The EX must mean "expert," with all the performance packed into this edition. There's 24 reasons in the Grip Shift controlled gearing alone. And while we're

in the handlebar region, check out the fluted alloy bars that weigh in at a scant 175 grams. Maybe EX stands for "explosion." The kind that happens when the Ascent EX™ blasts past your trail buddies.



▼ 24-speed Grip Shift SRT-600 shifters



▼ Deore LX rear derailleur & Parallax hubs

▼ Dia-Compe PC-7 brake levers with power cam

▼ Avenir "fluted" alloy 175g handlebar

▼ 100% chromoly fork with OS blades and chisel-cut ends

ASCENT EX

COLORS: Magenta; Sea Mist





▼ 100% chromoly frame with True Temper AVR butted tubing and outer-buttressed seat tube



COLORS: Pearl Purple; Metallic Green

- ▼ Tioga Alchemy headset
- ▼ Alloy ahead-style stem
- ▼ 21-speed Shimano STX components



▼ Araya TM-18 double-wall alloy rims



▼ Panaracer Dart (f) & Smoke (r) tires

ASCENT

Forget about the scenery, it's all a blur from here. We're talking CroMo frame with butted main tubes for more muscle, better ride and less weight. Then we put alloy trim in all the places you need to shave the ounces and add the strength: alloy aheadset-style stem, Araya alloy rims and smoother rotating alloy hubs. Try it and fly it.



Start nailing the trails with a real hammer. Topanga™ has the lightweight strength of a 100%

True Temper chromoly frame, and proven, brand name performance. Check these component names in the latest mountain bike mag: Tioga Psycho II tires, Weinmann alloy rims and Shimano Alivio. You can definitely get it in gear here.



▼ Aggressive tread Tioga Psycho II tires; Weinmann 4019 alloy rims, fully brushed for improved braking;

▼ Rust-free stainless steel spokes



▼ Shimano Alivio front and rear derailleurs

TOPANGA

COLORS: Amethyst Swirl; Midnight Blue



▼ 100% chromoly frame with True Temper AVR outer butted seat tube

▼ 100% chromoly fork with OS blades & steer tube



▼ 100% chromoly mainframe



COLORS: Gloss Black; Blue Swirl

SORRENTO SPORT



▼ Exclusive RST 170 DB suspension fork with alloy arch & crown

▼ Easy to use Grip Shift MRX-100 shifters

▼ 21-speed Shimano Acera-X drivetrain



▼ San Marco Slim Turismo saddle

If suspension is the ultimate comfort and action-ride upgrade, then the Sorrento® Sport is the ultimate value. You get all the rugged reliability of our best-selling Sorrento, plus

trail-ripping extras like a front suspension fork and Grip Shift shifting.

If you're planning to eat up some rough stuff, suspension is the ticket.



▼ TIG-welded chromoly OS mainframe with forged dropouts, eyelets and rack mounts



SORRENTO

Here's 21 speeds of serious fun. We put the quality where it matters most, in the main frame, the drivetrain and in your wallet. All chromoly tubing in the front

triangle means superior strength, and full Shimano group means value-packed performance. You can't put a price on the adventures you'll have, but you can on the quality you ride.



▼ Full chromoly Tange OS fork



COLORS Mens: Beemer Red; Lava Swirl; Black with Blue Pearl
Womens: Beemer Red; Lava Swirl



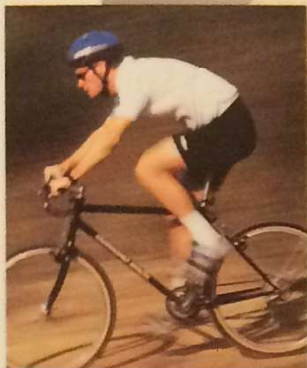
▼ Shimano C-90 Rapid fire TX shifters with optical gear display

▼ Avenir micro-adjust alloy seat post

▼ 21-speed Shimano Acera-X drivetrain

▼ Shimano alloy hubs with quick release

Our goal in designing the Wildwood™ was to take a monster of a mountain bike, and totally wrap it in creature comforts. Start by sitting on the plush Comfort Plus saddle. Take a test



ride and notice your more upright riding position, then snap through the easy Grip Shift gearing. With this kind of comfort and power, it's no pain and all gain.



▼ 21 speed Grip Shift MRX-100 with gear indicator



▼ Avenir Comfort Plus saddle

▼ TIG-welded CroMo/HiTen frame with forged dropouts, eyelets and rack mounts

▼ Precision Shimano Altus CT-90 components

▼ Shimano alloy hubs for a smoother ride



COLORS Mens: Indigo Swirl; Black V
Womens: Indigo Swirl; Teal



WILDWOOD



▼ Strong and lightweight DB alloy rims

▼ Tange HiTen fork with durable OS blades



COLORS
Mens: Purple Laser Fade;
Green Swirl; Gloss Black
Womens: Green Swirl;
Lavender Pearl



OUTLOOK

If value is as important to you as a rugged machine with great mountain bike reliability, Outlook gets the job done. The oversize mountain frame has durability and aggressiveness nailed, right down to the OS Tange fork and alloy rims. Check

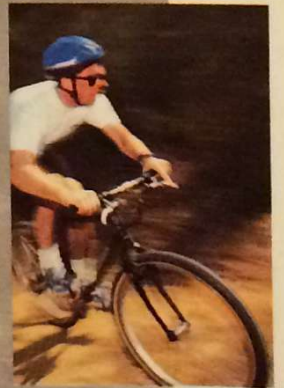
the specs and ask about the price tag. You'll find the Outlook™ calls for serious fun.



▼ Shimano Opti-Gear shifter for visual gear indication; Super comfortable Avenir gel-soft grips



▼ QR seat post clamp



The first road bike branded with a DBR badge is definitely hot metal. The Prevail™ TT is incredibly strong and impossibly light, the way only titanium and DBR Road Geometry can produce. Check out the bottom bracket for incredible powertrain rigidity, while load and friction are all but eliminated. Flat-out, no-holds-barred performance you'll feel on the toughest, steepest stages.



▼ New Diamond Back alloy/carbon fork; Aluminum core with carbon fibre; Chromoly steerer tube

▼ Mavic Reflex alloy rims; Improved road rim technology; Silver anodization with S.U.P. braking surface

▼ 16-speed Shimano Ultegra drivetrain



▼ Ultralight American Classic seat post; Polished aluminum; Easy, precise adjustments



▼ Control Tech alloy stem; Tioga Master DLS headset; 100% alloy construction

PREVAIL TT

Natural Titanium finish

▼ Diamond Back designed Sandvik 3/2.5 titanium tubeset with DBR Road geometry; Dual ovalized OS downtube, ovalized seat tube at BB, tapered and ovalized stays; 6/4 waterjet-cut titanium dropouts; Split top tube cable guides

▼ Profile Hammer alloy drop handlebars





▼ True Temper AVR butted mainframe with chromoly PG stays and DBR road geometry

Gloss Black

MASTER



▼ Comfortable and lightweight Ritchey Vector ProLite saddle

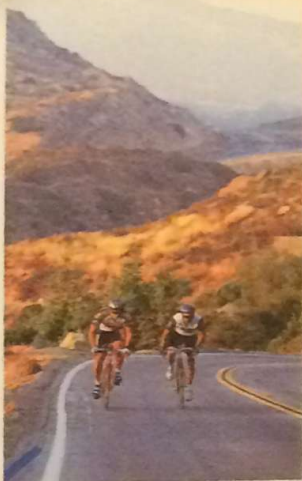


▼ Complete Shimano RX-100 group with STI shifters

With the same aggressive, pro-spec geometry as our titanium kingpin, the Master™ is all the serious roadie needs for crits or triathlons. Just may be the finest chromoly road bike ever to slalom the highway cones. With components ready for the hardest pulls and a stable rear triangle that evenly distributes all your power. Tough to beat this bike, with this trim, at this price.



Performance advantages you'll notice at a glance. There's the triple chainring that gives you 21 speeds to take on the cruelest hill, and the fingertip precision of STI shifting. The Expert™ has a longer wheelbase that gives you one of the smoothest rides in its class. The slightly relaxed geometry is ideal for long distances, touring or fitness riding. Waste no time getting on this.



▼ Avenir clips & straps

- ▼ Shimano RSX groupo with STI shifters & triple chain rings
- ▼ Anatomically-configured Avenir gel saddle
- ▼ Rust-resistant stainless steel spokes



▼ Mavic 195 alloy rims with modified aero profile

EXPERT

\$425

Pacific Green



- ▼ 100% chromoly True Temper AVR butted mainframe with TIG welded oversize tubing

- ▼ 100% chromoly Diamond Back Unicrown fork



INTERVAL

Electric Blue

- ▼ TIG welded chromoly mainframe with OS thin-wall tubing
- ▼ Diamond Back Unicrown fork with chromoly steer tube
- ▼ Dependable Shimano 14-speed drivetrain
- ▼ Lightweight and true 700C alloy rims
- ▼ Alloy micro-adjust seatpost



▼ Resin pedals with toe clips and straps



▼ Kallay KA-100 alloy stem

The Diamond Back Interval® is the entry-level road bike loaded with top-dollar features. Lightweight chromoly main frame and alloy components top the list of high performance parts that you won't find on other bikes at this price. And once you tuck into aero position and feel the quick, predictable handling, you'll know that even first-timers can get the best.



Go from dirt backroad to highway,
and do it all on a Lake Side™. The
quick acceleration, smooth pedaling
and low rolling resistance make it

the perfect choice for
commuting, touring and
everything in between. Now
every time you want a change
of scene you won't have to
change your bike.



▼ Shimano Alivio 21-speed drivetrain

- ▼ Lightweight and strong Diamond Back Unicrown 100% chromoly fork
- ▼ Simple and dependable Grip Shift SRT-300 shifters
- ▼ Super strong Weinmann 4019 alloy rims with brushed sides for better braking
- ▼ Shimano Alivio crank with Hyperdrive-C for errorless shifting
- ▼ Avenir Comfort Plus saddle

LAKE SIDE

Black with Blue Pearl

- ▼ 100% chromoly frame with butted True Temper main tubes, forged dropouts, eyelets and rack mounts





▼ 100% chromoly mainframe with "fastback" forged dropouts, eyelets and rack mounts



COLORS
Mens & Womens: Teal; Midnight Blue



▼ Avenir Comfort Plus saddle

▼ Tange Unicrown fork with lightweight chromoly steer tube

▼ Micro-adjust alloy seatpost with quick release

▼ Avenir Lakeside tires with center groove for better traction

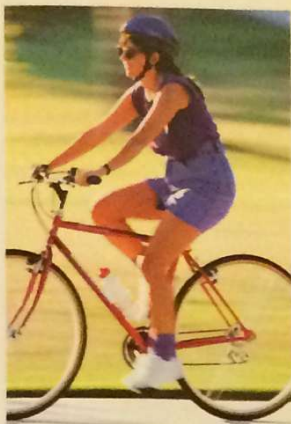
▼ Rust-resistant stainless steel spokes

APPROACH

Just a twist of the shifter and you're gone on the sure handling, comfortable ride of the Diamond Back Approach™. With the rugged confidence of the shock absorbing chromoly frame, you'll cut pot holes, curbs and problem pavement down to size. Like all Diamond Back Cross Bikes we use wide stance 700c tires. Not skinny ones like our competition.



Here's one Cross Country™
that's a real city slicker.
If you find yourself spending
most of your time traveling on



asphalt, you'll find
this an efficient,
reliable ride. Every
time. And it comes
equipped to add a
variety of racks,
packs and panniers
when the time comes
to cross country.



▼ Easy, dependable Grip
Shift MRX-100 shifters



▼ Alloy brakes with spring adjusters for
custom performance

▼ SR alloy crank with alloy arms

▼ 21 speeds with dependable Shimano
derailleurs

▼ Avenir Comfort Plus saddle



COLORS Mens: Metallic Black; Pearl Purple
Womens: Beemer Red; Pearl Purple



CROSS COUNTRY

▼ DB designed HiTen frame with forged
dropouts and chromoly seat tube



▼ Avenir Super Soft saddle



COLORS Mens & Womens: Indigo Swirl; Sea Mist

- ▼ Powerful and predictable alloy brakes
- ▼ Highrise handlebar stem places you in a comfortable, upright position
- ▼ Silver anodized alloy rims are lightweight and strong
- ▼ 700c cross tires, wider than most competitors' tires



▼ SR XR-05 alloy crank arms



▼ Tange Unicrown high tensile steel fork with ovalized blades for increased durability

PARKWAY

Whether it's a weekday commute or a weekend of fun, the Parkway™ affords you solid, basic, dependable transportation. You'll cover the miles in a comfortable, upright position and decide which path to choose as you go. This bike's rugged, go-anywhere design is all Diamond Back. You'll know by its comfort and value.



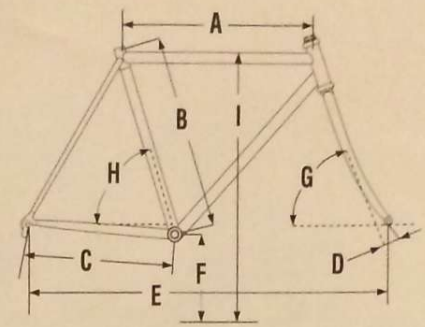
SPECIFICATIONS

	AXIS TT PRO	AXIS TT	DUAL RESPONSE PRO	DUAL RESPONSE	WCF VERTEX	VERTEX TA	VERTEX TR	VERTEX
FRAME	Diamond Back designed Sandvik 3/2.5 titanium, DB Race geometry with Snake Stays and 2 + 1 top tube cable routing, 6/4 water jet cut dropouts, ovalized seat tube at BB, and alloy water bottle screws	Diamond Back designed Sandvik 3/2.5 titanium, DB Race geometry with Snake Stays and 2 + 1 top tube cable routing, 6/4 water jet cut dropouts, ovalized seat tube at BB, and alloy water bottle screws	New DB designed, custom Easton ProGram aluminum main frame with 6000 series aluminum extruded and CNC'd swing arm; custom tuned Fox rear shock; patented shock placement, alloy water bottle screws	New DB designed, custom Easton ProGram aluminum main frame with 6000 series aluminum extruded and CNC'd swing arm; custom tuned Fox rear shock; patented shock placement, alloy water bottle screws	New welded carbon fiber frame with OS carbon fiber main tubes, DB Race geometry, Cr-Mo rear triangle, Snake Stays, 2 + 1 cable routing, forged vertical dropouts, internally relieved BB shell	100% Easton ProGram Elite tubing, made in the USA, DB Race geometry with Snake Stays, forged dropouts, 68mm BB shell, 2 + 1 cable routing, alloy water bottle screws	Diamond Back Race Frame using custom True Temper TT Lite tubing, with Snake Stays, butted chain stays, 68mm internally relieved BB shell, suspension specific geometry, 2 + 1 top tube cable routing, forged vertical dropouts, alloy water bottle screws	7005 Aluminum tubing, butted main frame, DB Race geometry, Snake Stays, 2 + 1 top tube cable routing, 68mm BB shell, alloy water bottle screws
FORK	New Manitou 4 with 2 1/4" of travel, preload adjust, aluminum steer tube, revised crown and elastomers	New Manitou Magnum with 2" of travel, preload adjust, new 2024 forged crown	New Manitou 4 with AC brace, 2 1/4" of travel, preload adjust, aluminum steer tube, revised crown and elastomers	New Manitou Comp with long stack elastomer technology, CNC'd crown	New Manitou Comp with long stack elastomer technology, CNC'd crown	New Manitou Magnum with 2" of travel, preload adjust, new 2024 forged crown	New Manitou 4 with 2 1/4" of travel, preload adjust, aluminum steer tube, revised crown and elastomers	New Manitou Comp with long stack elastomer technology, CNC'd crown
RIMS	Mavic 217 S.U.P. + U.B. Control, with eyelets, 28H (f) and 32H (r)	Bontrager BCX-1, full brushed, 32H (f & r)	Mavic 217 S.U.P. + U.B. Control, with eyelets, 32H (f & r)	Bontrager BCX-1 (f) and BCX-2 (r), 32H, full brushed finish	Mavic 230 SBP with eyelets, 370g, 32H (f & r)	Bontrager BCX-1, full brushed, 32H (f & r)	Mavic 230 SBP with eyelets, 370g, 32H (f & r)	Araya TM-18 double wall, silver anodized, 32H (f & r)
HUBS	Hugi Compact sealed cartridge with Aluminum star Ratchet freehub; Curve Cycling Ti skewers	Shimano Deore LX Parallax with 8 spd	Shimano Deore LX Parallax with "strong axle", 8 spd, Curve Cycling Ti skewers	New Shimano STX-RC Parallax	Shimano Deore LX Parallax with 8 spd	Shimano Deore LX Parallax with 8 spd	Shimano Deore LX Parallax with 8 spd	Shimano Deore LX Parallax, 8 spd
SPOKES	DT Stainless Steel, 15-16-15g (f & r)	DT Stainless Steel, 14-15-14g (f & r)	DT Stainless Steel, 15-16-15g (f & r)	Stainless Steel 14g	DT Stainless Steel 14-15-14g (f & r)	DT Stainless Steel 14g (f & r)	DT Stainless Steel 14-15-14g (f & r)	Stainless Steel 14g
TIRES	Tioga Psycho K 26 x 1.95 with Kevlar beads and Ritchey Butex tubes, presta	Tioga Psycho K 26 x 1.95 with Kevlar beads and light weight presta tubes	Tioga Psycho K 26 x 1.95 with Kevlar beads and Ritchey Butex tubes, presta	Tioga Psycho KS 26 x 1.95 with light weight presta tubes	Tioga Psycho K 26 x 1.95 with Kevlar beads & lightweight presta tubes	Tioga Psycho KS 26 x 1.95 with light weight presta tubes	Tioga Psycho K 26 x 1.95 with Kevlar beads and light weight presta tubes	Tioga Psycho KS 26 x 1.95 with light weight presta tubes
DERAILLEURS	Shimano Deore XT 8 spd (r); Deore XT top pull (f)	Shimano Deore LX 8 spd (r); Deore LX top pull (f)	Shimano Deore XT 8 spd (r); Shimano Deore LX bottom pull (f)	Shimano STX-RC (r); Shimano STX-RC bottom pull (f)	Deore XT 8 spd (r), Deore XT top pull (f)	Shimano Deore LX 8 spd (r); Deore LX top pull (f)	Shimano Deore XT 8 spd (r); Deore LX top pull (f)	Shimano Deore LX 8 spd (r); Deore LX top pull (f)
SHIFTERS	Grip Shift X-Ray SRT-800	Grip Shift SRT-600	Shimano Deore XT with above bar Optical Gear Displays and Dual SIS	Shimano STX-RC with above bar Optical Gear Display	Grip Shift X-Ray SRT-800	Grip Shift SRT-600	Shimano Deore XT with above bar Optical Gear Display and Dual SIS	Grip Shift SRT-600
BRAKES	Avid TriAlign with TriDangles and Ti hardware	Shimano Deore LX with cartridge brake shoes	Shimano Deore LX with cartridge brake shoes	Shimano STX-RC with cartridge brake shoes	Shimano Deore LX with cartridge brake shoes	Shimano Deore LX with cartridge brake shoes	DiaCompe 987 with OP66 pads	Shimano Deore LX with cartridge brake shoes
LEVERS	DiaCompe PC-11 cold forged with power cam	DiaCompe PC-7 with power cam	Shimano Deore XT with Servo Wave	Shimano STX-RC	DiaCompe PC-11 cold forged with power cam	DiaCompe PC-7 with power cam	Shimano Deore XT with Servo Wave	DiaCompe PC-7 with power cam
CHAIN	SS-90	SS-90	SS-90	IG-50	SS-90	SS-90	SS-90	SS-90
CRANKSET	AC Race 7075 CNC arms and spider; Sugino Super Shifter Hard Anodized rings, 22/32/32; Tioga Duraluminum chainring bolts; AC sealed cartridge BB with Ti spider	Shimano Deore LX with HyperDrive-C chainrings, 22/32/42; Shimano BB-UN51 cartridge BB	Shimano Deore LX with HyperDrive-C chainrings, 22/32/42; Shimano cartridge UN-71 bottom bracket	Shimano STX-RC with HyperDrive-C chainrings, 22/32/42; Shimano cartridge UN-51 bottom bracket	Shimano Deore LX with HyperDrive-C chainrings, 22/32/42; Shimano cartridge UN-51 bottom bracket	Shimano Deore LX with HyperDrive-C chainrings, 22/32/42; Shimano cartridge UN-51 bottom bracket	Shimano Deore LX with HyperDrive-C chainrings, 22/32/42; Shimano cartridge UN-51 bottom bracket	Sugino Impel 500 low profile crank with compact sized Super Shifter chainrings, 22/32/42; Shimano cartridge UN-51 bottom bracket
FREEWHEEL	Shimano Deore XT 8 spd, HyperGlide cassette, 11,12,14,16,18,21,24,28	Shimano Deore LX 8 spd, HyperGlide, 11-12-14-16-18-21-24-28	Shimano HG-70 8 spd cassette, 11,12,14,16,18,21,24,28	Shimano IG-50 7 spd cassette, 11,13,15,18,21,24,28	Shimano HG-70 8 spd cassette, 11,12,14,16,18,21,24,28	Shimano HG-70 8 spd cassette, 11,12,14,16,18,21,24,28	Shimano HG-70 8 spd cassette, 11,12,14,16,18,21,24,28	Shimano HG-70 8 spd cassette, 11,12,14,16,18,21,24,28
PEDALS	Clipless	DB alloy body and cage, Avenir clips and straps	Clipless	Diamond Back alloy body and cage, Avenir clips and straps	Diamond Back alloy body and cage, Avenir clips and straps	Diamond Back alloy body and cage, Avenir clips and straps	Clipless	DB alloy body and cage, Avenir clips and straps
HEADSET	Tioga Alchemy alloy OS headset with alloy top cap	Tioga Alchemy OS headset	DiaCompe AL2 alloy Aheadset with aluminum top cap	Tioga Alchemy OS headset	DiaCompe AL2 alloy Aheadset with aluminum top cap	Tioga Alchemy OS headset	DiaCompe AL2 alloy Aheadset with aluminum top cap	DiaCompe Aheadset
STEM	Control Tech Ahead stem	Tioga Alchemy forged alloy	Control Tech Ahead stem	Avenir forged aluminum Ahead stem	Tioga Alchemy AL2 forged alloy	Tioga Alchemy AL2 forged alloy	Tioga Alchemy AL2 forged alloy	Avenir forged aluminum Ahead stem
HANDLEBAR	Bontrager Titec 140g; Ritchey True Grips WCS	Bontrager Titec 175g; Ritchey True Grips WCS	Bontrager Titec 140g; DB Foam Grips	Avenir 175g fluted alloy, DB Foam Grips	Bontrager Titec 140g, DB foam grips	Bontrager Titec 175g; Ritchey True Grips WCS	Bontrager Titec 140g, DB Foam Grips	Bontrager Titec 175g, DB Foam Grips
SADDLE	Ritchey Vector WCS with Ti rails and leather cover	Bontrager with Cr-Mo rails and leather cover	Ritchey Vector WCS with Ti rails and leather cover	Bontrager C-20	Ritchey Vector Prolite with Cr-Mo rails & leather cover	Bontrager with Cr-Mo rails and leather cover	Ritchey Vector with Cr-Mo rails and leather cover	Bontrager C-20
SEAT POST	Bontrager 225g alloy	Avenir light alloy with "Dial Adjust"	Avenir custom laid-back Cr-Mo	Avenir custom laid back Cr-Mo	Avenir light alloy with "Dial Adjust"	Avenir light alloy with "Dial Adjust"	Bontrager 225g alloy	Avenir light alloy with positive retention clamp
COLOR	Natural Titanium	Natural Titanium	Blue Streak and Silver Powder Coat	Red Baron and Silver Powder Coat	Gun Metal Fade	Sunburst	GlassBlack	Natural Aluminum

	PREVAIL TT	MASTER	EXPERT	INTERVAL	LAKE SIDE	APPROACH	CROSS COUNTRY	PARKWAY
FRAME	Diamond Back designed Sandvik 3/2.5 titanium frame, DBR road geometry, 6/4 water jet cut dropouts, split top tube cable guides, dual ovalized DS down tube, ovalized seat tube at BB, tapered and ovalized stays	True Temper AVR butted main frame with Cr-Mo P.G. stays, DBR road geometry, forged dropouts, oversize tubing	True Temper AVR butted main frame, Cr-Mo P.G. stays, TIG welded, oversize tubing, forged dropouts with eyelets, two sets of water bottle bosses	Cr-Mo main frame, TIG welded, down tube shifter bosses, two sets of water bottle bosses, forged dropouts, oversize tubing	True Temper AVR butted main frame, Cr-Mo P.G. stays, DB fastback forged dropouts with eyelets, two sets of water bottle bosses, rack mounts	Cr-Mo main frame, TIG welded, DB fastback forged dropouts with eyelets, two sets of water bottle bosses (mens), one set (ladies), rack mounts	Diamond Back HiTen Cross tubing with Cr-Mo seat tube, TIG welded, one set of water bottle bosses, forged dropouts	Diamond Back HiTen Cross tubing, TIG welded, one set of water bottle bosses, racks mounts
FORK	Diamond Back aluminum with carbon fiber and Kevlar outer layer, Cr-Mo steer tube	Diamond Back 829, 100% Cr-Mo, Unicrown fork	Diamond Back 848 unicrown fork, 100% Cr-Mo	Diamond Back 848 unicrown fork with Cr-Mo steer tube	Diamond Back Unicrown 100% Cr-Mo fork with forged dropouts and eyelets	Tange Unicrown with Cr-Mo steer tube and forged dropouts	Tange Unicrown, HiTen oval blades with eyelets	Tange Unicrown, HiTen oval blades with eyelets
RIMS	Mavic Reflex, silver anodized with S.U.P. braking surface, 32H	Mavic 195, silver anodized with modified aero profile, 32H	Mavic 195, silver anodized with modified aero profile, 32H	Alloy 700c, 36H, silver anodized	Weinmann 4019, alloy full brushed, 36H (f & r)	Alloy, silver anodized, 36H (f & r)	Alloy silver anodized, 36H (f & r)	Alloy silver anodized, 36H (f & r)
HUBS	Shimano Ultegra (f & r)	Shimano RX-100, alloy QR (f & r)	Shimano RSX alloy QR (f & r)	Shimano HG-20, alloy, QR (r) and alloy QR (f)	Shimano Acera-X, alloy, QR (f & r)	Shimano Acera-X alloy, QR (r) and Shimano C-90 alloy, QR (f)	Alloy Parallax-style, QR (f & r)	Parallax style, QR (r) and nudded (r)
SPOKES	DT Stainless steel, 14-15-14g	DT Stainless Steel 14g	DT Stainless Steel 14g	Stainless Steel 14g	Stainless Steel 14g	Stainless Steel 14g	14g UCP	14g UCP
TIRES	Trioga Proline-F Ltd., 700 x 23c, with new Cylen casing, light weight presta tubes	Trioga Proline-F, 700 x 23c, Kevlar bead, light weight presta tubes	CST C-739 700 x 25c skinwall	CST C-732 700 x 25c skinwall	New Avenir Lakeside 700 x 41c	New Avenir Lakeside 700 x 41c	Avenir Hill Street Cruise, 700 x 41c	Avenir Hill Street Cruise, 700 x 41c
DERAILLEURS	Shimano Ultegra (f & r)	Shimano RX-100 (f & r)	Shimano RSX (f & r)	Shimano 300 EX (f & r)	Shimano Alivio (f & r)	Shimano C-90 (f & r)	Shimano TY-30 (f & r)	Shimano TY-20 (r); Shimano TY-25 (f)
SHIFTERS	Shimano Ultegra STI Dual Control	Shimano RX-100 STI Dual Control	Shimano RSX STI Dual Control	Shimano SL-400 downtube	Grip Shift SRT-300	Grip Shift SRT-300	Grip Shift MRX-100	Shimano Tourney SIS
BRAKES	Shimano Ultegra	Shimano RX-100	DiaCompe BRS-100, alloy	Shimano A-251, aero HP-70	Chang Star alloy with reach adjuster	Chang Star alloy with reach adjuster	Chang Star alloy with reach adjuster	Lee Chi alloy and resin with reach adjuster
LEVERS	Shimano Ultegra dual pivot	Shimano RX-100 dual pivot	Shimano RSX, triple chainring, 26/36/46,	Shimano A-250 alloy	Shimano C-90, alloy, low profile	Shimano C-90, alloy, low profile	Chang Star, alloy, low profile with spring adjusters	Lee Chi alloy with spring adjusters
CHAIN	SS-90	SS-90	SS-70	HP-70	IG-50	UG-50	UG-50	HP-70
CRANKSET	Shimano Ultegra, 42/53, Shimano UN-71 cartridge bottom bracket	Shimano RX-100, low profile, 39/53 SG-X chainrings, Shimano UN-51 cartridge bottom bracket	Shimano LP-25 cartridge bottom bracket	Tracer 200 RD, 42/52, YST bottom bracket	Shimano Alivio with HyperDrive-C chainrings, 24/34/42, Shimano LP-25 cartridge bottom bracket	Shimano C-90, alloy arms, 24/32/38, Shimano C-90 cartridge bottom bracket	SR XR-00, alloy arms, Dual SIS, 28/38/48, YST bottom bracket	SR XR-05 alloy arms, 28/38/48, chainguard, YST bottom bracket
FREEWHEEL	Shimano HG-90 8 spd cassette 12-23	Shimano HG-70 8 spd cassette 12-23	Shimano HG-50 7 spd cassette 13-26	Shimano HG-50 7 spd cassette 13-26	Shimano IG-50 7 spd cassette, 11,13,15,18,21,24,28	Shimano HG-30 7 spd cassette, 11,13,15,18,21,24,28	SunTour Power Flow 6 spd	Shimano HyperGlide 6 spd freewheel, 14,16,18,21,24,28
PEDALS	Shimano Ultegra SPD	Shimano 525 SPD	HTI A-19, alloy with clips and straps	HTI P-19 resin with clips and straps	Victor resin with Cr-Mo axle	Victor resin with Cr-Mo axle	Victor resin with Cr-Mo axle	Victor resin with boron axle
HEADSET	Trioga Master, alloy	Trioga Expert, chrome	DB Chrome	YST Chrome	DB Chrome finish	DB Chrome finish	DB Chrome finish	DB Chrome finish
STEM	Control Tech, alloy	Cr-Mo, TIG welded, satin finish	Kalloy forged alloy, 90°	Kalloy KA-100, alloy	DB TIG welded high rise	DB TIG welded high rise	DB TIG welded high rise	DB TIG welded high rise
HANDLEBAR	Profile Hammer, alloy	Diamond Back alloy	SR alloy	DB reinforced alloy sleeve	DB rise bar with 6° bend	DB rise bar with 6° bend	DB rise bar with 6° bend	DB rise bar with 6° bend
SADDLE	Pitcher Vector ProLite with Cr-Mo rails, leather cover	Pitcher Vector ProLite with Cr-Mo rails, leather cover	Avenir Gel anatomic with emerald cover	Avenir anatomic with emerald cover	Avenir Comfort Plus with Gel	Avenir Comfort Plus with Gel	Avenir Comfort Plus	Avenir Super Soft Cross
SEAT POST	American Classic aluminum, polished	Kalloy SP-264, 250mm	Alloy micro adjust	Alloy micro adjust	Avenir alloy micro adjust with alloy seat post QR	Avenir alloy micro adjust with seat post QR	Alloy 300mm with seat post QR	Steel, satin finish
COLOR	Natural Titanium	Gloss Black	Pacific Green	Electric Blue	Black with Blue Pearl	Mens & Ladies: Teal, Midnight Blue	Mens: Metallic Black, Pearl Purple Ladies: Baerner Red, Pearl Purple	Mens: Indigo Swirl, Sea Mist Ladies: Indigo Swirl, Sea Mist

*All Diamond Back Cross Models are fender compatible.

	FRAME SIZE	TOP TUBE	CHAIN STAY	FORK OFFSET	WHEEL BASE	BB HEIGHT	HEAD ANGLE	SEAT ANGLE	STAND OVER HEIGHT	STEM LENGTH	H-BAR WIDTH	CRANK LENGTH	POST LENGTH
AXIS TT PRO, AXIS TT	16"	21.7"	16.7"	1.5"	41.2"	11.6"	71.5°	74°	29.2"	135mm	580mm	175mm	350mm
	18"	22.5"	16.7"	1.5"	41.9"	11.6"	71.5°	74°	30.4"	135	580	175	350
	20"	23.5"	16.7"	1.5"	42.5"	11.6"	71.5°	73.5°	31.7"	135	580	175	350
DUAL RESPONSE PRO, DUAL RESPONSE	16"	22"	17"	1.5"	41.8"	12.4"	71.5°	73°	30.7"	135	580	175	350
	18"	22.8"	17"	1.5"	42.4"	12.4"	71.5°	73°	31.5"	135	580	175	350
	20"	23.5"	17"	1.5"	42.8"	12.4"	71.5°	73°	32.7"	135	580	175	350
VERTEX TR, WCF VERTEX	14"	21"	16.7"	1.5"	40.7"	11.6"	71°	74°	28"	120	560	170	300
	16"	21.7"	16.7"	1.5"	41.2"	11.6"	71.5°	74°	29.2"	120	560	175	350
	18"	22.5"	16.7"	1.5"	41.9"	11.6"	71.5°	74°	30.4"	135	580	175	350
VERTEX TA, VERTEX	20"	23.5"	16.7"	1.5"	42.5"	11.6"	71.5°	73.5°	31.7"	135	580	175	350
	16"	21.7"	16.7"	1.5"	41.2"	11.6"	71.5°	74°	29.2"	120	560	175	350
	18"	22.5"	16.7"	1.5"	41.9"	11.6"	71.5°	74°	30.4"	135	580	175	350
APEX	20"	23.5"	16.7"	1.5"	42.5"	11.6"	71.5°	73.5°	31.7"	135	580	175	350
	14"	21"	16.7"	1.8"	40.7"	11.6"	71°	74°	28"	120	560	170	300
	16"	21.7"	16.7"	1.8"	41.2"	11.6"	71.5°	74°	29.2"	120	580	175	350
RESPONSE SPORT, ASCENT EX, ASCENT	18"	22.5"	16.7"	1.8"	41.9"	11.6"	71.5°	74°	30.4"	135	580	175	350
	20"	23.5"	16.7"	1.8"	42.5"	11.6"	71.5°	73.5°	31.7"	135	580	175	350
	22"	24"	16.7"	1.8"	42.4"	11.6"	72°	73°	32.8"	135	580	175	350
TOPANGA	14"	20.8"	16.7"	1.8"	40.5"	11.7"	71°	73°	27.8"	105	560	170	300
	16"	21.5"	16.7"	1.8"	41.1"	11.7"	71°	73°	29"	105	560	170	350
	18"	22.2"	16.7"	1.8"	41.7"	11.7"	71°	73°	30.3"	120	580	175	350
SORRENTO SPORT	20"	23.3"	16.7"	1.8"	42.5"	11.7"	71°	73°	31.5"	120	580	175	350
	22"	24"	16.7"	1.8"	42.9"	11.7"	71°	73°	32.8"	135	580	175	350
	14"	20.8"	16.7"	1.8"	40.5"	11.7"	71°	73°	27.8"	80	560	170	300
SORRENTO	16"	21.5"	16.7"	1.8"	41.1"	11.7"	71°	73°	29"	80	560	170	300
	18"	22.2"	16.7"	1.8"	41.7"	11.7"	71°	73°	30.3"	105	580	170	350
	20"	23.3"	16.7"	1.8"	42.5"	11.7"	71°	73°	31.5"	105	580	170	350
WILDWOOD	22"	24"	16.7"	1.8"	42.9"	11.7"	71°	73°	32.8"	105	580	170	350
	14"	20.8"	16.7"	1.8"	40.5"	11.7"	71°	73°	27.8"	80	560	170	300
	16"	21.5"	16.7"	1.8"	41.1"	11.7"	71°	73°	29"	80	560	170	300
OUTLOOK	18"	22.2"	16.7"	1.8"	41.7"	11.7"	71°	73°	30.3"	100	580	170	300
	20"	23.3"	16.7"	1.8"	42.5"	11.7"	71°	73°	31.5"	100	580	170	300
	22"	24.0"	16.7"	1.8"	42.9"	11.7"	71°	73°	32.8"	100	580	170	300
PREVAIL TT	16"L	21.7"	16.7"	1.8"	40.5"	11.7"	71°	73°	26.3"	80	560	170	300
	20"L	22.3"	16.7"	1.8"	41.1"	11.7"	71°	73°	27.0"	100	580	170	300
	14"	20.9"	16.9"	1.8"	41.1"	11.9"	70°	73°	28.3"	80	560	170	300
MASTER	16"	21.2"	16.9"	1.8"	41.3"	11.9"	70°	73°	29.1"	80	560	170	300
	18"	21.8"	16.9"	1.8"	41.5"	11.9"	70°	73°	29.8"	100	580	170	300
	20"	22.5"	16.9"	1.8"	42.0"	11.9"	70°	73°	31.5"	100	580	170	300
EXPERT	22"	23.3"	16.9"	1.8"	42.9"	11.9"	70°	73°	33.5"	100	580	170	300
	16"L	21.6"	16.9"	1.8"	41.4"	11.9"	70°	73°	26.6"	80	560	170	300
	20"L	21.7"	16.9"	1.8"	41.5"	11.9"	70°	73°	27.1"	100	580	170	300
INTERVAL	50cm	20.7"	16.1"	1.8"	38.2"	10.6"	73°	74°	30.1"	90	400	170	235
	52	21.1"	16.1"	1.8"	38.4"	10.6"	73°	74°	30.4"	90	400	170	235
	54	21.5"	16.1"	1.6"	38.2"	10.6"	73.5°	73.5°	31.0"	100	420	172.5	235
LAKE SIDE	56	22"	16.1"	1.6"	38.8"	10.6"	73.5°	73.5°	31.8"	100	420	172.5	235
	58	22.4"	16.3"	1.6"	39.1"	10.6"	73.5°	73°	32.5"	100	420	172.5	235
	60	22.8"	16.3"	1.6"	39.3"	10.6"	74°	73°	33.2"	120	440	175	235
APPROACH	62	23.2"	16.3"	1.6"	39.4"	10.6"	74°	72.5°	33.9"	120	440	175	235
	50cm	20.7"	16.1"	1.8"	38.2"	10.6"	73°	74°	30.1"	80	390	170	250
	52	21.1"	16.1"	1.8"	38.4"	10.6"	73°	74°	30.4"	80	390	170	250
CROSS COUNTRY	54	21.5"	16.1"	1.6"	38.2"	10.6"	73.5°	73.5°	31.0"	90	410	170	250
	56	22"	16.1"	1.6"	38.8"	10.6"	73.5°	73.5°	31.8"	90	410	170	250
	58	22.4"	16.3"	1.6"	39.1"	10.6"	73.5°	73°	32.5"	100	410	175	250
PARKWAY	60	22.8"	16.3"	1.6"	39.3"	10.6"	74°	73°	33.2"	100	430	175	250
	62	23.2"	16.3"	1.6"	39.4"	10.6"	74°	72.5°	33.9"	100	430	175	250
	19"	20.9"	16.5"	2.0"	39.5"	10.6"	71.5°	74°	29.3"	80	390	170	300
PARKWAY	21"	21.5"	16.5"	2.0"	39.5"	10.6"	72°	73.5°	30.7"	80	410	170	300
	23"	22.7"	16.5"	1.8"	40.0"	10.6"	73°	73°	32.5"	100	410	175	300
	25"	23.2"	16.5"	1.8"	40.3"	10.6"	73.5°	73°	33.4"	100	430	175	300
PARKWAY	19"	20.9"	16.5"	2.0"	39.5"	10.6"	71.5°	74°	29.3"	80	390	170	300
	21"	21.5"	16.5"	2.0"	39.5"	10.6"	72°	73.5°	30.7"	80	410	170	300
	23"	22.7"	16.5"	1.8"	40.0"	10.6"	73°	73°	32.5"	100	410	175	300
PARKWAY	25"	23.2"	16.5"	1.8"	40.3"	10.6"	73.5°	73°	33.4"	100	430	175	300
	15"	21.5"	17.3"	1.8"	41.3"	11.2"	71°	73°	28.5"	80	600	170	300
	17"	22"	17.3"	1.8"	41.4"	11.2"	72°	73°	29.5"	80	600	170	300
PARKWAY	19"	22.7"	17.3"	1.8"	42"	11.2"	72°	73°	30.8"	100	600	175	300
	21"	23.6"	17.3"	1.8"	42.7"	11.2"	72°	73°	32.2"	100	600	175	300
	23"	24"	17.3"	1.8"	42.7"	11.2"	72°	73°	33.4"	100	600	170	300
PARKWAY	17"L	22.9"	17.3"	1.8"	41.4"	11.2"	72°	73°	26.8"	80	600	170	300
	19"L	23.4"	17.3"	1.8"	42"	11.2"	72°	73°	26.8"	100	600	170	300
	15"	21.5"	17.3"	1.8"	41.3"	11.2"	71°	73°	28.5"	100	600	170	300
PARKWAY	17"	22"	17.3"	1.8"	41.4"	11.2"	72°	73°	29.5"	100	600	170	300
	19"	22.7"	17.3"	1.8"	42"	11.2"	72°	73°	30.8"	100	600	170	300
	21"	23.6"	17.3"	1.8"	42.7"	11.2"	72°	73°	32.2"	100	600	170	300
PARKWAY	23"	24"	17.3"	1.8"	42.7"	11.2"	72°	73°	33.4"	100	600	170	300
	17"L	22.9"	17.3"	1.8"	41.4"	11.2"	72°	73°	26.8"	100	600	170	300
	19"L	23.4"	17.3"	1.8"	42"	11.2"	72°	73°	26.8"	100	600	170	300



- A-Top tube length
- B-Frame Size/Seat Tube
- C-Chain Stay
- D-Fork Offset
- E-Wheel Base
- F-Bottom Bracket Height
- G-Head Angle
- H-Seat Angle
- I-Stand Over Height

Note-Frame Size/Seat Tube dimensions are measured center-to-top.

All sizes are measured in inches except where indicated.

RACE FRAME GEOMETRY

The geometry of our mountain bike Race Frames provides a fit that is as close to custom as you can get. From the characteristic slope of the top tube to the longer front center, our Race Frame is an evolution in mountain bike performance sizing.

It doesn't end with the increased standover clearance, but can be seen in the continuous refinements in our overall frame geometry. Frame and component sizing, including geometry, anatomically corresponds to frame size. Sizes range from 14" to 22" with frames in 2" increments (depending on model), so you will find an easy fit. We've shortened the top and head tubes for more comfort and better handling.

By lowering the bottom bracket, we've lowered the center of gravity. The revised seat angle produces a more efficient seat-to-pedal relationship.

We've further refined our performance geometry of these bikes to be "suspension specific" up front. Whether you're using a suspension fork or a rigid fork, you will have the same precision handling. Because the geometry won't change, even if you change to a different suspension fork down the road.



DIAMOND BACK

All models meet or exceed CPSC standards for bicycles. Specifications subject to change without notice. Diamond Back bicycles carry a limited warranty. Check with your Diamond Back dealer for details.