



JAMIS BICYCLES JAMIS BICYCLES JAMIS BICYCLES JAMIS BICYCLES JAMIS BICYCLES



2011 JAMIS BICYCLES PRODUCT CATALOG

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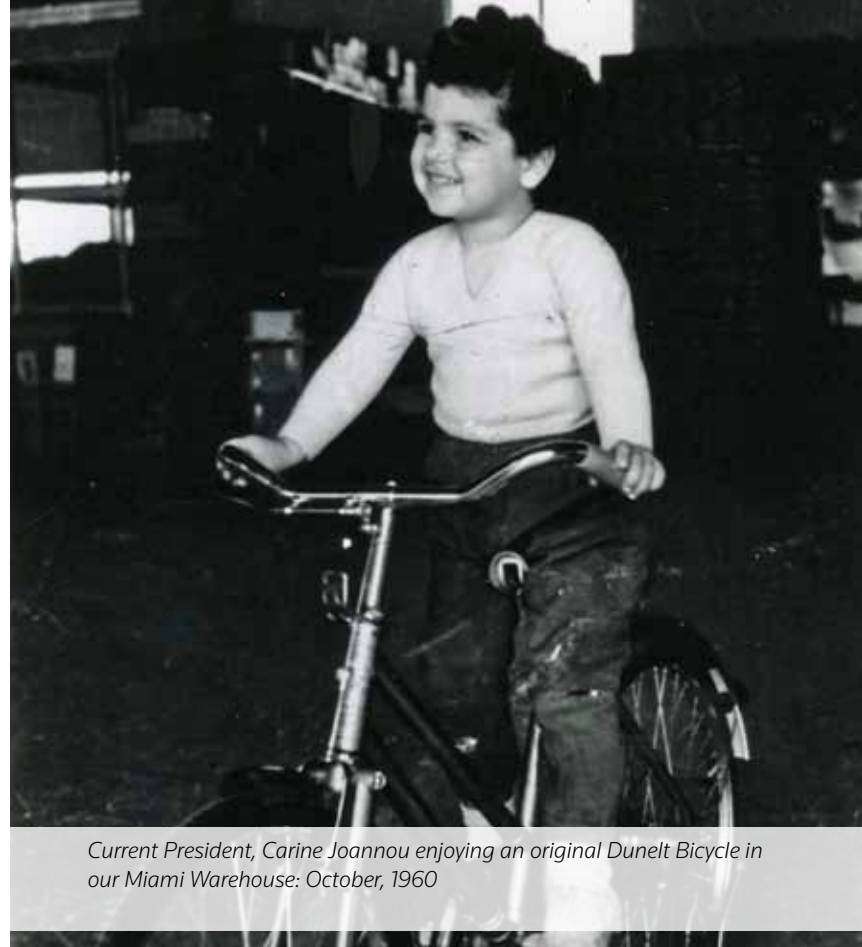


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Founder, George Joannou making a visit to our tire plant: September, 1964



Current President, Carine Joannou enjoying an original Dunelt Bicycle in our Miami Warehouse: October, 1960



Current VP of Product Development, Greg Webber pedaling it a few thousand miles to the west coast: July, 1976



Carine Joannou and Greg Webber today. Nothing motivates these two more than the idea that a bicycle has the power to positively change lives and the world.

bicycle science, cycling fun. it's what we do.

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

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

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

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

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

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

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

In the 1980's, daughter Carine Joannou pledged to her father George before he passed that she would ensure his company and his legacy would carry on, would grow, would prosper. Her first steps were to secure East Coast distribution rights to some of the biggest BMX brands in the business at the time. Later in the 80's, she acquired Jamis and the steady, stable growth of G. Joannou Cycle and Jamis Bicycles since she took the baton from her father nearly thirty years ago has been nothing short of remarkable.

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

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

And the bikes themselves are changing, in ways we'd never imagined. Our state-of-the-art road line, Xenith, uses super-high modulus carbon fiber so refined you would've had to be a defense contractor to procure some just a few years ago. And it's available with electronically actuated shifting, something we'd never have imagined in the recent past, and it still drops our jaws as we experience shifting perfection at the push of a button. Every time.

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

And then there are our fitness bikes, purpose-built commuters and touring bikes. Our fixed gear urban rockets, Sputnik and Beatnik; and fast city haulers like Commuter and Allegro. Not to mention long-day road bikes like Endura and Ventura.

We tune and refine relentlessly. Every single platform. Every frame. Every size.

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

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

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

This is our high water mark. There's never been a better, more capable crop of new Jamis bicycles, with more depth and variety. And, we hope, there's one in the lot that speaks to you, and your particular brand of fun.

carbon fiber demystified



Carbon fiber represents the very pinnacle of bicycle technology. It’s the stiffest, lightest, most tunable material cycling’s ever seen. It’s straightforward science, often obscured by marketing. We’d like to change that.

Just remember—a bicycle’s ride and handling aren’t determined by materials alone, any more than the quality of a bottled wine is determined solely by the grape. Process and method have as much influence as the material itself, if not more.

CARBON, SOURCED AND DEFINED

Carbon fiber consists of extremely thin fibers composed of carbon atoms microscopically bonded together in crystalline form, aligned parallel to the fiber’s long axis. Twist these fibers together and you have a yarn, weave that yarn and you have carbon cloth.

Fiber filaments are rated by tensile strength and modulus (stiffness). Code words are T-1000, T-700, M50, M40, or M30, but high tensile strength doesn’t necessarily denote high modulus, or vice versa. Resin binders (aka plastics) bind the fibers together and hold them in alignment, and are a critical determinant of the finished structure’s weight and strength. Too much resin and you’ll have a heavy, dead feeling frame. Too little and you risk fiber separation and failure.

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

R&D/MANUFACTURING

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

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

Then we suit up for the hard part of our job. Ride! We ride and record, ride more and record more. We enlist our pro riders for evaluation and comment. The beauty of carbon is its ability to be easily tuned by manual manipulation of the plies, like tensioning a drum head or guitar string for absolutely perfect ride quality, the balance between stiffness and resilience, the ability to feel the road.

It’s important to remember every carbon frame is handmade. There’s a skill and artistry to accurately applying small squares, rectangles and triangles of



carbon fiber according to the schedule our engineers assign. Just because it’s hidden beneath a cosmetic layer of 1K, 6K or 12K weave doesn’t mean it isn’t there, and it’s no less skillful or significant than precision welds or brazing work.

These carbon fiber swatches are laid up on a silicone mandrel, one at a time, in an interwoven and overlapping pattern. As each section is complete the silicone mandrel is removed, each section is joined to the others, and expandable air bladders are run through the frame. The frame goes in a steel mold, the mold goes in an oven, bladders are pressurized, the oven is heated to melt and disperse the resin, and then the whole thing is cooled to harden and cure.

All these steps are necessary to ensure compaction, which is where it’s at for carbon fiber structural integrity. That’s why we’ve taken monocoque molding technology to the next level with our Near Net Molding technology (featured on the 2011 Xenith SL and the Dakota dXC Team), a revolutionary process utilizing air bladders and a polystyrene pre-form core that recedes as the oven heats, assuring an interior that is “near net” in finish, without the wrinkled fiber or resin pooling common in most of today’s carbon frames. Every gram of resin has been compressed, every length of fiber has been flattened and aligned.

After hours of hand finishing, before heading on to the painters and clear coaters, EVERY frame is weighed to make sure it’s neither resin rich nor resin deficient. We also measure the stiffness of each frame in 6 critical areas as a check on lay-up production, guaranteeing every frame we produce will deliver the ride qualities we defined and demand.



 Super High Modulus Carbon 100% M40 1K Weave Outer	 High Modulus Carbon Fiber M40/M30/T700 12K Weave Outer	 High Modulus Carbon Fiber M30/T700 12K Weave Outer	 High Modulus Carbon Fiber T700/M30 12K Weave Outer	 Carbon Composite 12K Weave Outer
OMNIAD • Xenith SL	TRIAD • Xenith T2 • Xenith T1	DYAD ELITE • Xenith Team & Elite • Dakar XCR Team & Pro • Dakar XCT 4 & 3	DYAD ULTRA • Xenith Pro & Race • Xenith Endura 3 & 2 • Dakota d29 Team & Pro	DYAD PLUS • Xenith Comp • Xenith Endura 1 • Dakota dXC Pro
100% super-high modulus M40 carbon fiber, with a 1K high modulus outer weave and impact-resistant resin binder. Near Net molded. Super stiff. Super light. Super expensive. Super fast.	Super-high modulus M40, high modulus M30 and mid-modulus T700, with a 12K outer weave for the lightest, stiffest possible aero frame still offering a degree of damping comfort.	High modulus M30 and mid-modulus T700, with a 12K outer weave, for optimized weight and stiffness. <i>(The Dakota dXC Team is made with Dyad Super Elite materials and lay-up –super-high modulus M40 and high modulus M30 -- then it is Near Net molded for superior compaction and less weight, and is finished with a high modulus 1K outer weave, just like the Xenith SL.)</i>	High modulus M30 and mid-modulus T700 with a 12K outer weave, with more mid-modulus fiber and less high modulus fiber than on Dyad Elite. This blend offers greater impact resistance and more comfort over Dyad Elite frames, with less than 100 grams additional weight.	Mid-modulus T700 and other carbon composites, with a lay-up minimizing cost while maximizing comfort & impact resistance, delivering a high level of torsional stiffness to optimize power transfer.

...AND MORE

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

Every Xenith frame also features asymmetric chainstays, for absolutely efficient power transfer from pedal to wheel with a drive side chainstay that’s 10% larger and an incredible 30% stiffer to offset drivetrain-induced flex.

Our Xenith fork features full monocoque hollow construction from dropout to steerer top, just like our frame, with a 1.5” crown and an inner-leg reinforcing rib that provides exceptional lateral stiffness for quick-but-predictable

handling, with neutral cornering and hands-off-the-bar stability. There’s absolutely no flex or meandering when sprinting out of the saddle and over the front wheel, and no dive when pulling on the brakes heading into a turn.

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

The proof is in the pedaling.

suspending reality

why mp4, mp3 and mp2 make you better



All right, we'll come right out and say it now: There is no such thing as the perfect suspension. There simply can't be, given the number of trails, the different styles of riding, the various skill levels we all possess. No wonder there are so many viable designs to choose from.

And that's the key word there. Viable. Because despite the variety in suspension designs, terrain and riding style, the primary goal of suspension science is pretty simple—absorb impact, negate pedal bob and neutralize brake-jack or rotor-dive while keeping tires in contact with terrain. Today's shocks are so incredibly smart, they're able to do the lion's share of determining where the motion's coming from—whether it's the legs and pedals, or the terrain. So between today's shock technology, and these simple suspension goals, there are plenty of available designs that can accomplish the task.

What separates the winners from the pack isn't design, but execution. And that suits us just fine—because when it comes to detailed execution, we're unbeatable. (Need proof? Drop by and see the roomful of editor's choice awards we've earned for our bikes—no technical trickery there, that's the power of meticulously perfect detail and execution.)

PIVOTAL MATTERS

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

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

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

Our mp4, mp3 and mp2 designs rely basically on a single primary pivot, located just above and behind the bottom bracket centerline. Because this single pivot takes most of the load we don't need a plethora of heavy bearings—just this and two other really, really good ones (where the seatstays connect to the bell crank and where the bell crank connects to the frame). And because everything happens at this one primary pivot, we can place it in such a way that it minimizes braking influences, reduces pedal kickback and unwanted movement due to chain tension. Nice!

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

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



THE LOW LEVERAGE ADVANTAGE

We're huge believers in low shock leverage ratios -- the mp4 design comes in at 2.6:1, and some of our models even hit an extremely low 2:1 wheel-to-shock travel ratio. This is really important, when it comes to suspension smoothness and durability.

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

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

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

EMBRACING ASYMMETRY

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

BUILT TO LAST

Lightness is good, but strength is paramount. That's why we spec 10 mm shock hardware, oversize pivot bearings and high-grade fasteners throughout the suspension. You get greater lateral stiffness and torsional rigidity, which pays off in better handling and power delivery that more than makes up any time lost by carrying a few additional grams.

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

We're also adding a little bit of extra weight in the form of the 135x12mm Maxle thru-axle, which we use on our XCT and Sixfifty B designs because it just brings so much to the table. There's a huge payoff here—threading the rear axle into the dropouts really ties the whole rear triangle together, boosting torsional and lateral stiffness—so you get more efficient power delivery, and handling improves markedly since the rear tire's forced to track directly behind the frame. Suspension pivots last longer, with less binding—and you experience better control under braking, with less fishtailing. It's a win!

CONTROL CENTER

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

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

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

REAL WORLD PERFORMANCE

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

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





positive traction

Jamis Rider George Ryan ripping it up on his Dakar XCT in Sedona, AZ
Photo ©: Robert Rebholz/robertrebholzphoto.com

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

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

We look at total performance, giving our XCR and XC bikes tightened geometry for taut handling, superior traction and lightness. And we shore up the critical junctions in our XCT trail bikes with features like 1-1/8" – 1.5" head tubes, gusseted and reinforced frames, and match them up with components that will go the distance.

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

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

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



elemental connection

Team Jamis rider Jason Sager taking on the competition at the Sea Otter Classic, Monterey, CA
Photo ©: John Segesta/wahoomedia.com

Full-suspension might be hogging mountain biking's spotlight, but hardtails are still going strong here in Jamisland. We've been at it for as long as there've been mountain bikes, and we're still very much in the hardtail game.

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

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

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

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

And then we drive the value proposition hard, like it's the finishing stretch at the local race and there's nothing to lose. Hardtails give you more bang for the buck, and we give you more than the other guys, with more tech, better components, and unbeatable ride, so you'll get more bike for your money. And because it's a Jamis, you'll also have more bike to ride.



Go the Distance.

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

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

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

TRAIL X3

FRAME	Enduro III frame design, sloping-radiused top tube design, 6061 aluminum, replaceable derailleur hanger
FORK	RST Gila, coil spring with MCU wioth lock-out, external preload adjustor, 100mm travel
WHEELS	Alex TD-25 disc-specific rims, 32H, Formula alloy 6-bolt disc hubs with QR, black stainless steel spokes
TIRES	CST XC knobbie, 26" x 1.95"
DRIVETRAIN	Shimano Alivio rear & Acera front derailleurs, Acera ST-EF51 EZ-Fire Plus shiftlevers, 24-speed, SR/SunTour XCC-T202 crankset, 22/32/42
BRAKESET	Tektro mechanical disc brakes with 6" rotors, Shimano levers
COCKPIT	Jamis XC riser handlebar, Jamis XC alloy threadless stem, Jamis alloy micro-adjust seatpost, Jamis ATB with SL cover



Dirt
Sizes: 13", 15", 17", 19", 21"
Weight: 31.75 lbs

Victory Red

TRAIL X2

FRAME	Enduro III frame design, sloping-radiused top tube design, 6061 aluminum, replaceable derailleur hanger
FORK	RST 191-T, alloy crown, MCU/coil spring with external preload adjustor, 80mm travel
WHEELS	Alex TD-25 disc-specific rims, 32H, alloy 6-bolt disc hubs with QR, black electro-plated spokes
TIRES	CST XC knobbie, 26 x 1.95"
DRIVETRAIN	Shimano Acera & TY10 front derailleurs, Acera ST-EF51 EZ-Fire Plus shiftlevers, 21-speed, SR/ Suntour alloy crankset, 24/34/42
BRAKESET	Tektro mechanical disc brakes with 6" rotors, Shimano levers
COCKPIT	Jamis XC riser handlebar, Jamis XC alloy threadless stem, Jamis alloy micro-adjust seatpost, Jamis ATB with SL cover



Victory Blue
Sizes: 13", 15", 17", 19", 21", 12" F, 14" F, 18" F
Weight: 32.00 lbs

Gun Metal
Sunset Red

TRAIL X1

FRAME	Enduro III frame design, sloping-radiused top tube design, 6061 aluminum, replaceable derailleur hanger
FORK	RST 191-T, alloy crown, MCU/coil spring with external preload adjustor, 80mm travel
WHEELS	Alex C1000 alloy rims, 36H, heavy-duty ATB hubs with QR, black electro-plated spokes
TIRES	CST XC knobbie, 26 x 1.95"
DRIVETRAIN	Shimano TX51 rear & TY10 front derailleura, Acera ST-EF51 EZ-Fire Plus shiftlevers, 21-speed, forged alloy crankset, 24/34/42
BRAKESET	Alloy linear pull type with Shimano alloy levers
COCKPIT	Jamis XC riser handlebar, Jamis XC threadless stem, Jamis alloy micro-adjust seatpost, Jamis ATB with SL cover



Pearl White
Sizes: 13", 15", 17", 19", 21", 12" F, 14" F, 18" F
Weight: 31.25 lbs

TRAIL XR

FRAME	Enduro III frame design, sloping-radiused top tube design, hi-tensile steel, replaceable derailleur hanger
FORK	Unicrown, hi-tensile steel, with over-sized radiused blades
WHEELS	Alloy 26 x 1.50" rims, 36H, heavy-duty ATB hubs with QR, black electro-plated spokes
TIRES	CST XC knobbie, 26 x 1.95"
DRIVETRAIN	SRAM 3.0 rear derailleur/Shimano TZ30 front derailleur, SRAM 3.0 twist shifters, 21-speed, forged alloy crankset, 24/34/42
BRAKESET	Alloy linear pull type with full alloy levers
COCKPIT	Jamis XC riser handlebar, Jamis XC hi-rise stem, Jamis alloy micro-adjust seatpost, Jamis ATB with SL cover



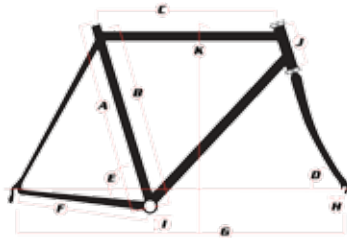
Ano Grey
Sizes: 13", 15", 17", 19", 21", 12" F, 14" F, 18" F
Weight: 32.50 lbs

Monterey Blue
Pearl White

2011 JAMIS SPECIFICATIONS

	TRAIL X1	
Frame Cuadro	Enduro III frame design, 6061 aluminum main tubes, radiused top tube, extended seat mast with brace, replaceable derailleur hanger	
Fork Horquilla	RST 191-T, alloy crown, MCU/coil spring with external preload adjustor, 80mm travel	
Headset	VP threadless, sealed, 1 1/8"	
Wheels Ruedas	Alex C1000 alloy rims, 36H, heavy-duty ATB hubs with QR, 14g black electro-plated spokes	
Tires Cubiertas	CST ATB, 26 x 1.95"	
Derailleurs Cambios	Shimano Tourney TX-51 rear and TY10 31.8mm top pull front	
Shiftlevers	Shimano Acera ST-EF51 EZ-Fire Plus, 21-speed	
Chain Cadena	KMC Z51	
Cogset Casette o Piñones	Shimano TZ31, 7-speed, 14-34	
Crankset	Forged alloy crank, 42/34/24 steel rings, 170mm	
BB Set	Sealed cartridge, 68 x 122.5mm	
Pedals Pedal	ATB platform, hi-impact resin cage & body	
Brakeset	Alloy linear pull type with Shimano alloy levers	
Handlebar Manillar	Jamis XC riser, 6" sweep x 13mm rise x 620mm	
Stem	Jamis XC threadless with alloy cap, 10" rise x 90mm (12-15"), 100mm (17-18"), 110mm (19") 120mm (21")	
Tape	Kraton for trigger-shift	
Seat Post Tija	Jamis alloy micro-adjust, 27.2 x 300mm, with alloy QR clamp	
Saddle Sillin	Jamis ATB with pressure relief channel, SL cover, protective front and rear guards	
Sizes	M: 13", 15", 17", 19", 21" F: 12", 14", 18"	
Color	M: Gun Metal or Pearl White F: Sunset Red	
Weight	31.50 lbs	

2011 JAMIS GEOMETRY



- A = Size
- B = Seat Tube, Center of BB to top of TT
- C = Effective TT Length
- D = Head Tube Angle
- E = Seat Tube Angle
- F = Chainstay
- G = Wheelbase
- H = Fork Rake
- I = Bottom Bracket Height
- J = Head Tube
- K = Standover

MODEL	SIZE	CENTER of BB to TOP of TT	EFFECTIVE TT LENGTH	HT ANGLE	ST ANGLE	CHAINSTAY	WHEELBASE	FORK RAKE	BB HEIGHT	HEADTUBE	STANDOVER
TRAIL X1	17"	13.34/339	21.90/556	71°	73.5°	16.73/425	41.10/1044	1.77/45	12.08/307	4.92/125	29.60/752



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