



Dig a little deeper

2003

Kona Bicycle Company





Kona Clump rider Graham Kuerbis broke his back after slipping off an icy log while riding on the North Shore in December 2000, leaving him as an incomplete paraplegic → With the support of friends and family, Graham worked through pain and frustration with powerful determination and persistence → Graham started riding again this spring and is focused on regaining his original skill and strength

John Cowan started his mountain bike dirt jump career while holding down a full-time job at UPS → Riding for Kona and filming for the New World Disorder video series led to an ever-widening circle of opportunities, including a long-term deal with Salomon as the mountain biker in their international freeride group → From the first BMX dirt jumps in his back yard to the incredible Hell Track he built for New World Disorder III, John is always there with a shovel and a tractor to design, shape and dig his own stunts

Geoff Kabush started the 2001 season with great expectations following a top 10 finish in the 2000 Olympics, but was unable to finish 5 NORBA and World Cup races due to double flats → His desire to move back into the top ranks took him through the toughest off-season training regimen since he began competing for Kona in 1995 → As we write this catalog, Geoff is ranked #3 in the US National NORBA series

Tracy Moseley has been knocking on the door of a World Cup victory since the high-speed wobble off the finishing jump in the 2000 Kaprun World Cup downhill relegated her to 2nd → In 2001, Tracy came oh-so-close at Grouse (3rd) and Durango (2nd). Like Geoff, Tracy's off-season was the most intense of her career, and it paid off with her 1st World Cup victory in Fort William Scotland

Robb & Jill Mesecher's 18-month-old daughter, Makena, died in a tragic accident last year → There was nothing we could say or do for our friends that could bring her back. When Robb & Jill asked Kona to make a children's bike in memory of their joyful little girl we could only feel honored to have the responsibility of helping to share her happy life and spirit

People like Graham, John, Geoff, Tracy, and Makena, create enormous inspiration to the group that makes up Kona → Our company has always been about dedication and determination, mixed with a firmly independent streak to make the ride more important than the equipment. In our 15th year, we continue to dig a little deeper



Dew'n Paddy → Back Alley photo by John Gibson the Kona lensman

Paddy White and Dr.Dew are the mainstays of the Kona Design Group → They use their combined background of over 40 years in the sport and industry of bicycles, to conceive, create and build Kona bike platforms

→ How do you design your bikes?

PADDY: Kona bikes are purpose built. The emphasis is on the specific needs of bike riders. KonaWorld has become a worldwide network of employees, customers and friends that are part of a constant process of developing and improving our bikes. That way we concentrate on function and performance instead of trends and fashion. When we come up with a concept for a new platform or refinement of an existing design, I start with a rough sketch, then Dewey lays out the technical drawing on a CAD program. After that, we go through three to four rounds of prototype frames before we are ready to go into production. By that time, just about everyone at Kona from the shippers to the owners have tested the bike.

→ Is Kona dual suspension a "true" 4-bar design?

DEWEY: This is a simple counting question. There are 4 components or "bars" in a 4-bar suspension system. On a Kona, it is the seat tube, chainstay, seatstay and rocker arm.

→ Why do you mount the rear pivot on the seatstay instead of the chainstay?

PADDY: The argument I hear against our system of mounting the rear pivot on the seatstay is that it results in too much brake feedback. The Kona wheelpath moves in an arc where the other system moves on a more vertical wheelpath. What happens technically is that the brake caliper is accelerating and decelerating along the disc rotor when the suspension action is taking place, whereas on a vertical wheelpath (link on

chainstay) this does not happen. However, the amount of brake caliper movement on our bikes is so minimal it is impossible to feel. The problems that arise with the pivot mount on the chainstays are much greater. Chain elongation occurs and as a result you get uneven pedal action, which you can definitely feel. Also, by mounting the pivot on the chainstay, you get constant pedaling and weight bearing forces going into the rocker arms and pivots instead of the chainstay. That's why all the bikes with chainstay pivots loosen up so quickly. Kona chainstays are already beefy so our system is double-strengthened on design alone.

→ What's with the 2nd hole on the lower shock mount?

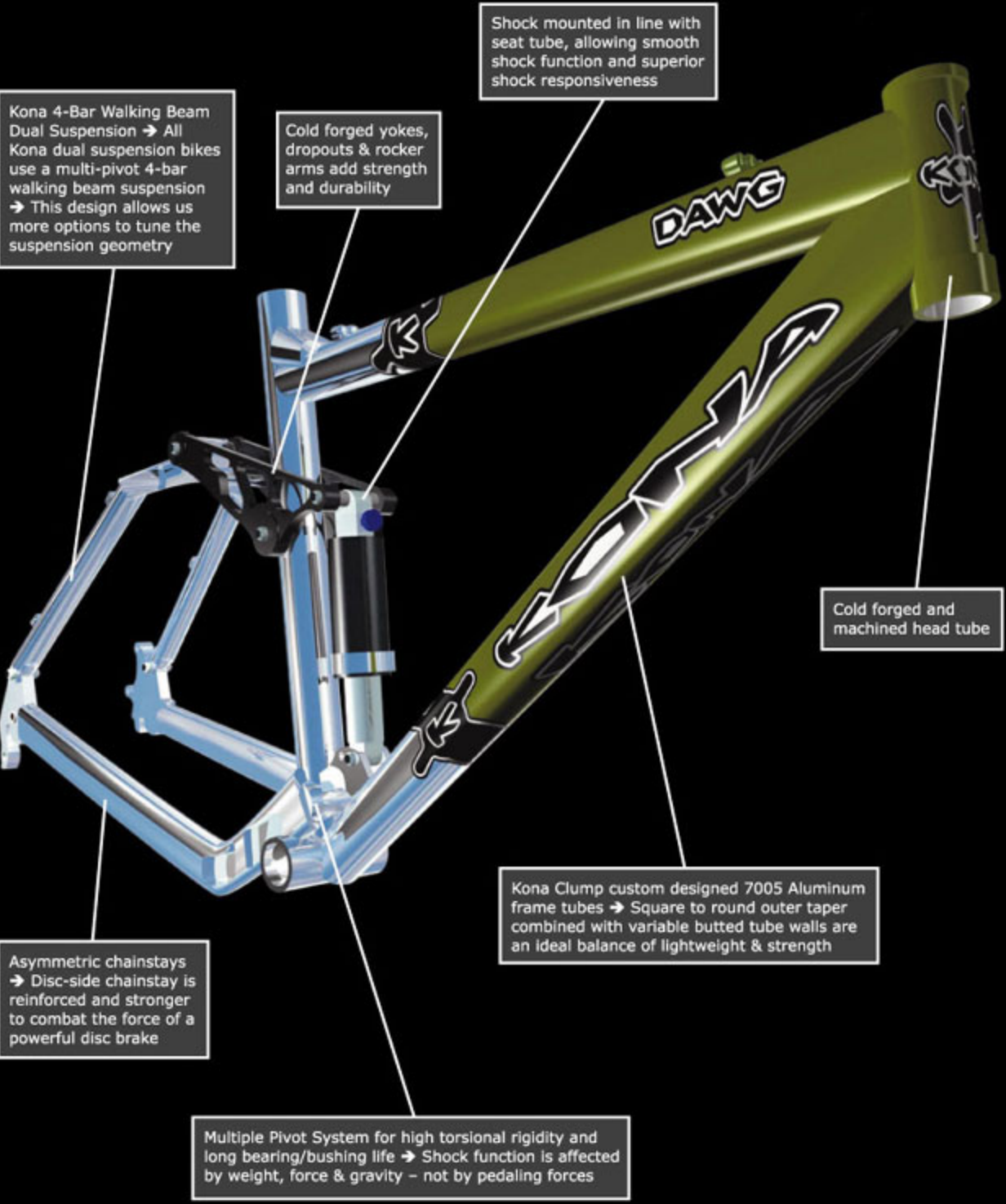
DEWEY: All of our Backcountry and OB full suspension bikes have two lower shock mount positions. This allows the rider to select if they want a more linear, or more progressive suspension action. The suspension becomes more progressive when the mount closest to the seat tube is used, which aids in preventing the shock from bottoming out. Using the mount located further from the seat tube, results in a more linear suspension, allowing for a smooth and even transition through the rear wheel travel.

→ Why don't you make variable travel bikes?

PADDY: Like I said before, Kona bicycles are purpose built for cross-country, back-country, out of bounds or pure downhill. You can't make a cross-country bike into a downhill bike by simply changing the travel with an adjustment. All the design elements and components have to work together so you get the right performance from a bike. Apart from adding weight, adjustable travel systems add pieces that wear out quickly and can make a bike rickety. We find that most riders put the travel in the maximum position and leave it there...when is the last time you saw an adjustable travel motorcycle?

Kona Walking Beam 4-Bar Dual Suspension → Back Country

We took longer than most companies to introduce dual suspension bikes, but since 1996 our 4-Bar design has been the basis for all of our dualies → Over the years, 4-Bar has become the standard in dual suspension while we continued to refine our original system → Today we are known for our extremely efficient and balanced ride as well as having one of the most durable and reliable linkage systems on the trail



Kona 4-Bar Walking Beam Dual Suspension → All Kona dual suspension bikes use a multi-pivot 4-bar walking beam suspension → This design allows us more options to tune the suspension geometry

Cold forged yokes, dropouts & rocker arms add strength and durability

Shock mounted in line with seat tube, allowing smooth shock function and superior shock responsiveness

Cold forged and machined head tube

Kona Clump custom designed 7005 Aluminum frame tubes → Square to round outer taper combined with variable butted tube walls are an ideal balance of lightweight & strength

Asymmetric chainstays → Disc-side chainstay is reinforced and stronger to combat the force of a powerful disc brake

Multiple Pivot System for high torsional rigidity and long bearing/bushing life → Shock function is affected by weight, force & gravity - not by pedaling forces

A balance of Cross-Country lightweight performance and Out of Bounds strength, **Kona Back Country** bikes are mid-weight, 28-30 pound (12.7-13.6 kg) machines with 4 inches of front and rear wheel travel for all-day, epic adventures

DAWG

Kona Clump 7005
Aluminum Butted Frame
→ Fox Float R Shock - Four
Inches Rear Wheel Travel →
Marzocchi EXR Air Fork
→ Shimano Deore Hydraulic
Disc Brakes → Shimano
Hollowtech Cranks



DAWG DEE-LUX

Kona Clump 7005
Aluminum Butted Frame
→ Fox Float R Shock -
Four Inches Rear Wheel
Travel → Fox Float R
Fork → Race Face
Prodigy XC Crank →
Shimano Deore
Hydraulic Brakes



DAWG PRIMO

Kona Clump 7005
Aluminum Butted Frame
→ Fox Float RL Shock -
Four Inches Rear Wheel
Travel → Fox F100RL
Fork → Hayes HFX-Mag
Hydraulic Disc Brakes
→ Race Face Turbine
Lite Crank



Dik 'n Dawg → Whistler Mountain photo by John Gibson the Kona lensman

