MOTION

2011

S-WORKS MOUNTAIN BIKES

Matt Hunter explores a hidden gem of singletrack in Iceland from the seat of an Enduro.

CONTENTS


TOTAL
SUSPENSION
INTEGRATION
S-WORKS
424±1
74°
71.5°±0.5°
425
1096.1
DMD
SPECIALIZED
FOX

Cut-away showing tapered carbon steerer tube and recessed lower bearing.

Cut-away of a Specialized/FOX Brain showing how internals align to react to every change in terrain.

THE BEST RIDING MOUNTAIN BIKES ARE BUILT FROM THE GROUND UP AS AN INTEGRATED SYSTEM.

TSI is an integrated approach to design that gives us complete control over every part of the bike, allowing us to optimise strength, stiffness, weight, spring rates, damping curves, etc., based on the demands of the ride experience. By fine-tuning each part to work in harmony with the other, TSI gives you better overall bike performance.

FRAME AND FORK INTEGRATION

Controlling the bike's frame and fork interface allows us to pioneer features like tapered steerer tubes and bearing/down tube alignment that work together to minimise weight and maximise stiffness.

FORK AND WHEEL INTEGRATION

By utilising a greater surface area combined with a QR skewer, our OS 28 end caps increase stiffness at the front of the bike for greater control and confidence, without the additional weight of a thru-axle.

BRAIN TECHNOLOGY

Pioneered by Specialized, Brain technology is found in our branded forks, as well as our collaborative fork/shocks with RockShox and FOX. Since the Brain knows the difference between rider forces and bump forces, it immediately transitions from firmly efficient in smooth terrain to fully active in rough terrain, boosting both efficiency and control.

OPTIMISED BUMP FORCE MANAGEMENT

FSR linkage, front and rear spring rates, and damping curves are created and tuned together to maximise control and traction.

FSR SUSPENSION TECHNOLOGY

Christoph Sauser pilots his Epic over the rough stuff at the 2010 Val di Sole World Cup.

FSR = ACTIVE, INDEPENDENT SUSPENSION FOR MAXIMUM CONTROL, COMFORT AND EFFICIENCY.

We pioneered active, independent suspension over 15 years ago and have been refining it ever since. Our FSR technology delivers more control, comfort, and efficiency than any other system by effectively decoupling chain and brake loads from rear suspension.

01. INDEPENDENT, ACTIVE SUSPENSION MOTION

Patented FSR four-bar suspension isolates chain loads from suspension, leaving it free to compress and rebound to the terrain, thereby boosting your traction and control on the trail. Only because FSR is independent of chain and brake loads can it be active. And active suspension is free to absorb bump forces so your body doesn't have to. By mitigating these repetitive impacts, you can ride longer and more comfortably.

02. INDEPENDENT PEDALLING

Suspension motion is independent of pedal stroke, so all the effort you put into the pedals will move you forward, not up and down. This makes you the most efficient motor possible.

03. INDEPENDENT BRAKING

Because the brake "floats" on the seatstay, FSR suspension remains active under braking, providing maximum control when you need it most.

The Horst link, part of our patented FSR linkage, creates a floating seatstay by separating drivetrain and braking forces. Our engineers control the location of the link, tuning each bike according to the demands of the ride experience.

EPIC

QUITE SIMPLY THE FASTEST, MOST NIMBLE FULL-SUSPENSION XC RACE BIKE ON THE PLANET. CAN YOU SAY XC WORLD CHAMPION?

Christoph Sauer tears up the Val Di Sole World Cup course on his S-Works Epic.

EPIC

"I rode the Epic 29er for the first time only one day before the National Championships. It was like butter on the course, and I knew I had to race it. Two days later I had two national titles. This bike just flat out performs."
-TODD WELLS, SPECIALIZED FACTORY RACING

MINI BRAIN
The Specialized-pioneered, FOX-made Mini Brain damper senses variations in terrain, allowing the rear shock to automatically transition from firm to fully active suspension settings for greater efficiency and control. It's called "Mini" because of its lightweight spring and gram-shaving design.

SPECIALIZED E100 AND CUSTOM REBA S29 FORKS
The custom, 29er-specific RockShox Reba S29 fork with Brain damping (or Specialized E100 on 26") promises maximum efficiency and smooth bump compliance. Its tapered carbon steerer, oversized end caps, and 100mm of travel create a light and stiff set-up that delivers precision steering and superior descending capability.

142+ REAR END
This proprietary rear hub design widens spoke stance for greater stiffness, which means more stability on the trail. The threaded axle lets you take the wheel in and out of the frame easily thanks to wheel guides on the dropouts.

S-WORKS FACT CARBON DOUBLE CRANK
Integrated with an oversized bottom bracket, our proprietary carbon crank with SRAM XX 24/38t rings (26/39t on 26") and ceramic bearings boasts a market-leading stiffness-to-weight ratio. Moving to an XC double (rather than triple) not only reduces weight and redundant gears, but improves shifting and ground clearance.

REVIEWS

"The S-Works Epic is a quick and nimble-steering bike. It changes course almost subconsciously and at the same time offers enough stability for the rider to make up time on the descents."
-MOUNTAIN BIKE ACTION MAGAZINE

WINS

US National XC Championships: Todd Wells
XC World Cup, Windham, NY: Jaroslav Kulhavy
Craft Bike Trans Germany: Christoph Sauser
US Pro XTC Series: Todd Wells
South African National XC Championships: Burry Stander
Multiple XTERRA victories: Conrad Stoltz and Dan Hugo


SPECIALIZED
S-WORKS

S-WORKS EPIC
Red/White

S-WORKS EPIC FSR CARBON
Red/White

S-WORKS EPIC FSR CARBON FRAME
Red/White

STUMPJUMPER FSR

THE BEST CLIMBING, BEST DESCENDING (AKA, DO-EVERYTHING) FULL-SUSPENSION TRAIL BIKE FOR OVER 30 YEARS.

STUMPJUMPER FSR

"I love a bike that feels relaxed on a fast fire road but is nimble on the trail. The Stumpjumper FSR is all that, plus it loves goat path grunter climbs. With so many great ride qualities, there is nothing this bike can't do."

-KIRT VOREIS, SPECIALIZED ALLRIDE TOUR

FACT IS CARBON CONSTRUCTION

To make the S-Works Stumpjumper FSR the lightest, stiffest, and strongest bike in its class, we use our most advanced carbon construction method – which separates the front triangle into two monocoques – to precisely optimise all tube shapes, sizes, and joints.

ADJUSTABLE-TRAVEL S140 FORK

The Specialized Future Shock S140TA fork gives trail riders an adjustable 115mm to 140mm of smooth-flowing, highly tunable travel. Features include Spike Valve compression adjustment, an externally tunable air cartridge, and a 1 1/8" to 1 1/2" tapered carbon steerer for greater front-end stiffness.

TRAIL-TUNED BRAIN

The Specialized-pioneered, FOX-made Brain damper senses changes in the trail and allows the rear shock to instantaneously transition from firm in smooth terrain to fully active in rough terrain, giving the rider greater efficiency and control.

WHEEL INTEGRATION

By increasing the surface area between hub and fork dropouts with our oversized OS 28 end caps, we've increased the front-end stiffness of the bike for more control and confidence on technical terrain. The set-up features a super light QR axle, rather than a heavier thru-axle, to keep weight to a minimum.

REVIEWS

"This exceedingly well-appointed trail bike absolutely slays singletrack ... [It] was to our test track what a Samurai sword is to a watermelon."

"Blasting down a chattery rock garden into a sweeping corner, the bike would suck up the rough stuff until, given a moment of smooth terrain, the Brain shock precisely stiffened, firing the rider out of the corner."

-BIKE MAGAZINE

S-WORKS STUMPJUMPER FSR
Carbon/Red

S-WORKS STUMPJUMPER FSR CARBON FRAME
Carbon

ENDURO

CLIMB TO THE TOP. RIP TO THE BOTTOM. THIS ALL-MOUNTAIN RIG KILLS IT ALL.

Matt Hunter snakes down surreal singletrack in Iceland on his S-Works Enduro.

ENDURO

"To me, the Enduro really is the ultimate mountain bike. It's comfortable, capable, and begs to be ridden hard. But more than anything else, this bike has changed the way I think of riding. XC, all mountain, trail, freeride – whatever you want to call it, the Enduro inspires every rider to give'er."

-MATT HUNTER, PROFESSIONAL FREERIDER

FACT IS-X CARBON FRAME

The Enduro's "X-Wing" design – with beefed up seat/chainstays and tapered head tube – delivers stiffness and durability at minimal weight. Combining a plush, relaxed all-mountain geo with added torsional stiffness in select areas makes this bike capable of handling serious downhill abuse, without forfeiting climbing efficiency or steering precision.

FOX RP23-S REAR SHOCK

Custom made for the Enduro, the 160mm-travel FOX RP23-S rear shock features ProPedal for climbing efficiency, 3-position low-speed compression adjustment for tunability on descents, and position-sensitive Boost Valve damping for better square edge hit performance.

ADJUSTABLE-TRAVEL E160 FORK

The Specialized-designed Future Shock E160TA fork features 135-160mm of adjustable travel for dialled climbing and descending, with a stiff, tapered carbon steerer (1 ⅛" to 1 ½") that helps direct forces into the tough front triangle.

REMOTE-ADJUST COMMAND POST

This three-position hydraulic seatpost lets riders control their saddle height without getting off the bike. With the bar-mounted remote, riders can switch between Power position (full height) for climbs, Cruiser position (35mm below full height) for undulating terrain, and Descend position (125mm below full height) for technical downhill.

S-WORKS ENDURO
Carbon/Red

REVIEWS

"One of the best all-mountain bikes we've ridden, and it may quite possibly be our favourite trail bike on rugged downhills."
-DECLINE MAGAZINE

"It'll make you re-think what an all-mountain bike is capable of."
-MOUNTAIN BIKE MAGAZINE

STUMPJUMPER HT

LEGENDARY NAME. LEGENDARY PERFORMANCE. STILL THE LIGHTEST AND MOST EXPLOSIVE XC HARDTAIL YOU'LL EVER THROW A LEG OVER.

Burry Stander floats his Stumpjumper HT 29er over the rocks at the Windham World Cup.

STUMPJUMPER HT

"For me, this bike is the ultimate XC package. It's light, yet stable. Smooth, yet stiff."
-BURRY STANDER, SPECIALIZED FACTORY RACING

ULTRA-LOW TOTAL BIKE WEIGHT
Careful tube shaping, advanced FACT IS construction, and meticulously-selected components cut Stumpjumper HT frame weighs less than ever.

S-WORKS STUMPJUMPER HT FRAME
Red/White

REVIEWS

"On the trail this bike rips. It's all-day comfortable, accelerates quickly, rolls on smooth singletrack like a locomotive, and climbs like a road bike."
-MOUNTAIN FLYER MAGAZINE

WINS

Sea Otter Classic Short Track: Burry Stander
Sea Otter Classic XC: Todd Wells

S-WORKS ROAD BIKES

Andy Schleck finishes 1st on his Specialized S-Works Tarmac SL3 during Stage 17 of the 2010 Tour de France.

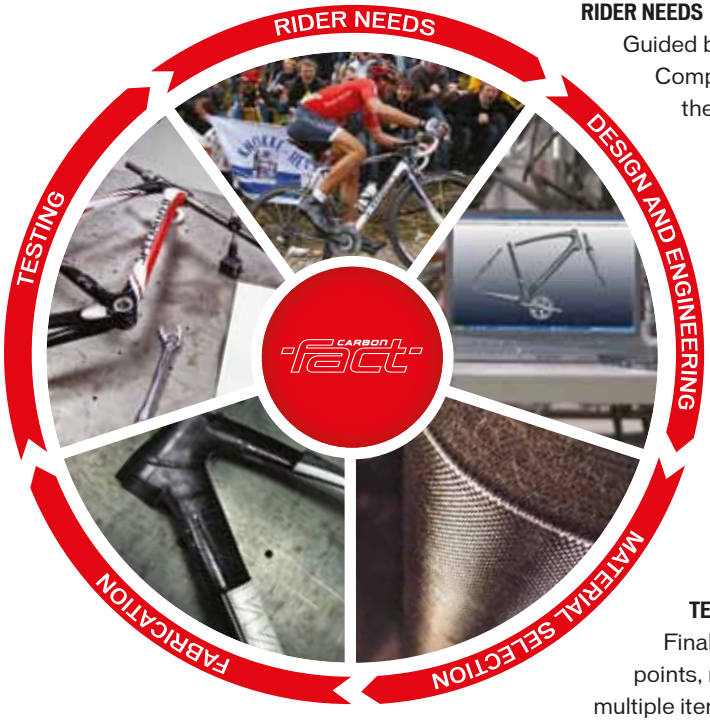
CONTENTS


FACT
CARBON

FUNCTIONAL ADVANCED COMPOSITE TECHNOLOGY – IT'S WHAT MAKES OUR BIKES BETTER.

WHAT IS FACT?

You'll see it printed on the tubes of our carbon bikes and equipment, but there's more to the FACT name than meets the eye. Functional Advanced Composite Technology represents our holistic approach to working with composites – a detailed development cycle that starts with the needs of the rider and ends with the highest performance bikes possible.



RIDER NEEDS

Guided by the needs of the rider experience – Competitive Road, Triathlon, etc. – we determine the essential properties for each bike.

DESIGN AND ENGINEERING

Innovation and optimisation. This is where we dream up new technologies to make each bike the best of its breed.

MATERIAL SELECTION

We select the specific fibres, resins, and weaves for each bike before manufacturing begins.

FABRICATION PROCESS

Here we create the carbon layup for each bike, choose the appropriate manufacturing method, and bake the finished frame.

TESTING

Finally, we lab-test frame prototypes at all load points, ride-test them with our pros, then make multiple iterations until we're satisfied.

SMOOTHER IS FASTER

Fabian Cancellara powers a Roubaix SL3 to yet another win at the bike's namesake race, Paris-Roubaix. Is three years of winning on the cobbles proof that smoother is faster? We think so.

MORE CONTROL/LESS FATIGUE/HIGHER SPEEDS/HAPPIER RIDERS

A smoother ride really can be faster. And the key ingredient is vertical compliance. By allowing the frame to flex in a vertical plane, vertical compliance smoothes your overall ride, reduces fatigue by absorbing forces from the road, and increases control by riding "over" bumps, not "into" them. Through bikes like the Roubaix, we've focused on balancing compliance and stiffness to give you high performance without the harsh ride.

PLUSH STAYS

The 3D-bend seatstays and proprietary composite layup on the Roubaix are engineered for maximum vertical compliance.

THIN TO WIN

A thin 27.2mm seatpost and svelte seat tube maximise vertical deflection, thereby delivering the smoothest ride around.

VIBRATION DAMPING

Zertz viscoelastic dampers in the fork and seatstays filter vibrations from the road, so your body doesn't have to.

Our frames utilise a combination of Zertz dampers and shaped seatstays to offer the smoothest ride without compromising speed and efficiency.

ROUBAIX SL3

NOTHING IS SMOOTHER AND FASTER... JUST ASK FABIAN CANCELLARA (OR THE COBBLES OF PARIS-ROUBAIX).

Fabian Cancellara powers at the front, dragging the peloton through the Arenberg Forest en route to victory at the 2010 Paris-Roubaix.

ROUBAIX SL3

After Fabian won Paris-Roubaix in 2010 – riding away from the pack at 49.5 kilometres and never looking back – he was asked if the Roubaix SL3 bike gave him any advantages. His answer: "49.5 kilometres alone." Short, but sweet.

- FABIAN CANCELLARA, TEAM SAXO BANK

SL3 CONSTRUCTION

In our proprietary, top-of-the-line frame construction, the one-piece chainstay/BB minimises flex at the critical power transfer junction where crank arms meet frame. The BB and head tube use internally raised ribs to optimise fibre alignment for greater stiffness, hollow carbon fibre dropouts and headset cups cut weight to an absolute minimum.

CARBON SEATSTAYS WITH IN-ZERTZ

Our specially moulded stays allow for less carbon in the layup, decreasing weight while improving overall stiffness and vertical compliance. And with newly designed In-Zertz dampers, road vibrations are further reduced for a smoother ride and less fatigue over the long haul (standard Zertz inserts are also used in the seatpost and fork for additional vibration damping).

INTERNAL CABLE ROUTING

Brake and shifter cables are routed through the frame tubes, exiting at the BB and back end of the top tube and chainstay. This keeps cable housings clean and dry for better shifting and braking performance in all conditions, while maintaining clean design lines.

COBRA HEAD TUBE

By manipulating the geometry of our new head tube, we make gains in stiffness without having to use an overly brittle fibre that would sacrifice compliance. Widening the top and down tubes eliminates flat spots behind the head tube for greater front-end stiffness, meaning quicker, more predictable handling.

S-WORKS ROUBAIX SL3
Red/White

S-WORKS ROUBAIX SL3 FRAME
Red/White

REVIEWS

"Previous versions of the Roubaix have been noticeably more compliant over the cobbles than other team bikes I've ridden. This year's iteration is a quantum leap – the kind of riding experience that makes you re-evaluate the combination of comfort and power delivery you previously categorised as acceptable."

- BICYCLING MAGAZINE

WINS

Three consecutive victories:
2010 Paris-Roubaix
2009 Paris-Roubaix
2008 Paris-Roubaix

TARMAC SL3

ALBERTO CONTADOR'S 2010 TOUR DE FRANCE-WINNING BIKE. ALSO A COMPETITION FAVOURITE OF PROS LIKE ANDY SCHLECK AND FABIAN CANCELLARA.

Alberto Contador attacks on the Tourmalet, Stage 17 of the 2010 Tour.

TARMAC SL3

Among the qualities Contador told us he loved about the Tarmac SL3 were the following: Its weight, "When I picked it up, I remarked how impossibly light it is;" Its stiffness, "It makes it very fast when you want to attack;" And its handling, "You can carry it wherever you like." The overall takeaway? "With my new Specialized, the truth is I am quite content."
- ALBERTO CONTADOR, TEAM ASTANA

FACT IS 11R CARBON FRAME

Our most advanced carbon construction method divides the frame into four monocoque sections, with carbon fibres running continuously from tube to tube within each section, for more precise optimisation of tube shapes, sizes, and joints. The result is industry leading stiffness-to-weight, and a crazy light and fast bike with pinpoint handling.

TAPERED HEAD/STEERER TUBE

The SL3's carbon steerer and head tubes taper from 1 1/8" at the top to 1 1/2" at the crown and connect to a massive down tube/top tube cross-section for superior front-end stiffness. Carbon cups and internally raised ribs near the head tube/down tube junction further boost stiffness.

SL3 FRAME CONSTRUCTION

In our proprietary, top-of-the-line frame construction, the one-piece chainstay/BB minimises flex at the critical power transfer junction where crank arms meet frame. The BB and head tube use internally raised ribs to optimise fibre alignment for greater stiffness, and hollow dropouts and headset cups cut weight to a minimum.

S-WORKS FACT CARBON CRANKSET

Specialized S-Works FACT carbon crankset with oversized BB, removable carbon spider, and ceramic bearings has the highest strength-to-weight ratio for unparalleled efficiency and power transfer.

S-WORKS TARMAC SL3
Satin Carbon/Gloss White/Red

S-WORKS TARMAC SL3 FRAMES
Satin Carbon/Gloss White/Red
Also available in Red/White/Black

REVIEWS

"My dream bike is stiffer than a soldier at attention, can turn like Valentino Rossi, and accelerates from standing to race-winning attack before I've had a chance to realise that I'm off the front. Sure, it's a bit of an exaggeration; but hey, it's a dream. It's a dream that the SL3 allows."
- ROAD MAGAZINE

WINS

1st place overall, 2010 Tour De France: Alberto Contador
5 individual stage victories, 2010 Tour De France
1st place Team overall, 2010 Tour De France: Team Astana
2010 Tour of Flanders: Fabian Cancellara
2010 ITU Overall World Champion: Javier Gomez
1st place overall, Tour of Switzerland: Frank Schleck

TRANSITION

WITH EVERY INCH AERODYNAMICALLY ENGINEERED TO ELIMINATE DRAG, SPARE ENERGY AND SHAVE SECONDS FROM YOUR TIME, THE TRANSITION GIVES MULTI-SPORT ATHLETES AND TEAM SPRINTERS THE ADVANTAGE THEY NEED.

TRANSITION

When it's the rider against the clock and the pursuit is speed, the Transition is all the fuel you need. Every inch of this bike is engineered for wind-slicing aerodynamics, superior light weight, drive efficiency and energy-sparing geometry.

FASTEST STRAIGHT-LINE AERO BIKE

The Transition has lower drag at all crosswind angles than the Cervelo P3 Carbon, with significantly reduced drag at 0 and 5 degrees. Features like the FACT carbon N'Aero airfoil tubing, one-inch diameter steerer tube and narrow seatstays all work to minimise frontal area and reduce turbulence.

INTEGRATED BRAKES

The Transition's brake system is designed in tandem with its frame for maximum aerodynamics and control. The centre-pull front brake, low-mount rear brake and internal cable routing all help to minimise drag.

2-POSITION SEATPOST

The FACT carbon two-position Transition seatpost uses 100mm of fore/aft adjustment and an airfoil, wing-shaped design to ensure that every rider from TT to triathlete is positioned for maximum speed, pedalling efficiency and stability.

S-WORKS FACT CARBON CRANK

Integrated with an oversized bottom bracket, our smooth-shifting carbon road crank boasts a leading stiffness-to-weight ratio and features new, more durable ceramic bearings.

S-WORKS TRANSITION
Red/White/Carbon

S-WORKS TRANSITION MODULE
Gloss Red/White

REVIEWS

"From the ground up, this bike screams speed."

"The faster I went, the more stable it seemed – a sure sign that the geometry is spot-on."
-NEIL BROWNE, ROAD MAGAZINE

WINS

18 starts, 11 wins, 3 course records in 2009

SHIV

WORLD'S MOST AERODYNAMIC BIKE + UNRIVALLED TORSIONAL RIGIDITY AND LIGHT WEIGHT = PODIUM FINISH OR PERSONAL BEST

Fabian Cancellara pilots his Shiv to a blazing time trial victory in the 2010 Tour.

SHIV

"Especially in open and windy conditions like my two favourite lava islands, Fuerteventura and the Big Island, the Shiv really stands out. When you have strong ocean winds coming at you at a typical 10-20% yaw angle, you can feel that all your effort is directed into forward motion – not fighting the wind or stabilising the bike."

- RASMUS HENNING, PROFESSIONAL TRIATHLETE

3D-OPTIMISED AIRFOIL TUBING

Rather than looking at 2D cross sections of the bike, we studied the aerodynamics of the entire 3D system (bike and rider) in the wind tunnel to see how airflow in one section affects the next. Then we created superior tube shapes that would ensure the lowest drag possible from leading to trailing edge.

INTEGRATED COCKPIT

All components – from the brakes, head tube, and stem, to the bottom bracket and crankset – are designed from the ground up to work together for maximum stiffness and minimum drag. This results in a faster, more aerodynamic bike with superior handling, unlike typical TT/Tri bikes.

TAPERED HEAD/STEERER TUBE

Going fast is great, but you also need predictable control through corners for the fastest times. Our head tube/steerer assembly tapers from 1" at the top to 1 1/8" at the crown, increasing torsional strength and stiffness for greater steering precision, while maintaining a stealthy, narrow front for aerodynamics.

XY FIT

When you have to hold a static position for long periods, fit is especially important. We size the Shiv using X and Y sizing: a precise method that's based on effective stack (X) and reach (Y) from BB to the top and front of the aerobar pad. This allows the rider to more closely replicate fit from bike to bike.

S-WORKS SHIV MODULE
Gloss Red/Carbon/White

REVIEWS

"The Shiv uses a tapered head tube giving the fork a wider, stiffer stance, without a hint of flex. Mortals like you and I will find the stiffness inspiring on technical courses and descents."

- LAVA MAGAZINE

WINS

2009-2010 World Time Trial Championships: Fabian Cancellara
2010 Luxembourg National Time Trial Championships: Andy Schleck
2010 Tristar111 Estonia Triathlon: Philip Graves and Desiree Ficker
Prologue and Stage 19 victories, 2010 Tour de France: Fabian Cancellara
2010 Tour of Switzerland, Time Trial stage: Fabian Cancellara

BE ONE WITH YOUR BIKE

Fabian Cancellara gets BG FIT on his Transition with Dr. Andy Pruitt of the Boulder Centre for Sports Medicine.

BODY GEOMETRY FIT CREATES THE PERFECT MARRIAGE BETWEEN BIKE AND BODY.

Developed in partnership with Dr. Andy Pruitt of the Boulder Centre for Sports Medicine, BG FIT is a comprehensive bike fitting system that helps you ride faster, longer, and in greater comfort. Schedule a BG FIT at your local dealer, and one of our technicians will guide you through a pre-fit interview, 20-step physical assessment, on-the-bike analysis, and follow-up. No matter your riding style or experience level, BG FIT will fit your bike to your body.

Visit www.specialized.com/bgfit for more information and a list of BG FIT-certified dealers near you.

REVIEWS

"I've had two bike fits before, but never have I noticed such a difference as with BG FIT. Right after my fit, I had to stop several times during my ride to make sure my power metre was reading right. I thought it was reading too high for how good I felt. I stopped, re-calibrated the power meter, checked the sensor magnet, and got going again. I found nothing wrong with my power meter, so I attribute the feeling to the new fit on my bike. Doing the harder efforts just seemed so much easier and no discomforts. Simply amazing."

-OSVALDO "OZZIE" OLMOS, CAL GIANT/SPECIALIZED CYCLING TEAM

"Whether the rider is a very competitive athlete or just someone who enjoys riding down the boardwalk at the beach, I see BG FIT opening doors to riders that felt like they hated their bicycles. It gets them back on their bikes and enjoying cycling as much as I do."

-ROBERT DRISKELL, CERTIFIED MASTERS BG FIT TECHNICIAN
COMPETITION SPORTS, GULFPORT MS

Based on the same science that makes BG FIT so successful, Body Geometry equipment is designed to improve the way your body connects with your bike at the three points of contact – your hands, seat, and feet.

SHOES

BG shoes and High Performance footbeds use built-in ergonomic features like the Varus Wedge, Longitudinal Arch, and Metatarsal Button to make the connection between body and bike more productive and more comfortable.

GLOVES

BG gloves feature a unique pad system that helps reduce hand numbness (aka, cycling palsy) by relieving pressure on the ulnar nerve. Multi-density grips and bar coverings work together with BG gloves to improve comfort and endurance.

SADDLES/SHORTS

BG saddles and shorts use customised shapes, cut-outs, and multi-density padding to reduce pressure on arteries and soft tissue for improved blood flow and comfort.

MOUNTAIN SPECS

	SW EPIC CARBON 29ER	SW EPIC CARBON	SW EPIC CARBON FRAME	SW SJ FSR CARBON	SW SJ FSR CARBON FRAME	SW ENDURO CARBON	SW SJ HT CARBON FRAME
FRAME	FACT 11m carbon front triangle, 29" geometry, FACT IS construction, gussetless TT S/M, FACT carbon seatstays w/carbon non-drive DO and chainstays, tapered HT, carbon PF-30 BB, 142mm drop-outs, sealed cartridge bearing pivots, replaceable derailleur hanger, 100mm	FACT 11m carbon front triangle, FACT IS construction, gussetless TT S/M, FACT carbon seatstays w/carbon non-drive DO and chainstays, tapered HT, carbon PF-30 BB, 142mm drop-outs, sealed cartridge bearing pivots, replaceable derailleur hanger, 100mm	FACT 11m carbon front triangle, FACT IS construction, gussetless TT S/M, FACT carbon seatstays w/carbon non-drive DO and chainstays, tapered HT, carbon PF-30 BB, 142mm drop-outs, sealed cartridge bearing pivots, replaceable derailleur hanger, 100mm	FACT 10m carbon front triangle, FACT IS construction, tapered HT, OS BB, carbon seat stays, M5 aluminium chain stays, sealed cartridge bearing pivots, replaceable derailleur hanger, 140mm travel	FACT 10m carbon front triangle, FACT IS construction, tapered HT, OS BB, carbon seat stays, M5 aluminium chain stays, sealed cartridge bearing pivots, replaceable derailleur hanger, 140mm travel	FACT 10m carbon main triangle, FACT IS-X construction, M5 rear triangle, tapered HT, full cartridge bearing pivots, replaceable ISCG mounts, replaceable derailleur hanger, 160mm travel	FACT 11m carbon, FACT IS construction, carbon PF-30 BB, tapered HT, hollow carbon dropouts, replaceable alloy derailleur hanger
REAR SHOCK	Fox/Specialized remote Mini-Brain, inertia valve, w/ Brain Fade adjust, 187x47mm, 29er hose length	Fox/Specialized remote Mini-Brain, inertia valve, w/ Brain Fade adjust, 187x47mm	Fox/Specialized remote Mini-Brain, inertia valve, w/ Brain Fade adjust, 187x47mm	Specialized/Fox Brain Shock w/ remote Trail Tune inertia valve, Brain Fade and rebound adj., 7.75x1.9", integrated cartridge bearing shock mount	Specialized/Fox Brain Shock w/ remote Trail Tune inertia valve, Brain Fade and rebound adj., 7.75x1.9", integrated cartridge bearing shock mount	Fox RP23-S with Boost Valve, reb and separate climbing setting and custom 3-position low-speed comp adj., 8.5x2.125"	
FORK	Custom Specialized/RockShox Reba S29 with Brain, 1-1/2" and 1-1/8" carbon steerer/ crown, RockShox Reba lower, Brain Fade, external rebound adj., 100mm	Specialized Future Shock E100, inertia valve, 1-1/2" and 1-1/8" carbon steer/crown, Brain Fade, external rebound adj., single sided air spring and damper, 100mm travel		Specialized Future Shock S140TA, Spike Valve damper, 1-1/2" and 1-1/8" carbon steer crown, comp and rebound adj., low bearing mount, 140-115mm travel adjust		Specialized Future Shock E160TA, Spike Valve damper, 1-1/2" and 1-1/8" carbon steerer/crown, air and reb and comp adj., 20mm RockShox Maxle Lite thru-axle, 160/135mm travel adj.	1-1/8" and 1-1/2" Threadless, Campy style upper with 1-1/2" lower, cartridge bearings
HEADSET	1-1/8" and 1-1/2" Threadless, Campy style upper with 1-1/2" lower, cartridge bearings	1-1/8" and 1-1/2" Threadless, Campy style upper with 1-1/2" lower, cartridge bearings	1-1/8" and 1-1/2" Threadless, Campy style upper with 1-1/2" lower, cartridge bearings	1-1/8" and 1-1/2" Threadless, Campy style upper with 1-1/2" lower, cartridge bearings	1-1/8" and 1-1/2" Threadless, Campy style upper with 1-1/2" lower, cartridge bearings	1-1/8" and 1-1/2" Threadless, Campy style upper with 1-1/2" lower, cartridge bearings	
STEM	Syntace F109, 6 degree rise, 31.8mm clamp	Syntace F109, 6 degree rise, 31.8mm clamp		Syntace F109, 6 degree rise, 31.8mm clamp		Syntace F109, 6 degree rise, 31.8mm clamp	
HANDLEBARS	S-Works XC Carbon flat bar, uni-directional carbon, 680mm wide, 8 degree back sweep, 31.8mm	S-Works XC Carbon low-rise bar, uni-directional carbon, 660mm wide, 8 degree back sweep, 6 degree up, 31.8mm		S-Works XC Carbon low-rise bar, uni-directional carbon, 680mm wide, 8 degree back sweep, 6 degree up, 31.8mm		Specialized Enduro low-rise bar, uni-directional carbon, 720mm wide, 8 degree back sweep, 6 degree up, 31.8mm	
GRIPS	Specialized lock-on, S/M: Grappler, Other: Rocca	Specialized lock-on, S/M: Grappler, Other: Rocca		Specialized lock-on, S/M: Grappler, Other: Rocca		Specialized lock-on, S/M: Grappler, Other: Rocca	
FRONT BRAKE	Custom Avid XX World Cup R, tool-less reach adj., alloy backed semi-metallic pads, magnesium calliper, ti hardware, S/M: 160mm, L/XL: 185mm rotor	Custom Avid XX World Cup R, tool-less reach adj., alloy backed semi-metallic pads, magnesium calliper, ti hardware, S/M: 160mm, L/XL: 185mm rotor		Custom Avid XX R, tool-less reach adj., alloy backed semi-metallic pads, magnesium calliper, ti hardware, S/M: 185mm, L/XL: 203mm rotor		Custom Avid XX R, tool-less reach and pad contact adj., alloy backed semi-met pads, magnesium calliper, ti hardware, 203mm rotor	
REAR BRAKE	Custom Avid XX World Cup R, tool-less reach adj., alloy backed semi-metallic pads, magnesium calliper, ti hardware, 160mm rotor	Custom Avid XX World Cup R, tool-less reach adj., alloy backed semi-metallic pads, magnesium calliper, ti hardware, S/M: 140mm, L/XL: 160mm rotor		Custom Avid XX R, tool-less reach adj., alloy backed semi-metallic pads, magnesium calliper, ti hardware, S/M 160mm, L/XL:185mm rotor		Custom Avid XX R, tool-less reach and pad contact adj., alloy backed semi-met pads, magnesium calliper, ti hardware, 185mm rotor	
BRAKE LEVERS	Custom Avid XX World Cup R hydraulic, tool-less reach adjust, magnesium body, carbon lever	Custom Avid XX World Cup R hydraulic, tool-less reach adjust, magnesium body, carbon lever		Custom Avid XX R hydraulic, tool-less reach adjust, magnesium body, carbon lever		Custom Avid XX R hydraulic, tool-less reach adj. and pad contact adj., magnesium body, carbon lever	
FRONT DERAILLEUR	SRAM XX, S3 direct mount for DMD, top swing, bottom pull	SRAM XX, S3 direct mount for DMD, top swing, bottom pull		SRAM X.0, 10-speed, S1 direct mount for DMD, bottom pull		SRAM X.0, 10-speed, S1 direct mount for DMD, bottom pull	
REAR DERAILLEUR	SRAM XX, 10-speed, mid cage	SRAM XX, 10-speed, mid cage		SRAM XX, 10-speed, mid cage		SRAM XX, 10-speed, mid cage	
SHIFT LEVERS	SRAM XX, 10-speed, carbon trigger, Match Maker clamp	SRAM XX, 10-speed, carbon trigger, Match Maker clamp		SRAM XX, 10-speed, carbon trigger, Match Maker clamp		SRAM X.0, 10-speed, carbon/aluminium trigger	
CASSETTE	SRAM XX, 10-speed, 11-36t	SRAM XX, 10-speed, 11-36t		SRAM XX, 10-speed, 11-36t		SRAM XX, 10-speed, 11-36t	
CHAIN	SRAM PC-1090, 10-speed	SRAM PC-1090, 10-speed		SRAM PC-1090, 10-speed		SRAM PC-1090, 10-speed	
CRANKSET	S-Works OS carbon crank, 10-speed XC double, custom XX spider/rings, S: 170mm, others: 175mm	S-Works OS carbon crank, 10-speed XC double, custom XX spider/rings, S: 170mm, others: 175mm		S-Works OS carbon crank, 10-speed XC Trail double, custom XX spider/rings, S: 170mm, others: 175mm		SRAM X.0 Carbon, 10-speed AM double, GXP spindle, removeable spider, Gamut Shift Guide, S: 170mm, others: 175mm	
CHAINRINGS	38A x 24A, 4-bolt, 104/64mm	39A x 26A, 4-bolt		38A x 24A, 4-bolt, 104/64mm		36A x 24A, 4-bolt, 104/64mm	
BOTTOM BRACKET	S-Works OS, integrado for PF-30	S-Works OS, integrado for PF-30		S-Works, OS, integrated		SRAM GXP, outboard bearing	
PEDALS	Resin Test Ride Pedals with toe clips, CEN std.	Resin Test Ride Pedals with toe clips, CEN std.		Resin Test Ride Pedals with toe clips, CEN std.		Resin Test Ride Pedals with toe clips, CEN std.	
RIMS	Roval Control SL 29, carbon disc, 26mm, 32h	Roval Control SL, disc, 24mm, 24h		Roval Control Trail SL, alloy disc, 26mm, 24h		Roval Traverse EL, disc, 26mm, 27h	
FRONT HUB	Roval Control SL, carbon/alloy, OS 28mm end caps, QR, 32h	Roval Control SL, carbon/alloy, 24h, OS 28mm end caps, QR		Roval Control Trail SL, carbon/alloy, 24h, OS 28mm end caps, QR		Roval Traverse EL, alloy, 27h, 20mm thru-axle	
REAR HUB	Roval Control SL 142+, DT Star Ratchet, 32h	Roval Control SL 142+, DT Star Ratchet, 28h	Specialized Hi Lo 142+ disc, double sealed cartridge bearing, RWS, 32h	Roval Control SL, DT Star Ratchet, 28h, QR		Roval Traverse EL, DT Star Ratchet, 32h, QR	
SPOKES	DT Swiss Revolution 2.0/1.5/2.0mm stainless, DT Aerolite, bladed, painted	DT Swiss Revolution 2.0/1.5/2.0mm stainless, DT Aerolite, bladed, painted		DT Swiss Revolution 2.0/1.5/2.0mm stainless, DT Aerolite, bladed, painted		DT Swiss Super Comp 2.0/1.7/1.8mm stainless	
FRONT TYRE	S-Works Renegade, 120 TPI, 2Bliss ready aramid bead, dual compound, 29x1.95"	S-Works Fast Trak LK, 120 TPI, 2Bliss ready aramid bead, dual compound, 26x2.0"		S-Works Purgatory, 120 TPI, 2Bliss ready aramid bead, dual compound, 26x2.2"		Specialized Clutch Control, 60 TPI, 2Bliss ready aramid bead, dual compound, 26x2.3"	
REAR TYRE	S-Works Renegade, 120 TPI, 2Bliss ready aramid bead, dual compound, 29x1.95"	S-Works Renegade, 120 TPI, 2Bliss ready aramid bead, dual compound, 26x1.9"		Specialized "The Captain" Control, 60 TPI, 2Bliss ready aramid bead, dual compound, 26x2.0"		Purgatory Control, 60 TPI, 2Bliss ready aramid bead, dual compound, 26x2.2"	
INNER TUBES	Ultralight presta valve	Ultralight presta valve		Ultralight presta valve		Ultralight presta valve	
SADDLE	Specialized BG Phenom Expert, Ti rails, 143mm width	Specialized BG Phenom Expert, Ti rails, 143mm width		Specialized BG Henge Expert, Ti rails, 143mm width		Specialized BG Henge Expert, Ti rails, 143mm width	
SEATPOST	S-Works Carbon, single-bolt head, 30.9mm, 400mm	S-Works Carbon, single-bolt head, 30.9mm, 400mm	S-Works Carbon, single-bolt head, 30.9mm, 400mm	S-Works Carbon, single-bolt head, 30.9mm, S/M: 350mm, other: 400mm	S-Works Carbon, single-bolt head, 30.9mm, S/M: 350mm, other: 400mm	Specialized Command Post, 3-position, 125mm adjustable height w/air spring, remote operated, single bolt head	S-Works Carbon, 27.2mm, single-bolt head, 15.5/17.5": 350mm, others: 400mm
SEAT BINDER	36.9mm clamp, one bolt for carbon frame/post	36.9mm clamp, one bolt for carbon frame/post	36.9mm clamp, one bolt for carbon frame/post	36.9mm clamp ID, 7050 hard anodised alloy collar w/ QR, for carbon frame	36.9mm clamp ID, 7050 hard anodised alloy collar w/ QR, for carbon frame	36.9mm clamp ID, 7050 hard anodised alloy collar w/ QR, for carbon frame	32.6mm clamp, one bolt for carbon frame/post
NOTES	Protective clear coat, derailleur hanger, reflectors, owners manual	Protective clear coat, derailleur hanger, reflectors, owners manual	Protective clear coat, derailleur hanger, owners manual	Protective clear coat, derailleur hanger, reflectors, owners manual	Protective clear coat, derailleur hanger, owners manual	Protective clear coat, derailleur hanger, reflectors, owners manual	Protective clear coat, derailleur hanger, owners manual

ROAD SPECS

	SW ROUBAIX SL3	SW ROUBAIX SL3 FRAMESET	SW TARMAC SL3	SW TARMAC SL3 FRAMESET	SW TRANSITION	SW TRANSITION MODULE	SW SHIV MODULE
FRAME	S-Works Roubaix FACT 11r carbon, FACT IS construction, Cobra 1-1/8" to 1-3/8" head tube, compact race design w/ Zertz inserts, internal cable routing, carbon OSBB	S-Works Roubaix FACT 11r carbon, FACT IS construction, Cobra 1-1/8" to 1-3/8" head tube, compact race design w/ Zertz inserts, internal cable routing, carbon OSBB	S-Works SL3 FACT 11r, FACT IS construction, compact race design, 1-1/2" lower HS bearing, carbon OSBB	S-Works SL3 FACT 11r, FACT IS construction, compact race design, 1-1/2" lower HS bearing, threaded BB shell	S-Works Transition FACT 9r N'Aero tube shaping, triple monocoque construction, compact aero geometry, vertical seat adjustment, OS BB	S-Works Transition FACT 9r N'Aero tube shaping, triple monocoque construction, compact aero geometry, vertical seat adjustment, OS BB	Specialized FACT 10r carbon, aero tube shape, FACT IS construction, includes fork, seatpost and stem, OSBB
FORK	S-Works FACT carbon full monocoque w/ Zertz inserts	S-Works FACT carbon full monocoque w/ Zertz inserts	Specialized FACT carbon full monocoque, OS race for 1-1/2" bearing	Specialized FACT carbon full monocoque, OS race for 1-1/2" bearing	Transition FACT N'Aero carbon, monocoque construction, 1" steerer	Transition FACT N'Aero carbon, monocoque construction, 1" steerer	S-Works FACT carbon full monocoque
HEADSET	1-1/8" upper and 1-3/8" lower Cr-Mo cartridge bearings w/ 20mm carbon cone spacer and 20mm of carbon spacers	1-1/8" upper and 1-3/8" lower Cr-Mo cartridge bearings w/ 20mm carbon cone spacer and 20mm of carbon spacers	1-1/8" upper and 1-1/2" lower Cr-Mo cartridge bearings integrated w/ headset, carbon 8mm cone spacer and 20mm of carbon spacers	1-1/8" upper and 1-1/2" lower Cr-Mo cartridge bearings integrated w/ headset, carbon 8mm cone spacer and 20mm of carbon spacers	1" Ahead set, 30mm carbon spacers (2x10mm, 2x5mm)	1" Ahead set, 30mm carbon spacers (2x10mm, 2x5mm)	1" upper and 1-1/8" lower Cr-Mo cartridge bearings
STEM	S-Works 3D forged 7050 alloy w/ carbon-wrap top and front cap		S-Works 3D forged 7050 alloy w/ carbon-wrap top and front cap		S-Works 3D forged with carbon-wrap top and front cap	S-Works Pro-set stem	S-Works Aero
HANDLEBARS	S-Works SL Carbon, shallow drop		S-Works SL Carbon, classic bend		Profile carbon X3		S-Works Aero
TAPE	Specialized S-Works Roubaix wrap with neoprene pads		Specialized S-Works wrap		Specialized S-Works wrap		
FRONT BRAKE	Shimano Dura-Ace		Shimano Dura-Ace		S-Works Aero Brake	S-Works Aero Brake	S-Works aero integrated
REAR BRAKE	Shimano Dura-Ace		Shimano Dura-Ace		S-Works Aero Brake	S-Works Aero Brake	S-Works aero integrated
BRAKE LEVERS	Shimano Dura-Ace STI, flight deck compatible		Shimano Dura-Ace STI, flight deck compatible		SRAM TT lever		Tektro Shiv brake levers, alloy w/ adjuster
FRONT DERAILLEUR	Shimano Dura-Ace		Shimano Dura-Ace		SRAM RED		
REAR DERAILLEUR	Shimano Dura-Ace		Shimano Dura-Ace		SRAM RED		
SHIFT LEVERS	Shimano Dura-Ace STI, flight deck compatible		Shimano Dura-Ace STI, flight deck compatible		SRAM shift levers		
CASSETTE	Shimano Dura Ace, 10-speed, 11-28t		Shimano Dura Ace, 10-speed, 11-27t		SRAM RED, 10-speed, 11-25t		
CHAIN	Shimano Dura-Ace		Shimano Dura-Ace		KMC SL DLC		
CRANKSET	S-Works SL FACT carbon		S-Works FACT carbon		S-Works Crankset 53x39	S-Works Crankset 53x39	S-Works FACT carbon
CHAINRINGS	50 x 34T		53 x 39T		53 x 39T	53 x 39T	53 x 39T
BOTTOM BRACKET	OS integrated, ceramic bearings		OS integrated, ceramic bearings		Ceramic bearings	Ceramic bearings	OS integrated, ceramic bearings
PEDALS	Black cage, body & toe clips w/ strap		Black cage, body & toe clips w/ strap		Silver cage/black body, w/ black toe clips and strap		
FRONT WHEEL	Shimano Dura-Ace Carbon Tubeless		Roval Rapide SL 45		Zipp 404 Clincher		
REAR WHEEL	Shimano Dura-Ace Carbon Tubeless		Roval Rapide SL 45		Zipp 404 Clincher		
FRONT TYRE	S-Works Turbo Tubeless, 700x23c, carbon bead, 127TPI		S-Works Turbo, 700x23c, Aramid bead, 220TPI w/ Black Belt protection		S-Works Mondo Open Tubular, 700x21c, 290TPI		
REAR TYRE	S-Works Turbo Tubeless, 700x23c, carbon bead, 127TPI		S-Works Turbo, 700x23c, Aramid bead, 220TPI w/ Black Belt protection		S-Works Mondo Open Tubular, 700x21c, 290TPI		
INNER TUBES	Standard presta valve, Super Light Turbo		Super Light Turbo, 60mm presta valve		Super Light Turbo, presta valve		
SADDLE	Body Geometry Avatar Team w/ solid Ti rails		Body Geometry Romin Team w/ solid Ti rails		Body Geometry TriTip 50 w/ Solid Ti rails		
SEATPOST	S-Works FACT carbon w/ Zertz insert, 27.2mm		S-Works FACT carbon, 27.2mm		S-Works Transition Aero Carbon, 450mm length, 2 posts- zero setback and setback	S-Works Transition Aero Carbon, 450mm length, 2 posts- zero setback and setback	Shiv Aero 400mm
SEAT BINDER	Forged alloy, 32.6mm	Forged alloy, 32.6mm	Forged alloy, 32.6mm	Forged alloy, 32.6mm	Transition Seat Clamp	Transition Seat Clamp	Integrated w/ frame
NOTES	Carbon chain stay protector, derailleur hanger, clear coat, owners manual	Carbon chain stay protector, derailleur hanger, clear coat, owners manual	Carbon chain stay protector, derailleur hanger, clear coat, owners manual	Carbon chain stay protector, derailleur hanger, clear coat, owners manual	Chain stay protector, derailleur hanger, clear coat, owners manual	Chain stay protector, derailleur hanger, clear coat, owners manual	Chain stay protector, derailleur hanger, clear coat, owners manual

MOUNTAIN GEOS

SW EPIC 29ER

SIZE	MED	LG	XL
SEAT TUBE LENGTH - CENTRE TO TOP (MM)	424	463	520
TOP TUBE LENGTH (HORIZONTAL) (MM)*	589	615	641
TOP TUBE LENGTH (ACTUAL) (MM)**	559	584	607
CHAINSTAY LENGTH (MM)	448	448	448
BOTTOM BRACKET HEIGHT - LOW SETTING (MM)	331	331	331
SEAT TUBE ANGLE (ACTUAL) - LOW SETTING (°)	69.5°	70°	70°
SEAT TUBE ANGLE (EFFECTIVE) - LOW SETTING (°)	74°	74°	74°
HEAD TUBE ANGLE - LOW SETTING (°)	70.5°	70.5°	70.5°
WHEEL BASE (MM)	1109	1136	1163
STANDOVER HEIGHT (MM)	766	775	790
HEAD TUBE HEIGHT (MM)	110	120	140
HANDLEBAR WIDTH (MM)	680	680	680
STEM LENGTH (MM)	90	105	105
CRANK LENGTH (MM)	175	175	175
SEATPOST LENGTH (MM)	400	400	400
STACK (MM)	605	614	633
REACH (MM)	415	438	458
GROUND-TOP (MM)	936	945	964

SW SJ FSR CARBON

SIZE	S	M	L	XL
SEAT TUBE LENGTH - CENTRE TO TOP (MM)	406	445	483	533
TOP TUBE LENGTH (HORIZONTAL) (MM)*	556	587	617	642
TOP TUBE LENGTH (ACTUAL) (MM)**	523	555	583	608
CHAINSTAY LENGTH (MM)	420	420	420	420
BOTTOM BRACKET HEIGHT - LOW SETTING (MM)	335	335	335	335
SEAT TUBE ANGLE (ACTUAL) - LOW SETTING (°)	70.5°	70.5°	70.5°	70.5°
SEAT TUBE ANGLE (EFFECTIVE) - LOW SETTING (°)	74.5°	74.5°	74.5°	74.5°
HEAD TUBE ANGLE - LOW SETTING (°)	68.5°	68.5°	68.5°	68.5°
WHEEL BASE (MM)	1083	1116	1147	1173
STANDOVER HEIGHT (MM)	737	743	753	777
HEAD TUBE HEIGHT (MM)	118	138	148	158
HANDLEBAR WIDTH (MM)	660	660	660	660
STEM LENGTH (MM)	60	75	90	105
CRANK LENGTH (MM)	170	175	175	175
SEATPOST LENGTH (MM)	350	350	400	400
STACK (MM)	565	584	594	603
REACH (MM)	398	424	452	474
GROUND-TOP (MM)	900	919	929	938

SW SJ HT CARBON

SIZE	15.5	17.5	19	21
SEAT TUBE LENGTH - CENTRE TO TOP (MM)	394	445	483	533
TOP TUBE LENGTH (HORIZONTAL) (MM)*	555	585	615	640
TOP TUBE LENGTH (ACTUAL) (MM)**	538	562	591	615
CHAINSTAY LENGTH (MM)	424	424	424	424
BOTTOM BRACKET HEIGHT - LOW SETTING (MM)	304	304	304	304
SEAT TUBE ANGLE (ACTUAL) - LOW SETTING (°)	73°	73°	73°	73°
HEAD TUBE ANGLE - LOW SETTING (°)	70.5°	70.5°	70.5°	70.5°
WHEEL BASE (MM)	1064	1068	1109	1129
STANDOVER HEIGHT (MM)	770	800	830	870
HEAD TUBE HEIGHT (MM)	120	130	145	165
HANDLEBAR WIDTH (MM)	660	660	660	660
STEM LENGTH (MM)	75	90	105	105
CRANK LENGTH (MM)	170	175	175	175
SEATPOST LENGTH (MM)	350	350	400	400
STACK (MM)	556	580	603	625
REACH (MM)	378	407	436	450
GROUND-TOP (MM)	860	884	907	929

SW EPIC

SIZE	S	M	L	XL
SEAT TUBE LENGTH - CENTRE TO TOP (MM)	394	424	463	520
TOP TUBE LENGTH (HORIZONTAL) (MM)*	554	589	615	641
TOP TUBE LENGTH (ACTUAL) (MM)**	527	560	586	615
CHAINSTAY LENGTH (MM)	425	425	425	425
BOTTOM BRACKET HEIGHT - LOW SETTING (MM)	331	331	331	331
SEAT TUBE ANGLE (ACTUAL) - LOW SETTING (°)	71.5°	71.5°	71.5°	71.5°
SEAT TUBE ANGLE (EFFECTIVE) - LOW SETTING (°)	74°	74°	74°	74°
HEAD TUBE ANGLE - LOW SETTING (°)	70°	70°	70°	70°
WHEEL BASE (MM)	1060	1096	1124	1152
STANDOVER HEIGHT (MM)	755	765	774	790
HEAD TUBE HEIGHT (MM)	125	135	155	185
HANDLEBAR WIDTH (MM)	660	660	660	660
STEM LENGTH (MM)	75	90	105	105
CRANK LENGTH (MM)	170	175	175	175
SEATPOST LENGTH (MM)	400	400	400	400
STACK (MM)	561	571	589	618
REACH (MM)	393	425	446	464
GROUND-TOP (MM)	892	902	920	949

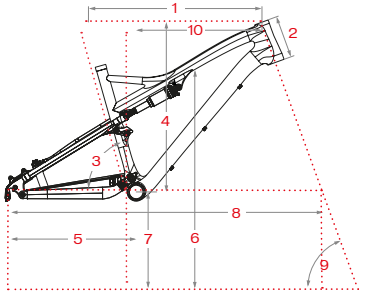
SW ENDURO CARBON

SIZE	S	M	L	XL
SEAT TUBE LENGTH - CENTRE TO TOP (MM)	420	444	467	520
TOP TUBE LENGTH (HORIZONTAL) (MM)*	560	590	620	645
TOP TUBE LENGTH (ACTUAL) (MM)**	532	562	589	615
CHAINSTAY LENGTH (MM)	419	419	419	419
BOTTOM BRACKET HEIGHT - LOW SETTING (MM)	350	350	350	350
SEAT TUBE ANGLE (ACTUAL) - LOW SETTING (°)	70.5°	70.5°	70.5°	70.5°
SEAT TUBE ANGLE (EFFECTIVE) - LOW SETTING (°)	75°	75°	75°	75°
HEAD TUBE ANGLE - LOW SETTING (°)	66.5°	66.5°	66.5°	66.5°
WHEEL BASE (MM)	1120	1151	1185	1213
STANDOVER HEIGHT (MM)	756	761	773	801
HEAD TUBE HEIGHT (MM)	120	130	150	170
HANDLEBAR WIDTH (MM)	720	720	720	720
STEM LENGTH (MM)	60	60	75	90
CRANK LENGTH (MM)	170	175	175	175
SEATPOST LENGTH (MM)	380	380	380	380
STACK (MM)	577	587	605	623
REACH (MM)	404	431	457	477
GROUND-TOP (MM)	927	937	955	973

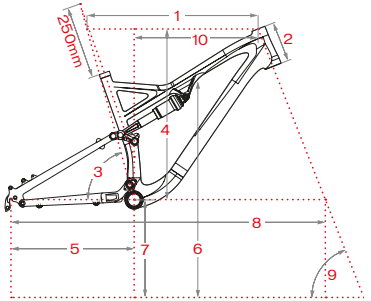
1 Top Tube Length (Horizontal) (mm)*
2 Head Tube Height (mm)
3 Seat Tube Angle
4 Seat Tube Length C-T (mm) (stack)
5 Chainstay Length (mm)
6 Standover Height (mm)
7 Bottom Bracket Height Low (mm)
8 Wheelbase (mm)
9 Head Tube Angle Low (°)
10 BB to top of Head Tube, Horizontal (Reach)

* TT is measured horizontally from centre of HT to centre of ST. Actual, measured along the length of the tube.

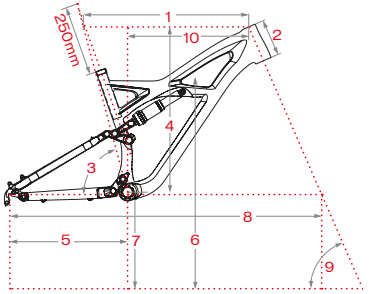
EPIC



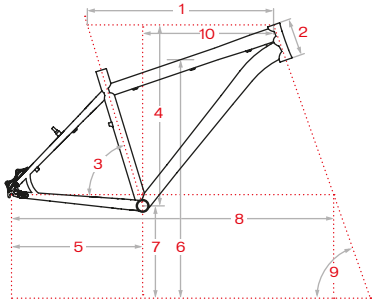
STUMPJUMPER FSR



ENDURO



STUMPJUMPER HT



ROAD GEOS

SW ROUBAIX SL3

SIZE	49	52	54	56	58	61
SEAT TUBE LENGTH, B-B CENTRE TO TOP (MM)	445	475	495	515	540	565
TOP TUBE LENGTH, HORIZONTAL (MM)*	518	537	548	565	582	600
B-B DROP (MM)	73	73	71.5	71.5	70	70
CHAIN-STAY LENGTH (MM)	412	412	415	415	418	420
SEAT TUBE ANGLE (°)	75.5°	74°	73.5°	73.25°	73°	72.5°
HEAD TUBE ANGLE (°)	72°	72°	72°	72.5°	72.5°	73°
FORK RAKE (MM)	49	49	49	49	49	49
TRAIL (MM)	59	59	59	56	56	53
FRONT-CENTRE (MM)	582	588	595	606	621	628
WHEELBASE (MM)	983	989	1000	1010	1029	1038
STAND-OVER HEIGHT (MM)	730	756	776	798	829	851
HEAD TUBE LENGTH (MM)	125	145	165	190	225	245
HANDLE-BAR WIDTH (MM)	400	420	420	420	440	440
STEM LENGTH (MM)	75	90	100	100	110	110
CRANK LENGTH (MM)	170	170	172.5	172.5	175	175
SEAT-POST LENGTH (MM)	300	350	350	350	350	350

SW ROUBAIX SL3 FRAME

SIZE	49	52	54	56	58	61
SEAT TUBE LENGTH, B-B CENTRE TO TOP (MM)	445	475	495	515	540	565
TOP TUBE LENGTH, HORIZONTAL (MM)*	518	537	548	565	582	600
B-B DROP (MM)	73	73	71.5	71.5	70	70
CHAIN-STAY LENGTH (MM)	412	412	415	415	418	420
SEAT TUBE ANGLE (°)	75.5°	74°	73.5°	73.25°	73°	72.5°
HEAD TUBE ANGLE (°)	72°	72°	72°	72.5°	72.5°	73°
FORK RAKE (MM)	49	49	49	49	49	49
TRAIL (MM)	59	59	59	56	56	53
FRONT-CENTRE (MM)	582	588	595	606	621	628
WHEELBASE (MM)	983	989	1000	1010	1029	1038
STAND-OVER HEIGHT (MM)	730	756	776	798	829	851
HEAD TUBE LENGTH (MM)	125	145	165	190	225	245
SEAT-POST LENGTH (MM)	---	---	---	---	---	---

SW TARMAC SL3

SIZE	49	52	54	56	58	61
SEAT TUBE LENGTH, B-B CENTRE TO TOP (MM)	460	490	510	530	550	580
TOP TUBE LENGTH, HORIZONTAL (MM)*	518	537	548	565	582	600
B-B DROP (MM)	71.5	71.5	69	69	67.5	67.5
CHAIN-STAY LENGTH (MM)	405	405	405	405	407	410
SEAT TUBE ANGLE (°)	75.5°	74°	73.5°	73.25°	73°	72.5°
HEAD TUBE ANGLE (°)	72.25°	73°	73°	73.5°	73.5°	74°
FORK RAKE (MM)	45	45	45	43	43	43
TRAIL (MM)	62	57	57	56	56	53
FRONT-CENTRE (MM)	576	576	583	591	605	612
WHEELBASE (MM)	970	970	978	986	1003	1013
STAND-OVER HEIGHT (MM)	730	755	777	800	828	857
HEAD TUBE LENGTH (MM)	100	120	145	170	205	230
HANDLE-BAR WIDTH (MM)	400	420	420	420	440	440
STEM LENGTH (MM)	75	90	100	100	110	120
CRANK LENGTH (MM)	170	170	172.5	172.5	175	175
SEAT-POST LENGTH (MM)	300	350	350	350	350	350

SW TARMAC SL3 FRAME

SIZE	49	52	54	56	58	61
SEAT TUBE LENGTH, B-B CENTRE TO TOP (MM)	460	490	510	530	550	580
TOP TUBE LENGTH, HORIZONTAL (MM)*	518	537	548	565	582	600
B-B DROP (MM)	71.5	71.5	69	69	67.5	67.5
CHAIN-STAY LENGTH (MM)	405	405	405	405	407	410
SEAT TUBE ANGLE (°)	75.5°	74°	73.5°	73.25°	73°	72.5°
HEAD TUBE ANGLE (°)	72.25°	73°	73°	73.5°	73.5°	74°
FORK RAKE (MM)	45	45	45	43	43	43
TRAIL (MM)	62	57	57	56	56	53
FRONT-CENTRE (MM)	576	576	583	591	605	612
WHEELBASE (MM)	970	970	978	986	1003	1013
STAND-OVER HEIGHT (MM)	730	755	777	800	828	857
HEAD TUBE LENGTH (MM)	100	120	145	170	205	230
SEAT-POST LENGTH (MM)	---	---	---	---	---	---

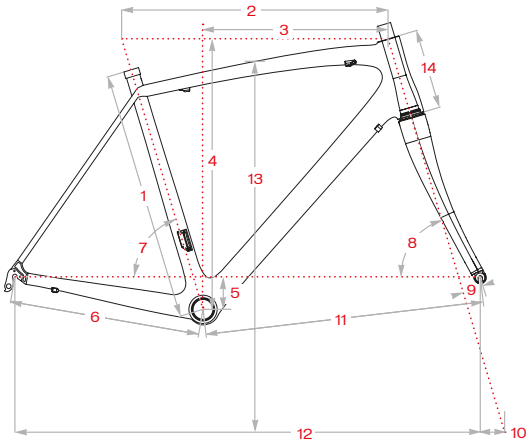
SW TRANSITION

SIZE	S	M	L	XL
SEAT TUBE LENGTH, BB CENTRE TO TOP (MM)	445	445	445	445
BB TO TOP OF HEAD-TUBE, HORIZONTAL (MM)	380	395	405	425
BB TO TOP OF HEAD-TUBE, VERTICAL (MM)	505	516	526	527
BB DROP (MM)	72	72	72	72
CHAIN-STAY LENGTH (MM)	395	395	395	395
SADDLE SETBACK (MIN) (MM)*	-100	-100	-100	-100
SADDLE SETBACK (MAX) (MM)	50	50	50	50
HEAD TUBE ANGLE (°)	71.5°	72°	72°	72.5°
FORK RAKE (MM)	43	43	43	43
TRAIL (MM)	68	65	65	62
FRONT-CENTRE (MM)	575	589	602	621
WHEELBASE (MM)	961	975	988	1007
STAND-OVER HEIGHT (MM)	761	763	768	787
HEAD TUBE LENGTH (MM)	100	110	120	120
HANDLE-BAR WIDTH (MM)	400	400	420	420
STEM LENGTH (MM)	75	75	90	100
CRANK LENGTH (MM)	170	172.5	175	175
SEAT-POST LENGTH (MM)	350	350	350	350

SW TRANSITION MODULE

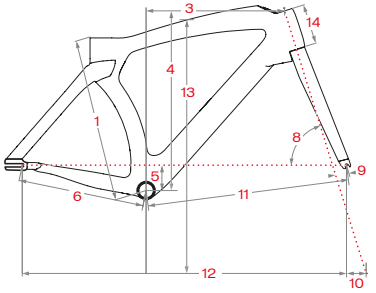
SIZE	S	M	L	XL
SEAT TUBE LENGTH, BB CENTRE TO TOP (MM)	445	445	445	445
BB TO TOP OF HEAD TUBE, HORIZONTAL (MM)	380	395	405	425
BB TO TOP OF HEAD TUBE, VERTICAL (MM)	505	516	526	527
BB DROP (MM)	72	72	72	72
CHAIN-STAY LENGTH (MM)	395	395	395	395
SADDLE SETBACK (MIN) (MM)*	-100	-100	-100	-100
SADDLE SETBACK (MAX) (MM)	50	50	50	50
HEAD TUBE ANGLE (°)	71.5°	72°	72°	72.5°
FORK RAKE (MM)	43	43	43	43
TRAIL (MM)	68	65	65	62
FRONT-CENTRE (MM)	575	589	602	621
WHEELBASE (MM)	961	975	988	1007
STAND-OVER HEIGHT (MM)	761	763	768	787
HEAD TUBE LENGTH (MM)	100	110	120	120
HANDLE-BAR WIDTH (MM)	400	400	420	420
STEM LENGTH (MM)	75	75	90	100
CRANK LENGTH (MM)	170	172.5	175	175
SEAT-POST LENGTH (MM)	350	350	350	350

TARMAC AND ROUBAIX



1 Seat Tube Length (BB centre to top of seat tube)
2 Top Tube Length (Horizontal)
3 BB to Top of Head Tube, Horizontal (Reach)
4 BB to Top of Head Tube, Vertical (Stack)
5 BB Drop
6 Chainstay Length
7 Seat Tube Angle
8 Head Tube Angle
9 Fork Rake
10 Trail
11 Front-Centre
12 Wheelbase
13 Stand-over Height
14 Head Tube Length

TRANSITION



1 Top Tube Length (Horizontal) (mm)*
2 Head Tube Height (mm)
3 Seat Tube Angle
4 Seat Tube Length C-T (mm) (stack)
5 Chainstay Length (mm)
6 Standover Height (mm)
7 Bottom Bracket Height Low (mm)
8 Wheelbase (mm)
9 Head Tube Angle Low (°)

*TT is measured horizontally from centre of HT to centre of ST. Actual, measured along the length of the tube.

ROAD GEOS

SW SHIV

SIZE	S	M	L	XL
SEAT TUBE LENGTH, BB CENTRE TO TOP (MM)	565	563	561	560
TOP TUBE LENGTH (MM)*	527	537	548	565
BB DROP (MM)	72	72	72	72
CHAINSTAY LENGTH (MM)	395	395	395	395
SEAT TUBE ANGLE (°)	74.5°	75°	75.75°	76.25°
HEAD TUBE ANGLE (°)	74.5°	75°	75.75°	76.25°
FORK RAKE (MM)	43	43	43	43
TRAIL (MM)	65	65	65	65
FRONT-CENTRE (MM)	577	592	607	629
WHEELBASE (MM)	946	961	976	996
STANDOVER HEIGHT (MM)	810	810	810	810
HEAD TUBE LENGTH (MM)	100	100	100	100
SEAT-POST SETBACK (MM)	20	20	20	20
SEAT-POST LENGTH (MM)	400	400	400	400
FRONT OF ST TO REAR OF STEM/TT CUTOUT (TO IDENTIFY FRAME SIZE)	479	490	496	514
EFFECTIVE REACH TO CENTRE OF PAD, FORWARD POSITION (MM)**	465	480	495	515
EFFECTIVE REACH TO CENTRE OF PAD, REARWARD POSITION (MM)***	443	458	473	493
EFFECTIVE STACK TO PAD HOLDER, LOWEST POSITION (MM)****	543	543	543	543
EFFECTIVE STACK TO PAD HOLDER, HIGHEST POSITION (MM)	658	658	658	658
FRAME REACH (MM)*****	390	405	420	440
FRAME STACK (MM)******	495	495	495	495
STEM LENGTH, -18° HORIZONTAL (MM)	75	75	75	75

* TT is measured horizontally from centre of HT to centre of ST

** Switching the left and right arm pads allows for 22mm in reach adjustment from forward to rearward position

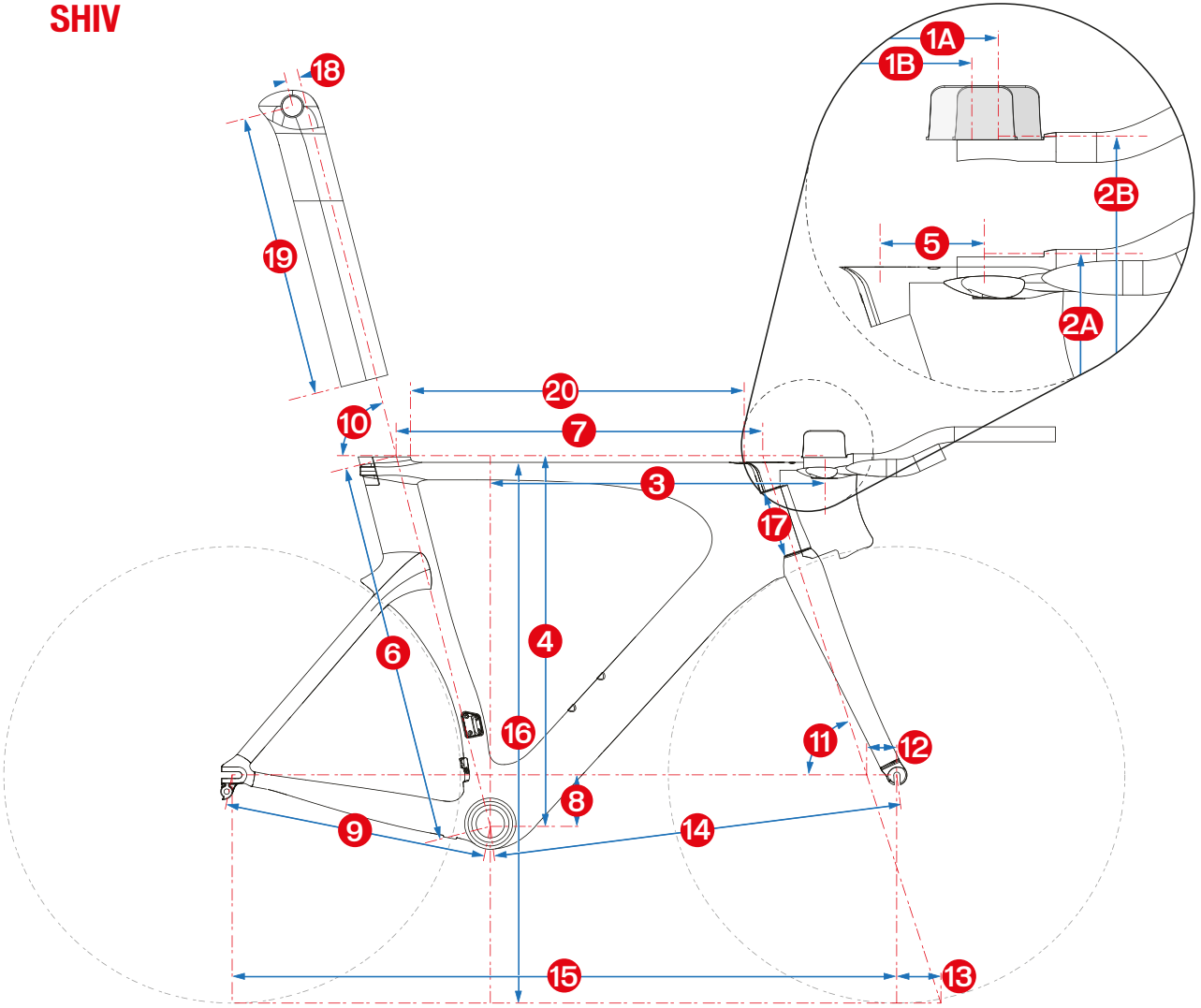
*** Switching the left and right arm pads allows for 22mm in reach adjustment from forward to rearward position

**** Stack to pad in slammed position. Additional stack adjustments available in 5mm increments up to +75mm

***** Frame Reach (mm)

****** Frame Stack (mm)

SHIV



1A Effective Reach to Centre of Pad, FORWARD Position (mm)**
1B Effective Reach to Centre of Pad, REARWARD Position (mm)**
2A Effective Stack to Pad Holder, LOWEST Position (mm)
2B Effective Stack to Pad Holder, HIGHEST Position (mm)
3 Frame Reach (mm)
4 Frame Stack (mm)
5 Stem Length, -18° Horizontal (mm)
6 Seat Tube Length, BB Centre to Top (mm)
7 Top Tube Length (mm)*
8 BB Drop (mm)
9 Chainstay Length (mm)
10 Seat Tube Angle (°)
11 Head Tube Angle (°)
12 Fork Rake (mm)
13 Trail (mm)
14 Front-Centre (mm)
15 Wheelbase (mm)
16 Standover Height (mm)
17 Head Tube Length (mm)
18 Seat Post Setback (mm)
19 Seat Post Length (mm)
20 Front of ST to Rear of Stem/TT Cutout (To identify frame size)

* TT is measured horizontally from centre of HT to centre of ST.

** Switching the left and right arm pads allows for 22mm in reach adjustment from forward to rearward position.

FSC

Mixed Sources

Product group from well-managed forests and recycled wood or fibre

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WARNING The action depicted in this brochure is potentially dangerous. The riders seen are experienced experts or professionals. Refer to your owner's manual for instructions regarding the use of your bicycle. Do not attempt to duplicate any stunts that are beyond the capabilities of your bicycle or your own capabilities. Always wear the appropriate safety gear.

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