Ace

An Ace is a Finest with more stability designed into it, and a shorter top tube to facilitate a more upright riding position. An Ace's head angle is shallower and its wheelbase is slightly longer; Both those design decisions promote stability and a relaxed rider.

The Ace frame is made of Cro-moly steel. The steel fork is aero-style and handsome. The frame has mounts for two bottle cages and for a luggage rack or fenders. Like the Finest, the Ace features Shimano Sora components and three chain rings for lots of gear choices, 21 of them technically.

An Ace would be a wonderful partner on your first century or club ride. It would be terrific for drifting from inn to inn in New England in September. Perfect for one of those cross-state rides like RAGBRAI or...



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Specially designed CrMo frame and fork.

21-speed drivetrain with Shimano Sora derailleurs and shifters.

Sealed cartridge bottom bracket.

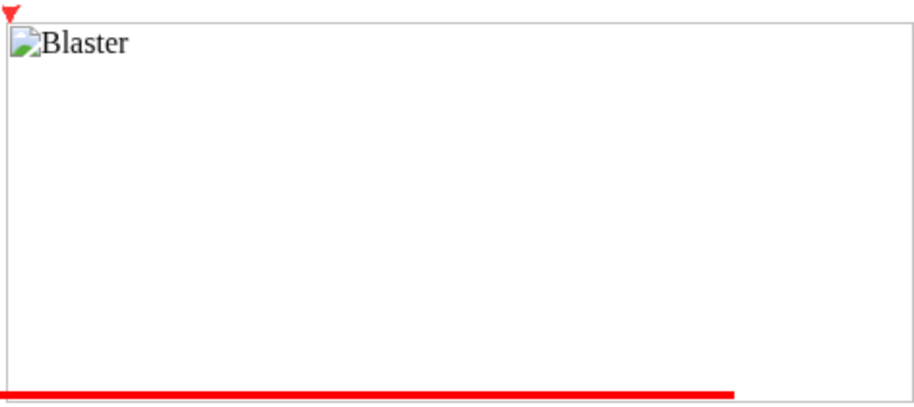
Anatomical saddle on an alloy micro-adjustable seatpost.

Blaster

More fun than video games, Blaster rules the neighborhood! Twenty-one gears, chainguard on the front sprockets, Blaster goes everywhere and doesn't catch your pantsleg in the chain.

Thief-retarding nutted wheel axles, powerful brakes and strong alloy wheel rims for all-weather stopping, Shimano twistgrip shifting... Blaster!

Try Blaster at your Fuji store. It's a... Well, it's a lot of fun!



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- Durable 13" hi-tensile steel frame and ATB fork.
- Shimano Tourney 21-speed drivetrain with RevoShift.
- 24"x2" all-purpose ATB tires mounted on Weinmann alloy rims.
- Linear pull alloy brakes with specially designed levers for smaller hands.

Larger than the Sandblaster models, this is the hottest Fuji kids' bike with a 15-inch frame. And hot it is, with 21 gears, dual suspension with RST Mozo front fork, oversize mountain bike hubs with alloy rims for lightness and all-weather braking performance, kid-size brake levers and sizzling two-tone paint.

Blaster DX

What kid wouldn't want a Blaster-DX? Got me...



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Tough 15" hi-tensile steel full suspension frame.

RST USA Mozo front suspension fork.

Shimano Tourney 21-speed drivetrain with RevoShift.

24"x2" all-purpose ATB tires mounted on Weinmann alloy rims.

Boulevard

Boulevard is a great all-round bike! On the bike path, on trails, this great new Fuji will be your friend. Five sizes in men's frames, two in ladies', steel tube frame,

Shimano, SunRace, Wellgo and Fuji components for years of reliability, Linear pull brakes for sure stopping power, Fuji value and quality forever!





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Custom PowerOval ATB frame with rear rack mounts and seat tube gusset for strength.

Alloy linear pull brakes with adjustable-reach alloy levers.

21-speed drivetrain with Shimano derailleurs and dual indexing SunRace shifters.

Custom Fuji grips and saddle

Cambridge

So much value, so much bike! An old Fuji model name, Cambridge is also our best-selling leisure bike. Why? Comfy sit-up seat and bars, suspension seatpost, easy 21-gear Shimano rotate-the-grip shifting, sturdy wheels with 36 stainless steel spokes for durability, and aluminum rims for responsiveness and powerful braking.

No-slip pedals, Kraton foam grips, TushCush-Plus seat, three men's sizes and two ladies'... Life is a beach on a Fuji Cambridge. Ride one and see why so many people agree.



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Frame made with custom leisure tubing, including outer butted CrMo seat tube.

Shimano alloy crankset with built-in chainguard.

21-speed Shimano C-50 series drivetrain with integrated shifter/brake levers.

Alloy suspension seatpost.

Captiva

Captiva's beautiful cruiser-styling evokes years gone by. But its ride and performance are totally today. Seven gears, twistgrip shifting, powerful brakes, sturdy aluminum wheel rims and stainless steel spokes for response and reliability, fat whitewall cruiser tires and a steel kickstand. Ready to cruise the main drag or climb steep backroad hills. Style, practicality, Fuji quality. Captiva.



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Classic cruiser frame with unicrown cruiser fork.

Shimano Tourney 7-speed derailleur with RevoShift shifter.

Fat 26x2.125" whitewall cruiser tires on alloy wheels with stainless steel spokes.

Built-in kickstand and micro-bell.

Cross

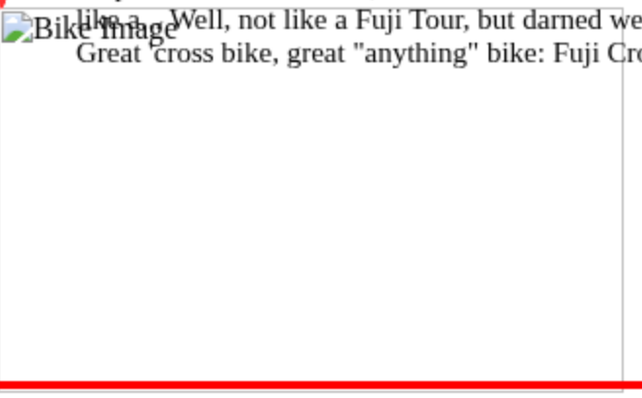
If you're reading this, surely you are aware of cyclocross: a muddy, exhausting way to spend a Sunday morning. Should you be suffering from whatever it is that compels people to do 'cross, or merely lusting after a truly versatile road/off-road bicycle, we present the Fuji Cross.

This is no hybrid or dirtified road bike. Produced in six sizes, Fuji's Cross is light, quick and race-ready, frame, wheels and parts. Components? What isn't (carefully selected) Shimano 105, Ritchey or Avid is Selle Italia, Zoom or Time. Frame and fork are Cro-Moly steel, cables appropriately routed. Race-ready.

That said, as fine a 'cross tool as a Cross is, it's a great "everything" bike. A Cross won't complain if you don't race it.

You can ride trails and short road rides as-is. Or put skinny road tires on it; It'll roll like a road bike. Or mount fenders and lights on it and commute to work. Or put fat road tires on it, bolt a rack on it and it'll tour like a... Well, not like a Fuji Tour, but darned well.

Great 'cross bike, great "anything" bike: Fuji Cross.





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- Specially designed Columbus Genius vanadium frame with triple-butted CrMo cross fork.
- 18-speed 'cross specific Shimano drivetrain with Time Alium clipless pedals.
- Precision sealed cartridge bottom bracket.
- Ritchey alloy wheels with Ritchey Speedmax 'cross tires.

Crosstown

The perfect steel-frame urban bicycle, Crosstown is the bike you'll actually ride. Twenty-one gears, twistgrip shifting by Shimano, alloy wheelrims and linear pull brakes for stopping power, comfy Fuji DuraFlex saddle on a suspension seat post, upright seating position with upswept stem and riser handlebars.

So easy-pedaling, so comfortable, so dependable, so reasonably priced. Fuji Crosstown.





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- Fuji custom PowerOval frame with outer butted CrMo seat tube & tapered stays.
- Shimano C-50 series alloy drivetrain with 21 gears and integrated shifter/brake lever combo.
- 700x35c trekking tires an Weinmann alloy wheels with quick-release alloy hubs.
- Alloy suspension seatpost.

Diamond lite-III

Nearly a Diamond Super Lite in specification, the Lite 3 also uses Easton taperwall butted aluminum main frame tubes and butted 7005-series alloy stays. The fork's a Judy SL with 63mm of travel, the shock the same Pro Shock O2RL as the Super Lite, with a lockout and rebound and compression control.

The parts are Deore-LX and XT, the pedals Shimano M515 clipless, the brakes disc front and rear, Quando sealed alloy hubs with Formula B-4 ultralight hydraulic discs and Formula B-4 brake levers. Kore applies the bar, stem and seat post. Cool bike.

Fuji's Active Suspension works when you're in or out of the saddle or when you're braking.

Check out Diamond Lite 3 at your Fuji dealer.



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Double-butted, ovalized & gusseted Easton Elite Aluminum frame with Fuji Superlite custom butted stays.

RockShox Judy SL fork and Stratos-designed adjustable Pro Shock rear shock with lockout.

27-speed Shimano XT/LX drivetrain with Shimano M515 clipless pedals.

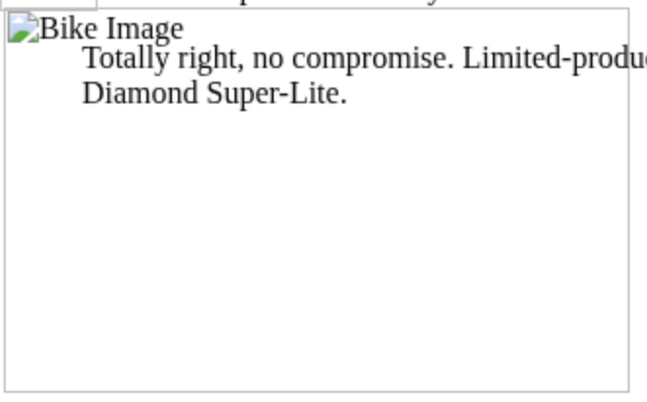
New ultralight Formula B-4 hydraulic disks - as light as cantilevers.

Diamond super-lite

You won't see many Diamond Super-Lites. We're only making one batch all year. We're fussing over the few we're making, doing it totally right, no compromises, and we're using the best equipment. You'll notice them when you do see them.

The frames will be Easton Elite ProGram, Taperwall alloy main tubes, butted 7005-series alloy stays. Fork's a RockShox Sid SL, 63mm travel. The rear shock, a Stratos USA-designed Pro Shock O2RL Air, has a lockout, and rebound and compression control.
The rear suspension is fully active; It works when you're in or out of the saddle, when you're braking... whenever.

The wheels are Mavic Crossmax tubeless, the tires Hutchinson tubeless 26x2.0 Pythons. Most of the components are Deore XTR, the cassette and shifters 9-speed. The brakes are Avid Single Digit Mags, the levers Avid Single Dial Mag. The stem, bar and seat post are Ritchey.



Totally right, no compromise. Limited-production Diamond Super-Lite.

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Ultralight Easton ProGram taperwall frame, complete with disc brake mounts and gussets at strategic points.

RockShox Sid SL fork and Stratos-designed Pro Shock with lockout.

Shimano Deore XTR/XT drivetrain with Ritchey clipless pedals.

Mavic CrossMax UST tubeless wheels with Hutchinson tubeless tires.

Discovery II

Discovery II is the second in the series of affordable dual-suspension Fuji mountain bikes. Its aluminum main frame is the same as the more expensive Discovery III's. The pivoted part of the II's frame is steel, and operates a Tough Shock MA, same as the III's. Discovery II's fork is an RST Mozo, 63mm travel.

Shifting is Shimano and Sram, controlled by Sram Gripshift. Pedals are Wellgo and accept clips and straps. Hubs are Fuji Oversized aluminum, rims Alex aluminum.

Discovery II's suspension makes rough trails easy on your body. Discovery II's price makes buying one easy on your wallet. See for yourself at your Fuji store.



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Custom PowerOval Aluminum dual suspension frame with rear Tough Shock.

RST/USA MOZO front fork with 63mm of travel.

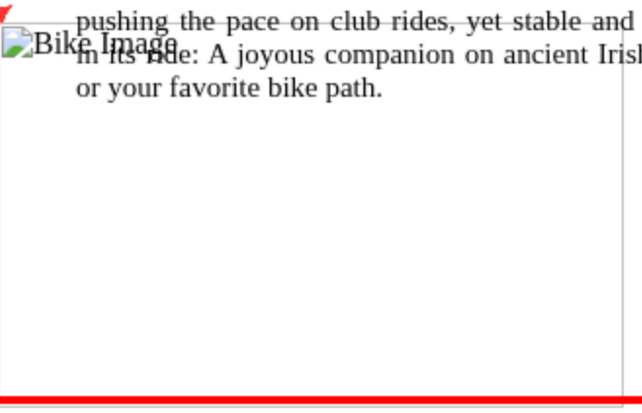
21-speed drivetrain with SRAM Gripshift shifter/brake levers.

Oversized aluminum ATB hubs and aluminum alloy rims.

Finest

Finest is another decades-old, honored Fuji model name. Like the Roubaix and Roubaix Pro, Finest frames are made from two materials, aluminum and steel. The Finest is the butted Cro-Moly steel version. The Finest frame has rear eyelets for mounting a luggage rack or pannier mounts. If you're struggling to decide between Finest and Finest-AL, and you plan to do some loaded touring, those eyelets may just sway you toward the Finest. Finest forks are butted, tapered, aero-shaped Cro-Moly steel. Nice forks. The equipment is all competent, dependable stuff, mostly Shimano Sora.

Three chainrings, lots of gears, not much weight, tons of versatility. Dual-Pivot brakes; 32 sturdy stainless steel spokes per wheel; sealed, low-maintenance bottom bracket. A Finest would be perfect for weekend club not-so-social outings. Those rides would be fine preparation for three weeks wandering Ireland in the autumn. A Finest would be happy pushing the pace on club rides, yet stable and supple in its ride: A joyous companion on ancient Irish lanes or your favorite bike path.



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- Custom butted CrMo frame and fork.
- 24-speed alloy drivetrain with Shimano Sora derailleurs and shifters.
- ProMax dual pivot brakes..
- Profile Hammer anatomical handlebar.

Finest-AL

Fuji makes Finest frames in two materials, aluminum and steel, and seven sizes. The 7005-Series butted aluminum-framed model is called the Finest-AL. The frame features double water bottle mounts. The rear derailleur hanger unbolts so you can replace it if it's bent or broken from a tumble or clumsy baggage handling.

Like the steel version, Finest-AL uses a butted, tapered, aero-shaped Cro-Moly steel fork.

The equipment is all good, solid stuff, mostly Shimano Sora. Three chainrings, lots of gears, not much weight, tons of versatility.

Dual-Pivot brakes; Sturdy stainless steel spokes, 32 per wheel; sealed, low-maintenance bottom bracket. If I rode club rides on weekends and those rides got more competitive than I might like, I'd buy a Finest-AL. If it's not technically "faster" than a steel Finest, it feels quicker, like a racing bicycle. I'd feel quicker, like a bicycle racer.



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- Custom butted 7005 aluminum frame with triple-butted aero CrMo fork.
- 24-speed Shimano Sora drivetrain with Cyclone triple crank.
- ProMax dual pivot brakes.
- Anatomic racing saddle.

L’il Fuji

Yes, the L’il Fuji is ready to take you into the world of two-wheeled fun whenever you are.

Your first two-wheeler should be something special - and the L'il Fuji certainly is that. Not a mere toy, the L'il Fuji has grown up features and construction. the welded steel Y-frame is easy to get on and off of, the BMX-style handlebars padded and easy to reach. And the brakes? simple, elegant, and always reliable coaster models. Even the training wheels are state-of-the-art (and removeable, by the way).



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Easy to mount Y-style 10" hi-tensile steel frame and fork.

Durable one-piece BMX crankset and bottom bracket.

Easy to use coaster brake built into chrome plated wheels with 26"x2.0" knobby tires.

BMX-style handlebars with padded crossbar and training wheels included.

Monterey

Want to be comfortable on a bike? Want to sit up relaxed and watch the scenery go by? Visit Monterey at your Fuji dealer.

Check out the light, sturdy aluminum frame, the front suspension fork and the Shimano 24-gear shifting with chainguard. Note the quiet, easy-rolling tires on the responsive aluminum-rim wheels, the low-maintenance sealed bearing hub and cartridge bottom bracket.

Note the comfy seat, the aluminum suspension seat post, the cool color and the matching grips and saddle. Is this the bike you've been waiting for, for years? We think so. See for yourself at your Fuji store



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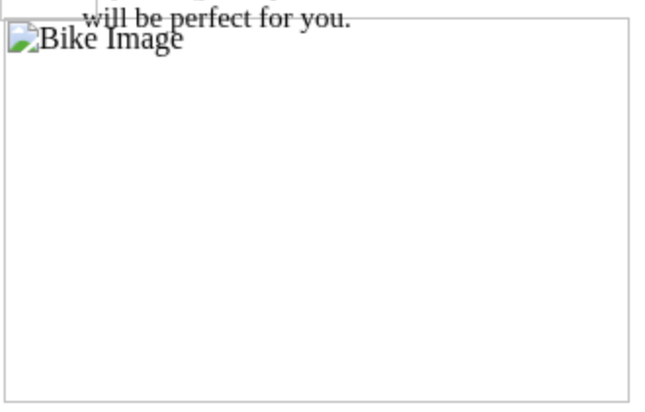
- Custom 7005 aluminum frame with rear alloy rack and replaceable derailleur hanger.
- SR SunTour trekking fork with 40mm of travel and micro-adjustable suspension seatpost.
- 24-speed Shimano C-200 series drivetrain and Shimano alloy triple crank with plastic chainguard.
- Integrated shifter/brake lever combo.

Nevada

Fuji Nevada: more bike than you thought you could afford! The frame: expensive 7005-series aluminum, with ovalized tubes and gussets. Replaceable gear hanger. Fine SunTour fork, 63mm travel. Two bottle mounts, rack mounts.

Shimano and SunTour components, Wellgo pedals, 24 gears. Strong wheels with 36, 14-gauge spokes per wheel and Weinmann rims. Aluminum bar and stem, Kraton grips.

Fuji thoughtfully makes Nevadas in seven sizes; One will be perfect for you.



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- Custom PowerOval 7005 aluminum frame with rear rack mounts and replaceable derailleur hanger.
- Suntour M7700 fork with 63mm of travel.
- 24-speed drivetrain with Shimano Acera/Alivio derailleurs.
- Shimano Altus shifter/brake lever combo.

Odessa

An oval- and round-tube, gusset reinforced, steel tubing frame, RST Mozo suspension fork, plus Shimano and Wellgo components make Odessa a great way to get deep into in the great outdoors on a great bicycle. Five men's, two ladies' sizes, so you can get a perfect fit. Another Fuji value victory.



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Custom PowerOval frame with rear rack mounts and replaceable derailleur hanger.

RST/USA MOZO ML-10 fork with 63mm of travel.

21-speed drivetrain with Shimano Tourney derailleurs.

Shimano E-Z Fire shifter/brake lever combo.

Palisade

Fuji makes Palisades in three men's sizes and one petite ladies' model. You sit upright on a Palisades on the comfy TushCush-Plus saddle, further cushioned by the alloy suspension seatpost.

Notice that you don't have to lean over to reach the handlebar grips. Plus, you shift the 24 Shimano gears effortlessly by rotating those grips. No six-week instruction course necessary.

Fuji Palisade. Let's go for a ride.



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Custom leisure frame with rear rack mounts & plenty of standover clearance.

Suspension seatpost and SR/SunTour leisure suspension fork with 30mm of travel.

21-speed drivetrain with Shimano C-100 series components and integrated shifter/brake levers.

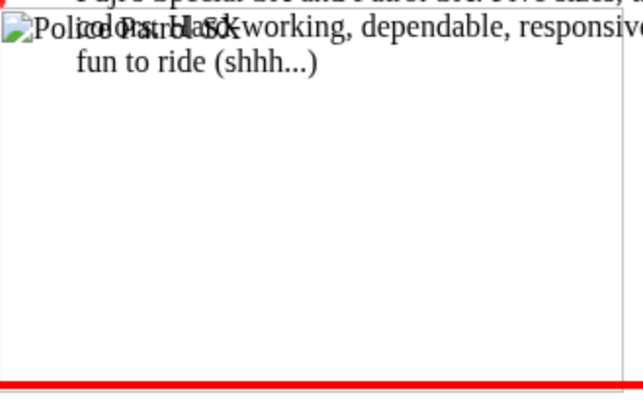
Alloy wheels with stainless steel spokes

Police Patrol SX

Fuji makes the streets safe with two police-specific models: the Police Special SX and Patrol SX. They share a 7005-series, double-butted, gussetted aluminum frame, and alloy seat and chain stays. They each have 27 gears controlled by Shimano and Sram twistgrip shifting, and alloy wheels built on Fuji and Shimano hubs, stainless steel spokes and Ritchey double-wall rims. The Fuji alloy handlebars come with bar ends, the stems are adjustable for angle and the seatposts are suspension models. The rear derailleur hangers on both models are replaceable after tumbles or inevitable rough treatment.

The main difference bewteen the two is component choice: the Special has a RockShox fork, Shimano LX cranks and Sram 7.0 components, while the Patrol utilizes more value-oriented parts from RST and TruVativ along with Sram 5.0 brakes and drivetrain.

Fuji's Special SX and Patrol SX. Five sizes, three colors. Hard-working, dependable, responsive. And fun to ride (shhh...)



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Fuji custom PowerOval double-butted 7005 aluminum frame with replaceable derailleur hanger.	27-speed Sram drivetrain with Gripshift twist shifters, Sram linear pull alloy brakes.	Alloy adjustable angle stem, RST or RockShox suspension fork, and even a suspension seatpost.	Alloy adjustable angle stem, RST or RockShox suspension fork, and even a suspension seatpost.

Professional

Like Fuji’s Team and Team Issue, the Professional is a racing bike. But it’s different. It’s elegant, less raw, less single-purpose. And lavishly equipped. Ready? Easton Ultralite ProGram Taperwall alloy frame; Carbon fiber seat stays for compliance; Campy Daytona 10-speed parts group; Spinergy wheels; integral Cane Creek headset; Cinelli bar, stem and tape; Selle Italia seat, and a carbon fiber seat post. Lavish enough?

The Professional isn’t soft by any means, but it’s soft-ER. Big-miles comfortable. And it’ll be rare, created in one smallish batch. Cool bike.

You’d buy one if you ride your club’s weekend hammer-sessions and you’re more competitive than you let on. You might buy one if you read all the tech articles in the bike magazines, tape Tour broadcasts and speak decent French.

Again, there’s only going to be one batch of Professionals. Bon chance...



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Easton Ultralight ProGram frame with carbon fiber seat stays, seatpost and integrated 11/8" carbon fork.

Campagnolo Daytona 20 speed drivetrain with Ergo-Power levers.

State-of-the-art Spinergy SR-3 wheels with Michelin Axial Pro racing tires.

Cinelli handlebar and stem.

Roubaix

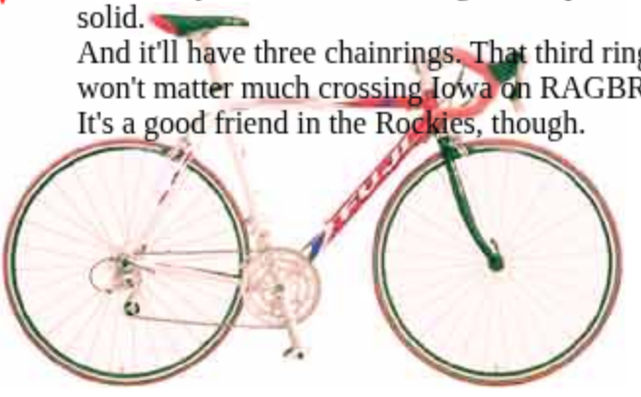
Roubaix is an aluminum- framed bicycle, but it's not made from just any aluminum, no way. It's made from Fuji's Lite Custom butted and tapered aluminum tubes in five diameters. The result: A light, quick, responsive frame that feels alive under you.

Like Roubaix Pros, Roubaixs have a Fuji carbon fiber fork with alloy steerer, cool Ritchey Pro Road wheels, Shimano brakes and shifting parts, Kore bar and Fuji Superlight stem, Michelin Axial Performance tires and Time MID clipless pedals. Roubaix bicycles have triple cranksets, three gear choices in the front and nine in the rear.

The third chainring is smaller than the small one on a two-ring bike. It provides lots of low gears for steep climbs and the last 15 tired miles of a 100-miler.

A Roubaix will feel totally responsive, as if every bit of effort you put into the pedals moves you irresistibly forward. It'll feel light and quick and solid.

And it'll have three chainrings. That third ring won't matter much crossing Iowa on RAGBRAI. It's a good friend in the Rockies, though.



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Ultralight custom butted 7000 series alminum frame with 1" Fuji carbon fork.

Precise-shifting 27-speed Shimano 105 drivetrain with Time clipless pedals.

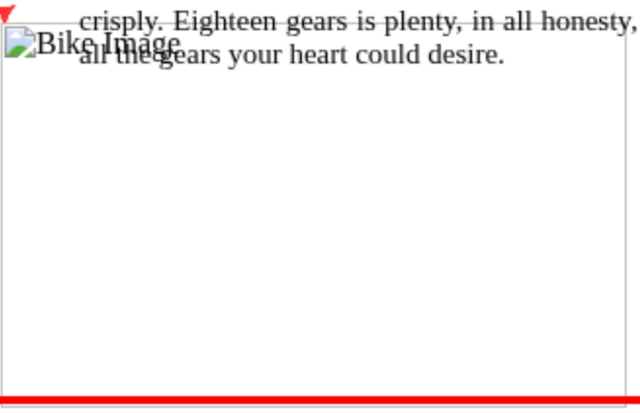
Ritchey Pro Road wheels with red Michelin Axial Performance tires.

Kore 6061 butted aluminum handlebar.

Roubaix Pro

Roubaix Pro is a steel bike, but it's not made from just any steel. The main tubes of the Roubaix Pro frame are Air-Hardened Reynolds 853 double-butted Cro-Moly steel. Famous Reynolds 853 actually gets stronger when it's welded, unlike lesser tubes, which weaken from the torch's heat. Roubaix Pros come with a Fuji carbon fiber fork with alloy steerer, cool Ritchey Pro Road wheels, Shimano braking and shifting parts, Kore bar and Fuji Superlight stem, Michelin Axial Performance tires and Time MID clipless pedals. All good stuff. You may be trying to decide between a Roubaix Pro and an aluminum Roubaix. The steel Roubaix Pro'll feel more resilient over road irregularities.

It'll glide, not prance. There's virtually no difference in weight, but there is in ride and in appearance. The steel bike will look like bikes have looked for decades. The aluminum bike will have fat tubes and look more "today." Matter of taste. A steel Roubaix Pro will have two chain rings, not three, 18 gears instead of 27. Ratios will be closer and the front derailleur will shift crisply. Eighteen gears is plenty, in all honesty, maybe all the gears your heart could desire.



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- Smooth riding Reynolds 853 CrMo frame with Fuji carbon/alloy fork.
- Shimano 105 drivetrain with Time clipless pedals.
- Fast, lightweight wheels built with Michelin Performance tires and Ritchey rims, hubs and spokes.
- Kore 6061 butted aluminum handlebar.

Sagres

Not a mountain bike, not a cruiser, Sagres is the aluminum-framed soul of versatility. Ride anywhere with Sagres's 24, twistgrip-controlled gears, wide, sturdy road bike wheels, powerful linear-pull brakes and Kenda trekking all-terrain tires. Sit up relaxed on th

suspended mountain bike-style saddle, reach out for the 30mm rise handlebars in the angle-adjustable stem.

Hate limits? Want to ride wherever the street or trail might take you? Seek out a Sagres at your Fuji dealer.





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- Fuji custom PowerOval aluminum frame with SR/SunTour trekking suspension fork..
- Shimano C-200 series alloy drivetrain with 24 gears and integrated shifter/brake lever combo.
- 700x35c trekking tires an lightweight alloy wheels with quick-release alloy hubs.
- Micro-adjustable alloy suspension seatpost.

Sandblaster DX

Wow! Dual-suspension, wishbone frame, Shimano twistgrip shifting, alloy rim wheels and all-terrain tires. Whatta bike! The fork's an RST Mozo like full-size Fujis.

The materials and parts choices, the attention to detail. They're like full-size Fujis too.

What a cool bike! Sandblaster DX. Check it out at your Fuji store.



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13" hi-tensile steel full suspension frame with Pro Shock coil spring rear shock and RST suspension fork.

Shimano Tourney 7-speed drivetrain with RevoShift and integrated chainguard.

Alloy linear pull brakes with specially sized alloy levers.

20"x2" all-purpose ATB tires mounted on Weinmann alloy rims.

Sanibel

Did someone say classic cruiser? Sanibel's steel frame, nutted hubs with rear coaster brake, single gear and wide handlebars mean cruiser, and this cruiser means fun. Fat whitewalls, kickstand, wide, safe flip-flop friendly pedals... Let's go get burgers! Cruise a Sanibel at your Fuji dealer.



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Artfully curved cruiser frame with special "wet-look" paint.

Shimano coaster brake and simple, easy to use one-speed drivetrain.

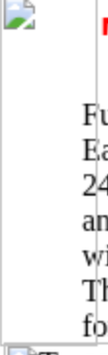
Fat 26x2.125" whitewall cruiser tires and cushy springer saddle with velvet cover.

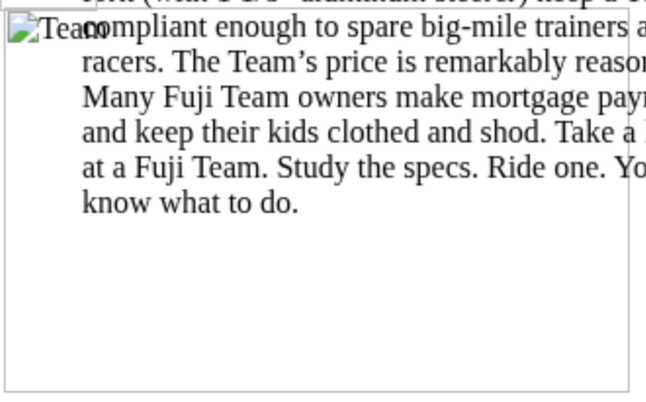
Built-in kickstand and micro-bell.

Team

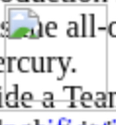
Look at a Fuji Team. It looks a lot like our expensive, limited-production Team Issue. Please do not think of it as the Team Issue's little brother. The Mercury Cycling Team's Team Issue bicycles have precisely the same frame geometry as the Team bikes you see at your Fuji dealer. Study the specs. Granted the Easton aluminum frame tubes are somewhat different and the seat stays are different, but the bikes are far more alike than their prices. Ride a Team and a Team Issue. You may recognize that similarity. We hope you do: that'll mean our production racer is nearly as stompin' competent as the all-out, low-volume model we build for Mercury.

When you ride a Team Fuji, or study its specs, you will conclude that it is among the world's elite racing bicycles. You will have concluded correctly.





Fuji Team is a complete racing bicycle. A Team's Easton UltraLite Program tube set, trick Ritchey 24- and 28-bladed-spoke wheels, Speedplay pedals and Ultegra components mean it weighs 18lbs without resorting to short-lived ultra-light parts. The Easton tubes and the Reynolds Ouzo Comp fork (with 1 1/8" aluminum steerer) keep a Team compliant enough to spare big-mile trainers and racers. The Team's price is remarkably reasonable; Many Fuji Team owners make mortgage payments and keep their kids clothed and shod. Take a look at a Fuji Team. Study the specs. Ride one. You'll know what to do.



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Easton Ultralight ProGram alloy frame with Reynolds Ouzo Comp threadless 11/8" carbon fork.

Ritchey Pro Road wheels with bladed spokes. and Michelin Axial Pro tires.

Speedplay X-4 clipless pedals.

Race ready Ultegra 18-speed drivetrain

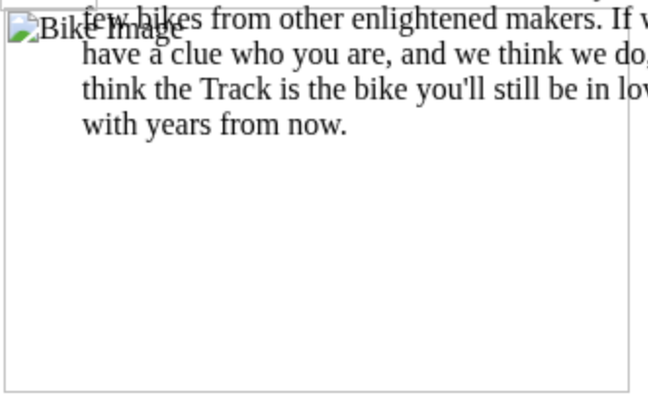
Track

A bike after this writer's heart, the Fuji Track is solid evidence that you can, after all, buy love. The Track is a single-speed, no-coasting, totally simple bicycle - loved by bike messengers, winter trainers, real-rider cyclo-commuters and all those who appreciate the elemental riding experience. And oh yeah, track racers.

On the road, fixed-gear pedaling keeps you warm in winter and smoothes the roughness a season's big-gear pounding leaves in your spin. It gives you control of your bike undreamed-of by derailleur bike riders. You feel geared to the road.

We fussed over the Track and we feel it's just what you want. It has road geometry, it's drilled for front and rear brakes, the rear hub flip-flops so you can put a single-speed freewheel on one side if you wish (wuss) or two different fixed cogs on the opposite sides.

The Track harkens back to old-school Fujis and a few bikes from other enlightened makers. If we have a clue who you are, and we think we do, we think the Track is the bike you'll still be in love with years from now.



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Stout CrMo track frame with outer butted seat tube, custom tapered stays and forged track dropouts.

Fuji custom tapered aero CrMo fork.

Alloy track hubs laced onto double-wall alloy rims with 14 gauge stainless steel spokes.

48x15T gearing.