

SRAM® Road

SRAM RED: 1, 2, 3 - The 2009 Tour de France saw its top three stars, Alberto Contador, Andy Schleck and Lance Armstrong winning on SRAM Red equipped bikes. Now in our third year in the Pro Tour and the second for our flagship group set, SRAM Red has established itself with the best performances and athletes in the grandest of Grand Tours. Four Teams, each with nine riders, Astana on Trek, Saxo Bank on Specialized, Milram on Focus and Agritubel on Kuota bikes put over 100 000 km on SRAM Red products in three weeks of tough racing. With a wide range of product offerings and three complete group sets, SRAM Red, SRAM Force and SRAM Rival, everyone can benefit from the professional success.


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LIVESTRO
BONTRAGER



After three years of retirement, Lance Armstrong is back in the peloton riding SRAM products. To find out what Lance is up to, visit: http://twitter.com/Lancearmstrong



Rider: Christoph Allwang



01 Double-Articulated Design
02 Ratchet Wheel
03 Holding Pawl
04 Transport Pawl
05 Shift Lever



DoubleTap

Shifting Positions

Upshifting from the:
A1 Hoods
B1 Drops
C In Sprint

Downshifting from the:
A2 Hoods
B2 Drops

DoubleTap® Technology

What It Is: DoubleTap is the flagship technology leading SRAM's road gruppo revolution. It's a simple yet elegant and advanced system that addresses issues - Without compromising on performance, comfort, and weight - with a revolutionary shift/brake lever design.

What It Does: DoubleTap makes changing gears easier and faster, eliminating the cumbersome and awkward engagement associated with two-lever systems. DoubleTap handles up- and downshifts in one short, sweeping motion, with minimal effort and maximum comfort no matter where you are on the bars.

How It Works: DoubleTap uses two pawls, one for holding the ratchet wheel, and one for transporting it up and down through the gear change. The pawls are arranged in a way so that they can leapfrog each other depending on how far, and with how much pressure, you push the shift lever. With short, rapid taps the transport pawl (04) moves the ratchet wheel (02) up through the shifting range. Downshifting comes via a longer sweep of the lever (in the same inward direction you upshift, but to an ergonomically maximized 15° angle) with the holding pawl (03) and the transport pawl leapfrogging each other quickly and smoothly.

Location, Location, Location: DoubleTap's one-motion unidirectional levers (05) work flawlessly no matter what position you're shifting from. Its double-articulated design (01), which is completely separate from the brake pivot, is easily engaged from the hoods or the drops. Unlike all other forward controls, DoubleTap also lets you pull the shift lever in against the bars so you can upshift while sprinting or attacking without giving up a firm grip.

Divide and Conquer: On DoubleTap controls, the brake and shift levers are completely independent, each operating with their own pivot points. This not only allows for the multiposition functionality, it also eliminates the risk of engaging brakes or shifters unintentionally - an unfortunate side effect of other shift/brake lever designs.

What It Means To You: The efficient and ergonomic design reduces weight and eliminates bulk while adding comfort. You can shift from any position on the bars, even while sprinting, giving you a critical advantage over your competition, and our new single-lever mechanism also lets you shift faster, easier, and with more accuracy, without risk of scrubbing speed or losing your grip. DoubleTap is the cornerstone of SRAM's assault on road biking. It's a new way of shifting - and a new way of thinking - that will put you ahead of the competition, no matter where you find it.

See Red. When the pursuit of victory becomes so focused and single-minded that nothing else matters.

Inspired by the search for competition-vanquishing advantages, SRAM has created a world where high-performance race-ready componentry is taken one step beyond. SRAM Red is a living lab focused on the design, development, and improvement of already-revolutionary technology.

SRAM Red components are crafted with three major ideas in mind:

- Light weight: Engineered materials with a balanced minimalist design. The first true sub-1900g* gruppo!
- Higher efficiency: Component interaction, customizability and adjustment, feel, geometry, ergonomics, and fine-tuned gear ranges mean you go faster, longer, with less energy.
- Advanced materials: From materials including carbon, titanium, and ceramic bearings all the way to standard-setting surface finishes.

SRAM Red's holistic approach delivers unmatched responsiveness and optimized gruppo performance with innovative design and feel. SRAM Red is produced in limited runs for riders who truly appreciate and demand every possible advantage.

* with BB30



BB30 | compact

SRAM Red



SRAM Red

CRANKSET



The stiff, smooth, and strong SRAM Red Crankset is poised to dominate. The integrated carbon spider's design is sleek and extremely stiff, allowing for instant, efficient power transfer. Matched to the SRAM Red crankset is an equally revolutionary pair of chainrings. Optimized exclusively for SRAM Red components, they're stiffer than anything ever before.

OPTION: BB30 CRANKSET

Supersize your ride with the BB30 SRAM Red Crankset: 10% more stiffness – more power to the pedal, 20% less weight – fl ying up the hills, and 300 % more ankle clearance – no more discomfort while riding. SRAM offers the BB30 as part of the Red gruppo, providing both crank and bottom bracket availability.



01 The integrated carbon-spider construction is light and stiff for greater power transfer with less effort

02 SRAM Red PowerGlide™ chainrings are designed to professional-grade shift, stiffness, and durability standards

Arm Material	Carbon
Chainring Material	AL 7075-T6 Aluminum / Alloy Chainring Bolts
Weight	760g w/BB (GXP) 630g w/BB (BB30)
Avail. Arm Lengths	165, 167.5, 170, 172.5, 175, 177.5mm
Available Ratios	GXP: 55/42, 54/42, 53/39, 52/38, 52/36, 50/34 BB30: 55/42, 54/42, 53/39, 52/38, 52/36, 50/34
Compatibility	GXP / Press Fit /BB30 BB w/ BlackBox™ Ceramic Bearings

BB30 | compact



REAR DERAILLEUR

Material makes the difference: Exact Actuation™ combined with materials upgrades yields world-beating performance and weight savings.
Light weight, precision, and fluid performance put the new SRAM Red Rear Derailleur in a class of its own. Based on the already-superior design of the SRAM Force Rear Derailleur, the Red offering delivers even greater advantages thanks to a diet of structural carbon and titanium. Hybrid ceramic bearing pulleys and the titanium parallelogram spring further supercharge the overall component speed, accuracy, and durability. Amazingly, these design choices yield an astonishing 153g mechanism.

01 Exact Actuation means precise, even gear changes throughout the shifting range

02 Carbon-fiber cage and carbon-fiber inner link provide strength and light weight

Technology	Exact Actuation
Speeds	10
Weight	153g
Material	Aluminum B-Knuckle, Carbon-Fiber Inner Link, Titanium Parallelogram Spring, Carbon-Fiber Cage, BlackBox™ Ceramic Bearing Pulleys
Compatibility	Max tooth 28T



FRONT DERAILLEUR

SRAM's Red Front Derailleur takes precision shifting to its limits, offering the smoothest up- and downshifting. Bolstered by a hardened titanium cage, shifting and trimming are fast, easy, and smooth as silk across the entire range for both traditional and compact ring sets.

01 SRAM actuation maintains proper balance between upshifting and downshifting

Technology	SRAM actuation
Speeds	Double front chainring
Weight	58g braze-on, 72g clamp-band
Material	Aluminum / Hardened Titanium Cage
Compatibility	55/42, 54/42, 53/39, 52/38, 52/36, 50/36, 50/34, 46/38 and 46/34 max 16T



DOUBLETAP® CONTROLS

Competition improves the breed: SRAM Red DoubleTap® controls break new ground in materials applications and design for even better performance and customized comfort. The SRAM Red Shifter uses a highly developed version of DoubleTap®, which is enhanced by a specific pawl geometry that results in zero-loss travel.

01 Proprietary DoubleTap® mechanism with ZeroLoss™ technology delivers smooth up- and downshifts in one motion
02 Revolutionary ergonomic design is comfortable, **with the added benefit of custom-tunable reach adjust**, while weighing only 280g
03 Ultra-strong carbon brake lever and shift lever are light, stiff, and comfortable

Technology	DoubleTap® with ZeroLoss™ Technology
Speeds	10 rear / Double FC front
Weight	280g
Material	Carbon Brake Lever / Carbon Shift Levers / titanium
Compatibility	SRAM Red, SRAM Force, and SRAM Rival Front and Rear Derailleurs SRAM and industry-standard 10 speed cassettes



BRAKESET

The Red Brakeset offers superior stopping power and modulation in a light package. Based on SRAM's race-proven skeletonized Dual Pivot design, these brakes bring cold-forged aluminum arms, alloy pivot bolts, centering and spring tension adjustments for maximum effectiveness with minimum weight.

01 Dual Pivot design increases braking power and enhances progressive feel.
Fully adjustable with the centering and spring tension screws.

Technology	Skeletonized Dual Pivot design w/ convex washers
Weight	265g
Material	Cold-Forged Arms / Titanium Mounting and Pivot Bolt
Pad / Holder	SRAM / Swiss Stop compound w / adjustable cartridge holder (Carbon rim pad option available)
QR	Indexed



OG 1090 CASSETTE

Sometimes the simplest solution is the best one. In the case of the OG 1090 Cassette, simplicity also means elegance, efficiency, and performance. The main cogset of the OG 1090 cassette is machined out of a single forged form that is heat treated and then shaped in a complex series of CNC-guided operations. The sprockets have all been designed with SRAM's proprietary OpenGlide™ design for smooth-as-silk up- and downshifts. Weight, stiffness, and strength-wise, the radical OG 1090 Cassette delivers titanium's desireable weight with solid steel's superior strength and stiffness.

- lightweight: Innovative CNC'd chromoly steel construction.
- Durable: 35% harder than titanium!
- Stiff: 15% stronger than its competitor.
- OpenGlide technology allows for smoother transition between gears.

Speeds	10
Weight	155g / 11-23, 166g / 11-26
Chain	PC 1090R, PC 1090, PC 1070
Lock Ring	Aluminum Anodized
Sprocket	Heat-Treated Steel
Available In	11, 12, 13, 14, 15, 16, 17, 19, 21, 23 11, 12, 13, 14, 15, 17, 19, 21, 23, 25 11, 12, 13, 14, 15, 17, 19, 21, 23, 26 11, 12, 13, 14, 15, 17, 19, 22, 25, 28



PC 1090R POWERCHAIN™

The HollowPin™ construction of SRAM's 10 speed PowerChain provides smooth, precise shifting and weight savings without sacrificing strength.

Compatible Gears	10
Model	PC 1090R
Closing Link	PowerLock
Outer/Inner Plate	Nickel silver
Pin Treatment	Chrome-hardened pins
Group	SRAM Red / SRAM Force / SRAM Rival, HG, EXA-Drive compatible
Chain Weight	255g (114 links)

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NEW **SRAM Force**

For 2010, the new SRAM Force admittedly borrows from SRAM's professional Red components: unidirectional carbon, wider skeletonized Dual Pivot design brakes and the lighter / stiffer BB30 crankset option - All this for a total weight of 1951g.

The aluminum parts are now anodized with a sleek 'zephyr silver' finish that sharpens the visual package. SRAM Force moves to unidirectional carbon and forged aluminum throughout, which adds strength, decreases weight and provides a better substrate for graphics - the perfect mix of elegance and performance.

SRAM Force has matured through millions of kilometers of professional racing and now offers many more features for the same price.



BB30 | compact

SRAM Force



BB30 | compact

Crankset

Competition-focused technology for serious riders: light weight, strength, and durability come together in the SRAM Force Crankset.

All new for 2010, the SRAM Force crankset is available as a BB30 option. Just as with SRAM Red supersize your ride with the new SRAM Force BB30 crankset: 10% stiffer, 20% lighter, and 300% more ankle clearance than the GXP version. Thanks to the unidirectional carbon structure, both GXP and BB30 crankset versions adopt a sleeker and race-like design. To complete the package, the SRAM Force Crankset uses our exclusive hard-anodized PowerGlide™ chainrings for long-lasting performance.

01 The integrated carbon-spider construction is light and stiff for greater power transfer with less effort
02 PowerGlide chainrings are competition proven with long-lasting finishes

Arm Material	Carbon / unidirectional
Chainring Material	PG Chainrings w/ Hard-Anodized Coating / Alloy Chainring Bolts
Weight	791g GXP / 645g BB30 (w/ BB)
Avail. Arm Lengths	170, 172.5, 175, 177.5mm
Available Ratios	55/42, 54/42, 53/39 52/38, 52/36, 50/36, 50/34
Compatibility	GXP™ Team BB / Press fit / BB30



Rear Derailleur

Crisp, clean, correct shifting, always: the most precise gear change in cycling is here with the SRAM Force Rear Derailleur.

The SRAM Force Rear Derailleur takes advantage of Exact Actuation™, an actuation ratio that delivers precise 3mm shifts in every gear along with the widest range of adjustment available, delivering the best 10 speed performance in the sport. The SRAM Force Rear Derailleur is crafted with cutting-edge materials, including a unidirectional carbon-fiber outer cage and a magnesium inner link, resulting in an impressively light 178g weight.

01 Exact Actuation means precise, even gear changes throughout the shifting range
02 Carbon-fiber outer cage and magnesium inner link provide strength and light weight

Technology	Exact Actuation
Speeds	10
Weight	178g
Material	Aluminum B-Knuckle, Magnesium Inner Link, Carbon / Aluminum Cage
Compatibility	Max tooth 28T



Front Derailleur

The SRAM Force Front Derailleur achieves the critical balance between positive downshifts and light-action upshifts. It features a unique design maximized for 10 speed drivetrains. Working in tandem with the SRAM Force DoubleTap® controls, the SRAM Force Front Derailleur allows you to trim your shifting on the big chainring for seamless gear changes. One size fits all on the SRAM Force Front Derailleur: utilizing a standardized design that shifts perfectly with both traditional-size chainrings as well as the popular compact-size ring sets.

Available in both braze-on and clamp-band mounting.

01 SRAM actuation maintains proper balance between upshifting and downshifting

Technology	SRAM actuation
Speeds	Double front chainring
Weight	88g braze-on, 102g clamp-band
Material	Aluminum / Steel Cage
Compatibility	55/42, 54/42, 53/39, 52/38, 52/36, 50/36, 50/34, 46/38, 46/34 max 16T



DoubleTap® Controls

SRAM Force DoubleTap® controls put the revolutionary competitive advantage of DoubleTap® technology right at your fingertips. SRAM Force maintains its carbon looks, super lightweight, and ProTour proven durability. Also added is Zero Loss shifting, which engages front shifts immediately. And, like SRAM Red, SRAM Force moves the front trim position to the big ring. **SRAM Force also incorporates the popular reach adjust feature**, which SRAM invented, and allows riders to customize their brake and shift levers.

01 Proprietary DoubleTap® technology delivers smooth up- and downshifts in one motion
02 Ergonomic design is comfortable, aerodynamic, and hides all cables, while weighing only 303g
03 Carbon Brake Lever and Magnesium Shift Lever are light, stiff, and comfortable

Technology	DoubleTap® with ZeroLoss™ on the front
Speeds	10 rear / Double FC front
Weight	302g
Material	Carbon Brake Lever / Magnesium Shift Lever / Titanium
Compatibility	SRAM Red, SRAM Force and SRAM Rival Front and Rear Derailleurs SRAM and industry-standard 10 speed cassettes



Brakeset

The new SRAM Force Brakeset was designed with light weight, performance, and streamlined aesthetics as our guiding principles. Featuring Dual Pivot performance and a proprietary pad compound, the SRAM Force Brakeset delivers high power with low weight. Intelligent engineering combines cold-forged arms, stainless steel main pivot bolts, and a powerful return spring for positive engagement and release.

01 Dual Pivot design increases braking power and enhances progressive feel

Technology	Skeletonized Dual Pivot design with convex washers
Weight	280g
Material	Cold-Forged Arms / Stainless Steel Pivot Bolt
Pad / Holder	SRAM / Swiss Stop compound w/ adjustable cartridge holder
QR	Indexed



PG 1070 Cassette

To take full advantage of the power and promise of the SRAM Force groupset, you need a cassette and chain that are up to the task. With the new PG 1070 Cassette's semi-spidered design, we have maintained the high level of shifting performance while creating a much quieter cassette/chain combination.

- New cassette design for high shifting performance with a quieter chain/cassette combination
- Semi-spidered design: light, strong, efficient

Speeds	10
Chain	PC-1090R, PC-1090, PC-1070, PC-1050, PC-1030
Sprockets on Spider	3
Lock Ring Material	Forged 7000 Series Alloy
Sprocket Material	Heat-Treated Steel
Cassette Weight	210g (11-23)
Available In	11, 12, 13, 14, 15, 16, 17, 19, 21, 23. 11, 12, 13, 14, 15, 17, 19, 21, 23, 25. 11, 12, 13, 14, 15, 17, 19, 21, 23, 26. 11, 12, 13, 14, 15, 17, 19, 22, 25, 28. 12, 13, 14, 15, 16, 17, 19, 21, 23, 25. 12, 13, 14, 15, 16, 17, 19, 21, 23, 26. 12, 13, 14, 15, 16, 17, 19, 21, 24, 27.



PC 1070 PowerChain™

"A chain is only as strong as its weakest link" - SRAM took this to heart when we designed our innovative 10 speed PowerChain. The HollowPin™ construction provides smooth, precise shifting and weight savings.

- HollowPin construction: strong and light weights
- PowerLock connecting link

Compatible Gears	10
Model	PC 1070
Closing Link	PowerLock
Outer Plate	Nickel Silver
Inner Plate	Grey
Pin Treatment	Chrome-hardened pins
Recommended Group	SRAM Force / Shimano® 10 speed compatible
Chain Weight	257g (1070 / 114 links)

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SRAM RIVAL

The polished black anodized finish sets SRAM Rival apart, but that's only the beginning. SRAM Rival features sleek carbon brake levers, Zero Loss front shifting, multiple cable routing options, and reach adjust for both the shift and brake levers.

SRAM's popular reach adjust feature, available only on SRAM's DoubleTap® shift levers, allows riders to customize their SRAM brake and shift levers for a perfect fit. Whether its smaller hands, Cross racing, or just customizing your lever spacing, every rider now has a choice on positioning their levers.

SRAM introduced OCT (Open Core Technology) into MTB and then brought it to road. Now it's lighter, stiffer and sexier in the SRAM Rival line-up. The hollow-forged aluminum cranks are available in 110 or 130 BCD options and range from 165 to 180cm.



compact

SRAM RIVAL

DoubleTap® Controls



Built around SRAM's DoubleTap® technology, SRAM Rival controls offer a performance advantage that other competition level shifters can't touch. With Zero Loss shifting front gears are engaged immediately. And, like SRAM Red, SRAM Rival has its front trim position on the big ring. Added cable routing options allows for both brake and shifter cables to run along either side of the handlebar. **SRAM Rival also incorporates the popular reach adjust feature**, which SRAM invented, and allows riders to customize their brake and shift levers. Now every rider has a choice on positioning their DoubleTap® levers.

01 Proprietary DoubleTap® technology delivers smooth up- and downshifts in one motion
02 Ergonomic design is comfortable, aerodynamic, and hides all cables, while weighing only 320g
03 Carbon shift lever is light, strong, and comfortable

Technology	DoubleTap® with ZeroLoss™ on the front
Speeds	10 rear / Double FC front
Weight	320g
Material	Carbon Brake Lever / Aluminum Shift Lever
Compatibility	SRAM Red, SRAM Force and SRAM Rival Front and Rear Derailleurs Industry-standard 10 speed cassettes

Rear Derailleur



Sacrifice nothing...not durability, dependability, or performance - nothing. The SRAM Rival Rear Derailleur matches SRAM's Exact Actuation™ with tried-and-true competition-proven design and construction. Exact Actuation delivers even gear changes over the entire shifting range via a precise 3mm adjustment from gear to gear. The SRAM Rival rear derailleur weighs only 188g but features an all-aluminum B-Knuckle inner link and cage that can stand up to any serious rider's demands.

01 Exact Actuation means precise, even gear changes throughout the shifting range
02 Aluminum cage and inner link allow for weight savings with added structural integrity

Technology	Exact Actuation
Speeds	10
Weight	188g
Material	Aluminum B-Knuckle, Inner Link, and Cage
Compatibility	Max tooth 28T

Front Derailleur



Designed to work in perfect concert with the Rival Rear Derailleur's Exact Actuation, the front derailleur utilizes a professionally engineered cage design with intuitive adjusters for truly unrivaled upshifts and downshifts. The SRAM Rival Front Derailleur is standardized for use with both traditional and compact ring sets and is available in braze-on or clamp-band mounting.

01 SRAM actuation maintains proper balance between upshifting and downshifting

Technology	SRAM actuation
Speeds	Double front chainring
Weight	88g braze-on, 102g clamp-band
Material	Aluminum / Steel Cage
Compatibility	55/42, 54/42, 53/39, 52/38, 52/36, 50/34, 46/38, 46/34 max 16T



Brakeset

Braking away.

With cold-forged arms, Dual Pivot design, and a proprietary pad compound providing the needed muscle, SRAM's Rival Brakeset gives you powerful stopping power and positive, progressive response. Lightweight materials, streamlined design, and a sleek finish all complement the performance, letting you scrub speed or stop on a dime whether you're racing, training, or warming up.

01 Dual Pivot design increases braking power and enhances progressive feel

Technology	Skeletonized Dual Pivot design with convex washers
Weight	287g
Material	Cold-Forged Arms
Pad / Holder	SRAM / Swiss Stop compound w/ adjustable cartridge holder. Carbon rim compound available.
QR	Indexed



OCT Crankset

The SRAM Rival OCT Crankset shows the way forward for any serious cyclist, putting power to the road while saving weight at the same time. Utilizing Open Core Technology, the OCT Cranket's crank arms are hollow-forged out of AL-6066 alloy for maximum strength and mount our PowerGlide™ 10 speed chainrings. The package, weighing only 830g, is finished off with SRAM's GXP™ boltom bracket, which has been designed to increase power transfer and rigidity while reducing component wear.

01 OCT construction is stronger and lighter than standard solid-core alloy cranks
02 PowerGlide chainrings are competition proven with long-lasting finishes

Arm Material	AL-6066/Polished
Chainring Material	PG Chainrings w/ Hard-Anodized Coating
Weight	830g w/ BB
Avail. Arm Lengths	165, 170, 172.5, 175, 180mm
Available Ratios	53/39, 52/38, 52/36, 50/36, 50/34, 46/38
Compatibility	GXP / Press Fit BB



PG 1070 Cassette

To take full advantage of the power and promise of the SRAM Force groupset, you need a cassette and chain that are up to the task. With the new PG 1070 Cassette's semi-spidered design, we have maintained the high level of shifting performance while creating a much quieter cassette/chain combination.

- New cassette design for high shifting performance with a quieter chain/cassette combination
- Semi-spidered design: light, strong, efficient

Speeds	10
Recommended Chain	PC-1090R, PC-1090, PC-1070, PC-1050, PC-1030
Sprockets on Spider	3
Lock Ring Material	Forged 7000 Series Alloy
Sprocket Material	Heat-Treated Steel
Cassette Weight	210g (11-23)
Available In	11, 12, 13, 14, 15, 16, 17, 19, 21, 23. 11, 12, 13, 14, 15, 17, 19, 21, 23, 25. 11, 12, 13, 14, 15, 17, 19, 21, 23, 26. 11, 12, 13, 14, 15, 17, 19, 22, 25, 28. 12, 13, 14, 15, 16, 17, 19, 21, 23, 25. 12, 13, 14, 15, 16, 17, 19, 21, 23, 26. 12, 13, 14, 15, 16, 17, 19, 21, 24, 27.



PC 1050 PowerChain™

"A chain is only as strong as its weakest link" - SRAM took this to heart when we designed our innovative new 10 speed PowerChain featuring the PowerLock™ connecting link. The HollowPin™ construction provides smooth, precise shifting and weight savings.

- Compatibility extends to industry-standard 10 speed systems

Compatible Gears	10
Model	PC 1050
Closing Link	PowerLock
Outer Plate	Nickel Silver
Inner Plate	Grey
Pin Treatment	Chrome-hardened pins
Recommended Group	SRAM Red / SRAM Force / SRAM Rival, Shimano® compatible
Chain Weight	277g (114 links)

SRAM Triathlon & TT

When it comes down to split seconds the world's best rely on SRAM: Macca, Normann, Michellie, Alberto, Lance or Fabian. With a complete range of aero components, SRAM components provide you the winning edge over the competition.





Team Saxo Bank



Rider: Antonio del Pino



Formula one shifting hits Time Trial & Triathlon NEW

New SRAM R2C TT shifters: innovative shifting.

Features, that only Formula One drivers could enjoy, are now available for the best Triathletes and Time Trial specialists in the world: Chris Mc Cormack, Normann Stadler, Alberto Contador, Lance Armstrong and Fabian Cancellara.

No need to bend your hands anymore, SRAM's new R2C (Return to Center) bar-end shift lever allows you to start in your best aerodynamic position and keeps you there! After every shift the shifter immediately and automatically returns to the starting 'center'. No more efforts, stress and loss of concentration. Just focus on your search for speed.

The narrow shifting blade is made of unidirectional carbon and has been shaped perfectly to fit between the thumb and the first finger.

The inside titanium bolt enables you to adjust the initial position of the shift lever within a 40 degrees range for a 100% customized fit. Front and rear shifting are indexed for precise and flawless gear changes. Two trim positions at the front ensure the best possible chainline. The SRAM R2C time trial shifters weigh in at 175g a pair.

SRAM R2C Features	Return to center technology Carbon shifter blade Titanium bolts 40 degrees blade adjustment Two trim positions at the front Weight: 175g
Riders on SRAM R2C	Chris Mc Cormack, Normann Stadler Michellie Jones, Lance Armstrong Alberto Contador, Fabian Cancellara

Downshift & back into the center position

Upshift & back into the center position



Recommended groupset: SRAM RED





Proven Winner: SRAM TT Chainrings

Our SRAM TT Chainrings come as 53,54 and 55 tooth chainrings. Already having won several time trial stages in the last two seasons these PowerGlide™ rings have been aggressively adopted by all of our pro teams. All feature SRAM's hard anodized finish in tungsten grey. They also add vertical material for strength and aerodynamics with bold 3X SRAM laser-etched graphics that look wicked fast.

01 SRAM Red PowerGlide™ chainrings are designed to professional-grade shift, stiffness, and durability standards.

Ratios	53, 54 and 55 tooth
Weight	53T: 145g / 54T: 165g / 55T: 170g
Material	Aluminum
Compatibility	SRAM Red, SRAM Force and SRAM Rival Front and Rear Derailleurs



Rider: Chris McCormack



900 TT Shifter

Lightweight materials, easy attachment, and intuitive setup are key features to the 900 TT shifters. But the real secret to the SRAM TT shifter's performance is its unique ability to take advantage of SRAM's Exact Actuation™. An aggressively aerodynamic form that utilizes carbon fiber and aluminum sets the shifters apart in weight, wind resistance, and looks.

Speeds	10 rear / friction front
Weight	138g/pair
Material	Carbon-Fiber Pull Lever / Aluminum Top Cover
Compatibility	SRAM Red, SRAM Force and SRAM Rival Front and Rear Derailleurs



900 TT Brake Lever

Maximum aero-efficiency doesn't have to mean minimum comfort. The SRAM 900 TT Brake Lever's ultra-thin, full-carbon-fiber form is shaped to slice through the air while also allowing for excellent hand fit. The addition of a return spring puts it in a class of its own.

Compatibility	SRAM Red, SRAM Force, and SRAM Rival Brakesets
Weight	99g/pair
Material	Carbon Fiber

Recommended groupset: SRAM FORCE





500 TT Shifter

The SRAM 500 TT shift levers deliver all the features and performance of the SRAM carbon 900TT shifter at a lower price. The 500's also include a three position stop - an internal adjustment 'coin' can be flipped and rotated for precise cable release tuning.

Speeds	10 rear / friction front
Weight	154g/pair
Material	Aluminum Pull Lever / Aluminum Top Cover
Compatibility	SRAM Red, SRAM Force and SRAM Rival Front and Rear Derailleurs



NEW

500 TT Brake Lever

Red or black hot anodized aluminum replaces carbon on the SRAM 500 TT aero brake levers, while maintaining all the quality, stopping power and aerodynamics of the 900TT brake levers.

Compatibility	SRAM Red, SRAM Force, and SRAM Rival Brakesets
Weight	115g/pair
Material	Aluminum

Recommended groupset: SRAM RIVAL



S975 SRM™

NEW



SRM head unit

S975 Quarq™

NEW



S975 SRM™ Power Meter Crankset
S975 Quarq™ Power Meter Crankset

The technology to train, the power to win.
Power measurement is the most proven method for training with consistency and quality. Use of a power meter enables athletes to scientifically manage the specifics of their personal program, avoid overtraining, and assess and interpret reactions to a variety of training and racing stimuli.
SRAM has partnered with SRM™ and Quarq the leaders in wireless power meter technology. SRAM's crankset design was created to add professional grade crank, chain ring stiffness and shifting performance to the SRAM modular wireless power meter crank systems.

Arm Material	Unidirectional Carbon
Chainring Material	SRAM Red PG Chainrings w/ Anodized Coating / Alloy Chainring Bolts
Head Unit	SRM™ or Garmin® (S975 SRM™) – Garmin® (S975 Quarq™)
Software	SRM™ or Training Peaks™ (S975 SRM™) – Training Peaks (S975 Quarq™)
Wireless technology	Latest industry standard / ANT+ wireless protocol
Avail. ArmLengths	170, 172.5, 175, 177.5mm
Available Ratios	53/39
Weight	884g w/ BB (S975 Quarq™) – 922g w/BB (S975 SRM™)
Compatibility	GXP BB / 130BCD SRAM rings including TT/Tri rings

Edge 705 / Forerunner 310XT: Compatible Garmin® head units

NEW



S900 Crankset

The new SRAM S900 offers an option between the SRAM Rival OCT and the SRAM Force Crankset. The S900 utilizes a new unidirectional carbon crank arm with a forged alloy spider. This crank arm is also used with SRAM's SRM™ and Quarq™ PowerMeter systems. The SRAM S900 includes our proven PowerGlide™ chainrings and GXP™ BB system. It comes in full-size and compact ratios and in multiple crank arm lengths.

Arm Material	Unidirectional Carbon / Forged Alloy Spider
Chainring Material	PG Chainrings w/ Hard-Anodized Coating
Weight	795g w/BB (GXP)
Avail. Arm Lengths	165, 170, 172.5, 175, 177.5mm
Available Ratios	53/39, 50/36, 50/34
Compatibility	GXP BB / BB30 / 130BCD SRAM rings including TT/Tri rings

NEW



900 / 500 Single Speed Brake Lever

The Single speeder's choice.
The new SRAM 900 and 500 brake levers are the perfect match for riders needing only a single gear. Available with a unidirectional carbon or aluminum lever, the new SRAM brake levers are fully compatible with SRAM Red, SRAM Force and SRAM Rival brake calipers.

Material	Unidirectional Carbon (900) / Aluminum (500)
Weight	240g (900) / 264g (500) per pair
Compatibility	SRAM Red, SRAM Force and SRAM Rival Front and Rear Brakes

Cassettes

No matter if your performance needs or riding style dictate that you run an 8, 9, or 10 speed drivetrain, the OG- and PG-series cassettes give you a full range of choices for light weight, strength, and precise shifting.

10 Speed Cassettes



SRAM RED

OG 1090
Available In
11-23, 11-25, 11-26, 11-28



SRAM FORCE
SRAM RIVAL

PG 1070
Available In
11-23, 11-25, 11-26, 11-28, 12-25, 12-26, 12-27

9 & 8 Speed Cassettes



PG 970
Available In
11-21, 11-23, 12-23,12-26

PG 950
Available In
11-26, 12-23, 12-26

PG 850
Available In
11-26, 12-23, 12-26

Chains

Accurate shifting, excellent wear resistance, and superior durability with 8, 9, and 10 speed compatibility: the SRAM PowerChain™ II won't let you down.

10 Speed Chains

SRAM RED



PC 1090 R



PC 1090

SRAM FORCE



PC 1070

SRAM RIVAL



PC 1050



PC 1030



PowerLock™

9 Speed Chains





PC 991 HP, PC 991 XS, PC 991, PC 971, PC 951
PowerLink™ 9

8 Speed Chains





PC 890, PC 870, PC 850, PC 830
PowerLink™ 8

SRAM Bar Tape and Hood Covers

Superlight Bar Tape
Superlight bar tape blends durability, comfort, and breathability in an ultra-light package that maintains its performance no matter what you put it through. Provides outstanding grip in wet conditions.

Black, Grey, Blue, Yellow, Red



Supertech Bar Tape
For riders who want a smooth, stealthy alternative to traditional bar tapes, Supertech delivers: it looks good, lasts long, is easy to clean, and repels sweat and moisture.

Black "carbon",
Grey "carbon", Silver "carbon"



Supercork Bar Tape
Cork: dependable, comfortable, and classic. Supercork is SRAM's take on a mainstay material for all-purpose bar tape. New option: Make The Leap graphics (black, white, red).

Black, White, Blue, Red, Yellow, Pink

NEW



DoubleTap hoods with Supercork Bar Tape
White Hoods with White Bar Tape
Red Hoods with Red Bar Tape
Yellow Hoods with Yellow Bar Tape
Pink Hoods with Tape Pink Bar Tape





Rider: Michael Bommerheim

SRAM compact

COMPACT: No mountain too steep

Every spare minute you have next to work, family and friends is all about cycling. Still this is not enough time to get in shape like a pro – but thanks to SRAM Compact no mountain will be too steep. The 50/34 double chainring system gives you the racing look and the pro bike feel with the extra gear range to climb those nice 15 km passes in the Alps. SRAM Compact – the lightest chainring system with the benefits of a triple crankset.

Groupset	Crank versions	Crank lengths	Cassettes
	50x34 52x36 52x38	165 167.5 170 172.5 175 177.5mm	11-23: 11-12-13-14-15-16-17-19-21-23 11-26: 11-12-13-14-15-17-19-21-23-26 11-25: 11-12-13-14-15-17-19-21-23-25 11-28: 11-12-13-14-15-17-19-22-25-28

Groupset	Crank versions	Crank lengths	Cassettes
	50x34 50x36 52x36 52x38	170 172.5 175 177.5mm	11-23: 11-12-13-14-15-16-17-19-21-23 11-25: 11-12-13-14-15-17-19-21-23-25 11-26: 11-12-13-14-15-17-19-21-23-26 11-28: 11-12-13-14-15-17-19-22-25-28 12-25: 12-13-14-15-16-17-19-21-23-25 12-26: 12-13-14-15-16-17-19-21-23-26 12-27: 12-13-14-15-16-17-19-21-24-27

Groupset	Crank versions	Crank lengths	Cassettes
	50x34 50x36 52x36 52x38	165 170 172.5 175 177.5 180mm	11-23: 11-12-13-14-15-16-17-19-21-23 11-25: 11-12-13-14-15-17-19-21-23-25 11-26: 11-12-13-14-15-17-19-21-23-26 11-28: 11-12-13-14-15-17-19-22-25-28 12-25: 12-13-14-15-16-17-19-21-23-25 12-26: 12-13-14-15-16-17-19-21-23-26 12-27: 12-13-14-15-16-17-19-21-24-27

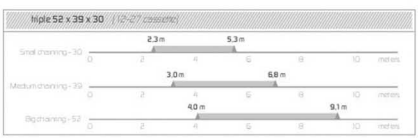


What does compact mean?

Just like standard cranksets, Compact uses 2 chainrings. But instead of having a 130mm bolt circle diameter (BCD), it has a 110mm BCD. This difference in bolt circle diameter enables you to mount smaller chainrings than on a standard crankset (compact chainrings are therefore not compatible with standard cranks). With a compact, 50x34 and 50x36 chainring combinations are now possible.

Road gear ratios *(based on common specifications)*:





Why choose compact?

- Compact offers simple and crisp shifting like a standard set up.
- You ride in a more comfortable position - Narrower Q-factor* than a triple crankset.
- Climbing becomes painless – it is the lightest transmission combination on the market.
- Climbing is easy on the low gears and descending is fun on the harder gears – Thanks to the wide gear range.
- You take full advantage of your 20 gears - Fewer crossovers.

*Def: The Q-factor refers to the distance between the left and right pedals.

SRAM Wheels

The SRAM wheel range takes it to a new level for 2010 with a completely new line of aluminum products and updated carbon models. With a patented deep rim technology from the world leaders in aerodynamic development, the new range of SRAM wheels will offer you the best possible ride what ever your needs are. **The new unidirectional carbon or aluminum models** combine a specific rim design with best in class wheel structure, to achieve the optimum energy transfer without comprising on comfort. Higher stiffness, contained weight will improve acceleration, handling and give you extra speed. **In one word – efficiency.**



Rider: Antonio del Pino

S40 ALL-ROUNDER FOR FAST HILLY RIDES

Climb, accelerate, and sprint with no effort with **the lightest of our carbon wheels**. The **new unidirectional carbon** fiber used on the structural rim reduces weight while increasing stiffness. Whether using S40s for your local group ride, or on a cyclosportive, their **aero shape** will always give you the edge.





Wheel	S40 Front	S40 Rear
Material	UD Carbon	UD Carbon
Depth	38mm	38mm
Spoke Count	18	20
Type	Clincher	Clincher
Weight	760g	950g

S60 FAST AND VERSATILE FOR EVERY TYPE OF RIDE

This versatile "do it all" wheelset is **fast, comfortable, and aerodynamic**. Based on the same technology used in the world's most aerodynamic wheels, the S60's **balance of performance, precision and comfort** will provide you with the efficiency you had been looking for.





Wheel	S60 Front	S60 Rear
Material	UD Carbon	UD Carbon
Depth	60mm	60mm
Spoke Count	18	20
Type	Clincher	Clincher
Weight	835g	1015g

S80 THE ULTIMATE SPEED WEAPON

When it comes to riding faster, why should you have to do all the work? The S80 with its unsurpassed aerodynamic construction is built for performance. The 82mm deep rim profile provides **extra stiffness for ultimate speed and power transfer**. Thanks to the patented rim shape, the **S80 combines performance and comfort** like never before.





Wheel	S80 Front	S80 Rear
Material	UD Carbon	UD Carbon
Depth	82mm	82mm
Spoke Count	18	20
Type	Clincher	Clincher
Weight	960g	1130g

NEW

* 2 color options on stickers:
Red Race or Black Stealth



S27 AL Comp

THE IDEAL TRAINING WHEEL

Take **the high end designed hubs** from the S30 line and combine them with a **strong traditional shaped rim**, and you'll obtain the **ideal training wheel**. SRAM redefines the entry level wheel with the S27 Comp.

NEW





Wheel	Front	Rear
Depth	27mm	27mm
Rim Shape	Traditional	Traditional
Spoke Count	18	20
Type	Clincher	Clincher
Finish	Black Brush	Black Brush
Weight	735g	885g

S30 AL Sprint

TOUGH AND FAST FOR SERIOUS RIDERS

Looking for a **lightweight and aero aluminum wheel**, don't look any further! **Stiff, tough, with super smooth bearings:** make sure you cross the finish line in first place.

NEW





Wheel	Front	Rear
Depth	30mm	30mm
Rim Shape	Hybrid Toroidal®	Hybrid Toroidal®
Spoke Count	18	20
Type	Clincher	Clincher
Finish	Black Mirror	Black Mirror
Weight	680g	815g

S30 AL Race

FAST, LIGHT AND BEAUTIFUL

The **perfect combination of lightweight and aerodynamics**. Put these wheels on your bike and feel how **responsive** they are. Packaged in a **beautiful black diamond finish**, they will turn heads around.

NEW





Wheel	Front	Rear
Depth	30mm	30mm
Rim Shape	Hybrid Toroidal®	Hybrid Toroidal®
Spoke Count	18	20
Type	Clincher	Clincher
Finish	Black Diamond	Black Diamond
Weight	645g	785g

Specifications
Carbon wheels

		S40	S60	S80
RIMS	Weight*	1710g	1850g	2090g
	Profile	Hybrid Toroidal®	Hybrid Toroidal®	Hybrid Toroidal®
	Material	Unidirectional carbon fiber / Alu. braking surface	Unidirectional carbon fiber / Alu. braking surface	Unidirectional carbon fiber / Alu. braking surface
	Depth	38mm	60mm	82mm
	Labels	2 color options: Red Race or Black Beauty	2 color options: Red Race or Black Beauty	2 color options: Red Race or Black Beauty
SPOKES	Count Front/Rear	18/20	18/20	18/20
	Lacing Front/Rear	Radial / Rx2**	Radial / Rx2**	Radial / Rx2**
	Material	Stainless steel / Custom by Sapim	Stainless steel / Custom by Sapim	Stainless steel / Custom by Sapim
	Finish	Black chrome	Black chrome	Black chrome
HUBS	Shells	Aluminum	Aluminum	Aluminum
	Bearings	Sealed Cartridge bearings	Sealed Cartridge bearings	Sealed Cartridge bearings
	Finish	Bead blasted, Black anodized	Bead blasted, Black anodized	Bead blasted, Black anodized
COMPATIBILITY	Tire	Clincher	Clincher	Clincher
	Drive train	SRAM - Shimano® 9/10	SRAM - Shimano® 9/10	SRAM - Shimano® 9/10
	ETRTO / tire size	622x13c / 16-25mm	622x13c / 16-25mm	622x13c / 16-25mm

*All weights are measured without rim tape and quick releases and can vary within a +/- range of 5%
**Rx1 - Rx2: Spoke lacing pattern on the rear wheel: Radial on Drive Side, and crossed 1 or 2 on Non Drive Side.

Aluminum wheels

		S27 AL Comp	S30 AL Sprint	S30 AL Race
RIMS	Weight*	1620g	1495g	1430g
	Profile	Traditionnal	Hybrid Toroidal®	Hybrid Toroidal®
	Material	Alloy 5-6061	Alloy 5-6061	Alloy 5-6061
	Depth	27mm	30mm	30mm
	Finish	Black Brush Brushed / Black anodized	Black Mirror Polished / Black anodized	Black Diamond Polished / Dark Grey anodized
SPOKES	Count Front/Rear	18/20	18/20	18/20
	Lacing Front/Rear	Radial / Rx1**	Radial / Rx1**	Radial / Rx1**
	Type / Material	Sapim CX / Stainless steel	Sapim CX Sprint / Stainless steel	Sapim CX Ray / Stainless steel
	Nipples	Brass, external	Aluminum, internal	Aluminum, internal
HUBS	Shells	Aluminum	Aluminum	Aluminum
	Bearings	Sealed Cartridge bearings	Sealed Cartridge bearings	Sealed Cartridge bearings
	Feature	Play adjustment	Play adjustment	Play adjustment
	Finish	Bead blasted Black anodized	Hand Polished Black anodized	Black Diamond Polished / Ti-Carbide coating
COMPATIBILITY	Tire	Clincher	Clincher	Clincher
	Drive train	SRAM - Shimano® 9/10	SRAM - Shimano® 9/10	SRAM - Shimano® 9/10
	ETRTO / tire size	622x15c / 19-28mm	622x15c / 19-28mm	622x15c / 19-28mm





Rider: Stu Bowers

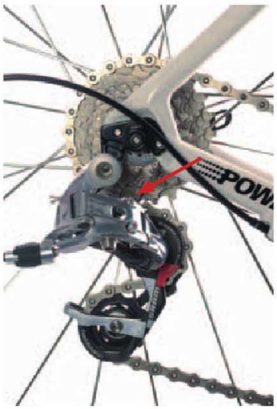

SPECIALIZED
SUPER
Cannondale

SRAM Road Installation & Tuning

With the new DoubleTap® technology of the SRAM ROAD groupsets shifting is easier, faster and more precise than ever. Mounting and tuning SRAM Red, SRAM Force and SRAM Rival differs in some important points from traditional road components.

Very important: adjustment of the correct distance between the upper pulley and the SRAM cassette. Possibility to adjust the reach of the brake and the shift lever individually.

Adjusting the upper und lower derailleur limit screws



Mount the rear derailleur in the correctly adjusted derailleur hanger with a 5-mm-hex key. Recommended torque is 8-10 Nm. Adjust the lower limit with the screw H (H = High speed) so that the chain can't fall off the smallest cog. With the screw L the upper limit (L = Low speed). The chain must not fall off into the spoke side. You can check the correct limitations while moving the derailleur by hand on to the largest cog.

Correct housing length

Choose a long housing length from the cable stop at the chainstay to the rear derailleur to avoid friction and guarantee precise shifting. You should take only 1.1-mm inner cables with a fitting nipple head. Already cut inner cables won't fit through the shifters (only new ones will work).

Fixing the inner cable

The inner cable is routed over the semi-circular guide and is fixed with 5-6 Nm under the plate.

VERY IMPORTANT: Correct distance between upper pulley and cogs!

The following step is crucial for the shifting performance of the SRAM rear derailleur and is different to the known products of Shimano® and Campagnolo®.
Put the chain on the inner chainring and the inner cog. In this Configuration the distance between the top of the cog teeth and the upper pulley should be 6mm (picture on the right side). You can adjust the distance between the pulley and the cassette with the B-screw (circled in the picture below).
Attention: If you change the cassette this distance should be adjusted to the new largest cog.

Adjusting the shifting

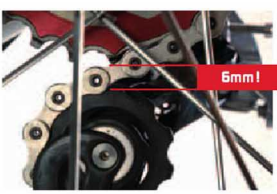
With the tension screw, you tune the cable tension: The chain should climb up the cogs easily or drop down fast and easy without delay when you push the shift lever or tap it shortly.

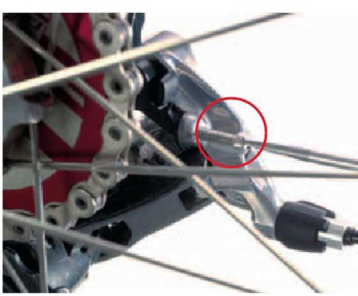
Trim position on the front derailleur

The front derailleur of the SRAM groupsets has its trim position on the outer chainring. A light tap on the lever will allow you to trim the front derailleur – no more rub on the larger cogs. This is because we achieved a better chainline while the chain is running on the outer chainring and the smaller cogs. The



SRAM Force and SRAM Rival (MY 2008) have this trim position on the inner chainring. You can move the front derailleur 2mm to the outer side when the chain is running on the smaller chainring. The chainline is optimized for the smaller gears.











Reach adjustment of the SRAM shift lever

You can adjust the reach of the SRAM Double Tap shifters individually to your needs and your handsize.
ATTENTION: When adjusting the reach you should always tune the shift lever first, then the brake lever!
You can adjust the reach of the SRAM shift levers according to your hand size or your individual needs (arrows in the pictures). The excenter at the upper part of the carbon shift lever (arrow in the lower picture) can be moved with a needle or a pick in 6 different positions. TIP: Imagine a clock. Main positions are 12 o'clock = 10mm/minimum distance. 3 o'clock = 5mm, 6 o'clock is 2,5mm, 9 o'clock = 0mm/max reach.



Reach adjustment of the SRAM brake lever

To adjust the reach of the brake lever you roll back the hood covers. With a 3mm hex key (picture left) you can shorten the distance of the lever to the handlebar while turning the screw clockwise. Difference between max and min is 10mm.

Mounting the front derailleur

Picture on the right side: For compact cranks the front derailleur for the brazed on version is mounted in the upper thread (arrow). For standard cranksets with 53/39 you use the lower thread of the derailleur.

Tuning the front derailleur

The distance between the outer cage of the front derailleur to the teeth tops of the outer chainring should be 1 - 3mm. Take care that the cage is absolutely parallel to the chainring.



Shortening the chain

You find the correct chain length while positioning the chain over the bigger chainring and the largest cog – without going through the pulleys! To this length you add one inner link and the Powerlock. After you have closed the Powerlock you should check the smooth and easy running of the chain. **ATTENTION:** After having locked the Powerlock you can't open it again. You have to use a standard chain tool and a new Powerlock. To close the Powerlock correctly you need a minimum of force which is most easily achieved by putting power on to the pedal.





Chris "Pink Pants" Van Roosbroek , Team Astana Head Mechanic

BB30 Installation

SRAM Red & SRAM Force cranks are SUPERSIZED with BB30, a new industrial standard for bottom brackets, which is:
10% stiffer* – more power to the pedal. **20% lighter*** – flying up the hills. **300% more ankle clearance*** – no more discomfort while riding

BB30 compatible frames are manufactured by the following bicycle brands: Cannondale, Focus, Kuota, Merida, Specialized

* Compared to a GXP system

To correctly install a SRAM BB30 crankset follow the five steps below:

1. BB30 bearings and bearing shield

- Install the retaining clip into the bottom bracket groove. Be sure it is fully seated.
- If you are installing ceramic bearings, be sure the blue seal faces outboard and will be visible once installed.
- Use a headset press and bearing installation toolkit to install the drive side bearing until it is seated against the retaining clip. Repeat for the non-drive side bearing.
- Apply a thin layer of grease to the outer bearing surfaces.
- Place the bearing shields over the bearings. Be sure the printed surface faces outboard and will be visible once installed.




2. Crankset preparation

- Apply a thin layer of grease to the drive side crank arm spindle and spindle splines.
- Apply a thin layer of grease to the threads of the non-drive side crank arm.




3. Drive side crank arm installation

- Insert the drive side crank and spindle assembly through the installed BB30 bearings. It may be necessary to use a rubber mallet to gently tap the crank and spindle assembly through the bearings.
- **Install the three plastic spacers** followed by the wave spring washer over the non-drive side spindle.

**Three spacers is just a suggested number to start with. You may require more or less, and should read Step 5, below.





4. Non-drive side crankarm installation

- Place the non-drive side crank arm on the spindle. Be sure it is aligned properly with the drive side crank arm and the spindle splines are fully engaged.
- Use a 10 mm torque wrench and tighten the crank arm bolt to 48-54 Nm (425-478 in-lb).





5. Important final check

- The spring wave washer on the non-drive side should be compressed – but not flattened – when the crank arm bolt is fully torqued. You may need to adjust the number of plastic spacers used in Step 3.
- If the spring wave washer is flattened, you used too many spacers and the crankset will not spin smoothly.
- If the spring wave washer is not compressed enough, you don't have enough spacers and the crankset will have a small amount of side to side play.







SRAM Road Product Line

SRAM RED


Shifter


Rear Derailleur


GXP Crankset


BB30 Crankset


Ceramic BB


Front Derailleur


Brakeset


OG 1090 Cassette / PC 1090R Chain


R2C Shift Lever


900TT Brake Lever

SRAM FORCE


Shifter


Rear Derailleur


GXP Crankset


BB30 Crankset


Bottom Bracket


Front Derailleur


Brakeset


PG 1070 Cassette / PC 1070 Chain


900TT Shift Lever


900TT Brake Lever

SRAM RIVAL


Shifter


Rear Derailleur


GXP Crankset


Bottom Bracket


Front Derailleur


Brakeset


PG 1070 Cassette / PC 1050 Chain


500TT Shift Lever


500TT Brake Lever

SRAM non-series


S975 SRM™ Crankset


S975 Quarq™ Crankset


S900 Crankset


S500 Crankset


S300 Crankset


S100 Crankset


Omnium Crankset


Singlespeed Brake Lever


Flat-Bar Road Shifter


Ceramic BB Bearings


Ceramic RD Bearings

OG 1090 Cassette

PG 1070 Cassette

PG 970 Cassette

PG 950 Cassette

PG 850 Cassette

10 Speed Chains

9 Speed Chains

8 Speed Chains

Gruppo Specifications

SRAM Red	Shifter	Rear Derailleur	Crankset	Bottom Bracket	Front Derailleur	Brakeset	Cassette	Chain
Technology	DoubleTap / ZeroLoss™ on front and rear	Exact Actuation	Integrated Carbon Spider	GXP Press Fit BB30	SRAM Actuation	Skeletonized Dual Pivot Design w/ Convex Washers	OpenGlide	PowerLock / HollowPin / Chrome-Hardened Pins
Speeds	10 / 2	10	2	NA	2	NA	10	10
Weight	280g	153g	760g (GXP) 630g (BB30) w/ BB	105g (GXP)	58g Braze-On 72g Clamp	265g	155g	255g (10-28T / 114 Links)
Material // Finish	Carbon Brake Lever / Carbon Shift Levers / Titanium	Aluminum / Titanium / Ceramic / Carbon	Carbon / Alloy	CNC Alloy Cups / Ceramic Bearings // Polished	Aluminum / Hardened Titanium Cage	Cold-Forged Arms / Titanium Pivot & Mounting Bolt / SRAM -Swiss Stop Compound w/ Adjustable Cartridge Holder	Aluminum Anodized / Heat-Treated Steel // Nickel / Chrome Plated	Nickel Silver
Compatibility	SRAM Red, SRAM Force, and SRAM Rival Front and Rear Derailleurs	Max Tooth 28T	GXP / Press Fit / BB30 55/42, 54/42, 53/39, 52/38 52/36, 50/34	SRAM Red / SRAM Force / SRAM Rival Cranksets	55/42, 54/42, 53/39, 52/38 52/36, 50/36, 50/34, 46/38 Max Tooth 16T	DoubleTap Controls	11-23, 11-25, 11-26, 11-28	SRAM Red, SRAM Force, SRAM Rival and industry standard 10 spd systems

SRAM Force	Shifter	Rear Derailleur	Crankset	Bottom Bracket	Front Derailleur	Brakeset	Cassette	Chain
Technology	DoubleTap / ZeroLoss™ on the front	Exact Actuation	Integrated Carbon Spider	GXP / Press Fit / BB30	SRAM Actuation	Dual Pivot	PowerGlide	PowerLock / HollowPin
Speeds	10 / 2	10	2	NA	2	NA	10	10
Weight	302g	178g	791g (GXP) 645g (BB30) w/ BB	115g (GXP)	88g Braze-On 102g Clamp	280g	210g (11-23)	257g (1070 / 114 Links)
Material // Finish	Carbon / Magnesium / Titanium // Clear Coat	Aluminum / Carbon / Magnesium // Forged with hard anodized Zephyr Silver finish	Carbon / Alloy // Clear Coat	CNC Alloy Cups	Aluminum // Polished / Forged with hard anodized Zephyr Silver finish	Cold Forged / Stainless Steel // Cold Forged with hard anodized Zephyr Silver finish	Forged Alloy Spider / Heat-Treated Steel // Chrome Plated	Heat-Treated Steel // Silver
Compatibility	SRAM Red, SRAM Force, and SRAM Rival Front and Rear Derailleurs	Max Tooth 28T	GXP / Press Fit / BB30 55/42, 54/42, 53/39, 52/38 52/36, 50/34	SRAM Red / SRAM Force / SRAM Rival Cranksets	55/42, 54/42, 53/39, 52/38 52/36, 50/36, 50/34, 46/38 Max Tooth 16T	DoubleTap Controls	11-23, 11-25, 11-26, 11-28, 12-25, 12-26, 12-27	SRAM Red, SRAM Force, SRAM Rival and industry standard 10 spd systems

SRAM Rival	Shifter	Rear Derailleur	Crankset	Bottom Bracket	Front Derailleur	Brakeset	Cassette	Chain
Technology	DoubleTap / ZeroLoss™ on the front	Exact Actuation	OCT Open Core Technology	GXP / Press Fit	SRAM Actuation	Dual Pivot	PowerGlide	PowerLock / HollowPin
Speeds	10 / 2	10	2	NA	2	NA	10	10
Weight	320g	188g	830g (w/ BB)	115g (GXP)	88g Braze-On 102g Clamp	287g	210g (11-23)	277g (1050 / 114 Links)
Material // Finish	Carbon Brake Lever / Aluminum Shift Lever // Clear coat	Aluminum // Polished	Aluminum // Polished	CNC Alloy Cups	Aluminum // Polished	Cold Forged / Stainless Steel // Polished	Forged Alloy Spider / Heat-Treated Steel // Chrome Plated	Heat-Treated Steel // Grey
Compatibility	SRAM Red, SRAM Force, and SRAM Rival Front and Rear Derailleurs	Max Tooth 28T	GXP 53/39, 52/38 52/36, 50/36, 50/34, 46/38	SRAM Red / SRAM Force / SRAM Rival Cranksets	55/42, 54/42, 53/39, 52/38 52/36, 50/36, 50/34, 46/38 Max Tooth 16T	DoubleTap Controls	11-23, 11-25, 11-26, 11-28, 12-25, 12-26, 12-27	SRAM Red, SRAM Force, SRAM Rival and industry standard 10 spd systems



Team Astana



Team Milram



Fabian Cancellara / Saxo Bank



Jan Frodeno



Team Fidea



TIBCO Women's Pro Cycling



Michellie Jones



Alistair Brownlee



Team OUCH



Chris McCormack



SRAM NRS

SRAM Racing
SRAM sponsored Teams put our products to the ultimate test, making you can benefit from the best possible equipment in the most demanding conditions. Below is a list of our key teams and athletes riding SRAM:

2009 SRAM SPONSORED PARTNERS

ROAD RACING
Astana (ProTour)
Saxo Bank (ProTour)
Milram (ProTour)
Agritubel (Pro conti)
ISD (Pro conti)

OUCH Pro Cycling Team pb Maxxis (USA)
Kelly Benefits Strategies Pro Cycling Team (USA)
Jelly Belly Professional Cycling Team (USA)
Trek Livestrong U23 (USA)
Team Nutrixxion (GER)
TIBCO Women's Pro Cycling (USA)
Rose-EGN (GER)

PROFESSIONAL CYCLO CROSS
Fidea Cycling Team (BEL)
CycloCrossworld.com/Cannondale (USA)
ZZPR Cycling Team (NED)
Team Clif Bar (USA)
Team Clif Bar Development Team (USA)

PROFESSIONAL CYCLOCROSS INDIVIDUALS
Todd Wells (USA)
Joachim Parbo (DEN)

TRIATHLON INDIVIDUALS
Jan Frodeno (GER)
Chris McCormack (AUS)
Michellie Jones (AUS)
Normann Stadler (GER)
Chris Lieto (USA)
Torbjorn Sindballe (DEN)
Virginia Berasategui (ESP)
Samantha McGlone (CAN)
Kieran Doe (NZ)
Desiree Ficker (USA)
Pip Taylor (AUS)
Linsey Corbin (USA)
Kim Loeffler (USA)
Tim DeBoom (USA)
Brent McMahon/Blue (USA)
Andreas Raelert/Blue (GER)
David Thompson (USA)
Jordan Rapp (USA)
Marino Vanhoenacker (BEL)
Nicole Leder (GER)
Nicole Töpfer (GER)
Bella Baylis (GBR)
Rasmus Henning (DEN)

TRIATHLON TEAMS
Team Evo-Tri Team (USA)
Timex (USA)
Commerzbank Team (GER)
Largardère Paris Racing (FRA)
Boardman Elite Tri Team (GBR)

Neutral Road Support (NRS)
SRAM's commitment to the many cycling & triathlon disciplines doesn't stop at the product level. At over 140 events around North America and Australia, Rain, snow or shine, athletes of every level are serviced by SRAM's Neutral Race Support program. Whether you're Down Under at the Herald Sun Tour, racing the B's at The USGP of Cross in Portland, or hitting out under the lights in Athens, GA, our guys will be at the ready to turn a wrench or lend a 404 and a push.



Brice Feillu / Team Agritubel

Photographers:

Dirk Belling
Graham Watson
Elizabeth Kreutz
Paul Healing
Ben Raby


Lust
OF CYCLING
SRAM



SRAM VIA



24 (T C)

DETAILS	GEARS	WEIGHT	TRANSITION	TECHNOLOGY	CONTROL UNITS
24-speed drivetrain, lighter than the competition 28-38-48 chainrings, 175/170 mm crank length all SRAM 8sp cassettes	24	3.381g incl. chain, BB, cassette	382%	SRAM X.0™ shifting technology: 1:1 Actuation Ratio, DiR.T.™: Direct Route Technology, two-lever design	 trigger shifter

SRAM DUALDRIVE II





27 / 24 (S T)

DETAILS	GEARS	WEIGHT	TRANSITION	TECHNOLOGY	CONTROL UNITS
27-speed hybrid drivetrain, shiftable under load, shifting while standing	27	freewheel: 970g disc: 985g	578%	27-speed hybrid drivetrain - internal gear hub (3) - external drive train (9)	 one-hand twist shifter
24-speed hybrid drivetrain, shiftable under load, shifting while standing	24	freewheel: 970g disc: 985g	541%	24-speed hybrid drivetrain - internal gear hub (3) - external drive train (8)	 trigger shifter

SRAM i-MOTION 9+







COASTER BRAKE (T C)

DETAILS	GEARS	WEIGHT	TRANSITION	TECHNOLOGY	CONTROL UNITS
9 speed gear hub, coaster brake NEW: color options	9	2.400g	340%	shifting servo, Easy-Click Connector, shiftable under load, shifting while standing, smooth transition	 twist shifter

FREEWHEEL & DISC (S T)

DETAILS	GÄNGE	GEWICHT	ÜBERSETZUNG	TECHNOLOGIE	CONTROL UNITS
9 speed gear hub, freewheel NEW: color options	9	1.960g	340%	shifting servo, Easy-Click Connector, shiftable under load, shifting while standing, smooth transition	 integrated brake shifter

COLOR OPTIONS

DETAILS
available in silver, black, blue, gold, purple, green and red





SRAM i-MOTION 3+







DISC BRAKE (S C)

DETAILS	GEARS	WEIGHT	TRANSITION	TECHNOLOGY	CONTROL UNITS
3 speed gear hub, disc brake color options silver and black	3	1.210g	186%	shiftable under load, shifting while standing, low shifting forces	 twist shifter

FREEWHEEL (S C)

DETAILS	GÄNGE	GEWICHT	ÜBERSETZUNG	TECHNOLOGIE	CONTROL UNITS
3 speed gear hub, freewheel color options silver and black	3	1.120g	186%	shiftable under load, shifting while standing, low shifting forces	 Bandix

COASTER BRAKE (C)

DETAILS	GÄNGE	GEWICHT	ÜBERSETZUNG	TECHNOLOGIE
3 speed gear hub, coaster brake color options silver and black	3	1.390g	186%	shiftable under load, shifting while standing, low shifting forces

SRAM PRODUCT OVERVIEW

SRAM S7™ P5™ T3™



S7 [T] [C]

DETAILS	GEARS	WEIGHT	TRANSITION	TECHNOLOGY	OPTIONS	CONTROL UNITS
twist shifter	7	C: 1.714g F: 1.556g	303%	7 speed internal gear hub, clickbox	coaster brake, freewheel	 S7 shift lever



P5 [C]

DETAILS	GEARS	WEIGHT	TRANSITION	TECHNOLOGY	OPTIONS	
twist shifter	5	C: 1.495g F: 1.330g	251%	5 speed internal gear hub, clickbox	coaster brake, freewheel, Cargo version	 P5 shift lever



T3 [C]

DETAILS	GEARS	WEIGHT	TRANSITION	TECHNOLOGY	OPTIONS	
twist shifter, click shifter	3	C: 1.182g F: 911g	186%	3 speed internal gear hub, return pulley	coaster brake, freewheel	 T3 shift lever

C = coaster brake - F = freewheel

NEW

Torpedo SRAM



SINGLESPEED [S] [C]

DETAILS	GEARS	WEIGHT	TECHNOLOGY	COLOR OPTIONS
fixed gears and freewheel function	1	480g	fixed = turn 7 x clockwise to the stop free = turn 7 x counter clockwise to the stop	

SRAM DoubleTap | Red | X-0



10 FLAT-BAR [S] [T]

DETAILS	GEARS	WEIGHT	MATERIAL	COMPATIBILITY
double tap shifter	10	225g pair	Aluminum	SRAM Red, SRAM Force, SRAM Rival



9 FLAT-BAR [S] [T]

DETAILS	GEARS	WEIGHT	MATERIAL	COMPATIBILITY
double tap shifter	9	225g pair	Aluminum	SRAM X.0, SRAM X.9, SRAM X.7, SRAM X.5, SRAM X.4, SRAM Via

SRAM KOMFY



DISC BRAKE [S] [T] [C]

DETAILS	WEIGHT	TECHNOLOGY
4-Finger-Lever Hydraulic Disc Brake	419g (160 mm rotor, front)	4-Finger Lever Comfort Specific Piston Ratio Split Clamp Tri-Align caliper positioning system



i-LIGHT™



D7 SERIES [S] [T]

DETAILS	WEIGHT	TECHNOLOGY	OPTIONS
hub dynamo	hollow axle - rim brake: 565g hollow axle disc brake: 594g	2,4 Watt / 3,0 Watt; 6 Volt 36 CP technology high performance at low speed	disc brake, quick release, color options



D3 SERIES [T] [C]

DETAILS	WEIGHT	TECHNOLOGY	OPTIONS
hub dynamo	solid axle - rim brake: 602g hollow axle - rim brake: 565g solid axle - N74 - rim brake: 592g hollow axle - N74 - rim brake: 558g	2,4 Watt / 3,0 Watt; 6 Volt 36 CP technology	quick release, 74 mm O.L.D for small size wheels, color options

[S] Sportsline
[T] Trekkingline
[C] Cityline

SRAM VIA

NEW: COMPLETE TREKKING GROUP

PURE RIDING PLEASURE

After the successful introduction of the road groups SRAM Red™, SRAM Force™ and SRAM Rival™, SRAM presents SRAM VIA a completely new 24-speed group especially for the trekking market. The first model is an intelligent blend of performance and value.
SRAM VIA consists of proven SRAM components: the rear derailleur and the trigger shifters work with SRAM X.0™ shifting technology (1:1 actuation ratio, Di.R.T.™: Direct Route Technology, two-lever design). SRAM VIA is a light trekking group set. It offers reliable shifting performance, easy usability and the shifters feature a clear gear display.

SAFE BRAKING

Thanks to the two-lever system and the ergonomic design you only need a thumb for shifting – the hand is always on the handlebar and can react in no time.




SRAM
MTB
2010



Sam Schultz, Team Subaru-Gary Fisher
and XX Test Rider

THE POWER OF 4

The four most innovative brands in cycling have come together behind one singular goal: to craft the most advanced cross country group ever.

XX™ was a project that covered two years and thousands of hours, spanning six countries on three continents. It took the product and design expertise of SRAM shifting, RockShox suspension, Avid braking, and Truvativ engineering working united as one to create the lightest, most technically advanced group conceivable. And we delivered. **This is XX.**

SRAM ROCK SHOX Avid TRUVATIV


BLACKBOX
TECHNOLOGY







2X10













SRAM · ROCK SHOX · Avid · TRUVATIV





XXPON

INNOVATION

XX™ was an idea whose time was right: our first MTB group. We didn't just want to be better—we wanted to be beyond comparison. Revolutionary front shifting, unmatched ergonomics, and unequalled hydraulic remote suspension lock-out all in the first-ever 2x10 MTB package.

ENGINEERING

Designed together to work together. Nothing was created in a vacuum. Across brands, we pushed each other toward extraordinary integration. We tested and retested the group as a whole. For a complete XX experience, don't leave anything out. We didn't.



ENTIAL[4]

SUPERIORITY

A complete group that weighs in at less than 2300 grams.* The fastest, cleanest shifting in mountain biking. More options and adjustability than ever before. New patented technologies. Praised by the best riders in the world. Faster. Lighter. The game has changed.

*2300g group weight does not include suspension.

DEDICATION

Our global team of riders is always demanding innovation. The path they laid out for us was clear: give us the competitive advantage. We have answered their call with XX, the ultimate in MTB performance with zero compromise.



A NEW DEFINITION OF PERFORMANCE

THE FASTEST FRONT SHIFT

X-Glide™ technology incorporated into the chainrings and front derailleur means that front shifting has never been this crisp. By maximizing the number of perfectly aligned points between the large and small chainrings, X-Glide shifts when you shift. No more waiting.

WHY 2X10?

Athletes demanded it. The very first 2x10 transmission in mountain biking delivers unparalleled shifting performance at an incredibly light weight. With a standard three-chainring configuration, there are many combinations of gears that yield the exact same result, which means it's possible to be doing the same work in two or three different combinations. These redundancies cost you time and energy getting to the gearing combinations that you really need.



"WITHIN HALF AN HOUR WE HAD FORGOTTEN ABOUT IT BECAUSE IT IS SO INTUITIVE."

- Alan Muldoon, MBR UK

PRECISE CONTROL EXACTLY WHERE YOU NEED IT

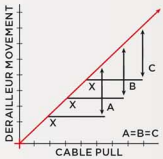
XX™ TRIGGER SHIFTERS

One of the lightest and most compact shifters ever created, the XX Trigger features a fully adjustable carbon fiber lever, resulting in minimal weight with maximized durability. Pair the XX Trigger with the MatchMaker™ X clamp to streamline your handlebar setup. The XX Trigger maintains the legacy of X.0™ shifting with new features and technologies optimized for 2x10 and Exact Actuation.



SHIFTER SPECS

WEIGHT:	183g per pair
TECHNOLOGY:	Exact Actuation ratio for 10 speed
SPEEDS:	2x10
COMPATIBILITY:	XX 2x10 only
HARDWARE:	AL-7075-T6 and stainless steel; TORX® T25 bolts
CLAMP:	AL-6061-T6
BODY MATERIAL:	Carbon fiber top cover; composite lower cover
BLADE MATERIAL:	Carbon fiber pull; composite release
ADJUSTABILITY:	Lever blade position

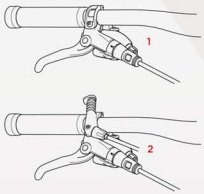


Exact Actuation™

Precision equals consistency equals victory. XX uses the Exact Actuation shifting technology developed for SRAM road to help give you the ultimate MTB shifting experience. Exact Actuation delivers an identical 3mm adjustment between each gear on the cassette, replacing the typical slop found between gears with a crisp, clean, and immediate shift. This consistent, precise adjustment means smoother, faster, and better shifting with no variation in pull effort from gear to gear.

"IT IS AMAZING HOW SMOOTH THE XX SHIFTS ARE. INSTEAD OF HAVING TO PREPLAN MY SHIFTS, I CAN WAIT UNTIL MIDCLIMB AND DUMP IT DOWN WITHOUT ANY PROBLEMS."

- Sam Schultz, Team Subaru-Gary Fisher and XX Test Rider



MATCHMAKER™ X CLAMP CONFIGURATIONS

1: MatchMaker X + Shifter + Brake Lever
2: MatchMaker X + Shifter + Brake Lever + XLoc

XX Brake Lever
XLoc
MatchMaker X



MATCHMAKER X SPECS

MATERIAL:	AL-6061-T6
HARDWARE:	Titanium TORX® T25 bolts
OPTIONS:	Shifter + Brake, Shifter + Brake + XLoc
ADJUSTABILITY:	Medial/lateral and rotational around the bar
MOUNTING:	Ambidextrous



MATCHMAKER X CLAMP

MatchMaker X is a singular clamp that mounts both the brake lever and the shifter for a clean handlebar setup. When using MatchMaker X, you can still adjust the brake and shifter positions independently of one another. MatchMaker X also supports the XLoc remote suspension control. It's the XX philosophy in action.



Mary McConneloug, Team Kenda
Seven NoTubes and XX™ Test Rider

"THE HIGH CLAMP IS A WORK OF ART."
- Jon Cancellier, BlackBox® Racing Manager

OPTIMIZED 2X10 PERFORMANCE

XX™ FRONT DERAILLEUR

The low-profile XX Front Derailleur was designed from scratch specifically for 2x10. It's a critical part of the XX shifting experience: the fastest front shift ever. Offered in a wide variety of clamp-mount and direct-mount options.



High Mount

FRONT DERAILLEUR SPECS

WEIGHT:	118g (Low Mount)
CAGE MATERIAL:	Steel
CLAMP MATERIAL:	Forged AL-6061-T6
HARDWARE:	TORX® T25 bolts
SHIFTING POSITIONS:	2
CABLE ROUTING:	Top or bottom pull
CHAINSTAY ANGLE:	66-69 degrees
COMPATIBILITY:	31,8mm, 34,9mm, and 38,1mm clamp sizes
OPTIONS:	High Mount, Low Mount, Direct Mount



Low Mount



Direct Mount

MAGIC MATERIALS SCIENCE AND BLACK ARTS

XX™ CRANK

Coming in at 694 grams (BB30), the XX Crank delivers amazing performance and durability with no penalties in weight. The first MTB crank specifically designed for 2x10 uses some of the world's most advanced material science. The oversized chainrings are CNC machined from 6mm 7075 aluminum blanks—2mm thicker than the competition. Unparalleled stiffness is delivered by an increased Bolt Circle Diameter (BCD) and a two-piece insert-molded carbon composite construction. The XX Crank geometry provides a narrow 156mm Q factor, efficient chainline, and beveled crank arms to maximize clearance. It's pure science in action.

XX™ CHAINRINGS

OUR WAY OF THINKING

The concept was simple: create a geometry that allows each chainring to be divided into equal segments, much like a pie. Then, perfect the up- and downshift timing for one segment, and repeat that for each of them. However, making this idea an engineering reality was quite another thing. Prototype after prototype was built, ridden, and analyzed until we got it right. The outcome is lightning-fast and accurate front shifting, through an all-new, patented, mind-blowing performance technology: X-Glide.

X-GLIDE™
WHAT MAKES IT SO FAST?

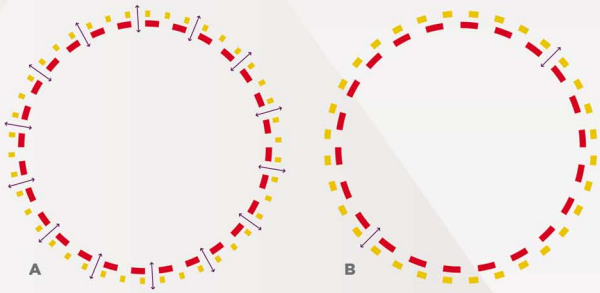
Traditional chainring geometry forces a compromise between up and down shift locations, none of which have ideal timing. In fact, half of the possible shift locations are skipped on each crank revolution. The more shift locations you try to incorporate, the worse the timing compromise will be: either your chain jams, causing chain suck, or the chain just fails to shift and runs across the top of the rings until it hits the next shift location.

Those days are over with X-Glide.

X-Glide is the common denominator that gives XX its unmatched shifting performance. With X-Glide, all four upshift locations are identical and can be picked up by any outer link. The result? Up and down shift locations have perfect timing, for an almost instant shift—even under load!

This all-new shifting experience is enhanced by the XX Front Derailleur and the XX 2x10 Front Shifter. Designed together to work together.

A: X-Glide
B: Traditional
↕ Opposing entry points or "sweet spots"



XXPONENTIAL 4
INNOVATION



4 pick-ups, 4 releases: make one spot perfect; repeat

Pick-up
Release
x "Sweet spot"





ALL-NEW TRUVATIV PRESSFIT 30 DEBUTS WITH XX™

The XX philosophy comes to life again—everything you need, nothing you don't. Light and strong. Our all-new PressFit 30 provides big weight savings, a narrower Q factor, and more ankle clearance in an easy-to-install, durable little black package. PressFit 30 features an integrated gutter seal underneath an aluminum-bearing shield to dramatically prolong ceramic bearing life.

"2X10 IS THE COMPLETE PACKAGE: BIG-RING POWER AND MIDDLE-RING SPIN ALL IN ONE."

- Ross Schnell, Trek Racing Cooperative and XX Test Rider



CRANK SPECS

WEIGHT:	694g (BB30), 754g (GXP w/BB)
CHAINLINE:	49.5
CHAINRING MATERIAL:	AL-7075-T651
CHAINRING COLOR:	Tungsten gray and silver
CHAINRING BOLTS:	AL-7075-T6
CRANK-ARM MATERIALS:	Integrated carbon composite/aluminum spider construction
COMPATIBILITY CHAIN:	Optimized for SRAM PC 1090 or PC 1090R
CRANK-ARM LENGTH OPTIONS:	170mm and 175mm
CHAINRING OPTIONS:	26-39 (120/80 BCD), 28-42 (120/80 BCD)
BOTTOM BRACKET OPTIONS:	GXP, PressFit GXP, BB30, and PressFit 30 (BlackBox® Ceramic Bearings standard on all BB options)

PRESSFIT 30 SPECS

SPINDLE MATERIAL:	Alloy
SPINDLE DIAMETER:	30mm
BEARING SIZE:	42x30x7
BEARING FITTINGS:	PressFit cups
BB SHELL REQUIREMENTS:	73mm wide x 46mm inner diameter

THE CONTINUATION OF THE SRAM LEGACY

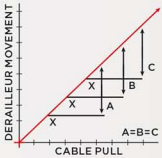
XX™ REAR DERAILLEUR

Leveraging the legendary history of SRAM shifting, the XX Rear Derailleur delivers incredible speed and precision. Sealed ceramic pulleys give you the highest levels of durability. The carbon fiber cage has a dedicated length specific to 2x10. Exact Actuation technology eliminates slop and shifting variation. It's a rear derailleur perfected for ultimate off-road performance.



REAR DERAILLEUR SPECS

WEIGHT:	181g
SPEEDS:	10 speed for 2x10 system
TECHNOLOGY:	Exact Actuation ratio, Direct Route Technology
INNER/OUTER CAGE MATERIAL:	Carbon fiber composite
SPRING MATERIAL:	Titanium
INNER LINK:	Forged magnesium
OUTER LINK:	Forged AL-6061-T6
B-BOLT:	AL-7075-T6
B-KNUCKLE:	Forged AL-7075-T6
P-KNUCKLE:	Grilon® composite
BEARING PULLEYS:	Sealed ceramic
HARDWARE:	Titanium and AL-7075-T6; TORX® T25 bolts
CAGE LENGTH:	93mm
COMPATIBILITY:	36 tooth



Exact Actuation™

Precision equals consistency equals victory. XX uses the Exact Actuation shifting technology developed for SRAM road to help give you the ultimate MTB shifting experience. Exact Actuation delivers an identical 3mm adjustment between each gear on the cassette, replacing the typical slop found between gears with a crisp, clean, and immediate shift. This consistent, precise adjustment means smoother, faster, and better shifting with no variation in pull effort from gear to gear.

THE EVOLUTION OF POWERDOME™



XX™ CASSETTE

The revolutionary machined design of the XX Cassette uses the same grueling manufacturing techniques that produced the PowerDome road cassette. With X-Dome, eight of the cogs are CNC-machined together out of a single block of billet steel, creating an incredibly lightweight, precise, and strong cassette. It's a process that takes nine hours per cassette! The aluminum large cog can be replaced as needed. You have never seen a cassette that looks like this. The open design aids in mud clearance, giving you cleaner shifting performance and longer component life.







Optimized for use with any SRAM 10 speed chain. Recommended:
PC 1090
PC 1090R

CASSETTE SPECS

WEIGHT:	208g (11-36)
TECHNOLOGIES:	X-Glide shifting, X-Dome design
SPEEDS:	10
COG MATERIAL:	CNC-lathed 4130 chromoly steel
LARGE COG MATERIAL:	AL-7075-T6
LOCK-RING MATERIAL:	AL-7075-T6
OPTIONS:	Replaceable large cog
GEARING OPTIONS:	11-32 and 11-36

2X10

THE LIGHTEST FULLY FEATURED XC BRAKE



XX™ DISC BRAKES

XX CALIPER AND ROTOR

No component is tested more thoroughly than the brakes, because your life may very well depend on them. With an all-new two-piece rotor design and a forged magnesium caliper, the XX Disc Brake defines the standard for braking performance and durability. The two-piece forged caliper allows for greater stiffness and performance in a lighter-weight package. The oversized pistons give you more stopping power with less lever pull, for easy one-finger braking. This is the lightest fully featured XC brake in its class, yet it delivers maximum power and control.

CALIPER AND ROTOR SPECS

BRAKE ASSEMBLY WEIGHT:	288g with Direct Mount and a 160mm rotor (without clamp)
CALIPER MATERIAL:	Forged magnesium
ROTOR MATERIAL:	Two-piece construction: AL-7075-T6 and stainless steel, riveted
PAD MATERIALS:	Organic, alloy backed
HARDWARE:	Titanium TORX® T25 bolts
ROTOR SIZES:	140mm (rear only), 160mm, 185mm

"THE UPGRADE IN BRAKE POWER AND MODULATION IS APPARENT AND THE WEIGHT SAVINGS VERY SIGNIFICANT."

- Mike Broderick, Pro Racer, Team Kenda Seven NoTubes, and XX Test Rider

XX™ BRAKE LEVERS

The perfect XC disc brake. The XX Carbon Fiber Lever Blade is nearly 30 percent lighter than our Juicy® Ultimate. The new U-clamp requires only one bolt, with or without MatchMaker X. Paired with the MatchMaker X clamp the XX Brake Lever gives you unparalled installation and adjustment options.





MatchMaker X Compatible

BRAKE LEVER SPECS

MATERIAL:	Forged magnesium lever body, carbon fiber lever blade
HARDWARE:	Titanium TORX® T25 bolts
ADJUSTMENTS:	Tool-free pad contact-point adjustment; tooled reach adjust
FEATURES:	TaperBore technology, Power Reserve Geometry, Ambidextrous, DOT 5.1 Fluid

ROCKSHOX SUSPENSION MEETS XX™

XX™ FRONT SUSPENSION

SID, Reba, and Revelation—the RockShox® forks that command the XC and trail arena, elevated with XX Motion Control™. Already proven the world over through our BlackBox® Racing program and rigorous test-lab procedures, these forks integrate into the XX group flawlessly. Who else could bring suspension to their group offering? No one. XX Motion Control damping offers the same great characteristics as our other Motion Control dampers: efficient small-bump performance and incredible reliability in a highly tunable package. Featuring Dual Flow rebound to accurately control beginning and ending stroke rebound, tunable low-speed compression, and the XLoc™ hydraulic actuated remote to turn on our lock-out and adjust the desired Floodgate. XX Motion Control can handle rider input, small bumps, and big hits any way you see fit.

Available forks featuring XX Motion Control: SID XX World Cup, SID XX, Reba XX, and Revelation XX.





SID® XX WORLD CUP

TRAVEL:	80/100 mm
WEIGHT:	1436g
DAMPING:	XX Motion Control
REC. REAR SHOCK:	Monarch™/Ario™

"I DON'T WANT TO RECOMMEND THE XLOC AND SID XX™ WORLD CUP TO MY COMPETITORS - IT'S PART OF MY ULTIMATE SECRET WEAPON!"

- Mary McConneloug, Team Kenda Seven NoTubes and XX Test Rider



SID® XX

TRAVEL:	80/100 mm
WEIGHT:	1546g
DAMPING:	XX Motion Control
REC. REAR SHOCK:	Monarch™/Ario™



REBA® XX

TRAVEL:	80/100/120 mm
WEIGHT:	1651g (9 mm) / 1781g (20 mm)
DAMPING:	XX Motion Control
REC. REAR SHOCK:	Monarch™/Ario™



REVELATION™ XX

TRAVEL:	130/140/150/120-150 mm
WEIGHT:	1695g (9 mm)/1825g (20 mm)
DAMPING:	XX Motion Control
REC. REAR SHOCK:	Monarch™/Ario™



XLOC™

RockShox is the leader in remote suspension controls. The domination continues. The patent-pending XX XLoc works simply: just press to open and press again to return to lock. The system is completely sealed and installs directly out of the box. The sealed system combats contamination with perfection and can be simply bled if needed. The hose is lighter and extremely flexible for distinct actuation. Also, we've produced 60 grams of weight savings compared to our PushLoc™/BlackBox® Motion Control™ actuated system. The minimalist design is compact and efficient, providing superior ergonomics without compromising the cockpit. XLoc integrates the MatchMaker™ X clamp for the ideal customized handlebar setup.

XLOC SPECS

MATERIAL:	AL-6061-T6
FLUID:	5W suspension fluid; SRAM Pit Stop™ suspension fluid recommended
HARDWARE:	Titanium
OPTIONS:	Left or right mounting



XX™ FRONT SUSPENSION

SPECS	SID® XX WORLD CUP	SID® XX	REBA® XX	REVELATION™ XX
TRAVEL:	80 / 100mm	80 / 100mm	80 / 100 / 120mm	130 / 140 / 150 / 120-150mm
WEIGHT*†:	1436g[1]	1546g[1]	1651g (9mm) / 1781g (20mm)[1]	1695g (9mm) / 1825g (20mm)[1] Dual Air
DAMPING:	XX Motion Control	XX Motion Control	XX Motion Control	XX Motion Control
DAMPING ADJUST:	Remote actuated low-speed compression to "Lock" with external Floodgate, external beginning stroke rebound	Remote actuated low-speed compression to "Lock" with external Floodgate, external beginning stroke rebound	Remote actuated low-speed compression to "Lock" with external Floodgate, external beginning stroke rebound	Remote actuated low-speed compression to "Lock" with external Floodgate, external beginning stroke rebound
SPRING:	Dual Air™	Dual Air™	Dual Air™	Dual Air™ / Air U-Turn™
SPRING ADJUST:	Air pressure via dual Schrader valves	Air pressure via dual Schrader valves	Air pressure via dual Schrader valves	Air pressure via dual Schrader valves
CROWN:	Hollow, one piece carbon fiber	Forged, AL 66 TV aluminum	Forged, hollow AL 66 TV aluminum	Forged, hollow AL-6061-T6
STEERER:	Hollow, one piece carbon fiber	Aluminum 11/8" or 1.5 to 11/8" taper	Aluminum 11/8" or 1.5 to 11/8" taper	Aluminum 11/8" or 1.5 to 11/8" taper
UPPER TUBES:	32mm, 7000 series straight-wall aluminum, low-friction anodized with sag gradients	32mm, 7000 series straight-wall aluminum, low-friction anodized with sag gradients	32mm, 7000 series straight-wall aluminum, low-friction anodized	32mm, 7000 series straight-wall aluminum, low-friction anodized
LOWERS:	Magnesium with Power Bulge, post-mount disc brake	Magnesium with Power Bulge, post-mount disc brake	Magnesium with Power Bulge, post-mount disc brake	Magnesium with Power Bulge, post-mount disc brake
STANDARD COLORES:	Black or white with XX color-matched decals; SID Blue with blue decals	Black or white with green, red or XX color-matched decals; SID Blue with blue decals	Black or white with XX color-matched or red decals	Black or white with XX color-matched decals
OPTIONS:	N/A	N/A	9mm QR or Maxle™ Lite 20mm, 26" or 29" wheel options	9mm QR or Maxle™ Lite 20mm
RECOMMENDED REAR SHOCK:	Monarch™ / Ario™	Monarch™ / Ario™	Monarch™ / Ario™	Monarch™ / Ario™

* Includes Xloc
† Weight based on 265mm 11/8" steer



XX™ PRODUCT LINE

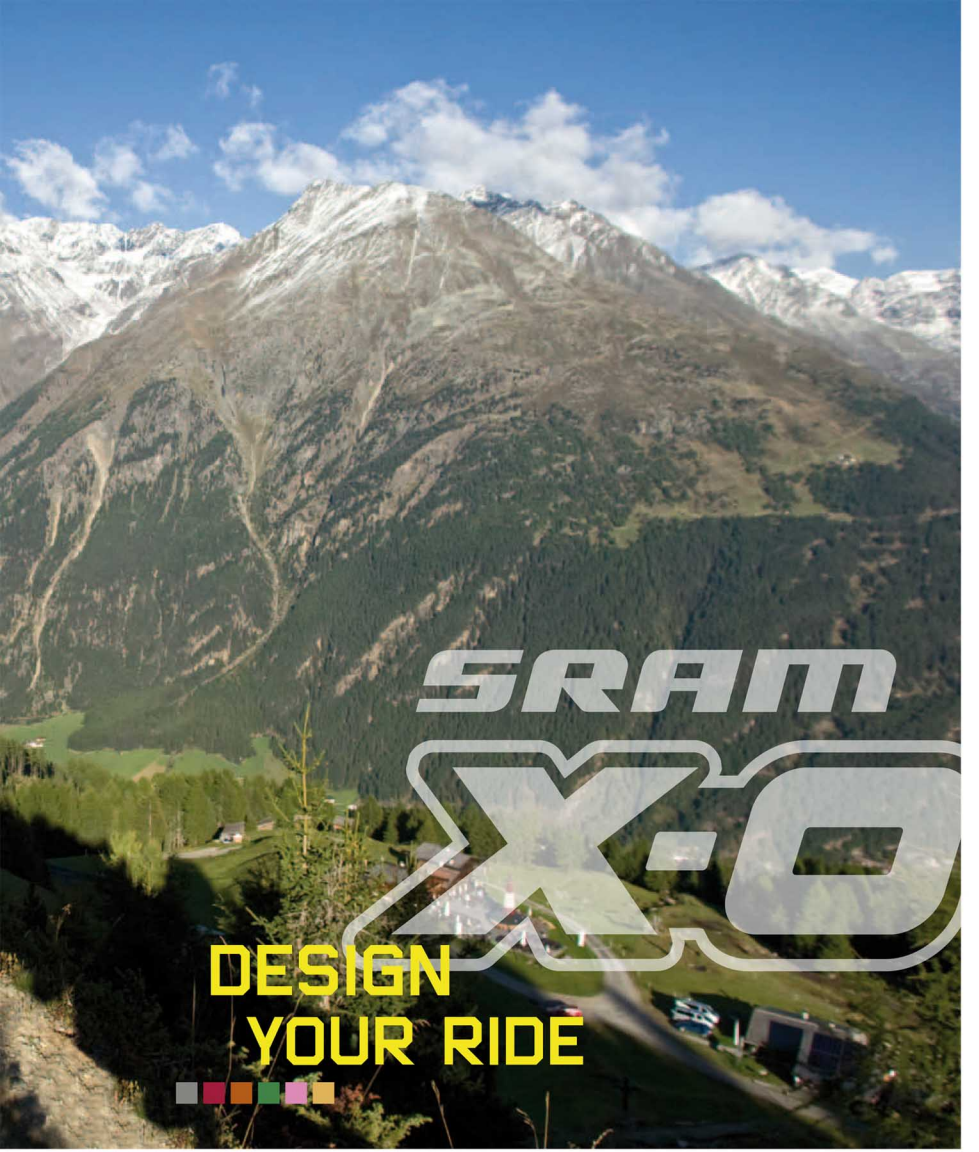
SPECS	XX TRIGGER SHIFTERS	XX REAR DERAILLEUR	XX FRONT DERAILLEUR	XX CASSETTE	XX CRANK	XX BRAKES LEVER	XX BRAKES ROTOR/CALIPER	MATCH-MAKER X [MMX]
VARIENTS:	n/a	n/a	Direct Mount Low Mount High Mount	11-32 11-36	BB30 GXP PressFit GXP PressFit 30	n/a	140 (rear only) 160 185	n/a
WEIGHTS:	183g: per pair	181g	116g: DM 118g: LM 120g: HM	185g: 11-32 208g: 11-36	694g: BB30 754g: GXP/w BB	288g: Front wheel, Direct Mount, 160 mm rotor	288g: Front wheel/ Direct Mount/ 160 mm rotor	n/a
TECHNO-LOGIES:	Exact Actuation ratio, Impulse Technology	Exact Actuation ratio, Direct Route Technology	Supports X-Glide and Exact Actuation ratio	X-Glide	X-Glide	TaperBore, Power Reserve Geometry	TaperBore, Power Reserve Geometry	n/a
SPEEDS:	2x10	2x10	2x10	2x10	2x10	n/a	n/a	n/a
COMPATI-BILITY:	XX 2x10 or any Exact Actuation ratio RD and FD (incl. Rival, Force, RED); MMX	36 tooth	66-69° Seatstay angle 15T max chainring difference / 45T max chainring size	SRAM 10 speed chains (optimized for PC 1090 or PC 1090R)	SRAM 10 speed chains (see CS); GXP, PressFit GXP, BB30 MTB, PressFit 30	MMX	Direct Mount; IS Adapter	XX brakes, XX triggers; integrated with XLoc
BODY MATERIAL:	Carbon fiber, Composite	Carbon fiber composite, Titanium, Forged Magnesium	Steel, Forged AL-6061-T6	4130 chromoly steel (cog cluster), AL-7075-T6 (largest cog)	Carbon composite/ aluminum spider; AL-7075-T651 rings	Forged mag-nesium master clinder; Carbon fiber blade	Forged 2pc magnesium caliper; AL-7075-T6 and stain-less steel 2pc rotor	AL-6061-T6
HARDWARE:	AL-7075-T6 and Stainless Steel; TORX T25 bolts	AL-7075-T6 and Titanium; TORX T25 bolts	AL-7075-T6 and Titanium; TORX T25 bolts	AL-7075-T6 lock ring	AL-7075-T6; TORX T25 and 6 mm hex bolts	Titanium TORX T25 bolts	Titanium TORX T25 bolts	Titanium TORX T25 bolts
KEY FEATURES:	Lever blade adjustable	Titanium spring, Sealed ceramic pulley bearings; 93 mm cage length	Designed for 2x10; Direct Mount option	Replacable large cog; CNC machined; X-Dome design	BlackBox Ceramic Bearings stan-dard; 120/80 BCD; 6mm large ring	Ambidextrous mounting; tool-free pad contact-point adjustment	Clean Sweep X design; Top loading alloy backed organic pads	Ambidextrous mounting; adjustability; clean cockpit
OPTIONS:	MatchMaker X	n/a	31.8, 34.9, 38.1 mm clamp sizes; Top or bottom pull	n/a	170, 175 mm arm lengths; 26-39, 28-42 rings	MatchMaker X	3 Rotor sizes	Shifter+Brake or Shifter+Brake +XLoc

For more information and to download technical documents, see sram.com./xx

SRAM · ROCK SHOX · Avid · TRUVATIV



Rider: Holger Meyer & Karen Eller


SRAM
X.O
DESIGN
YOUR RIDE



DESIGN YOUR RIDE

Your ride is full of choices.
Here are five more.

The best of SRAM and Truvativ drivetrain is now available in 5 colors to mix or match.

Race or Trail. Green or Pink.
Design your ride.

SRAM.com/DesignYourRide

SELECT
Design your ride 2010

Available Colors



REDWIN | red



TANGO | orange



CASH | green



PINKSLIP | pink



NUGGET | gold



STANDARD | grey

Featuring: SRAM X.0 Triggers • SRAM X.0 Rear Derailleur | short, medium, long
SRAM PG 990 Cassette | 11-32, 11-34 • Truvativ NOIR 3.3 XC Crank | 170, 175

Recommended Chain PC 991 CS/HP



The world of SRAM

SRAM X.0		SRAM X.0	SRAM X.0	PG 990
				
SRAM X.9	SRAM X.9	SRAM X.9	SRAM X.9	PG 980
				
SRAM X.7	SRAM X.7	SRAM X.7	SRAM X.7	PG 970
				
SRAM X.5	SRAM X.5	SRAM X.5	SRAM X.5	PG 950
				
SRAM X.4		SRAM X.4		PG 850
				
SRAM X.3	SRAM X.3	SRAM X.3	SRAM 3.0	PG 830
				

For SRAM chains see page 83

SRAM TECHNOLOGIES

1:1 Actuation™ is simply superior. For every 1 unit of cable pulled or released, the derailleur moves the same amount. Simple? Yes. Dependable and tolerant? The best. Ease of set-up and adjustment? The easiest. This is why the top athletes in the MTB world prefer SRAM. From cross-country flyers to full gravity bombers, 1:1 Actuation sets the shifting standard!

Zero Loss Travel™ defines the degrees of "lost" travel before the cable engages the shifting pawl. The shifting pawl is always engaged with Zero Loss Travel so the moment you push is the moment the shift starts. It is one important characteristic that makes our X.0 and X.9 triggers so impressive. Quick and calculated. Fast and precise.

SRAM X.0

Design your ride

From Extreme Freeriding to the rigors of World Cup XC, the X.0 system performs with distinction. Our superior 1:1 Actuation ratio paired with a super-tough carbon and aluminum cage design of rear derailleurs, results in durable performance. Now available in five new color options.



X.0 Rear Derailleur Long Cage
- 203 grams

X.0 Rear Derailleurs

- CNC'd 100% Carbon Outer Cage
- 6061 Forged Aluminum Inner Cage
- 7075 Aluminum B-bolt
- Titanium Main Spring
- Outside Facing Limit Screws for Intuitive Adjustment
- Sealed Bearings
- Di.R.T: Direct Route Technology
- 1:1 Superior Shift Quality
- Also available: Medium Cage, 197 grams

Available Colors



X.0 Rear Derailleur Short Cage
- 192 grams

X.0 Trigger

The most advanced trigger shifter ever developed! The 1st Zero Loss trigger shifter to offer an adjustable pull lever and clamp position.

- Zero Loss Travel
- 2-step Front Shifting - uses cable to cradle to equalize overall effort
- Carbon and Brushed CNC'd Aluminum Chassis
- Superior 1:1 Actuation Ratio
- Adjustable Lever and Clamp positions
- Avid Matchmaker™ Compatible
- Compatibility: SRAM 1:1® rear derailleurs, SRAM or Shimano® front derailleurs
- Speeds: 9
- Weight: 225 grams

Available Colors

X.0 Twister

The lightest and fastest shifting available with incredible race pedigree. If you are looking for weight reduction and shifting distinction this is the only choice.

- Superior 1:1 Actuation Ratio and SRS Technology
- Lightest Shifter available
- Multiple Shift Capability
- Integrated Quick View Gear Indication
- Compatibility: SRAM 1:1® rear derailleurs, SRAM or Shimano® front derailleurs
- Speeds: 9
- Lightweight Grilon® Body and Krayton® Grip
- Weight: 195 grams per pair

Matchmaker COMPATIBLE 1:1 ZERO DIRT

DIRT

Direct Route Technology™ cuts out the middleman. Go direct and speak to the actuation mechanism itself. Direct route technology is light, responsive, precise and impervious to cable housing damage. We have simply reduced the friction by routing the cable directly to the actuation mechanism. Push your ride, not your shifting.

Matchmaker COMPATIBLE

Avid Matchmaker compatibility takes your cockpit to a new level of personal customization while losing grams and clutter. Simply mount your triggers and brake levers using one shared clamp with matchmaker hardware. Using a Rockshox Pushloc? You can mount that too.

SRAM X-9

Lighter, slimmer, stiffer.

The new X.9 line-up for 2010 got lighter and slimmer yet stiffer. The X.9 rear derailleur is the lightest one in its class and features the same robust qualities and technologies as the X.0 system. If you are looking for greatness in a refined high-performance package then look no further, choose X.9!



X.9 Rear Derailleur Medium Cage
- 204 grams - Lightest in Class

X.9 Front Derailleur Low Mount
- 154 grams

X.9 Rear Derailleurs

- NEW, slim chassis design for lighter weight and updated styling
- 23 grams lighter (Medium Cage) yet tougher!
- NEW: 3 cage length options and 2 color options
- Proven Superior Shift Technology: 1:1 Actuation Ratio™
- DI.R.T Direct Route Technology
- Forged 6061 Aluminum B-Knuckle improves stiffness
- Cartridge Bearing Upper Pulley
- Finish Options: Black or Silver
- Also available: Short cage, 195g / Long cage, 215g

X.9 Front Derailleurs

- High Strength and Superior Stiffness
- Polished Finish
- Wide Pivot design
- 34.9 or 31.8 Mount
- Dedicated Top or Bottom Pull
- Max Tooth: 44/48t
- Speeds: 9



X.9 Front Derailleur High Mount
- 165 grams

X.9 Trigger

- Zero Loss Travel
- 2-step Front Shifting - uses cable to cradle to equalize overall effort
- Superior 1:1 Actuation Ratio™
- Adjustable Clamp Positions
- Avid Matchmaker™ Compatible
- Compatibility: SRAM 1:1® rear derailleurs, SRAM or Shimano® front derailleurs
- Speeds: 9
- Weight: 240 grams - Lightest in Class

X.9 Twister

- Superior 1:1 Actuation Ratio and SRS Technology
- Lightest Shifter available in class
- Multiple Shift Capability
- Integrated Quick View Gear Indication
- Compatibility: SRAM 1:1® rear derailleurs, SRAM or Shimano® front derailleurs
- Speeds: 9
- Lightweight Grilon® body and Amy® grip for smaller hands
- Weight: 195 grams per pair

Matchmaker COMPATIBLE 1:1 ZERO DI.R.T

SRAM X-5

- Derailleur: 299 grams
- Quick View Gear Indicator



SRAM X-4

- Easy to read gear indicator
- Speeds: 8
- Trigger: Ergonmics design platform

SRAM X-7

Great value in a new package.

The X.7 for 2010 features a new slim design, new trigger options and still promises performance and durability with the distinctive SRAM shifting prowess.



X.7 Rear Derailleur Medium Cage
- 225 grams



X.7 Front Derailleur Low Mount
- 178 grams





X.7 Rear Derailleurs

- NEW Slim Chassis Design for lighter weight and updated styling
- 38 grams lighter (Medium Cage)
- Superior Shift Technology: 1:1 Actuation Ratio™
- Di.R.T. Direct Route Technology
- 6061 Alloy Outer Cage
- Finish Options: Black or Silver
- Also available: Long cage, 235 grams



X.7 Rear Derailleur black

X.7 Front Derailleurs

- Black or Silver Finish
- Wide Pivot Design
- 34.9 or 31.8 Mount
- Dual Cable Pull - Top or Bottom
- Max Tooth: 44/48t
- Speeds: 9



X.7 Front Derailleur High Mount
- 180 grams

X.7 Trigger

- NEW Lower Profile Design and Premium Materials
- Alloy pull lever
- NEW MatchMaker Compatible
- NEW Removable Clamp
- Compatibility: SRAM 1:1® rear derailleurs, SRAM or Shimano® front derailleurs
- Two color options: Black and Silver
- Weight: 261g per pair



X.7 Trigger black

X.7 Twister

- Superior 1:1 Actuation Ratio™ and SRS Technology
- Multiple Shift Capability
- Integrated Quick View Gear Indication
- Compatibility: SRAM 1:1® rear derailleurs, SRAM or Shimano® front derailleurs
- Speeds: 8/9
- Lightweight Grilon® Body and Amy® Grip for smaller hands
- Weight: 195 grams per pair

1:1 Di.R.T.



SRAM X-3

- NEW trigger option
- Speeds: 7
- Easy to read Gear Indication Window
- SRAM 1:1® rear derailleurs, SRAM or Shimano® front derailleurs



The entire 2010 SRAM MTB Line-up

CATEGORY	PRODUCT	TECHNOLOGY	UPGRADE	SPEEDS	WEIGHT: L/M/S
REAR DERAILLEURS	X.0	1:1 actuation, DI.R.T.	Carbon Cage; Precision ground bushings; Titanium spring; Hand polished	9/8	203g / 197g / 192g
	X.9 NEW	1:1 actuation, DI.R.T.	Aluminum cages; Forged B Knuckle, Aluminum hardware; Machine polished	9/8	195g / 204g / 215g
	X.7 NEW	1:1 actuation, DI.R.T.	Aluminum cage; Lighter weight	9/8	225g / 235g
	X.5	1:1 actuation, DI.R.T.	Lighter materials	9/8	299g / 290g
	X.4	1:1 actuation, DI.R.T.	N/A	8	280g / 270g
	X.3	1:1 actuation, DI.R.T.	N/A	8/7	N/A
FRONT DERAILLEURS	X.9 Low Mount	Dedicated Top or Bottom pull	Lighter weight body and cage; Dedicated design	9	154g
	X.9 High Mount	Dedicated Top or Bottom pull	Lighter weight; Forged link	9	165g
	X.7 Low Mount	Dual Pull - Top or bottom	Upgraded finish	9	178g
	X.7 High Mount	Dual Pull - Top or bottom	High mount option	9	180g
	X.5 Low Mount	Dual Pull - Top or bottom	N/A	9	179g
	X.3	Dual Pull - Top or bottom	N/A	8/7 & 7/8	N/A
TRIGGER SHIFTERS	X.0	1:1, Zero Loss Travel	Adjustable lever; 4 precision bearings in mechanism; Carbon cover	9	225g per pair
	X.9	1:1, Zero Loss Travel	Matchmaker upgradeable; Zero Loss Travel Technology; Adjustable clamp	9	240g per pair
	X.7 NEW	1:1 actuation	Aluminum pull lever	9/8	261g per pair
	X.5	1:1 actuation	In line gear indication; Aluminum housing	9/8	260g per pair
	X.4	1:1 actuation	N/A	8	265g per pair
	X.3 NEW	1:1 actuation	N/A	7	262g per pair
	Attack	2:1 Shimano®	N/A	9/8	260g per pair
DOUBLETAP TRIGGER		1:1, DoubleTap	Compatible with X.0, X.9, X.7, X.5, X.4, 3.0	9	
TWIST SHIFTERS	X.0	1:1 actuation, SRS™	World Cup-winning grip cover; Teflon covered cable	9 index	195g per pair
	X.9	1:1 actuation, SRS™	Aggressive grip cover	9/8 index	195g per pair
	X.7	1:1 actuation, SRS™	AMY high performance small fit grip cover	9/8 index	195g per pair
	X.5	1:1 actuation, SRS™	Upgraded finish	9/8 index	207g per pair
	X.4	1:1 actuation, SRS™	In line gear indication	8/7 index	208g
	3.0 Comp	1:1 actuation, SRS™	SRS™	8/7	
	3.0	1:1 actuation	N/A	8/7 index	162g
	Attack	2:1 Shimano®, SRS™	N/A	9/8 index	N/A
	Centera	2:1 Shimano®, SRS™	N/A	9/8 index	N/A
	MRX Comp	2:1 Shimano®, SRS™	SRS™, MicroIndex	8/7/6 index	N/A
	MRX	2:1 Shimano®, SRS™	N/A	8/7/6/5 index	N/A



CATEGORY	PRODUCT	VARIABLES	WEIGHT	MATERIAL	TECHNOLOGY
CASSETTES	PG 990	11-32, 11-34T	272g (11-32)	Steel with Red Anodized Alloy Spider / CP	PowerGlide II
	PG 980	11-32, 11-34T	275g (11-32)	Steel with Black Anodized Alloy Spider / CP	PowerGlide II
	PG 970	11-34, 11-32, 12-26, 12-23, 11-23, 11-21T	322g (12-26)	Steel w/ Red Ano Alloy Spacers / Satin Chrome	PowerGlide II
	PG 970 DH	12-26T	322g (11-26)	Steel / Satin Chrome	PowerGlide II
	PG 950	11-34, 11-32, 11-26, 12-26, 12-23, 11-28T	366g (11-32)	Steel / Satin Chrome	PowerGlide II
	PG 850	11-34, 11-30, 11-28, 12-26, 12-23T	276g (11-32)	Steel / Chrome Plate	PowerGlide II
	PG 830	11-32, 11-30, 11-28T	311g (11-32)	Steel / Chrome Plate	PowerGlide II
	PG 820	11-32, 11-30T	306g (11-32)	Steel / Chrome Plate	PowerGlide II
	PG 730	12-32T			PowerGlide II

CATEGORY	PRODUCT	VARIABLES	WEIGHT	PUSH PIN POWER	TECHNOLOGY
CHAINS	PC 991 HP	9 speed	279g / 114 Links	204 kgf, Chrome Hardened Pins	PowerChain II, PowerLink Gold
	PC 991 CS	9 speed	294g / 114 Links	255 kgf, Chrome Hardened Pins	PowerChain II, PowerLink Gold
	PC 991	9 speed	294g / 114 Links	204 kgf, Chrome Hardened Pins	PowerChain II, PowerLink Gold
	PC 971	9 speed	294g / 114 Links	204 kgf, Chrome Hardened Pins	PowerChain II, PowerLink Gold
	PC 951	9 speed	294g / 114 Links	204 kgf, Chrome Hardened Pins	PowerChain II, PowerLink Gold
	PC 890	8 speed	318g / 114 Links	204 kgf, Chrome Hardened Pins	PowerChain II, PowerLink Silver
	PC 870	8 speed	318g / 114 Links	204 kgf, Chrome Hardened Pins	PowerChain II, PowerLink Silver
	PC 850	8 speed	318g / 114 Links	204 kgf, Chrome Hardened Pins	PowerChain II, PowerLink Silver
	PC 830	8 speed	318g / 114 Links	204 kgf, Chrome Hardened Pins	PowerChain II, PowerLink Silver
	PC 10	7/6/5/1 speed			PowerChain, PowerLink option
	PC 10 Salt Shaker	7/6/5/1 speed			PowerChain, PowerLink option
	PC 1	Single Speed			PowerChain, 2 Piece connector link
	PC 1 Salt Shaker	Single Speed			PowerChain, 2 Piece connector link
	PC 7X	Single Speed			PowerChain, 2 Piece connector link
	PowerLink	Gold / Silver			PowerLink
	PowerLock	Black			PowerLock

PowerGlide II™

SRAM's reliable and durable cassette technology. Our cassettes performance is optimized through tooth profile and shift ramp design for quick and positive index shifting.

Powerchain II™

SRAM's extremely strong and precise chain technology. The PowerChain II is optimized for increased front and load shifting performance while retaining excellent rear shifting precision. The Step2™ riveting process increases the Push Pin Power to provide increased strength and durability.

PowerLock™

With SRAM XX we introduced the first 10-speed cassette and chain to the MTB world. The recommended chains PC 1090 and PC 1090R come with our unique, tool-free PowerLock connecting pin, which is light, quick and easy to use. Note: PowerLock™ can only be used once and cannot be re-opened like the PowerLink™ Gold.



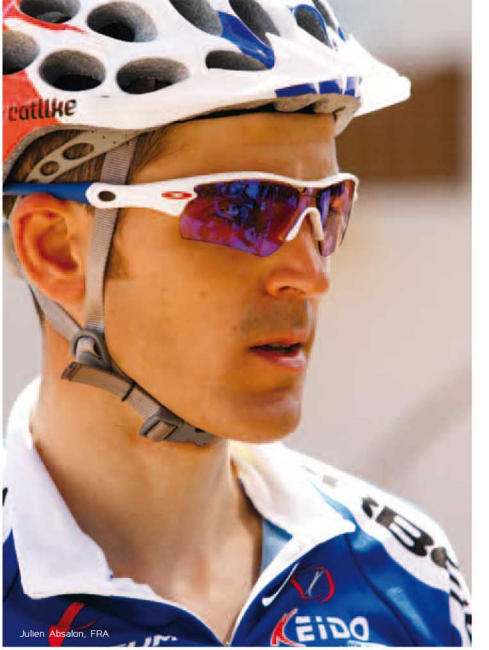
PowerLink™ Gold

The ultimate tool-free chain connecting link. The Powerlink can be opened and closed as many times as needed for a quick and easy fix on the trail. The gold link is just as strong and durable as any other link in the chain.




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Moritz Bauer, GER



Julien Absalon, FRA


Joscha Forstreuter, GER

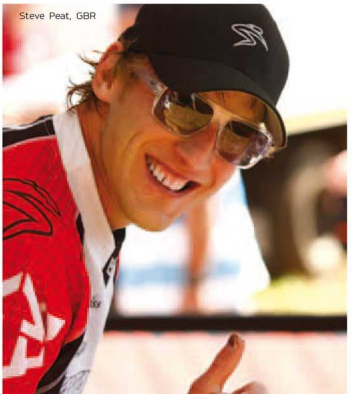

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Steve Peat, GBR


Heather Irmiger & Jeremy Horgan-Kobelski, USA


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Mary McConneloug & Michael Broderick, USA


Greg Minnaar, RSA

The world's best athletes ride SRAM
MTB world class athletes around the world use and abuse SRAM components and give their feedback to our mechanics, engineers and technicians. And we listen. And improve our products so everybody can ride world class material.

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Darryl Bartlett (CAN)
Kyle Marshall (CAN)

Primary TREK
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Lindsey Voreis (USA)

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Subaru/Gary Fisher Mountain Bike Team
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Yannick Granieri (FRA)

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Marcel Wildhaber (SUI)
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Tim Bohme (GER)

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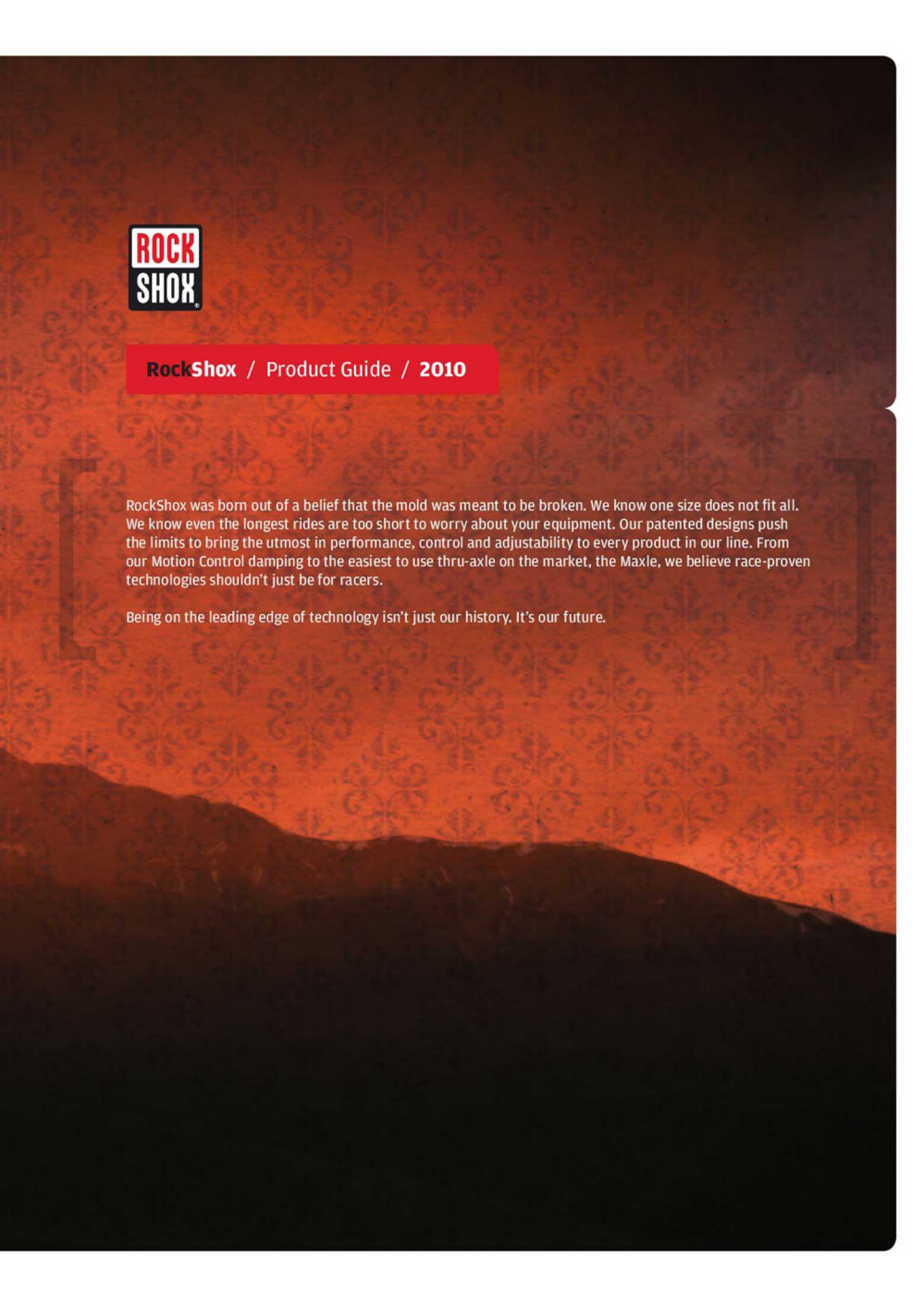
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Lukas Gerum (GER)
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Jaroslav Kulhavy (CZE)
Rene Wildhaber (SUI)
Ross Schnell (USA)
Sid Taberlay (AUS)

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TRUVATIV



RockShox / Product Guide / 2010

RockShox was born out of a belief that the mold was meant to be broken. We know one size does not fit all. We know even the longest rides are too short to worry about your equipment. Our patented designs push the limits to bring the utmost in performance, control and adjustability to every product in our line. From our Motion Control damping to the easiest to use thru-axle on the market, the Maxle, we believe race-proven technologies shouldn't just be for racers.

Being on the leading edge of technology isn't just our history. It's our future.

Every rider, every trail and every riding style is unique. That's why RockShox® offers the most adjustable suspension on the market with damping and spring technologies that redefine the word "plush." We take input from top-level racers to everyday riders in order to bring our customers the technologies they want and features they can use. User-friendly engraved adjusters, travel gradients, trail tuning pocket guides and downloadable instructional videos make dialing in the features on your suspension easy as pie. We do all this because we know that great suspension means even better rides.

Damping Systems

Mission Control

Mission Control™
The long travel single crown fork is put to task by all kinds of riders in every type of terrain. To accommodate the varying needs from the trail to the air, Mission Control's high and low-speed compression controls, Dual Flow rebound and floodgate control make perfectly tuning your suspension for all-mountain efficiency and big drop performance an easy turn of a knob. Durable and elegant, the shimmed damper design makes this the most plush and responsive damper for long travel needs. Featured in: Totem, Lyrik

MISSION CONTROL

COMPRESSION CONFIGURATIONS				REBOUND
LOCKOUT	HIGH SPEED	LOW SPEED	FLOODGATE	DUAL FLOW
•	•	•	EXTERNAL	•

Mission Control DH
We've taken the plush and bombproof design of Mission Control and traded out the floodgate for a high-flow compression piston to optimize descent-oriented bump performance. High and low-speed compression and Dual Flow rebound controls are right at your fingertips because when you're riding downhill, every second matters. Featured in: BoXXer, Totem, Lyrik

MISSION CONTROL DH

	COMPRESSION CONFIGURATIONS		REBOUND
VARIATIONS	HIGH SPEED	LOW SPEED	DUAL FLOW
	•	•	ADJUST
	•	•	•

Motion Control

XX Motion Control
The light weight and supreme performance of our Motion Control system, including Dual Flow rebound and low-speed compression, with the addition of our XLoc hydraulic remote actuated lockout. Featured in: SID, Reba, Revelation

XX MOTION CONTROL

COMPRESSION CONFIGURATIONS			REBOUND
LOCKOUT	REMOTE	FLOODGATE	DUAL FLOW
•	STANDARD	REMOTE	•

BlackBox Motion Control
Based on the original Motion Control damper, BlackBox Motion Control adds Dual Flow rebound damping which allows separate return speeds for big and small hits resulting in suspension that floats over both stutter-bumps and root webs. The titanium spring and carbon fiber compression knob are just dead sexy. Featured in: SID, Reba, Revelation

BLACKBOX MOTION CONTROL

COMPRESSION CONFIGURATIONS				REBOUND
LOCKOUT	REMOTE	LOW SPEED	FLOODGATE	DUAL FLOW
•	OPTIONAL	•	EXTERNAL	•

Motion Control™
With Motion Control, forks chew up climbs with incredible efficiency while the patented lockout blow-off valve and Floodgate control immediately absorb any bumps along the way. An elegant design in a simple and lightweight package. Featured in: SID, Reba, Pike, Revelation, Argyle, Recon, Tora

MOTION CONTROL

	COMPRESSION CONFIGURATIONS				
VARIATIONS	LOCKOUT	REMOTE	LOW SPEED	FLOODGATE	REBOUND
	•	OPTIONAL	•	TOOLED	•
	•	OPTIONAL	•	EXTERNAL	•
	•	OPTIONAL	•	NA	•

Motion Control IS
All the small bump performance of Motion Control with the addition of high-speed compression control through an Integrated SpeedStack specifically designed for smoothing out the big hits seen by long travel forks. A crown-mounted low-speed compression knob lets you optimize the fork to eliminate brake diving and maximize efficiency with ease. Featured in: BoXXer, Totem, Lyrik, Domain

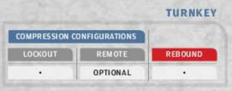
MOTION CONTROL IS

COMPRESSION CONFIGURATIONS	
LOW SPEED	REBOUND
•	•

High Speed = Fast shaft speeds
Low Speed = Slow shaft speeds

Beginning Stroke & Ending Stroke are based on direction of compression stroke.

TurnKey
Ever hit a big rock with your fork locked out? Well, we have too. With this patented RockShox blow-off design, the ride stays smooth due to the small bump compliance and unexpected hits that are absorbed immediately even while locked out. TurnKey is compatible with PopLoc remotes. Featured in: Recon, Tora, Dart



Rebound Damping

Dual Flow Adjust
The effectiveness of Dual Flow's independent damping circuits with the added control of externally adjustable beginning and ending-stroke rebound. Tuning suspension to actively respond to successive small bumps as perfectly as it absorbs big drops has never been easier.

Dual Flow
Suspension shouldn't wallow in rock gardens or buck after big drops. That's why Dual Flow incorporates independent damping circuits allowing separate rebound speeds for big hits and small ones. A user-adjustable knob controls the beginning-stroke (small hit) rebound and a factory set ending-stroke (big hit) rebound creates the perfect suspension for whatever the trail or park throws your way. Now tuning your suspension for your unique needs is as easy as clicking toward the turtle or the "jackalope."

Springs and Travel

Dual Air
With independently adjustable positive and negative air spring chambers, the Dual Air is race or trail ready, highly tunable and one of the lightest air spring systems on the market.

Long Travel Dual Air
Employs our patented floating negative chamber to optimize the spring curve for long travel forks, providing a consistent feel throughout the travel.

Air U-Turn
Based on our Dual Air spring system, Air U-Turn offers 30mm of travel adjustment through a crown-mounted knob. As the travel is changed, the spring rate automatically compensates to give riders a consistent and quality feel at every travel setting.

2-Step Air
By adding a hydraulic travel adjuster to our Solo Air design, 2-Step Air allows riders to shorten their fork to a minimal travel setting (45mm less than full travel) for easier climbing or extend the travel all the way for maximum downhill performance. It's as simple as turning a knob.

Solo Air
The negative and positive air spring chambers are simultaneously filled, to equal air pressures, through a single Schrader valve, simplifying suspension setup while retaining the lightweight and plush ride of Dual Air.

Long Travel Solo Air
Employs our patented floating negative chamber to optimize the spring curve for long travel forks, providing a consistent feel throughout the travel.

Coil U-Turn
Coil U-Turn offers 45mm of travel adjustment on a coil spring with the turn of a crown-mounted external adjuster. As the travel is changed, the spring rate automatically compensates to give riders a consistent and quality feel at every travel setting without affecting preload.

Coil
The coil spring is a simple time-tested design with a smooth feel and linear spring curve.

Bottom Out

Drop Stop
Bottom out adjustment at its finest. Our DropStop technologies control harsh bottoming out by ramping up the spring rate as the suspension nears full compression using elastomer bumpers or air volume adjustment. Say goodbye to that awful "KER-thunk" sound on even the hardest of landings.

Maxle Systems



Maxle
Who would have thought that an easy-to-use 20mm thru-axle would revolutionize fork stiffness and control? We did.

Maxle Lite
The tool-free Maxle Lite is over 40% lighter than the standard Maxle but maintains the stiffness, durability and ease of use for which the Maxle is known.

Maxle Lite DH
Designed for the downhill crowd, this tooled version of our Maxle Lite is light, stiff and has loads of clearance.



Rear Maxle Lite
This Maxle gives all the simplicity, speed and stiffness of the Maxle to rear wheels. Now 30% lighter than the original with a detented tension adjustor.

Controls



XLoc
This hydraulic lockout offers completely sealed and dependable lockout control through the click of an easy-to-reach ergonomic button that can be triggered with a single thumb press. Press on to unlock, press again to lock. It's that easy. This extremely lightweight system shaves 60 grams off the PushLoc BlackBox Motion Control system and is fully integrated with the MatchMaker X.



PushLoc
The PushLoc offers uber-smooth and precise push-push remote actuated lockout control with a narrow footprint and vertical or horizontal mounts to save valuable handlebar real estate. Compatible with MatchMaker for the ultimate in space-saving integration.

PopLoc / PopLoc Adjust
This simple and convenient remote-actuated lockout control makes going from a fully active fork to an efficient and firm feel with plenty of small bump compliance as easy as throwing a switch. PopLoc Adjust allows the rider to adjust at the handlebar the lockout point anywhere within the fork's low speed compression range, for additional control.

Chassis



Carbon Crown – Steerer
Developed as a BlackBox technology and proven on the race course, the hollow one-piece Carbon Crown and Steerer sheds a portly 100 grams while maintaining stiffness.



Power Bulge
Material reinforcement in the lower leg at the bushing increases stiffness and bushing durability.



Travel Gradients
Measurement gradients indicating the current travel setting are conveniently located on the upper tubes so that you always know exactly how much travel you are running. You won't find this anywhere else but RockShox.



Sag Gradients
Properly set sag can make or break the way suspension feels, so why should it be configured by eyeballing a zip tie? With this feature, sag percentage gradients are provided on the fork upper tubes and shock damper body making perfect suspension setup simple, easy and accurate.



Air Guides
With our easy-to-understand guides for tuning air spring suspension, setting up suspension to match a rider and enhance their riding style takes a matter of seconds.



29"
Let's face it. You know what you want from your suspension, which is why we believe in giving our riders the options they desire. You'll find that several of our forks are available in 29er models for riders who have a penchant for bigger wheels.



Speed Lube
Through a simple port on the lower leg of the fork, the Speed Lube system allows crazy quick lower leg oil replacement without ever having to pull the fork apart. Maintaining your own fork just got that much easier.

MatchMaker



MatchMaker X Integrated
The MatchMaker X clamp offers a clean integrated system that conserves handlebar real estate while putting the XX shifters, brake levers and XLoc suspension controls right where you want them. If you're using the XLoc remote, this clamp is built right for you.



MatchMaker Compatible
Save weight and clutter on the bar with MatchMaker. This system holds Avid® levers, a number of SRAM® triggers and RockShox PushLoc controls – all with one tidy, light clamp.

Maxle Systems



Maxle



Maxle Lite



Maxle Lite DH



Rear Maxle Lite

Controls



XLoc



PushLoc



PopLoc Adjust



PopLoc

MatchMaker



MatchMaker X Combo

200mm

BoXXer World Cup



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Vivid 5.1

BOXXER

BOXXER / The legend starts here.

Redesigned with the supremely adjustable and long travel specific Mission Control DH damping, DropStop bottom out systems and new 35mm dual crown chassis, the legendary BoXXer just became that much faster. Advanced damper technologies give an unwaveringly smooth and consistent feel to the reliable Coil or the adjustable and light Solo Air spring. Striking a perfect balance between weight, stiffness and performance, this fork isn't for those who live to ride. It's for those who live to ride *faster.*

PLATFORM					DAMPING SYSTEM				SPRING	ADJUSTMENTS									STEERER	CROWN	UPPER TUBES	LOWERS
	MODEL	INTENDED USE	TRAVEL	WEIGHT	MISSION CONTROL DH	MOTION CONTROL IS	DUAL FLOW ADJUST REBOUND	LOW TRAVEL SOLO AIR	COIL	EXTERNAL BLEEDING AND TUNING STROKE BLEEDING	EXTERNAL REBOUND	HIGH AND LOW SPEED COMPRESSION	LOW SPEED COMPRESSION	SPRING VIA AIR PRESSURE	DROP STOP AIR VOLUME ADJUST	DROP STOP BUMPER SYSTEM	INTERNAL SPRING PRE-LOAD	ALUMINUM 1 1/8"	FORGED 6061-T6 ALUMINUM DIRECT MOUNT STEM CHAMPIONSHIP MATCH ALUMINUM, LOW FRICTION ANODIZED	7050, 7000 SERIES STRAIGHT BLADE ALUMINUM, LOW FRICTION ANODIZED	MAGNESIUM, MAXLE ELITE DH 20MM AXLE, POST DISC MOUNT	
BOXXER	WORLD CUP	DH	200mm	2694g (5.94 lbs)	•		•	•	•	•		•		•				•	•	•	•	•
COLORS: BOXXER RED, BLACK, WHITE	TEAM	DH	200mm	2989g (6.59 lbs)	•		•		•	•		•			•	•	•	•	•	•	•	•
	RACE	DH	200mm	2862g (6.31 lbs)		•			•		•		•			•	•	•	•	•	•	•
FEATURING: POWER BULGE AIR GUIDES, SAG GRADIENTS DROP STOP	*Weight based on 265mm 1 1/8" steerer with Maxle Lite DH and short upper crown / Maximum recommended rotor size: 210mm																					

Recommended Rear Shock: Vivid. / Catalog reflects all suspension offerings. For aftermarket availability please check **rockshox.com**



VIVID

VIVID / Beauty and brawn. The ultimate coil shock.

This sexy siren of downhill racing and freeride combines extreme durability with adjustments that matter when you're going big. Laser-etched controls let you dial in beginning and ending-stroke rebound as well as low-speed compression to make this shock fly through rock gardens just as smoothly as it absorbs a sudden drop in altitude – but when those drops happen, the adjustable DropStop bottom out system will be there to cushion the landing.

PLATFORM			COMPRESSION DAMPING		REBOUND DAMPING	SPRING	ADJUSTMENTS			BODY	SHAFT
	MODEL	INTENDED USE	WEIGHT	LOW SPEED COMPRESSION	DUAL FLOW ADJUST	STEEL COIL 250, 400LBS IN 50 LBS INCREMENTS AVAILABLE	EXTERNAL LOW SPEED COMPRESSION	BEGINNING AND ENDING STROKE REBOUND	SPRING PRELOAD	DROP STOP BOTTOM OUT SYSTEM	MID-MODIZED FORGED ALUMINUM	12.7MM 7075 ALUMINUM
VIVID	5.1	DH, FR, AM	412g (.91 lbs)	•	•	•	•	•	•	•	•	•
FEATURING: DROP STOP	4.1	DH, FR, AM	402g (.88 lbs)	•	•	•		•	•	•	•	•

*Weight based on 216 x 63.5, without hardware or spring / Available Configurations: 267 x 89mm (10.5 x 3.5), 240 x 76mm (9.5 x 3.0"), 229 x 70mm (9.0 x 2.75"), 222 x 70mm (8.75 x 2.75"), 216 x 63.5mm (8.5 x 2.5"), 216 x 60mm (8.5 x 2.36"), 200 x 57mm (7.875 x 2.25"), 200 x 51mm (7.875 x 2.0")

[BOXXER + VIVID]

	CROSS COUNTRY	TRAIL	ALL MOUNTAIN	FREERIDE	DOWNHILL
PERFECT					
EXCELLENT					
GOOD					

MAX 150mm



Revelation Team

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Monarch 4.2
Dual Air

Revelation

MAXLE Q 15mm 9x100 OPTION

REVELATION / Today's revelation: Ride more.

This year's Revelation brings an all-new chassis to the table with proven lightweight Dual Air or Air U-Turn and travel increased to a formidable 150mm. The smooth responsiveness provided by the Motion Control or BlackBox Motion Control damping is paired with the confidence that comes from ultra-stiff 32mm aluminum upper tubes and a Maxle Lite option. Even when the trail is hell, this fork is pure heaven.

PLATFORM					DAMPING SYSTEM					SPRING	ADJUSTMENTS							STEERER	CROWN	UPPER TUBES	LOWERS	REMOTE
MODEL	INTENDED USE	TRAVEL	WEIGHT (*INCLUDES REMOTE)	3X MOTION CONTROL	BLACKBOX MOTION CONTROL	MOTION CONTROL	DUAL FLOW REBOUND	DUAL AIR	AIR U-TURN	EXTERNAL BEGINNING-STROKE REBOUND	EXTERNAL REBOUND	LOW-SPEED COMPRESSION	EXTERNAL TOOLLESS LSC	LOCKOUT LEVER AND LOCKOUT DIAL	SPRING VIA AIR PRESSURE	EXTERNAL RATIO	ALUMINUM, 1 1/8" OR 1.5 TO 1 1/8" TAPERED	FORGED, MS LOW-LOAD T-6 ALUMINUM	32MM, 7000 SERIES STRAIGHT SMOOTH ALUMINUM, MACHINED	MAGNESIUM, POST MOUNT DISC BRAKE, OPTIONAL MAXLE LITE	XLOC	PUSHLOC PUSHLOC OPTION
REVELATION	XX	TR	130/140/150mm	1636g (3.61 lbs)*	•			•	•	•			•			•	•	•	•	•	•	•	
COLORS: BLACK, WHITE			120 - 150mm	1727g (3.81 lbs)*	•			•		•			•			•	•	•	•	•	•	•	
	Team	TR	130/140/150mm	1636g (3.61 lbs)		•		•	•	•			•	•		•	•	•	•	•	•		•
FEATURING: POWER BULGE AIR GUIDES TRAVEL GRADIENTS			120 - 150mm	1727g (3.81 lbs)		•		•		•			•	•		•	•	•	•	•	•		•
	Race	TR	130/140/150mm	1620g (3.57 lbs)			•		•			•	•	•		•		•	•	•	•		•
			120 - 150mm	1711g (3.77 lbs)			•			•		•	•	•		•	•	•	•	•	•		•
	SL	TR	130/140/150mm	1620g (3.57 lbs)			•		•			•	•		•	•		•	•	•	•		•
			120 - 150mm	1711g (3.77 lbs)			•			•		•	•		•	•	•	•	•	•	•		•

*Weight based on 265mm 1 1/8" steerer, 9mm Axle / Maximum recommended rotor size: 210mm

Recommended Rear Shock: Monarch, Ario. / Catalog reflects all suspension offerings. For aftermarket availability please check **rockshox.com**



monarch

MONARCH / Traction like you never felt before.

Silky smooth travel in a lightweight design, the Monarch turns rugged trails into tire-gripping velvet. The chassis is lean while maintaining the durability and adjustability needed to bite off huge chunks of epic cross-country and burly all-mountain action. Combining the Solo Air spring with a new damping system and Dual Flow rebound, the Monarch is the perfect balance between bump performance and efficiency. Also available in Dual Air for increased spring tunability.

PLATFORM					REBOUND DAMPING		SPRING	ADJUSTMENTS				CHASSIS	
	MODEL	INTENDED USE	WEIGHT	DUAL FLOW	SOLO AIR	DUAL AIR - AVAILABLE	EXTERNAL BEGINNING STROKE REBOUND	3 POSITION FLOODGATE	FLOODGATE	SPRING VIA AIR PRESSURE	28MM HARD ANODIZED ALUMINUM WITH GRADIENTS	OPTIONAL HIGH VOLUME CAN - AVAILABLE	30MM POST ALUMINUM SHAFT
MONARCH	4.2	XC, TR, AM	200g (.44 lbs)	•	•	•	•	•		•	•	•	•
FEATURING: SAG GRADIENTS SWIVEL VALVE	3.3	XC, TR, AM	205g (.45 lbs)	•	•	•	•	•	•	•	•	•	•
	3.1	XC, TR, AM	200g (.44 lbs)	•	•	•	•	•		•	•	•	•
	2.1	XC, TR, AM	205g (.45 lbs)	•	•	•	•			•	•	•	•

*Weight based on 165mm eye to eye with no mounting hardware / Available Configurations: 152 x 31.mm (6.0 x 1.25"), 165 x 38mm (6.5 x 1.5"), 184 x 44mm (7.4 x 1.7"), 190 x 50mm (7.5 x 2.0"), 200 x 50 or 57mm (7.875 x 2.0 or 2.25"), 216 x 63mm (8.5 x 2.5"), 222 x 66mm (8.75 x 2.6")

[REVELATION + MONARCH]

	CROSS COUNTRY	TRAIL	ALL MOUNTAIN	FREERIDE	DOWNHILL
PERFECT		■			
EXCELLENT		■			
GOOD	■	■	■		

MAX 120mm



Reba Team 29"

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Monarch 4.2
High Volume

Monarch specifications can be found on page 95

REBA monarch

MAXLE Q 15mm 9X OPTION

REBA / Ride it all. Then ride it again.

With BlackBox Motion Control, Air U-Turn and 29" options, the Reba is the chameleon of forks and can be configured as anything from a short-travel climbing machine to a 29er rider's stiff and reliable dream. Combining a potent blend of well-rounded performance, a lightweight design and unparalleled tunability on top of a stiff 32mm chassis, the Reba is a relentless trail warrior all the way from the calf-burning climbs to the grin-inducing descents.

PLATFORM					DAMPING SYSTEM					SPRING	ADJUSTMENTS						STEERER	CROWN	UPPER TUBES	LOWERS		REMOTE
	MODEL	INTENDED USE	TRAVEL	WEIGHT (*INCLUDES REMOTE)	XX MOTION CONTROL	BLACKBOX MOTION CONTROL	MOTION CONTROL	DUAL FLOW	DUAL AIR	AIR U-TURN	EXTERNAL BOOSTER, STEPPED RETUNE	EXTERNAL RETUNE	LOW SPEED COMPRESSION	EXTERNAL PROPORTIONAL DAMPING	EXTERNAL LOCKOUT AND LOW SPEED COMP	SPRINGTEK AIR PRESSURE	EXTERNAL TRAVEL	ALUMINUM 1 1/8" OR 1 1/2" TAPERED	FORGED, HOLLOW ALULA-TV	32MM MONOCRESS STRAIGHT WALL ALUMINUM, DISC BRAKE POST MOUNT	UPPER TUBE FINISH: ANODIZED	DISC BRAKE POST MOUNT	OPTIONAL 15MM MAXLE LITE	XLOC	PUSH OF PURGE OPTION
REBA	XX	XC, TR	80/100/120mm	1645g (3.63 lbs)*	•		•	•		•			•		•		•	•	•	•	•	•	
COLORS: BLACK, WHITE	XX 29"	XC, TR	80/100/120mm	1718g (3.79 lbs)*	•		•	•		•			•		•		•	•	•	•	•	•	•
	Team	XC, TR	80/100/120mm	1620g (3.57 lbs)		•		•		•		•	•		•		•	•	•	•	•		•
FEATURING: POWER BULGE AIR GUIDES TRAVEL GRADIENTS			90 - 120mm	1702g (3.75 lbs)		•		•		•		•	•		•	•	•	•	•	•	•		•
	Team 29"	XC, TR	80/100/120mm	1698g (3.74 lbs)		•		•		•		•	•		•		•	•	•	•	•		•
			90 - 120mm	1780g (3.92 lbs)		•		•		•		•	•		•	•	•	•	•	•	•		•
	Race	XC, TR	80/100/120mm	1625g (3.58 lbs)			•		•		•	•	•		•		•	•	•	•	•		•
			90 - 120mm	1707g (3.76 lbs)			•		•		•	•	•		•	•	•	•	•	•	•		•
	Race 29"	XC, TR	80/100/120mm	1698g (3.74 lbs)			•		•		•	•	•		•		•	•	•	•	•		•
			90 - 120mm	1780g (3.92 lbs)			•		•		•	•	•		•	•	•	•	•	•	•		•
	SL	XC, TR	80/100/120mm	1625g (3.58 lbs)			•		•		•	•		•			•	•	•	•	•		•
			90 - 120mm	1707g (3.76 lbs)			•		•		•	•		•	•		•	•	•	•	•		•
	SL 29"	XC, TR	80/100/120mm	1698g (3.74 lbs)			•		•		•	•		•			•	•	•	•	•		•
			90 - 120mm	1780g (3.92 lbs)			•		•		•	•		•	•		•	•	•	•	•		•

*Weight based on 265mm 1 1/8" steerer, 9mm Axle / Maximum recommended rotor size: 210mm

Recommended Rear Shock: Monarch, Ario. / Catalog reflects all suspension offerings. For aftermarket availability please check **rockshox.com**

ROCK SHOX

[REBA + MONARCH]

	CROSS COUNTRY	TRAIL	ALL MOUNTAIN	FREERIDE	DOWNHILL
PERFECT	■	■			
EXCELLENT	■	■			
GOOD	■				



JHK / Mont Sainte Anne WC / Photo: © BPettit / SRAM

MAX 100mm



SID World Cup

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Monarch 3.3

Monarch specifications can be found on page 95

SID / Life is too short to come in second.

The SID's supremely svelte design puts hill-charging, race-winning lightweight suspension in a stiff 32mm chassis that doesn't flinch when the tread gets tough. Combining the uber-light Dual Air spring with BlackBox Motion Control and the PowerBulge design of the lower legs, the SID offers unparalleled smoothness and control in the world of lightweight suspension. At a slim 1400g (World Cup), you might hear people call you a weight weenie - that is, if they weren't so far behind you.

PLATFORM					DAMPING SYSTEM			SPRING	ADJUSTMENTS					STEERER	CROWN			UPPER TUBES	LOWERS	REMOTE
	MODEL	INTENDED USE	TRAVEL	WEIGHT (*INCLUDES REMOTE)	XX MOTION CONTROL	BLACKBOX MOTION CONTROL	MOTION CONTROL	DUAL AIR	EXTERNAL BEGINNING STROKE REBOUND	EXTERNAL REBOUND	LOW SPEED COMPRESSION	EXTERNAL LOCKOUT	SPRING VS AIR PRESSURE	ALUMINUM, 1 1/8" OR 1.5" TO 1 1/8" TAPERED	HOLLOW, 1 ARCH CARBON FIBER CROWN/FIBERS	FORGED, 1 ARCH CARBON FIBER	FORGED, 1 ARCH 6.5" ALUMINUM	32MM, 7050 T6 BTS STRAIGHT WALL DIAMOND LOW FRICTION MOUNTED WITH 3M GASKETS	MAGNESIUM, POST MOUNT BRAKE BRAKE	WITH OPTIONAL BRAKE MOUNT LOWER	BLOC	PROBLOC, PROBLOC OPTION
SID	XX World Cup	XC	80/100mm	1405g (3.1 lbs)*	•			•	•	•			•	•		•		•		•		•	
COLORS: BLACK, WHITE, SID BLUE	World Cup	XC	80/100mm	1400g (3.09 lbs)		•		•	•	•			•	•		•		•		•			•
	XX	XC	80/100mm	1505g (3.32 lbs)*	•			•	•	•			•	•	•			•		•		•	
	Team	XC	80/100mm	1485g (3.27 lbs)		•		•	•	•			•	•	•			•		•		•	
FEATURING: POWER BULGE AIR GUIDES SAG GRADIENTS	Race	XC	80/100mm	1475g (3.25 lbs)			•		•		•	•	•	•	•			•		•		•	
	*Weight based on 265mm 1 1/8" steerer / Maximum recommended rotor size: 185mm																						

ROCK SHOX

[SID + MONARCH]

	CROSS COUNTRY	TRAIL	ALL MOUNTAIN	FREERIDE	DOWNHILL
PERFECT	■				
EXCELLENT	■				
GOOD	■				



Julien Absalon / Madrid WC / Photo: © Victor Lucas

MAX 180mm

Totem





Vivid specifications can be found on page 93

TOTEM VIVID

TOTEM / Size does matter.

Freeride's strongest-performing fork just got some serious upgrades. With 180mm of travel on a 2-Step, Solo Air or Coil spring, 1 1/8", 1.5" or tapered steerer and huge 40mm upper tubes, the Totem is a battle axe that lets you charge into (or off of) any terrain, from tire-buzzing steeps to pucker-inducing drops. Updated damper valving and the new Maxle Lite make this fork do something no other does – give you the confidence to commit.

PLATFORM					DAMPING SYSTEM						SPRING		ADJUSTMENTS								STEERER	CROWN	UPPER TUBES	LOWERS
	MODEL	INTENDED USE	TRAVEL	WEIGHT	MISSION CONTROL	MISSION CONTROL DH	MOTION CONTROL IS	DRALL FLOW	2-STEP	LONG TRAVEL SOLO AIR	COIL	EXTERNAL REBOUND	EXTERNAL REBOUND	HIGH SPEED COMPRESSION	LOW SPEED COMPRESSION	DEDICATED LOCKOUT & SWITCH	SPRING VIA AIR PRESSURE	EXTERNAL TOKENS	PRELOAD	ALUMINUM 1 1/8", 1.5" TAPERED 1 1/8"-1.5"	FORGED, AA-T-6, ANODIZED ALUMINUM	42MM, TAPERED STRAIGHT WALL ALUMINUM, LOW FRICTION MODIFIED	MAGNESIUM, MAXLE LITE 15MM AXLE, POST DISC MOUNT
TOTEM		FR	135 to 180mm	2874g (6.33 lbs)	•			•	•			•		•	•	•	•	•			•	•	•	•
			180mm	2634g (5.80 lbs)	•			•		•		•		•	•	•	•				•	•	•	•
COLORS: BLACK, WHITE, GALVANIZED			180mm	2874g (6.33 lbs)	•			•			•	•		•	•	•			•			•	•	•
		DH	FR	135 to 180mm	2874g (6.33 lbs)		•		•	•			•		•	•	•	•	•				•	•	•	•
FEATURING: POWER BULGE, AIR GUIDES, SAG GRADIENTS, SPEEDLUBE, STICKER KIT V4.0			180mm	2634g (5.80 lbs)		•		•		•		•		•	•		•				•	•	•	•
			180mm	2874g (6.33 lbs)		•		•			•	•		•	•			•	•			•	•	•	•
		IS	FR	180mm	2874g (6.33 lbs)			•				•		•		•	•			•			•	•	•	•

*Weight based on 265mm 1 1/8" steerer with Maxle Lite / Maximum recommended rotor size: 203mm

Recommended Rear Shock: Vivid. / Catalog reflects all suspension offerings. For aftermarket availability please check **rockshox.com**

ROCK SHOX



Vivid 5.1

All the confidence to commit.



And yes, it comes with a Totem Sticker Kit.

The fourth edition of the Totem Sticker Kit V4.0 designed by acclaimed artist Cody Hudson of Struggle Inc. is here and it's sweet. Money and tears, what else do you need?



Cameron Zink / Reno, NV / Photo: © Adrian Marcoux

[TOTEM + VIVID]

	CROSS COUNTRY	TRAIL	ALL MOUNTAIN	FREERIDE	DOWNHILL
PERFECT				■	
EXCELLENT				■	■
GOOD				■	■

MAX 170mm

Lyrik



(+)



Monarch 3.1

Monarch specifications can be found on page 95

LYRIK / Charge up. Bomb down. Rinse and repeat.

With a new 170mm travel option, revalved damping and the Maxle Lite thru-axle added to an already epic offering, the Lyrik just got leaner and meaner. Sure, the efficient and nimble 35mm chassis design will get you to the top of the mountain. But, it's the smooth control on the downhill that will drive you to go back to the top again and again.

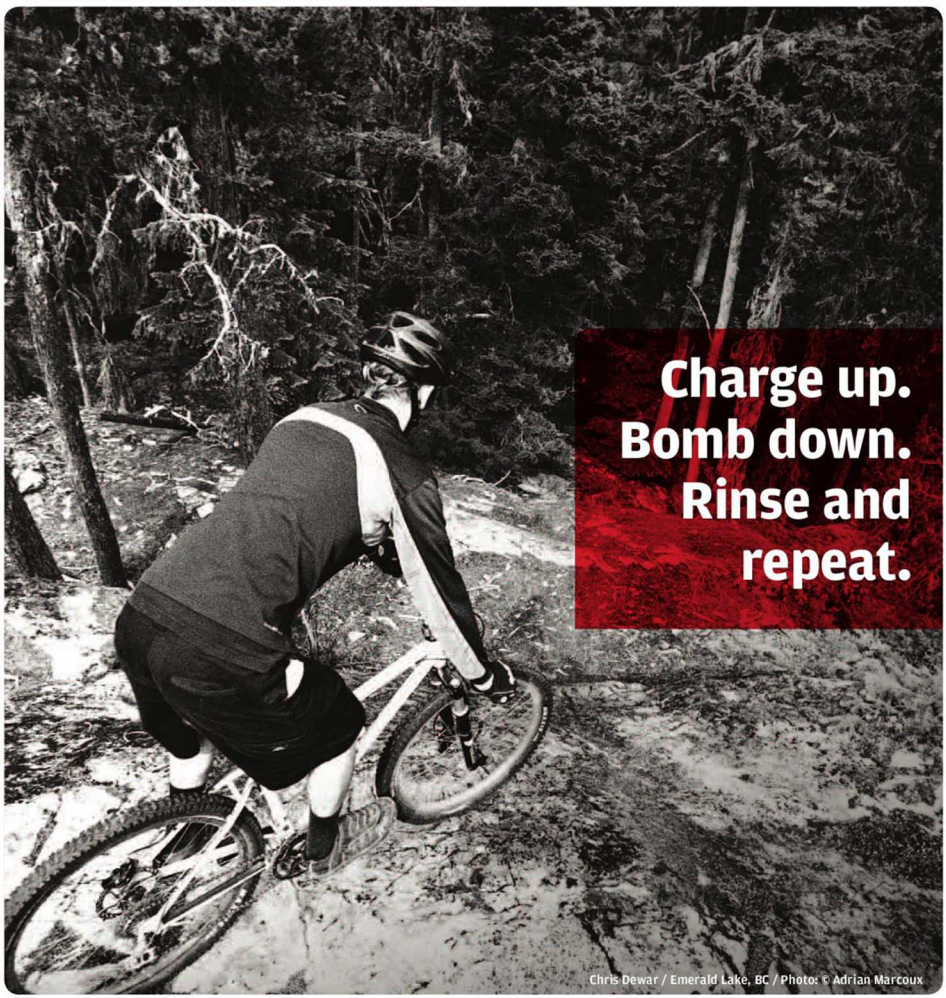
PLATFORM					DAMPING SYSTEM				SPRING		ADJUSTMENTS							STEERER	CROWN	UPPER TUBES	LOWERS
	MODEL	INTENDED USE	TRAVEL	WEIGHT	MISSION CONTROL	MISSION CONTROL DH	MOTION CONTROL DS	DUAL FLOW	2-STEP	LONG TRAVEL SOLO AIR	COIL	COIL DEBON	EXTERNAL BEGINNING-STROKE REBOUND	EXTERNAL REBOUND	HIGH AND LOW-SPEED COMPRESSION	TOOL-FREE FLOODGATE LSC SWITCH	SPRING VS AIR PRESSURE	EXTERNAL TRAVEL	PRELOAD	ALUMINUM 1 1/8" - 1.5" TAPERED 1 1/8"-1.5"	FORGED, HOLLOW AL 6061-T7	35MM, 7000 SERIES, STRAIGHT WITH ALUMINUM, CNC MACHINED, ANODIZED TOP HOUSING	35MM, 7000 SERIES, STRAIGHT WITH ALUMINUM, CNC MACHINED, ANODIZED WITH TRAVEL INDICATOR	MAGNESIUM, MAXLE LITE 20MM AXLE, POST DISC MOUNT
LYRIK		AM	115 to 160mm	2400g (5.29 lbs)	•			•	•				•		•	•	•	•			•		•	•
			160/170mm	2187g (4.82 lbs)	•			•		•			•		•	•	•				•		•	•
COLORS: BLACK, DIFFUSION BLACK, WHITE			115 - 160mm	2431g (5.35 lbs)	•			•			•		•		•			•			•		•	•
			160/170mm	2376g (5.24 lbs)	•			•				•	•		•				•	•	•		•	•	•
FEATURING: POWER BULGE, AIR GUIDES		DH	115 to 160mm	2400g (5.29 lbs)		•		•	•				•		•	•	•	•			•		•	•
			160/170mm	2187g (4.82 lbs)		•		•		•			•		•	•	•				•		•	•
			115 - 160mm	2431g (5.35 lbs)		•		•			•		•		•			•			•		•	•
			160/170mm	2376g (5.24 lbs)		•		•				•	•		•				•	•	•		•	•	•
		IS	AM	115 to 160mm	2388g (5.26 lbs)			•		•					•	•	•	•	•			•		•	•
			160/170mm	2175g (4.79 lbs)			•			•					•	•	•				•		•	•	•
			115 - 160mm	2419g (5.33 lbs)			•				•				•	•	•		•			•		•	•
			160/170mm	2364g (5.21 lbs)			•					•			•	•	•			•	•		•	•	•
		R	AM	115 to 160mm	2343g (5.16 lbs)					•					•		•		•			•		•	•
			160/170mm	2130g (4.69 lbs)						•					•			•			•		•	•	•
			115 - 160mm	2374g (5.23 lbs)							•				•				•			•		•	•
			160/170mm	2319g (5.11 lbs)								•			•					•	•	•		•	•

*Weight based on 265mm 1 1/8" steerer with Maxle Lite / Maximum recommended rotor size: 210mm

ROCK SHOX

[LYRIK + MONARCH]





MAX 180mm

Domain 318



(+)



Vivid 4.1

Vivid specifications can be found on page 93

DOMAIN / Be the master of your domain.

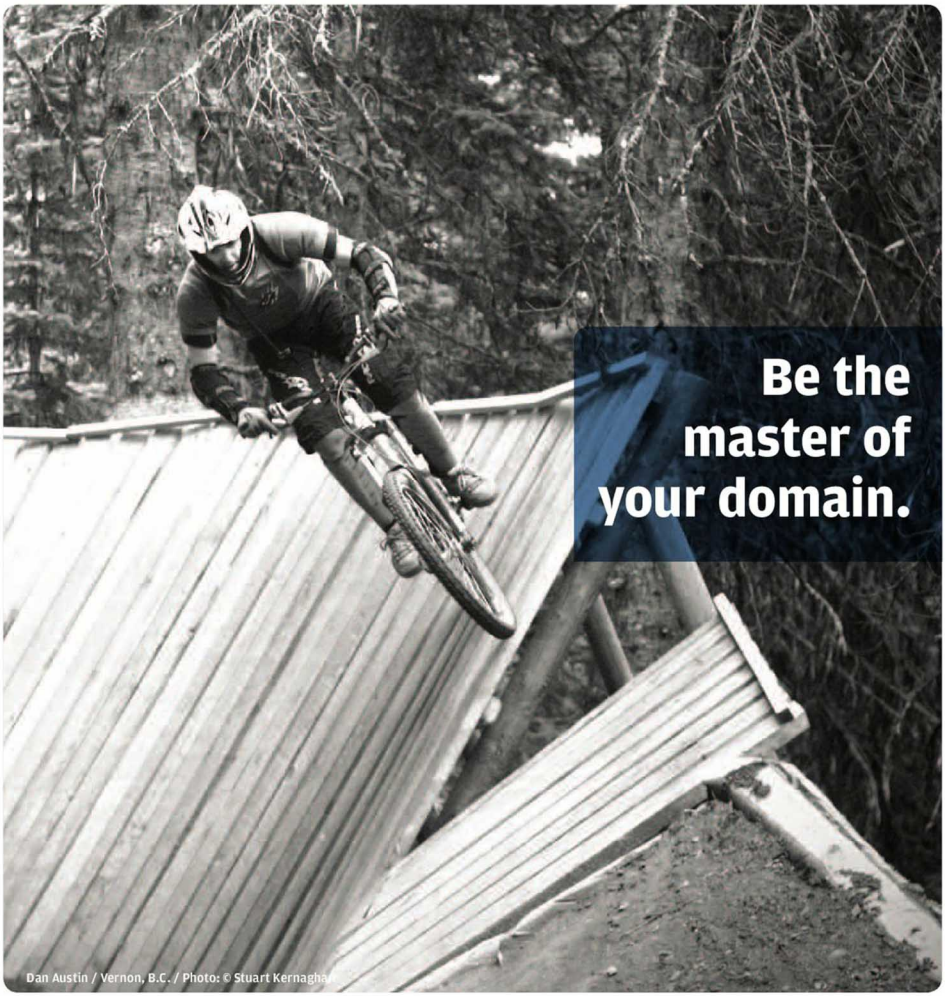
Burly and beautiful, the Domain offers competition-level performance in a package that holds up to real-world demands. Stocky 35mm upper tubes, Motion Control IS damping and a choice between 115-160mm Coil U-Turn, 160mm and 180mm Coil springs let you turn the Domain into an all mountain animal or a freeride fiend. It's your choice.

PLATFORM					DAMPING SYSTEM		SPRING	ADJUSTMENTS			STEERER	CROWN	UPPER TUBES	LOWERS
	MODEL	INTENDED USE	TRAVEL	WEIGHT	MOTION CONTROL IS	COIL U-TURN	COIL	EXTERNAL REBOUND	LOW SPEED COMPRESSION	EXTERNAL PRELOAD	4130 STEEL 1 1/8" > ALUMINUM 1 1/8" > TAPERED 1 1/8" > 1 1/2"	FORGED, HOLLOW 6.66 T4, ANODIZED ALUMINUM	35MM 4130 TAPERED WALL STEEL, CHROME	MONOCRAFT, MAXLE 20MM AXLE, POST DISC MOUNT
DOMAIN	318	FR, AM	115 - 160mm	2920g (6.44 lbs)	•	•		•	•	•		•	•	•	•
			160/180mm	2835g (6.25 lbs)	•		•	•	•		•	•	•	•	•
COLORS: DIFFUSION BLACK, BLACK, WHITE	302	FR, AM	115 - 160mm	2875g (6.34 lbs)	•		•	•	•		•	•	•	•	•
			160/180mm	2787g (6.14 lbs)		•	•			•	•	•	•	•	•
FEATURING: POWER BULGE	*Weight based on 265mm 1 1/8" steel steerer with Maxle / Maximum recommended rotor size: 210mm														

ROCK SHOX

[DOMAIN + VIVID]

	CROSS COUNTRY	TRAIL	ALL MOUNTAIN	FREERIDE	DOWNHILL
PERFECT				■	
EXCELLENT			■	■	
GOOD			■	■	



Dan Austin / Vernon, B.C. / Photo: © Stuart Kernaghan



Pike 454

(+)



Monarch 2.1

MAX 140mm

Monarch specifications can be found on page 95

PIKE | monarch

PIKE / Control the mountain.

Lightweight and seriously stiff, the Pike has proven itself up and down the mountain. The solid feel of the 32mm upper tubes, updated lower leg design and the Maxle Lite thru-axle give the steering surgical precision. With 140mm of travel available in a variety of spring options and travel adjustment, this fork puts you in control.

PLATFORM					DAMPING SYSTEM			SPRING	ADJUSTMENTS							STEERER	CROWN	UPPER TUBES		LOWERS	OPTION
	MODEL	INTENDED USE	TRAVEL	WEIGHT	MOTION CONTROL	DUAL AIR	AIR LUBRICATION	COIL LUBRICATION	EXTERNAL REBOUND	LOW-SPEED COMPRESSION ADJUST	EXTERNAL FLOODGATE LOW-SPEED COMPRESSION ADJUST	EXTERNAL FLOODGATE HIGH-SPEED COMPRESSION ADJUST	SPRING VIA AIR PRESSURE	EXTERNAL LOCKOUT	EXTERNAL TRAVEL ADJUST	ALUMINUM 1 1/8"	4130 STEEL 1 1/8"	FORGED, MOLY, LOW-ALLOY 4340 T-6 ALUMINUM	30MM, 7000 SERIES, STRAIGHT WELD, ALUMINUM, LOW-FRICTION ANODIZED	W / TRAVEL GRADIENTS	MAGNESIUM, MAXLE LITE 20MM, DISC FF	REMOTE
PIKE	454	AM	140mm	2023g (4.5 lbs)	•	•			•	•	•		•	•	•		•	•		•	•	•
			110 - 140mm	2113g (4.7 lbs)	•		•		•	•	•		•	•	•		•	•	•	•	•	•
COLORS: DIFFUSION BLACK, DIFFUSION SILVER			95 - 140mm	2281g (5.0 lbs)	•			•	•	•	•			•			•	•	•	•	•	•
	426	AM	140mm	2177g (4.8 lbs)	•	•			•	•	•		•			•	•	•		•	•	•
FEATURING: AIR GUIDES, TRAVEL GRADIENT			110 - 140mm	2267g (5.0 lbs)	•		•		•	•	•		•	•		•	•	•	•	•	•	•
			95 - 140mm	2435g (5.4 lbs)	•			•	•	•	•			•		•	•	•	•	•	•	•
	409	AM	140mm	2177g (4.8 lbs)	•	•			•	•	•	•	•	•		•	•	•		•	•	•
			110 - 140mm	2267g (5.0 lbs)	•		•		•	•	•	•	•	•		•	•	•	•	•	•	•
			95 - 140mm	2435g (5.4 lbs)	•			•	•	•	•	•		•		•	•	•	•	•	•	•

*Weight based on 265mm 1 1/8" steerer with Maxle Lite FR / Maximum recommended rotor size: 210mm

[PIKE + MONARCH]

	CROSS COUNTRY	TRAIL	ALL MOUNTAIN	FREERIDE	DOWNHILL
PERFECT			■		
EXCELLENT		■	■		
GOOD			■		

Recommended Rear Shock: Monarch. / Catalog reflects all suspension offerings. For aftermarket availability please check **rockshox.com**

MAX 100mm



Argyle 409

Born to fly. And to land.

ARGYLE

ARGYLE / Born to fly. And to land. Are you born to fly?

Jumping is all about control. The more control you have, the higher you go. With sturdy 32mm upper tubes, the Maxle thru-axle and externally adjustable Motion Control damping, the sky is the limit. Lightweight and precise, this fork gives you the control to go higher and nail the landing so smoothly all you'll hear is silence.

PLATFORM					DAMPING SYSTEM		SPRING	ADJUSTMENTS						STEERER	CROWN	UPPER TUBES	LOWERS
	MODEL	INTENDED USE	TRAVEL	WEIGHT	MOTION CONTROL	SOLO AIR	COIL	EXTERNAL REBOUND	LOW SPEED COMPRESSION	TOOLLESS LOCKOUT	SPRING + AIR PRESSURE	PRELOAD	ALUMINUM 11/8"	FORGED, 6061 T-6 ALUMINUM	30MM, 32.2D TAPERED WALL STEEL, CHROME	MAGNESIUM, MAXLE 15MM AXLE, 160MM POST MOUNT
ARGYLE	409	FR	80/100mm	2358g (5.19 lbs)	•		•	•	•			•	•	•	•	•
COLORS: BLACK, WHITE, 409 ALSO AVAILABLE IN PURPLE TRATOR	318	FR	80/100mm	2533g (5.58 lbs)	•		•	•	•			•	•	•	•	•
	302	FR	80/100mm	2487g (5.48 lbs)			•	•				•	•	•	•	•
FEATURING: AIR GUIDES	*Weight based on 265mm 1 1/8" steerer with Maxle / Maximum recommended rotor size: 210mm																



Brandon Semenuk / Whistler, BC / Photo: © BPettit / SRAM

[ARGYLE]

	CROSS COUNTRY	TRAIL	ALL MOUNTAIN	FREERIDE	DOWNHILL
PERFECT				■	
EXCELLENT				■	
GOOD				■	



RECON

MAXLE @ 15mm OR 20mm OPTION

RECON TRAIL / The right fork for any backcountry mission.

With the introduction of new 140mm Solo Air and Coil U-Turn options, the Recon remains the clear choice for real-world trail bikes and real-world riders. When what's around the bend remains to be seen, the Recon's stout 32mm upper tubes and Motion Control damping give you the control and responsiveness to explore at speed.

RECON XC / Set the pace with the lightweight Recon.

Now with up to 120mm of travel, this lightweight suspension package contains all the features you need to challenge the trail ahead. A stiff aluminum crown married to lightweight 32mm aluminum upper tubes make the Recon / XC a singletrack force to be reckoned with.

PLATFORM					DAMPING SYSTEM			SPRING	ADJUSTMENTS						STEERER		CROWN	UPPER TUBES	LOWERS	OPTIONS	
	MODEL	INTENDED USE	TRAVEL	WEIGHT	MOTION CONTROL	TURNKEY	SOLO AIR	COIL U-TURN	EXTERNAL REBOUND	LOW SPEED COMPRESSION	EXTERNAL LOCKOUT	SPRING VIA AIR PRESSURE	EXTERNAL TRAVEL	410 STEEL 1 1/8"	ALUMINUM 1 1/8" - 1.5" TAPERED	FORGED DS2 T-6 HOLLOW ALUMINUM	32MM TOOL-SERVICE STRAIGHT WALL ALUMINUM, LOW FRICTION MACHINED	MAGNESIUM, POST MOUNT	OPTIONAL 20MM MAXLE LITE	REMOTE	
RECON TRAIL	351	TR	130/140mm	1934g (4.26 lbs)	•		•		•	•	•			•	•	•	•	•	•	•	•
			85 - 130mm	2148g (4.73 lbs)	•			•	•	•	•			•	•	•	•	•	•	•	•
COLORS: BLACK, WHITE, SILVER, DIFFUSION BLACK, DIFFUSION SILVER	335	TR	130/140mm	1961g (4.32 lbs)		•	•		•		•	•		•	•	•	•	•	•	•	•
			85 - 130mm	2125g (4.68 lbs)		•		•	•		•		•	•	•	•	•	•	•	•	•
FEATURING: AIR GUIDES	327	TR	130/140mm	1875g (4.13 lbs)			•		•			•		•	•	•	•	•	•		
			85 - 130mm	2056g (4.53 lbs)				•	•				•	•	•	•	•	•	•		

*Weight based on 265mm 1 1/8" steel steerer, 9mm QR dropout / Maximum recommended rotor size: 210mm

PLATFORM					DAMPING SYSTEM			SPRING	ADJUSTMENTS						STEERER		CROWN	UPPER TUBES	LOWERS	OPTIONS	
	MODEL	INTENDED USE	TRAVEL	WEIGHT	MOTION CONTROL	TURNKEY	SOLO AIR	COIL	EXTERNAL REBOUND	LOW SPEED COMPRESSION	LOCKOUT	SPRING VIA AIR PRESSURE	410 STEEL 1 1/8"	ALUMINUM 1 1/8" - 1.5" TAPERED	FORGED DS2 T-6 HOLLOW ALUMINUM	32MM, 7000 SERIES STRAIGHT WALL ALUMINUM, LOW FRICTION MACHINED	MAGNESIUM, POST DISC MOUNT	OPTIONAL 20MM MAXLE LITE	REMOTE	
RECON XC	Race	XC	80/100/120mm	1805g (3.98 lbs)	•			•	•	•	•	•	•	•	•	•	•	•	•	•	
			80/100/120mm	2061g (4.54 lbs)	•			•	•	•	•		•	•	•	•	•	•	•	•	
COLORS: WHITE, BLACK, SILVER, DIFFUSION BLACK, DIFFUSION SILVER	SL	XC	80/100/120mm	1776g (3.92 lbs)		•	•		•		•	•	•	•	•	•	•	•	•	•	
			80/100/120mm	2066g (4.55 lbs)		•		•	•		•		•	•	•	•	•	•	•	•	
FEATURING: POWER BULGE AIR GUIDES	XC	XC	80/100/120mm	1755g (3.87 lbs)			•		•			•	•	•	•	•	•	•	•		
			80/100/120mm	2003g (4.41 lbs)				•	•				•	•	•	•	•	•	•		

*Weight based on 265mm 1 1/8" steel steerer, 9mm QR dropout / Maximum recommended rotor size: 210mm

Recommended Rear Shock: Monarch, Ario. / Catalog reflects all suspension offerings. For aftermarket availability please check **rockshox.com**

ROCK SHOX

(+)



Ario 3.2

Ultimate efficiency for cross country and trail.

ARIO / Ultimate efficiency for cross country and trail.

Featuring a rock-solid lockout with remote option and a new damping system, the Ario offers a simple and light air spring design with the smoothness and efficiency to keep you turning the pedals all day long.

PLATFORM				REBOUND DAMPING	SPRING	ADJUSTMENTS			CHASSIS		NOTES
	MODEL	INTENDED USE	WEIGHT	DIALI FLOW REBOUND	SOLO AIR	EXTERNAL REBOUND	REMOTE LOCKOUT	LOCKOUT	SPRING VIA AIR PRESSURE	28MM MICRO-ANODIZED ALUMINUM STANCHIONS	10MM ALUMINUM SHAFT	MODELS WITH PUSHLOC OR POPLOC RAPIDITE
ARIO	3.R	XC, TR	210g (.46 lbs)		•	•	•		•	•	•	•
	3.2	XC, TR	210g (.46 lbs)		•	•		•	•	•	•	
	2.1	XC, TR	205g (.45 lbs)	•	•	•			•	•	•	
	1.1	XC, TR	210g (.46 lbs)	•	•				•	•		

*Weight based on 165mm eye to eye with no mounting hardware / Available Configurations: 152 x 31mm (6.0 x 1.25"), 165 x 38mm (6.5x1.5"), 184 x 44mm (7.25 x 1.75"), 190 x 50mm (7.5 x 2.0"), 200 x 50 or 57mm (7.875 x 2.0 or 2.25"), 216 x 63mm (8.5 x 2.5")



Editors at large / Moab, UT / Photo: © Dirk Belling / SRAM

[RECON + ARIO]







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MAX 130mm



Ario specifications can be found on page 109

TORA / ARIO

MAXLE 20mm 9/8 OPTION

TORA TRAIL / Fast and strong, this fork doesn't mess around.

The Tora Trail brings a worthy 85-130mm Coil U-Turn along with 120mm and 130mm Coil spring options to this all-around trail fork already stacked with sturdy 32mm steel upper tubes, external rebound adjust, and the efficient TurnKey lockout. High-end features, a plush ride and stiff chassis in a real-world package.

TORA XC / World-class technology trickled down.

Unmatched in its class for stiffness, performance and value, the Tora makes high-end features accessible to everyday riders. Incorporating external rebound adjustment, magnesium lowers with a post-style disc mount and the unmatched control that comes from stiff 32mm steel upper tubes, the Tora will take your riding to new places.

PLATFORM					DAMPING SYSTEM	SPRING	ADJUSTMENTS						STEERER	CROWN	UPPER TUBES	LOWERS	OPTIONS
	MODEL	INTENDED USE	TRAVEL	WEIGHT	MOTION CONTROL	TURNKEY	SOLO AIR	COIL U-TURN	COIL	EXTERNAL REBOUND	LOW-SPEED COMPRESSION	LOCKOUT	SPRING VIA AIR PRESSURE	EXTERNAL TRAVEL	STEEL 1 1/8"	ALUMINUM 1 1/8"	FORGED 6061 T-6 HOLLOW ALUMINUM	32MM, STEEL, CHROME	MAGNESIUM, POST DISC MOUNT	REMOTE
TORA TRAIL	318	TR	85 - 130mm	2221 g (4.9 lbs)	•			•		•	•	•		•	•	•	•	•	•	•
COLORS: BLACK, WHITE, DIFFUSION BLACK, DIFFUSION SILVER	302	TR	120/130mm	2340 g (5.15 lbs)		•	•			•		•	•		•	•	•	•	•	•
			85 - 130mm	2400 g (5.3 lbs)		•		•		•		•		•	•	•	•	•	•	•
			120mm	2400 g (5.3 lbs)		•			•	•		•		•	•	•	•	•	•	•
FEATURING: AIR GUIDES	289	TR	85 - 130mm	2360g (5.2 lbs)				•		•				•	•	•	•	•	•	
			120mm	2360g (5.2 lbs)					•	•				•	•	•	•	•	•	

*Weight based on 265mm 1 1/8" steel steerer, 9mm QR dropout / Maximum recommended rotor size: 210mm

PLATFORM					DAMPING SYSTEM	SPRING	ADJUSTMENTS				STEERER	CROWN	UPPER TUBES	LOWERS	OPTIONS
	MODEL	INTENDED USE	TRAVEL	WEIGHT	TURNKEY	SOLO AIR	COIL	EXTERNAL REBOUND	LOCKOUT	SPRING VIA AIR PRESSURE	4130 STEEL 1 1/8" STANDARD ALUMINUM 1 1/8" OPTIONAL TAPERED 1 1/8" TO 1 1/8" OPTIONAL	FORGED 6061 T-6 ALUMINUM	32MM, 4130 TAPERED WALL STEEL, CHROME	MAGNESIUM, POST DISC MOUNT OPTIONAL 20MM MAXLE LITE	REMOTE
TORA XC	SL	XC	80/100/120mm	2069g (4.56 lbs)	•	•		•	•	•	•	•	•	•	•
COLORS: BLACK, WHITE, SILVER, DIFFUSION BLACK, DIFFUSION SILVER			80/100/120mm	2228 g (4.91 lbs)	•		•	•		•	•	•	•	•	•
	SL 29"	XC	80/100mm	2186g (4.82 lbs)	•	•		•	•	•	•	•	•	•	•
	XC	XC	80/100/120mm	2009g (4.43 lbs)		•		•		•	•	•	•		
FEATURING: POWER BULGE AIR GUIDES			80/100/120mm	2168g (4.78 lbs)			•	•		•	•	•	•		

*Weight based on 265mm 1 1/8" steel steerer, 9mm QR dropout / Maximum recommended rotor size: 210mm

Recommended Rear Shock: Ario, Bar. / Catalog reflects all suspension offerings. For aftermarket availability please check **rockshox.com**

MAX 120mm



Dart 3 (+) Bar 2.1



Tackle the trail ahead.

DART / Quality and features to tackle the trail ahead.

The Dart is the best value in its class. Offering top-notch options like external rebound controls, TurnKey lockout and PopLoc / PushLoc compatibility, this fork will turn your backyard trail into your favorite new place to hang out.

BAR / The value leader.

Combining a Solo Air spring with a simple-to-adjust single air valve and large positive air chamber gives the Bar a quality feel on cross-country rides.

PLATFORM					DAMPING SYSTEM	SPRING	ADJUSTMENTS				STEERER	CROWN	UPPER TUBES	LOWERS	OPTIONS
	MODEL	INTENDED USE	TRAVEL	WEIGHT	TURNKEY	COIL	EXTERNAL REBOUND	LOCKOUT	PWR LOAD	STKM STEEL 1 1/8"	ALUM NUMA 1 1/8"	FORGED 6061-T-6 ALUMINUM	ZAMAK 410 STEEL, CHROME	MAGNESIUM, POST DISC MOUNT	BOOST 9MM DISC SPACERS	REMOTE
DART	3	XC	80/100/120mm	2223g (4.90 lbs)	•	•	•	•	•	•	•	•	•	•	•	•
COLORS: BLACK, DIFFUSION BLACK, DIFFUSION SILVER, WHITE	3, 29*	XC	80/100mm	2263g (4.99 lbs)	•	•	•	•	•	•	•	•	•	•		•
	2	XC	80/100/120mm	2472g (5.45 lbs)	opt	•		opt	•	•	•	•	•		•	
	1	XC	80/100mm	2495g (5.5 lbs)		•			•	•	•	•			•	

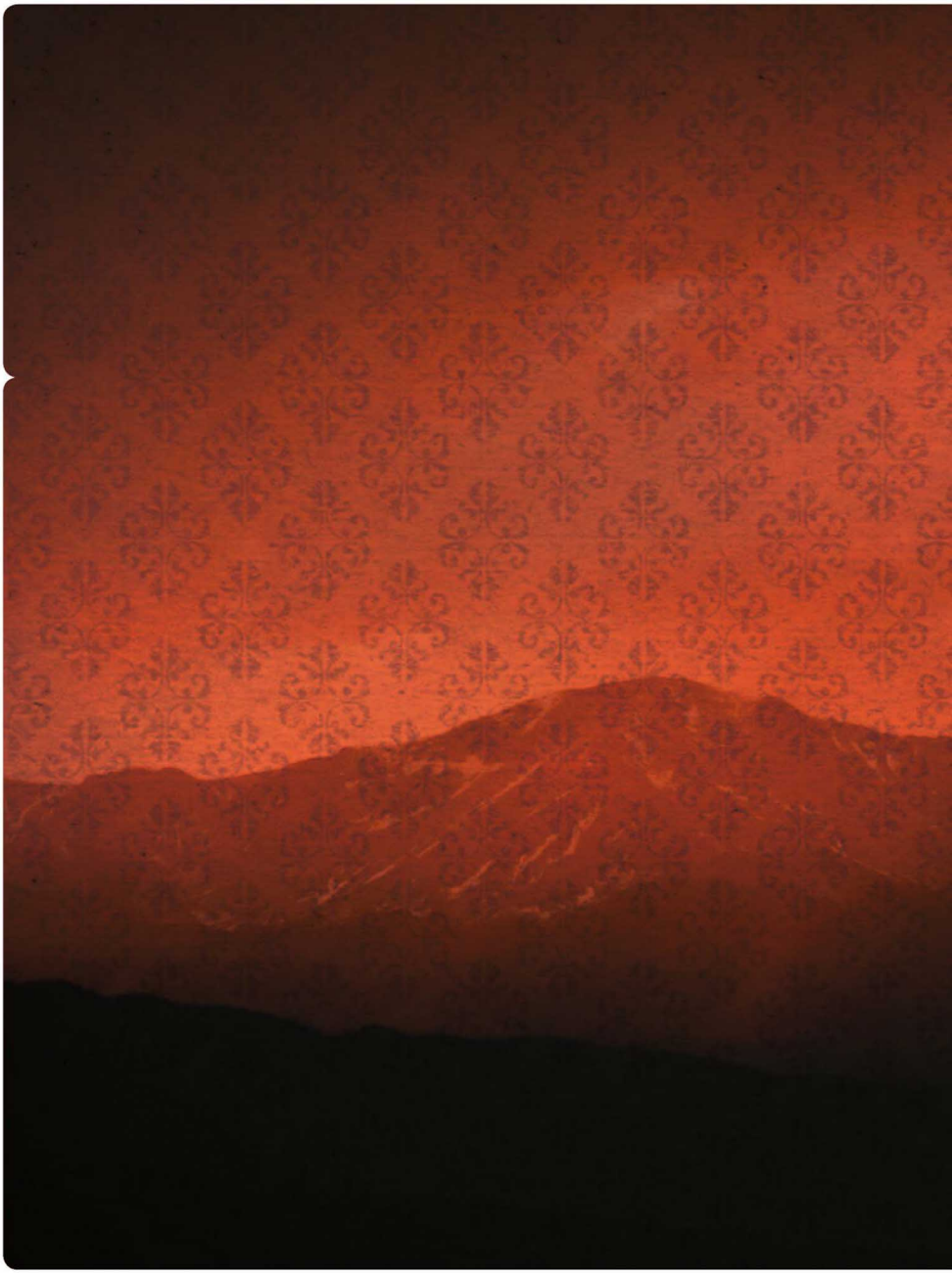
*Weight based on 265mm 1 1/8" steel steerer / Maximum recommended rotor size: 160mm

PLATFORM				SPRING	ADJUSTMENTS			BODY	SHAFT
	MODEL	INTENDED USE	WEIGHT	SOLO AIR	EXTERNAL REBOUND	SPRING VIA AIR PRESSURE	ZAMAK 6061 ALUMINUM	30MM CHROMOLY STEEL	
BAR	2.1	XC, TR	260g (.57 lbs)	•	•	•	•	•	
	1.1	XC, TR	255g (.56 lbs)	•		•	•	•	

*Weight based on 165mm eye to eye with no mounting hardware / Available Configurations: 165 x 38mm (6.5 x 1.5") 190 x 50mm (7.5 x 2.0") 200 x 50mm (7.875 x 2.0")

[TORA + ARIO] / [DART + BAR]

	CROSS COUNTRY	TRAIL	ALL MOUNTAIN	FREERIDE	DOWNHILL
PERFECT	■	■			
EXCELLENT	■	■			
GOOD	■				




Avid®
www.avidbike.com



XX



ELIXIR CR MAG

XX

If you're going to be the brake component in the most advanced cross country group ever, you have to be remarkable. XX is the highest performing cross country brake anywhere, because it incorporates all the stopping power and precise control of Elixir. But XX is also crazy light thanks to the all-new two-piece forged magnesium caliper and the carbon fiber lever blade, which is nearly 30 percent lighter than Juicy® Ultimate's! And to top it off, the brand-new U-Clamp and Clean Sweep™ X rotor takes smart, efficient, beautiful product design to the next level. See page **51** for more details on the whole XX group.

Elixir for All

What started last year with two models has grown to four, and now every rider from the first-timer to the most demanding pro has an Elixir that's perfect for his or her ride. Fact is, everyone's ride benefits from more control, more power and greater comfort – and that's what Elixir's TaperBore Technology is all about. Now, with the addition of the Elixir 5 and the CR Mag, you can choose from a wider range of tasty features to fit your needs. There's a new sheriff in brake town, and his name is Elixir.

A NEW LEVEL OF CONTROL

Elixir gives you more control, because it responds to your touch better than any other brake out there. Thanks to our unique pivot positioning and the benefits of TaperBore Technology, Elixir has less initial power and better modulation deep in the lever's stroke. That means your brakes won't feel "on" or "off," and you'll be able to better manage the increased overall power.

XX

INTENDED USE Cross country | Trail
FINISH Body and caliper: Safety silver | Lever: Carbon fiber
SPECIAL FEATURES TaperBore Technology | Tool-free Pad Contact-Point Adjustment | Tri-Align™ Caliper Positioning System™ | Power Reserve Geometry™ | Ambidextrous | Titanium TORX bolts New U-Clamp/MatchMaker™ X compatible | Drip-free bleeding | Two-piece caliper | Top-loading pads
SYSTEM Two-piston, open system
ROTOR SIZES Clean Sweep™ X 160 | 185mm
FLUID DOT 5.1
WEIGHT 288 grams direct mount and a 160mm rotor

ELIXIR CR MAG

INTENDED USES Cross country | Trail | All-mountain
FINISHES Body and caliper: Smoke Pewter | Lever: Carbon fiber
SPECIAL FEATURES TaperBore Technology | Tool-free Pad Contact-Point Adjustment | Tri-Align™ Caliper Positioning System™ | Power Reserve Geometry™ | Ambidextrous | New U-Clamp/ MatchMaker™ X compatible | Drip-free bleeding | Two-piece caliper | Top-loading pads
SYSTEM Two-piston, open system
ROTOR SIZES G3 Clean Sweep™ 160 | 185 | 203
FLUID DOT 5.1
WEIGHT 333 grams with carbon blade (160mm rotor, front direct mount)

"IN MY PERSONAL AND HIGHLY SUBJECTIVE OPINION, THESE ARE THE BEST-FEELING HYDROS THAT I'VE HAD THE PLEASURE OF SQUEEZING." DIRTRAG


ELIXIR CR
MAG
TAPERBORE TECHNOLOGY
PAD CONTACT IN
Avid
SEA OTTER
8
SRAM

ELIXIR



ELIXIR CR



ELIXIR R

Perfect Power – A Two-Part Equation

The first part of Elixir's incredible stopping power is Avid's hallmark, Power Reserve Geometry. We located the pivot closer to the handlebar. In fact, it's closer than any other brake in the industry. The resulting lever movement has less inward travel, and an arc that's closer to your fingers' natural motion, which delivers more force to the brake with less effort from the rider.

The second part of the equation is Elixir's super-stiff two-piece caliper. Its design, and the fact that it uses DOT 5.1 brake fluid, provides more heat resistance for its large, powerful pistons. Better heat management gives you consistent power that never fades.

AND ALL THE DETAILS AVID DOES JUST RIGHT

Avid has a long history of ergonomics, adjustability and ease of service. Elixir is no exception. The Elixir CR Mag and CR both have easy-to-use Pad Contact-Point Adjustment. Reach adjustment is standard on all our brakes. And, just as you have come to expect from Avid, maintenance and service are practically child's play. All Elixir brake pads load from the top, so changing them is a snap. Elixir is even MatchMaker™ compatible and works perfectly with all SRAM triggers and/or the RockShox® remotes to create the most elegant and functional cockpit ever.

ELIXIR CR

INTENDED USES Cross country | Trail | All-mountain | Freeride | Downhill
FINISHES Body and caliper: White (new color) or black onyx | Lever: Carbon fiber
SPECIAL FEATURES TaperBore Technology | Tool-free Pad Contact-Point Adjustment | Tool-free Reach Adjustment | Tri-Align™ Caliper Positioning System™ | Power Reserve Geometry™ Ambidextrous | Split clamp/MatchMaker™ compatible | Drip-free bleeding | Two-piece caliper Top-loading pads
SYSTEM Two-piston, open system
ROTOR SIZES G3 Clean Sweep™ 160 | 185 | 203
FLUID DOT 5.1
WEIGHT 375 grams with carbon blade (160mm rotor; front direct mount)

ELIXIR R

INTENDED USES Cross country | Trail | All-Mountain | Freeride | Downhill
FINISHES Body and Caliper: Flash silver or white (new color) | Lever: Tungsten grey
SPECIAL FEATURES TaperBore Technology | Tool-free reach adjustment | Tri-Align™ Caliper Positioning System™ | Power Reserve Geometry™ | Ambidextrous | Split clamp/MatchMaker™ compatible | Drip-free bleeding | Two-piece caliper | Top-loading pads
SYSTEM Two-piston, open system
ROTOR SIZES G3 Clean Sweep™ 160 | 185 | 203
FLUID DOT 5.1
WEIGHT 375 grams (160mm rotor; front direct mount)

ELIXIR 5

INTENDED USES Cross country | Trail | All-mountain | Freeride | Downhill
FINISH Body and caliper: White | Lever: Tungsten grey
SPECIAL FEATURES Four-piston caliper | Tri-Align™ Caliper Positioning System™ | Power Reserve Geometry™ | Ambidextrous | Split Clamp/MatchMaker™ compatible | Drip-free bleeding | Indexed reach adjustment | Top-loading pads
ROTOR SIZES G3 Clean Sweep™ 160 | 185 | 203mm
FLUID DOT 5.1
WEIGHT 395 grams (160mm rotor; front direct mount)



ELIXIR

TEST WINNER "THE BRAKE LEADS THE FIELD IN TERMS OF MODULATION AND ERGONOMICS. THE BRAKE LEVER WAS THE MOST POPULAR FOR OUR FINGERS, ALLOWING THE SMOOTHEST STOPPING OUT THERE." MOUNTAIN BIKE GERMANY

ELIXIR 5



MATCHMAKER™ ➡

Save weight and clutter on the bar with MatchMaker™. It holds Avid® levers, SRAM triggers and RockShox® PushLoc™ controls, all with one tidy, light clamp. A dream come true for handlebar component footprint conservationists the world over. Split clamp-style MatchMaker™ still available.

NEW MatchMaker™ X

MatchMaker™



MatchMaker



CODE

Code: Powerfully Responsive

Who says that a brake designed for the most demanding conditions in the world can't also be precise and respond to the finest touch? Code is built to take anything you throw at it, because of features including a special cam breakaway blade, four-piston, cold-forged caliper body and extra-large pads. But the best part about Code is that Avid's celebrated geometry and crafty product design give Code tons of finesse.

CODE

INTENDED USES Freeride | Downhill
FINISHES Body and caliper: Galvanized or White | Lever: black
SPECIAL FEATURES Center-mount Pad Contact-Point Adjustment | Three-cartridge-bearing lever pivot | Two-piece lever with cam breakaway | Up-front access reach adjustment | Aluminum cam Magnesium lever body | Four-piston caliper | Anchored brake pads | Tri-Align™ Caliper Positioning System™ | Power Reserve Geometry™ | Center-mount adjustable banjo | Ambidextrous | Split clamp/MatchMaker™ compatible | Drip-free bleeding
ROTOR SIZES G2 Clean Sweep™ 160 | 185 | 203mm
FLUID DOT 4
WEIGHT 449 grams (160mm rotor; front post mount)

CODE 5

INTENDED USE All-mountain | Freeride | Downhill
FINISH Body and caliper: Dead moss grey
SPECIAL FEATURES Four-piston caliper | Tri-Align™ Caliper Positioning System™ | Power Reserve Geometry™ | Ambidextrous | Split clamp/MatchMaker™ compatible | Drip-free bleeding | Indexed reach adjustment
ROTOR SIZES G2 Clean Sweep™ 160 | 185 | 203mm
FLUID DOT 4
WEIGHT 447 grams (160mm rotor; front post mount)





JUICY 3.5



Juicy 3.5: The Classic

Juicy power, Power Reserve Geometry™ and ultimate dependability come together in the beautifully simple Juicy 3.5.

JUICY 3.5

INTENDED USES Cross country I Trail I All-mountain
FINISH Body: Flash silver I Lever and caliper: Satin black
SPECIAL FEATURES Tri-Align™ Caliper Positioning System™ I Power Reserve Geometry™ Ambidextrous I Tool-free pad replacement I Split clamp design I Drip-free bleeding
ROTOR SIZES G2 Clean Sweep™ 160 I 185 I 203mm
FLUID DOT 4
WEIGHT 404 grams (160mm rotor; front post mount)

Available Rotors



NEW CLEAN SWEEP™ X

AL-7075-T6 and stainless steel. Available in 140, 160, 185mm (XX Disc brakes)



NEW CENTER LOCK ROTOR

Available in 160 and 185mm



G3 CLEAN SWEEP™ROTOR

Available in 140, 160, 185 and 203mm (Elixir disc brakes)



G2 CLEAN SWEEP™ ROTOR

Available in 140, 160, 185 and 203mm (Juicy and Code disc brakes)



ROUNDAGON ROTOR

Available in 140, 160, 185 and 203mm (Ball bearing disc brakes)



There's Power In Simplicity

For years now, the ball bearing disc brakes have been a favorite among riders who want power, control, durability, dependability, ease of setup and piece-of-cake adjusting. Wait, isn't that everyone? The BB's pad adjustment knobs make quick work out of setting the perfect distance between the pads and the rotor, and adjusting for pad wear (BB5 has inboard knob only). This is something really cool that you can't do on any hydraulic brake. And when you run ball bearing disc brakes, you can match them with one of our levers with Speed Dial® for sweet, adjustable modulation.

TAKING IT TO THE STREETS

Got a road-style bike with disc brakes? You need Avid's tried and true BB7 Road and BB5 Road. The geometry has been adapted to work with road brake levers, so now you can enjoy Avid power and control even when there's no dirt involved.

BB7 MOUNTAIN

INTENDED USES Cross country I Trail I All-mountain
FINISH Graphite grey
SPECIAL FEATURES Tri-Align™ Caliper Positioning System™ I Forged two-piece caliper design Dual-knob pad adjustment I Tool-free pad replacement
ROTOR SIZES Roundagon 160 I 185 I 203mm
WEIGHT 329 grams (160mm rotor; front post mount)

BB5 MOUNTAIN

INTENDED USE Cross country I Trail I All-mountain
FINISH Satin black
SPECIAL FEATURES Tri-Align™ Caliper Positioning System™ I Monoblok® caliper design I Inboard knob-pad adjustment I Tool-free pad replacement
ROTOR SIZES Roundagon 160 I 185 I 203mm
WEIGHT 335 grams (160mm rotor; front post mount)

BB7 ROAD

INTENDED USE Road
FINISH Platinum
SPECIAL FEATURES Tri-Align™ Caliper Positioning System™ I Forged two-piece caliper design Dual-knob pad adjustment I Tool-free pad replacement
ROTOR SIZES Roundagon 160 I 185 I 203mm
WEIGHT 329 grams (160mm rotor; front post mount)

BB5 ROAD

INTENDED USE Road
FINISH Platinum
SPECIAL FEATURES Tri-Align Caliper Positioning System I Monoblok® caliper design I Inboard knob-pad adjustment I Tool-free pad replacement
ROTOR SIZES Roundagon 160 I 185 I 203mm
WEIGHT 335 grams (160mm rotor; front post mount)


BB7 MTB


BB5 MTB


BB7 ROAD


BB5 ROAD



Speed Dial® Ultimate



Speed Dial® 7



Speed Dial® SL



FR-5
(Also available in black)



Single Digit® Ultimate



Single Digit® 7



Single Digit® SL



Single Digit® 5

Levers and Rim Brakes

Surprises should come from the trail, not your bike. Avid's rim brakes and levers wrote the book on predictable, powerful performance.

Shorty™

The word Shorty® is synonymous with brakes on cyclocross and tandem bikes all over the world, and for good reason. Years of continuous improvement have created the best possible position for brakes...you think about the terrain, not your brakes. Both the 4 and the 6 have Avid's time-tested pads and hardware, and their arm design limits vibration for a silent ride.





Shorty™ 6
Right: Shorty™ 4

Avid Hydraulic Brake Setup Guide

TIPS FOR THE BEST POSSIBLE BRAKE SETUP.

Avid has some amazing, one-of-a-kind product features that consistently make us the choice of the best riders in the world. But there's another big factor at play when it comes to maximizing your braking performance: proper setup.

You can easily ruin an awesome brake's performance by setting it up wrong, and you can enhance the capabilities of any brake with the right setup.

If you follow the extremely simple steps described below, you can set up your bike's cockpit just like the pros do. You'll be amazed by the difference it'll make.

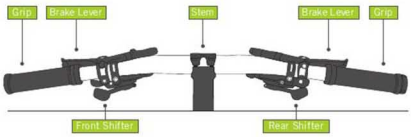
The general idea is simple. Brakes are all about leverage. The more power you build into brakes, the less effort it takes to use them. To achieve power, you need leverage. All Avid brakes are designed to deliver huge power, but unlike others in the brake business, we know the story doesn't stop there.

Another huge part of maximizing power is the marriage between the physiology of your hand and operation of the brake. The proper brake setup will help your hand take advantage of all of Avid's features, resulting in less fatigue, more power, more control and ultimately a much better ride!

START HERE ↓

Step 1: Planning for the Right Setup

Determine your preference for the component placement on your handlebar. This is the typical setup:



Note: This is the typical setup that the vast majority of riders use, but it's not the only way to do it. Some people prefer the shifters to be "outboard" from the brake levers.

Note: If you are starting from scratch and you need to install your Avid brakes, refer to your installation guide included with the brakes or go to **www.sram.com/en/service**.

Step 2: Setting Angle and Spacing of Brake Levers



A. Pick a place where you can sit on the bike in a riding position. Keep your tools within arm's reach, because you'll need them in a second.

B. Start by placing one of your hands on the handlebar so that the heel of your hand is lined up with the end of the bar. Keep all of your fingers wrapped around the bar except your forefinger. Extend it out like you are pointing at something. While you are pointing, slide the brake lever and position it so the bend of the lever blade lines up with the base of the first knuckle on your finger. At this point, your finger may not reach the lever perfectly, but line it up so that it will when we adjust the reach in a moment.

C. Now check to make sure your finger is in a straight line with your arm, and that the lever blade just touches the bottom of your finger. Once everything is lined up, tighten your lever bolt.

Note: This is the part of the process that people get wrong more than any other. Because it looks tidy, people tend to position the brake lever against the grip. That actually creates a problem, because it positions your fingers too close to the pivot of the lever. The closer your fingers are to the pivot on the blade, the less leverage you have...which translates into dramatically less power and more hand fatigue. You are much better off using the end of the lever, because that gives you the best leverage. If you follow the steps above, your grip and lever clamp will likely be farther apart than you are used to. That's okay, though. It's just the sign of someone who knows exactly what he or she is doing.

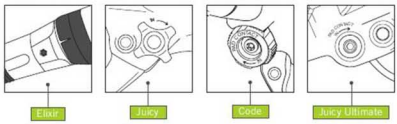
Note: This setup means that most often you'll use one finger to brake, which may be new to you. Rest assured, this is the right way to go. Using one finger to brake allows the others to keep a firm grip on the handlebar. When Avid brakes are set up in this fashion, you will have all the braking power you'll ever need. And by the way, you will find that the lever is still close enough to use your middle finger as well, if that's the way you want to roll.

Step 3: Reach Adjustment



On Avid brakes, the reach adjustment is always going to be a knob on the front of the lever, or a hex wrench bolt near the pivot. The goal here is to position the lever's bend exactly at the base of your first knuckle on your forefinger, so turn the reach adjuster until you get there.

Step 4: Pad Contact-Point Adjustment



If you are the lucky owner of an Avid brake with Pad Contact-Point Adjustment, then you aren't done dialing in the goodness quite yet. This one-of-a-kind feature allows you to adjust the point in the lever's throw where the pads contact the rotor. *It is not reach adjustment. Reach adjustment moves the lever so your finger reaches the lever nicely. Pad Contact-Point Adjustment adjusts the place where the brake firms up and grips the rotor.* Ideally, you want to adjust that spot to where your hand's grip is strongest. Because everyone's hand is a bit different, it's nice to be able to select your own, perfect contact point. So, turn the adjuster until you feel like the pad contact is right where your hand feels strongest in your grip.

Note: There are a few different Pad Contact-Point Adjusters on the various models of Avid brakes. If you're not sure where yours is, consult your owner's manual or **www.avidbike.com**.

Note: The Pad Contact-Point Adjustment DOES NOT move the pads.



Step 5: Match the Other Side

Now, set up the other side of the bar by matching the spacing of the clamps on the side you just completed. Visually adjust the vertical angle of the lever so it matches side one as well.

Note: Pad Contact-Point Adjustment is also used to "even out" the levers, so the spot where each lever's throw firms up is the same. It just feels right. And while you're adjusting, take note – no matter what you do to the contact point, the reach never changes.

Step 6: Position Shifters

Your brake levers are in position – now it's time to move the shifters into place. It's very easy. All you need to do is grip the bars like you are riding again, and extend your thumb like you are going to shift. With your thumb extended, just move the shifter until it touches it in a comfortable spot. It's okay for this to feel like a little bit of a stretch, because you don't shift as often as you brake, and you still have four fingers on the bar, anyway.

Note: If you are using Grip Shift shifters, the steps above obviously change a bit. Since the location of the shifter is predetermined, you can skip this step.

Step 7: Ride

You've now completed a setup procedure that's sure to enhance your braking control dramatically, so get out there and start riding. This is the way braking should be. Enjoy it!

More Tips for the Best Possible Brake Setup.

UNDERSTANDING AVID'S UNIQUE TECHNOLOGIES

Not all brakes are created equal. Sure, they all go in the same spot on your bike, and they all have levers, and these days most are hydraulic. But don't be fooled. There are some major differences between Avid and the others out there. We have a number of unique technologies that make dialing up true performance a snap. Let's take a moment and review some of the basics:

PAD CONTACT-POINT ADJUSTMENT

We're proud to have been the company that invented this feature before people even knew how much they needed it. As the name suggests, Pad Contact-Point Adjustment allows you to adjust the point in the lever's throw where the pads contact the rotor. That helps you do two simple – but important – things:

1. It lets you pick the position you'd like your fingers to be in when your brakes grip. That means you can perfectly match your fingers' comfort with the brake's power.
2. It allows you to balance both levers so the pads contact at the same point. No more uneven brake levers. Pad Contact-Point Adjustment is not a reach adjuster (although all of our levers have that, too). It's an oh-so-important performance enhancement that helps you dial in the perfect ride.

POWER RESERVE GEOMETRY™

At the end of the day, a brake lever simply multiplies the force your hand generates (just like a nutcracker). Avid's Power Reserve Geometry™ represents a way of thinking about the physics of leverage and your hands' comfort. This philosophy is fundamentally different than others in the business of brakes. Due to pivot placement, physics dictates that with other brake levers your fingers tend to slip off the ends as you pull. Avid is different. We designed our levers with the pivot closer to the handlebar – in fact, closer than anyone else in the industry. The resulting lever movement has less inward travel, an arc that's closer to your fingers' natural motion and one that delivers more force to the brake. The cool part is, every Avid lever has it.



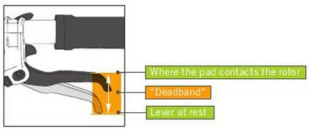
TRI-ALIGN™ CALIPER POSITIONING SYSTEM™

Another original Avid technology making your life better… . There's never been an easier brake to install. With Avid's Tri-Align Caliper Positioning System™, aligning the caliper to the rotor literally takes seconds.



DEADBAND

Deadband is the distance your brake lever travels before the brake pad makes contact with the rotor. "Long deadband" means your lever moves a lot before the pad contacts. "Short deadband" means the lever moves very little before the pad contacts. There isn't necessarily a right or a wrong deadband. It has a lot to do with your hand, your preference and your comfort. The quickest way to adjust the amount of deadband your brakes have is to use Avid's proprietary Pad Contact-Point Adjustment. If your particular brake model doesn't have Pad Contact-Point Adjustment, try the Tech Tuning Tidbits on the opposite page.





Tech Tuning Tidbits

ADVANCING THE PAD POSITION

Note: If lever pulls to the bar, a bleed is not necessarily required.

1. Remove wheel or red plastic pad spacer insert from disc brake caliper.

2. If your brake has Pad Contact-Point Adjustment, rotate the adjuster to the full "out" position. Now it's in the most open position (short deadband).

3. Squeeze the brake lever slowly several times while watching the brake pads move toward each other. Stop when you see an approximate 1mm gap between the pads.

4. Insert the red plastic pad spacer between the pads. The pads will be a little hard to push apart, so use some force to properly spread them to the correct position. Now, remove the spacer again.

5. Install wheels with rotors mounted to bicycle and give the lever a squeeze. The brake pads should now be properly advanced to the correct position, and the brake lever will have a proper firm feel. Repeat if necessary.

ADJUSTING THE AMOUNT OF DOT FLUID IN THE BRAKE

It is possible for your brake to have too much DOT fluid in it. As a result, the brakes may experience very short deadband, or in extreme cases, the pistons will not retract far enough, causing the brake pads to drag on the rotor. Here's how to take care of the problem:

1. If your brake has Pad Contact-Point Adjustment, rotate the adjuster to the full "out" position. Now it's in the most open position (short deadband).

2. Remove the wheel from the bicycle.

3. Using T10 Torx™ wrench (included in the Avid Bleed Kit), remove the lever body bleed screw.

4. Carefully insert the red plastic pad spacer between the brake pads to press the pads and caliper pistons apart.

5. A small amount of DOT fluid will flow from the lever body bleed port. While still applying light pressure on the pads, insert the bleed screw back into the lever body and tighten.

6. Spray lever body with soapy water and wipe clean with a rag.

7. Install the wheel back onto the bicycle and firmly squeeze the lever approximately 10 times to reset the pads; check for any leaks around the bleed port. Now there should be more deadband and less pressure in the system. If there is still excessive pressure after completing this procedure, perform a complete bleed of the system.

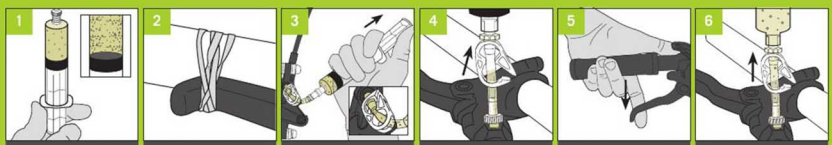
Performing the Perfect Brake Bleed

Our drip-free bleed process is so thorough, you'll never wonder, "Did I get all the air out?" You can see every bit of performance-robbing air being methodically extracted from the system.

Refer to the Avid Juicy Bleed procedure at **www.sram.com/en/service**.

Symptom	First try this	Then try this
Short deadband	Check for DOT fluid overfill*	Bleed the brake
Long deadband	Advance the pads*	Bleed the brake
Sticky pistons	Advance the pads	Lubricate with DOT fluid or Avid DOT compatible grease**
Poor pad retraction	Advance the pads	Check for DOT fluid overfill
Slow lever return	Bleed the brake	Check seals

*Of course, you should start by adjusting the Pad Contact-Point if your brake has that feature. That's what it's for. **Never use chain lube on the pistons. The petroleum in the oil can ruin seals and brake performance.





PIT-STOP™ CABLES

What good are awesome brakes and levers without the lifeline between them? Check out SRAM's full line of Pit-Stop cables. They'll be just the performance-enhancing trick you've been looking for, and yes, they are Avid certified.



TORX WRENCH, CROW'S FOOT



HYDRAULIC LINE CUTTER

(New Pit-Stop offering – Avid certified)



MATCHMAKER™



DRIP-FREE BLEED KIT



RIM WRANGLER™ AND SHORTY™ PADS



REPLACEMENT PAD INSERTS



DISC BRAKE MOUNTING BRACKETS



DISC BRAKE PADS



AVID® SPECIFICATIONS

HYDRAULIC DISC BRAKES

	INTENDED USES	FINISH	ROTOR SIZES	TAPERBORE TECHNOLOGY	TRI-ALIGN™ CALIPER POSITIONING SYSTEM™	PAD TYPE
XX		Body and caliper: Safety silver Lever: Carbon fiber	Clean Sweep™ X 160/185mm	•	•	Organic, top-loading with aluminum backing plate
ELIXIR™ CR MAG		Body and caliper: Smoke Pewter Lever: Carbon Fiber	G3 Clean Sweep™ 160/185/203mm G3 Center Lock rotors now available in 160 & 185mm	•	•	Semi-metallic, top-loading with aluminum backing plate
ELIXIR™ CR		Body and caliper: White (new color) or black onyx Lever: Carbon fiber	G3 Clean Sweep™ 160/185/203mm G3 Center Lock rotors now available in 160 and 185 mm	•	•	Sintered, top-loading
ELIXIR™ R		Body and Caliper: Flash silver or white (new color) Lever: Tungsten grey or Carbon fiber	G3 Clean Sweep™ 160/185/203mm	•	•	Sintered, top-loading
ELIXIR™ 5		Body and caliper: White Lever: Tungsten grey	G3 Clean Sweep™ 160/185/203mm	•	•	Sintered, top-loading
CODE™		Body and caliper: Galvanized or White Lever: black	G2 Clean Sweep™ 160/185/203mm		•	Organic
CODE™ 5		Dead moss grey	G2 Clean Sweep™ 160/185/203mm		•	Organic
JUICY 3.5™ AFTERMARKET ONLY		Body: Flash silver Lever and caliper: Satin black	G2 Clean Sweep™ 160/185/203mm		•	Organic
JUICY 3™ OEM ONLY		Body and caliper: Satin black Lever: Black	G2 Clean Sweep™ 160/185/203mm		•	Organic

Unless otherwise noted, weights are for front, 160mm, post mount. Includes lever, caliper and rotor. Other weights are mount-dependent. All Avid disc brakes fit standard disc hub mount. They are compatible with front

MECHANICAL DISC BRAKES

	INTENDED USES	FINISH	ROTOR SIZES	ROTOR	TRI-ALIGN™ CALIPER POSITIONING SYSTEM™
BB7 MOUNTAIN		Graphite grey	160/185/203mm	Roundagon	•
BB7 ROAD		Platinum	160/185/203mm	Roundagon	•
BB5 MOUNTAIN		Satin black	160/185/203mm	Roundagon	•
BB5 ROAD		Platinum	160/185/203mm	Roundagon	•

Unless otherwise noted, weights are for front, 160mm, post mount. Includes caliper and rotor. Other weights are mount-dependent. All Avid disc brakes fit standard disc hub mount. They are compatible with front post

KEY	ROAD	CROSS COUNTRY	TRAIL	ALL-MOUNTAIN	FREERIDE	DOWNHILL

LEVERS

	FINISH	SPEED DIAL®	BEND ZONE™	QUICK-ADJUST BARREL ADJUSTER	AMBIDEXTROUS	CAM SPLIT CLAMP	SPECIAL FEATURES	WEIGHT (GRAMS)
SPEED DIAL® ULTIMATE	Stealth black	•	•	•		•	CNC Sealed cartridge	159
SPEED DIAL® SL	Aero silver	•	•		•		Magnesium lever body	150
SPEED DIAL® 7	Graphite grey	•	•		•		Reach adjust	175
FR-5	Aero silver or satin black		•		•		Reach adjust Flat rate pull	155

All Avid levers have reach adjustment. All weights per pair. All levers are compatible with mechanical disc brakes and linear-pull brakes.

HYDRAULIC DISC BRAKES

	FLUID TYPE*	LEVER BLADE	PAD CONTACT-POINT ADJUSTMENT	CLAMP DESIGN/ MATCHMAKER™ COMPATIBILITY	POWER RESERVE GEOMETRY™	REACH ADJUSTMENT	AMBIDEXTROUS	ADDITIONAL FEATURES	WEIGHT (GRAMS)
	DOT 5.1	Carbon Fiber	•	New U-Clamp New MatchMaker™ (MMX) compatible	•	2mm Allen (tooled)	•	Ti TORX bolts Two-piece caliper Adjustable banjo	288
	DOT 5.1	Carbon Fiber	•	New U-Clamp New MatchMaker™ (MMX) compatible	•	2mm Allen (tooled)	•	Two-piece caliper Adjustable banjo	333
	DOT 5.1	Carbon Fiber	•	Split Clamp/ MatchMaker™ compatible	•	Tool-free	•	Two-piece caliper Adjustable banjo	375
	DOT 5.1	Forged Aluminum (Also available in Carbon Fiber)		Split Clamp/ MatchMaker™ compatible	•	Tool-free	•	Two-piece caliper Adjustable banjo	375 with aluminum blade 365 with carbon blade
	DOT 5.1	Aluminum		Split Clamp/ MatchMaker™ compatible	•	3mm Allen (tooled)	•	Two-piece caliper	395
	DOT 4	Aluminum	•	Split Clamp/ MatchMaker™ compatible	•	2,5mm Allen (tooled)	•	Four pistons Three-cartridge-bearing lever pivot Two-piece lever with cam breakaway Adjustable center-mount banjo	449
	DOT 4	Aluminum		Split Clamp/ MatchMaker™ compatible	•	2mm Allen (tooled)	•	Four pistons Adjustable center-mount banjo	447
	DOT 4	Aluminum		Split Clamp	•	2mm Allen (tooled)	•		404
	DOT 4	Aluminum			•	2mm Allen (tooled)	•		404

post and I.S. mounts and rear I.S. mounts. **"Fluid type" refers to the fluid the brake is shipped with. Any Avid hydraulic brake works with either DOT 4 or DOT 5.1. 140mm rear rotors available.

MECHANICAL DISC BRAKES

	PAD TYPE	CALIPER DESIGN	LEVER COMPATIBILITY	PAD ADJUSTMENT	TOOL-FREE PAD REPLACEMENT	WEIGHT (GRAMS)
	Sintered	Two-piece	Mountain style	Dual knobs	•	329
	Sintered	Two-piece	Road style	Dual knobs	•	329
	Sintered	Monoblok®	Mountain style	Inboard knob only	•	335
	Sintered	Monoblok®	Road style	Inboard knob only	•	335

and I.S. mounts and rear I.S. mounts.

RIM BRAKES

	FINISH	STAINLESS HARDWARE	PIVOT	PADS	SPECIAL FEATURES	WEIGHT (GRAMS)
SINGLE DIGIT® ULTIMATE	Stealth black	•	Sealed bearing	RW 2	Reversible noodle CNC Cartridge bearings	182
SINGLE DIGIT® SL	Aero silver	•	Pivot sleeve	RW 2	TI hardware	165
SINGLE DIGIT® 7	Graphite grey	•	Pivot sleeve	RW 2	Exclusive noodle boot	185
SINGLE DIGIT® 5	Black	•	Pivot sleeve	20R one-piece	Cartridge pad option available	210
SINGLE DIGIT® 3 OEM ONLY	Black		Pivot sleeve	One-piece	CP steel hardware	214
SHORTY™ 6	Mercury silver and Rival black	•	Pivot sleeve	Cross road cartridge pads	Road-style lever (Red, Force, Rival)	157
SHORTY™ 4	Black only	•	Pivot sleeve	20R one-piece	Road-style lever (Red, Force, Rival)	157

All weights include mounting hardware, noodle and boot.





TRUVATIV



Rider: Holger Meyer · Photo: Markus Greber

MAGIC MECHANICS

A new front transmission so fast and so seamless it's magical: Truvativ HammerSchmidt All Mountain. Experience it at magicmechanics.com.

ALL MOUNTAIN

Pure magic. There's no other way to describe what HammerSchmidt feels like for All Mountain riders. Imagine never having to plan your shift. You'll never see your trails the same again.

FREERIDE

HammerSchmidt gives Freeriders an undeniable edge. From changing gears mid-manual to adding power mid-climb, the future of freeriding starts with HammerSchmidt.

Rider: Israel Romero - Photo: Victor Lucas



HAMMERSCHMIDT TECH & FEATURES

BOTTOM BRACKET 1

HammerSchmidt's BB features a new proprietary BB/crankset interface.

- Designed based on the legendary Howitzer BB
- Compatible with 68, 73, or 83 mm bottom-bracket shell widths
- Spacers included
- AM: 15 mm crankbolt (saves weight)
- FR: 12 mm crankbolt (delivers increased stiffness)

CRANK ARM 2

All Mountain

- Arm-length options: 170, 175
- Finish: Tungsten Grey
- Material: AL 7050 TV

Freeride

- Arm-length options: 165, 170, 175
- Finish: Galvanized Silver
- Material: AL 7050 TV (optimized stiffness for Freeride)

COLLAR ASSEMBLY 3

HammerSchmidt's Collar Assembly locks and unlocks the sun gear, allowing rotation and stop-rotation of the sun relative to the bike.

- Designed to mount to frames with ISCG 03 or ISCG 05 chain-guide mounting tabs*
- HammerSchmidt chain guide included
- Perpendicular axis relationship between the collar assembly and the BB is important—this can be tuned with a standard BB facing tool, using both a standard BB cutter and a special HammerSchmidt ISCG cutter

MECHANISM ASSEMBLY 4

The heart of Truvativ's new front transmission is its planetary gear mechanism. Think of it as one chainring with all the strengths of a traditional two-ring system and none of the weaknesses. And this magic is wrapped up in a small, streamlined package that provides unheard-of ground clearance.

There are two gears: 1:1 and Overdrive.

- In 1:1, everything is locked and spinning together—in other words, turn the pedal once and the chainring goes around once
- In Overdrive, the ratio is approximately 1:1.6; so, turn the pedal once, and the chainring goes around about 1.6 times
- Run 1 through 9 rear cogs: compatible with any width bicycle chain
- 22/36 or 24/38 gear range, with a single ring!

TRIGGER 5

So, how do you make this revolutionary, instant shift? With special HammerSchmidt triggers, of course!

- Compatible with HammerSchmidt X.0 and HammerSchmidt X.9 only
- Actuates in reverse; with a traditional front derailleur, you pull cable to upshift—on HammerSchmidt, you pull cable to downshift
- With only two shifting directions, you'll never make a bad shift



*** FRAME COMPATIBILITY CHECK**
HammerSchmidt is designed to mount to the ISCG tabs, but it's critical that the tabs are located in a specific orientation. A compatibility checker tool is available through your dealer to verify that your frame is HammerSchmidt compatible.

COMPONENT COMPATIBILITY
- Bottom Bracket: HammerSchmidt BB only
- Front Shifter: HammerSchmidt X.0 or HammerSchmidt X.9 only
- Chainrings: 22 or 24 tooth
- Chains: 1x1, 7-, 8-, and 9-speed SRAM or Shimano chains

TRUVATIV

TRUE INNOVATION IS HARD TO COME BY.

Every so often, you hear whispers about a new product that promises to change everything, only to be let down in some way. Truvativ HammerSchmidt delivers the revolutionary innovation you've been hoping for—and it will completely change the way you think, shift, and ride. Truvativ HammerSchmidt opens up worlds of possibilities with an instant flick of a simple switch. Magic mechanics, indeed.

This front transmission's revolutionary design comprises five main components, each working in perfect concert, allowing you to react to terrain in ways you've never imagined before.







TRUVATIV TECHNOLOGIES



AL-7050-TV: The Super Aluminum

The strength of our AL-7050-TV aluminum is second to none. This is why we use it to create our pro-level parts such as Stylo, Holzfeller OCT, Holzfeller, Omnium, and Rouleur. In its raw state AL-7050-TV is impressive, but through extrusion, forging and heat treatment process, we create the highest quality AL-7050-TV that is 75% stronger than the commonly used 6061 aluminum. The result is double the pedal thread strength and double the BB interface strength. When the goal is robust and super-stiff aluminum, then AL-7050-TV is the ideal choice.



OCT: Open Core Technology

To fabricate our Open Core Technology, a single mass of premium alloy is pushed, pulled and squeezed into a hollow crank arm. The magical result is a crank arm with the ultimate strength to weight ratio. Already proven in Holzfeller OCT and Rouleur OCT, this exclusive technology is now available to the Trail and All Mountain crew with the all new Stylo OCT.



Howitzer: External extreme use interface

The Howitzer Bottom Bracket System is designed to meet the rigorous demands of Freeride and WorldCup Downhill. The Howitzer BB features CNC machined AL-6061 cups and a chromoly spindle. Oversized cartridge bearings that are 54% more durable than GXP and 138% more durable than GIGA PIPE keep your crank in motion. Still not convinced? Our Howitzer bottom bracket can support the weight of a mid-sized sports wagon.



GXP: External Bottom Bracket

GXP eliminates the necessity to side-load bearings during adjustment. While other systems rely on side-loading the bearings to eliminate play, the GXP system captures the left side bearing between the spindle and the left crank arm while allowing the drive-side bearing to float axially on the spindle. Tighten it to the proper specifications and you are ready to roll. The GXP system uses two bicycle specific cartridge bearings and eight seals for prolonged life and smooth ride.



Truvativ Chainring Technology

Our chainring technology provides quick and positive shifting. Raw 7075-T6 Alloy plates are stamped, coined, and CNC'd to create a precise shifting whole. Coining shapes our tooth profiles and offers designs that a CNC'd ring can never match. Coining also creates stronger teeth by strain-hardening the alloy for superior durability. Truvativ chainrings also feature Stainless Steel pickup pins for shifting longevity.



OverDrive

The heart of Truvativ's front transmission is its planetary gear mechanism. Think of it as one chainring with all the strengths of a traditional two-ring system and none of the weaknesses. There are two gears: 1:1 and Overdrive. In 1:1, everything is locked and spinning together - in other words, turn the pedal once and the chainring goes around once. In Overdrive, the ratio is approximately 1:1.6; so, turn the pedal once, and the chainring goes around about 1.6 times.

SELECT



DESIGN YOUR RIDE

SELECT



NEW

Your ride is full of choices. Here are five more.

The best of SRAM and Truvativ drivetrain is now available in 5 colors to mix or match.

Race or Trail. Green or Pink. Design your ride.

SRAM.com/DesignYourRide





Recommended Chain PC 991 CS/HP

X-0 rear

See SRAM MTB For X.0 color options







CROSS-

noir 3.3 TEAM

GXP

- NEW SELECT COLOR OPTIONS (MATCH W/SRAM X.0)
- NEW GXP LITE SPINDLE
- UNIDIRECTIONAL CARBON FIBER W/ FORGED ALLOY SPINE
- AL-7075-T6 CHAINRINGS
- GXP TEAM BB
- ALLOY CHAINRING BOLTS
- WEIGHT 800G (W/BB)



noir 1.1G

GXP

- NEW GXP LITE SPINDLE
- UNIDIRECTIONAL CARBON FIBER W / AL 66 SPINE
- UNIDIRECTIONAL CARBON FIBER GUARD
- AL-7075-T6 CHAINRINGS
- GXP TEAM BB
- ALLOY CHAINRING BOLTS
- WEIGHT 745G (W/BB)



STYLO OCT 3.3

GXP OCT

- NEW GXP LITE SPINDLE
- 7075-T6 ALLOY CHAIN RINGS
- MIRROR BLACK AND SUPER ALUMINUM
- ANODIZED TUNGSTEN GREY RINGS
- GIGA X PIPE TEAM BB
- WEIGHT 845G (W/BB)



STYLO OCT 1.1G

GXP OCT

- OPEN CORE TECHNOLOGY
- 180MM CRANK LENGTH OPTION
- 7075-T6 ALLOY CHAIN RING
- MIRROR BLACK AND SUPER ALUMINUM
- ANODIZED TUNGSTEN GREY RING
- GIGA X PIPE TEAM BB
- WEIGHT 820G (W/BB)



NEW

noir WORLD CUP POST

NEW CARBON POST: LIGHT AND STRONG

- LIGHTWEIGHT: AVERAGE 225G
- OFFSETS: 0MM AND 25MM (DOUBLE BOLT ADJUSTMENTS)
- LENGTHS: 350MM AND 400MM
- DIAMETERS: 27.2MM, 30.9MM AND 31.6MM
- SHAFT MATERIAL: FILAMENT WOUND CARBON WITH UNIDIRECTIONAL CARBON BUTTING
- MATERIAL: FORGED ALLOY, 6-4 TITANIUM BOLTS
- ALSO AVAILABLE: NOIR TEAM



noir WORLD CUP RISER BAR

AGGRESSIVELY LIGHT RACE BAR WITH THE ADDED COMFORT OF A RISE

- UNIDIRECTIONAL CARBON FIBER /W COLOR GRAPHICS
- 145G (15MM RISE)
- WIDTH: 640MM
- RISE OPTIONS: 15MM AND 30MM
- 9 DEGREE BACKSWEEP / 5 DEGREE UPSWEEP
- 31.8MM BAR CLAMP DIAMETER
- ALSO AVAILABLE: NOIR TEAM RISER BAR, NOIR RACE RISER BAR, NOIR WORLD CUP FLAT BAR





-COUNTRY COLLECTION



STYLO 3.3 TEAM

GXP

- FORGED AL-7050-T6 ALLOY ARMS
- INTEGRATED OUTER RING DESIGN
- MIRROR POLISHED CRANKARMS
- AL-7075-T6 CHAINRINGS
- TEAM GXP BB
- WEIGHT 905G (W/BB)



NEW GRAPHICS

FIRE V 3.3 TM

GXP

- FORGED AL-66 CRANKARMS
- AL-7075-T6 CHAINRINGS
- COLORS: BLACK BLAST, MIRROR BLACK
- GXP BB SYSTEM
- WEIGHT 940G (W/BB)



ISOflow 3.1

GXP

- CAST ALLOY
- AL-7075 OUTER RING / STEEL INNER RINGS
- SQUARE TAPER / POWER SPLINE INTERFACE
- COLORS: PITCH BLACK, AERO GREY BLAST
- LENGTHS: 160MM, 165MM, 170MM, 175MM
- WEIGHT 744G (W/OUT BB)



NEW COLOR

STYLO WORLD CUP RISER BAR

THE PERFECT BALANCE OF WEIGHT AND STRENGTH

- BUTTED AL 7050 TV
- 235G (15MM RISE)
- COLORS: SNOWWHITE NEW, TUNGSTEN GREY, BLAST BLACK
- WIDTHS: 620MM AND 680MM
- RISE OPTIONS: 15MM AND 25MM
- 9 DEGREE BACKSWEEP / 5 DEGREE UPSWEEP
- 31.8MM BAR CLAMP DIAMETER
- ALSO AVAILABLE: STYLO TEAM RISER BAR, STYLO RACE RISER BAR, STYLO SL RISER BAR



NEW

STYLO WORLD CUP STEM

LIGHTWEIGHT, GREAT STYLE AND EASY TO MOUNT

- LIGHTWEIGHT: 130G (100 MM)
- BODY: 3D FORGED 7050 ALLOY
- 5 DEGREE RISE, DOUBLE STEERER & 4 BOLT HANDLEBAR BOLTS
- HARDWARE: 6-4 TITANIUM
- BAR CLAMP: 31.8MM
- LENGTHS: 75MM - 135MM
- COLORS: BLACK BLAST, SNOWHITE



HammerSchmidt AM

OVERDRIVE

- ARM-LENGTH OPTIONS: 170, 175
- AL-7050 TV
- FINISH TUNGSTEN GREY
- BASED ON HOWITZER BB
- 15MM CRANKBOLT
- CHAINRING 22 OR 24 TEETH



STYLO OCT 2.2 RG

GXP OCT

- NEW GXP LITE SPINDLE
- OPEN CORE TECHNOLOGY
- BLAST BLACK CHAINRINGS
- MIRROR BLACK AND SUPER ALUMINUM
- GIGA X PIPE TEAM BB
- ROCK GUARD OPTIONS



ROCK GUARDS

A STRONG SENSE OF STYLE

- UPGRADED MATERIALS: CUSTOM BLEND OF POLYCARBONATE COMPOSITES
- CO-MOLDED ALUMINUM INSERTS AT BOLT HOLES
- MATERIAL RELIEFS FOR WEIGHT REDUCTION
- FINISH OPTIONS: BLACK STRIPE, WHITE STRIPE AND "CHINA PLATE" DELFT



NEW

STYLO TEAM POST

LOOK GOOD, FEEL BETTER

- LIGHTWEIGHT: AVERAGE 270G
- OFFSETS: 0MM AND 25MM (DOUBLE BOLT ADJUSTMENTS)
- LENGTHS: 350 MM AND 400 MM
- DIAMETERS: 27.2MM, 30.9MM AND 31.6MM
- SHAFT MATERIAL: 3D FORGED AND BUTTED 7050 ALLOY
- HEAD MATERIAL: 7050 FORGED ALLOY
- HARDWARE: STEEL
- ALSO AVAILABLE: STYLO RACE



STYLO TEAM RISER BAR

LOOK FAST, FEEL FAST

- BUTTED AL-6 6
- 275G (20MM RISE)
- BLACK ANODIZED FINISH WITH COLOR GRAPHICS
- WIDTHS: 680MM
- RISE OPTIONS: 20MM, 30MM AND 40MM
- 9 DEGREE BACKSWEEP / 5 DEGREE UPSWEEP
- 31.8MM BAR CLAMP DIAMETER
- ALSO AVAILABLE: STYLO RACE RISER BAR, STYLO SL RISER BAR



NEW

STYLO TEAM STEM

A LIGHT FEEL OF STYLE

- LIGHTWEIGHT: 135G (100 MM)
- BODY: 3D FORGED 7050 ALLOY
- 5 DEGREE RISE, DOUBLE STEERER & 4 BOLT HANDLE-BAR BOLTS
- HARDWARE: STEEL
- BAR CLAMP: 31.8MM
- STEERER CLAMP: 1 1/8"
- LENGTHS: 75MM - 130MM
- COLORS: BLAST BLACK
- ALSO AVAILABLE: STYLO WORLD CUP AND STYLO RACE









STYLO 2.2 AM

GXP

- ALLOY ALL MOUNTAIN GUARD
- FORGED AL-7050-T6 ALLOY ARMS
- INTEGRATED OUTER RING DESIGN
- MIRROR POLISHED CRANKARMS
- TEAM GXP BB

blaze 3.1 HW

HOWITZER

- AL-66
- AL-7075 OUTER RING / STEEL INNER RINGS
- POWER SPLINE / HOWITZER INTERFACE
- COLOR: MATTE BLACK
- 1124G (W/HOWITZER M15 BB)



aka AKA STEM

STIFFNESS AND STRENGTH IN A LIGHTWEIGHT PACKAGE

- 5 DEGREE RISE
- 3D FORGED AL-7050
- 6 LENGTH OPTIONS
- 1 1/8" AND 1.5" STEER CLAMP DIAMETER
- 31.8MM BAR CLAMP DIAMETER WITH A 4-BOLT FLIP FLOP DESIGN
- COLOR OPTIONS: POWDER COATED SNO WHITE, BLACK ANODIZED









HammerSchmidt FR

OVERDRIVE

- ARM-LENGTH OPTIONS: 165, 170, 175
- AL-7050 TV
- FINISH GALVANIZED SILVER
- BASED ON HOWITZER BB
- 12MM CRANKBOLT
- CHAINRING 22 OR 24 TEETH



HOLZFELLER OCT 2.2 RG

HOWITZER OCT

- OPEN CORE TECHNOLOGY
- AL-7050-TV OCT CRANK ARM
- COLOR OPTIONS: BLAST BLACK, SNO WHITE, GALVANIZED
- NEW ROCK GUARD OPTIONS
- AL-7075-T6 CHAINRINGS
- HOWITZER INTERFACE



HOLZFELLER OCT 1.1 DH

HOWITZER OCT

- OPEN CORE TECHNOLOGY
- AL-7050-TV OCT CRANK ARM
- COLOR OPTIONS: BLAST BLACK, SNO WHITE, GALVANIZED
- HIGH IMPACT PC ROCK GUARDS OPTIONALLY AVAILABLE
- AL-7075-T6 CHAINRINGS
- HOWITZER INTERFACE

FREERIDE



HOLZFELLER 2.2 RG

HOWITZER

- AL-7050-TV FORGED ALLOY
- COLOR OPTIONS: MIRROR BLACK, SNO WHITE, GALVANIZED
- HIGH IMPACT PC ROCK GUARD
- HOWITZER INTERFACE
- ALSO AVAILABLE: HOLZFELLER 1.1 DH



HOLZFELLER PEDALS

COLOR OPTIONS! SNO WHITE, PURPLETRATOR PURPLE, GREY, GALVANIZED

- REPLACEABLE PEDAL SPIKES VIA ALLEN KEY WRENCH
- OVERSIZED H / T CRMO SPINDLE
- OVERSIZED CARTRIDGE BEARINGS FOR INCREASED BEARING STRENGTH
- 590G (PAIR)



HOLZFELLER WORLD CUP

LESS WEIGHT, YET THE SAME PROVEN STRENGTH

- BUTTED AL 7050 TV
- 270G (20MM RISE)
- TUNGSTEN GREY OR BLAST BLACK ANODIZED
- WIDTH: 700MM
- RISE OPTIONS: 20MM/30MM/40MM/50MM
- ALSO AVAILABLE: HOLZFELLER FLATTY, HOLZFELLER



NEW

HOLZFELLER POST

NO SLIPPING OR SLIDING. PERIOD

- OFFSET: 10 MM (DOUBLE BOLT ADJUSTMENTS)
- LENGTH: 350 MM
- DIAMETERS: 27.2 MM, 30.9 MM AND 31.6 MM
- SHAFT MATERIAL: 3D FORGED 7050 ALLOY
- HEAD MATERIAL: FORGED ALLOY
- SPECIAL ANTI-SLIP SURFACES
- 240G



HOLZFELLER STEM

LESS WEIGHT, YET THE SAME PROVEN STRENGTH

- CNC'D FOR WEIGHT REDUCTION
- FORGED AL-66
- 2 LENGTH OPTIONS
- 1 1/8" AND 1.5" STEER CLAMP DIAMETER
- COLOR OPTIONS: SNO WHITE, PURPLETRATOR PURPLE, BLACK ANODIZED, GALVANIZED SILVER



NEW

HOLZFELLER DIRECT MOUNT STEM

PAIR WITH THE ALL-NEW ROCKSHOX BOXXER!

- 190G (60 MM)
- 4 BOLT DIRECT MOUNT DESIGN
- BODY: FORGED 7050 ALLOY
- HARDWARE: STEEL
- BAR CLAMP: 31.8 MM
- LENGTHS: 50 MM AND 60 MM
- COLORS: BLACK, WHITE, BOXXER RED









NEW

HUSSEFELT 2.2 RG

HOWITZER

- AL-6066 FORGED ALLOY
- BLAST BLACK FINISH
- AL-6066 ALLOY CHAIN RINGS
- HIGH IMPACT PC ROCK GUARD
- HOWITZER INTERFACE

HUSSEFELT 1.1 DH

HOWITZER

- AL-6066 FORGED ALLOY
- BLAST BLACK FINISH
- HIGH IMPACT PC ROCK GUARD OPTIONALLY AVAILABLE
- HOWITZER INTERFACE

HUSSEFELT POST

RELIABLE. WHEREVER YOU RIDE

- OFFSETS: 10MM (SINGLE CLAMP), 20 MM (DOUBLE BOLT ADJUSTMENTS)
- LENGTHS: 250MM AND 350MM
- DIAMETERS: 27.2MM, 30.9MM AND 31.6MM
- SHAFT MATERIAL: 6061 ALLOY
- HEAD MATERIAL: FORGED ALLOY
- 271G





BOOBAR

THE WIDEST BAR TRUVATIV HAS EVER OFFERED

- WIDTH OPTIONS: 740MM AND 780MM
- 270G-290G
- BUTTED AL 7050 TV
- COLOR OPTIONS: TUNGSTEN GREY AND BLAST BLACK ANODIZED
- RISER OPTIONS: 20MM AND 30MM

BOXGUIDE TEAM

- COMPATIBILITY FOR TRUVATIV HOWITZER AND GIGAPIPE BB
- DESIGNED FOR 34-38 AND 34-46 RING SIZES
- ADJUSTABLE CARTRIDGE BEARING BOTTOM ROLLER & GUIDE-BOX ANGLE
- COMPOSITE MICRO ADJUST GUIDE-BOX
- 350G
- ISCG OR BB MOUNT OPTIONS

SHIFTGUIDE TEAM

- COMPATIBILITY FOR TRUVATIV HOWITZER, GXP AND GIGAPIPE BB
- DESIGNED FOR STANDARD TRIPLE FD'S AND 22-32 / 24-36 ROCK GUARD CRANKS
- ADJUSTABLE CARTRIDGE BEARING BOTTOM ROLLER
- COMPOSITE MICRO ADJUST GUIDE-BOX
- 290G







HUSSEFELT RISER BAR

- COLOR OPTIONS: BLACK ANODIZED AND WHITE POWDER COAT
- BUTTED AL-66
- 300G (20MM RISE)
- WIDTH: 680MM
- RISE OPTIONS: 20MM/30MM/40MM
- ALSO AVAILABLE: HUSSEFELT COMP RISER

HUSSEFELT STEM

- BORED OUT FOR WEIGHT REDUCTION
- AVAILABLE IN 40 OR 60MM LENGTH
- LASER AND 3D LOGO
- COLOR OPTIONS: SNO WHITE, PURPLETRATOR PURPLE, BLACK ANODIZED, GALVANIZED SILVER

HUSSEFELT PEDALS

- INTEGRATED PEDAL SPIKES
- OVERSIZED H / T CRMO SPINDLE
- OVERSIZED CARTRIDGE BEARINGS
- 580G (PAIR)
- COLOR OPTIONS: SNO WHITE, PURPLETRATOR PURPLE, GREY, GALVANIZED



BOTTOM BRACKETS



NEW

PressFit 30

FEATURED ON XX

- BB30 COMPATIBLE
- EASY INSTALLATION
- PRESSFIT CUPS FOR LIGHTER WEIGHT
- INTEGRATED GUTTER SEAL TO PROLONG LIFE
- 73MM SHELL WIDTH
- 30MM SPINDLE DIAMETER
- 40X30X7 LARGER BEARING SIZE
- INTENDED USE: CROSS COUNTRY AND TRAIL

About PressFit 30 MTB

With PressFit 30 you get the weight and strength advantages of BB30 and the simplicity of PressFit technology. The key difference between PressFit 30 and BB30 is how the bearings are fitted into the frame. PressFit 30 bearings are housed in nylon cups, which are simply pressed into the frame's bottom bracket shell. There are no snap rings required! PressFit 30 also features an integrated Gutter seal underneath an aluminum-bearing shield to dramatically prolong bearing life.

Bearing preload is easily adjusted with PressFit 30 MTB's integrated adjuster. No more spacers or wavy washers!

The PressFit 30 system is designed for 30 mm spindle cranksets and requires a 46 mm inner-diameter bottom bracket shell.

ADVANTAGES

- LIGHTER WEIGHT
- NARROW Q-FACTOR AND MORE ANKLE CLEARANCE
- GREATER BEARING DURABILITY
- STIFF AND STRONG
- EASE OF INSTALLATION AND ADJUSTMENT



GXP TEAM

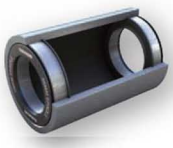
- CERAMIC BEARINGS OPTION
- ENGLISH OR ITALIAN THREADS
- SEALED CARTRIDGE BEARINGS
- LIGHT AND DURABLE
- TOTAL OF 8 SEALS
- EASY MAINTENANCE AND INSTALLATION



NEW

GXP PRESS FIT

- GXP COMPATIBLE
- EASY INSTALLATION
- PRESSFIT CUPS FOR LIGHTER WEIGHT
- TWO FULLY SEALED CARTRIDGE BEARINGS
- 92 MM SHELL WIDTH (STANDARD GXP IS 68MM OR 73MM)
- 51MM CHAINLINE
- 37X24X8 STANDARD BEARING SIZE
- INTENDED USE: CROSS COUNTRY AND TRAIL



NEW

BB30 MTB

FEATURED ON XX

- LIGHTWEIGHT DESIGN
- 30MM ALLOY SPINDLE
- LARGER BEARINGS FOR LONGER LIFE
- 73MM SHELL WIDTH
- 40X30X7 LARGER BEARING SIZE
- INTENDED USE: CROSS COUNTRY AND TRAIL



HOWITZER TEAM

- AXLE BORE THREAD TEAM M12
- CNC-MACHINED ALLOY L & R CUPS IN TECH SILVER
- SUPER STRONG HOWITZER CRMO SPINDLE
- 365 GRAMS

BB SPEC CHART

	BOTTOM BRACKETS MODEL DESCRIPTION [#	BB SHELL	CUP THREADS	CHAINLINE	SPACER *	COMPATIBLE E-TYPE FD / CHAINGUIDE
GXP & BB30	GXP	68 mm	BC-1.37"	51 MTB	1 / 1	
	GXP	73 mm	BC-1.37"	51 MTB	1 / 1	
	PRESSFIT GXP	92 mm	N / A	51 MTB	N / A	
	PRESSFIT 30	73 mm	N / A	51 MTB	N / A	
	BB 30 MTB	73 mm	N / A	51 MTB	N / A	
HOWITZER XR & TEAM	HW-51CL / 68	68 mm	BC-1.37"	51 MTB	1 / 2	-
	HW-51CL / 68G	68 mm	BC-1.37"	51 MTB	1 / 1	■ GX/XX
	HW-51CL / 73	73 mm	BC-1.37"	51 MTB	- / 1	■ iSCG
	HW-51CL / 73G	73 mm	BC-1.37"	51 MTB	-	■ GX/XX
	HW-XRM15-51CL / 68 [1]	68 mm	BC-1.37"	51 MTB	1 / 2	-
	HW-XRM15-51CL / 68G [1]	68 mm	BC-1.37"	51 MTB	1 / 1	■ GX/XX
	HW-XRM15-51CL / 73 [1]	73 mm	BC-1.37"	51 MTB	- / 1	■ iSCG
	HW-XRM15-51CL / 73G [1]	73 mm	BC-1.37"	51 MTB	-	■ GX/XX
	HW-56CL / 68	68 mm	BC-1.37"	56 MTB	1 / 2	-
	HW-56CL / 68E	68 mm	BC-1.37"	56 MTB	1 / 2	■ GX/XX
	HW-56CL / 73	73 mm	BC-1.37"	56 MTB	- / 1	■ iSCG
	HW-56CL / 73E	73 mm	BC-1.37"	56 MTB	-	■ GX/XX
	HW-TM-56CL / 83	83 mm	BC-1.37"	56 MTB	- / 1	■ iSCG
	HW-TM-56CL / 83G	83 mm	BC-1.37"	56 MTB	-	■ GX/XX
	HW-TM-66CL / 100	100 mm	BC-1.37"	66 DH	- / 1	■ iSCG
	HW-TM-66CL / 100G	100 mm	BC-1.37"	66 DH	-	■ GX/XX
POWERSPLINE HOLLOWTECH II	PSPL-108 / 68	68 mm		44.5 ROAD D. / 46 Dual Drive		-
	PSPL-113 / 68	68 mm		48.5 MTB / 46.5 ROAD T.		-
	PSPL-113 / 68E	68 mm		48.5 MTB		■
	PSPL-113 / 73	73 mm		48.5 MTB		-
	PSPL-118 / 68	68 mm		51 MTB		-
	PSPL-118 / 68E	68 mm		51 MTB		■
	PSPL-118 / 73	73 mm		51 MTB		-
	PSPL-118 / 73	73 mm		51 MTB		■

[1] The HOWITZER M15 is a light weight design that should not be used for DH / Freeriding or extreme use. Please use Standard HOWITZER for these applications.

* SPACER: Non-Drive Side / Drive Side
GX/XX Chainguide / Shiftguide Compatibility
iSCG Compatibility (▸ www.iscg.org)



TRUVATIV

CRANKSETS

MODEL DESCRIPTION	COMPATIBLE CHAIN TYPE	INTERFACE		BCD	CHAINRING (Teeth) S	M	L	CRANK LENGTH
NOIR 3.3 TEAM NEW GXP LITE SPINDLE!	9 speed	Giga X Pipe TEAM BB	*incl.*	64 mm / 104 mm	22	32	44	170 / 175 mm
NOIR 1.1 G NEW GXP LITE SPINDLE!	8/9 speed	Giga X Pipe TEAM BB	*incl.*	104 mm	-	32	Carbon Guard	170 / 175 mm
STYLO OCT 3.3 NEW GXP LITE SPINDLE!	9 speed	Giga X Pipe TEAM BB	*incl.*	64 mm / 104 mm	22	32	44	170 / 175 mm
STYLO OCT 2.2 RG NEW GXP LITE SPINDLE!	9 speed	Giga X Pipe TEAM BB	*incl.*	64 mm / 104 mm	24	36	AM Alloy Guard	170 / 175 mm
STYLO OCT 1.1 G	8/9 speed	Giga X Pipe TEAM BB	*incl.*	104 mm	-	32	CNC Alloy Guard	170 / 175 / 180 mm
STYLO 3.3 TEAM	9 speed	Giga X Pipe TEAM BB	*incl.*	64 mm / 104 mm	22	32	44	170 / 175 mm
STYLO 2.2 AM	9 speed	Giga X Pipe TEAM BB	*incl.*	64 mm / 104 mm	24	36	AM Alloy Guard	170 / 175 mm
STYLO 1.1 G	8/9 speed	Giga X Pipe TEAM BB	*incl.*	104 mm	-	32	CNC Alloy Guard	170 / 175 / 180 mm
FIREX 3.3 TEAM NEW GRAPHICS!	9 speed	Giga X Pipe XR BB	*incl.*	64 / 104 mm	22	32	44	170 / 175 mm
BLAZE 3.1	9 speed	PowerSpline / Howitzer M15 ISIS		64 / 104 mm	22	32	44	170 / 175 mm
ISOFLOW 3.1	8/9 speed	PowerSpline / Square taper		64/104 mm	22	32	44	165 / 170 / 175 mm
HOLZFELLER OCT 2.2 RG	8/9 speed	Howitzer	*incl.*	64 mm / 104 mm	22 / 24	32 / 36	Rock Guard	170 / 175 mm
HOLZFELLER OCT 1.1 DH	8/9 speed	Howitzer	*incl.*	104 mm	-	32 / 34 / 36 / 38 / 40 / 42	*Bash Guard available*	170 / 175 mm
HOLZFELLER 2.2 RG	8/9 speed	Howitzer	*incl.*	64 mm / 104 mm	22 / 24	32 / 36	Rock Guard	170 / 175 mm
HOLZFELLER 1.1 DH	8/9 speed	Howitzer	*incl.*	104 mm	-	32 / 34 / 36 / 38 / 40 / 42	*Bash Guard available*	170 / 175 mm
HOLZFELLER 1.1 TG	8/9 speed	Howitzer	*incl.*	64 mm / 104 mm	22	-	Trials Guard	170 / 175 mm
HUSSEFELT 2.2 RG	8/9 speed	Howitzer	*incl.*	64 mm / 104 mm	22 / 24	32 / 36	Rock Guard	170 / 175 mm
HUSSEFELT 1.1 DH	8/9 speed	Howitzer	*incl.*	104 mm	-	34 / 36 / 38 / 40 / 42	*Bash Guard available*	170 / 175 mm
RUKTION 1.0 RG	8/9 speed	Howitzer	*incl.*	104 mm		34 / 36 / 38 / 40 / 42	Rock Guard	170 / 175 mm

STEMS

MODEL DESCRIPTION	MATERIAL BODY	MATERIAL CLAMP	STEERER CLAMP HEIGHT	STEERER CLAMP Ø	ANGLE	BAR CLAMP Ø	LENGTH (mm) 40	50	55	60	70	75	80	90	100	110	120	130	WEIGHT	BOLTS	FINISH | COLOR
STYLO WORLD CUP NEW!	3D Forged 7050 Alloy	AL-7050	39 mm	1 1/8"	5°	31.8 mm						■		■	■	■	■	■	130 g (110 mm)	6-4 Ti	Sno White / Black Anodized
STYLO TEAM NEW!	3D Forged 7050 Alloy	AL-7050	39 mm	1 1/8"	5°	31.8 mm						■		■	■	■	■	■	135 g (110 mm)	CrMo	Black Anodized
STYLO RACE NEW!	3D Forged 6061 Alloy	AL-6061	39 mm	1 1/8"	5°	31.8 mm				■		■		■	■	■	■		145 g (110 mm)	CrMo	Black Anodized
AKA	3D Forged AL-7050	AL-66	38 mm	1 1/8"	5°	31.8 mm				■	■		■	■	■	■			170 g (110 mm)	CrMo	Sno White / Black Anodized
			45 mm	1 1/2"						■	■		■	■	■	■					
HOLZFELLER DM NEW!	Forged 7050 Alloy	AL-66	N / A	N/A	0°	31.8 mm		■		■									190 g (60 mm)	CrMo	Black / White / BoXXer Red
HOLZFELLER	Forged AL-66	AL-66	42 mm	1 1/8"	0°	31.8 mm	■			■									190 g (40 mm)	CrMo	Sno White / Purpletrator Purple / Black Anodized / Galvanized
			50 mm	1 1/2"	7°	31.8 mm	■		■												
HUSSEFELT	AL-6061-T6	AL-6061	42 mm	1 1/8"	0°	31.8 mm	■			■									203 g (40 mm)	CrMo	Sno White / Purpletrator Purple / Black Anodized / Galvanized

SEATPOSTS

MODEL DESCRIPTION	MATERIAL (Shaft)	POST DIAMETER Ø	LENGTH	SADDLE CLAMP OFFSET	WEIGHT	COLOR TUBE + CLAMP
NOIR WORLD CUP NEW!	Filament wound carbon w/ unidirectional carbon butting	27.2 / 30.9 / 31.6 mm	350 / 400 mm	0 / 25 mm	225 g (avg.)	Carbon / Tungsten Grey
NOIR TEAM NEW!	Filament wound carbon w/ unidirectional carbon butting	27.2 / 30.9 / 31.6 mm	350 / 400 mm	0 / 25 mm	235 g (avg.)	Carbon / Tungsten Grey
STYLO TEAM NEW!	3D Forged and butted 7050 Alloy	27.2 / 30.9 / 31.6 mm	350 / 400 mm	0 / 25 mm	270 g (avg.)	Blast Black
STYLO RACE NEW!	AL-6061	27.2 / 30.9 / 31.6 mm	350 / 400 mm	0 / 25 mm	270 g (avg.)	Blast Black
HOLZFELLER NEW!	3D Forged 7050 Alloy	27.2 / 30.9 / 31.6 mm	350 mm	10 mm	240 g	Black polished w/ anti-slip surface
HUSSEFELT NEW!	6061 Alloy	27.2 / 30.9 / 31.6 mm	250 / 350 mm	10 / 20 mm	271 g	Blast Black

SPEC CHART

CRANK ARM		C-RING (S	M)		C-RING (L) OR GUARD		CHAINRING BOLTS	BOLTS	WEIGHT	FINISH	COLOR
MATERIAL	FINISH	COLOR	MATERIAL	FINISH	MATERIAL	FINISH	COLOR				
Carbon	Uni-Directional Graphite High Gloss		AL-7075-T6	Tungsten Grey or SELECT *(CNC af anod.)*	AL-7075-T6 4mm	Tungsten Grey or SELECT *(CNC bf anod.)*	Alloy / Stainless	M15 Self-Extractor *(Alloy)*	800 g *(w/BB)*	Natural Carbon or SELECT Graphics	
Carbon	Uni-Directional Graphite High Gloss		AL-7075-T6	Hard Anodized Black *(CNC bf anod.)*	Carbon Fiber	Unidirectional Carbon Fiber	Alloy	M15 Self-Extractor *(Alloy)*	745 g *(w/BB)*	Natural Carbon	
AL-6066 OCT	Mirror Black Super Aluminium		AL-7075-T6	Tungsten Grey *(CNC bf anod.)*	AL-7075	Tungsten Grey *(CNC af anod.)*	Alloy / Stainless	M15 Self-Extractor *(Alloy)*	845 g *(w/BB)*	Mirror Black Super Aluminium	
AL-6066 OCT	Mirror Black Super Aluminium		AL-7075-T6	Blast Black	Polycarbonate	Black Stripe	Alloy	M15 Self-Extractor *(Alloy)*	805 g *(w/BB)*	Mirror Black Super Aluminium	
AL-7050-TV	Mirror Black Super Aluminium		AL-7075-T6	Blast Black	AL-6061	Black Blast *(CNC af anod.)*	Alloy	M15 Self-Extractor *(Alloy)*	820 g *(w/BB)*	Mirror Black Super Aluminium	
AL-7050-TV	Mirror Black Silver Polish		AL-7075-T6	Hard Anodized Black *(CNC bf anod.)*	AL-7075-T6 4mm	Hard Anodized Black *(CNC bf anod.)*	Alloy / Stainless	M15 Self-Extractor *(Alloy)*	905 g *(w/BB)*	Mirror Black / Silver Polish	
AL-7050-TV	Mirror Black Silver Polish		AL-7075-T6	Blast Black	AL-7075-T6 4mm	Mirror Black *(CNC af anod.)*	Steel UCP	M15 Self-Extractor *(Alloy)*	915 g *(w/BB)*	Mirror Black / Silver Polish	
AL-7050-TV	Mirror Black Silver Polish		AL-7075-T6	Blast Black	5182 Alloy Guard	Mirror Black *(CNC af anod.)*	Steel UCP	M15 Self-Extractor *(Alloy)*	848 g *(w/BB)*	Mirror Black / Silver Polish	
AL-66	Mirror Black		AL-7075-T6	Hard Anodized Black *(CNC bf anod.)*	AL-7075-T6 4mm	Hard Anodized Black *(CNC bf anod.)*	Steel UCP	M15 Self-Extractor	940 g *(w/BB)*	Blast Black / Mirror Black	
AL-66	Pitch Black		Steel H/T (S) Steel-R H/T (M)	Tech Silver	AL-7075-T6 4mm	Blast Black *(CNC bf anod.)*	Steel UCP	CrMo M12 or M15 Capless Bolts	1124 g (w/HW BB)	Pitch Black	
Cast Alloy	Pitch Black Aero Grey Blast		Steel	Matte Black	AL-7075-T6	Blast Black	Steel UCP	XXXX	744 g *(w/BB)*	Blast Black / Aero Grey Blast	
AL-7050-TV OCT	Blast Black, Sno White, Galvanized		AL-7075-T6	Blast Black	High Impact PC *(G)*	Black Stripe	Steel UCP	M12 Self-Extractor	1260 g	Blast Black, Sno White, Galvanized	
AL-7050-TV OCT	Blast Black, Sno White, Galvanized		AL-7075-T6 4mm	Blast Black *(CNC bf anod.)*	High Impact PC *(G)*	N/A	Steel UCP	M12 Self-Extractor	1060 g	Blast Black, Sno White, Galvanized	
AL-7050-TV	Mirror Black, Sno White, Galvanized		AL-7075-T6	Blast Black	High Impact PC *(G)*	Black Stripe	Steel UCP	M12 Self-Extractor	1320 g	Blast Black, Sno White, Galvanized	
AL-7050-TV	Mirror Black, Sno White, Galvanized		AL-7075-T6 4mm	Blast Black *(CNC bf anod.)*	High Impact PC *(G)*	N/A	Steel UCP	M12 Self-Extractor	1120 g	Blast Black, Sno White, Galvanized	
AL-7050-TV	Mirror Black		AL-7075-T6	Blast Black	AL-7075-T6 *(TG)* *	Blast Black *(CNC bf anod.)*	Steel UCP	M12 Self-Extractor	N/A	Mirror Black	
AL-66	Blast Black, Sno White		AL-7075-T6	Blast Black	High Impact PC *(G)*	Black Stripe	Steel UCP	CrMo M12 Capless Bolts **	872 g / 982 g	Blast Black, Sno White	
AL-66	Blast Black, Sno White		AL-7075-T6 4mm	Black CNC Details	High Impact PC *(G)*	N/A	Steel UCP	CrMo M12 Capless Bolts **	720 g	Blast Black, Sno White	
Cast Alloy	Blast Black, Galvanized		Steel	Matt Black	High Impact PC *(G)*	Smokey Grey	Steel UCP	CrMo M12 Capless Bolts	850 g	Blast Black, Galvanized	

XC/RACE – CARBON BARS	Weight	Length	Material	Color	Backsweep	Upsweep	Rises	Bar Clamp Diameter
Model description								
Noir World Cup Flat Bar	110 g	580 mm	Carbon Fiber SL	Unidirectional Carbon Fiber w/color graphics	5°	N/A	N/A	31.8 mm
Noir World Cup Riser Bar	145 g (15mm Rise)	640 mm	Carbon Fiber SL	Unidirectional Carbon Fiber w/color graphics	9°	5°	15 mm / 30 mm	31.8 mm
Noir Team Flat Bar	130 g	600 mm	Carbon Fiber SL	Unidirectional Carbon Fiber w/color graphics	5°	N/A	N/A	31.8 mm
Noir Team Riser Bar	160 g (20mm Rise)	680 mm	Carbon Fiber	Unidirectional Carbon Fiber w/color graphics	9°	5°	20 mm / 40 mm	31.8 mm
Noir Race Riser Bar	190g (20mm Rise)	680 mm	Carbon Fiber	Unidirectional Carbon Fiber w/color graphics	9°	5°	20 mm / 40 mm	31.8 mm

TRAIL/AM – ALLOY BARS	Weight	Length	Material	Color	Backsweep	Upsweep	Rises	Bar Clamp Diameter
Model description								
Stylo World Cup Flat Bar / 700mm	145 g / 270 g	580 mm / 700	Butted AL 7050 TV	Tungsten Grey, Black Anodized w/color graphics	5°/ 9°	N/A	N/A	31.8 mm
Stylo World Cup Riser Bar NEW COLOR!	235 g (avg.)	620 mm / 680 mm	Butted AL 7050 TV	Tungsten Grey, Black Anodized, Sno White	9°	5°	15 mm / 25 mm	31.8 mm
Stylo Race Flat Bar	195 g	580 mm / 600 mm	Butted 6061 Alloy	Black anodized w/color graphics	5°	N/A	N/A	25.4 / 31.8 mm
Stylo Race Riser Bar	320 g	680 mm	Butted 6061 Alloy	Black anodized w/color graphics	9°	5°	20 mm / 30 mm	25.4 / 31.8 mm
Stylo Team Flat Bar	160 g	580 mm / 600 mm	Butted AL 66 Alloy	Black anodized w/color graphics	5°	N/A	N/A	25.4 / 31.8 mm
Stylo Team Riser Bar	275 g	680 mm	Butted AL 66	Black anodized w/color graphics	9°	5°	20 / 30 / 40 mm	31.8 mm
Stylo SL Riser Bar	345 g	680 mm	Butted AL 6061	Black Anodized w/laser graphics	9°	5°	20 mm / 30 mm	25.4 / 31.8 mm

FR/DH – ALLOY BARS	Weight	Length	Material	Color	Backsweep	Upsweep	Rises	Bar Clamp Diameter
Model description								
BooBar	275 g	740 / 780 mm	Butted AL 7050 TV	Tungsten Grey, Blast Black Anodized w/color graphics	7°	5°	20/30mm	31.8mm
Holzfeller World Cup	270 g	700 mm	Butted AL 7050 TV	Tungsten Grey, Blast Black Anodized w/color graphics	7°	5°	20/30/40/50mm	31.8mm
Holzfeller	290 g	700 mm	Butted AL 7050 TV	Black Anodized, White Powder Coat w/color graphics	9°	5°	20/30/40/50mm	31.8mm
Hussefelt	300 g	680 mm	Butted AL 66	Black Anodized, White Powder Coat w/color graphics	9°	5°	20/30/40mm	31.8mm
Hussefelt Comp	340 g	680 mm	Butted AL 6061	Black Anodized w/color graphics	9°	5°	20/30/40mm	31.8mm

* 6.35 AL-7075-T6 Trials Guard
** CrMo H / pedal thread inserts included



Rider: Amir Kabbani - Photo: Markus Greber